Federal Aviation Administration

TM

U.S. Terminal Procedures Publication

Southwest (SW) Vol 1 of 4

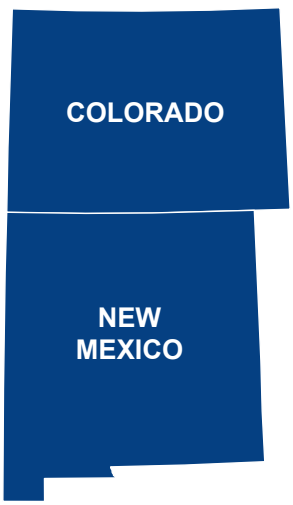
Effective: 0901Z

12 JUN 2025

to: 0901Z

07 AUG 2025

Consult the Change Notice (CN) effective 10 JUL 2025 for revised Instrument Procedure Charts for this volume



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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

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

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

INOP COMPONENTS 25051

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

INOP COMPONENTS 25051

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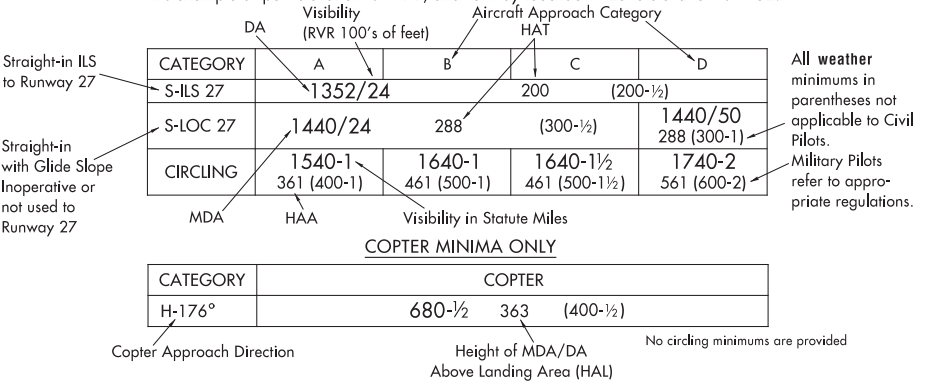
TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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



COPTER MINIMA ONLY

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

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

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

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Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

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

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

TERMS/LANDING MINIMA DATA 25163

GENERAL INFORMATION

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

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

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

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

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

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

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STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot contolled lighting, e.g., (A1), (V)

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

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

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

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ABBREVIATIONS 25107

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

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ABBREVIATIONS 25107

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

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ABBREVIATIONS 25107

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

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LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

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

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

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

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

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

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

x (CFTSP) — Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

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

LEGEND 23334

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

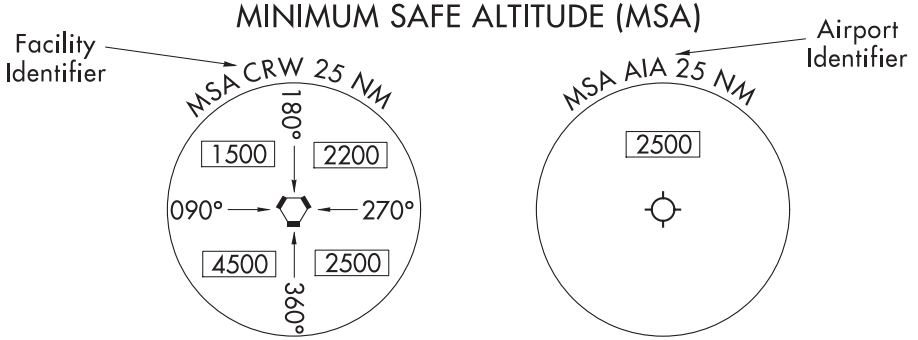
LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

SW-1, 12 JUN 2025 to 07 AUG 2025

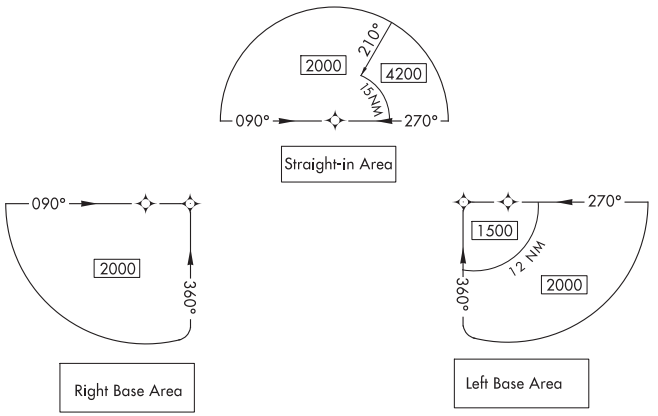
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

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

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

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

LEGEND 23110

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

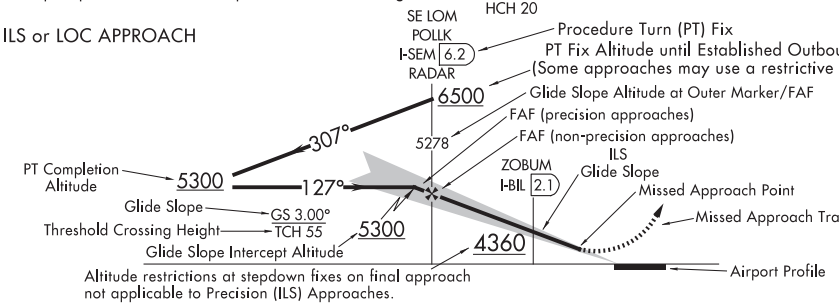
PROFILE VIEW

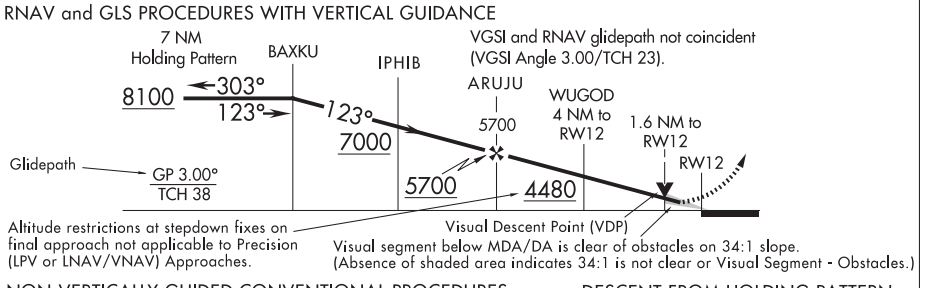
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

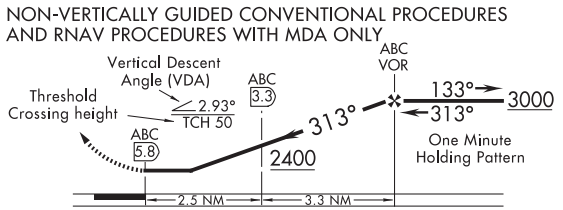
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

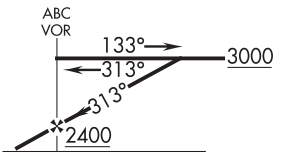
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

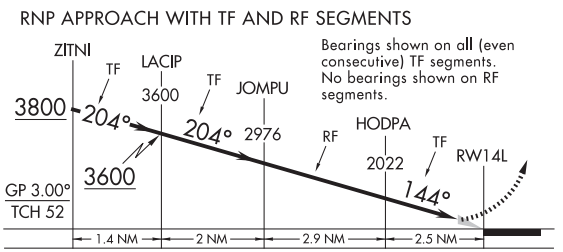
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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











ALTITUDES

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

PROFILE SYMBOLS

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

▼ Visual Descent Point (VDP)

Visual Flight Path

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

LEGEND 24361

SW-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

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

LEGEND 23334

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR VORTAC DME NDB/DME
VOR/DME TACAN NDB

Non-Compulsory:

VOR VORTAC DME NDB/DME
VOR/DME TACAN NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE
Localizer Back Course
(Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

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

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

Heliport

Civil Military Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

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

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

LEGEND 23334

SW-1, 12 JUN 2025 to 07 AUG 2025

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AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

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

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

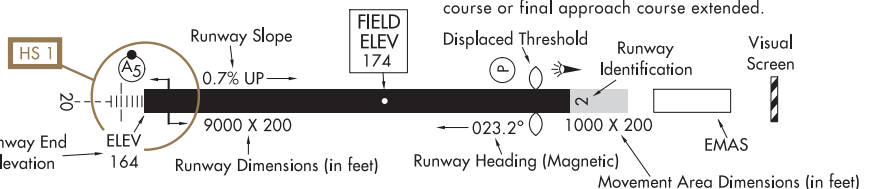
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

LEGEND 22195

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

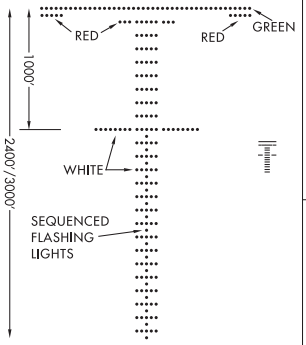
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

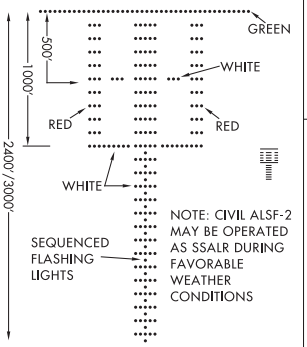


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

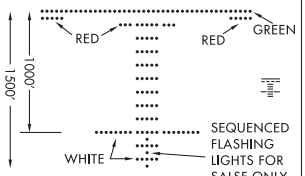


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



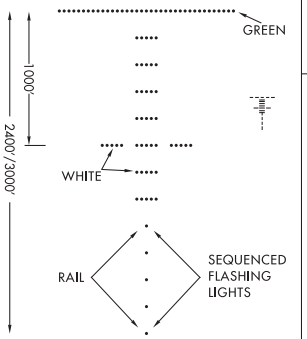
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

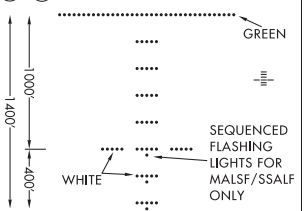
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)



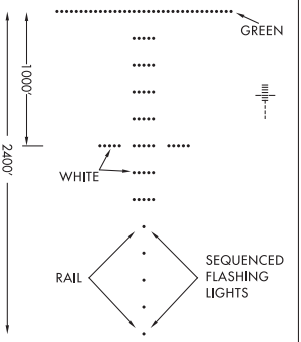
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

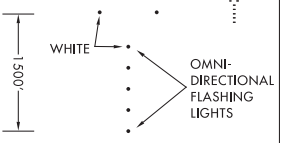
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

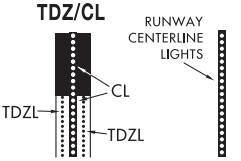
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



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

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SW-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

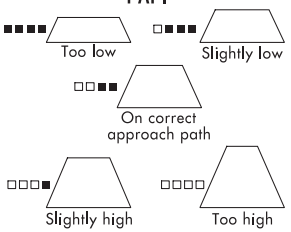
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) PRECISION APPROACH PATH INDICATOR

PAPI



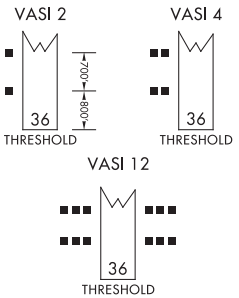
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

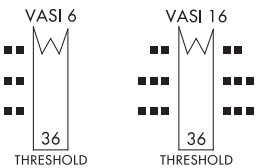
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

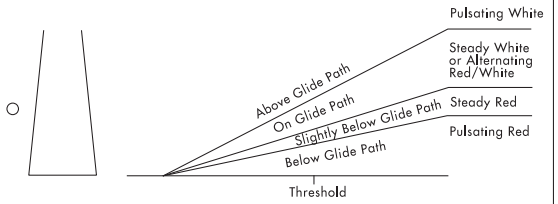
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

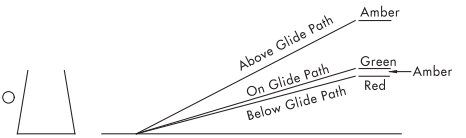
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

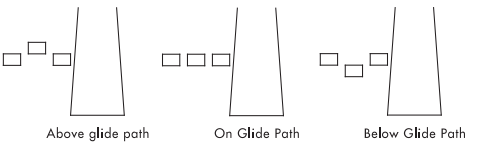
TRCV



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

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

LEGEND 22195

SW-1, 12 JUN 2025 to 07 AUG 2025

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SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

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

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

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

SUPPLEMENTAL TABLES 25107

SW-1, 12 JUN 2025 to 07 AUG 2025

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

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

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

SUPPLEMENTAL TABLES 25107

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

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

ALAMOGORDO, NM
---SEE HOLLOMAN AFB

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

ALAMOSA, CO
SAN LUIS VALLEY RGNL/BERGMAN FLD(ALS)
TAKEOFF MINIMUMS L
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RNAV (GPS) RWY 02 7
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ALBUQUERQUE INTL SUNPORT(ABQ)
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ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
HOT SPOT ..... P
STARS ..... BRRTO ONE (RNAV) Z8
COLTR FOUR (RNAV) Z13
CURLY THREE Z14
FRIHO FOUR Z24
LAVAN THREE Z30
LOWBO THREE (RNAV) Z37
LZZRD FOUR (RNAV) Z40
MIERA TWO Z42
SNDIA FOUR (RNAV) Z56
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RNAV (RNP) Y RWY 21 13
RNAV (RNP) Y RWY 26 14
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ASPEN-PITKIN COUNTY/SARDY FLD(ASE)
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ALTERNATE MINIMUMS ..... M
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LOYYD ONE (RNAV) Z39
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ASTRONAUT KENT ROMINGER
---SEE DEL NORTE, CO

AURORA, CO
---SEE BUCKLEY SPACE FORCE BASE

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

BLAKE FLD
---SEE DELTA, CO

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LARKS THREE Z28
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RAMMS EIGHT Z54
TOMSN NINE Z63
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CAVERN CITY AIR TRML
---SEE CARLSBAD, NM

CENTENNIAL
---SEE DENVER, CO

CENTRAL COLORADO RGNL
---SEE BUENA VISTA, CO

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

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RNAV (GPS) RWY 20 98

CLOVIS, NM
CLOVIS RGNL(CVN)
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CLOVIS, NM
---SEE CANNON AFB

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

COLORADO PLAINS RGNL
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	DANDD ONE	Z15
	DUNNN SIX (RNAV)	Z18
	LANDR THREE	Z26
	LARKS THREE	Z28
	PINNR THREE (RNAV)	Z49
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STARS	AALLE FOUR (RNAV)	Z1
	CLASH FIVE (RNAV)	Z10
	DANDD ONE	Z15
	FLATI FIVE (RNAV)	Z21
	LANDR THREE	Z26
	LARKS THREE	Z28
	LAWGR FOUR (RNAV)	Z31
	LONGZ FOUR (RNAV)	Z34
	NIIXX FOUR (RNAV)	Z45
	POWDR ONE	Z51
	QUAIL ONE	Z53
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	ILS OR LOC RWY 16R	196
	ILS OR LOC RWY 17L	197
	ILS OR LOC RWY 17R	198
	ILS OR LOC RWY 25	199
	ILS OR LOC RWY 26	200
	ILS OR LOC RWY 34L	201
	ILS OR LOC RWY 34R	202
	ILS OR LOC RWY 35L	203
	ILS OR LOC RWY 35R	204
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

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AKRON, CO

COLORADO PLAINS RGNL (AKO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL (ALM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA - Environmental.

Rwy 22, NA - Airspace.

DEPARTURE PROCEDURE:

Rwy 4, use CORONA DEPARTURE.

ALAMOSA, CO

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4C 05NOV20 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climbing right turn, thence...

Rwy 20, climbing left turn, thence...

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

TAKEOFF OBSTACLE NOTES:

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

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

Rwy 12, electrical equipment 36' from DER, 214' right of centerline, 16' AGL/5315' MSL.

Rwy 21, terrain beginning 159' from DER, 77' right of centerline, up to 5315' MSL.
Terrain beginning 199' from DER, 100' left of centerline, up to 5311' MSL.

Rwy 26, sign 38' from DER, 431' left of centerline, 14' AGL/5314' MSL.

Rwy 30, sign 48' from DER, 178' right of centerline, 15' AGL/5315' MSL.
Vehicle on road 229' from DER, 546' left of centerline, 19' AGL/5319' MSL.
Poles and tower beginning 876' from DER, 480' right of centerline, up to 93' AGL/5393' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 21JUL16 (16203) (FAA)

Rwy 3, 12, 21, 26, 30, Heading as assigned by ATC.

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

DOUBLE EAGLE II (AEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14FEB08 (08045) (FAA)

DEPARTURE PROCEDURE:

Rwy 4 , climb heading 035° to 11700 before turning right, all others turn left on course.

Rwy 17, climb heading 169° to 9400 before turning left, all others turn right on course.

Rwy 22, climb heading 215° to 9100 before turning left, all others turn right on course.

Rwy 35 , climb heading 349° to 11000 before turning right, all others turn left on course.

TAKEOFF OBSTACLE NOTES:

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

Rwy 35, antenna 53' from DER, 405' right of centerline, 9' AGL/ 5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 17, use ANEKE RNAV DEPARTURE.

ARTESIA, NM

ARTESIA MUNI (ATS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15AUG19 (19227) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vegetation 88' from DER, 189' right of centerline, 7' AGL/3524' MSL.
Vehicles on road beginning 385' from DER, 407' right of centerline crossing runway extended centerline, up to 15' AGL/3534' MSL.

Rwy 22, aircraft on tarmac beginning at DER, 147' right of centerline, up to 42' AGL/3591' MSL.
Vehicles on road beginning 541' from DER, 638' left of centerline, crossing runway extended centerline, up to 15' AGL/3564' MSL.

Rwy 31, taxiing aircraft beginning at DER, 114' left of centerline, crossing runway extended centerline, up to 42' AGL/3551' MSL.
Vegetation 62' from DER, 493' left of centerline, 8' AGL/3542' MSL.
Towers beginning 2596' from DER, 1109' right of centerline, up to 88' AGL/3619' MSL.

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ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, NA - Environmental.

DEPARTURE PROCEDURE:

Rwy 33, use SARDD DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 33, terrain beginning 4' from DER, 351' left of centerline, up to 7720' MSL.
Tree 23' from DER, 395' right of centerline, 7713' MSL.
Trees beginning 112' from DER, 408' right of centerline, up to 47' AGL/7715' MSL.
Fences, terrain beginning 147' from DER, 358' left of centerline, up to 7721' MSL.
Tree 234' from DER, 478' right of centerline, 7718' MSL.
Trees beginning 256' from DER, 537' right of centerline, up to 7719' MSL.
Trees beginning 696' from DER, 600' left of centerline, up to 7727' MSL.
Trees beginning 989' from DER, 624' left of centerline, up to 7760' MSL.
Trees beginning 1085' from DER, 593' left of centerline, up to 7788' MSL.
Vegetation, trees, terrain beginning 1232' from DER, 673' left of centerline, up to 7809' MSL.
Trees beginning 1768' from DER, 679' left of centerline, up to 7814' MSL.
Trees beginning 2183' from DER, 723' left of centerline, up to 7821' MSL.
Trees beginning 2398' from DER, 800' left of centerline, up to 7835' MSL.
Terrain 2519' from DER, 1172' left of centerline, 7872' MSL.
Trees beginning 2535' from DER, 966' left of centerline, up to 7875' MSL.
Terrain, trees beginning 2627' from DER, 732' left of centerline, up to 7931' MSL.
Tree 3040' from DER, 1230' left of centerline, 7946' MSL.
Vegetation, trees, terrain beginning 3047' from DER, 773' left of centerline, up to 7995' MSL.
Terrain, trees beginning 3269' from DER, 770' left of centerline, up to 8004' MSL.
Vegetation, trees, terrain beginning 3355' from DER, 751' left of centerline, up to 8079' MSL.
Trees, terrain, vegetation, building, pole beginning 4447' from DER, 934' left of centerline, up to 7963' MSL.
Trees, terrain beginning 1.7 NM from DER, 2897' left of centerline, up to 8191' MSL.
Trees beginning 1.8 NM from DER, 3058' left of centerline, up to 8227' MSL.
Trees, terrain beginning 2.4 NM from DER, 2322' left of centerline, up to 8543' MSL.

BELEN, NM

BELEN RGNL (BRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA - Environmental.
Rwy 3, std. w/min. climb of 350' per NM to 12000, or 3300-3 for VCOA.
Rwy 21, std. w/min. climb of 325' per NM to 11900, or 3300-3 for VCOA.

VCOA:

Rwys 3, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Belen Regional Airport at or above 8400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 21, power poles beginning 1150' from DER, 275' left of centerline, up to 34' AGL/5236' MSL.

BUCKLEY SFB (KBKF)

AURORA, CO

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

02DEC21 (21336) (USAF)

Diverse departure NA. Use published departure procedures for obstacle avoidance.

BUENA VISTA, CO

CENTRAL COLORADO RGNL (AEJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, NA-Terrain.

DEPARTURE PROCEDURE:

Rwy 15, use PUEBLO (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

BURLINGTON, CO

KIT CARSON COUNTY (ITR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, terrain beginning 32' from DER, 321' right of centerline, up to 4213' MSL.

CANNON AFB (KCVS),

CLOVIS, NM

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256)

Diverse departure authorized all runways.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 0' from DER, 500' left of cntrln, 4305' MSL.
Terrain 1061' from DER, 784' left of cntrln, 4329' MSL.
Terrain 1064' from DER, 772' left of cntrln, 4327' MSL.
Terrain 1187' from DER, 818' left of cntrln, 4327' MSL.
Terrain 267' from DER, 567' left of cntrln, 4304' MSL.
Rwy 13, terrain 0' from DER, 500' left of cntrln, 4280' MSL.
Terrain 276' from DER, 532' left of cntrln, 4281' MSL.
Rwy 22, terrain 0' from DER, 500' right of cntrln, 4283' MSL.
Terrain 537' from DER, 640' left of cntrln, 4295' MSL.
Terrain 554' from DER, 648' left of cntrln, 4292' MSL.
Rwy 31, terrain 0' from DER, 500' left of cntrln, 4294' MSL.
Terrain 190' from DER, 551' right of cntrln, 4309' MSL.
Terrain 277' from DER, 505' right of cntrln, 4311' MSL.

CANON CITY, CO

FREMONT COUNTY (1V6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA-ATC

DEPARTURE PROCEDURE:

Rwy 11, climb on heading 113° and PUB R-274 to PUB VORTAC before proceeding on course.
Rwy 29, climbing left turn to intercept PUB R-274 to PUB VORTAC before proceeding on course. Do not exceed 210 KIAS until established on PUB R-274 eastbound.

TAKEOFF OBSTACLE NOTES:

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

CARLSBAD, NM

CAVERN CITY AIR TRML (CNM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (21112) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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CLAYTON, NM

CLAYTON MUNI AIRPARK (CAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

CLOVIS, NM

CLOVIS RGNL (CVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19SEP13 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, NA - Environmental.

Rwy 4, NA - Air traffic.

TAKEOFF OBSTACLE NOTES:

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

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

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

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI (COS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12A 14SEP17 (17257) (FAA)

TAKEOFF MINIMUMS:

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

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

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

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

DEPARTURE PROCEDURE:

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

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 17AUG17 (17229) (FAA)

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

Rwy 17L, heading as assigned by ATC.

Rwy 17R, heading as assigned by ATC.

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

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

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

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COLORADO SPRINGS, CO (CON'T)

MEADOW LAKE (FLY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 16, 26, 34, NA-Environmental.

DEPARTURE PROCEDURE:

Rwys 15, 33, use FALCON DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 15, terrain 7' from DER, 193' right of centerline, 6792' MSL.
Terrain beginning 7' from DER, 265' right of centerline, up to 6801' MSL.
Sign 13' from DER, 124' left of centerline, 3' AGL/6792' MSL.
Tree 147' from DER, 322' left of centerline, 6799' MSL.
Rwy 33, signs beginning 13' from DER, 126' left of centerline, up to 4' AGL/6881' MSL.
Sign 13' from DER, 71' right of centerline, 3' AGL/6880' MSL.
Aircraft, trees and vehicles on road beginning 28' from DER, 78' right of centerline, up to 44' AGL/6923' MSL.
Pole, fence and terrain beginning 121' from DER, 198' left of centerline, up to 25' AGL/6907' MSL.
Building, terrain, fence, pole and vehicles on road beginning 287' from DER, 2' left of centerline, up to 25' AGL/6911' MSL.
Tree 783' from DER, 523' left of centerline, 6921' MSL.
Tree and vehicles on road beginning 904' from DER, 50' right of centerline, up to 6924' MSL.
Tree, vehicles on road and pole beginning 1104' from DER, 8' left of centerline, up to 6929' MSL.
Trees and vehicles on road beginning 1280' from DER, 14' right of centerline, up to 6934' MSL.
Tree 1456' from DER, 763' left of centerline, 6932' MSL.
Tree 1655' from DER, 650' left of centerline, 6944' MSL.
Tree 1741' from DER, 519' left of centerline, 6953' MSL.
Trees and buildings beginning 1852' from DER, 406' left of centerline, up to 6977' MSL.
Trees beginning 2878' from DER, 1137' left of centerline, up to 6995' MSL.
Tree 3403' from DER, 1199' left of centerline, 7000' MSL.
Tree 3660' from DER, 1120' left of centerline, 7003' MSL.
Trees beginning 3747' from DER, 897' left of centerline, up to 7011' MSL.
Tree 4510' from DER, 1244' left of centerline, 7013' MSL.
Tree 4788' from DER, 1254' left of centerline, 7017' MSL.
Tree 4799' from DER, 1068' left of centerline, 7019' MSL.
Tree 4978' from DER, 1015' left of centerline, 7020' MSL.
Building 5309' from DER, 1895' left of centerline, 38' AGL/7024' MSL.
Spire and building beginning 5363' from DER, 287' left of centerline, up to 66' AGL/7036' MSL.
Buildings beginning 1.1 NM from DER, 2240' left of centerline, up to 36' AGL/7068' MSL.
Building 1.2 NM from DER, 2417' left of centerline, 36' AGL/7069' MSL.

CORTEZ, CO

CORTEZ MUNI (CEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

Use LEDVE DEPARTURE.

CRAIG, CO

CRAIG-MOFFAT (CAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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DEL NORTE, CO

ASTRONAUT KENT ROMINGER (RCV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 6, 24, use HOMME DEPARTURE.

DELTA, CO

BLAKE FLD (AJZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std w/min climb of 412'/NM to 10200, or 3300-3 for VCOA.

Rwys 14, 32, NA-Environmental.

Rwy 21, std w/min climb of 452'/NM to 10200, or 3300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, DME required, climbing right turn heading 212° to intercept MTJ VOR/DME R-297 to BRICK/MTJ 23.4 DME…

Rwy 21, DME required, climb on heading 212° to intercept MTJ VOR/DME R-297 to BRICK/MTJ 23.4 DME...

...climb-in-hold (hold NW, RT, 117° inbound) to cross BRICK at or above 11300.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

DEMING, NM

DEMING MUNI (DMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23FEB23 (23054) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climbing right turn direct DMN VORTAC; then on assigned route.
Rwy 8, climb direct DMN VORTAC; then on assigned route.
Rwy 22, climb on a heading between 218° CW to 302° from DER; then on assigned route.
Rwy 26, climb on a heading between 260° CW to 290° from DER; then on assigned route.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 11' from DER, 251' right of centerline, up to 9' AGL/4311' MSL.
Terrain 104' from DER, 470' left of centerline, 4306' MSL.
Poles beginning 560' from DER, 287' left of centerline, up to 40' AGL/4345' MSL.
Pole 1231' from DER, 211' left of centerline, 44' AGL/4346' MSL.
Poles beginning 1376' from DER, 174' left of centerline, up to 46' AGL/4348' MSL.
Poles beginning 1538' from DER, 19' right of centerline, up to 42' AGL/4344' MSL.
Building, sign beginning 2172' from DER, 793' left of centerline, up to 63' AGL/4367' MSL.
Rwy 8, tree 244' from DER, 228' right of centerline, up to 100' AGL/4382' MSL.
Tree 247' from DER, 73' left of centerline, up to 100' AGL/4382' MSL.
Tree 503' from DER, 229' right of centerline, up to 100' AGL/4385' MSL.
Tree 762' from DER, 60' left of centerline, up to 100' AGL/4385' MSL.
Rwy 22, tree 990' from DER, 359' right of centerline, 32' AGL/4342' MSL.
Pole 1020' from DER, 472' right of centerline, 34' AGL/4344' MSL.
Pole, trees beginning 1130' from DER, 139' right of centerline, up to 34' AGL/4345' MSL.
Tree 1962' from DER, 458' right of centerline, 69' AGL/4380' MSL.
Rwy 26, tree 4' from DER, 472' left of centerline, 3' AGL/4315' MSL.
Tree 44' from DER, 459' right of centerline, 2' AGL/4316' MSL.
Tree 313' from DER, 382' right of centerline, 12' AGL/4327' MSL.
Tree 345' from DER, 391' left of centerline, 11' AGL/4324' MSL.
Trees beginning 944' from DER, 260' right of centerline, up to 31' AGL/4347' MSL.
Tree 1323' from DER, 505' left of centerline, 38' AGL/4353' MSL.
Trees beginning 1522' from DER, 88' right of centerline, up to 44' AGL/4362' MSL.
Tree 1630' from DER, 236' left of centerline, 39' AGL/4355' MSL.
Tree 1940' from DER, 514' right of centerline, 47' AGL/4365' MSL.
Tree 4351' from DER, 1651' right of centerline, 100' AGL/4428' MSL.

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

25163

DENVER, CO

CENTENNIAL (APA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicle on road 196' from DER, 408' left of centerline, 5799' MSL.
Vehicle on road 283' from DER, 402' left of centerline, 5804' MSL.
Vehicle on road 389' from DER, 396' left of centerline, 5809' MSL.
Vehicle on road 483' from DER, 618' right of centerline, 5815' MSL.
Vehicle on road 521' from DER, 393' left of centerline, 5815' MSL.
Vehicle on road 611' from DER, 569' right of centerline, 5817' MSL.
Vehicle on road 644' from DER, 401' left of centerline, 5818' MSL.
Vehicle on road 719' from DER, 528' right of centerline, 5818' MSL.
Vehicle on road 781' from DER, 425' left of centerline, 5823' MSL.
Tree, vehicle on road beginning 835' from DER, 458' right of centerline, up to 20' AGL/5828' MSL.
Vehicle on road 927' from DER, 464' left of centerline, 5827' MSL.
Terrain 958' from DER, 624' right of centerline, 5835' MSL.
Terrain, vehicle on road beginning 1013' from DER, 254' right of centerline, up to 5836' MSL.
Terrain, vehicle on road beginning 1113' from DER, 119' right of centerline, up to 5839' MSL.
Vehicle on road beginning 1138' from DER, 535' left of centerline, up to 5833' MSL.
Fence, vehicle on road, terrain beginning 1210' from DER, 3' right of centerline, up to 5841' MSL.
Vehicle on road beginning 1237' from DER, 31' left of centerline, up to 5834' MSL.
Terrain beginning 1282' from DER, 229' right of centerline, up to 5843' MSL.
Building, vehicle on road, pole beginning 1384' from DER, 71' left of centerline, up to 33' AGL/5854' MSL.
Pole, vehicle on road, terrain beginning 1470' from DER, 204' right of centerline, up to 5862' MSL.
Building, pole, vehicle on road, fence beginning 1562' from DER, 194' right of centerline, up to 40' AGL/5877' MSL.
Building, fence, pole, vertical structure beginning 1600' from DER, 229' right of centerline, up to 41' AGL/5879' MSL.
Building, tree beginning 1680' from DER, 306' right of centerline, up to 46' AGL/5882' MSL.
Building, fence, vehicle on road, pole, tree, terrain beginning 1685' from DER, 31' right of centerline, up to 5885' MSL.
Building, pole, terrain, vehicle on road beginning 2056' from DER, 34' right of centerline, up to 5889' MSL.
Building, pole beginning 2270' from DER, 662' right of centerline, up to 38' AGL/5892' MSL.
Rwy 17L, lighting 10' from DER, 9' right of centerline, 2' AGL/5886' MSL.
Pole 1755' from DER, 882' left of centerline, 31' AGL/5929' MSL.
Tree 2533' from DER, 342' left of centerline, 26' AGL/5949' MSL.
Tree 2579' from DER, 342' left of centerline, 27' AGL/5950' MSL.
Tree 2867' from DER, 455' right of centerline, 44' AGL/5959' MSL.
Tree 2973' from DER, 1211' right of centerline, 35' AGL/5963' MSL.
Tree 2974' from DER, 948' right of centerline, 42' AGL/5964' MSL.
Trees beginning 2997' from DER, 748' right of centerline, up to 50' AGL/5967' MSL.
Tree, lighting beginning 3025' from DER, 769' right of centerline, up to 56' AGL/5970' MSL.
Tree 3309' from DER, 747' left of centerline, 35' AGL/5970' MSL.
Tree 3344' from DER, 756' left of centerline, 36' AGL/5974' MSL.
Trees beginning 3444' from DER, 1225' right of centerline, up to 50' AGL/5981' MSL.
Building beginning 3849' from DER, 1479' left of centerline, up to 59' AGL/5988' MSL.
Tree 4767' from DER, 893' right of centerline, 49' AGL/6007' MSL
Rwy 17R, terrain 9' from DER, 96' left of centerline, 5869' MSL.
Terrain 10' from DER, 273' right of centerline, 5872' MSL.
Vehicle on road, terrain beginning 75' from DER, 302' right of centerline, up to 5885' MSL.
General utility 103' from DER, 253' left of centerline, 7' AGL/5875' MSL.
Wind indicator, terrain beginning 118' from DER, 443' left of centerline, up to 5883' MSL.
Vehicle on road, terrain beginning 190' from DER, 353' right of centerline, up to 5887' MSL.
Pole, fence, terrain beginning 525' from DER, 196' right of centerline, up to 5918' MSL.
Pole 2190' from DER, 1029' right of centerline, 31' AGL/5928' MSL.
Pole 2289' from DER, 863' right of centerline, 30' AGL/5935' MSL.
Pole beginning 2361' from DER, 255' right of centerline, up to 32' AGL/5942' MSL.
Pole 2738' from DER, 1069' right of centerline, 42' AGL/5947' MSL.
Pole 2824' from DER, 904' right of centerline, 43' AGL/5948' MSL.
Pole 3108' from DER, 1151' right of centerline, 27' AGL/5949' MSL.
Tree 3163' from DER, 568' right of centerline, 66' AGL/5975' MSL.
Building 3226' from DER, 888' right of centerline, 73' AGL/5996' MSL.
Building beginning 3261' from DER, 820' right of centerline, up to 87' AGL/6010' MSL.
Building, tree, pole beginning 3281' from DER, 492' right of centerline, up to 88' AGL/6021' MSL.

CON'T

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, CO (CON'T)

CENTENNIAL (APA) (CON'T)

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

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 30JAN20 (20030) (FAA)

Rwy 10, headings as assigned by ATC; requires min. climb gradient of 203' per NM to 6800.
Rwy 17L, headings as assigned by ATC; requires min. climb gradient of 287' per NM to 8000.
Rwy 17R, headings as assigned by ATC; requires min. climb gradient of 372' per NM to 7400.
Rwys 28, 35L, 35R, headings as assigned by ATC.

COLORADO AIR AND SPACE PORT (CFO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 11AUG22 (22223) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb on a heading between 312° CW to 228° from DER, all other courses climbing left turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
Rwy 17, climb on a heading between 352° CW to 229° from DER, all other courses climbing right turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
Rwy 26, climb on a heading between 315° CW to 083° or between 226° CCW to 083° from DER, all other courses climbing right turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
Rwy 35, climb on a heading between 313° CW to 172° from DER, all other courses climbing left turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, pole 3618' from DER, 516' left of centerline, 43' AGL/5603' MSL.
Rwy 26, trees beginning 98' from DER, 456' right of centerline, up to 50' AGL/5489' MSL.

DENVER INTL (DEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15NOV12 (12320) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climb on a heading between 315° CW to 218° from DER. All other courses: climbing right turn, thence ...
Rwy 8, climb on a heading between 310° CW to 220° from DER. All other courses: climbing right turn, thence …
Rwys 16L, 16R, climb on a heading between 213° CCW to 353° from DER. All other courses: climbing left turn, thence...
Rwys 17L, 17R, climb on a heading between 222° CCW to 353° from DER. All other courses: climbing right turn, thence ...
Rwy 25, climb on a heading between 317° CW to 083° or 206° CCW to 083° from DER. All other courses: climbing left turn, thence ...
Rwy 26, climb on a heading between 313° CW to 083° or 219° CCW to 083° from DER. All other courses: climbing left turn, thence ...
Rwys 34L, 34R, climb on a heading between 313° CW to 172° from DER. All other courses: climbing right turn, thence ...
Rwys 35L, 35R, climb on a heading between 313° CW to 172° from DER. All other courses: climbing right turn, thence ...
. . .direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold South, right turns, 343° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, sign 21' from DER, 337' left of centerline, 5' AGL/5357' MSL.
Rwy 16L, multiple signs beginning 126' from DER, 490' left of centerline, up to 7' AGL/5359' MSL.
Communication tower 4749' from DER, 1358' left of centerline, 107' AGL/5478' MSL.
Rwy 25, sign 48' from DER, 450' right of centerline, 6' AGL/5354' MSL.
Rwy 26, sign 50' from DER, 339' left of centerline, 5' AGL/5356' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 26MAR20 (20086) (FAA)

Rwys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R, 35L, 35R, heading as assigned by ATC.

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DENVER, CO (CON'T)

ROCKY MOUNTAIN METRO (BJC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 26MAR20 (21168) (FAA)

DEPARTURE PROCEDURE:

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

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

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 10NOV16 (16315) (FAA)

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

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

EAGLE, CO

EAGLE COUNTY RGNL (EGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 6100-5 for VCOA.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

CON'T

SW-1, 12 JUN 2025 to 07 AUG 2025
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EAGLE, CO (CON'T)

EAGLE COUNTY RGNL (EGE) (CON'T)

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

ERIE, CO

ERIE MUNI (EIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 21OCT10 (10294) (FAA)

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

DEPARTURE PROCEDURE:
Rwy 15, turn right;
Rwy 33, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL (FMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 400-2¾ or std w/min climb of 204'/NM to 6000.

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

TAKEOFF OBSTACLE NOTES:
Rwy 5, sign 26' from DER, 463' right of centerline, 3' AGL/5513' MSL.
Building 4019' from DER, 653' right of centerline, 96' AGL/5611' MSL.
Tower 2.1 NM from DER, 782' left of centerline, 113' AGL/5839' MSL.
Rwy 25, sign 36' from DER, 219' left of centerline, 15' AGL/5479' MSL.
NAVAID 200' from DER, 442' left of centerline, 15' AGL/5493' MSL.

FORT COLLINS, CO

NORTHERN COLORADO RGNL (FNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 26APR18 (18116) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-VFR runway.

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 13SEP18 (18256) (FAA)

Rwys 15, 33 headings as assigned by ATC.

FORT MORGAN, CO

FORT MORGAN MUNI (FMM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 04FEB16 (16035) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

GALLUP, NM

GALLUP MUNI (GUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18AUG94 (94230) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

GRANBY, CO

GRANBY-GRAND COUNTY (GNB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29DEC22 (22363) (FAA)

DEPARTURE PROCEDURE:

Use JANKE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 9, NA-Environmental.
Rwy 27, fence and lighting beginning 6’ from DER, 112’ right of centerline, up to 9’ AGL/8164’ MSL

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, NA-Obstacles.
Rwy 22, NA-Obstacles, facility reception (JNC VOR/DME).

DEPARTURE PROCEDURE:

Rwys 11, 29, use MONUMENT DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 11, light poles beginning 7’ from DER, 55’ left of centerline, up to 3’ AGL/4863’ MSL.
Light poles 8’ from DER, 54’ right of centerline, 1’ AGL/4862’ MSL.
Poles beginning 251’ from DER, 285’ left of centerline, up to 20’ AGL/4883’ MSL.
Rwy 29, vertical structure 151’ from DER, 432’ right of centerline, 22’ AGL/4846’ MSL.
NAVAID, tower beginning 266’ from DER, 398’ right of centerline, up to 43’ AGL/4865’ MSL.

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

25163

GRANTS, NM

GRANTS-MILAN MUNI (GNT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, NA-Obstacles.

Rwy 13, std. w/min. climb of 420' per NM to 9000 or 4600-5 for VCOA.

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 134° to intercept ABQ VORTAC R-255 to CARTY, cross CARTY at or above MEA for route of flight.

VCOA:

Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Grants-Milan Muni airport at or above 11000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 33' from DER, 184' right of centerline, up to 4' AGL/6527' MSL.
Tree 62' from DER, 375' right of centerline, 6' AGL/6528' MSL.
Tree 140' from DER, 488' right of centerline, 5' AGL/6529' MSL.
Tree 5165' from DER, 1870' right of centerline, 55' AGL/6680' MSL.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

Rwy 10, climb on a heading between 292° CW to 214° from DER. All other headings: climbing left turn, thence…
Rwy 17, climb on a heading between 212° CCW to 350° from DER. All other headings: climbing left turn, thence…
Rwy 28, climb on a heading between 294° CW to 097° or 209° CCW to 097° from DER. All other headings: climbing right turn, thence…
Rwy 35, climb on a heading between 293° CW to 169° from DER. All other headings: climbing right turn, thence...
...direct GLL VOR/DME, climb in GLL VOR/DME holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 28, tree 1634' from DER, 836' left of centerline, 56' AGL/4717' MSL.
Fence 237' from DER, 422' right of centerline, 11' AGL/4670' MSL.
Fence 99' from DER, 423' left of centerline, 10' AGL/4665' MSL.
Rwy 35, multiple trees beginning 1860' from DER, 595' right of centerline, up to 67' AGL/4785' MSL.
Tree 2854' from DER, 524' left of centerline, 73' AGL/4770' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 07DEC17 (17341) (FAA)

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

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL (GUC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 123' from DER, 478' right of centerline, up to 18' AGL/7697' MSL.
Vehicles on road 137' from DER, 529' left of centerline, 15' AGL/7693' MSL.
Trees beginning 1761' from DER, 109' left of centerline, up to 7745' MSL.
Trees beginning 4899' from DER, 792' left of centerline, up to 7821' MSL.
Poles beginning 1 NM from DER, 1906' left of centerline, up to 38' AGL/7850' MSL.
Grd and trees beginning 1.4 NM from DER, 1520' left of centerline, up to 8034' MSL.
Pole 1.5 NM from DER, 359' right of centerline, 26' AGL/7933' MSL.
Power transmission line, vehicles on road, grd, beginning 1.7 NM from DER, 1200' left of centerline, up to 8105' MSL.
Vehicles on road 1.9 NM from DER, 2288' left of centerline, 15' AGL/8070' MSL.
CON'T

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GUNNISON, CO (CON'T)

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

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

HAYDEN, CO

YAMPA VALLEY (HDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02JUL09 (09183) (FAA)

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

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

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

HOBBS, NM

LEA COUNTY RGNL (HOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

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

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HOLLOMAN AFB (KHMN)

ALAMOGORDO, NM

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20FEB25 (25051) (USAF)

DEPARTURE PROCEDURE:

Rwy 4, climb on heading between 320° CW to 340° from DER.
Rwy 16, climb on heading between 160° CW to 200° from DER.
Rwy 22, climb on heading between 170° CW to 200° from DER.
Rwy 25, climb on heading between 295° CW to 340° from DER.
Rwy 34, climb on heading between 280° CW to 330° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 63' from DER, 517' right of centerline, 4088' MSL.
Rwy 16, bldg 62' from DER, 270' right of centerline, 10' AGL/4059' MSL.
Bldg 57' from DER, 270' left of centerline, 10' AGL/4060' MSL.
Rwy 22, terrain 0' from DER, 369' left of centerline, 4058' MSL.
Rwy 25, terrain 0' from DER, 25' right of centerline, 4052' MSL.
Acft 121' from DER, 232' left of centerline, 20' AGL/4069' MSL.

HOLYOKE, CO

HOLYOKE (HEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

KREMMLING, CO

MC ELROY AIRFIELD (20V)

AMDT 1 21JAN98 (22111) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

LA JUNTA, CO

LA JUNTA MUNI (LHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb via heading 080°.
Rwy 12, climb via heading 120°.
Rwy 26, turn left heading 160°.
Rwy 30, turn left heading 140°.
All aircraft, intercept LAA R-238 (V210) to LAA VOR/DME. When at or above 8000 proceed on course.

TAKEOFF OBSTACLE NOTES:

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

LAMAR, CO

SOUTHEAST COLORADO RGNL (LAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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LAS CRUCES, NM

LAS CRUCES INTL (LRU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

LAS VEGAS, NM

LAS VEGAS MUNI (LVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13APR06 (06103) (FAA)

DEPARTURE PROCEDURE:

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

LEADVILLE, CO

LAKE COUNTY (LXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28FEB19 (19059) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, use LOZUL (RNAV) DEPARTURE.

Rwy 34, use DAVVY (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

LIMON, CO

LIMON MUNI (LIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, std., w/min. climb of 240' per NM to 6200 or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 34, climb on heading 343° to 6200 before proceeding on course.

VCOA:

Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Limon Muni airport at or above 6500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, terrain 1' from DER, 388' left of centerline, 5349' MSL.
Pole, antenna beginning 48' from DER, 432' right of centerline, up to 26' AGL/5374' MSL.
Pole 692' from DER, 595' right of centerline, 5380' MSL.
Trees, pole beginning 790' from DER, 411' right of centerline, up to 5390' MSL.
Tree 852' from DER, 630' left of centerline, 59' AGL/5392' MSL.
Tower, pole, trees, antenna beginning 900' from DER, 315' left of centerline, up to 57' AGL/5400' MSL.
Trees, pole, vehicles on road, and elevator beginning 1020' from DER, 208' right and 348' left of centerline, up to 61' AGL/5407' MSL.
Poles, vehicles on road beginning 1746' from DER, 464' right of centerline, up to 75' AGL/5417' MSL.
Rwy 34, terrain 7' from DER, 369' right of centerline, 5375' MSL.
Sign 13' from DER, 124' left of centerline, 3' AGL/5376' MSL.
Fence 44' from DER, 255' right of centerline, 5377' MSL.
Tree, building beginning 151' from DER, 463' right and 495' left of centerline, up to 30' AGL/5398' MSL.
Trees beginning 398' from DER, 420' right of centerline, up to 46' AGL/5415' MSL.

LONGMONT, CO

VANCE BRAND (LMO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03DEC20 (24053) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

Rwy 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vance Brand at or above 12200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, sign 21' from DER, 204' left of centerline, 2' AGL/5032' MSL.
Traverse way 203' from DER, 470' left of centerline, 5041' MSL.
Tree 311' from DER, 518' left of centerline, 5042' MSL.
Tree, building beginning 674' from DER, 528' right of centerline, up to 5059' MSL.
Tree, pole beginning 842' from DER, 577' right of centerline, up to 5062' MSL.
Tree 1812' from DER, 683' left of centerline, 5077' MSL.
Rwy 29, terrain 12' from DER, 227' left of centerline, 5056' MSL.
Tree 54' from DER, 320' right of centerline, 5058' MSL.
Tree 82' from DER, 154' left of centerline, 5071' MSL.
Trees beginning 92' from DER, 112' left of centerline, up to 23' AGL/5082' MSL.
Tree 1056' from DER, 248' right of centerline, 5093' MSL.
Trees beginning 1088' from DER, 371' right of centerline, up to 77' AGL/5139' MSL.
Trees beginning 1203' from DER, 20' right of centerline, up to 80' AGL/5144' MSL.
Tree 1633' from DER, 612' left of centerline, 5102' MSL.
Trees beginning 1757' from DER, 554' left of centerline, up to 5126' MSL.

CON'T

LONGMONT, CO (CON'T)

VANCE BRAND (LMO) (CON'T)

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

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 21JUL16 (20198) (FAA)
Rwy 11, headings as assigned by ATC.
Rwy 29, headings as assigned by ATC; requires min. climb of 370' per NM to 6500.

LOS ALAMOS, NM

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

LOVINGTON, NM

LEA COUNTY/ZIP FRANKLIN MEML (E06)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30DEC99 (22027) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climb runway heading to 4700 before turning on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, 35' AGL power line 1250' from DER 150' right of centerline.
Rwy 21, 40' AGL tower 936' from DER 273' right of centerline.
Rwy 30, 50' AGL windmill 1800' from DER 50' right of centerline.

MEEKER, CO

MEEKER COULTER FLD (EEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11JUL24 (24193) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, 4200-5 for VCOA.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Meeker Coulter Fld airport at or above 10500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vegetation 13' from DER, 13' left of centerline, 6428' MSL.
Vegetation 14' from DER, 142' right of centerline, 6427' MSL.
Pole, vegetation beginning 65' from DER, 36' right of centerline, up to 6' AGL/6448' MSL.
Vegetation 387' from DER, 67' left of centerline, 6431' MSL.
Vegetation 532' from DER, 154' left of centerline, 6439' MSL.
Terrain, fence beginning 783' from DER, 186' left of centerline, up to 6450' MSL.
Terrain 793' from DER, 157' right of centerline, 6451' MSL.
Vegetation 827' from DER, 249' right of centerline, 6452' MSL.
Terrain, vegetation beginning 987' from DER, 77' left of centerline, up to 6461' MSL.
Vegetation beginning 993' from DER, 155' right of centerline, up to 6464' MSL.
Terrain 1040' from DER, 312' left of centerline, 6462' MSL.
Fence, terrain, vegetation beginning 1046' from DER, 55' left of centerline, up to 2' AGL/6475' MSL.
Fence 1154' from DER, 151' right of centerline, 8' AGL/6465' MSL.
Fence, vegetation beginning 1388' from DER, 49' left of centerline, up to 5' AGL/6483' MSL.
Vegetation beginning 1503' from DER, 234' left of centerline, up to 6492' MSL.
Vegetation, fence beginning 1721' from DER, 315' left of centerline, up to 6498' MSL.
Vegetation, fence beginning 1913' from DER, 157' left of centerline, up to 6507' MSL.
Terrain 1972' from DER, 317' right of centerline, 6470' MSL.
Vegetation 1987' from DER, 61' right of centerline, 6472' MSL.
Terrain 2088' from DER, 242' right of centerline, 6476' MSL.
Terrain 2216' from DER, 152' right of centerline, 6481' MSL.
Tree, terrain, vegetation beginning 2329' from DER, 192' left of centerline, up to 6509' MSL.
CON'T

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MEEKER, CO (CON'T)

MEEKER COULTER FLD (EEO) (CON'T)

Rwy 3 (CON'T), terrain beginning 2379' from DER, 12' right of centerline, up to 6489' MSL.
Tree 2506' from DER, 695' left of centerline, 6512' MSL.
Terrain beginning 2513' from DER, 2' right of centerline, up to 6491' MSL.
Fence, terrain beginning 2579' from DER, 246' left of centerline, up to 1' AGL/6523' MSL.
Vegetation, fence, terrain, tree beginning 2753' from DER, 52' left of centerline, up to 6535' MSL.
Vegetation, tree beginning 3050' from DER, 798' left of centerline, up to 6547' MSL.
Vegetation, tree beginning 3277' from DER, 896' left of centerline, up to 6550' MSL.
Trees beginning 3513' from DER, 707' left of centerline, up to 6570' MSL.
Trees beginning 3798' from DER, 1221' left of centerline, up to 6584' MSL.
Trees, terrain beginning 3956' from DER, 181' left of centerline, up to 6599' MSL.
Tree, terrain beginning 5420' from DER, 1503' left of centerline, up to 6624' MSL.
Trees, terrain beginning 5707' from DER, 1421' left of centerline, up to 6645' MSL.
Trees, terrain beginning 1 NM from DER, 1541' left of centerline, up to 6710' MSL.
Trees, vegetation, terrain beginning 1.2 NM from DER, 1061' left of centerline, up to 6738' MSL.
Vegetation, terrain, tree beginning 1.3 NM from DER, 1222' left of centerline, up to 6807' MSL.
Vegetation, tree, fence 1.3 NM from DER, 1665' right of centerline, up to 6655' MSL.
Terrain, vegetation beginning 1.4 NM from DER, 1164' left of centerline, up to 7003' MSL.
Terrain, vegetation beginning 1.4 NM from DER, 1737' right of centerline, up to 6656' MSL.
Terrain, vegetation tree beginning 1.5 NM from DER, 1574' left of centerline, up to 7093' MSL.
Terrain, vegetation, trees, fence, pole, trees beginning 1.6 NM from DER, 43' left of centerline, up to 7134' MSL.
Terrain beginning 1.8 NM from DER, 1437' right of centerline, up to 6712' MSL.
Tree, terrain 1.9 NM from DER, 476' right of centerline, up to 6763' MSL.
Trees, terrain beginning 2 NM from DER, 610' right of centerline, up to 6958' MSL.
Terrain, trees, vegetation beginning 2.1 NM from DER, 50' right of centerline, up to 7063' MSL.
Terrain, trees, fence beginning 2.2 NM from DER, 414' right of centerline, up to 100' AGL/7184' MSL.
Rwy 21, NAVAID 23' from DER, 80' left of centerline, 14' AGL/6355' MSL.
Tree 97' from DER, 473' left of centerline, 6388' MSL.
Tower 152' from DER, 512' left of centerline, 57' AGL/6393' MSL.

MONTE VISTA, CO

MONTE VISTA MUNI (MVI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07DEC17 (17341) (FAA)

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

MONTROSE, CO

MONTROSE RGNL (MTJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:
Use MONTROSE DEPARTURE.

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MORIARTY, NM

MORIARTY MUNI (0E0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 25JAN24 (24025) (FAA)

DEPARTURE PROCEDURE:

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

Rwy 17, climb on heading 169° to 6900 before proceeding on course.

Rwys 26, 35, climbing right turn direct OTO VOR, continue climb in OTO VOR holding pattern (hold east, right turn, 254° inbound) to cross OTO VOR at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8, fence 85' from DER, 392' right of centerline, 4' AGL/6189' MSL.

Rwy 26, bushes beginning 4' from DER, 452' right of centerline, up to 6207' MSL.

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

Tree 1689' from DER, 394' right of centerline, 6248' MSL.

Tree 1851' from DER, 247' right of centerline, 49' AGL/6256' MSL.

Rwy 35, windsock 63' from DER, 322' right of centerline, 11' AGL/6193' MSL.

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

Transmission line 1322' from DER, 389' left of centerline, 6222' MSL.

NUCLA, CO

HOPKINS FLD (AIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

Vehicle on road and trees beginning 30' from DER, 82' left of centerline, up to 5913' MSL.

PAGOSA SPRINGS, CO

STEVENS FLD (PSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (21280) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

PORTALES, NM

PORTALES MUNI (PRZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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PUEBLO, CO

PUEBLO MEML (PUB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 26MAY16 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwys 8L, 26R, NA, Environmental.

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

DEPARTURE PROCEDURE:

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

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

RANGELY, CO

RANGELY (4V0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

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

RATON, NM

RATON MUNI/CREWS FLD (RTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07APR11 (21224) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

Rwy 7, for climb in visual conditions, cross Raton Muni/Crews Fld at or above 8400 before proceeding on course. **Rwy 20,** climb on CIM VORTAC R-040 southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn south on V263-611 until reaching MEA, then on course to assigned altitude.

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

RIFLE, CO

RIFLE GARFIELD COUNTY (RIL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

Rwy 26, use SQUAT DEPARTURE.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

ROSWELL, NM

ROSWELL AIR CENTER (ROW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 26MAR20 (20086) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

RUIDOSO, NM

SIERRA BLANCA RGNL (SRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:

Use CAPITAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

SALIDA, CO

SALIDA/HARRIET ALEXANDER FLD (ANK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15AUG19 (21280) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, NAVAID, lighting beginning 5' from DER, 27' right of centerline, up to 3' AGL/7387' MSL.
Fence, NAVAID, lighting beginning 6' from DER, 27' left of centerline, up to 8' AGL/7391' MSL.
Trees beginning 22' from DER, 410' right of centerline, up to 7396' MSL.
Tree 61' from DER, 287' left of centerline, 7392' MSL.
Vehicle on road 2.4 NM from DER, 2608' right of centerline, 7778' MSL.
Trees beginning 2.5 NM from DER, 1053' right of centerline, up to 7939' MSL.
Trees beginning 2.5 NM from DER, 1345' right of centerline, up to 7961' MSL.
Rwy 24, lighting 9' from DER, 28' right of centerline, 3' AGL/7525' MSL.
Pole, lighting, NAVAID beginning 9' from DER, 27' left of centerline, up to 2' AGL/7525' MSL.
Tree, NAVAID beginning 21' from DER, 77' right of centerline, up to 7539' MSL.
Trees beginning 52' from DER, 299' right of centerline, up to 7547' MSL.
Vehicle on road 196' from DER, 402' left of centerline, 7541' MSL.
Tree, fence beginning 340' from DER, 2' right of centerline, up to 7548' MSL.
Pole, tree, fence beginning 373' from DER, 71' left of centerline, up to 16' AGL/7545' MSL.
Tree, vehicle on road beginning 637' from DER, 66' left of centerline, up to 7565' MSL.
Transmission line, pole, vehicle on road, tree beginning 666' from DER, 97' right of centerline, up to 65' AGL/7595' MSL.
Tree 1031' from DER, 294' left of centerline, 7571' MSL.
Tree, fence beginning 1045' from DER, 53' left of centerline, up to 7573' MSL.
Trees beginning 1264' from DER, 228' left of centerline, up to 7596' MSL.
Catenary 1295' from DER, 352' right of centerline, 57' AGL/7605' MSL.
Rwy 24, pole, tree, vehicle on road beginning 1364' from DER, 343' right of centerline, up to 57' AGL/7606' MSL.
Trees beginning 1414' from DER, 211' left of centerline, up to 7603' MSL.
Tree, vehicle on road beginning 1557' from DER, 67' left of centerline, up to 7604' MSL.
Trees beginning 1729' from DER, 50' left of centerline, up to 7619' MSL.
Tree, pole beginning 1963' from DER, 42' right of centerline, up to 7642' MSL.
Pole, tree beginning 2831' from DER, 82' right of centerline, up to 66' AGL/7644' MSL.
Pole 3575' from DER, 309' right of centerline, 59' AGL/7652' MSL.
Transmission line, pole, tree beginning 3576' from DER, 64' right of centerline, up to 70' AGL/7664' MSL.
Transmission line, pole, tree beginning 4197' from DER, 86' right of centerline, up to 74' AGL/7666' MSL.
Pole beginning 5110' from DER, 1319' right of centerline, up to 37' AGL/7667' MSL.
CON'T

SALIDA, CO (CON'T)

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

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

SANTA FE, NM

SANTA FE RGNL (SAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 24MAY18 (23222) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SANTA TERESA, NM

DONA ANA COUNTY INTL JETPORT (DNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

SILVER CITY, NM

GRANT COUNTY (SVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 8, 26, use SILVER CITY DEPARTURE.

SOCORRO, NM

SOCORRO MUNI (ONM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwys 6,15,24, NA-terrain.

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (21112) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

STERLING, CO

STERLING MUNI (STK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

TAOS, NM

TAOS RGNL (SKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

TELLURIDE, CO

TELLURIDE RGNL (TEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, NA-obstacles.

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

TRINIDAD, CO

PERRY STOKES (TAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

Use TRINIDAD RNAV DEPARTURE.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI (TCS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

TUCUMCARI, NM

TUCUMCARI MUNI (TCC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA-ATC.

DEPARTURE PROCEDURE:

Rwys 4, 22, Use WALRU RNAV DEPARTURE.

WALSENBURG, CO

SPANISH PEAKS AIRFIELD (4V1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

DEPARTURE PROCEDURE:

Use GOSIP RNAV DEPARTURE.

WRAY, CO

WRAY MUNI (2V5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20MAR03 (03079) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

YUMA, CO

YUMA MUNI (2V6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA - airport.

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

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

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
ANon-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	
US Military (USA/USN/USAF)	See Service Regulations	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAME ALTERNATE MINIMUMS

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

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

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

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

NAME ALTERNATE MINIMUMS

ARTESIA, NM
ARTESIA
MUNI (ATS)……**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

ASPEN, CO
ASPEN-PITKIN COUNTY/
SARDY FLD (ASE)……**RNAV (GPS)-F**
Categories A, B, 2400-2; Category C, 3200-3.

BURLINGTON, CO
KIT CARSON
COUNTY (ITR)……**LOC Rwy 33**
NDB Rwy 15[1]
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

EAGLE, CO
EAGLE COUNTY RGNL (EGE)..... **LDA Rwy 25[1]**
RNAV (GPS)-D[2]
RNAV (GPS) Y Rwy 25[3]
[1]LDA/GS, 1800-3; LDA, 2100-2½.
[2]Categories A, B, 2700-2; Categories C, D, 2700-3.
[3]Category A, 1400-2; Category B, 1500-2; Category C, 2100-3.

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

NAME	ALTERNATE MINIMUMS

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

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

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

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

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

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

RADAR INSTRUMENT APPROACH MINIMUMS

ALBUQUERQUE, NM

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

ALBUQUERQUE INTL SUNPORT (ABQ)

RADAR- 1 123.9 127.4 253.5 354.1 T A

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

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

ROSWELL, NM

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

ROSWELL AIR CENTER (ROW)

RADAR- 1 119.6 239.0 T

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

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

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23166

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

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23166

HOT SPOTS

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

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

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

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

SW-1, 12 JUN 2025 to 07 AUG 2025

23222

HOT SPOTS

(CONTINUED)

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

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

23222

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AALLE FOUR ARRIVAL (RNAV) Transition Routes

(AALLE.AALLE4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

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

NOTE: Jet aircraft only.
NOTE: BBOTL, FOAMM, MALTE, CAASK, AALLE, BIDDR, HOPPP, MILKK, SDOUT and YEAST Transitions, ATC assigned only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 35R Transition.
NOTE: Landing South select Rwy 16L Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

DENVER APP CON
124.95 346.4
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

N

NYTRO
12 NM 354° 174°
FL200 *7800 174° (15)

MILKK
FL200 *7800 174° (18)

SDOUT
FL320 280K
FL300
238° 058° 12 NM
16000 *7800 209° (18)

MALTE
16000 *7800 209° (13)

BBOTL
(14) 16000 *7800 209°
16000 *7800 238° (14)

FOAMM
16000 *7800 238° (13)

CAASK
16000 *7800 238° (17)

BIDDR
FL320 280K
FL300
11 NM 059°
FL200 *7800 239° (32)

YEAST
12 NM 059°
FL200 *7800 239° (39)

HOPPP
FL200 *7800 239° (22)

PORDR
239° 059° 12 NM

KOLSH
12 NM 069° 249°

PLZNR
10 NM 068° 248°

AALLE
FL220 280K
FL190
058° 10 NM

See following page for arrival routes

NOTE: Chart not to scale.

BBOTL TRANSITION (BBOTL.AALLE4)
BIDDR TRANSITION (BIDDR.AALLE4)
CAASK TRANSITION (CAASK.AALLE4)
FOAMM TRANSITION (FOAMM.AALLE4)
HOPPP TRANSITION (HOPPP.AALLE4)
MALTE TRANSITION (MALTE.AALLE4)
MILKK TRANSITION (MILKK.AALLE4)
NYTRO TRANSITION (NYTRO.AALLE4)
PORDR TRANSITION (PORDR.AALLE4)
SDOUT TRANSITION (SDOUT.AALLE4)
YEAST TRANSITION (YEAST.AALLE4)

(CONTINUED ON FOLLOWING PAGE)

(AALLE.AALLE4) 25163
AALLE FOUR ARRIVAL (RNAV) Transition Routes
AL-9077 (FAA)
Z1
DENVER INTL (DEN)
DENVER, COLORADO

AALLE FOUR ARRIVAL (RNAV) Arrival Routes

(AALLE.AALLE4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

Z2

DENVER APP CON
124.95 346.4
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

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

AALLE
FL220 280K
FL190
238°
058°
10 NM

KIPPR
12000 210K
Ldg Rwys 16L/R, 17L/R

HIGUN
14000 210K

HEDDD
FL190 250K
16000
051°
10 NM

265° (9)
269° (14)
231° (16)

CRUNK
14000
Ldg Rwys 25, 26

(10) 217°
211° (13)
217°

DEELO
17000
15000

(14) 222°
211° (14)

JEPHF
15000 250K
13000

HAITR
11000 210K
Ldg Rwys 7, 8

(5) 263°
263°

HAZLT

236° (10)

(5) 211°

FULLA
15000 250K
13000

FFFAT
230°
050°
10 NM

236° (8)

GRILA

173° (5)

173° (6)

HIMOM
11000 210K
Ldg Rwys 34L/R

173°

DOGGG
11000 210K
Ldg Rwys 35L/R

173°

N

NOTE: Jet aircraft only.
NOTE: BBOTL, FOAMM, MALTE, CAASK, AALLE, BIDDR, HOPPP, MILKK, SDOUT and YEAST Transitions, ATC assigned only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 35R Transition.
NOTE: Landing South select Rwy 16L Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(AALLE.AALLE4) 25163
AALLE FOUR ARRIVAL (RNAV) Arrival Routes
AL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

(AALLE.AALLE4) 25163

AALLE FOUR ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

From AALLE on track 231° to cross HEDDD between 16000 and FL190 and at 250K.

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

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

LANDING RUNWAYS 25, 26: From HEDDD on track 217° to cross CRUNK at 14000, then on track 217°. Expect RADAR vectors to final approach course.

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

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

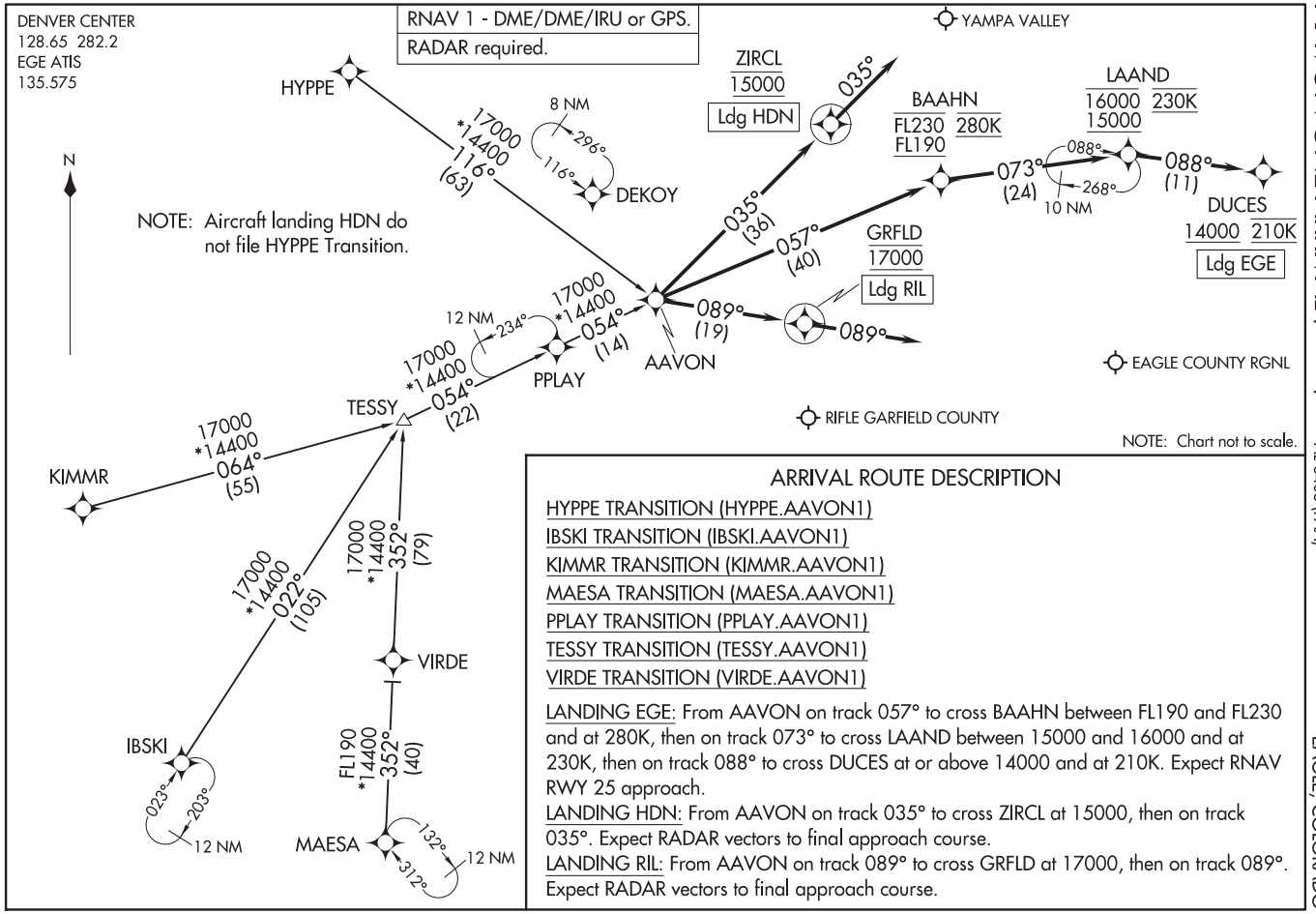
LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 16L, when DEN is landing north, execute the ILS RWY 35R.

SW-1, 12 JUN 2025 to 07 AUG 2025

AAVON ONE ARRIVAL (RNAV)

(AAVON.AAVON1) 17APR25

EAGLE, COLORADO



ARRIVAL ROUTE DESCRIPTION

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

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

AAVON ONE ARRIVAL (RNAV)

(AAVON.AAVON1) 25107

EAGLE, COLORADO

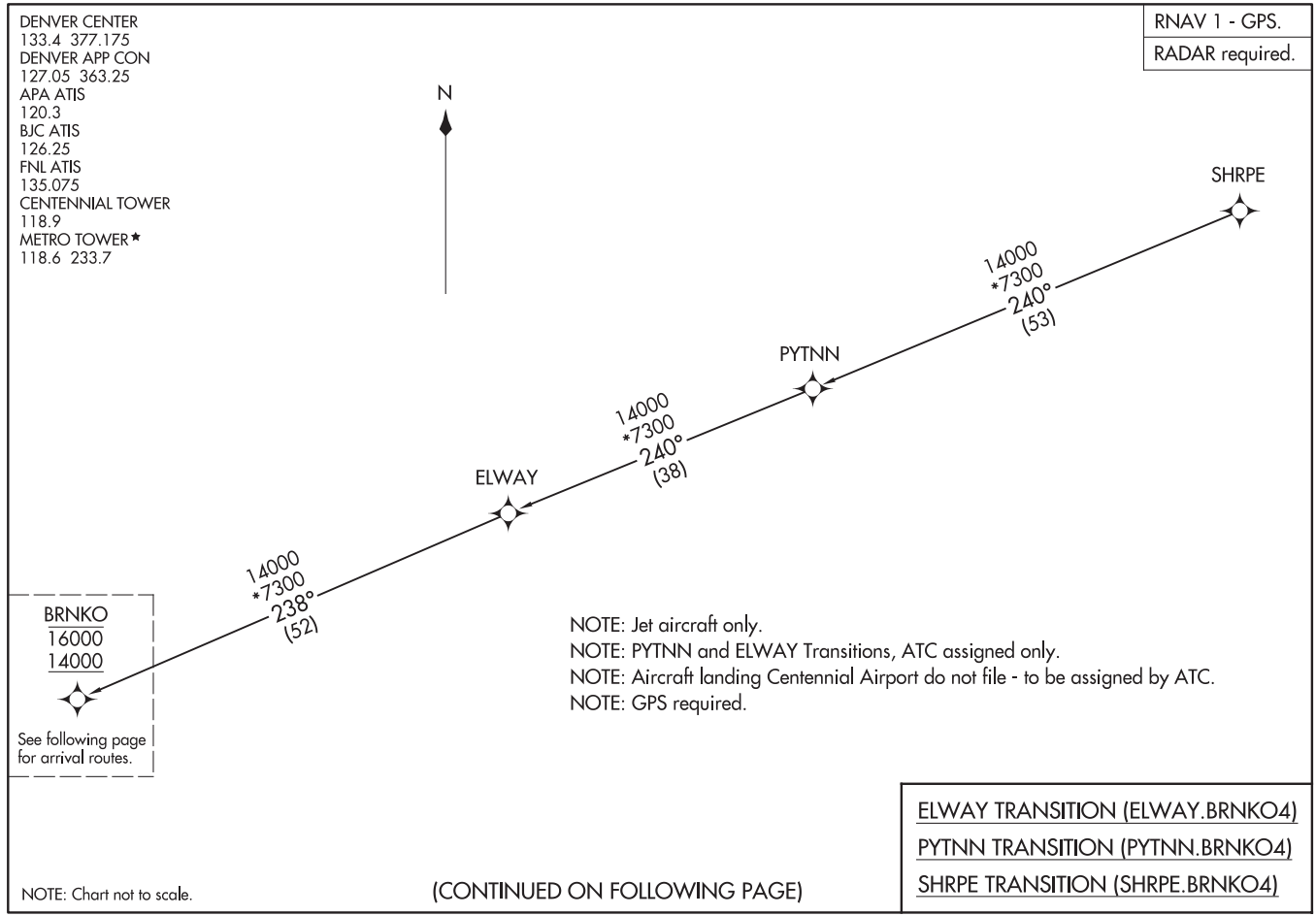
AL-6403 (FAA)

Z4

BRNKO FOUR ARRIVAL (RNAV) Transition Routes

(BRNKO.BRNKO4) 17APR25

DENVER, COLORADO



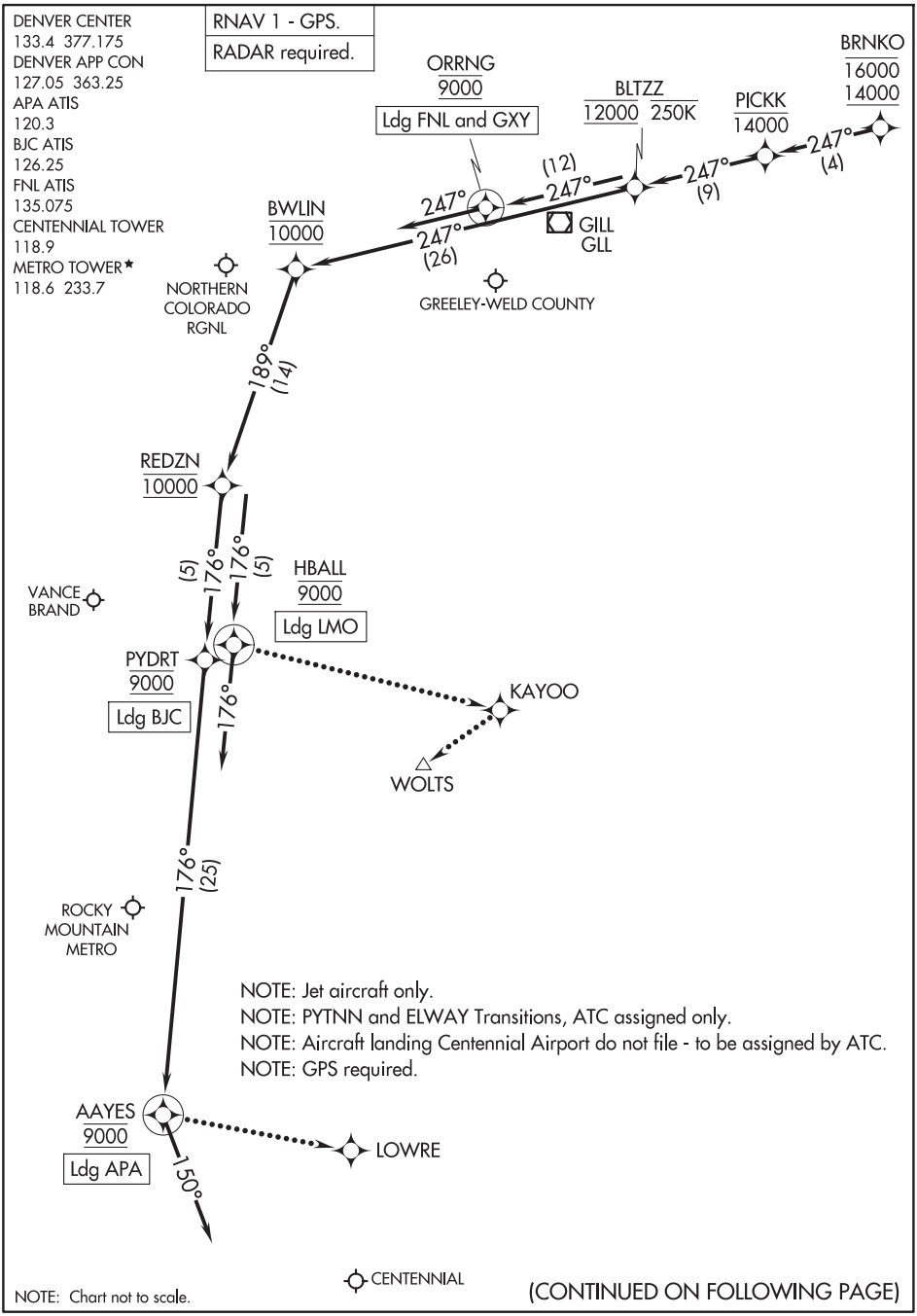
BRNKO FOUR ARRIVAL (RNAV) Transition Routes

(BRNKO.BRNKO4) 25107

DENVER, COLORADO

Z5

AL-5715 (FAA)



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOST COMMUNICATIONS

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

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

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

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

RNAV 1-DME/DME/IRU or GPS
RADAR required.
ALBUQUERQUE APP CON
123.9 354.1
D-ATIS
118.0 257.7
N
FOXRR
10000 210K
Ldg Rwy 21
UNCIR
8000 210K
Ldg Rwy 8
STIKI
10000 210K
BRNDO
9000 210K
Ldg Rwy 26
BIBQU
8000 210K
Ldg Rwy 3
AMRRA
10000
XMRKS
11000 250K
SHWNA
9000
ELRRA
18000
14000
BRRTO
FL280 270K
FL210
TMALE
FL350
KALSE
050° (13)
053° (12)
077° (3)
071° (22)
084° (8)
083° (9)
052° (8)
052° (1)
051° (29)
10 NM 23°
10 NM 242°
14000
*12400
262° (43)
14000
*12400
024° (52)
CAUTION: Glider activity sunrise to sunset; 30 to 50 miles east of KABQ; 17500 feet MSL and below.
NOTE: Turbojet aircraft only.
NOTE: KALSE transition: For non-GPS equipped aircraft, ABQ DME must be operational.
NOTE: TMALE transition: For non-GPS equipped aircraft, ABQ DME must be operational.
NOTE: Landing Rwy 3, expect RADAR vectors prior to BIBQU.
NOTE: Landing Rwy 8, expect RADAR vectors prior to UNCIR.
NOTE: Landing Rwy 21, expect RADAR vectors prior to FOXRR.
NOTE: Landing Rwy 26, expect RADAR vectors prior to BRNDO.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

KALSE TRANSITION (KALSE.BRRTO1)

TMALE TRANSITION (TMALE.BRRTO1)

From BRRTO on track 051° to cross ELRRA between 14000 and 18000, then on track 052° to cross XMRKS at or above 11000 and at 250K.

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

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

LANDING RUNWAY 21: From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 050° to cross FOXRR at 10000 and at 210K. Expect RNP Y RWY 21 approach or RADAR vectors to final approach course.

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

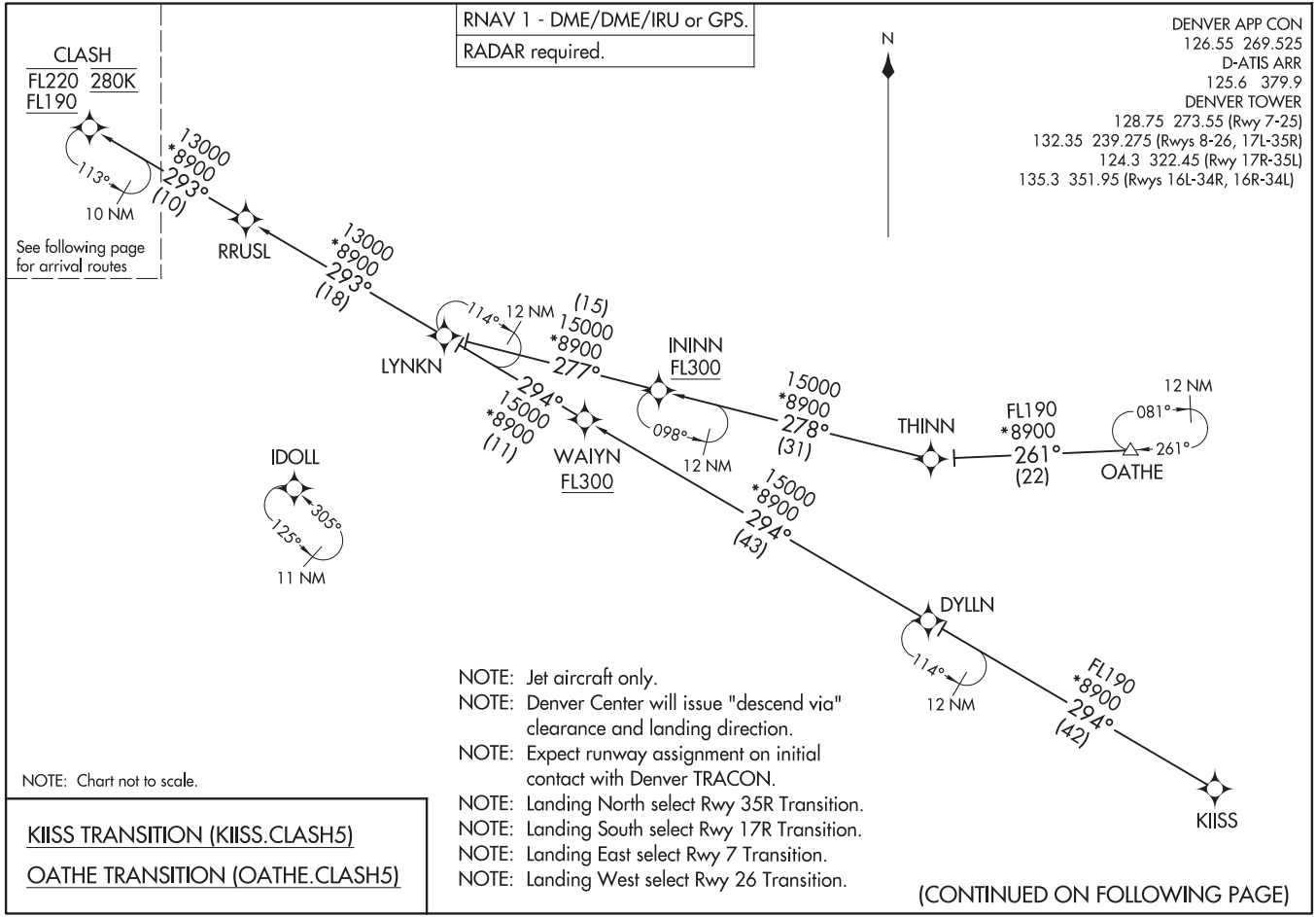
SW-1, 12 JUN 2025 to 07 AUG 2025

CLASH FIVE ARRIVAL (RNAV) Transition Routes

(CLASH.CLASH5) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

Z10



(CONTINUED ON FOLLOWING PAGE)

(CLASH.CLASH5) 25163
CLASH FIVE ARRIVAL (RNAV) Transition Routes

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

(CLASH.CLASH5) 25163

AL-9077 (FAA)

CLASH FIVE ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

CLASH FIVE ARRIVAL (RNAV) Arrival Routes
(CLASH.CLASH5) 12JUN25
DENVER, COLORADO
DENVER INTL (DEN)

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

From CLASH on track 296° to cross EVRLY between 15000 and FL190 and at 250K.

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

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

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

LANDING RUNWAYS 25, 26: From EVRLY on track 294° to cross ERVNN at 14000, then on track 351° to cross FIDLS at 13000 and at 210K, then on track 351°. Expect RADAR vectors to final approach course.

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

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

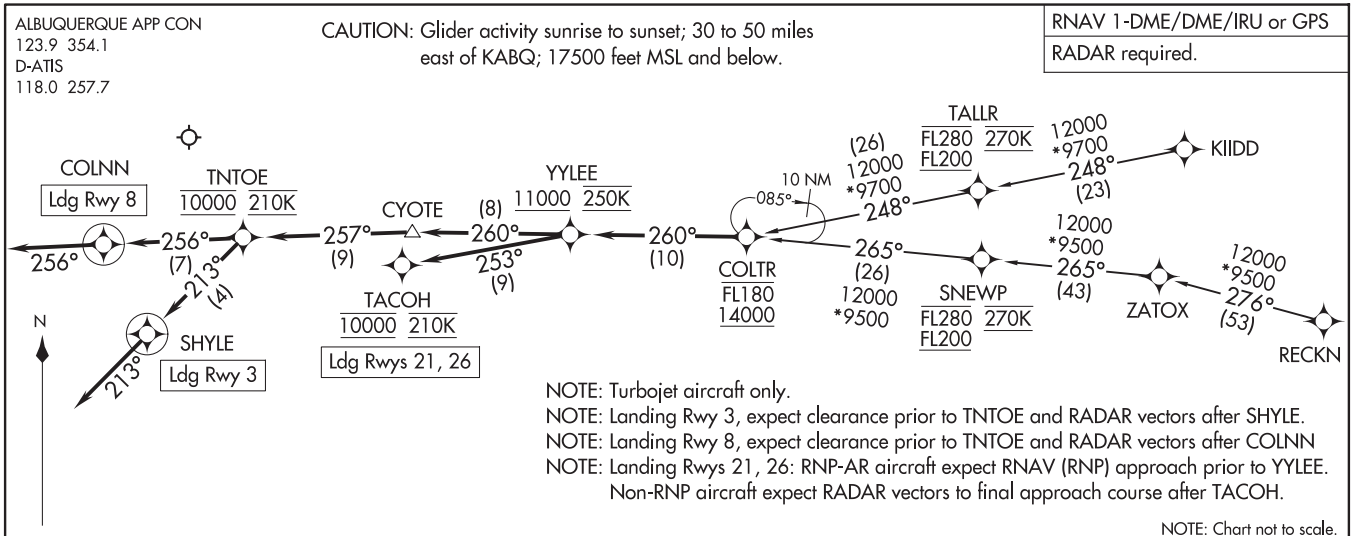
LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

COLTR FOUR ARRIVAL (RNAV)

(COLTR.COLTR4) 02DEC21

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)



NOTE: Turbojet aircraft only.
NOTE: Landing Rwy 3, expect clearance prior to TNTOE and RADAR vectors after SHYLE.
NOTE: Landing Rwy 8, expect clearance prior to TNTOE and RADAR vectors after COLNN
NOTE: Landing Rwys 21, 26: RNP-AR aircraft expect RNAV (RNP) approach prior to YYLEE. Non-RNP aircraft expect RADAR vectors to final approach course after TACOH.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

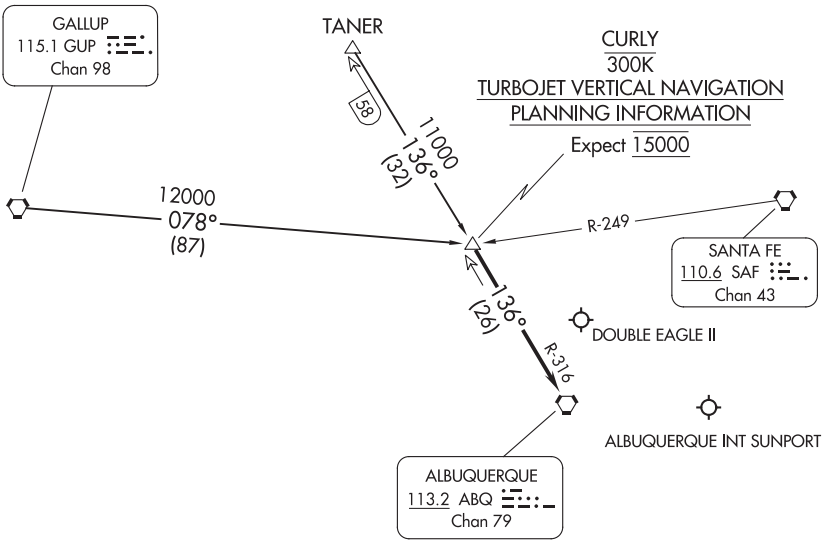
KIIDD TRANSITION (KIIDD.COLTR4)
RECKN TRANSITION (RECKN.COLTR4)

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

LANDING RUNWAY 3: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 213° to SHYLE, then on track 213°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 3 approach.
LANDING RUNWAY 8: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 256° to COLNN, then on track 256°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 8 approach.
LANDING RUNWAY 21: From YYLEE on track 253° to cross TACOH at 10000 and at 210K. Expect RNP Z RWY 21 approach or RADAR vectors to final approach course.
LANDING RUNWAY 26: From YYLEE on track 253° to cross TACOH at 10000 and at 210K. Expect RNP Z RWY 26 approach or RADAR vectors to final approach course.

(COLTR.COLTR4) 21336
COLTR FOUR ARRIVAL (RNAV)
AL-12 (FAA)
ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

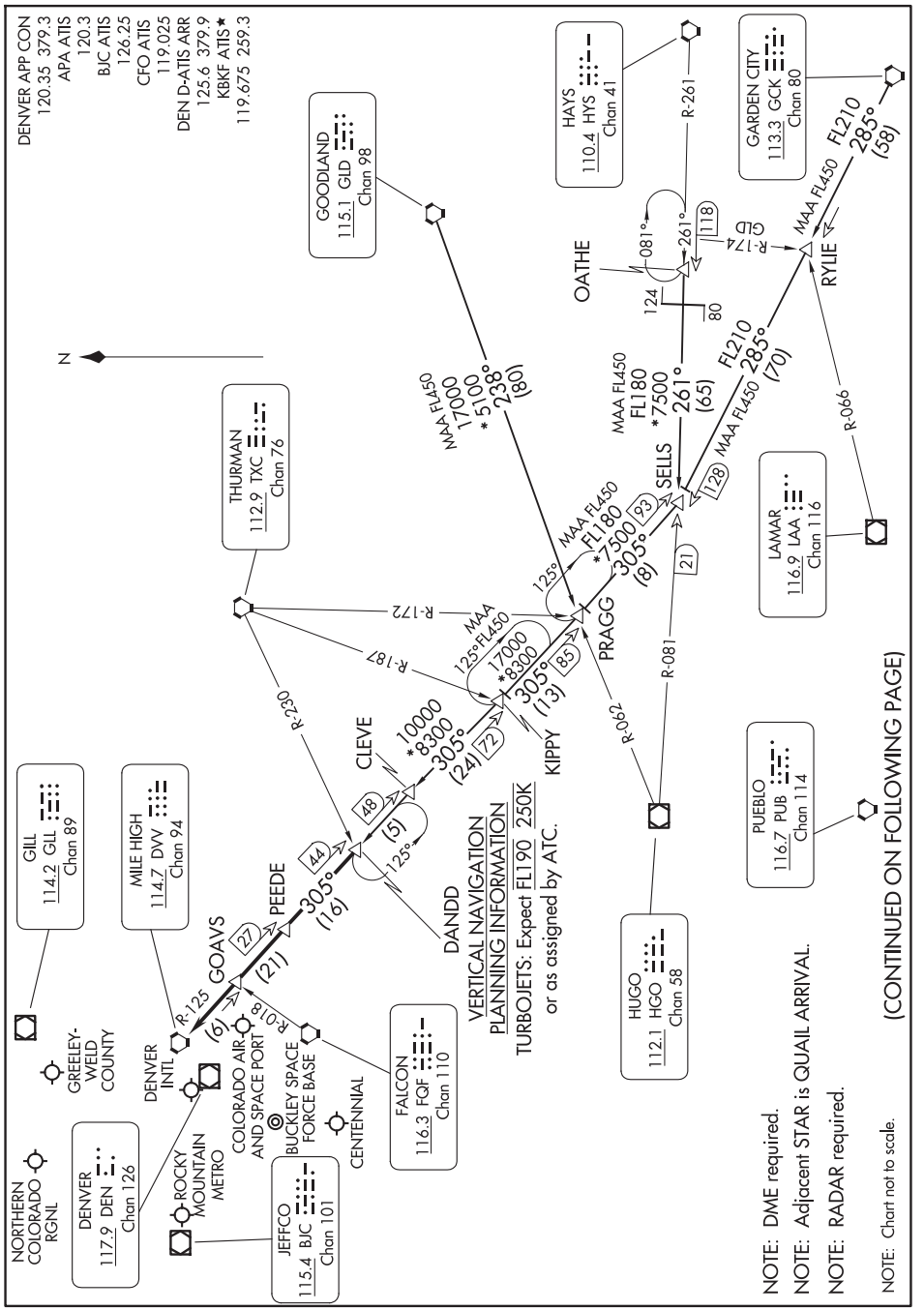
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(DANDD.DANDD1) 23334

DANDD ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

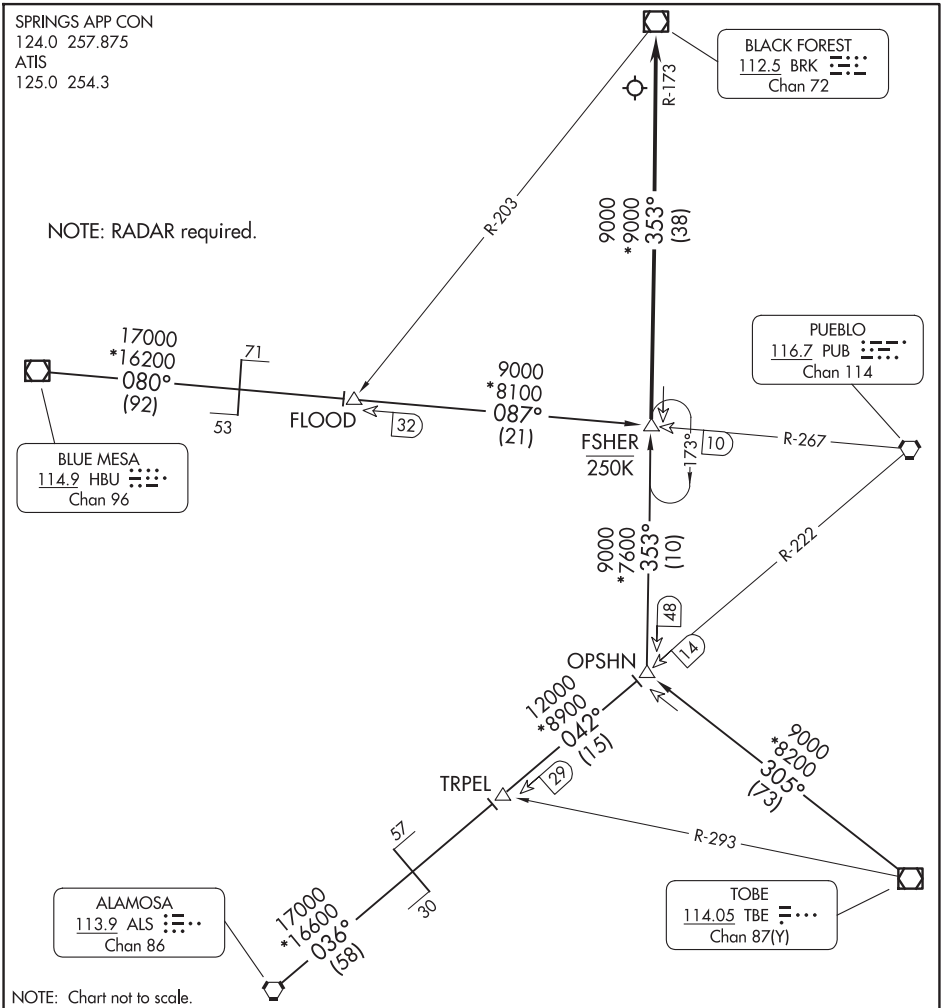
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(FSHER.DBRY5) 23334

DEBERRY FIVE ARRIVAL

AL-87 (FAA)

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



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOST COMMUNICATIONS: Proceed to BRK VOR/DME.

DUNNN SIX ARRIVAL (RNAV) Transition Routes

SW-1, 12 JUN 2025 to 07 AUG 2025

DUNNN SIX ARRIVAL (RNAV) Transition Routes

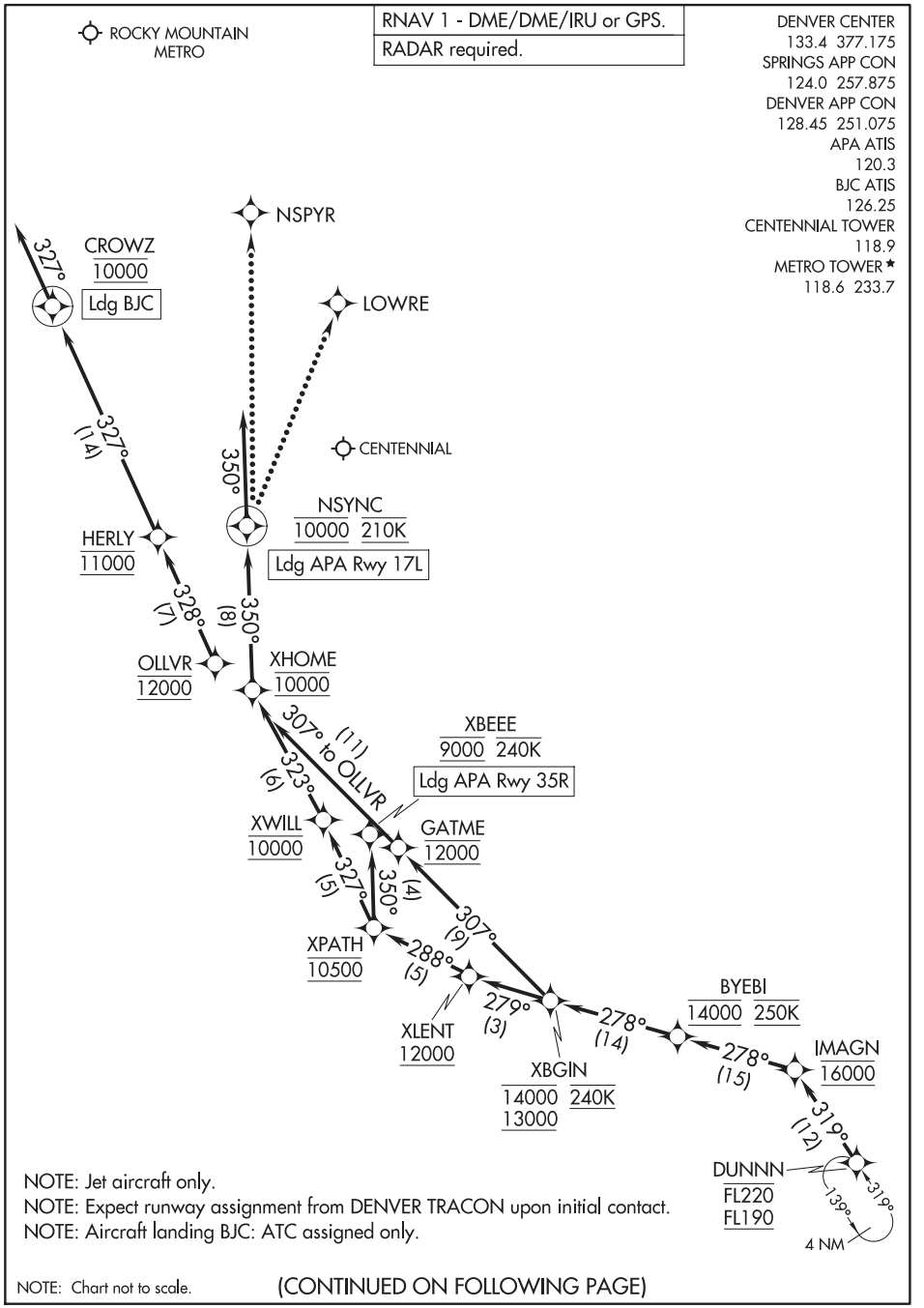
DENVER, COLORADO

(DUNNN.DUNNN6) 25107

AL-5715 (FAA)

DUNNN SIX ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO



NOTE: Jet aircraft only.

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

NOTE: Aircraft landing BJC: ATC assigned only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DUNNN SIX ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO

(DUNNN.DUNNN6) 17APR25

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOST COMMUNICATIONS

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

LANDING ROCKY MOUNTAIN METRO:
From over NSYNC- proceed to NSPYR and proceed on the ILS or LOC RWY 30R approach.

SW-1, 12 JUN 2025 to 07 AUG 2025

(FLATI.FLATI5) 25163

AL-9077 (FAA)

FLATI FIVE ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)

DENVER, COLORADO

FOLSM TRANSITION (FOLSM.FLATI5)

GNOLA TRANSITION (GNOLA.FLATI5)

HIPEE TRANSITION (HIPEE.FLATI5)

MJANE TRANSITION (MJANE.FLATI5)

MSTSH TRANSITION (MSTSH.FLATI5)

TOFUU TRANSITION (TOFUU.FLATI5)

FLATI FIVE ARRIVAL (RNAV) Transition Routes

(FLATI.FLATI5) 12JUN25

DENVER, COLORADO

DENVER INTL (DEN)

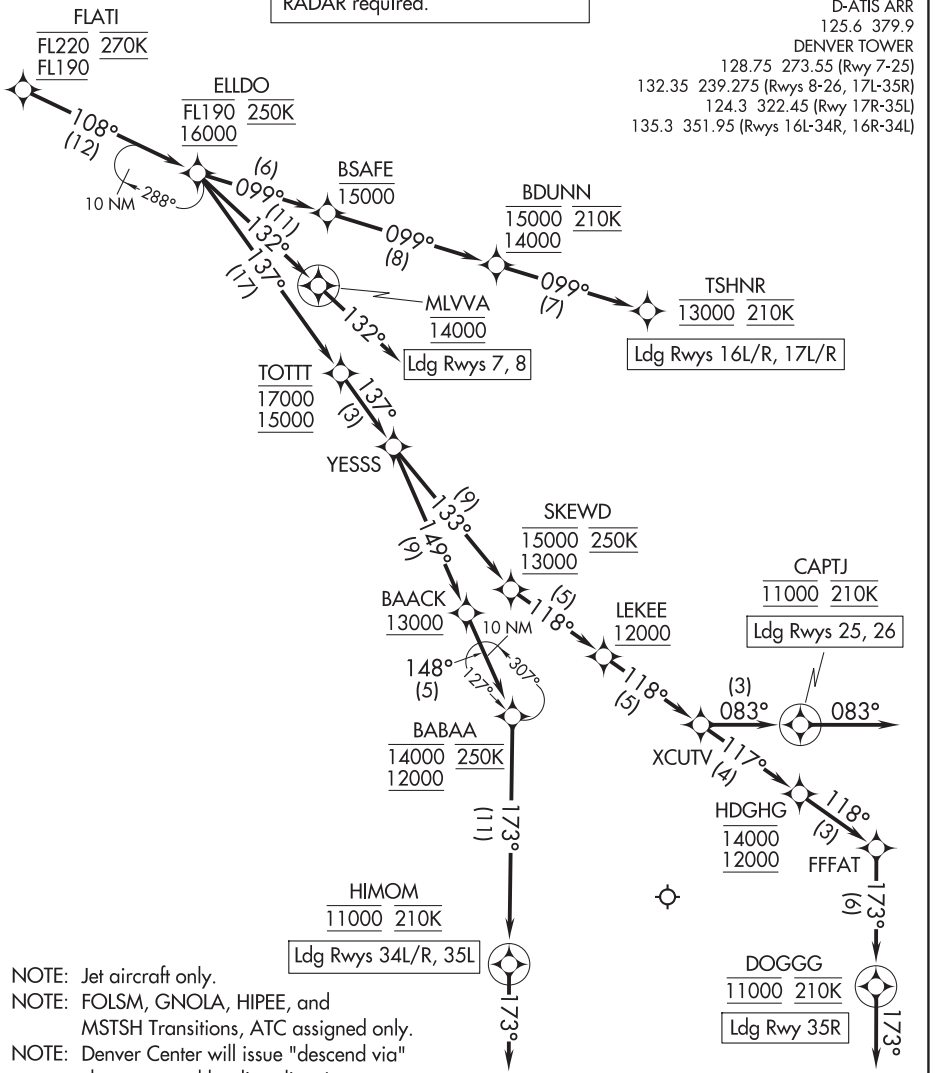
SW-1, 12 JUN 2025 to 07 AUG 2025

FLATI FIVE ARRIVAL (RNAV) Arrival Routes

SW-1, 12 JUN 2025 to 07 AUG 2025

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

DENVER APP CON
119.3 307.3
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)



NOTE: Jet aircraft only.
NOTE: FOLSM, GNOLA, HIPEE, and MSTSH Transitions, ATC assigned only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 35R Transition.
NOTE: Landing South select Rwy 16L Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FLATI FIVE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From FLATI on track 108° to cross ELLDO between 16000 and FL190 and at 250K.

LANDING RUNWAYS 7, 8: From ELLDO on track 132° to cross MLVVA at 14000, then on track 132°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From ELLDO on track 099° to cross BSAFE at or below 15000, then on track 099° to cross BDUNN between 14000 and 15000 and at 210K, then on track 099° to cross TSHNR at 13000 and at 210K. Expect ILS or LOC RWY 16L, RWY 16R, RWY 17L, RWY 17R approach.

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

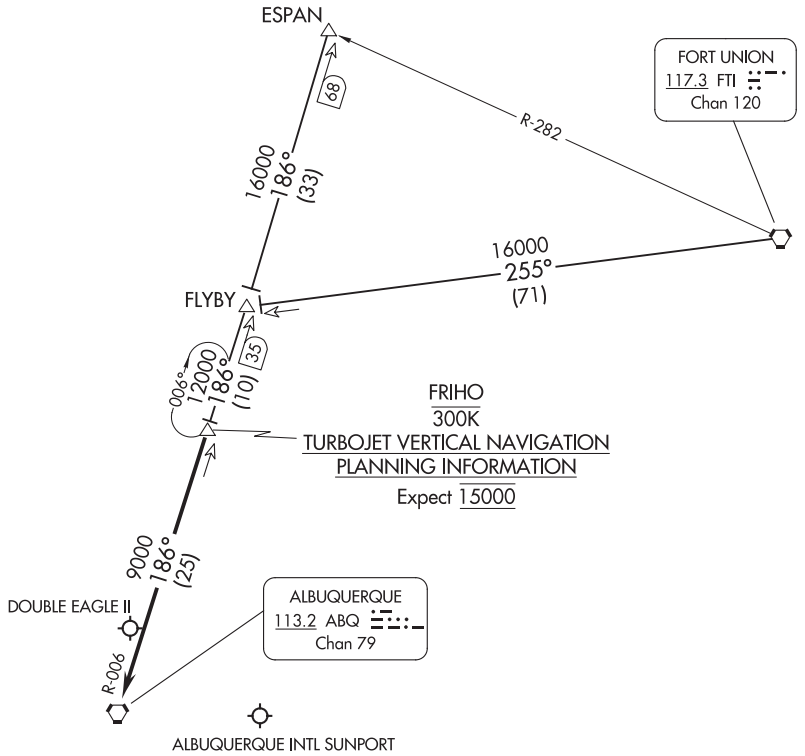
LANDING RUNWAYS 34L/R, 35L: From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESSS, then on track 149° to cross BAACK at or above 13000, then on track 148° to cross BABAA between 12000 and 14000 and at 250K, then on track 173° to cross HIMOM at 11000 and at 210K,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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025



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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(DUMBR.HAREI1) 25107

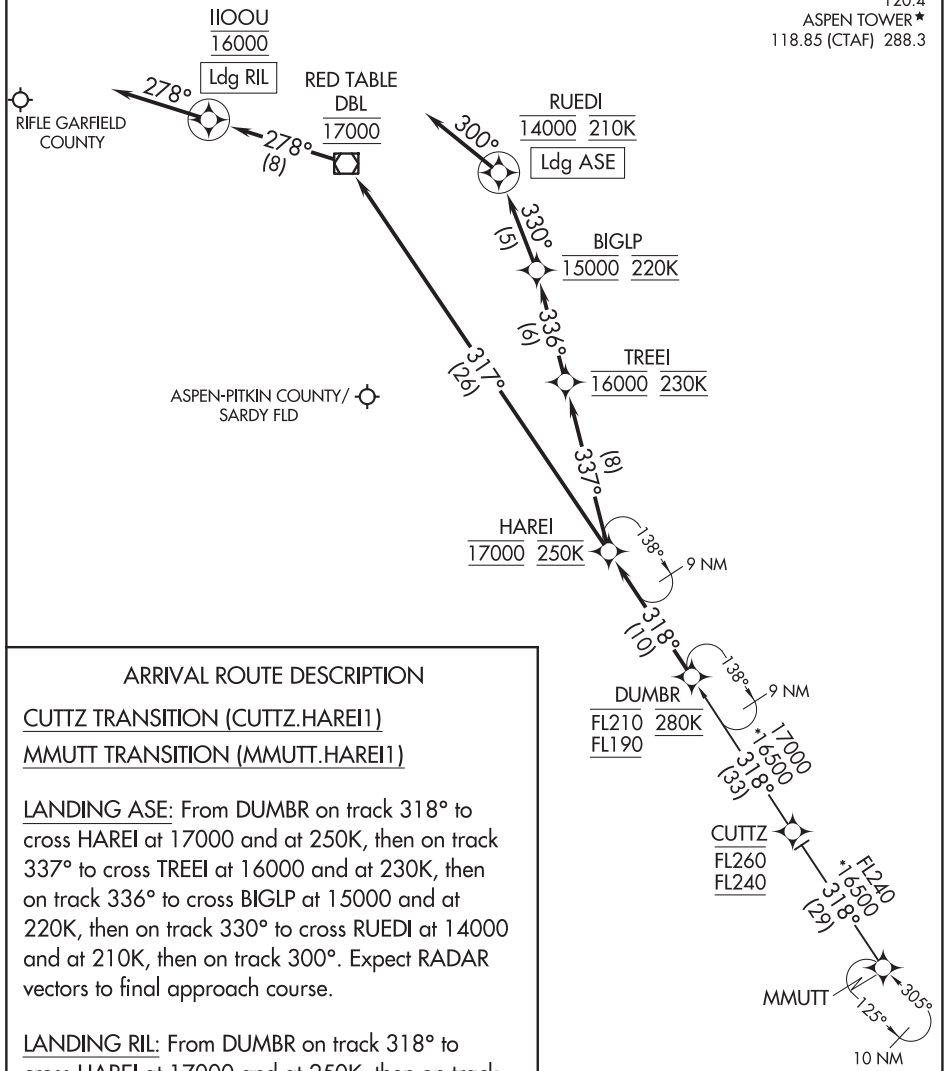
HAREI ONE ARRIVAL

AL-5889 (FAA)

ASPEN, COLORADO

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

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



ARRIVAL ROUTE DESCRIPTION

CUTTZ TRANSITION (CUTTZ.HAREI1)

MMUTT TRANSITION (MMUTT.HAREI1)

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

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

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

SIDNEY TRANSITION (SNY.LANDR3): From over SNY VOR/DME on SNY R-214 to FONTO, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

YANKI TRANSITION (YANKI.LANDR3): From over YANKI on SNY R-062 to SNY VOR/DME, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

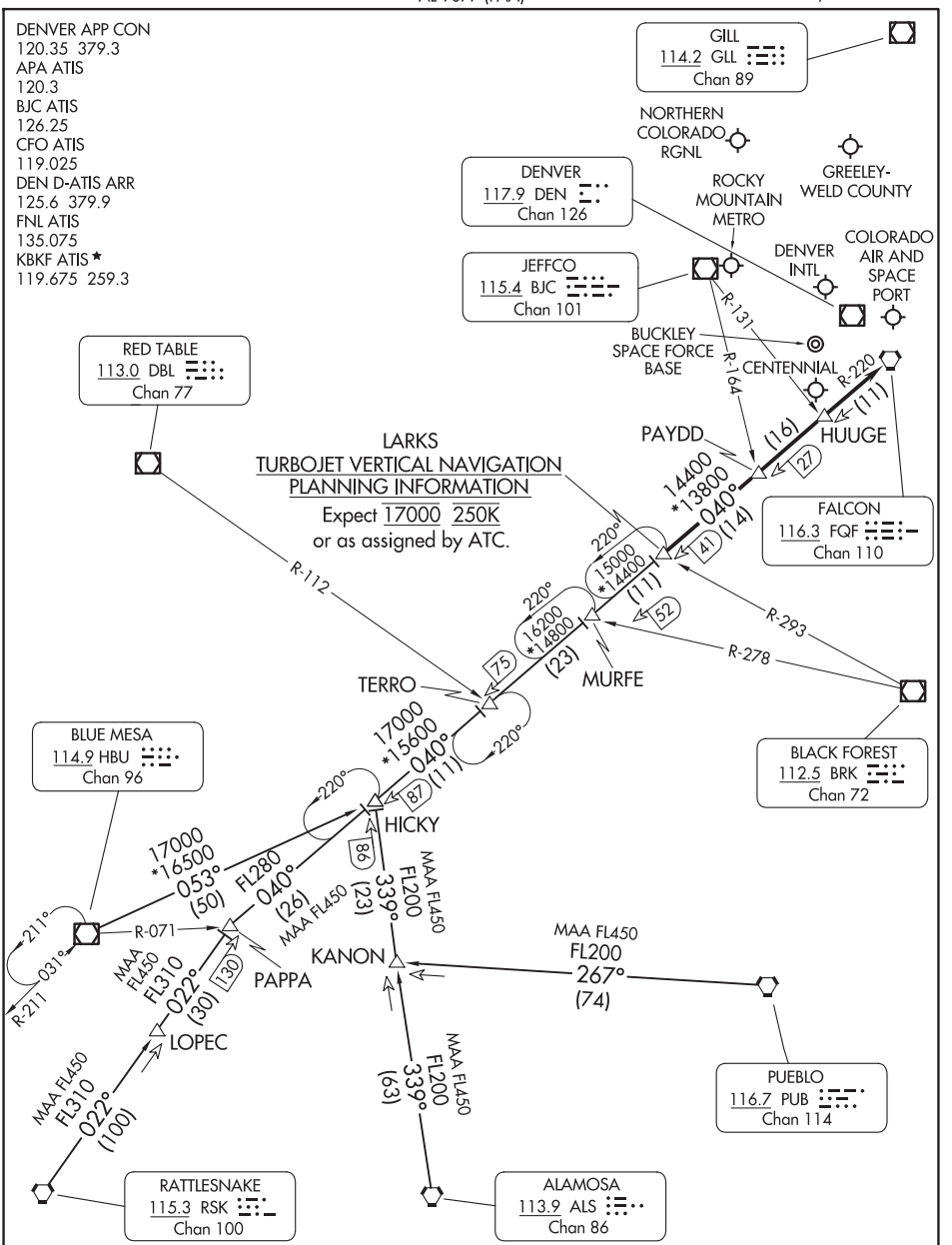
. . . .from over LANDR on DVV R-038 to DVV VORTAC. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

LARKS THREE ARRIVAL

SW-1, 12 JUN 2025 to 07 AUG 2025



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

LARKS THREE ARRIVAL

DENVER, COLORADO

(LARKS.LARKS3) 30NOV23

(LARKS.LARKS3) 23334

LARKS THREE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

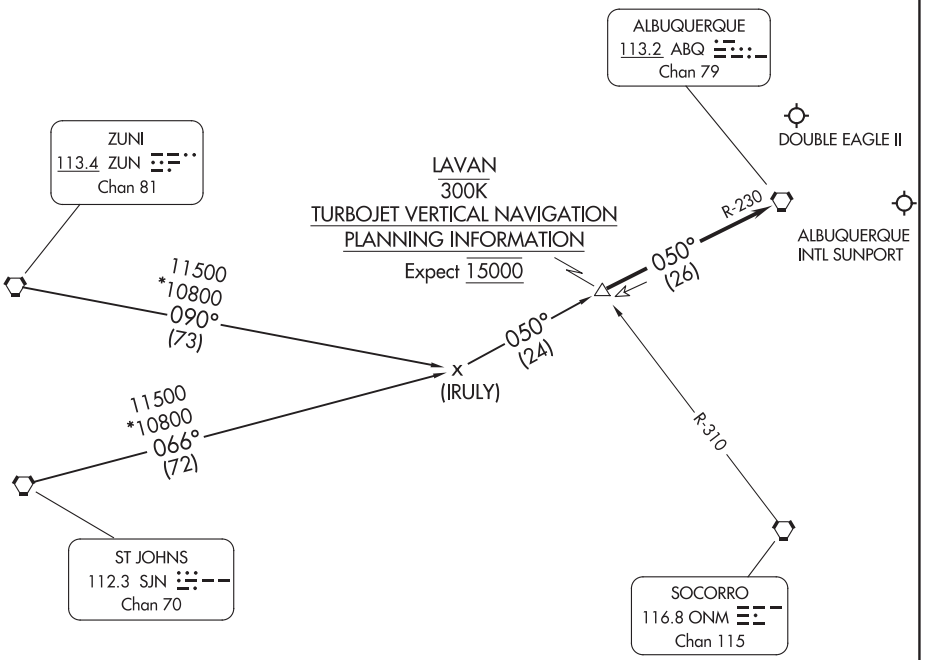
. . . .from over LARKS on FQF R-220 to FALCON (FQF) VORTAC. Expect RADAR vectors to the final approach course at or before FALCON (FQF) VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

LAWGR FOUR ARRIVAL (RNAV) Transition Routes

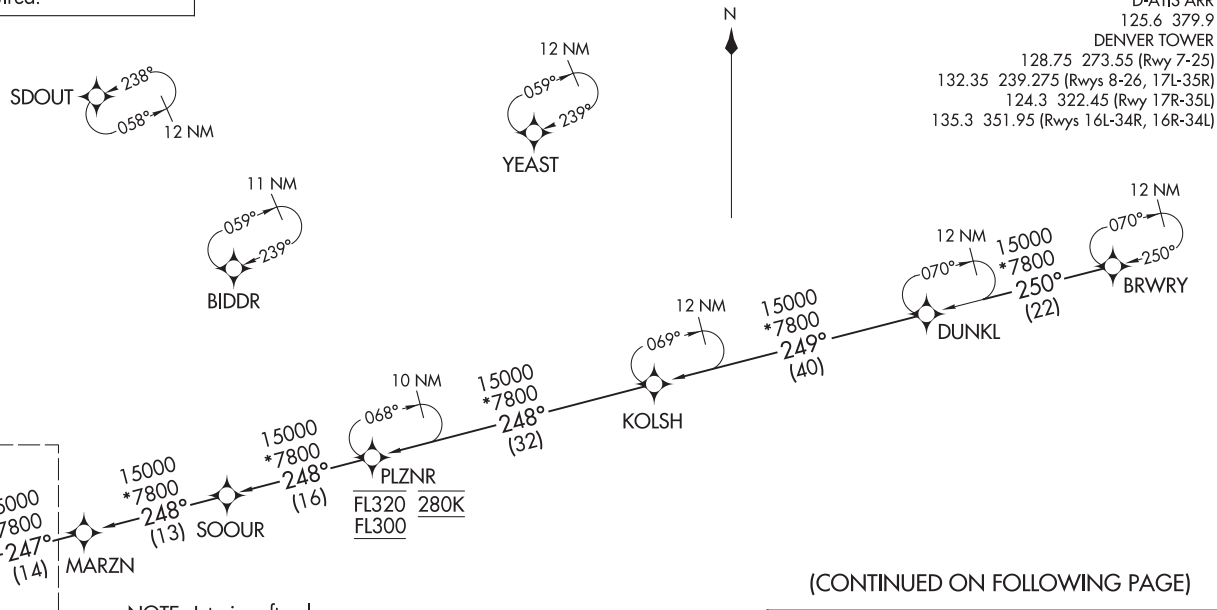
(LAWGR.LAWGR4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

RNAV 1- DME/DME/IRU or GPS.

RADAR required.

DENVER APP CON
124.95 346.4
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)



See following page for arrival routes

(CONTINUED ON FOLLOWING PAGE)

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

NOTE: Chart not to scale.

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

LAWGR FOUR ARRIVAL (RNAV) Transition Routes

(LAWGR.LAWGR4) 25163

AL-9077 (FAA)

Z31

DENVER, COLORADO
DENVER INTL (DEN)

LAWGR FOUR ARRIVAL (RNAV) Arrival Routes

(LAWGR.LAWGR4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

Z32

LAWGR FOUR ARRIVAL (RNAV) Arrival Routes

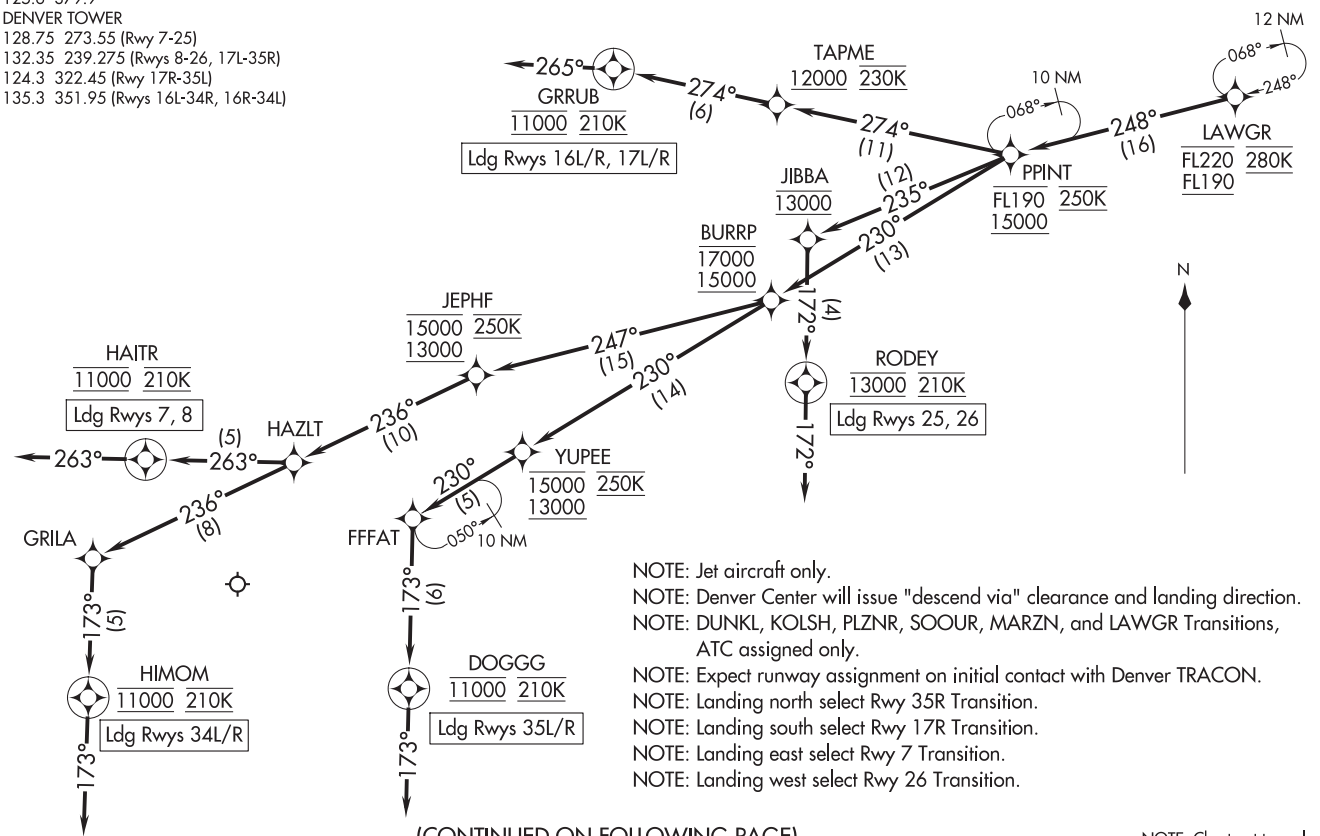
(LAWGR.LAWGR4) 25163

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DENVER APP CON
124.95 346.4
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

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



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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LAWGR.LAWGR4) 25163

LAWGR FOUR ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

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

(LONGZ.LONGZ4) 25163 AL-9077 (FAA)

LONGZ FOUR ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO

(CONTINUED ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

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

ARRIVAL ROUTE DESCRIPTION

From LONGZ on track 094° to cross FLNEL between 16000 and FL190 and at 250K.

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

LANDING RUNWAYS 16L/R, 17L/R: From FLNEL on track 092° to cross BEOND at 13000 and at 210K, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210K. Expect ILS or LOC RWY 16L, RWY 16R, RWY 17L, RWY 17R approach.

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

(LOWBO.LOWBO3) 17117

LOWBO THREE ARRIVAL (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

SW-1, 12 JUN 2025 to 07 AUG 2025

LOWBO THREE ARRIVAL (RNAV)

(LOWBO.LOWBO3) 08JAN15

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

ARRIVAL ROUTE DESCRIPTION

BRMLY TRANSITION (BRMLY.LOWBO3)

GALLUP TRANSITION (GUP.LOWBO3)

ROSEI TRANSITION (ROSEI.LOWBO3)

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

(PRTTY.LOYYD1) 25107

LOYYD ONE ARRIVAL (RNAV)

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

AL-5889 (FAA)

ASPEN, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

LOYYD ONE ARRIVAL (RNAV)

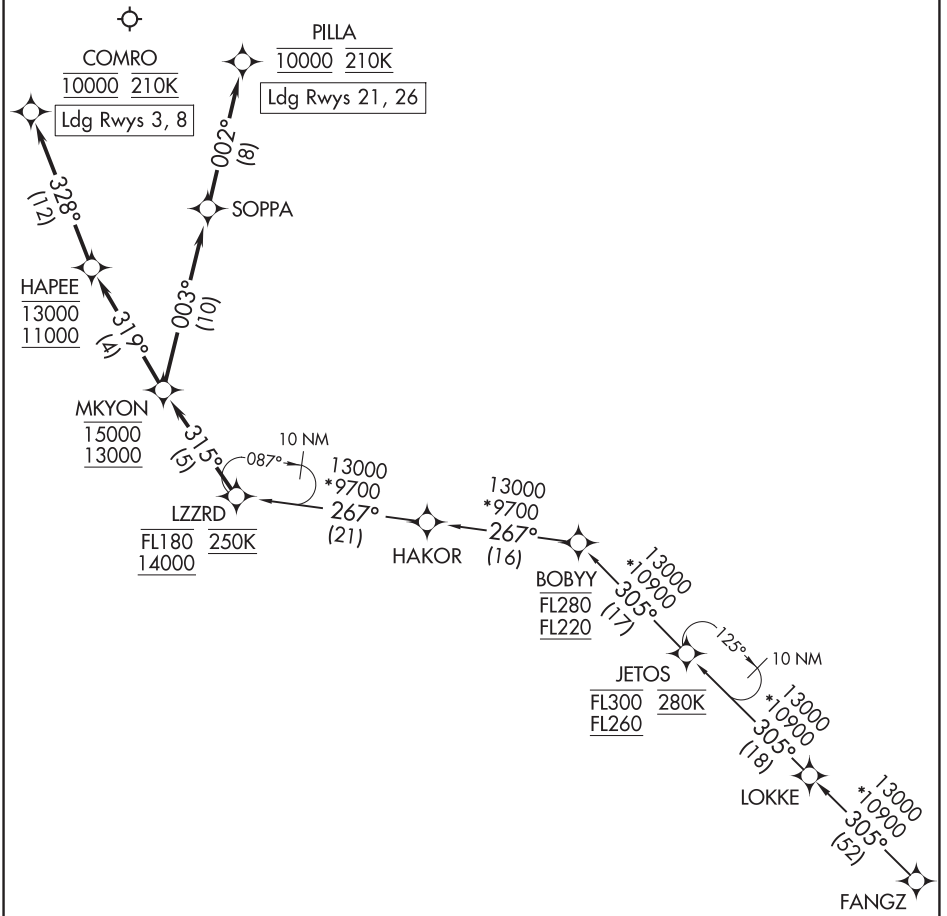
(PRTTY.LOYYD1) 17APR25

ASPEN, COLORADO

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

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

ALBUQUERQUE APP CON
123.9 354.1
D-ATIS
118.0 257.7



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

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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BOBYY TRANSITION (BOBYY.LZZRD4)

FANGZ TRANSITION (FANGZ.LZZRD4)

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

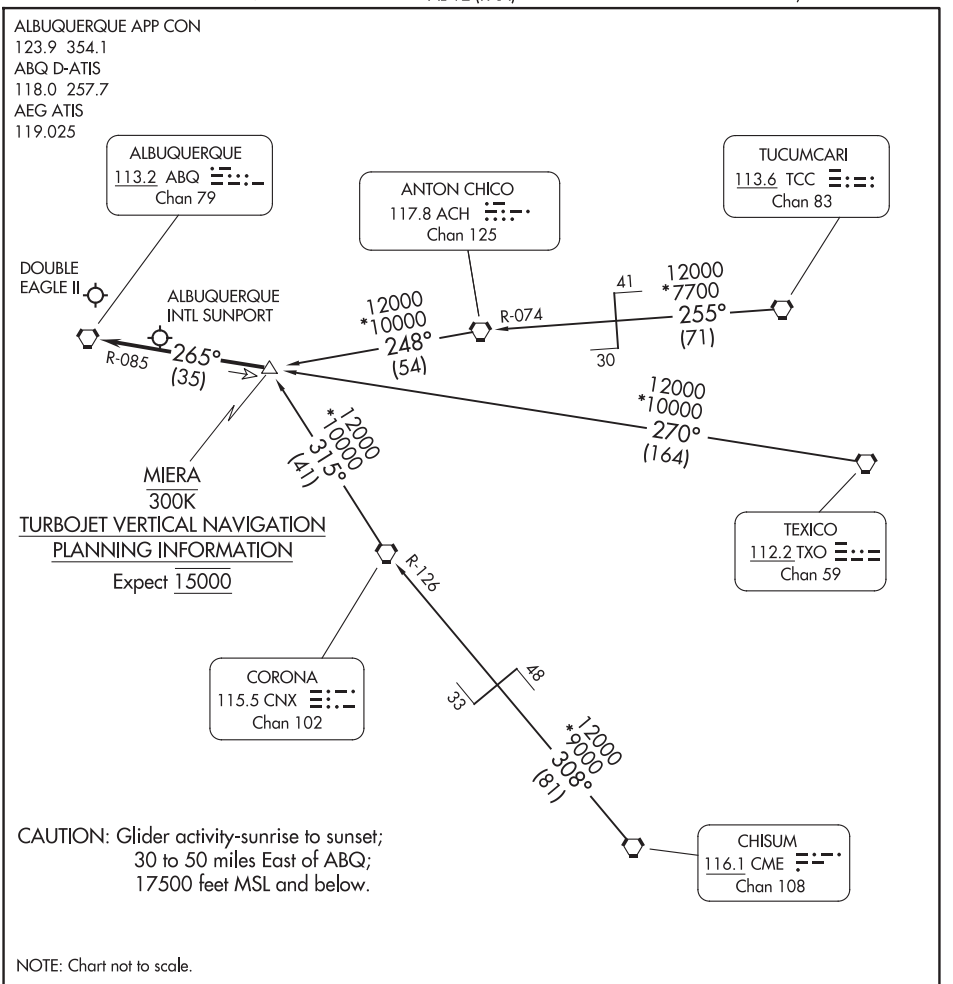
LANDING RUNWAY 3: From MKYON on track 319° to cross HAPEE between 11000 and 13000, then on track 328° to cross COMRO at 10000 and at 210K. Expect RNP, GPS or ILS RWY 3 approach or RADAR vectors to final approach course.

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

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

LANDING RUNWAY 26: From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000 and at 210K. Expect RNP Z RWY 26 approach or RADAR vectors to final approach course.

SW-1, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(MMARY.MMARY1) 25107 AL-5889 (FAA)

MMARY ONE ARRIVAL (RNAV) Transition Routes

ASPEN, COLORADO

MMARY ONE ARRIVAL (RNAV) Transition Routes

ASPEN, COLORADO

(MMARY.MMARY1) 17APR25

SW-1, 12 JUN 2025 to 07 AUG 2025

MMARY ONE ARRIVAL (RNAV) Arrival Routes

(MMARY.MMARY1) 17APR25

ASPEN, COLORADO

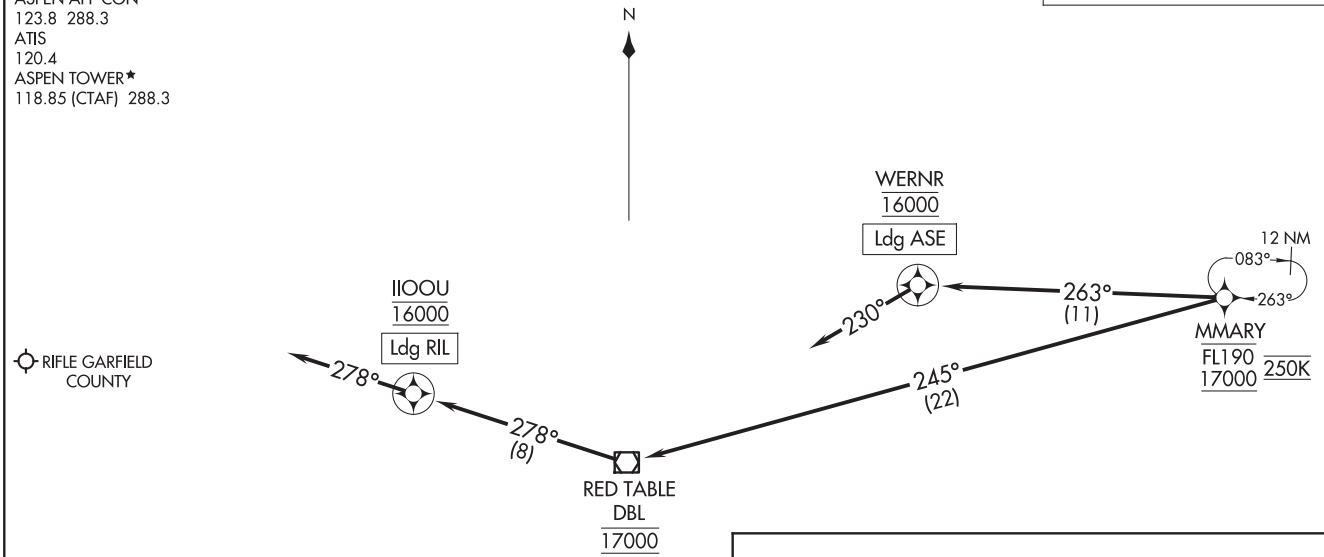
(MMARY.MMARY1) 25107

AL-5889 (FAA)

Z44

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

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ASE: From MMARY on track 263° to cross WERNR at 16000, then on track 230°. Expect RADAR vectors to final approach course.

LANDING RIL: From MMARY on track 245° to cross DBL VOR/DME at 17000, then on track 278° to cross IIOOU at 16000, then on track 278°. Expect RADAR vectors to final approach course.

(NIIXX.NIIXX4) 25163

AL-9077 (FAA)

NIIXX FOUR ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

See following page for arrival routes

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

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

NIIXX
FL220 280K
FL190

124° 10 NM

15000
*9100
304°
(10)

YOUTU

15000
*9100
304°
(18)

IDOLL

125° 11 NM

17000
*9100
329°
(28)

NARNO

17000
*9100
305°
(54)

KOORN

LYNKN

114° 12 NM

294°

149° 12 NM

125° 12 NM

FL190
*9100
329°
(56)

ZIGEE

FL190
*9100
305°
(33)

HALEN

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

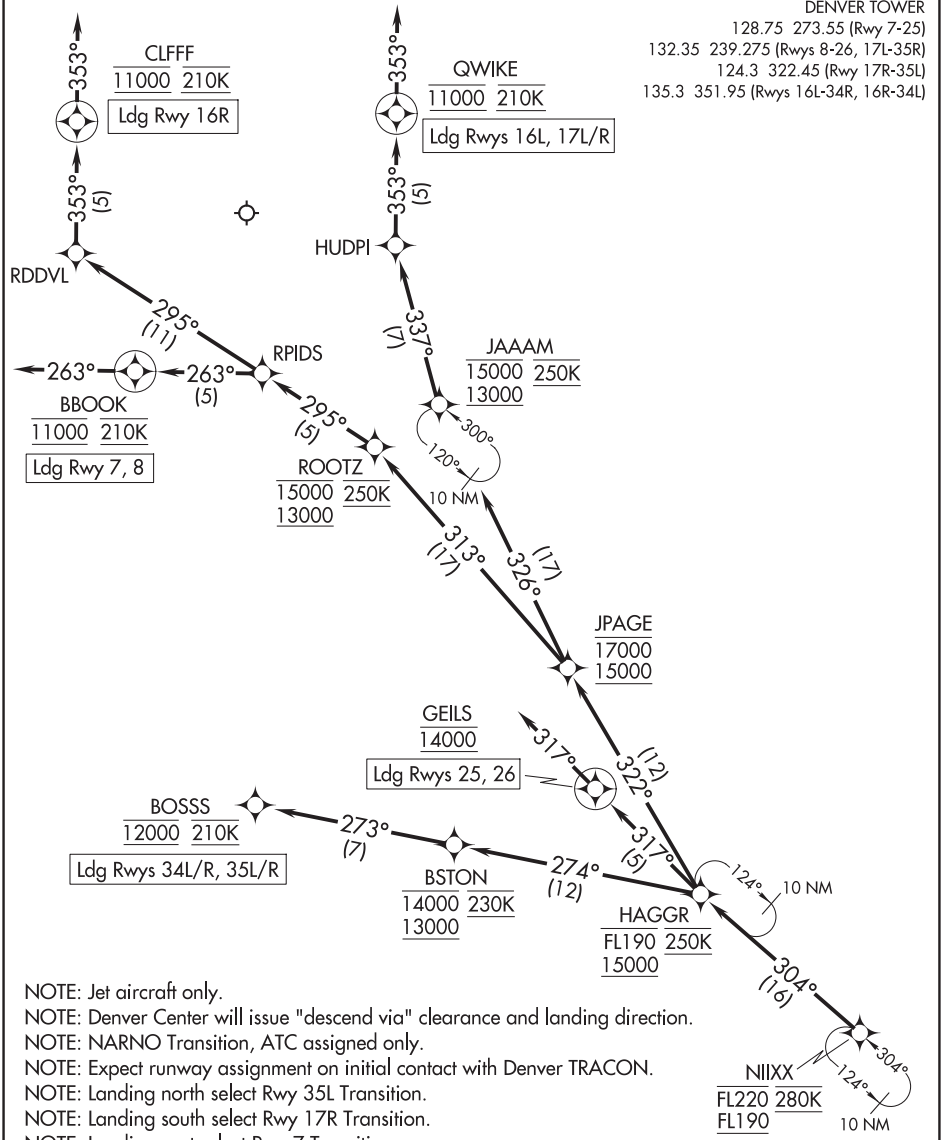
HALEN TRANSITION (HALEN.NIIXX4)
NARNO TRANSITION (NARNO.NIIXX4)
ZIGEE TRANSITION (ZIGEE.NIIXX4)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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

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



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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(NIIXX.NIIXX4) 25163
NIIXX FOUR ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LANDING RUNWAYS 34L/R, 35L/R: From HAGGR on track 274° to cross BSTON between 13000 and 14000 and at 230K, then on track 273° to cross BOSSS at 12000 and at 210K. Expect ILS or LOC RWY 34L, RWY 34R, RWY 35L, RWY 35R approach.

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

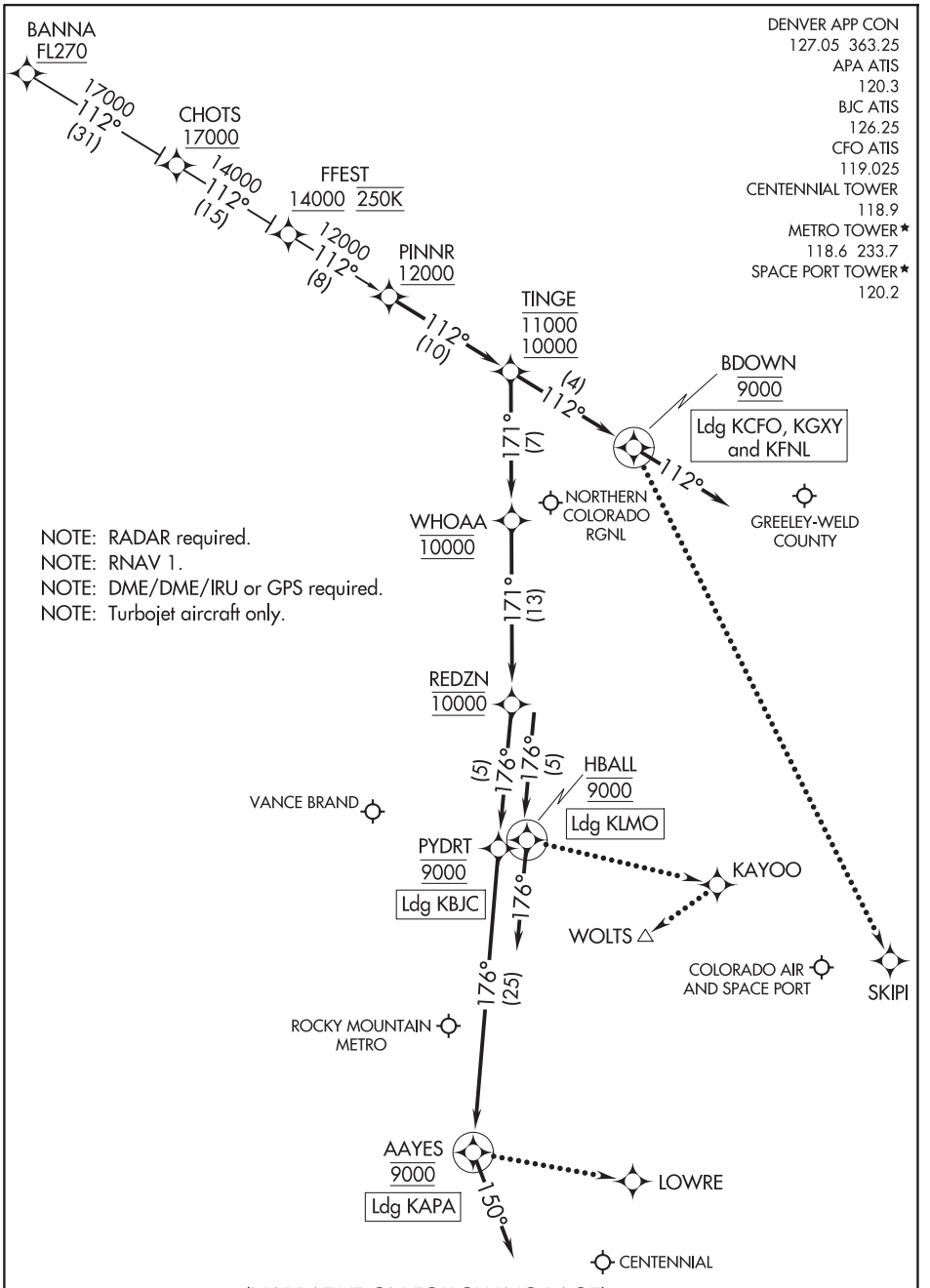
SW-1, 12 JUN 2025 to 07 AUG 2025

(PINNR.PINNR3) 21168

PINNR THREE ARRIVAL (RNAV)

AL-5715 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

PINNR THREE ARRIVAL (RNAV)

DENVER, COLORADO

(PINNR.PINNR3) 31DEC20

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BANNA TRANSITION (BANNA.PINNR3)

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

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

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

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

LOST COMMUNICATIONS

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

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

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

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

(POWDR.POWDR1) 23334

POWDR ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

POWDR ONE ARRIVAL

DENVER, COLORADO

(POWDR.POWDR1) 30JAN20

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

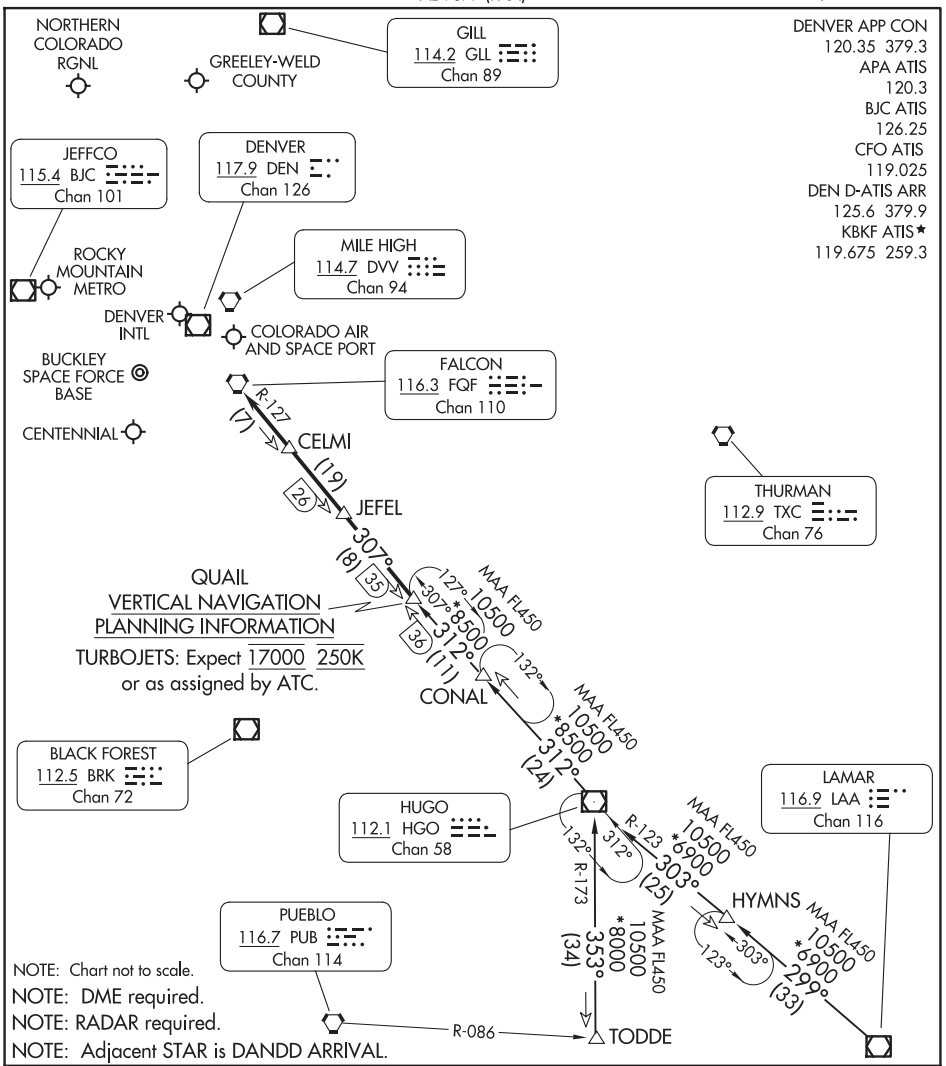
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(QUAIL.QUAIL1) 23334

QUAIL ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

QUAIL ONE ARRIVAL

DENVER, COLORADO

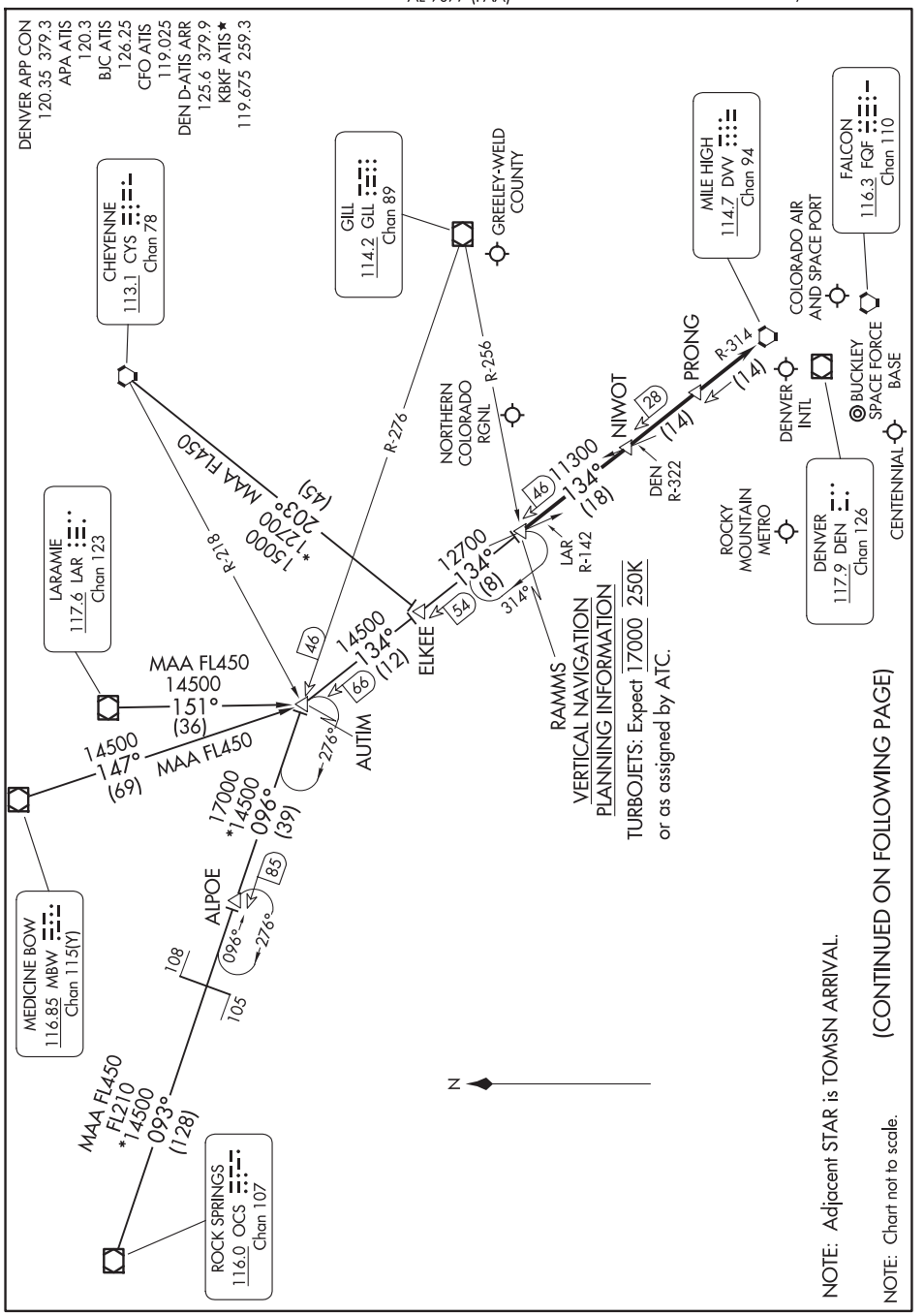
(QUAIL.QUAIL1) 30JAN20

SW-1, 12 JUN 2025 to 07 AUG 2025

RAMMS EIGHT ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

RAMMS EIGHT ARRIVAL

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

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

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

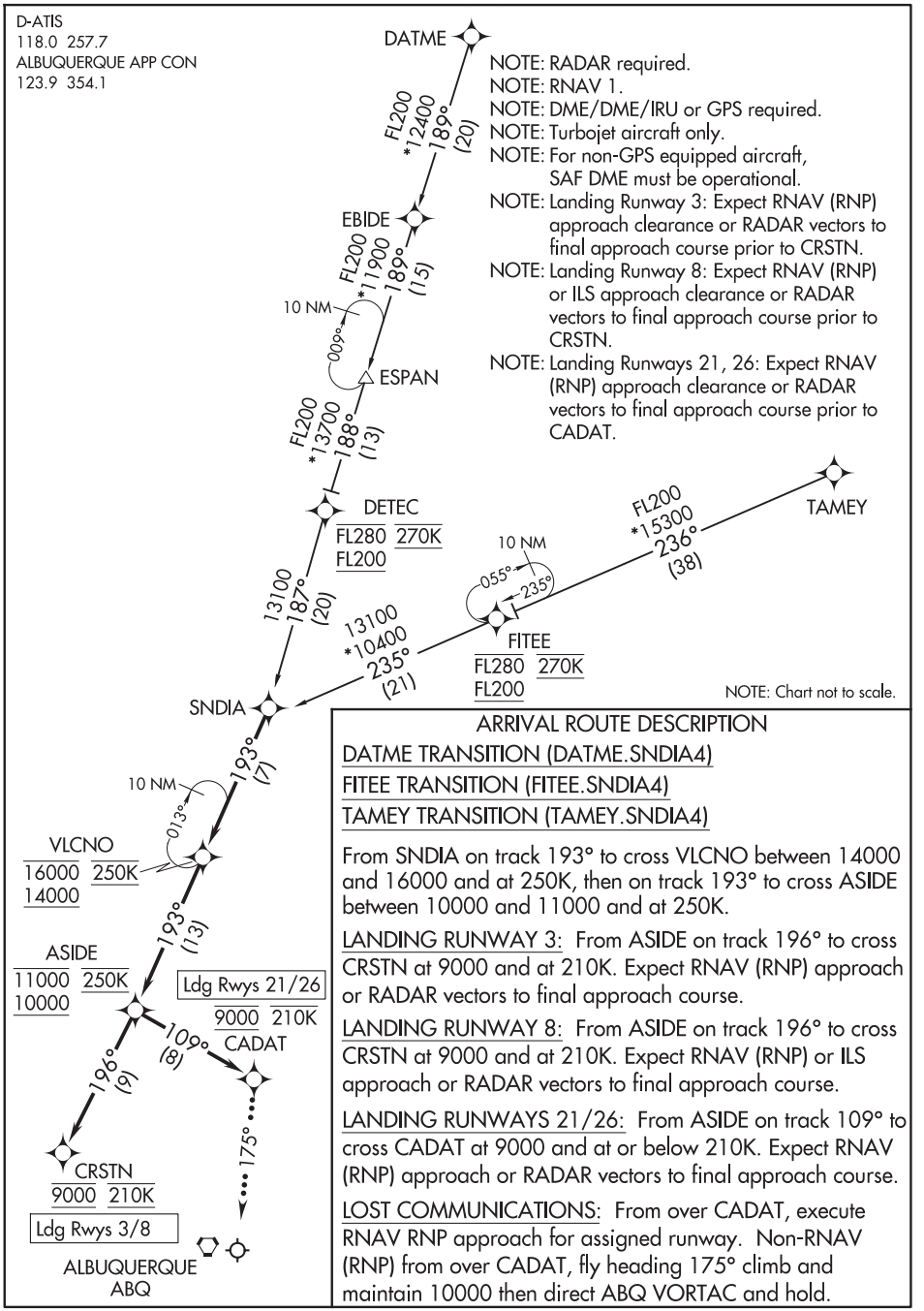
MEDICINE BOW TRANSITION (MBW.RAMMS8): From over MBW VOR/DME on MBW R-147 and DVV R-314 to RAMMS. Thence. . . .

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

DATME TRANSITION (DATME.SNDIA4)

FITEE TRANSITION (FITEE.SNDIA4)

TAMEY TRANSITION (TAMEY.SNDIA4)

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

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

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

(SSKII.SSKII4) 25163

AL-9077 (FAA)

SSKII FOUR ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO

SSKII FOUR ARRIVAL (RNAV) Transition Routes

(SSKII.SSKII4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

SW-1, 12 JUN 2025 to 07 AUG 2025

SSKII FOUR ARRIVAL (RNAV) Arrival Routes

(SSKII.SSKI4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

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

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

NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: KLOWN, PEEKE, SNOEE, KTOOO, CRUDD, BOWLL, ABASN, and HAMIC Transitions, ATC assigned only.
NOTE: Landing north select Rwy 34R Transition.
NOTE: Landing south select Rwy 16R Transition.
NOTE: Landing east select Rwy 7 Transition.
NOTE: Landing west select Rwy 26 Transition.

SSKII
FL220 270K
FL190

BGDEE
FL190 250K
17000

TLRID
17000
15000

BRNNO
13000 210K
Ldg Rwys 7, 8

POWPW
14000

EPPIC
15000 240K
13000

CLFFF
11000 210K
Ldg Rwys 16L/R

RDDVL

ZATUT
15000 240K
13000

LOOOP

QWIKE
11000 210K
Ldg Rwys 17L/R

HUDPI

JIBAT
11000 210K
Ldg Rwys 25, 26

CRAGG
13000 210K

NARLE
12000

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

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

N

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

(SSKII.SSKI4) 12JUN25
SSKII FOUR ARRIVAL (RNAV) Arrival Routes
DENVER, COLORADO
DENVER INTL (DEN)

(SSKII.SSKI4) 25163
AL-9077 (FAA)

(SSKII.SSKII4) 25163

SSKII FOUR ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

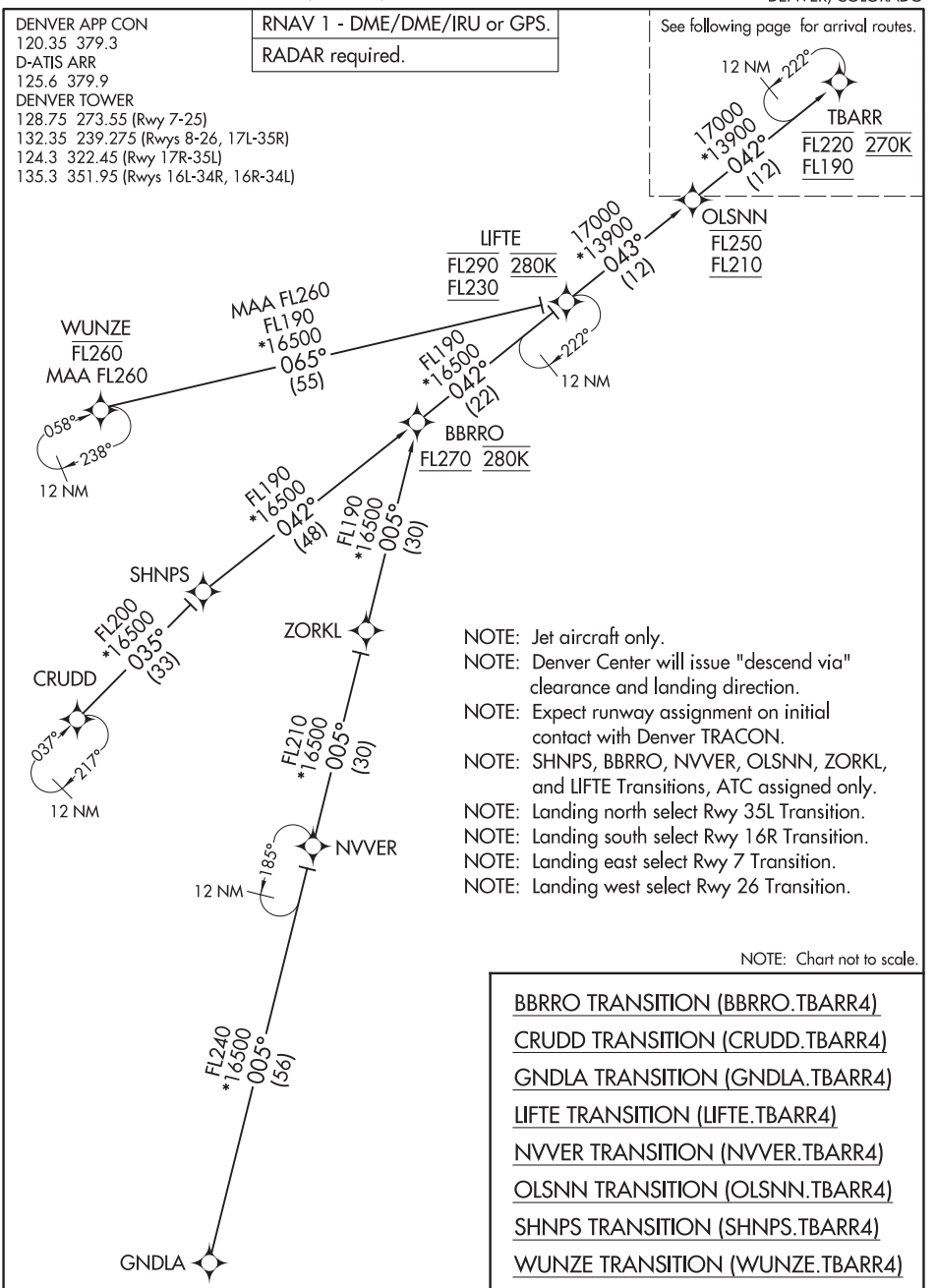
TBARR FOUR ARRIVAL (RNAV) Transition Routes

SW-1, 12 JUN 2025 to 07 AUG 2025

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

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

See following page for arrival routes.



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

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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

(TBARR.TBARR4) 25163

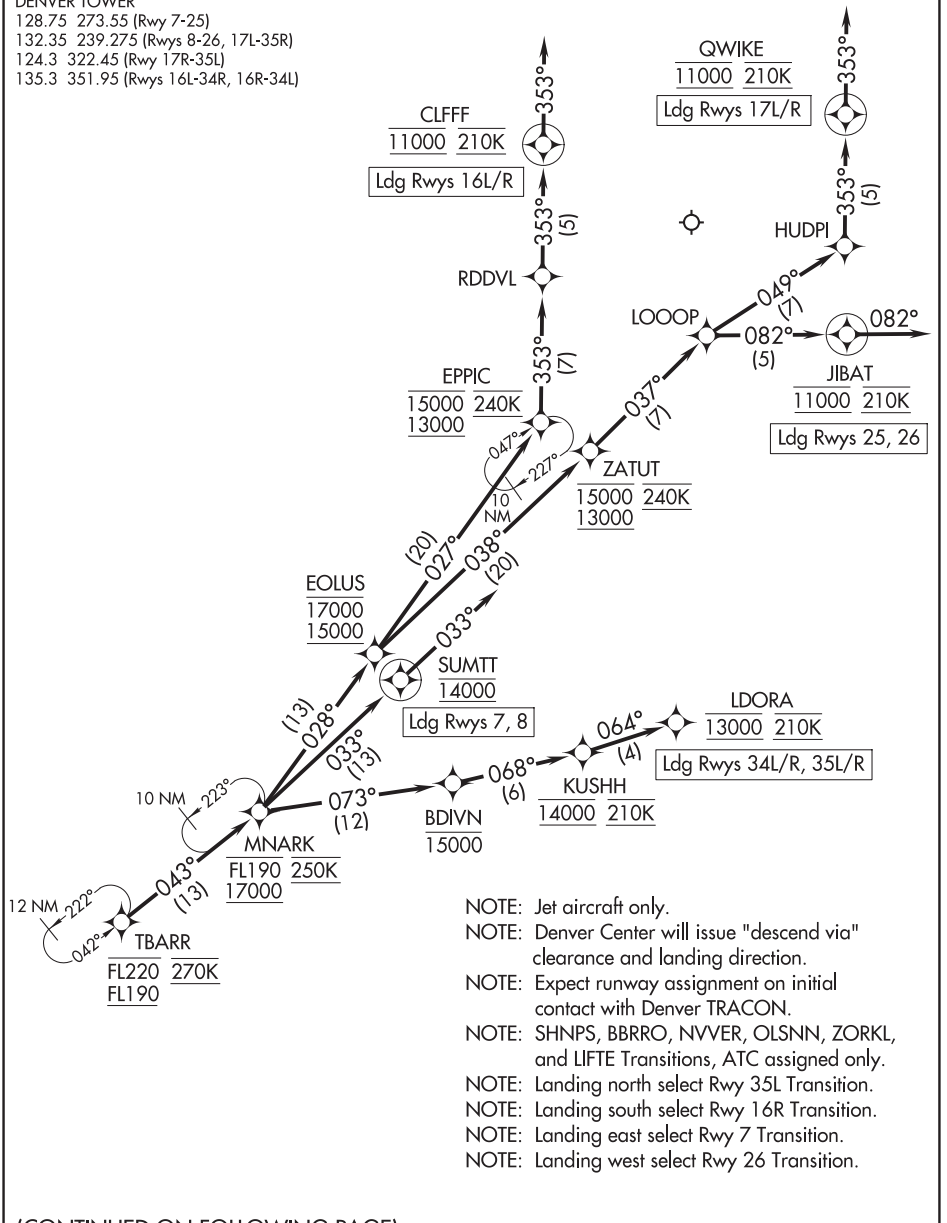
AL-9077 (FAA)

TBARR FOUR ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO

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

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



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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

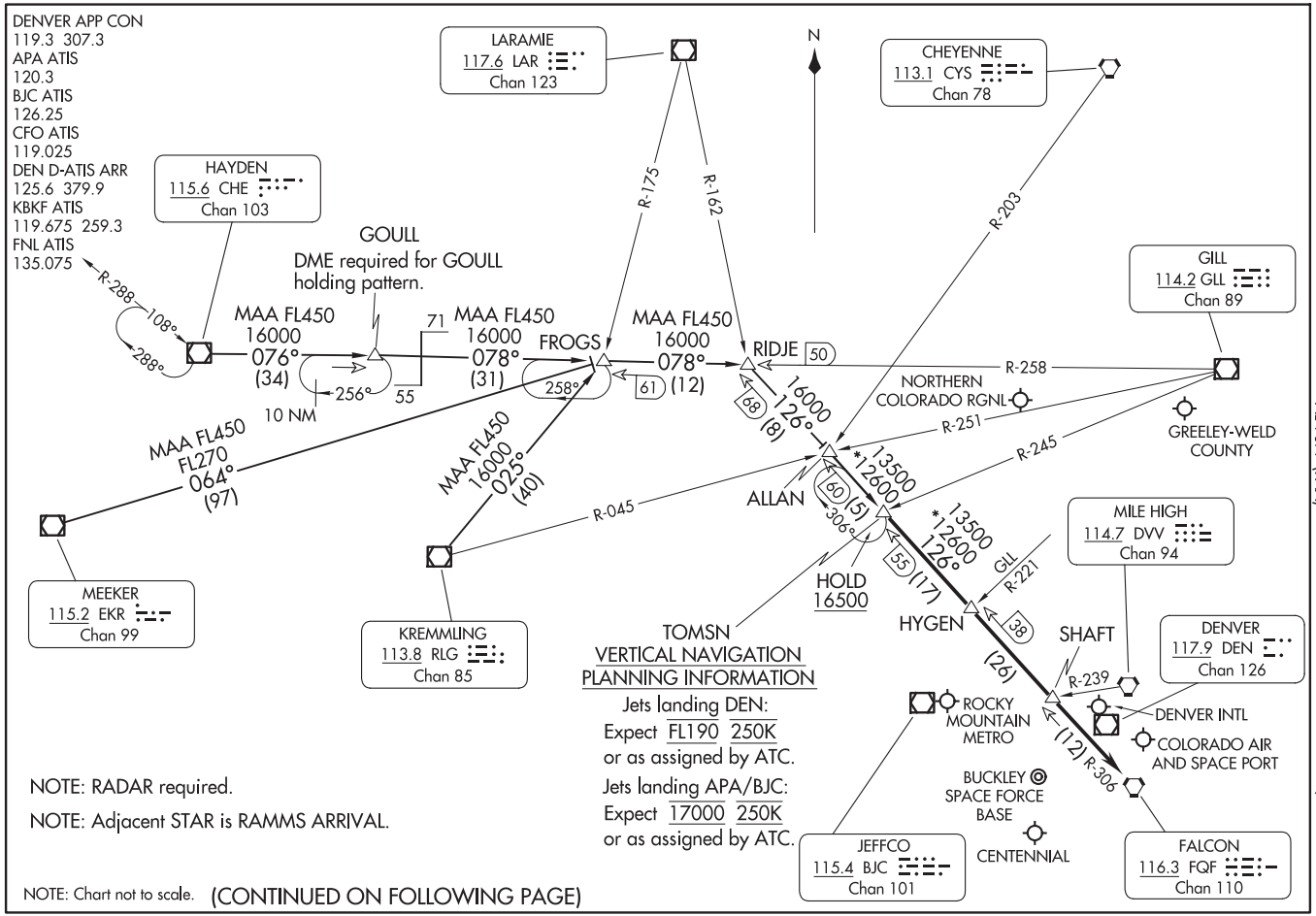
LANDING RUNWAYS 34L/R, 35L/R: From MNARK on track 073° to cross BDIVN at or below 15000, then on track 068° to cross KUSHH at 14000 and at 210K, then on track 064° to cross LDORA at 13000 and at 210K. Expect ILS or LOC RWY 34L, RWY 34R, RWY 35L, RWY 35R approach.

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

TOMSN NINE ARRIVAL

(TOMSN.TOMSN9) 16MAY24

DENVER, COLORADO



TOMSN NINE ARRIVAL

(TOMSN.TOMSN9) 24137

DENVER, COLORADO

AL-9077 (FAA)

Z63

ARRIVAL ROUTE DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN9): From over CHE VOR/DME on CHE R-076 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

KREMMLING TRANSITION (RLG.TOMSN9): From over RLG VOR/DME on RLG R-025 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025

(ELDRA.VAAIL1) 25107

VAAIL ONE ARRIVAL (RNAV)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

AL-6403 (FAA)

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

DENVER CENTER
128.65 282.2
ATIS
135.575

ARRIVAL ROUTE DESCRIPTION

BIGBL TRANSITION (BIGBL.VAAIL1)

BKPCK TRANSITION (BKPCK.VAAIL1)

HIKNG TRANSITION (HIKNG.VAAIL1)

LPINE TRANSITION (LPINE.VAAIL1)

WIZZR TRANSITION (WIZZR.VAAIL1)

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

SW-1, 12 JUN 2025 to 07 AUG 2025

VAAIL ONE ARRIVAL (RNAV)
(ELDRA.VAAIL1) 17APR25
EAGLE, COLORADO
EAGLE COUNTY RGNL (EGE)

ZOMBZ SIX ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER CENTER
133.4 377.175
DENVER APP CON
128.45 251.075
APA ATIS
120.3
CFO ATIS
119.025
CENTENNIAL TOWER
118.9
SPACE PORT TOWER *
120.2

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

See following page for arrival routes

ZOMBZ
15000 250K

13000
*12900
036°
(12)

CRWLR
16000

208°
10 NM

13900
*13900
028°
(23)

LAMOE

207°
10 NM

17000
*15300
027°
(27)

STIFS

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

NOTE: Chart not to scale.

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

(CONTINUED ON FOLLOWING PAGE)

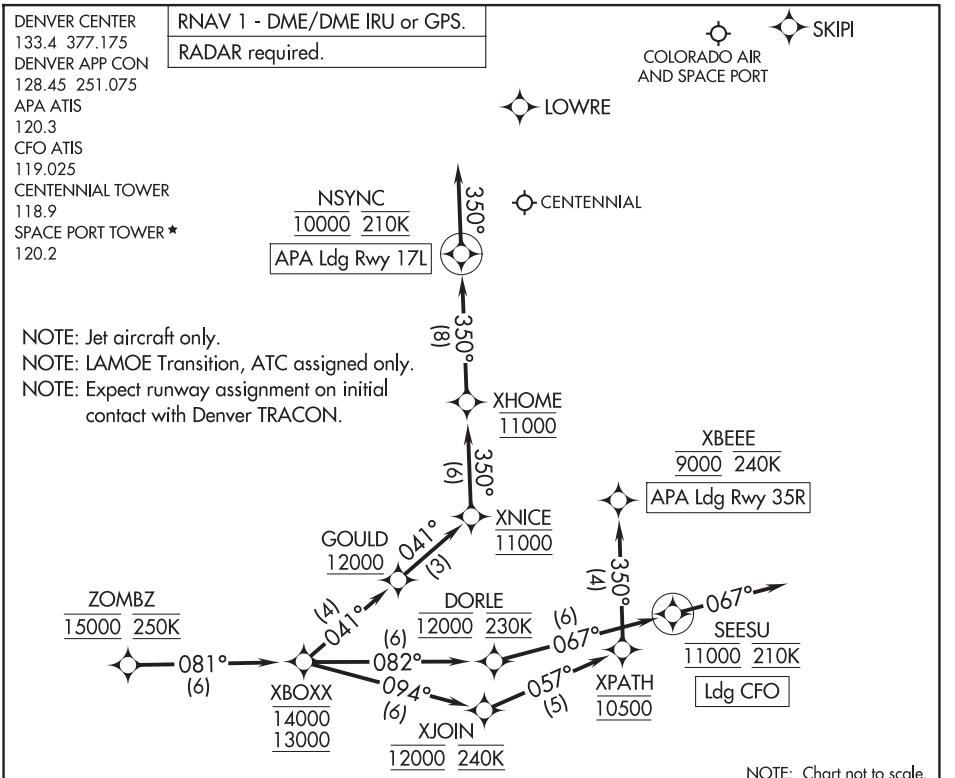
ZOMBZ SIX ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO

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

ZOMBZ SIX ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO



ARRIVAL ROUTE DESCRIPTION

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

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

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

LOST COMMUNICATIONS

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

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

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

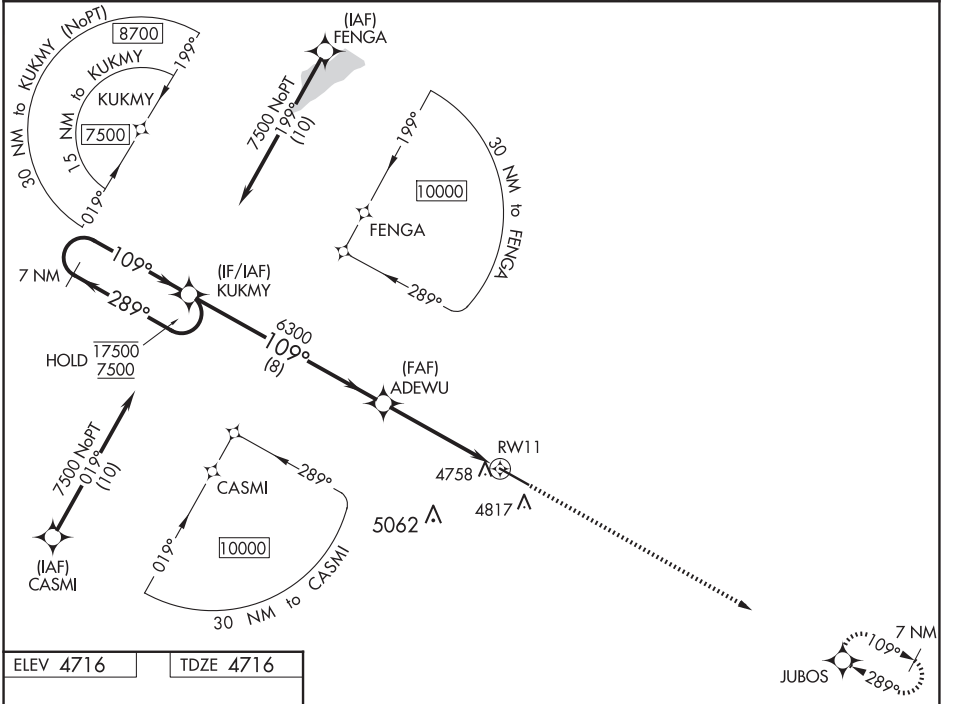
RNP APCH

Rwy 11 helicopter visibility reduction below ¾ SM NA.

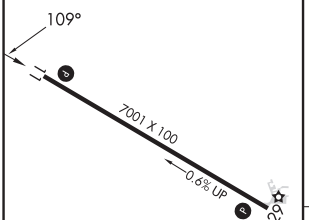
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7500 direct JUBOS and hold.

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

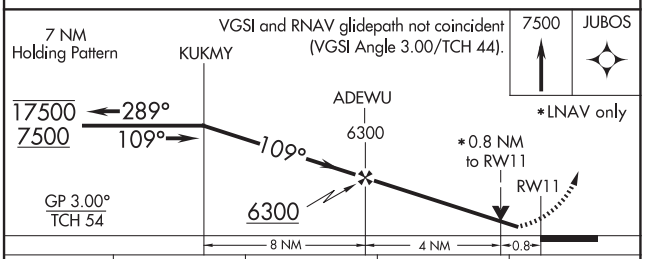


ELEV 4716	TDZE 4716



MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L



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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

AKRON, COLORADO | AL-5054 (FAA) | 25163

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

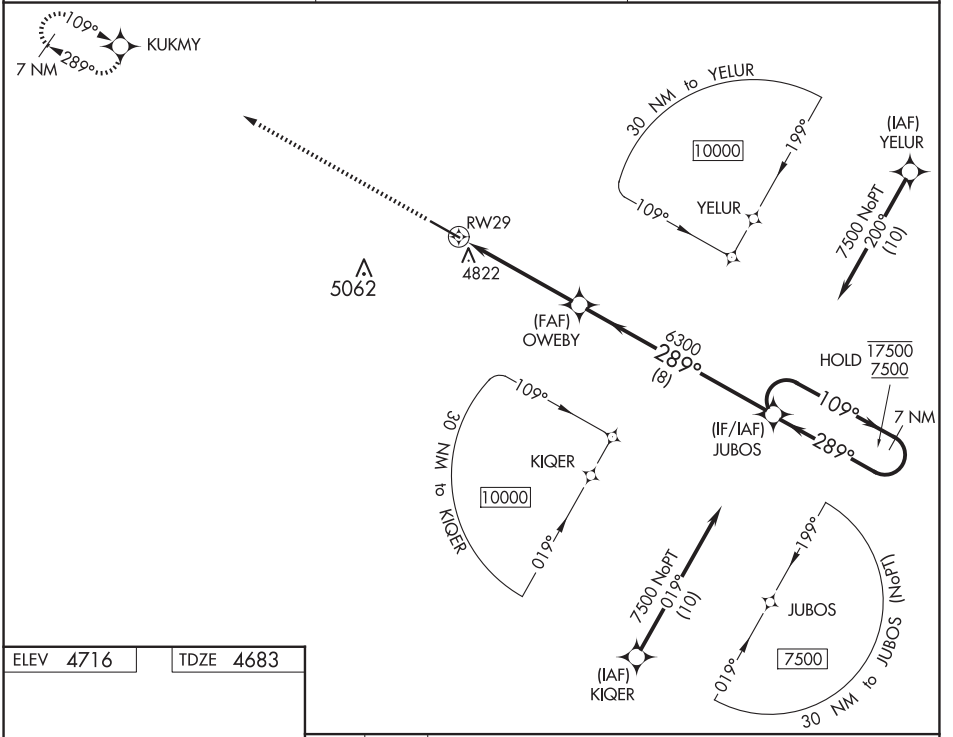
RNAV (GPS) RWY 29
COLORADO PLAINS RGNL (AKO)

RNP APCH.

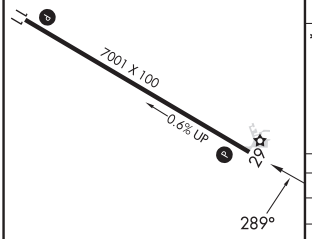
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7500 to KUKMY and hold.

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



ELEV 4716 | TDZE 4683

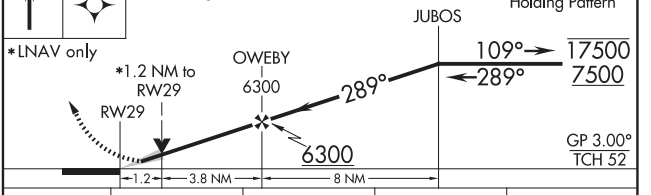


MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

7500 | KUKMY

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

7 NM Holding Pattern



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

AKRON, COLORADO
Amdt 1A 15AUG19

40°11′N-103°13′W

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 29

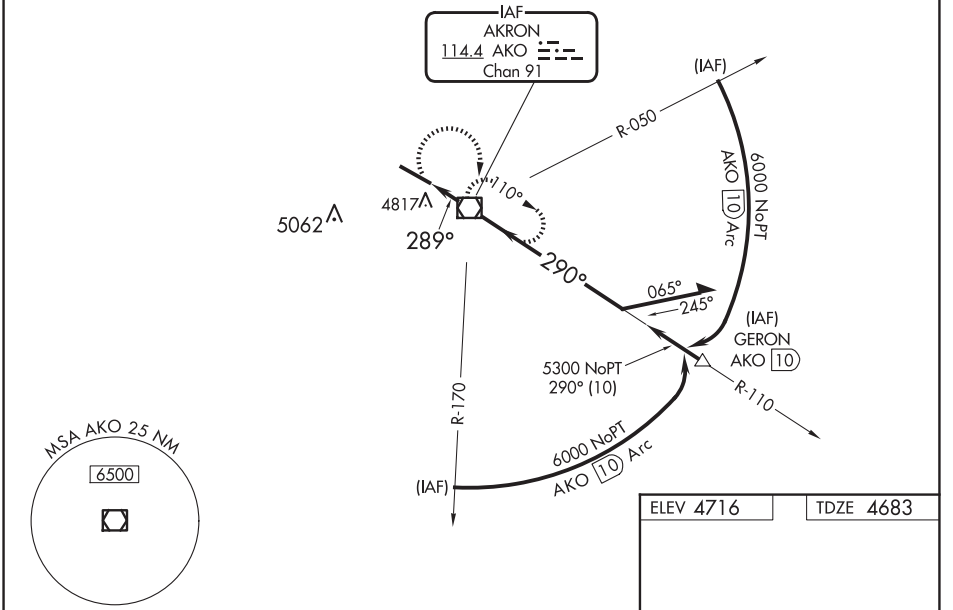
COLORADO PLAINS RGNL (AKO)

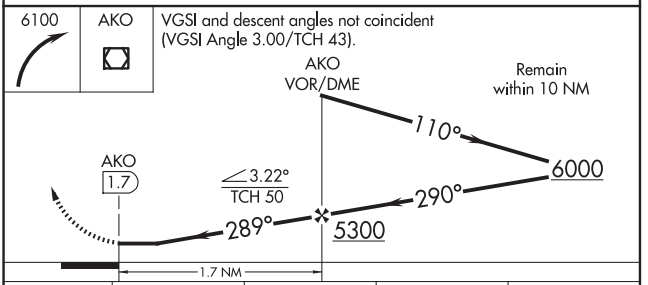
VOR/DME AKO	APP CRS	Rwy Ldg	7001
114.4	289°	TDZE	4683
Chan 91		Apt Elev	4716

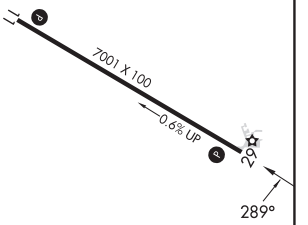
Circling NA for Cats C and D southwest of Rwy 11-29.

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

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







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

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

FAF to MAP 1.7 NM

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

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

RNAV (GPS) RWY 4

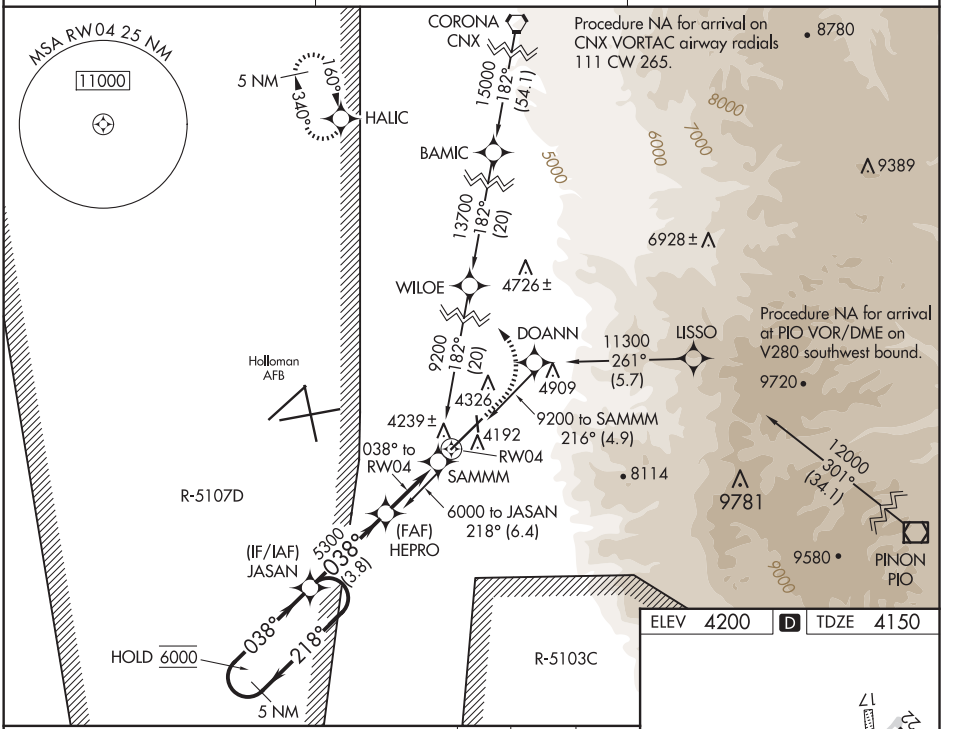
ALAMOGORDO-WHITE SANDS RGNL (ALM)

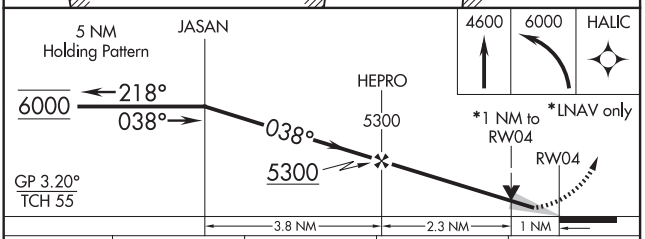
RNP APCH.

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

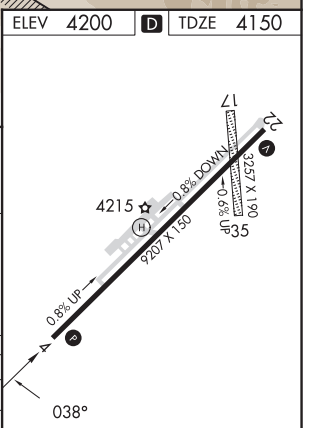
MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 direct HALIC and hold.

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



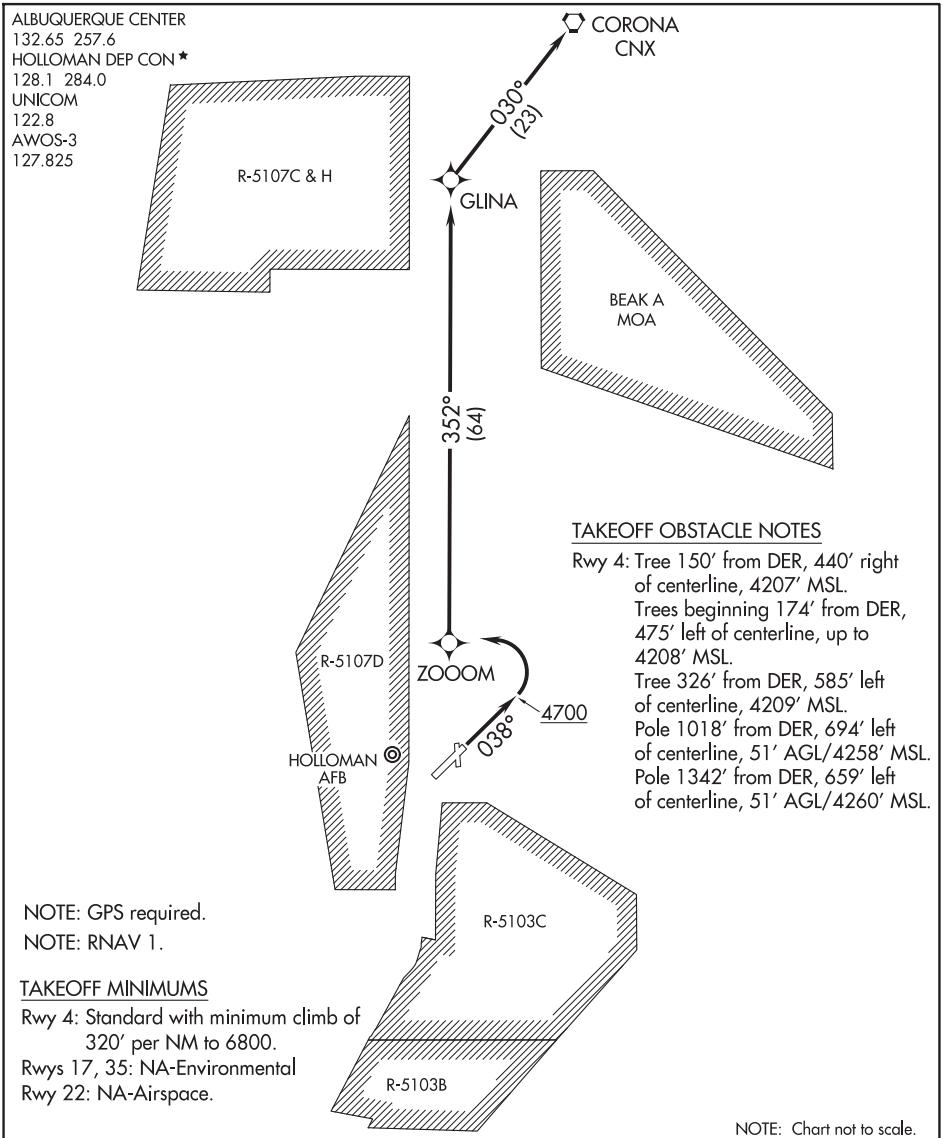


CATEGORY	A	B	C	D
LPV DA	4400-1 250 (200-1)			
LNAV/VNAV DA	4420-1 270 (300-1)			
LNAV MDA	4500-1 350 (300-1)			
C CIRCLING	4760-1 560 (600-1)	4880-1 680 (700-1)	4960-2¼ 760 (800-2¼)	4960-2½ 760 (800-2½)



REIL Rwys 4 and 22
MIRL Rwy 4-22 L

SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF OBSTACLE NOTES

Rwy 4: Tree 150′ from DER, 440′ right of centerline, 4207′ MSL.
Trees beginning 174′ from DER, 475′ left of centerline, up to 4208′ MSL.
Tree 326′ from DER, 585′ left of centerline, 4209′ MSL.
Pole 1018′ from DER, 694′ left of centerline, 51′ AGL/4258′ MSL.
Pole 1342′ from DER, 659′ left of centerline, 51′ AGL/4260′ MSL.

NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

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

ILS or LOC RWY 2

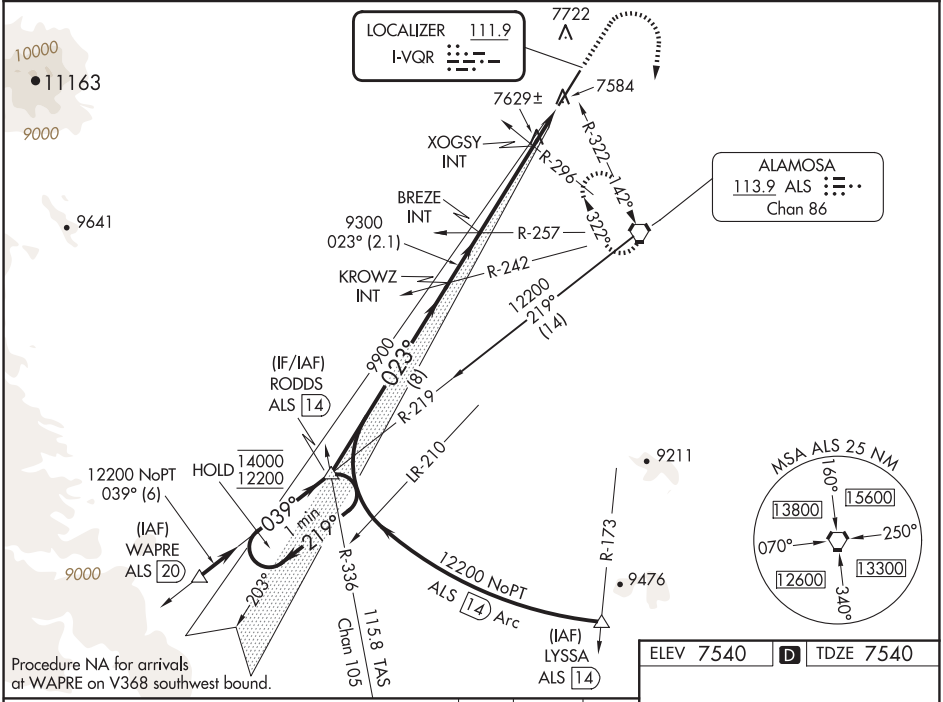
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

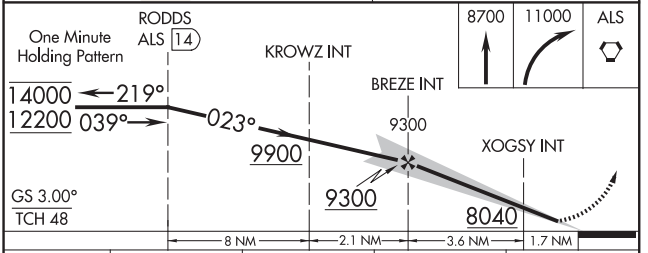
T NA -25°C — For inop ALS, increase S-LOC 2 Cats C/D visibility to 1⅜ SM.

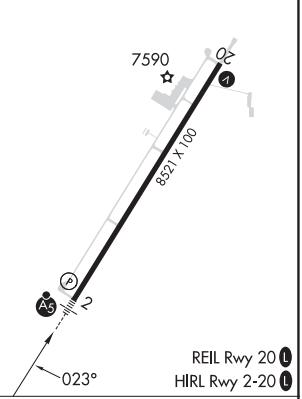
MALSR

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

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







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

FAF to MAP 5.4 NM

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

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

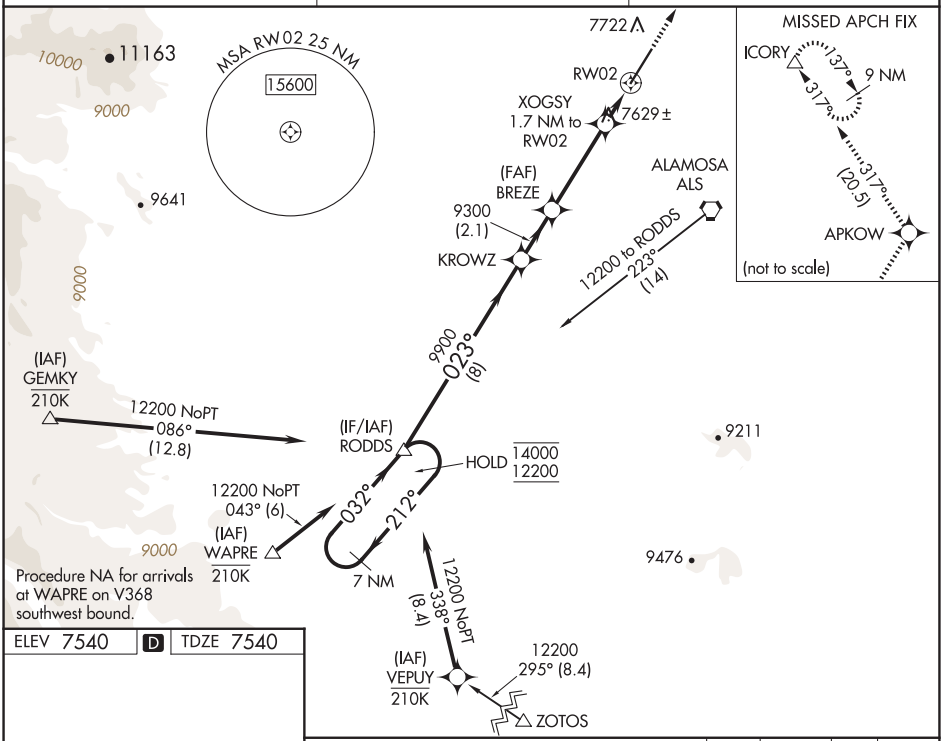
RNP APCH-GPS.

T -25°C For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.

MALSR

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

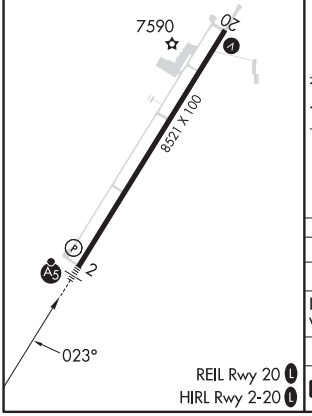
ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L

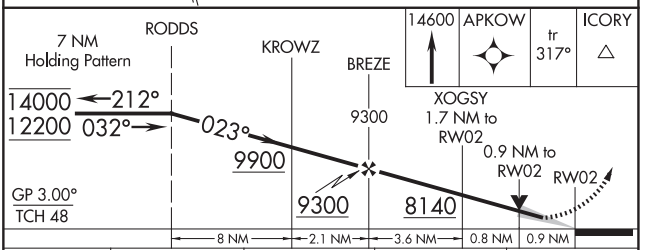


SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ELEV 7540 D TDZE 7540





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

ALAMOSA, COLORADO | AL-18 (FAA) | 25163

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

RNAV (GPS) RWY 20

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

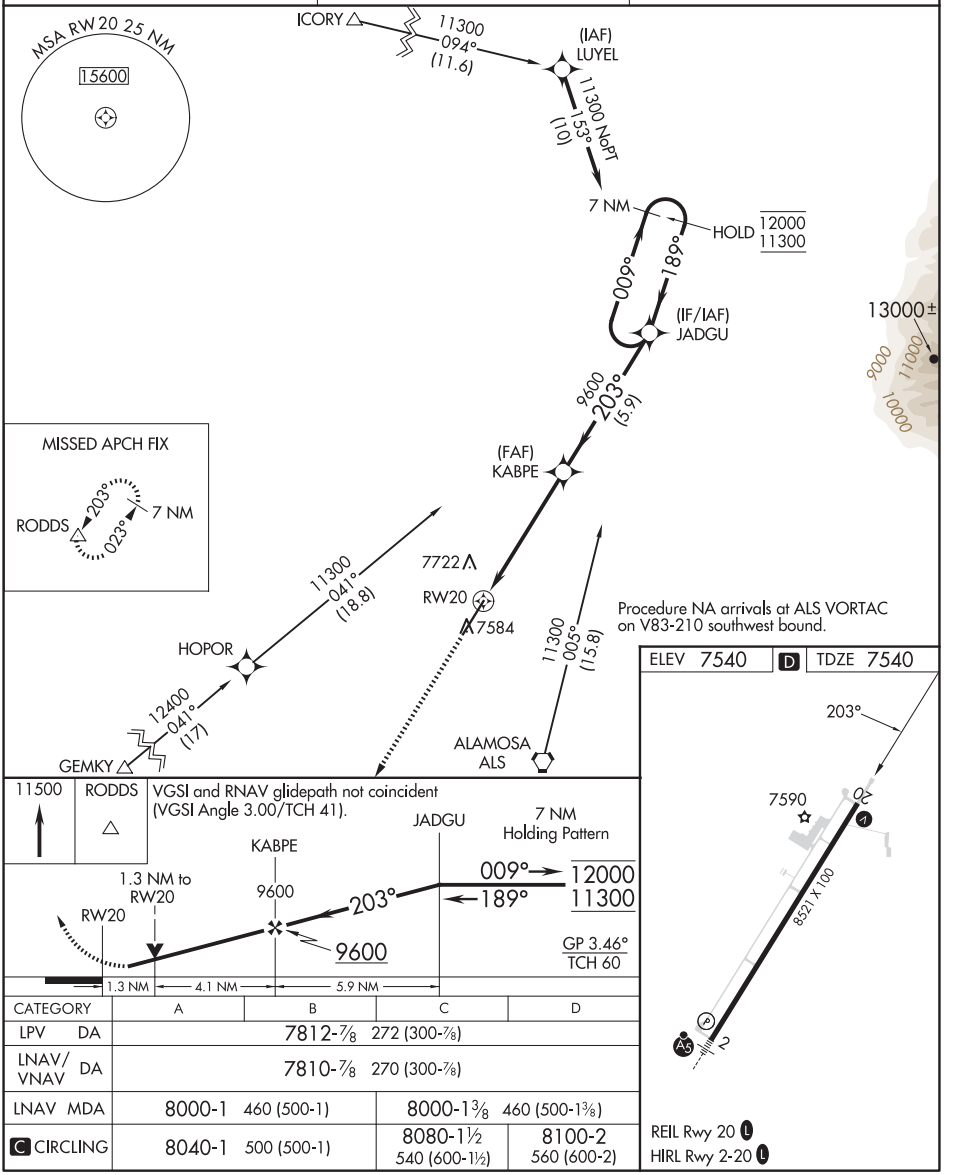
RNP APCH-GPS.

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

-25°C

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

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



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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

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

VOR-B

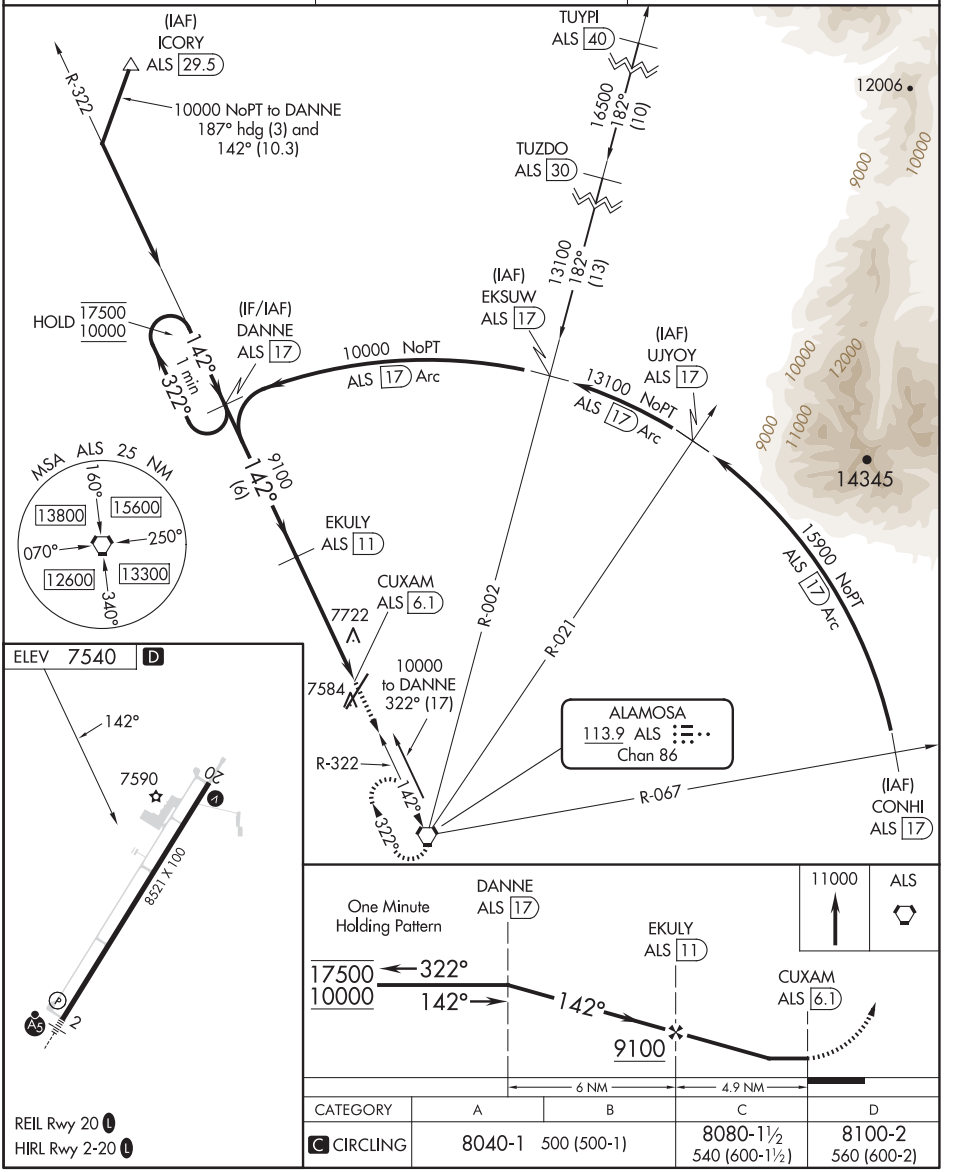
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

DME required. RADAR required for arrivals at TUYPI.

-25°C

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

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



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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

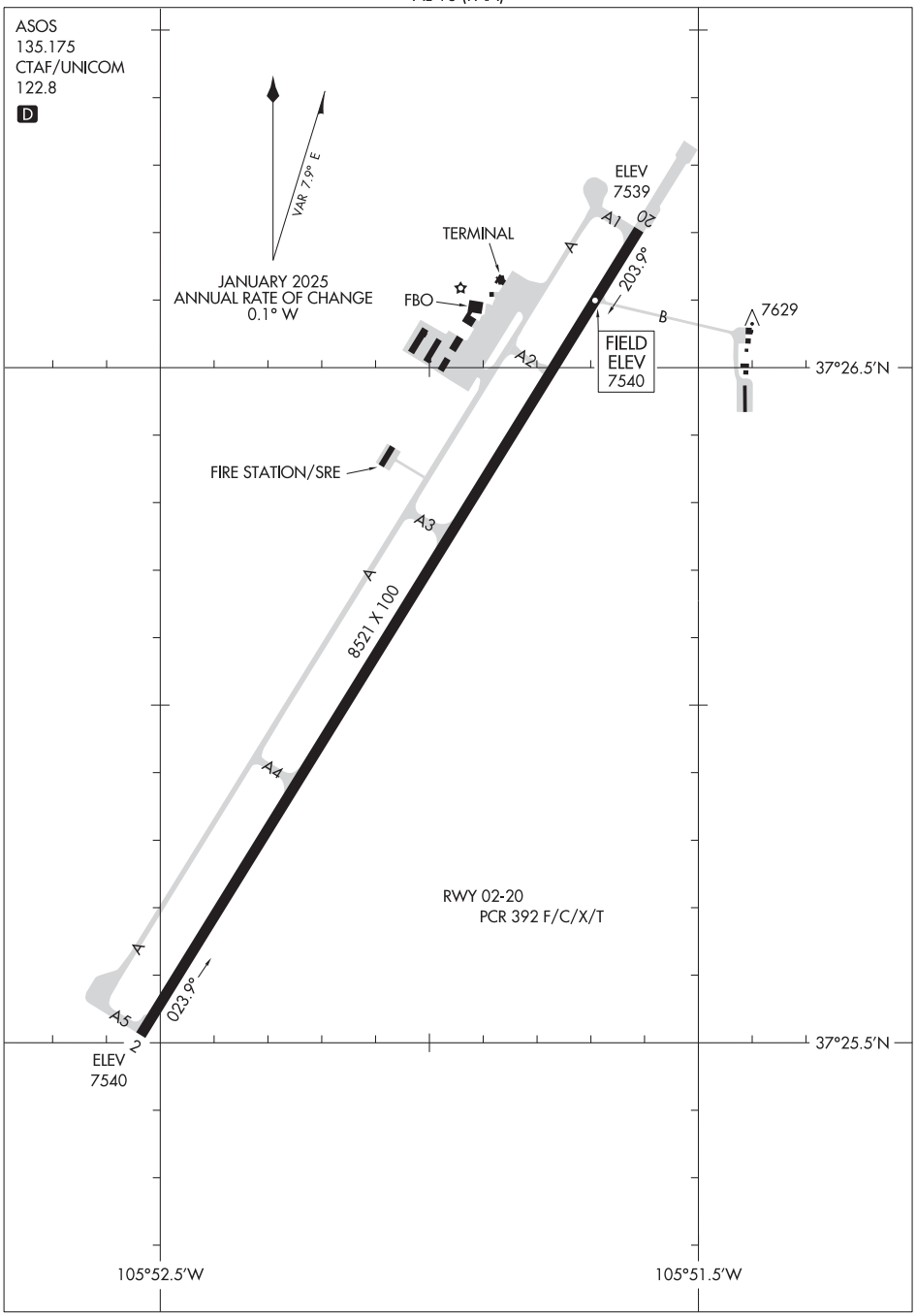
25107

AIRPORT DIAGRAM

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

AL-18 (FAA)

ALAMOSA, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

ALAMOSA, COLORADO

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

25107

ILS or LOC RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

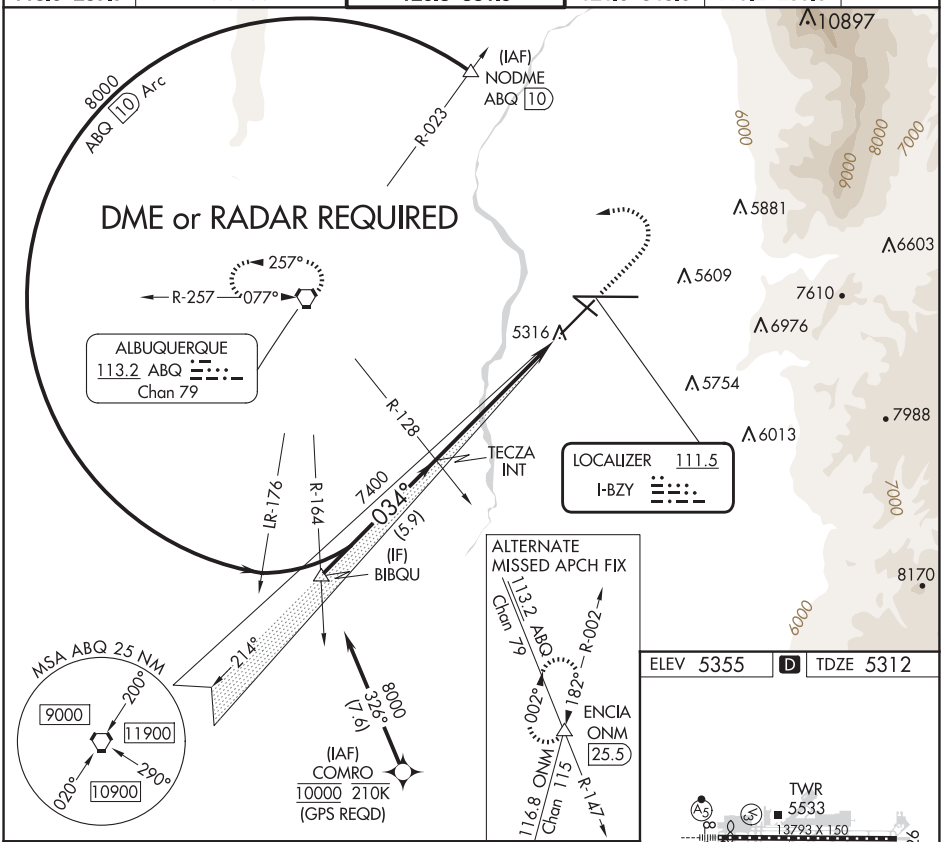
LOC I-BZY	APP CRS	Rwy Ldg	10000
111.5	034°	TDZE	5312
		Apt Elev	5355

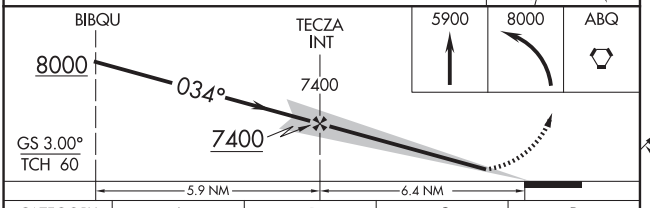
ASR

MALSR

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

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





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

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

FAF to MAP 6.4 NM

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ALBUQUERQUE, NEW MEXICO AL-12 (FAA) 25163

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

ILS or LOC RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

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

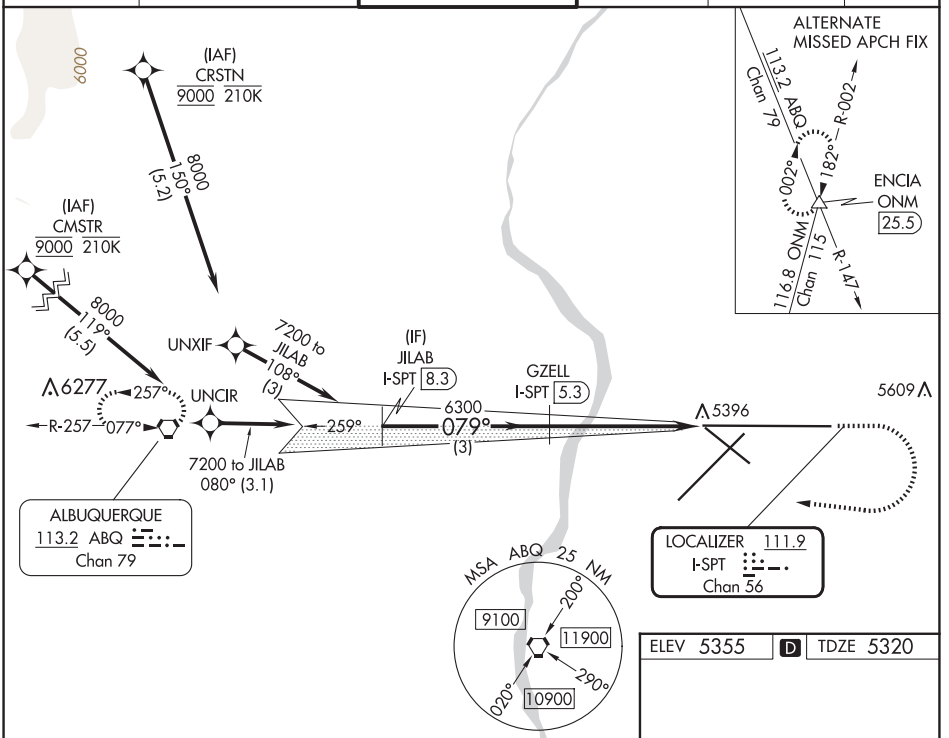
For inop ALS, increase S-LOC 8 Cat C and D visibility to RVR 6000.

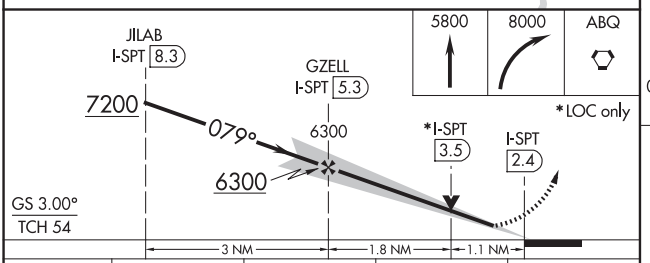
ASR

MALSR

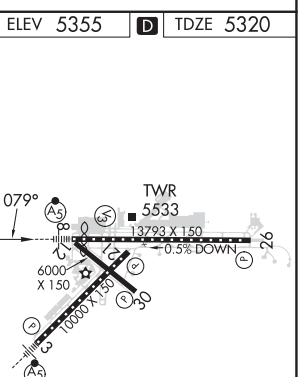
MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

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





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



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

FAF to MAP 2.9 NM

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Y RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)

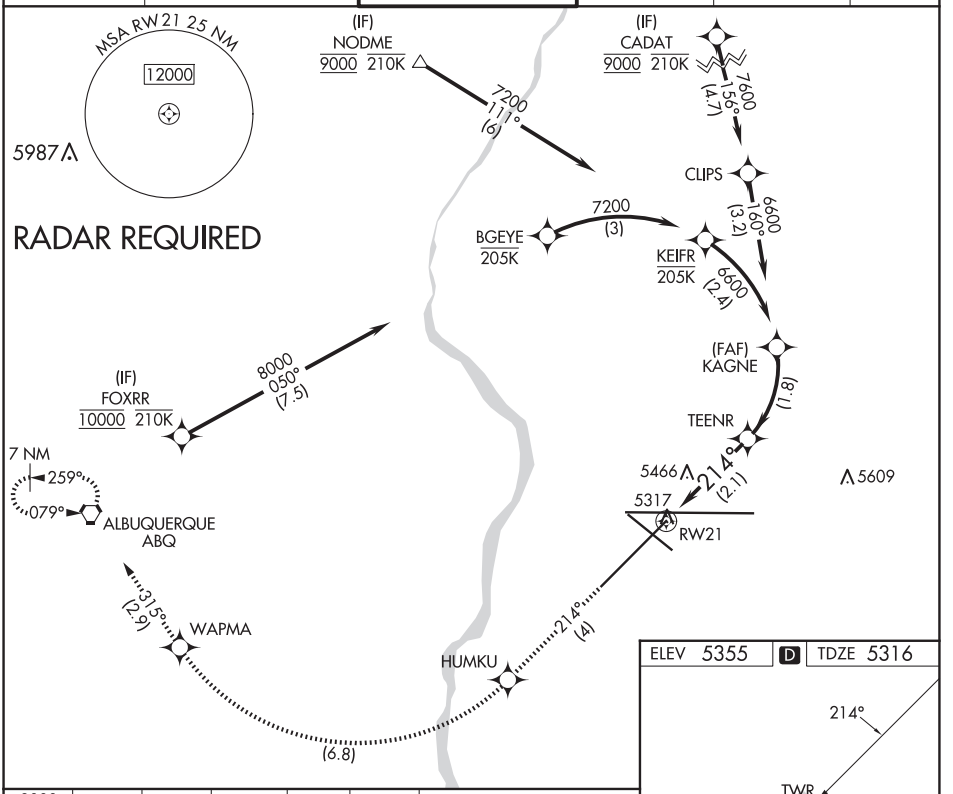
APP CRS	Rwy Ldg	10000
214°	TDZE	5316
	Apt Elev	5355

ASR

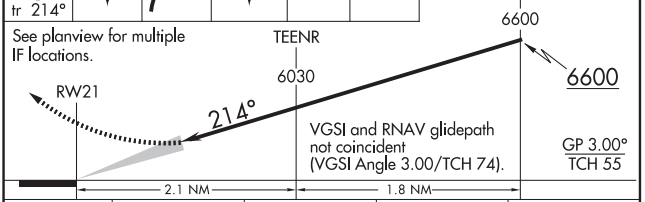
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (116°F). RF Required. GPS Required.

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

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

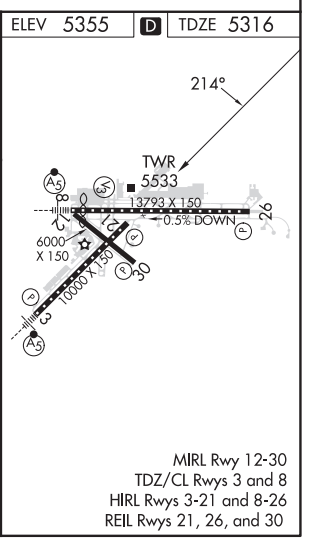


8000 tr 214°	HUMKU		WAPMA	tr 315°	ABQ



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

AUTHORIZATION REQUIRED



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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

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

RNAV (RNP) Y RWY 26

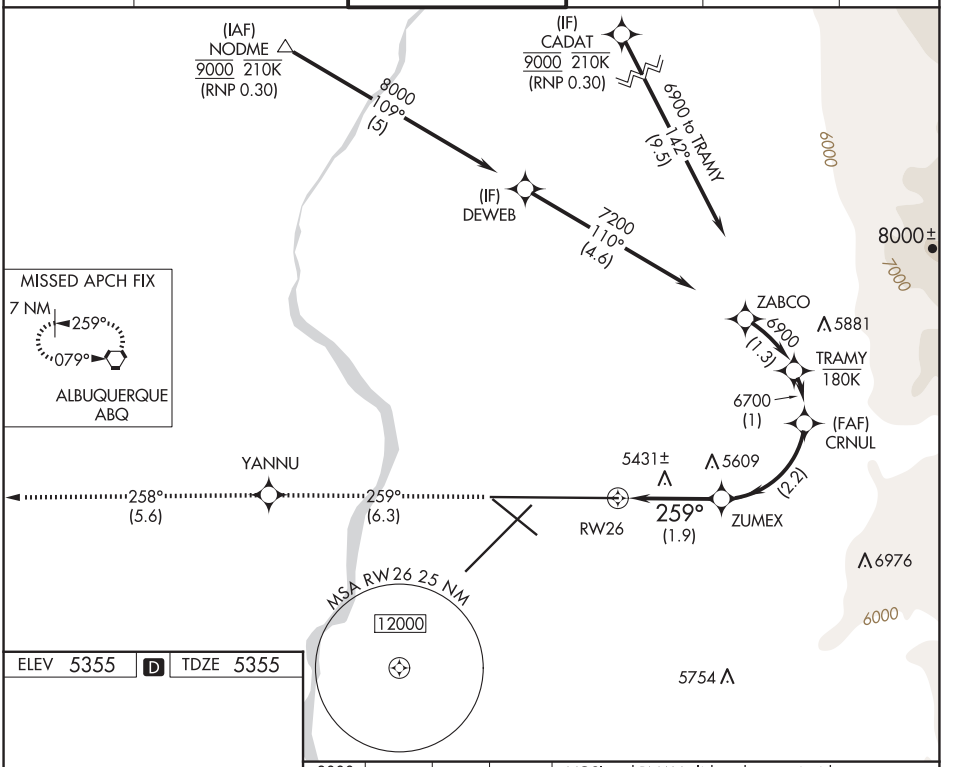
ALBUQUERQUE INTL SUNPORT (ABQ)

RNP AR APCH, RF required.

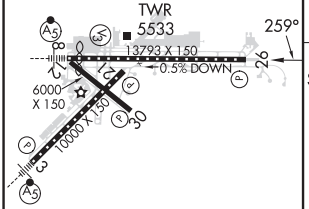
ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 48°C.

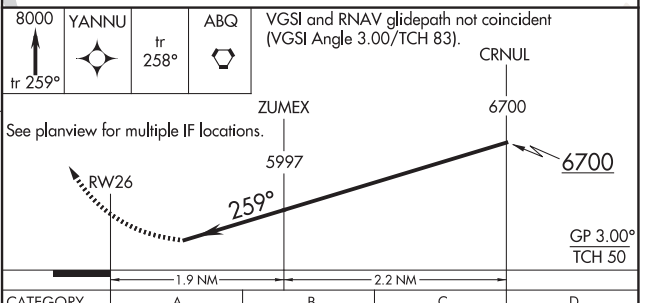
MISSED APPROACH: Climb to 8000 on track 259° to YANNU and on track 258° to ABQ VORTAC and hold.

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



ELEV 5355 D TDZE 5355





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

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

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

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

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

MALSR (A5)

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

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

RADAR REQUIRED

(IAF) CRSTN 9000 210K (RF REQD)

8500 125° (5)

8500 165° (6.4)

6277

7 NM 259° 079°

(IAF) CMSTR 9000 210K (RF REQD)

(IF) ALBUQUERQUE ABQ

Limit missed approach to 215K.

8000 134° (4.2)

RW03

034° (3.6)

BIENN

(FAF) GERNL

6500 (4.9)

6500 034° (3)

6500 (1.6)

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

MSA RW03 25 NM 12000

(IF) MRMIK

BILDE

9000 213° (3.4)

PLNET

6900 001° (4)

6900 (7.3)

7200 034° (5.7)

(IF) CEMAC

(IAF) BIBQU 8000 210K

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

7500 360° (8.1)

GERNL

See planview for multiple IF locations.

6200 | 8000 | ABQ

6500

6500

GP 3.00° TCH 60

034°

RW03

3.6 NM

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

AUTHORIZATION REQUIRED

ELEV 5355 D TDZE 5312

TWR 5533

13793 X 150

0.5% DOWN

6000 X 150

10000 X 150

034°

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

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

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

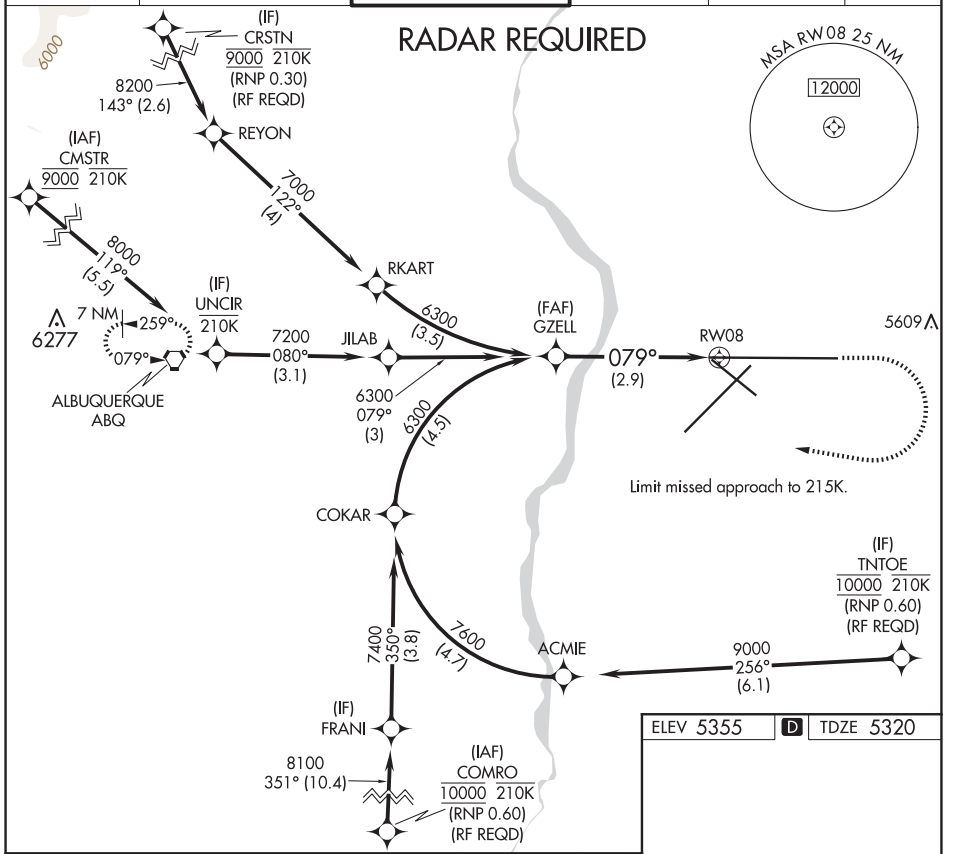
ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 4700. GPS required.

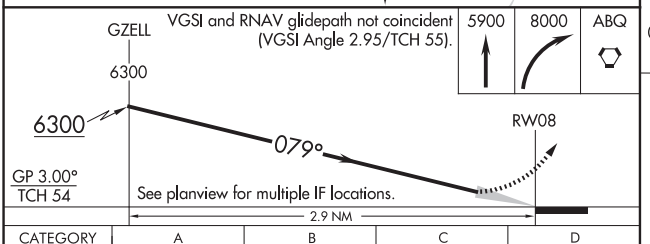
MALSR

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

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

RADAR REQUIRED

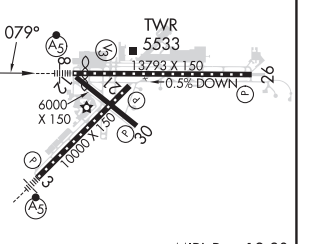




CATEGORY	A	B	C	D
RNP 0.30 DA	5619/24 299 (300-½)			

AUTHORIZATION REQUIRED

ELEV 5355 D TDZE 5320



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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)

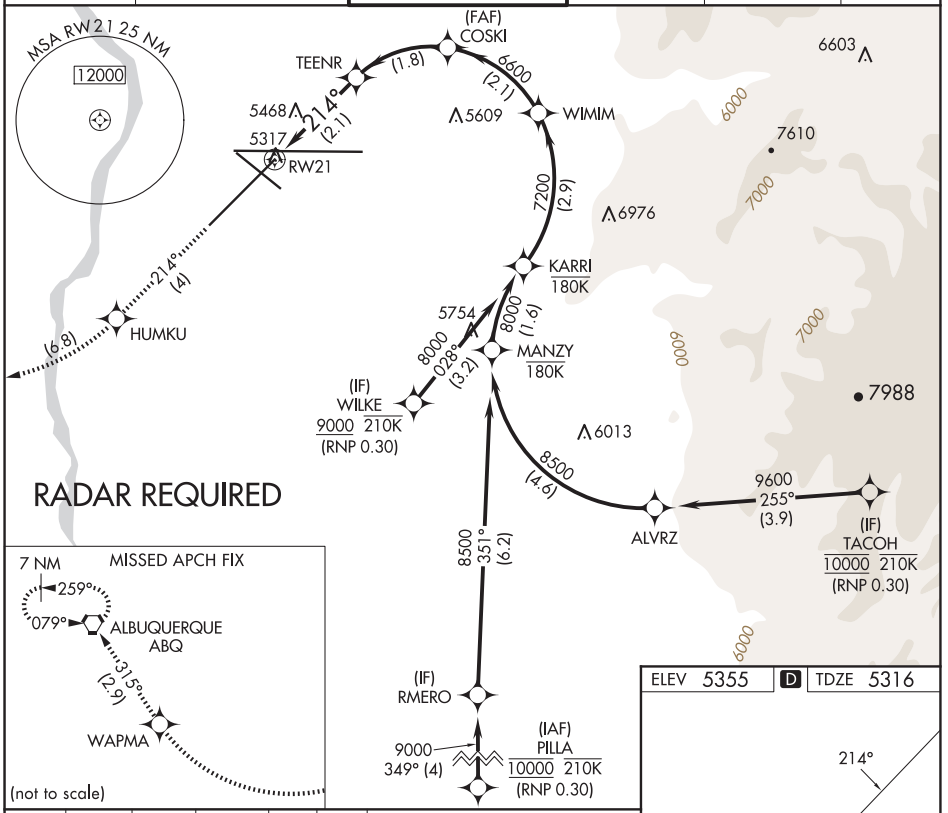
APP CRS	Rwy Ldg	10000
214°	TDZE	5316
	Apt Elev	5355

ASR

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

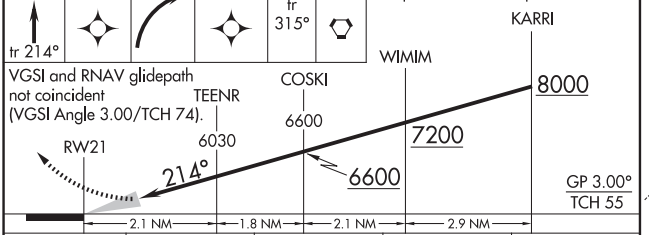
MISSED APPROACH: Climb to 8000 on track 214° to HUMKU, right turn to WAPMA, then on track 315° to ABQ VORTAC and hold.

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



8000 tr 214°	HUMKU		WAPMA	tr 315°	ABQ

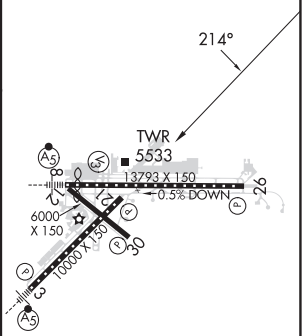
See planview for multiple IF locations.



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

AUTHORIZATION REQUIRED

ELEV 5355 D TDZE 5316



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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 26

ALBUQUERQUE INTL SUNPORT (ABQ)

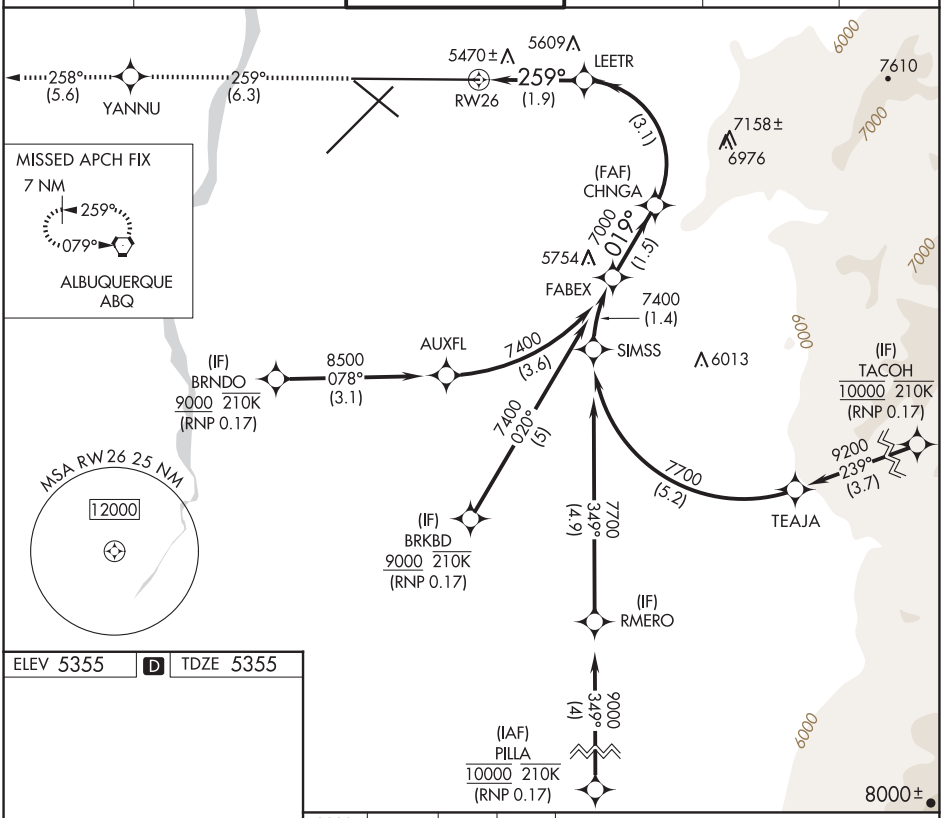
APP CRS	Rwy Ldg	13793
259°	TDZE	5355
	Apt Elev	5355

RNP AR APCH, RF required.

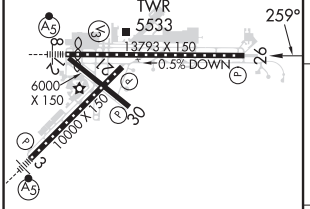
ASR For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 48°C.

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

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



ELEV 5355	D	TDZE 5355

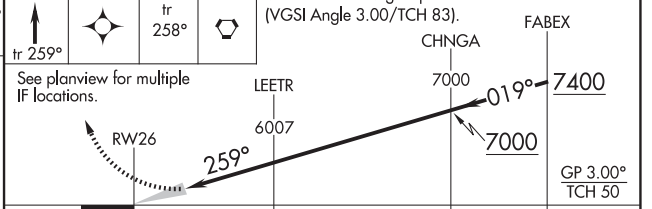


MIRL Rwy 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

8000	YANNU	tr 258°	ABQ
tr 259°			

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

See planview for multiple IF locations.



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

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

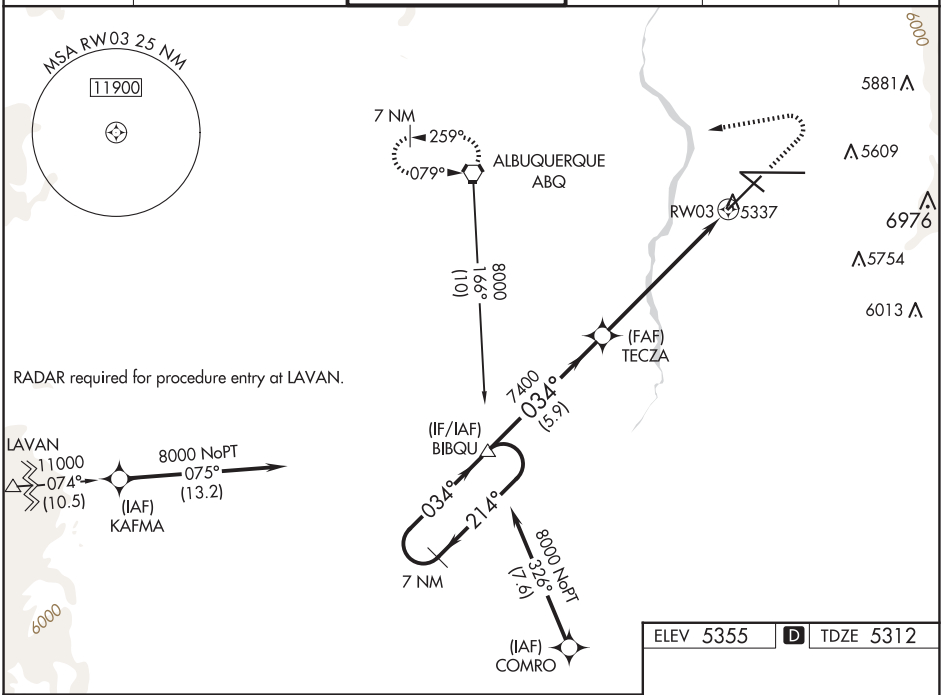
WAAS CH 78137 W03A	APP CRS 034°	Rwy Ldg 10000 TDZE 5312 Apt Elev 5355

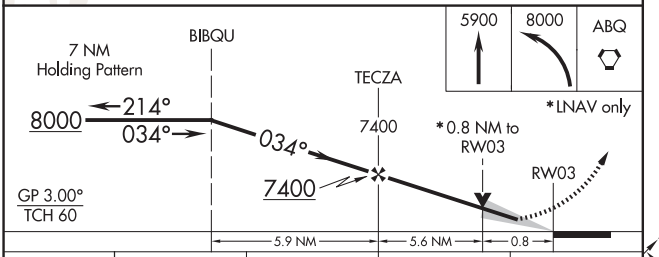
T A ASR — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 45°C (114°F).

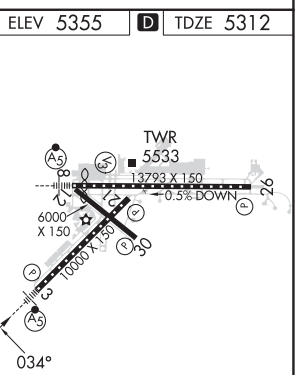
MALSR (A5)

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

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







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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

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

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

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

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

LORAT
9000
105°
(14.2)

9000
054°
(21.8)
ACOMA

6 NM
259°
079°
(IAF)
HEGMA
9000 NoPT
074° (5.2)
(IF/IAF)
JILUG
8000
079°
(6.3)
9000 to JILUG
260° (4.8)
ALBUQUERQUE
ABQ
5882
(FAF)
COBKA
5730
5450
RW08
EPOCE
2.3 NM to
RW08

6000
6000
6850

MSA RW08 25 NM
11900

ELEV 5355 D TDZE 5320

6 NM
Holding Pattern
JILUG
COBKA
EPOCE
2.3 NM to
RW08
9000
259°
079°
079°
3.00°
TCH 54
8000
6100
1.2 NM to
RW08
RW08
9000
JILUG
6.3 NM
6 NM
1.1
1.2

079°
TWR
5533
13793 X 150
0.5% DOWN
6000
X 150
10000 X 150

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

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

VOR RWY 8

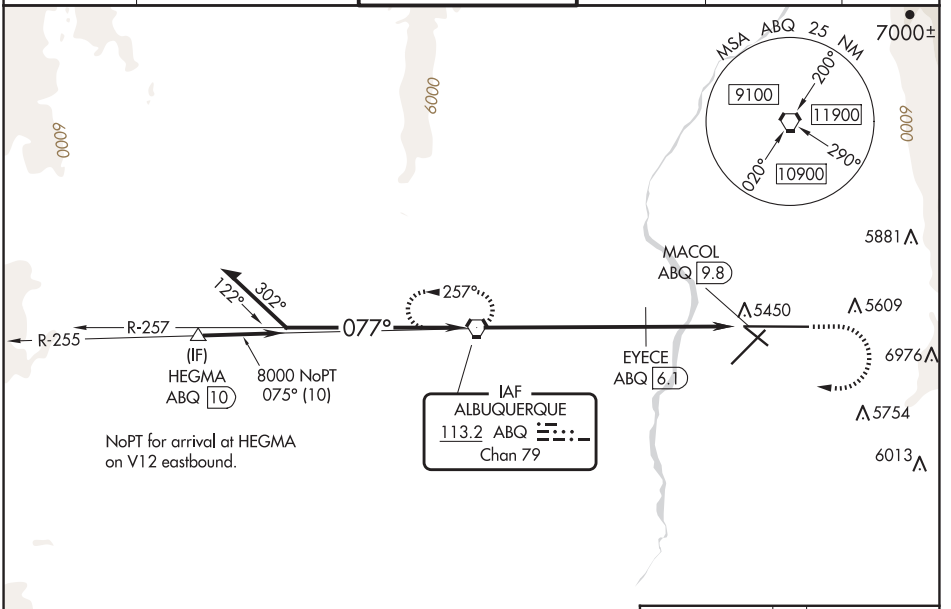
ALBUQUERQUE INTL SUNPORT (ABQ)

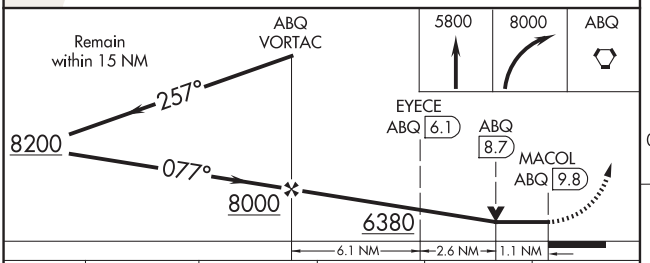
T A ASR — EYECE FIX MINIMUMS: For inop ALS, increase S-8 Cat C/D/E visibility to RVR 5500. For inop ALS, increase S-8 Cat E visibility to 3 SM. Circling Cat E NA southeast of Rwy 3-21 and northeast of Rwy 12-30.

MALSR

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

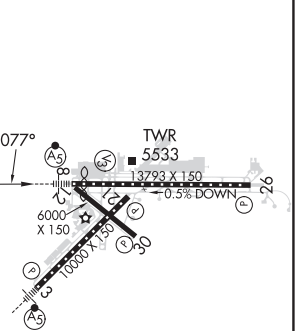
D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	





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

ELEV 5355 D TDZE 5320



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

FAF to MAP 9.8 NM

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

AIRPORT DIAGRAM

25107

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

SW-1, 12 JUN 2025 to 07 AUG 2025

ADYOS THREE DEPARTURE (RNAV)

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

N

DEPARTURE ROUTE DESCRIPTION

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

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

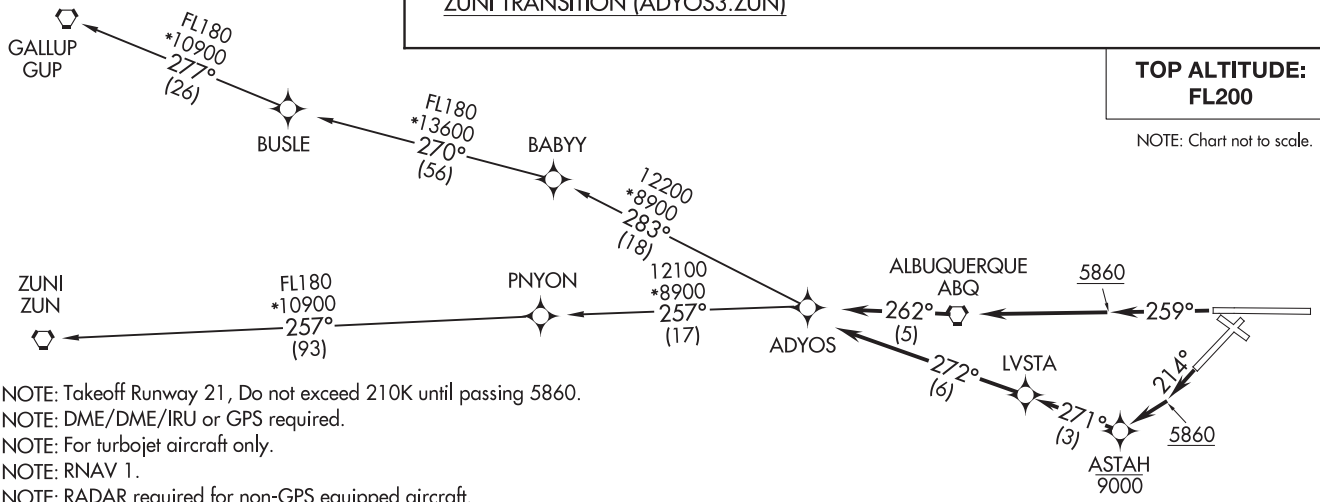
. . . .(transition). Maintain FL200, expect filed altitude ten minutes after departure.

GALLUP TRANSITION (ADYOS3.GUP)

ZUNI TRANSITION (ADYOS3.ZUN)

TOP ALTITUDE: FL200

NOTE: Chart not to scale.



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

TAKEOFF MINIMUMS

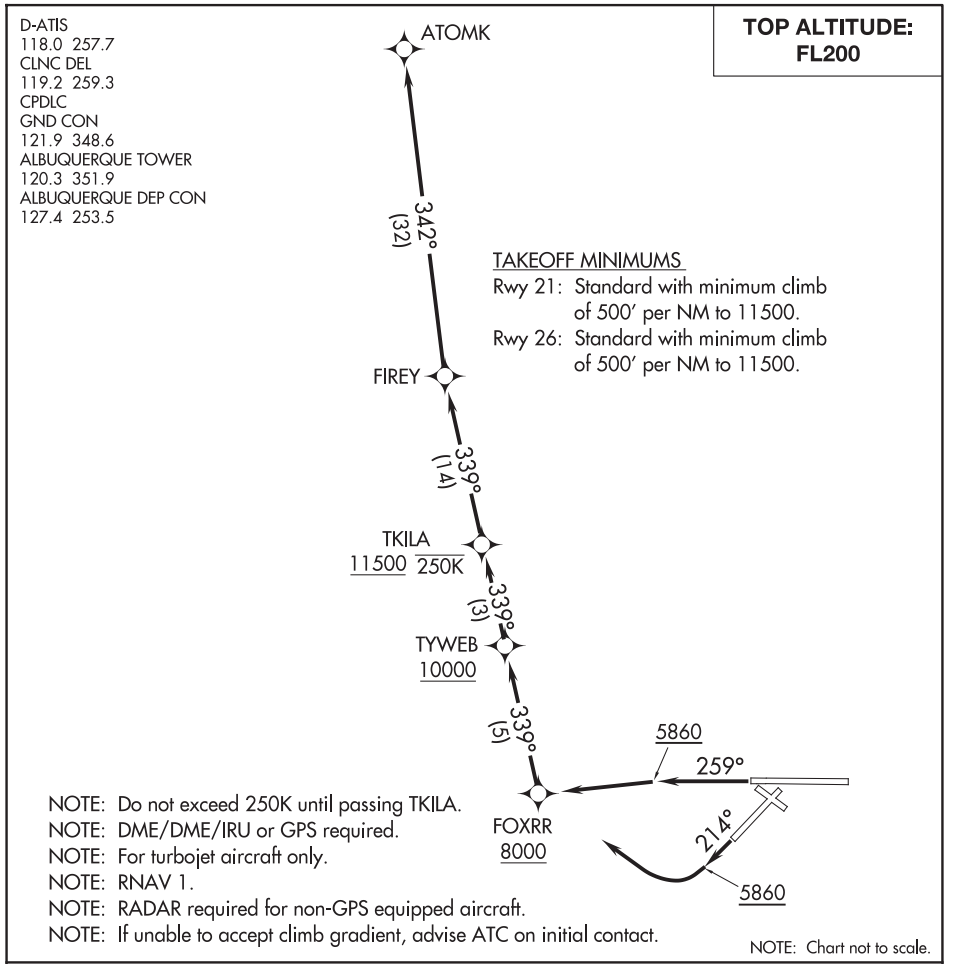
Rwy 21/26: Standard with minimum climb of 500' per NM to 5860.

(ADYOS3.ADYOS) 21336

ADYOS THREE DEPARTURE (RNAV)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
123.9 354.1
CAUTION: Hang glider activity in vicinity of mountains.
CAUTION: Mountainous terrain all quadrants.
NOTE: Departing Rwy 8, do not exceed 240K until established on assigned heading.
NOTE: RADAR required.
DURANGO
116.55 DRO
Chan 112 (Y)
ALAMOSA
113.9 ALS
Chan 86
TAOS
115.8 TAS
Chan 105
FORT UNION
117.3 FTI
Chan 120
TUCUMCARI
113.6 TCC
Chan 83
TEXICO
112.2 TXO
Chan 59
RATTLESNAKE
115.3 RSK
Chan 100
ALBUQUERQUE
113.2 ABQ
Chan 79
SOCORRO
116.8 ONM
Chan 115
CORONA
115.5 CNX
Chan 102
GALLUP
115.1 GUP
Chan 98
ZUNI
113.4 ZUN
Chan 81
ST JOHNS
112.3 SJN
Chan 70
257°
077°
R-257
Z
NOTE: Chart not to scale.
TAKEOFF MINIMUMS
Rwys 3, 12, 21, 26, 30: Standard
Rwy 8: Standard with a minimum climb of 470' per NM to 7600.
DEPARTURE ROUTE DESCIPTION
All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 5 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14000 feet or higher has not been issued, proceed direct ABQ VORTAC, climb in holding pattern to 14000, then proceed via assigned fix/route.
If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned route.



DEPARTURE ROUTE DESCRIPTION

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

BOSQE THREE DEPARTURE (RNAV)

(BOSQE3.BOSQE) 25JUN15

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

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

DEPARTURE ROUTE DESCRIPTION

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

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

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

LAMSE TRANSITION (BOSQE3.LAMSE)

SAINT JOHNS TRANSITION (BOSQE3.SJN)

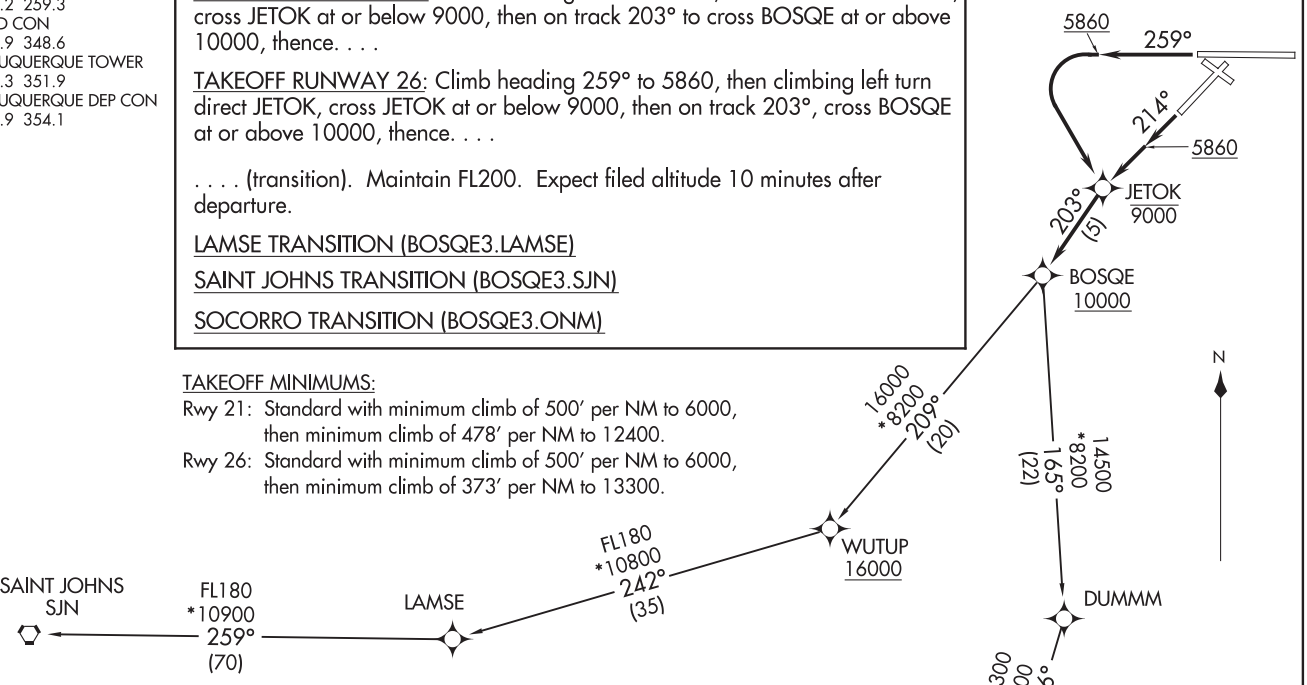
SOCORRO TRANSITION (BOSQE3.ONM)

TOP ALTITUDE: FL200

TAKEOFF MINIMUMS:

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

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



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

NOTE: Chart not to scale.

(BOSQE3.BOSQE) 21336

BOSQE THREE DEPARTURE (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then direct JETOK, cross JETOK at or below 9000, then on track 123° to BIYEN, cross BIYEN at or above 11000, then on track 090° to DOOKK, cross DOOKK at or above 11500. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then left turn direct JETOK, cross JETOK at or below 9000, then on track 123° to BIYEN, cross BIYEN at or above 11000, then on track 090° to DOOKK, cross DOOKK at or above 11500. Thence. . . .

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

CHISUM TRANSITION (DOOKK3.CME)
MOLVE TRANSITION (DOOKK3.MOLVE)
TEXICO TRANSITION (DOOKK3.TXO)

(FYSTA3.FYSTA) 21336

FYSTA THREE DEPARTURE (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

DEPARTURE ROUTE DESCRIPTION

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

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

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

FORT UNION TRANSITION (FYSTA3.FTI)

JLPNO TRANSITION (FYSTA3.JLPNO)

SW-1, 12 JUN 2025 to 07 AUG 2025

D-ATIS 118.0 257.7
CLNC DEL 119.2 259.3
GND CON 121.9 348.6
ALBUQUERQUE TOWER 120.3 351.9
ALBUQUERQUE DEP CON 127.4 253.5
TAKEOFF MINIMUMS
Rwy 3: Standard.
Rwy 8: Standard with minimum climb of 500' per NM to 8700.
TOP ALTITUDE: FL200
ROWHO
GRZZZ 13000
DNIDE
FLAVA
JLPNO
POPRR
5860
034°
079°
5860
TYILR 5900 210K
357° (5)
13000 *8100 040° (6)
14000 *10700 075° (55)
14000 *12600 063° (68)
14000 *9800 075° (25)
N
NOTE: Takeoff Rwy 8, do not exceed 210K until passing TYILR.
NOTE: DME/DME/IRU or GPS required.
NOTE: For use by turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climb on heading 034° to 5860, then left turn direct ROWHO, then on track 357° to cross GRZZZ at or above 13000, thence . . . .
TAKEOFF RUNWAY 8: Climb on heading 079° to 5860 and direct TYILR at or above 5900, then left turn direct ROWHO, then on track 357° to cross GRZZZ at or above 13000, thence . . . .
. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.
FLAVA TRANSITION (GRZZZ4.FLAVA)
JLPNO TRANSITION (GRZZZ4.JLPNO)
POPRR TRANSITION (GRZZZ4.POPRR)

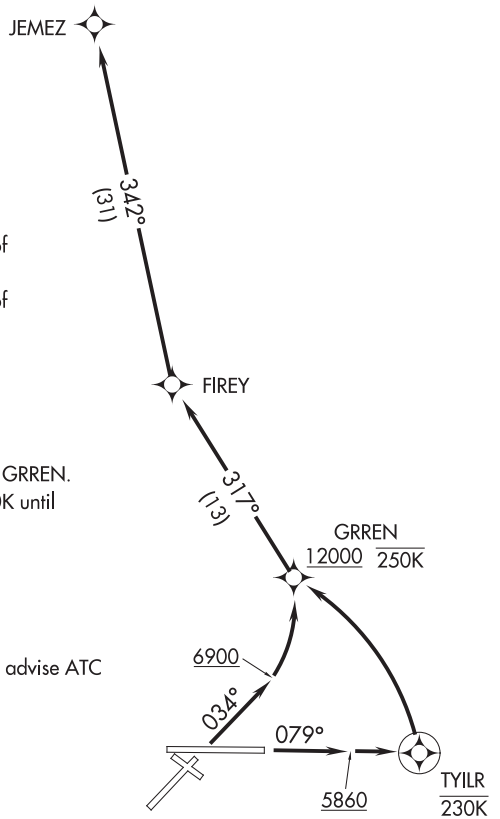
(JEMEZ3.JEMEZ) 21336

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

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

TOP ALTITUDE: FL200

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



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

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

NOTE: Chart not to scale.

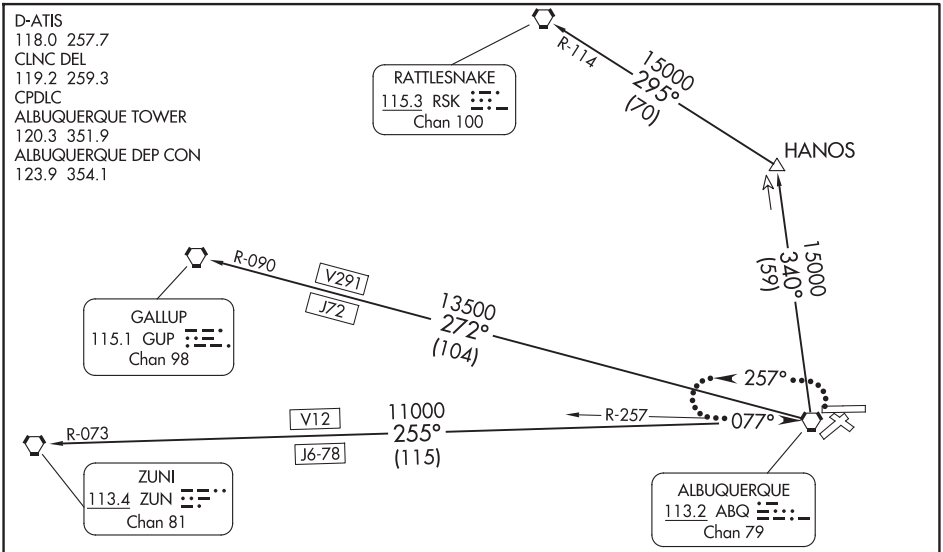
DEPARTURE ROUTE DESCRIPTION

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025



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

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

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

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

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(MNZNO3.MNZNO) 21336

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

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

TOP ALTITUDE: FL200

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500' per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420' per NM to 11900.

Rwy 8: Standard with minimum climb of 515' per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420' per NM to 11900.

NOTE: Takeoff Rwy 3, do not exceed 220K until passing 6000.

NOTE: Takeoff Rwy 8, do not exceed 220K until passing 5860.

NOTE: Do not exceed 250K until passing MNZNO.

NOTE: DME/DME/IRU or GPS required.

NOTE: For turbojet aircraft only.

NOTE: RNAV 1.

NOTE: RADAR required.

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

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

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

MNZNO THREE DEPARTURE (RNAV)
(MNZNO3.MNZNO) 25JUN15
ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

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

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

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

CHISUM TRANSITION (MNZNO3.CME)

LAMSE TRANSITION (MNZNO3.LAMSE)

MOLVE TRANSITION (MNZNO3.MOLVE)

SOCORRO TRANSITION (MNZNO3.ONM)

ST JOHNS TRANSITION (MNZNO3.SJN)

TEXICO TRANSITION (MNZNO3.TXO)

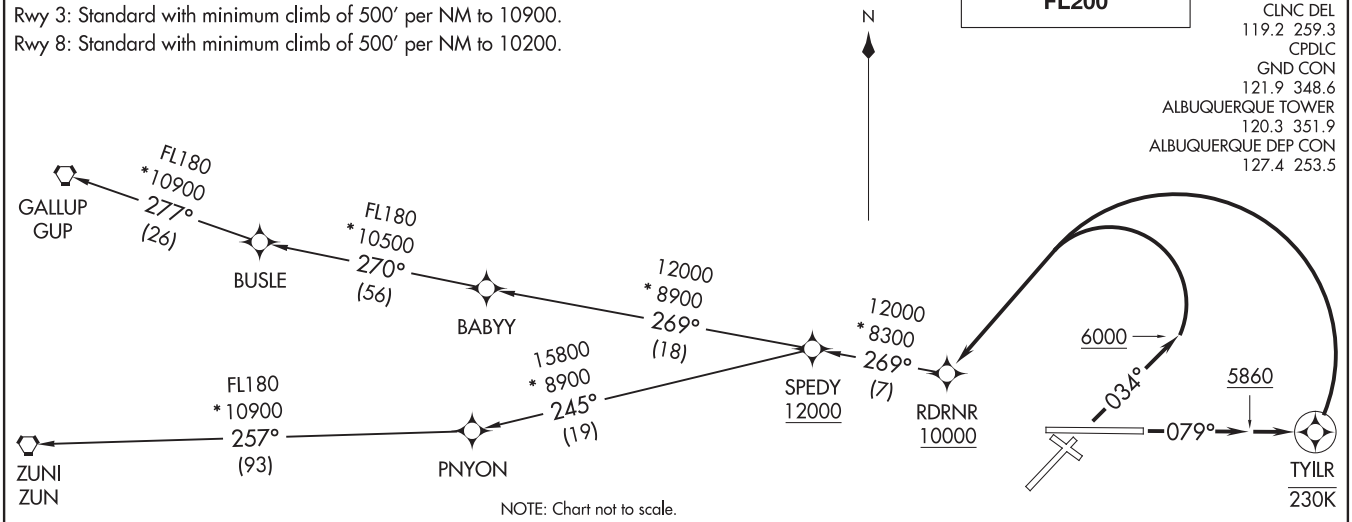
TAKEOFF MINIMUMS

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

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

TOP ALTITUDE: FL200

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



NOTE: Chart not to scale.

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

DEPARTURE ROUTE DESCRIPTION

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

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

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

GALLUP TRANSITION (RDRNR3.GUP)

ZUNI TRANSITION (RDRNR3.ZUN)

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

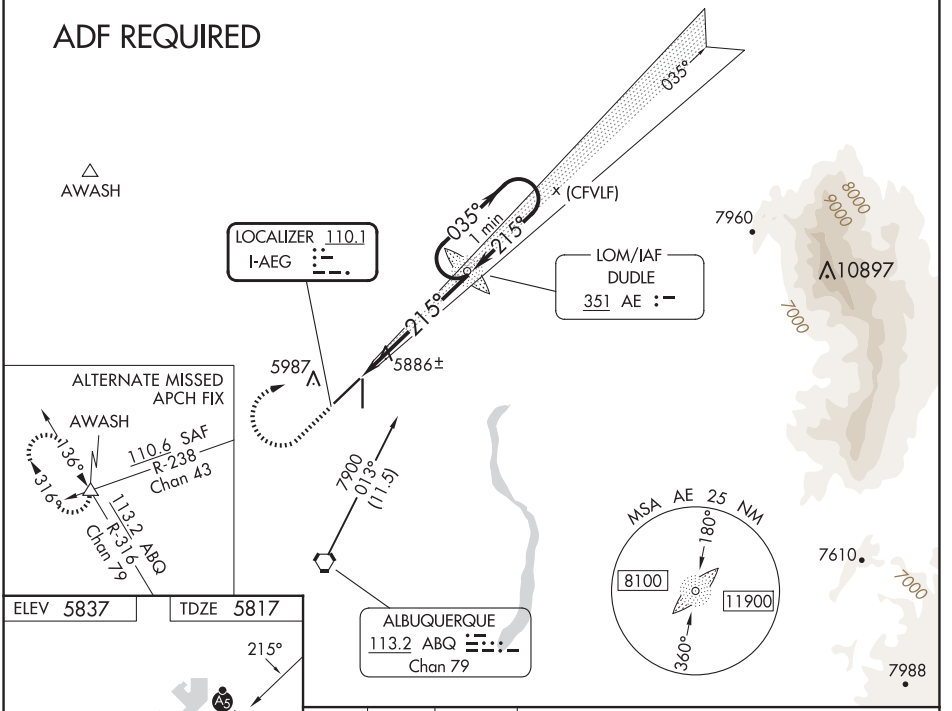
ILS or LOC RWY 22
DOUBLE EAGLE II (AEG)

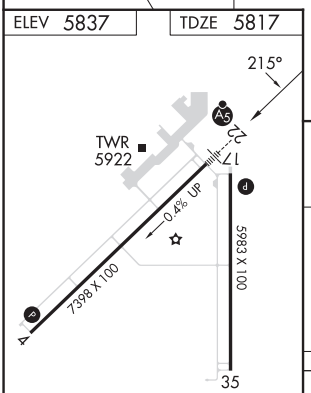
T NA — When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase all DA 94 feet, increase all MDA 100 feet, and increase visibility S-LOC 22 Cats C/D ¼ mile, Circling Cats C/D ½ mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase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

MALSR

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

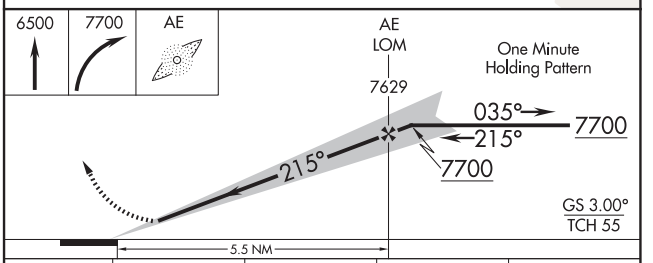
ATIS	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER ★	GND CON	CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8 (When twr closed)





REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 22	6017-½ 200 (200-½)			
S-LOC 22	6140-½ 323 (400-½)			
C CIRCLING	6400-1 563 (600-1)		6420-1½ 583 (600-1½)	6640-2½ 803 (900-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

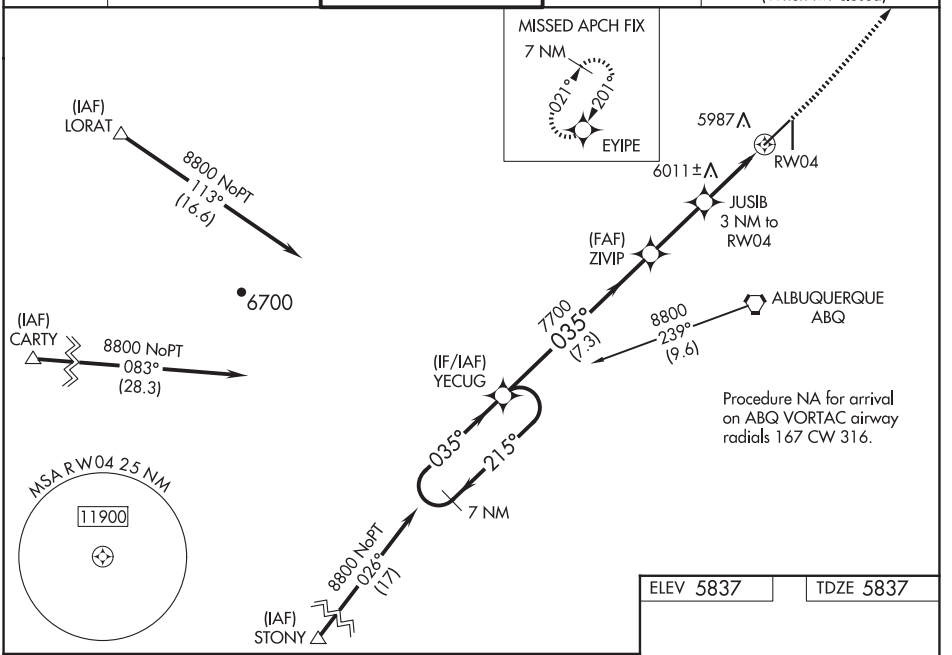
DOUBLE EAGLE II (AEG)

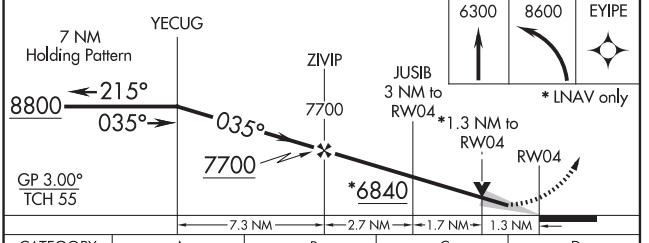
WAAS	APP CRS	Rwy Idg	7398
CH 56339	035°	TDZE	5837
W04A		Apt Elev	5837

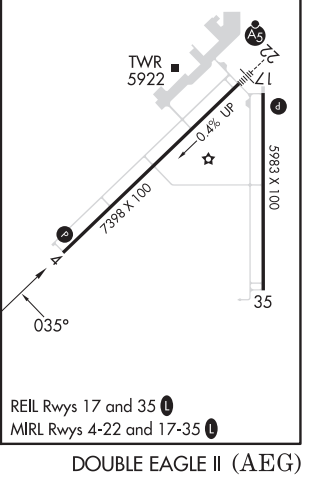
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6131 feet and LNAV/VNAV DA to 6384 feet, increase all MDA 100 feet, and increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV visibility Cat C/D ¼ mile, and Circling visibility Cats C/D ½ mile. Baro-VNAV and VDP NA when using Albuquerque Intl Sunport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 6300 then climbing left turn to 8600 direct EYIPE and hold.

ATIS	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER ★	GND CON	CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8 (When twr closed)







CATEGORY	A	B	C	D
LPV DA	6037-¾	200 (200-¾)		
LNAV/VNAV DA	6290-1½	453 (500-1½)		
LNAV MDA	6300-1	463 (500-1)	6300-1⅜	463 (500-1⅜)
C CIRCLING	6400-1	563 (600-1)	6420-1½ 583 (600-1½)	6640-2½ 803 (900-2½)

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22

DOUBLE EAGLE II (AEG)

WAAS	APP CRS	Rwy Idg	7398
CH 42539	215°	TDZE	5817
W22A		Apt Elev	5837

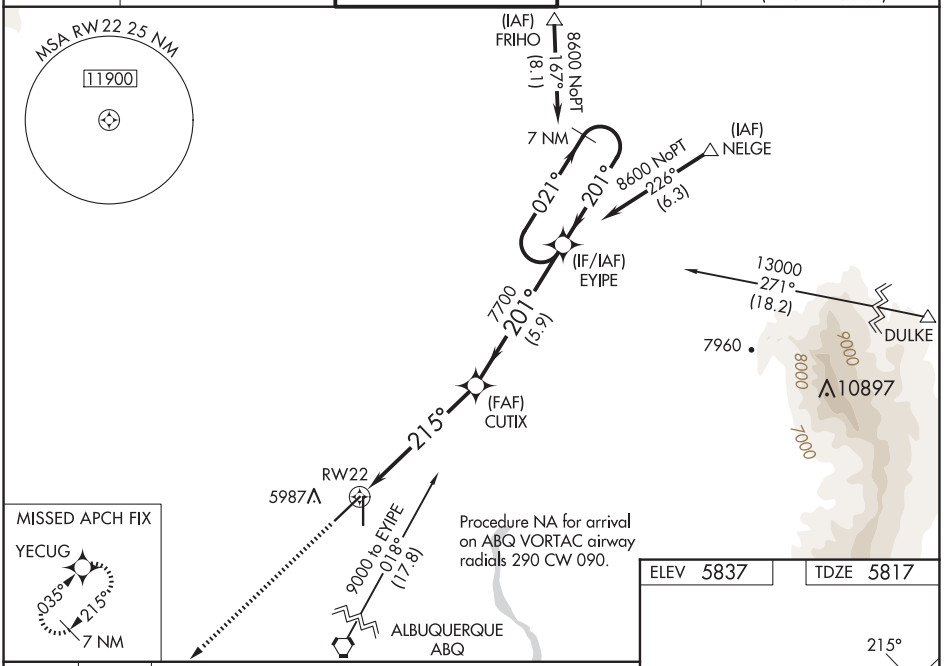
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114 °F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6111, LNAV-VNAV DA to 6234, increase all MDA 100 feet, and increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ⅜ mile and Circling Cat C/D visibility ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1⅜ mile.

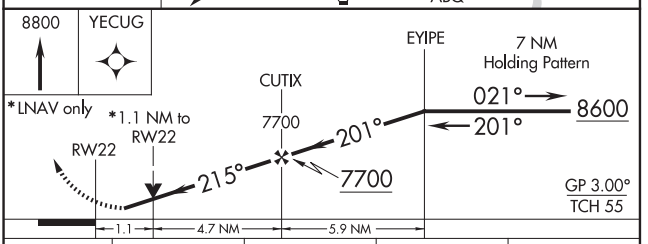
A

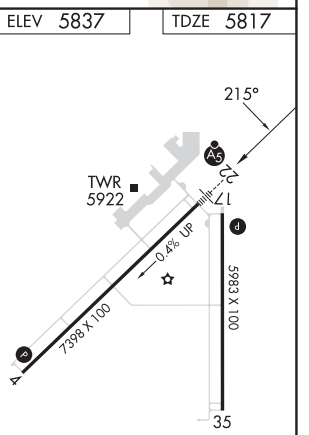
MALSR

MISSED APPROACH: Climb to 8800 direct YECUG and hold.

ATIS	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER ★	GND CON	CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8 (When twr closed)







CATEGORY	A	B	C	D
LPV DA	6017-½ 200 (200-½)			
LNAV/VNAV DA	6140-⅝ 323 (400-⅝)			
LNAV MDA	6200-½ 383 (400-½)		6200-⅝ 383 (400-⅝)	
C CIRCLING	6400-1 563 (600-1)		6420-1½ 583 (600-1½)	6640-2½ 803 (900-2½)

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025

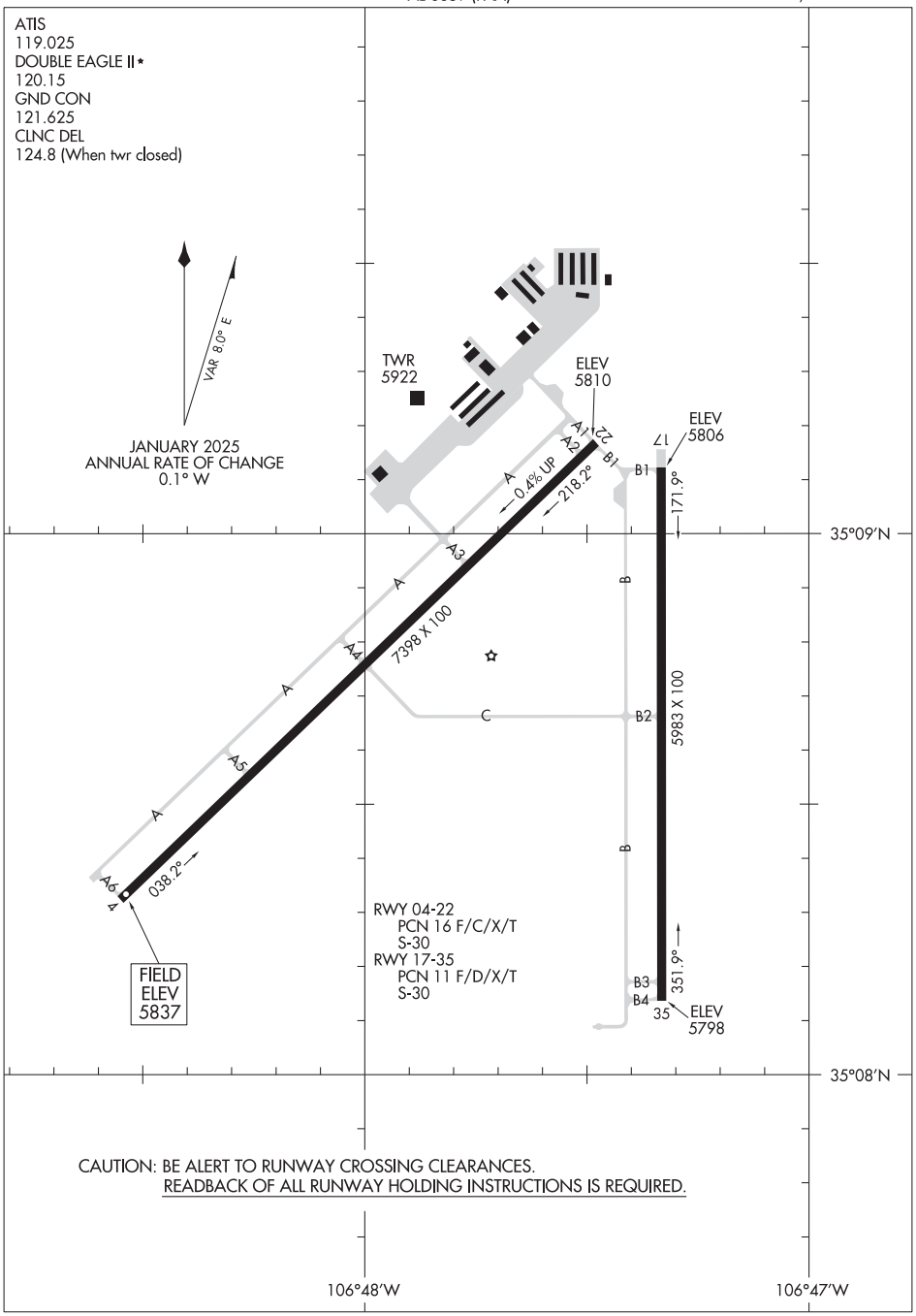
SW-1, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-6859 (FAA)

DOUBLE EAGLE II (AEG)
ALBUQUERQUE, NEW MEXICO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

ALBUQUERQUE, NEW MEXICO
DOUBLE EAGLE II (AEG)

APP CRS	Rwy Ldg	8900
174°	TDZE	8336
	Apt Elev	8380

RNAV (GPS) RWY 17

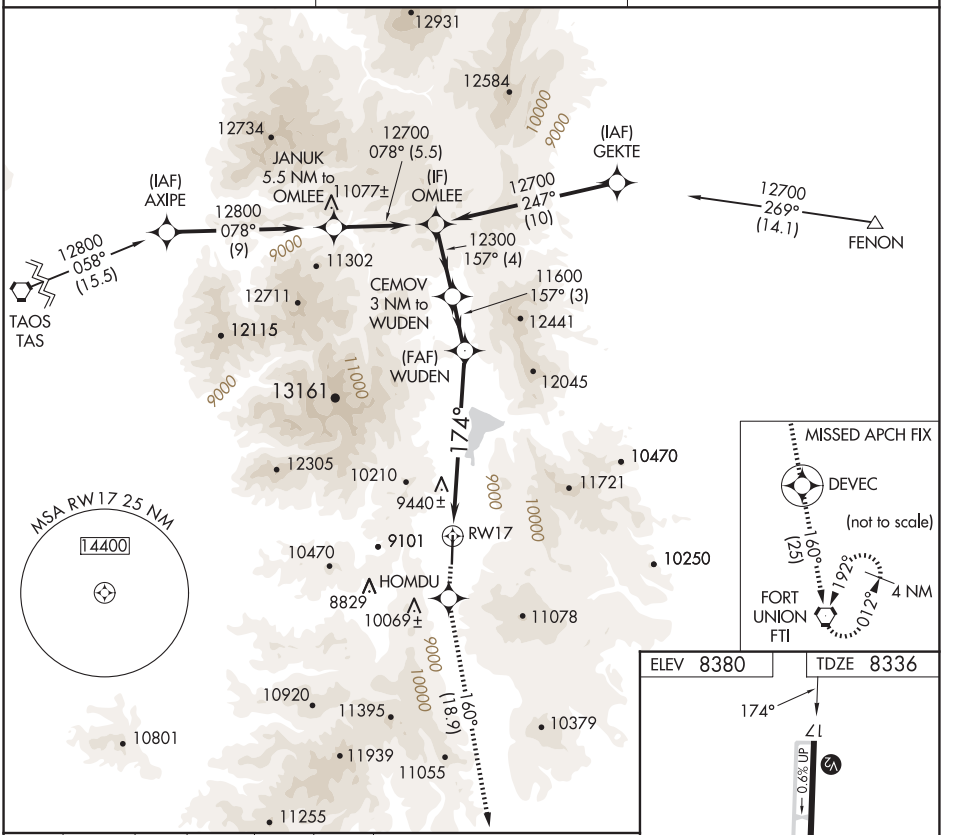
ANGEL FIRE (AXX)

T
NA
-30°C

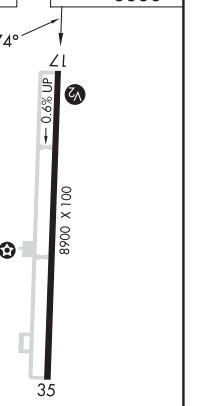
If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

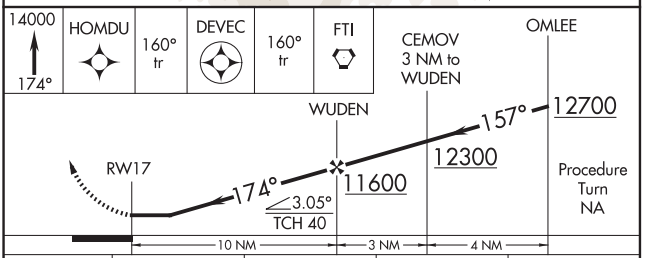
MISSED APPROACH: Climb to 14000 via 174° course to HOMDU and via 160° track to DEVEC and 160° track to FTI VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.025	132.8 346.35	122.8 (CTAF) L



ELEV 8380 TDZE 8336





CATEGORY	A	B	C	D
LNAV MDA	9960-1¼ 1624 (1600-1¼)	9960-1½ 1624 (1600-1½)	9960-3 1624 (1600-3)	NA
CIRCLING	NA			

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

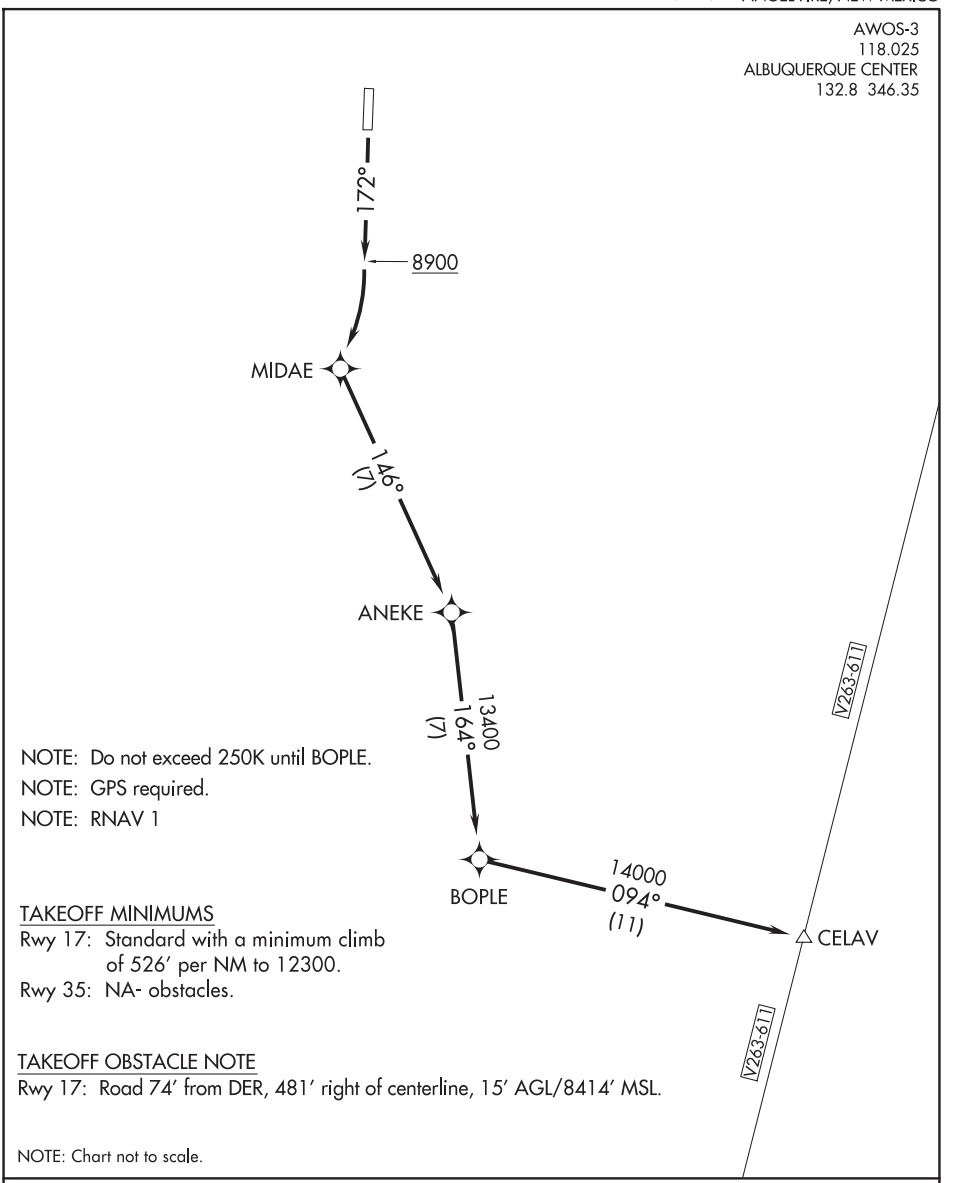
(ANEKE2.CELAV) 17229

ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9482 (FAA)

ANGEL FIRE (AXX)
ANGEL FIRE, NEW MEXICO

SW-1, 12 JUN 2025 to 07 AUG 2025



NOTE: Do not exceed 250K until BOPLE.

NOTE: GPS required.

NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 17: Standard with a minimum climb of 526′ per NM to 12300.

Rwy 35: NA- obstacles.

TAKEOFF OBSTACLE NOTE

Rwy 17: Road 74′ from DER, 481′ right of centerline, 15′ AGL/8414′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 172° to 8900, then climbing right turn to 14000 direct MIDAE, then via 146° track to ANEKE, then via 164° track to BOPLE, then via 094° track to CELAV.

ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

(ANEKE2.CELAV) 31JUL08

ANGEL FIRE, NEW MEXICO
ANGEL FIRE (AXX)

WAAS	APP CRS	Rwy Idg	6132
CH 86535	126°	TDZE	3534
W13A		Apt Elev	3545

RNAV (GPS) RWY 13

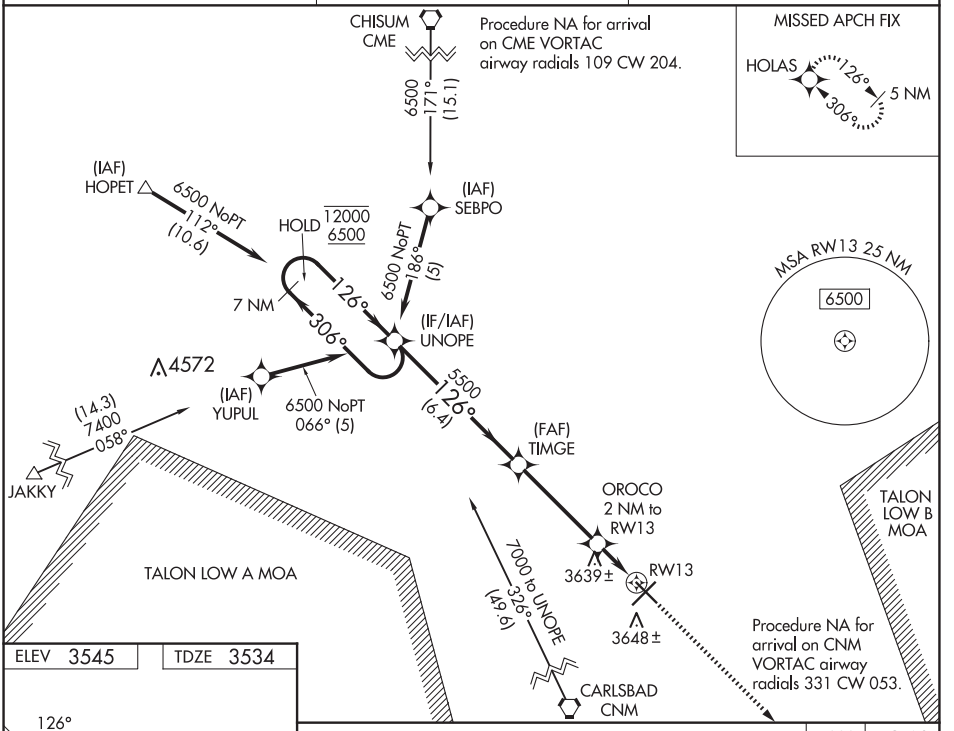
ARTESIA MUNI (ATS)

RNP APCH - GPS.

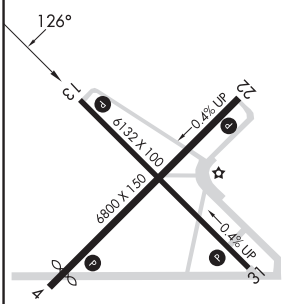
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

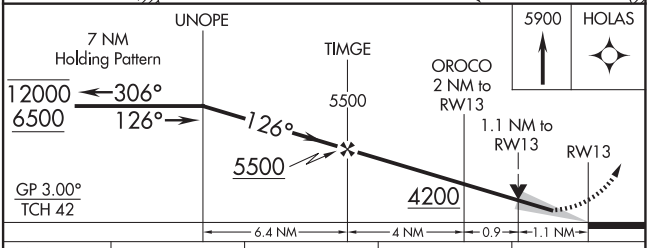
AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



ELEV 3545 TDZE 3534



MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	3734-¾ 200 (200-¾)			
LNAV/VNAV DA	3784-⅞ 250 (300-⅞)			
LNAV MDA	3920-1 386 (400-1)		3920-1⅛ 386 (400-1⅛)	
C CIRCLING	3980-1 435 (500-1)	4000-1 455 (500-1)	4040-1½ 495 (500-1½)	4240-2¼ 695 (700-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ARTESIA, NEW MEXICO | AL-5864 (FAA) | 24165

RNAV (GPS) RWY 22

ARTESIA MUNI (ATS)

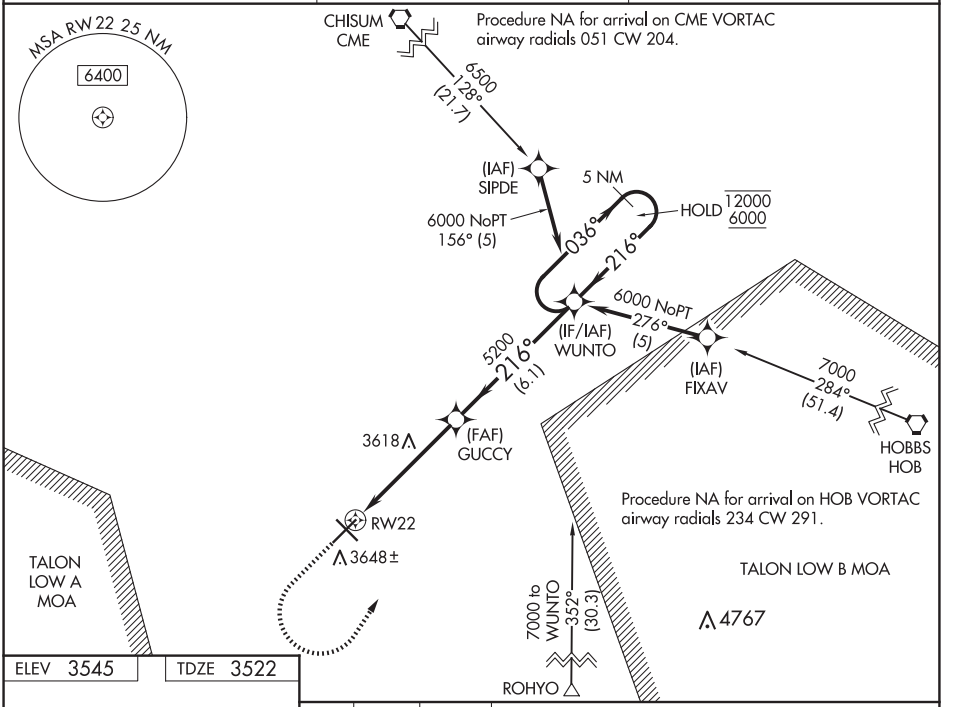
WAAS	APP CRS	Rwy Idg	6800
CH 87035	216°	TDZE	3522
W22A		Apt Elev	3545

RNP APCH - GPS.

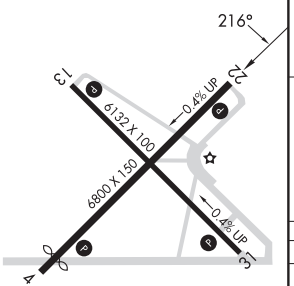
For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 direct WUNTO and hold.

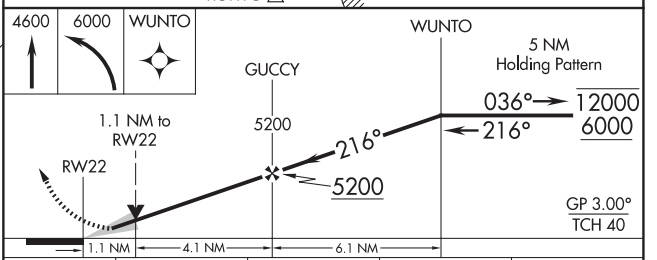
AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



ELEV 3545 | TDZE 3522



MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	3772-1 250 (300-1)			
LNAV/VNAV DA	3772-1 250 (300-1)			
LNAV MDA	3920-1 398 (400-1)		3920-1⅛ 398 (400-1⅛)	
C CIRCLING	3980-1 435 (500-1)	4000-1 455 (500-1)	4040-1½ 495 (500-1½)	4240-2¼ 695 (700-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82535 W31A	APP CRS 306°	Rwy Idg 6132 TDZE 3520 Apt Elev 3545

RNAV (GPS) RWY 31

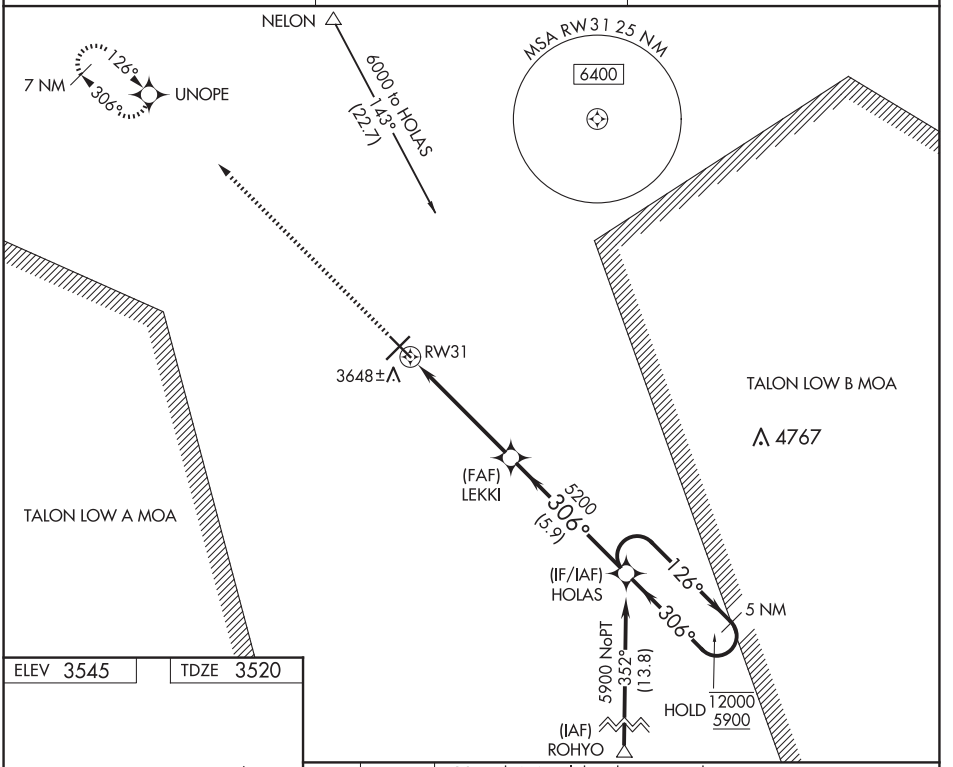
ARTESIA MUNI (ATS)

RNP APCH - GPS.

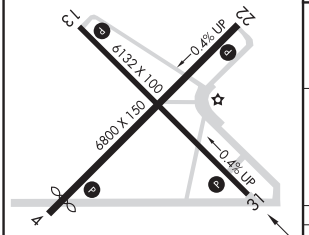
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 52°C.

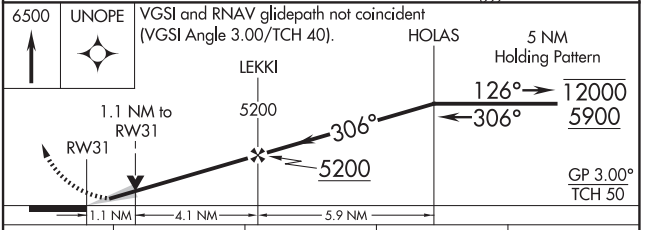
MISSED APPROACH: Climb to 6500 direct UNOPE and hold.

AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



ELEV 3545 TDZ 3520





CATEGORY	A	B	C	D
LPV DA	3720-¾ 200 (200-¾)			
LNAV/VNAV DA	3809-1 289 (300-1)			
LNAV MDA	3880-1 360 (400-1)			
C CIRCLING	3980-1 435 (500-1)	4000-1 455 (500-1)	4040-1½ 495 (500-1½)	4240-2¼ 695 (700-2¼)

MIRL Rwys 4-22 and 13-31 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ASPEN, COLORADO | AL-5889 (FAA) | 25163

APP CRS	Rwy Ldg	N/A
166°	TDZE	N/A
	Apt Elev	7838

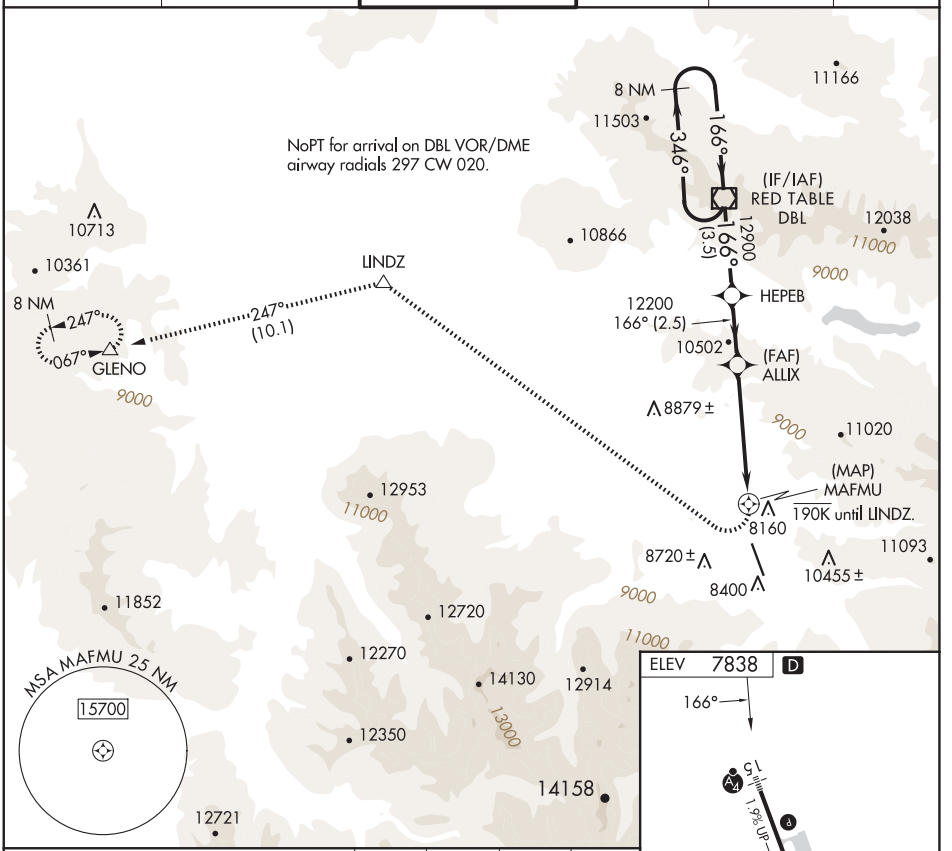
RNAV (GPS)-F

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Procedure NA at night. Circling NA for Cat C southwest of Rwy 15-33.
-21°C

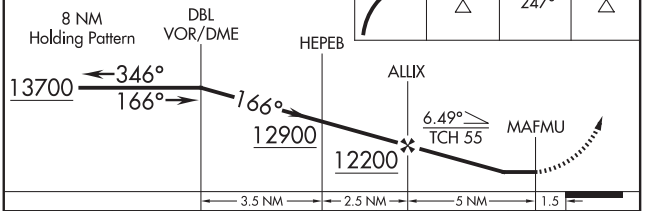
MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95

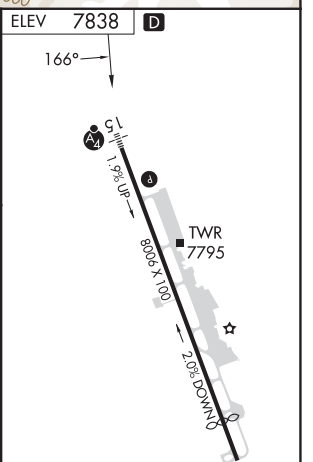


VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 55).

14000	LINDZ	tr 247°	GLENO



CATEGORY	A	B	C	D
CIRCLING	10200-1¾ 2362 (2400-1¾)	10220-1¾ 2382 (2400-1¾)	10960-3 3122 (3200-3)	NA



REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ASE	APP CRS	Rwy Ldg	N/A
111.15	151°	TDZE	N/A
Chan 48(Y)		Apt Elev	7838

LOC/DME-E

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

T NA -21°C — Procedure NA at night. Circling NA for Cat C southwest of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 14000 on heading 300° and on I-PKN localizer NW course (303°) to LINDZ INT/DBL 12.6 DME and on DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95

MSA DBL 25 NM
200°
13100
060°
15700

DUAL VHF NAVIGATION RECEIVERS REQUIRED

Procedure NA for arrivals on DBL VOR/DME airway radials 175 CW 244.

109.2 SXW Chan 29

331°

(IAF) AJAXX I-ASE 19.1 DBL 6.6

11166

IAF RED TABLE 113.0 DBL Chan 77

11503

13400 (6)

151°

11000

R-196

(IF) JARGU INT I-ASE 13.1

13400 232° (3.4)

12038

115.2 EKR Chan 99

10713

LINDZ DBL 12.6

10866

R-232

12900 (2.2)

9000

10361

R-140

R-244

12300 (1.9)

KICER I-ASE 10.9

10502

11700 (1.9)

244°

064°

FIMSO I-ASE 9

9539±

303°

BACK COURSE

I-PKN back course outbound is normal sensing.

8879±

9339±

GLENO DBL 22.7

9000

DOYPE I-ASE 7.1

11020

CEYAG I-ASE 4

12953

11000

8160

8720±

8400

10455±

11093

LOCALIZER 111.15 I-ASE Chan 48(Y)

12720

9000

11000

12270

14130

12914

11670±

12350

13000

LOCALIZER 108.5 I-PKN

14158

ELEV 7838 D

151°

5

1.9% UP

TWR 7795

8006 X 100

2.0% DOWN

33

REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 55).

14000 hdg 300°	I-PKN NW crs (303°)	LINDZ △	DBL R-244	GLENO △

JARGU INT I-ASE 13.1 — KICER I-ASE 10.9 — FIMSO I-ASE 9 — DOYPE I-ASE 7.1 — CEYAG I-ASE 4

13400 — 151° — 12900 — 12300 — 11700 — 6.59° TCH 55

2.2 NM — 1.9 NM — 1.9 NM — 3.1 NM — 2.6 NM

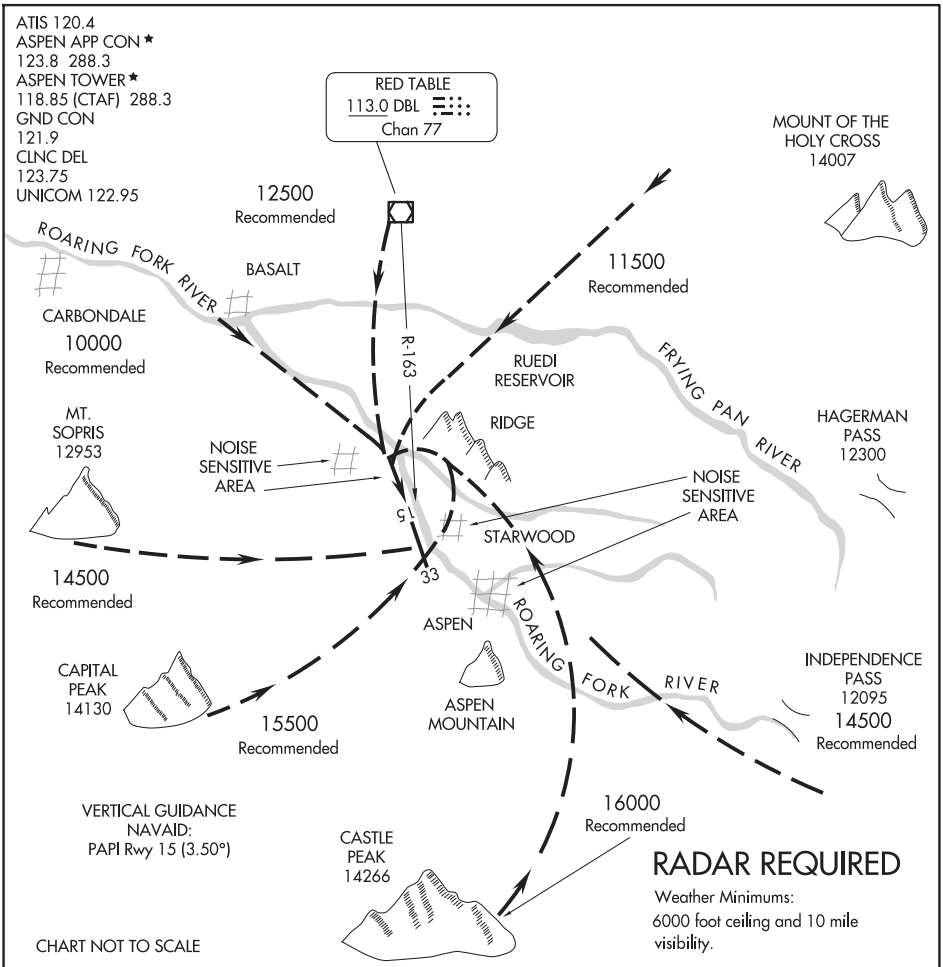
CATEGORY	A	B	C	D
CIRCLING	9840-3 2002 (2100-3)	10220-3 2382 (2400-3)	10960-3 3122 (3200-3)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

24277 AL-5889 (FAA)

ROARING FORK VISUAL RWY 15

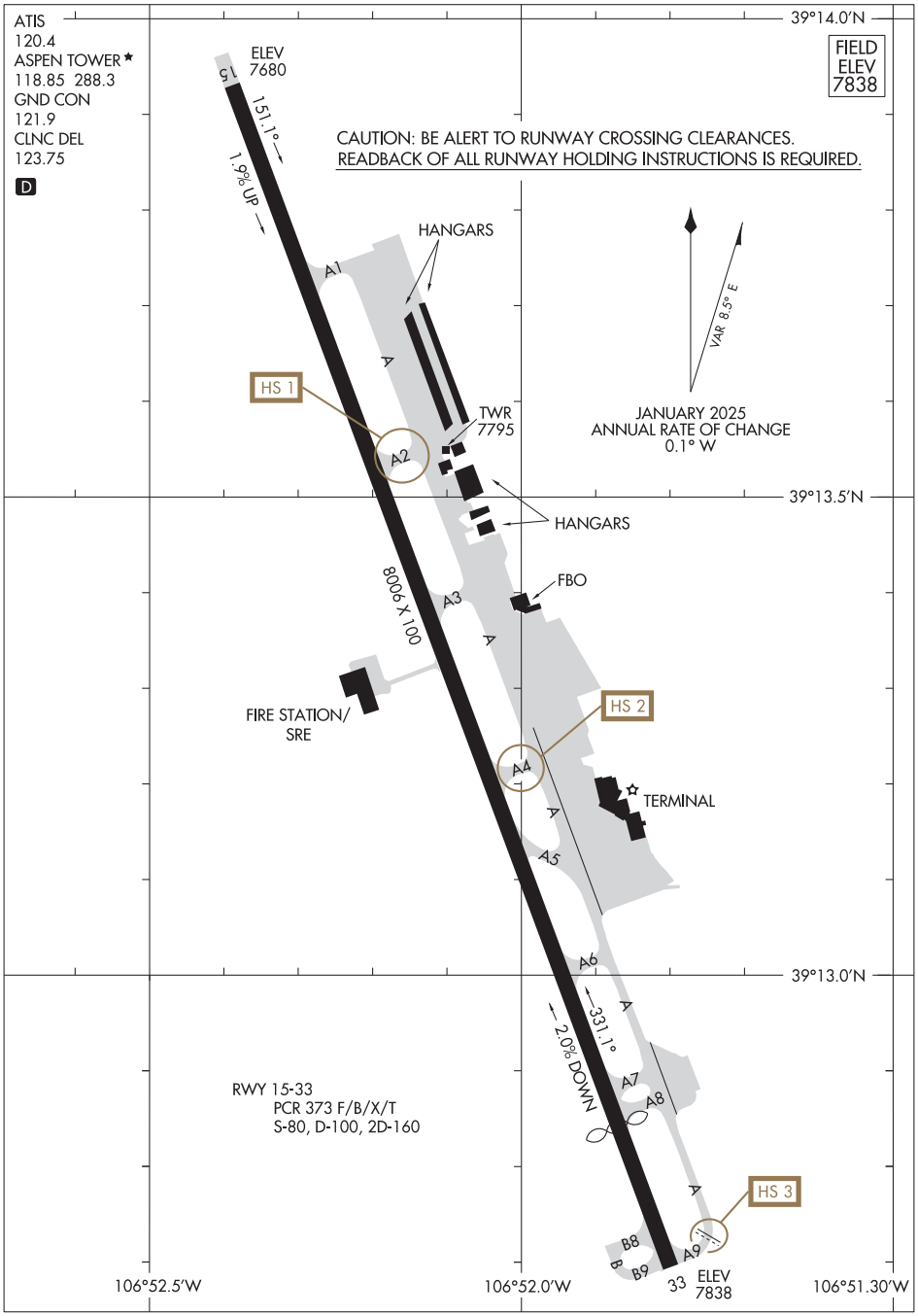
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
ASPEN, COLORADO



ROARING FORK VISUAL RWY 15

Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

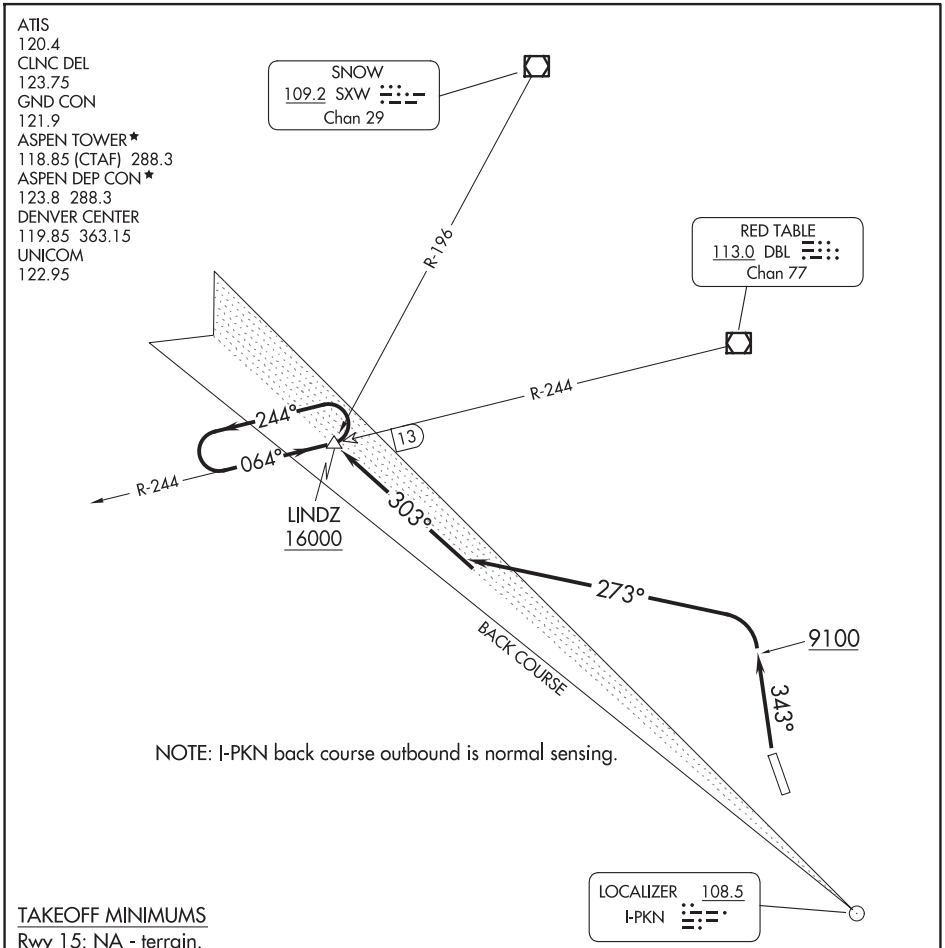


SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(SARDD3.LINDZ) 24081

SARDD THREE DEPARTURE (OBSTACLE)

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
AL-5889 (FAA)
ASPEN, COLORADO



TAKEOFF MINIMUMS

Rwy 15: NA - terrain.
Rwy 33: 400-1 with minimum climb of 460′ per NM to 14000.

TAKEOFF OBSTACLE NOTES

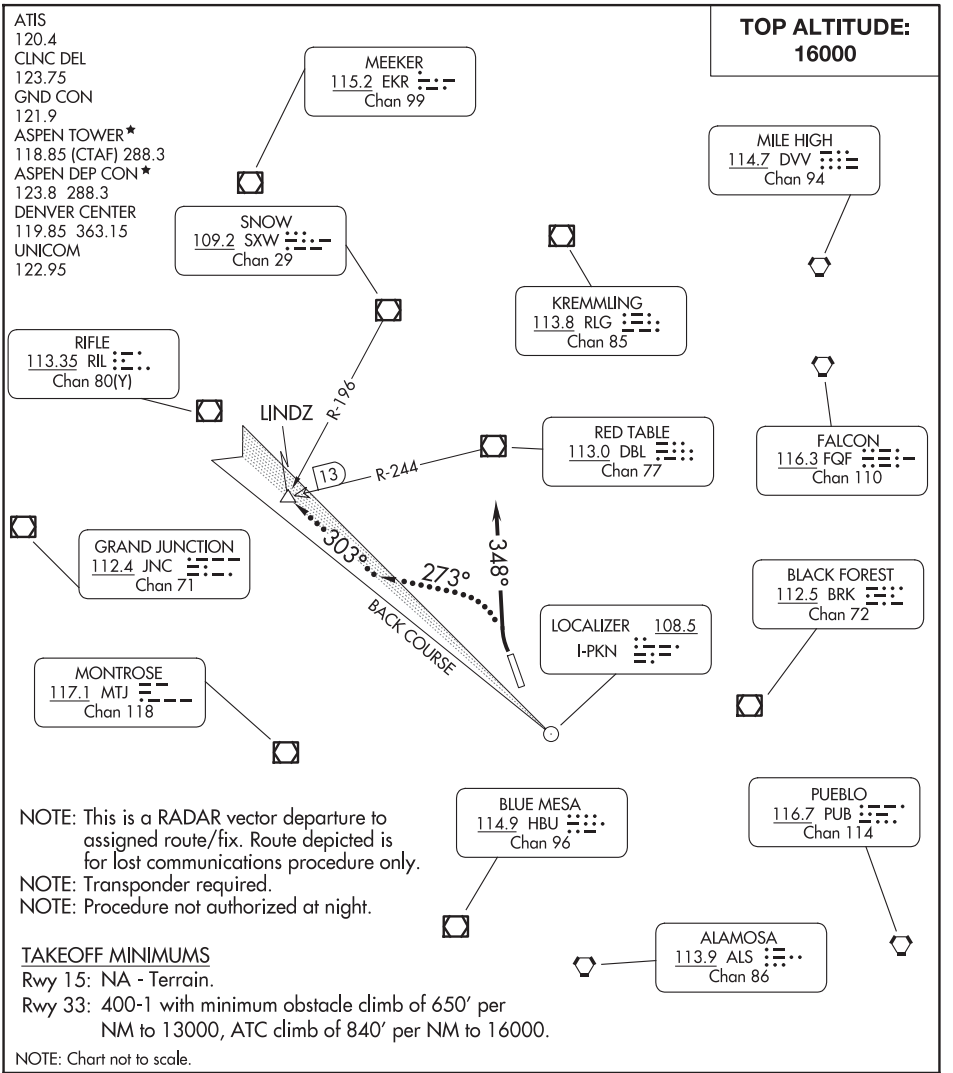
Rwy 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL. Multiple trees, bushes and terrain beginning 4′ from DER, 400′ left of centerline, up to 100′ AGL/7821′ MSL. Multiple trees, bushes, and terrain beginning 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 343° to 9100, then climbing left turn to 16000 on heading 273° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding on course.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025



NOTE: This is a RADAR vector departure to assigned route/fix. Route depicted is for lost communications procedure only.
NOTE: Transponder required.
NOTE: Procedure not authorized at night.

TAKEOFF MINIMUMS
Rwy 15: NA - Terrain.
Rwy 33: 400-1 with minimum obstacle climb of 650′ per NM to 13000, ATC climb of 840′ per NM to 16000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn heading 348°, maintain 16000 or assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 273° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.
NOTE: I-PKN back course outbound is normal sensing.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(LINDZ1.LINDZ) 24137

LINDZ ONE DEPARTURE

AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
ASPEN, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

LINDZ ONE DEPARTURE
(LINDZ1.LINDZ) 16MAY24

ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb heading 343° to 9100, then climbing left turn to 16000 on heading 273° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Then on assigned transition, maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure or by DBL VOR/DME 9 DME, turn left on heading 273° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL VOR/DME 13 DME, then via assigned route/transition.

GRAND JUNCTION TRANSITION (LINDZ1.JNC): From over LINDZ on DBL R-244 to SLOLM, then on JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ1.RLG): From over LINDZ on SXW R-196 to SXW VOR/DME, then on SXW R-001 to JESIE, then on RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ1.EKR): From over LINDZ on DBL R-244 to SLOLM, then on RIL R-153 to RIL VOR/DME, then on RIL R-334 and EKR R-155 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ1.DBL): From over LINDZ on DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ1.RIL): From over LINDZ on DBL R-244 to SLOLM, then on RIL R-153 to RIL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

(PITKN5.GLENO) 24137

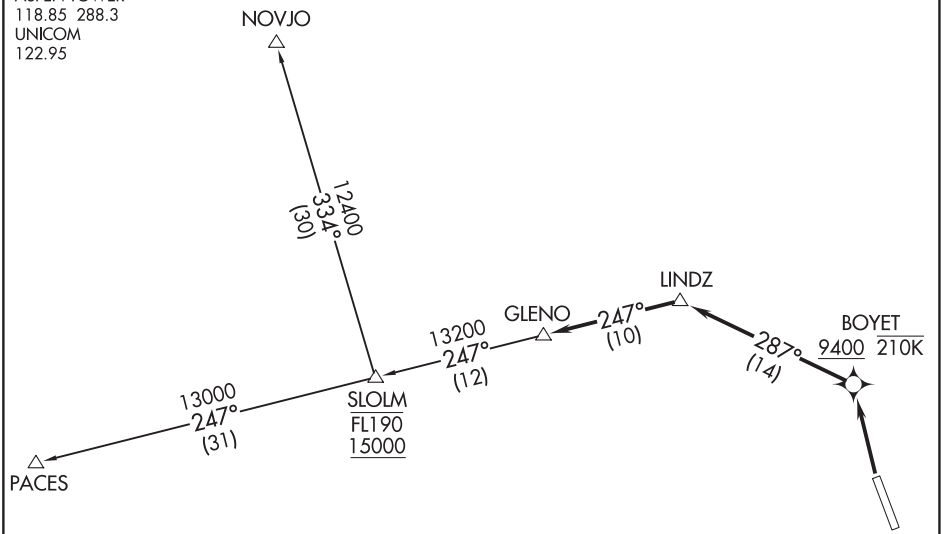
PITKN FIVE DEPARTURE (RNAV)

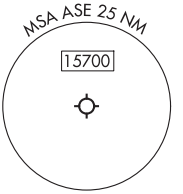
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
AL-5889 (FAA)
ASPEN, COLORADO

ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
119.85 363.15
ATIS
120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER ★
118.85 288.3
UNICOM
122.95

RNAV 1 - GPS.

TOP ALTITUDE: 16000





TAKEOFF MINIMUMS
Rwy 15: NA - Environmental.
Rwy 33: 300-1 with minimum climb of 500'/NM to 11200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb direct BOYET to cross at or above 9400 and at or below 210K, then on track 287° to LINDZ, then on track 247° to GLENO, thence. . . .

. . . .on transition or assigned route, maintain 16000, expect clearance to filed altitude 10 minutes after departure.

NOVJO TRANSITION (PITKN5.NOVJO)

PACES TRANSITION (PITKN5.PACES)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

BELEN RGNL (BRG)

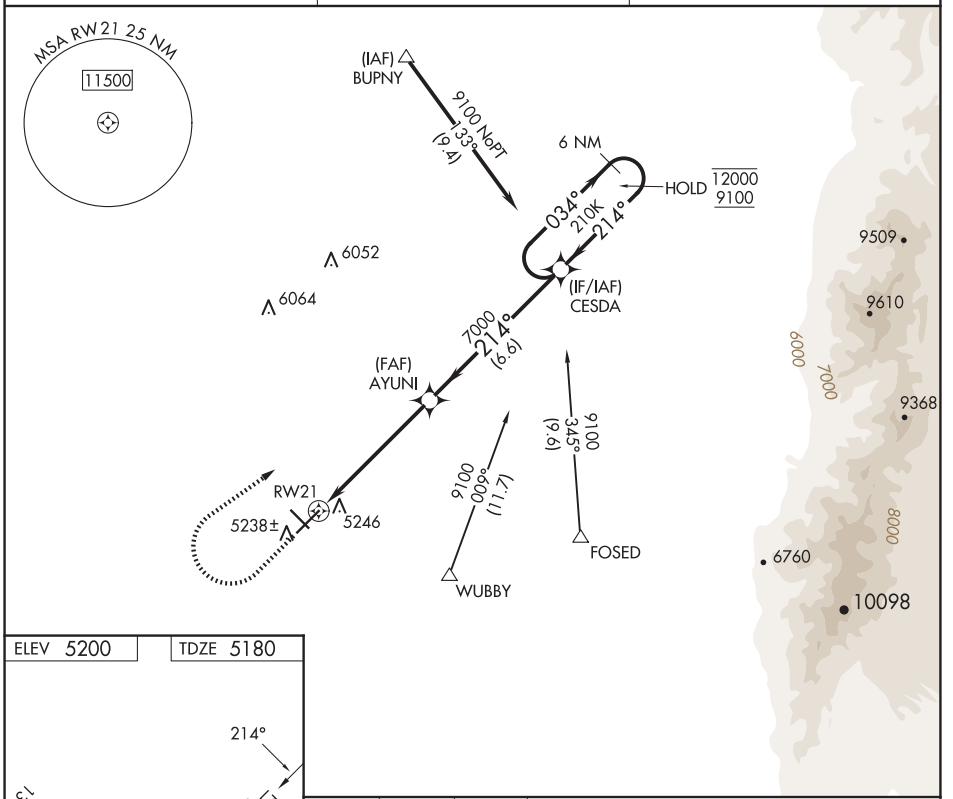
APP CRS	Rwy Ldg	6601
214°	TDZE	5180
	Apt Elev	5200

RNP APCH

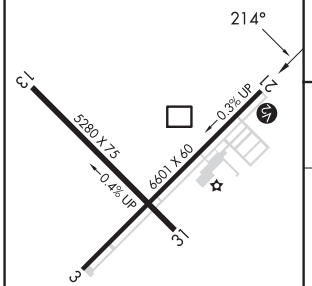
Procedure NA at night.
Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6800 then climbing right turn to 9100 direct CESDA and hold.

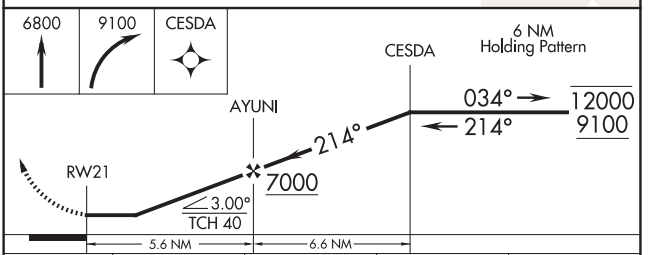
AWOS-3PT	ALBUQUERQUE APP CON	UNICOM
118.55	123.9 354.1	122.8 (CTAF) L



ELEV 5200 TDZE 5180



MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	5560-1 380 (400-1)			NA
C CIRCLING	5600-1 400 (400-1)	5660-1 460 (500-1)	5660-1½ 460 (500-1½)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VOR-A

BELEN RGNL (BRG)

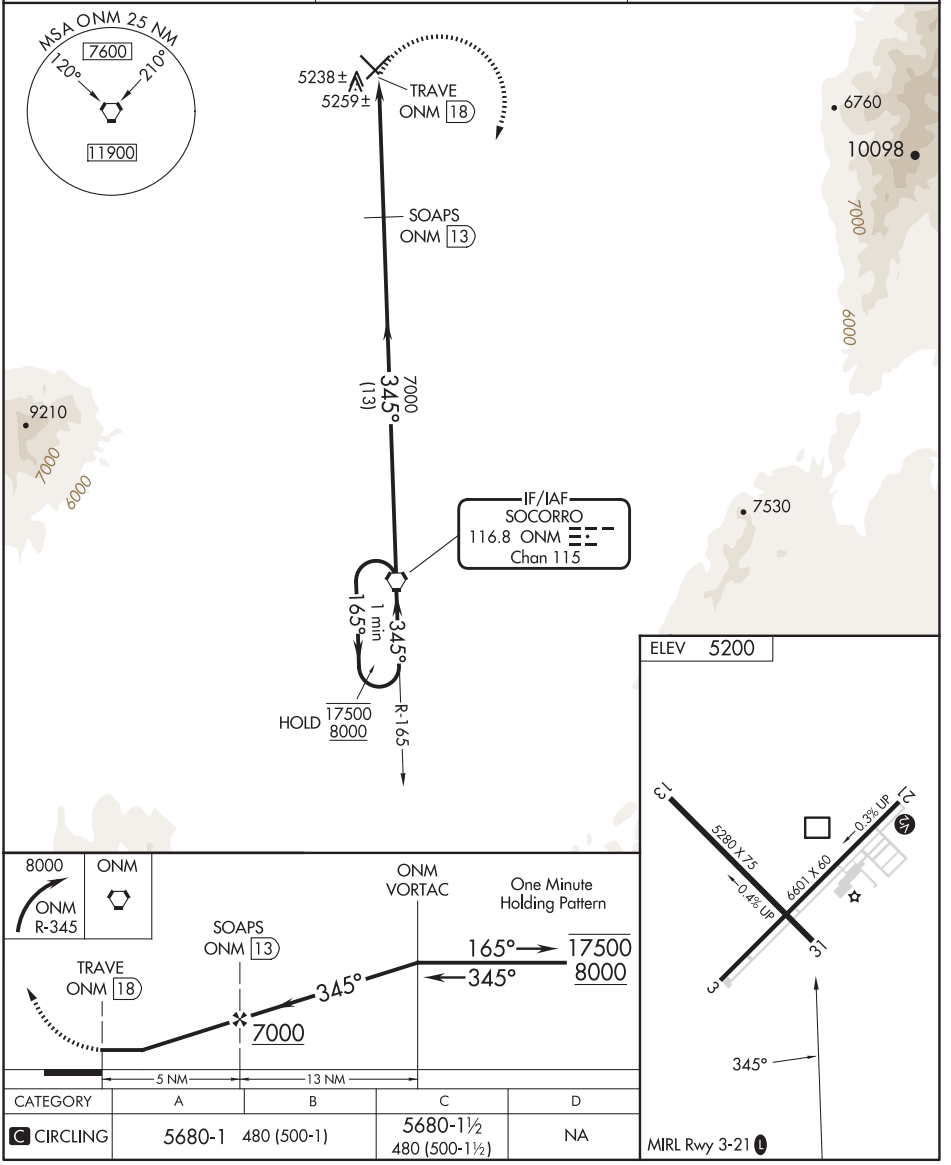
VORTAC ONM	APP CRS	Rwy Ldg	N/A
116.8	345°	TDZE	N/A
Chan 115		Apt Elev	5200

DME required.

T

MISSED APPROACH: Climbing right turn to 8000 on ONM VORTAC R-345 to ONM VORTAC and hold.

AWOS-3PT	ALBUQUERQUE APP CON	UNICOM
118.55	123.9 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	5680-1 480 (500-1)		5680-1½ 480 (500-1½)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

AURORA, COLORADO

ILS or LOC/DME RWY 32

BUCKLEY SFB (KBKF)

LOC I-BKF	APCH CRS	Rwy ldg 11,006 TDZE 5663 Arpt Elev 5663
109.7	323°	AL-538 [USAF]

▼ * When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
*** Circling NA East of Rwy 14-32.

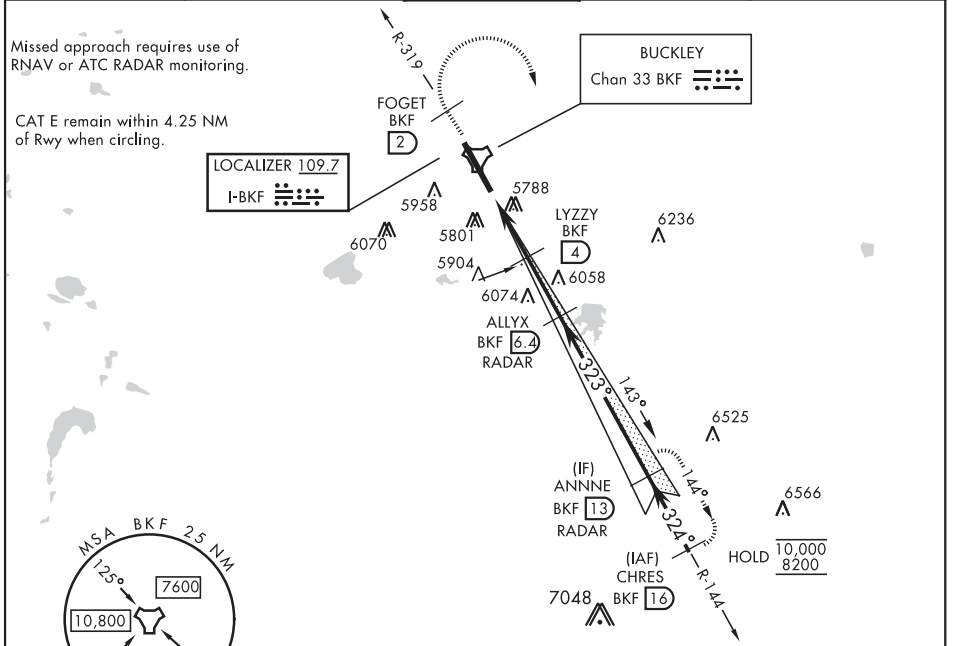
ALSF-1 (A1)

MISSED APPROACH: Climb on BKF TACAN R-319 to FOGET, then climbing right turn to 8200 and intercept BKF R-144 to ANNNE and hold or as directed by ATC.

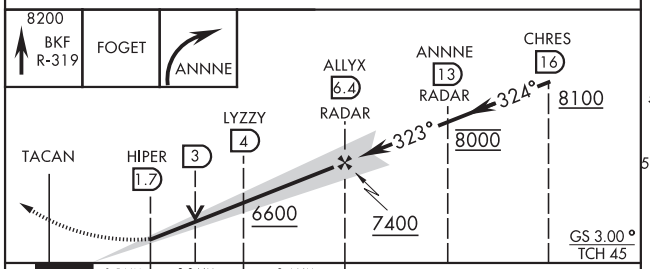
ATIS ★	DENVER APP CON	TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

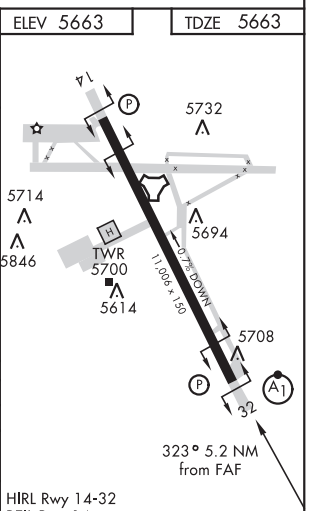
Missed approach requires use of RNAV or ATC RADAR monitoring.

CAT E remain within 4.25 NM of Rwy when circling.



EMERG SAFE ALT 100 NM 16,500





CATEGORY	A	B	C	D	E
S-ILS 32 *	5863/24 200 (200-½)				
S-LOC 32 **	6280/24 617 (700-½)		6280-1⅜ 617 (700-1⅜)		
C CIRCLING ***	6280-1 617 (700-1)		6360-2 697 (700-2)	6400-2¼ 737 (800-2¼)	6420-2¾ 757 (800-2¾)

HIRL Rwy 14-32
REIL Rwy 14

AURORA, COLORADO 39°42'N-104°45'W BUCKLEY SFB (KBKF)

Amdt 3 27APR17

ILS or LOC/DME RWY 32

SW-1, 12 JUN 2025 to 07 AUG 2025

22139

AURORA, COLORADO

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	11,006
323°	TDZE	5663
	Arpt Elev	5663

AL-538 (USAF)

BUCKLEY SFB (KBKF)

GPS required

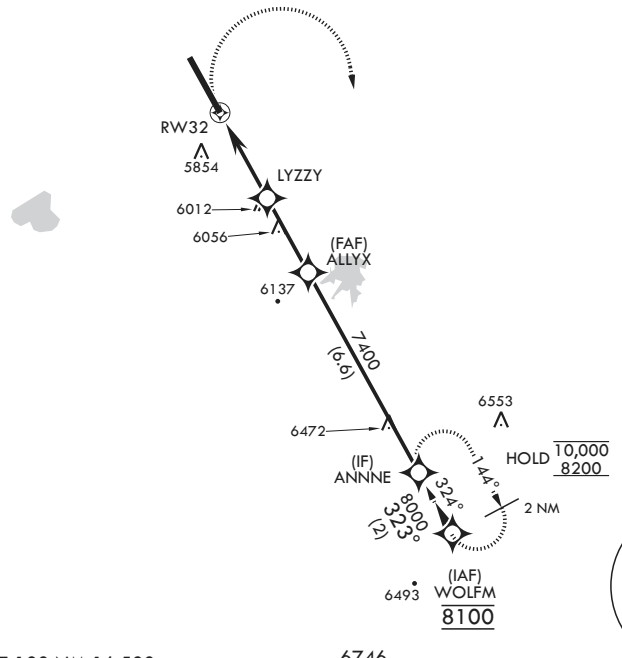
* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/4 miles.
** Circling NA East of Rwy 14-32.

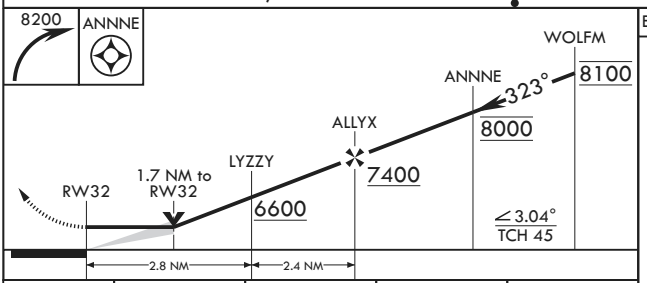
ALSF-1

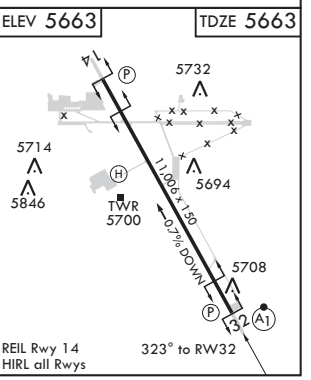
MISSED APPROACH: Climbing right turn to 8200 to ANNNE and hold or as directed by ATC.

ATIS★	DENVER APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

DME/DME RNP -0.3 NA







CATEGORY	A	B	C	D
LNAV MDA*	6260/24 597 (600-½)		6260-1¼ 597 (600-1¼)	
CIRCLING**	6260-1 597 (600-1)		6360-2 697 (700-2)	6400-2¼ 737 (800-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

AURORA, COLORADO

TACAN RWY 32

BUCKLEY SFB (KBKF)

TACAN BKF Chan 33	APCH CRS 328°	Rwy ldg 11,006 TDZE 5663 Arpt Elev 5663	AL-538 [USAF]

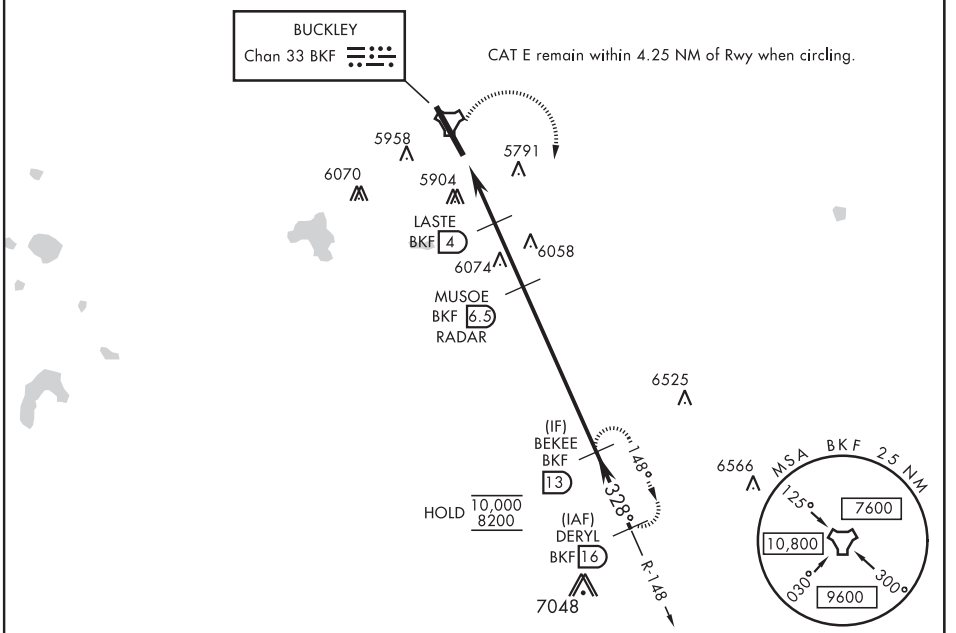
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling NA east of Rwy 14-32.

ALSF-1 (A1)

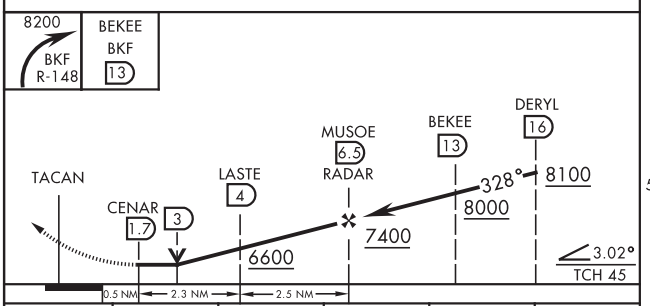
MISSED APPROACH: Climbing right turn to 8200 and intercept BKF TACAN R-148 direct BEKEE and hold or as directed by ATC.

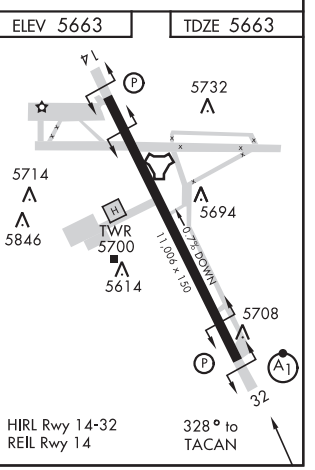
ATIS ★	DENVER APP CON	TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 16,500





CATEGORY	A	B	C	D	E
S-32*	6280/24 617 (700-½)		6280-1⅜ 617 (700-1⅜)		
C CIRCLING **	6280-1 617 (700-1)		6360-2 697 (700-2)	6400-2¼ 737 (800-2¼)	6420-2¾ 757 (800-2¾)

HIRL Rwy 14-32
REIL Rwy 14

328° to TACAN

AURORA, COLORADO 39°42'N-104°45'W BUCKLEY SFB (KBKF)

Amdt 3 27APR17

TACAN RWY 32

SW-1, 12 JUN 2025 to 07 AUG 2025

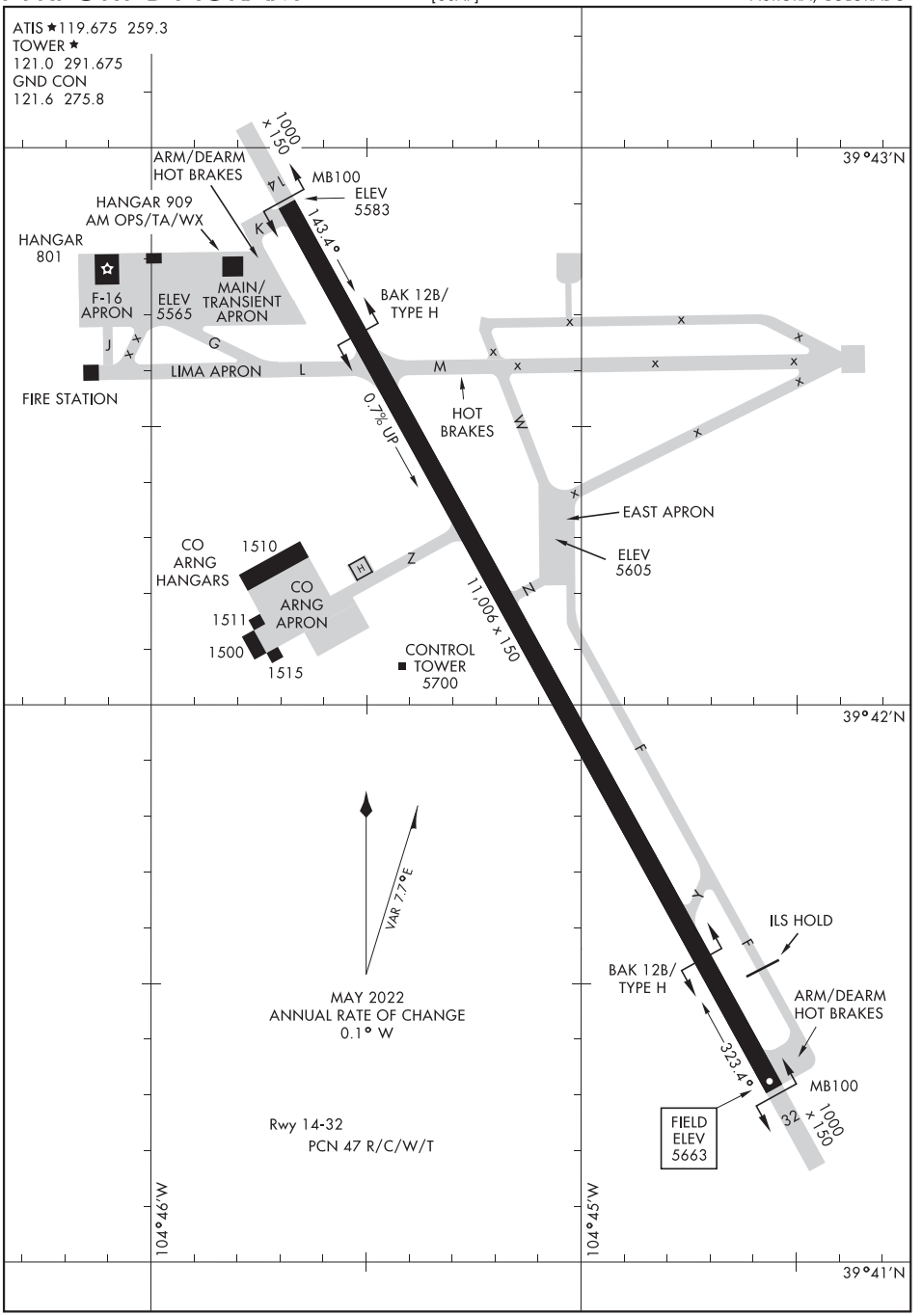
24305

AIRPORT DIAGRAM

BUCKLEY SFB (KBKF)

[USAF]

AURORA, COLORADO



AIRPORT DIAGRAM

AURORA, COLORADO

BUCKLEY SFB (KBKF)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

BUCKLEY ONE DEPARTURE (BKF1 • BEEKR)

AURORA, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb to 7000 heading 143° and intercept BKF TACAN R-145 to LYZZY. Then turn left direct KROHL, then on depicted route. Cross LYZZY at 7000 then maintain minimum climb rate of 200 feet per NM until 8000. Cross KROHL, at 8000 maintain 8000. Expect requested altitude 10 minutes after departure. Thence...

WEEDS TRANSITION (BKF1 • WEEDS): From over BEEKR proceed direct WEEDS.

STVLR TRANSITION (BKF1 • STVLR): From over BEEKR proceed direct STVLR.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER THREE DEPARTURE

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

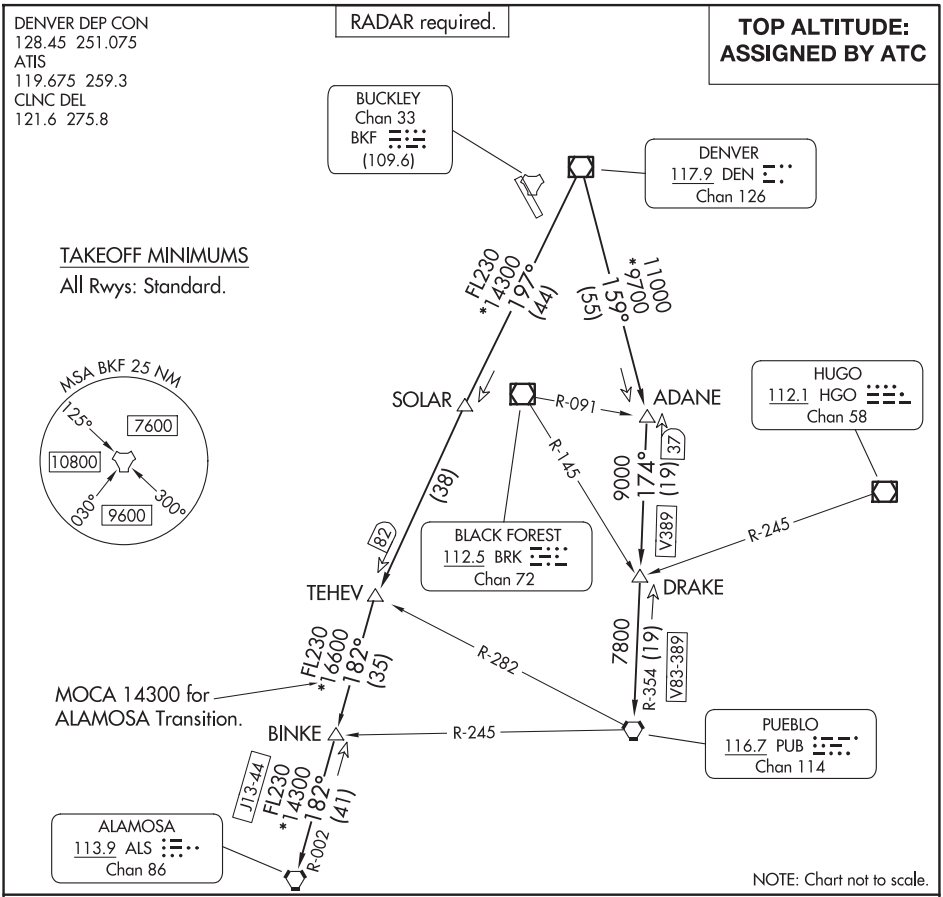
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

(PIKES3.DEN) 25163

PIKES THREE DEPARTURE

AL-538 (FAA)

BUCKLEY SPACE FORCE BASE (BKF)
AURORA, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

PLAINS TWO DEPARTURE

AL-538 (FAA)

BUCKLEY SPACE FORCE BASE (BKF)
AURORA, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

(PLAIN2.DEN) 25163

PLAINS TWO DEPARTURE

AL-538 (FAA)

BUCKLEY SPACE FORCE BASE (BKF)
AURORA, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

TOP ALTITUDE:
ASSIGNED BY ATC
RADAR required.
DENVER DEP CON
128.45 251.075
ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER
117.9 DEN
Chan 126
BUCKLEY
Chan 33
BKF
(109.6)
MSA BKF 25 NM
300°
7600
125°
10800
030°
9600
TAKEOFF MINIMUMS
All Rwys: Standard.
NOTE: Chart not to scale.
ZIMMR
CONNR
BAYLR
BOBBA
TEHRU
16000
274°
(47)
16300
*15800
253°
(47)
FL200
*16500
243°
(47)
16000
259°
(36)
16500
243°
(59)
FL200
*16500
243°
(28)
FL280
*16700
243°
(27)
FL200
*16700
201°
(69)
FL280
*16400
219°
(71)
FL280
*12300
218°
(64)
KREMMLING
113.8 RLG
Chan 85
MEEKER
115.2 EKR
Chan 99
RIFLE
113.35 RIL
Chan 80(Y)
RED TABLE
113.0 DBL
Chan 77
BLUE MESA
114.9 HBU
Chan 96
MONTROSE
117.1 MTJ
Chan 118
DOVE CREEK
114.6 DVC
Chan 93
V200
16000
*14600
260°
(68)
R-079
R-148
R-063
R-134
R-344
080°
260°
164°
344°
R-084
R-102
R-021
R-039
R-035
(75)
N
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

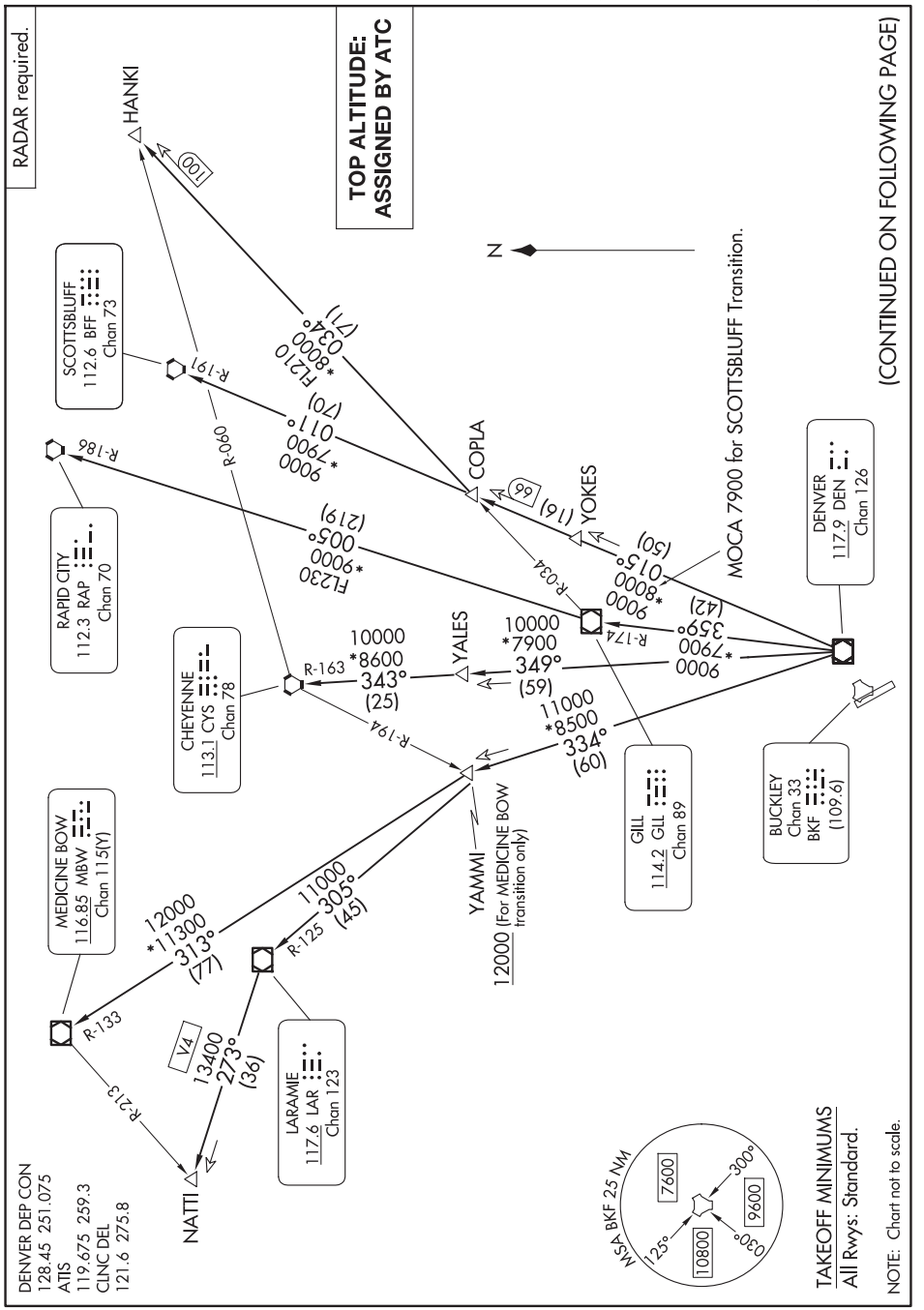
TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.
KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025


RADAR required.
TOP ALTITUDE: ASSIGNED BY ATC
(CONTINUED ON FOLLOWING PAGE)
N
HANKI
100
SCOTTSBLUFF
112.6 BFF
Chan 73
R-191
090
R-186
RAPID CITY
112.3 RAP
Chan 70
CHEYENNE
113.1 CYS
Chan 78
R-163
COPLA
YOKES
66
(16)
R-034
R-174
DENVER
117.9 DEN
Chan 126
MOCA 7900 for SCOTTSBLUFF Transition.
F210
*8000
034°
(71)
9000
*7900
011°
(70)
F230
*9000
005°
(219)
10000
*8600
343°
(25)
YALES
10000
*7900
349°
(59)
9000
*8000
015°
(50)
9000
*7900
359°
(42)
11000
*8500
334°
(60)
R-194
YAMMI
12000 (For MEDICINE BOW transition only)
MEDICINE BOW
116.85 MBW
Chan 115(Y)
R-133
12000
*11300
313°
(77)
11000
305°
(45)
R-125
GILL
114.2 GIL
Chan 89
BUCKLEY
Chan 33
BKF
(109.6)
V4
13400
273°
(36)
R-213
LARAMIE
117.6 LAR
Chan 123
NATTI
DENVER DEP CON
128.45 251.075
ATIS
119.675 259.3
CLNC DEL
121.6 275.8
MSA BKF 25 NM
7600
300°
125°
10800
030°
9600
TAKEOFF MINIMUMS
All Rwys: Standard.
NOTE: Chart not to scale.

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

BUCKLEY SPACE FORCE BASE (BKF)
AL-538 (FAA) AURORA, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

WAAS	APP CRS	Rwy Ldg	8303
CH 45635	330°	TDZE	7926
W33A		Apt Elev	7950

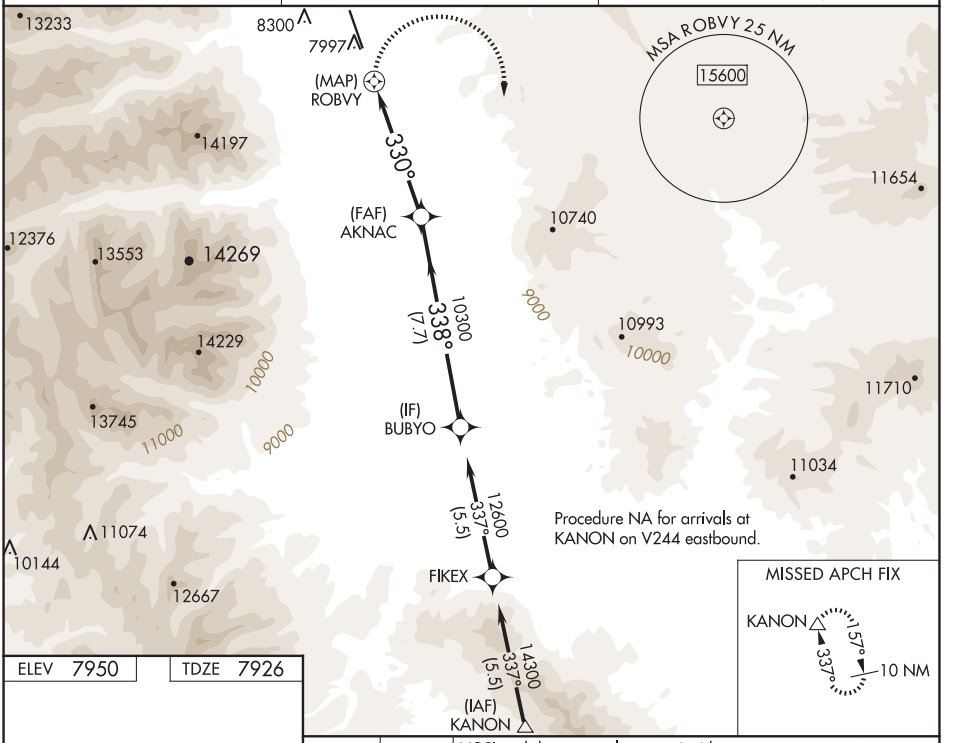
RNAV (GPS) RWY 33
CENTRAL COLORADO RGNL (AEJ)

T
A NA
-21°C

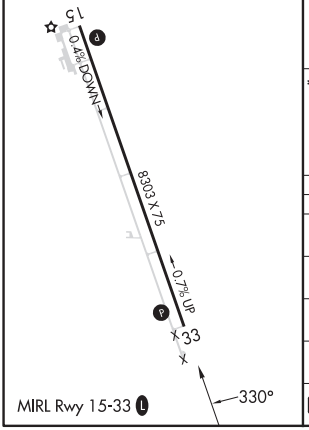
Circling NA northeast of Rwy 15-33. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salida altimeter setting and increase all MDA 100 feet. VDP NA with Salida altimeter setting. #Missed approach requires minimum climb of 425 feet per NM to 14100.

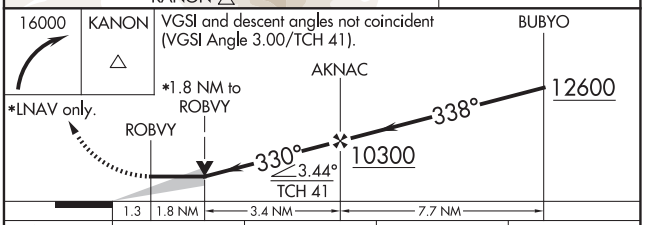
MISSED APPROACH: Climbing right turn to 16000 direct KANON and hold, continue climb-in-hold to 16000.

AWOS-3	DENVER CENTER	UNICOM
132.925	119.85 363.15	122.8 (CTAF) L



ELEV 7950 TDZE 7926





CATEGORY	A	B	C	D
#LP MDA	8960-1½	1034 (1100-1½)	8960-3 1034 (1100-3)	NA
LP MDA	9840-1½	1914 (1900-1½)	9840-3 1914 (1900-3)	NA
#LNAV MDA	9300-1½	1374 (1400-1½)	9300-3 1374 (1400-3)	NA
LNAV MDA	9980-1½	2054 (2100-1½)	9980-3 2054 (2100-3)	NA
C CIRCLING	9980-1½	2030 (2100-1½)	9980-3 2030 (2100-3)	NA

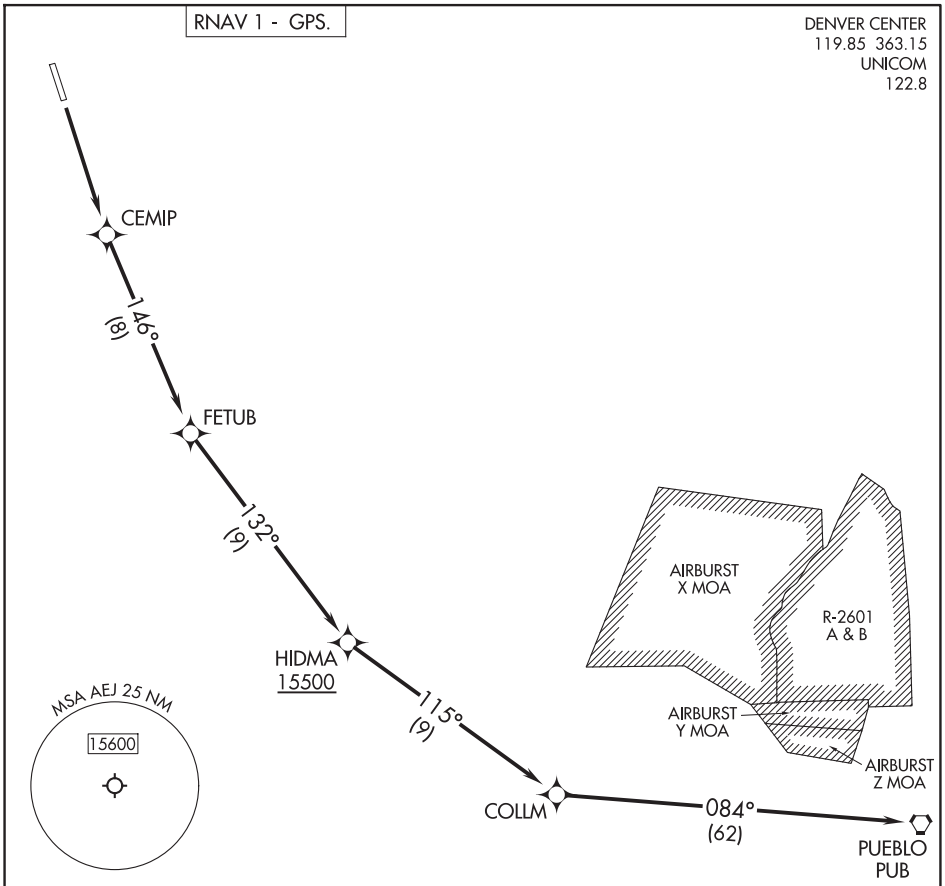
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(PUBLO2.PUBLO) 23222 AL-9302 (FAA)

PUEBLO TWO DEPARTURE (OBSTACLE) (RNAV)

CENTRAL COLORADO RGNL (AEJ)
BUENA VISTA, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF MINIMUMS

Rwy 15: Standard with minimum climb of 400'/NM to 8200, then 340'/NM to 15500.
Rwy 33: NA - Terrain.

TAKEOFF OBSTACLE NOTES

Rwy 15: Electrical system 8' from DER, 27' left of centerline, 1' AGL/7905' MSL.
Fence 68' from DER, 473' right of centerline, 9' AGL/7910' MSL.
Vehicles on road beginning 85' from DER, 505' right of centerline, up to 7917' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEMIP, then on track 146° to FETUB, then on track 132° to cross HIDMA at or above 15500, then on depicted route to PUB VORTAC.

WAAS	APP CRS	Rwy Idg 5199
CH 72999	154°	TDZE 4218
W15A		Apt Elev 4218

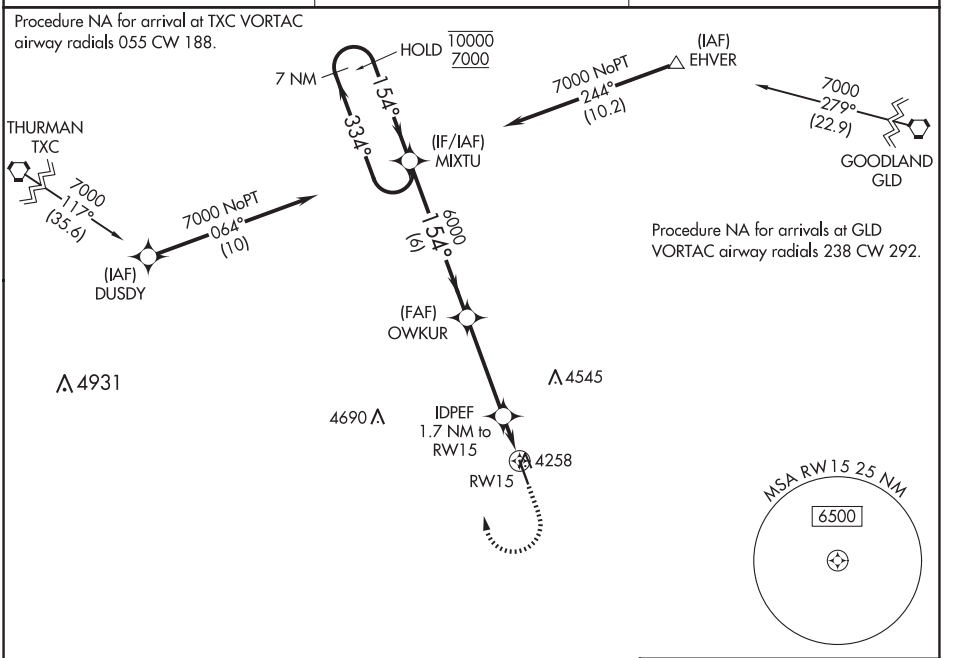
RNAV (GPS) RWY 15
KIT CARSON COUNTY (ITR)

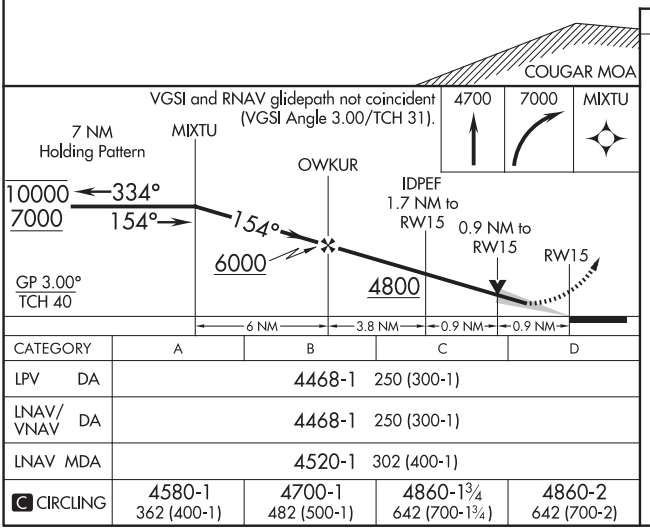
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

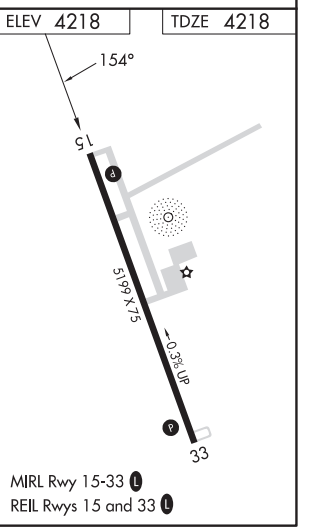
MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct MIXTU and hold.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4468-1 250 (300-1)			
LNAV/VNAV DA	4468-1 250 (300-1)			
LNAV MDA	4520-1 302 (400-1)			
C CIRCLING	4580-1 362 (400-1)	4700-1 482 (500-1)	4860-1¾ 642 (700-1¾)	4860-2 642 (700-2)



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

BURLINGTON, COLORADO AL-6895 (FAA) 24081

WAAS	APP CRS	Rwy Idg	5199
CH 65844	334°	TDZE	4205
W33A		Apt Elev	4218

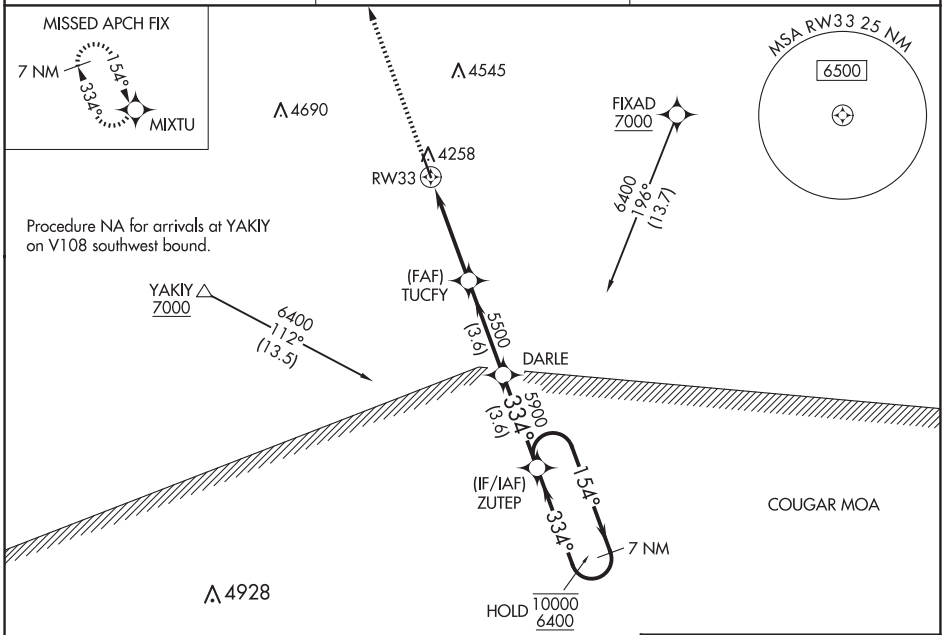
RNAV (GPS) RWY 33
KIT CARSON COUNTY (ITR)

RNP APCH-GPS.

Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

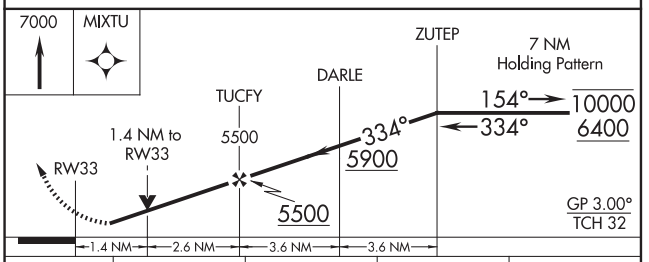
MISSED APPROACH: Climb to 7000 direct MIXTU and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L



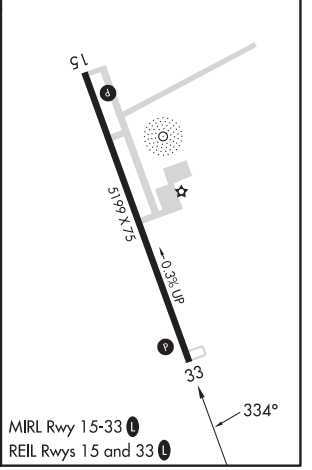
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025



CATEGORY	A	B	C	D
LPV DA	4455-1 250 (300-1)			
LNAV/VNAV DA	4455-1 250 (300-1)			
LNAV MDA	4680-1 475 (500-1)		4680-1⅜ 475 (500-1⅜)	
CIRCLING	4680-1 462 (500-1)	4700-1 482 (500-1)	4860-1¾ 642 (700-1¾)	4860-2 642 (700-2)

ELEV 4218 TDZE 4205



BURLINGTON, COLORADO
Orig 14JUL22

39°15′N-102°17′W

KIT CARSON COUNTY (ITR)
RNAV (GPS) RWY 33

LOC RWY 33

KIT CARSON COUNTY (ITR)

LOC/DME I-OBG	APP CRS	Rwy Idg	5199
111.9	334°	TDZE	4205
Chan 56		Apt Elev	4218

ADF required.

MISSED APPROACH: Climb to 7000 direct ITR NDB and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L

ALTERNATE MISSED APCH FIX

GOODLAND GLD 115.1 Chan 98

152° 332° R-152

4931

FLAGG

Procedure NA for arrivals at FLAGG on V4 westbound.

7000 to NDB 154° (18.7)

KIT CARSON 209 ITR

LOCALIZER 111.9 I-OBG Chan 56

4545

4690

139° 319° 10

4258

7000 159° (1.7)

R-238

R-232

115.1 GLD Chan 98

115.1 GLD Chan 98

(IAF) KURIQ I-OBG 2.1 GLD 28.9

TUCFY INT I-OBG 5

334°

109° 289°

(CFDTB)

154°

MSA ITR 25 NM 6500

COUGAR MOA

ELEV 4218 TDZE 4205

15 33 5199 X 75 0.3% UP

MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L

334°

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

7000 ITR

KURIQ I-OBG 2.1 GLD 28.9

Remain within 10 NM

154°

I-OBG 1

I-OBG 2.4

3.00° TCH 32

TUCFY INT I-OBG 5

334°

6300

5500

1.4 NM 2.6 NM

CATEGORY	A	B	C	D
S-33	4680-1 475 (500-1)		4680-1⅜ 475 (500-1⅜)	
C CIRCLING	4680-1 462 (500-1)	4700-1 482 (500-1)	4860-1¾ 642 (700-1¾)	4860-2 642 (700-2)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

BURLINGTON, COLORADO AL-6895 (FAA) 24081

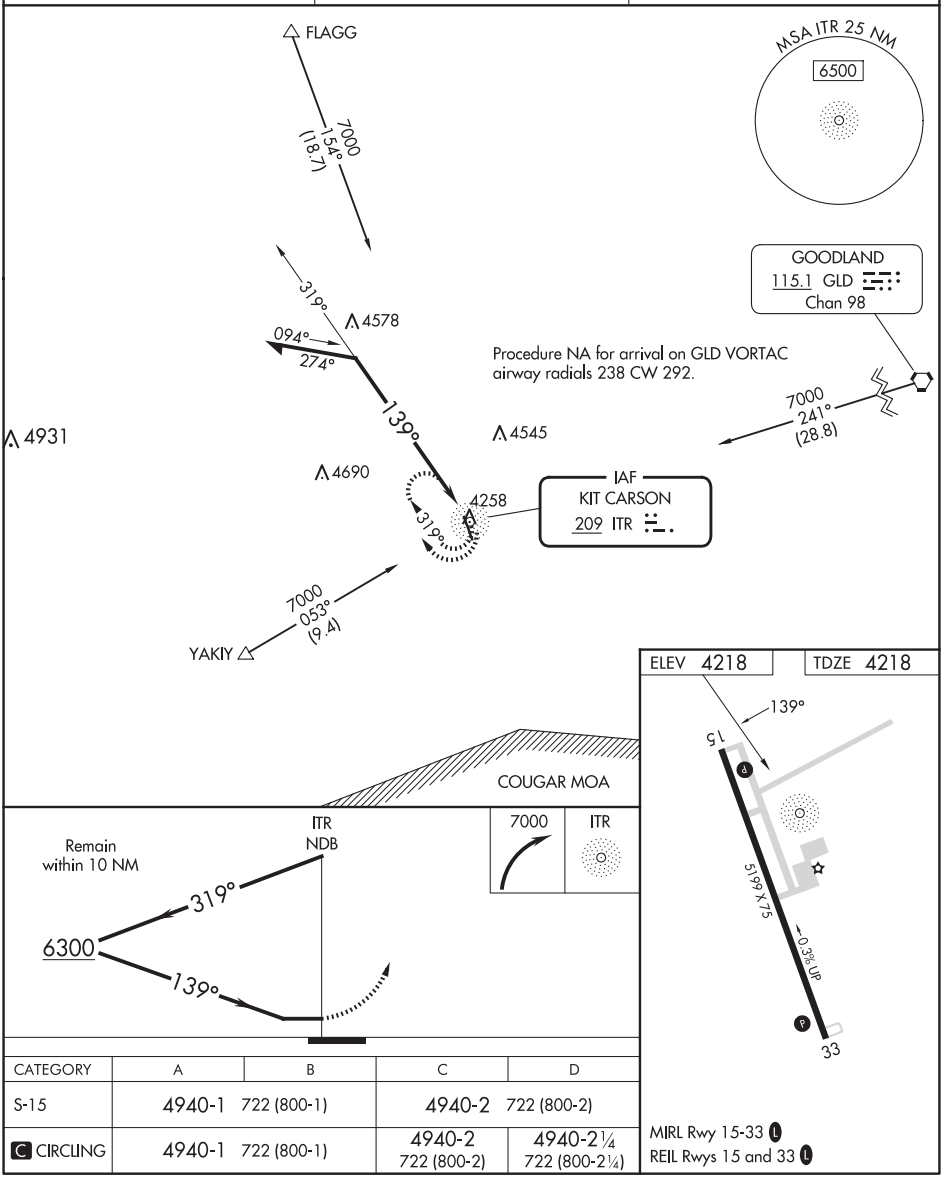
NDB ITR	APP CRS		
209	139°	Rwy Idg	5199
		TDZE	4218
		Apt Elev	4218

NDB RWY 15

KIT CARSON COUNTY (ITR)

MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	4940-1	722 (800-1)	4940-2	722 (800-2)
C CIRCLING	4940-1	722 (800-1)	4940-2 722 (800-2)	4940-2¼ 722 (800-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

BURLINGTON, COLORADO
Amdt 2A 03NOV22

39°15′N-102°17′W

KIT CARSON COUNTY (ITR)
NDB RWY 15

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

FORT CARSON, COLORADO

RNAV (GPS) RWY 31

WAAS	APCH CRS	Rwy ldg	4500
CH 43949	309°	TDZE	5826
W31A		Arpt Elev	5841

- (USA)

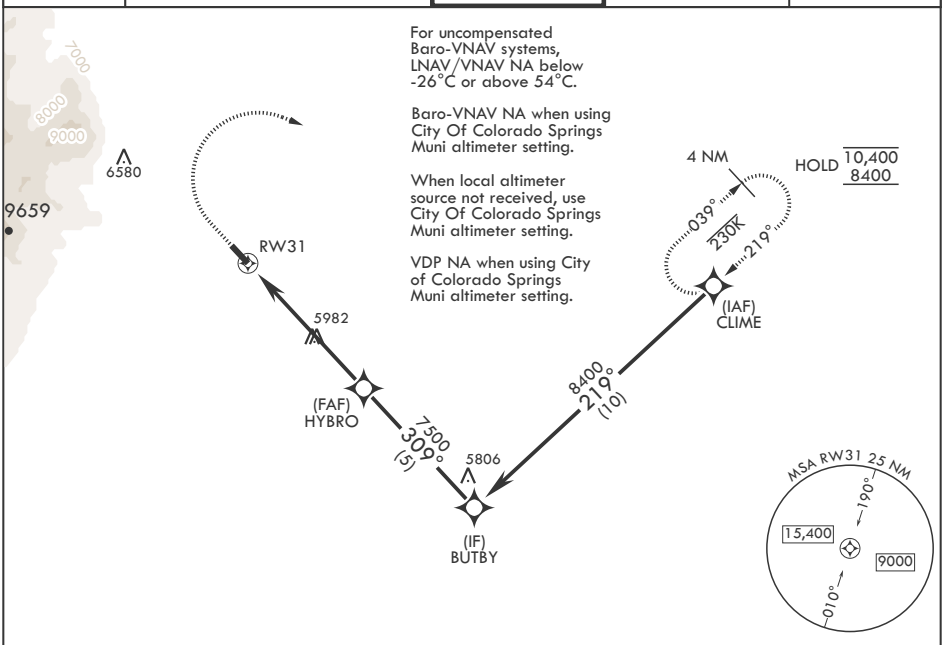
BUTTS AHP (FORT CARSON) (KFCS)

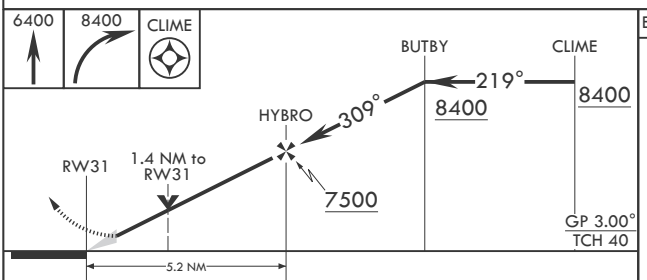
RNP APCH - GPS

* Circling NA SW of RWY 13-31.

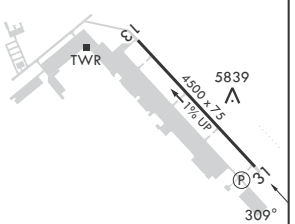
MISSED APPROACH: Climb to 6400 then climbing right turn to 8400 direct CLIME and hold.

ATIS	SPRINGS APP CON/DEP CON	TOWER	GND CON	CLNC DEL
108.8	124.0 257.875	125.5 229.4	118.55 253.6	239.3





ELEV 5841 TDZE 5826



CATEGORY	A	B	C	D
LPV DA	6026-¾	200	(200-¾)	
LNAV/VNAV DA	6130-⅞	304	(300-⅞)	
LNAV MDA	6280-1 454	(500-1)	6280-1⅜ 454	(500-1⅜)
C CIRCLING*	6280-1 406 (500-1)	6400-1 526 (600-1)	6580-2 706 (800-2)	6880-3 1006 (1100-3)
CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS				
LPV DA	6089-⅞	263	(300-⅞)	
LNAV/VNAV DA	6193-1	367	(400-1)	
LNAV MDA	6360-1 534	(500-1)	6360-1½ 534	(500-1½)
C CIRCLING*	6360-1 486 (500-1)	6480-1 606 (700-1)	6660-2¼ 786 (800-2¼)	6960-3 1086 (1100-3)

MIRL all Rwys

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

ILS or LOC RWY 4

CANNON AFB (KCVS)

LOC I-GLO	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.5	038°	10,003	4284	4295

AL-512 [USAF]

ATC RADAR or DME required.

▼*When ALS inop, increase all CAT RVR to 40 and vis to ¾ miles.

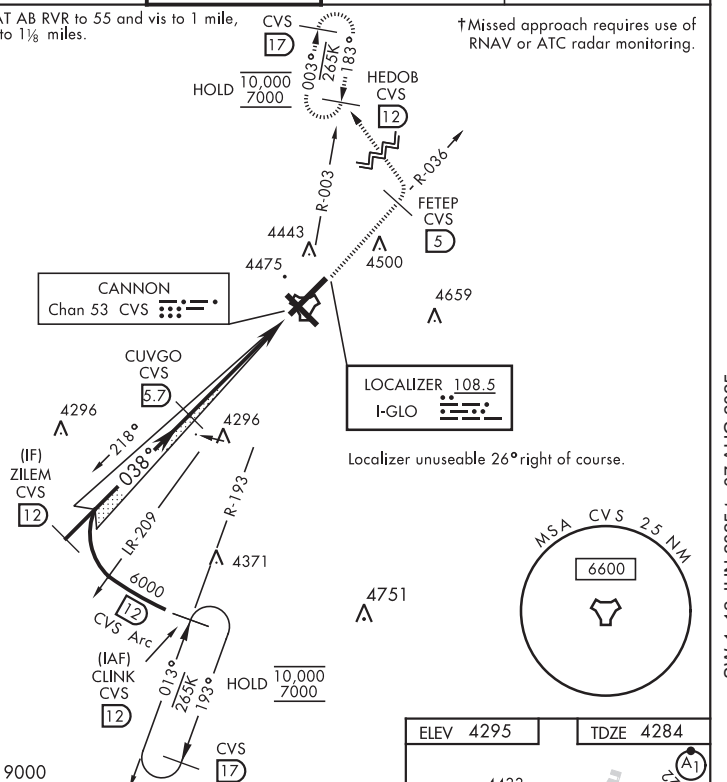
ALSF-1 (A1)

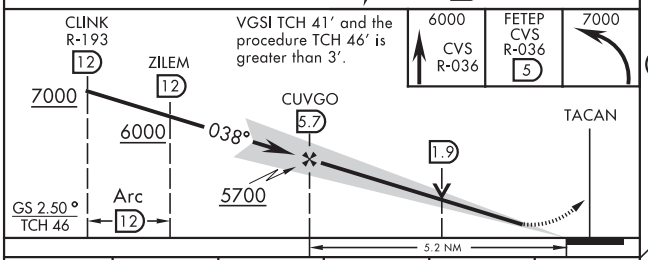
†MISSED APPROACH: Climb to 6000 out CVS TACAN R-036 to 5 DME (FETEP) turning left climb to 7000 intcp CVS R-003 to 12 DME (HEDOB) and hold.

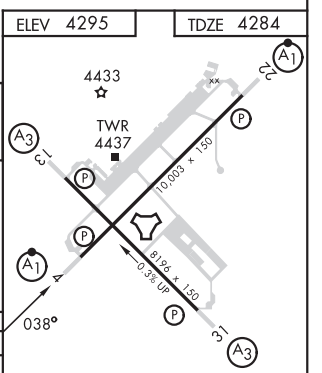
ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

†Missed approach requires use of RNAV or ATC radar monitoring.







CATEGORY	A	B	C	D	E
S-ILS 4 *	4484/24		200		(200-½)
S-LOC 4 **	4680/24	396 (400-½)	4680/35	396 (400-⅝)	
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CLOVIS, NEW MEXICO

34°23′N-103°19′W

CANNON AFB (KCVS)

Amdt 4 11OCT18

ILS or LOC RWY 4

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

ILS or LOC RWY 13

LOC I-OVI	APCH CRS	Rwy ldg	8196
110.35	128°	TDZE	4294
		Arpt Elev	4295

AL-512 [USAF]

CANNON AFB (KCVS)

ATC RADAR or DME required.

▼ *When ALS inop, increase vis to ¾ mile.

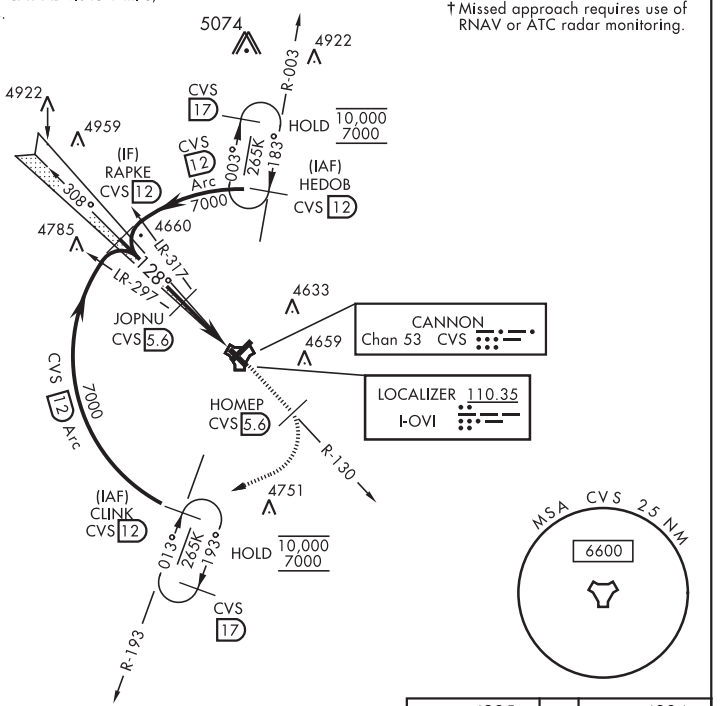
SSALR (A3)

†MISSED APPROACH: Climb to 6000 out CVS TACAN R-130 5.6 DME (HOMEP) then climbing right turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

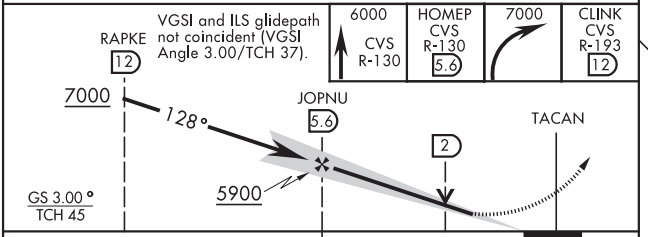
ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

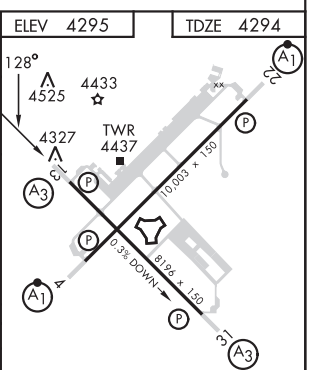
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

† Missed approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 8000





CATEGORY	A	B	C	D	E
S-ILS 13 *	4544-½ 250 (300-½)				
S-LOC 13**	4760-½ 466 (500-½)		4760-1 466 (500-1)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565(600-1½)	5000-2¼ 705(800-2¼)	5020-2½ 725(800-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CLOVIS, NEW MEXICO

34° 23′N-103° 19′W

CANNON AFB (KCVS)

Amdt 4 30JAN20

ILS or LOC RWY 13

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

ILS or LOC RWY 22

LOC I-CVS	APCH CRS	Rwy ldg 10,003 TDZE 4295 Arpt Elev 4295
109.7	218°	

AL-512 [USAF]

CANNON AFB (KCVS)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

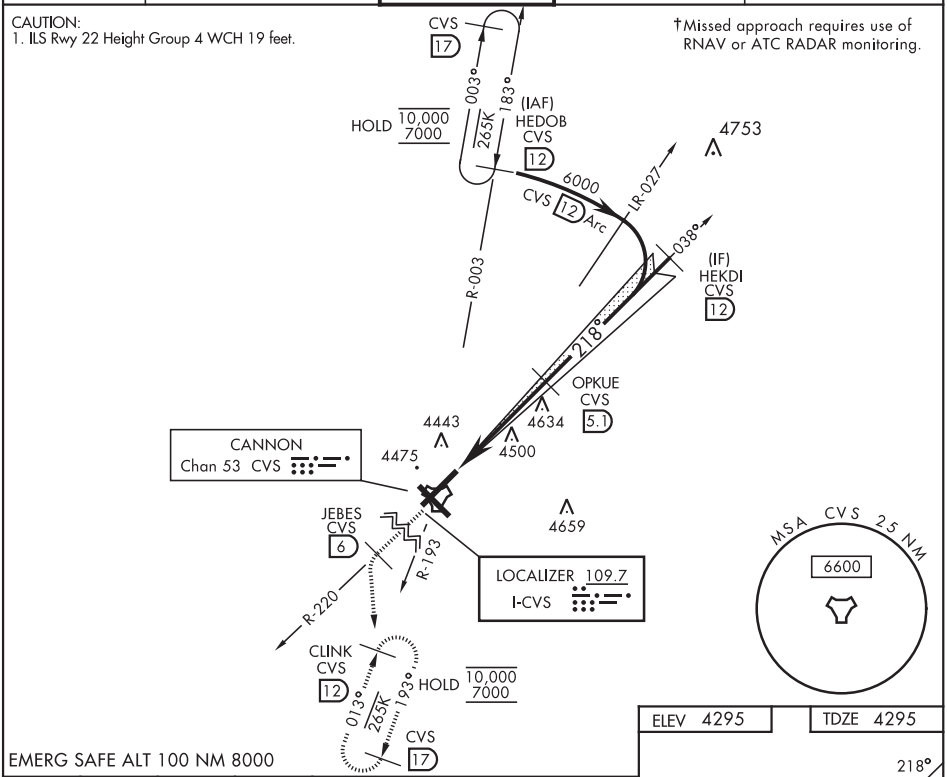
ALSF-1 (A1)

†MISSED APPROACH: Climb to 6000 out CVS TACAN R-220 to 6 DME (JEBES) then turn left climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

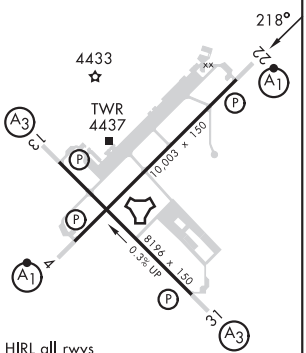
ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

CAUTION:
1. ILS Rwy 22 Height Group 4 WCH 19 feet.

†Missed approach requires use of RNAV or ATC RADAR monitoring.



ELEV 4295 | TDZE 4295



CATEGORY	A	B	C	D	E
S-ILS 22*	4495/24		200	(200-½)	
S-LOC 22**	4720/24 425 (500-½)		4720/40 425 (500-¾)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CLOVIS, NEW MEXICO
Amdt 4 13AUG20

34°23'N-103°19'W

CANNON AFB (KCVS)

ILS or LOC RWY 22

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

ILS or LOC RWY 31

CANNON AFB (KCVS)

LOC I-BNN	APCH CRS	Rwy ldg 8196
108.3	308°	TDZE 4270
		Arpt Elev 4295

AL-512 [USAF]

ATC RADAR or DME required.

▼ * When ALS inop, increase vis to ¾ mile.

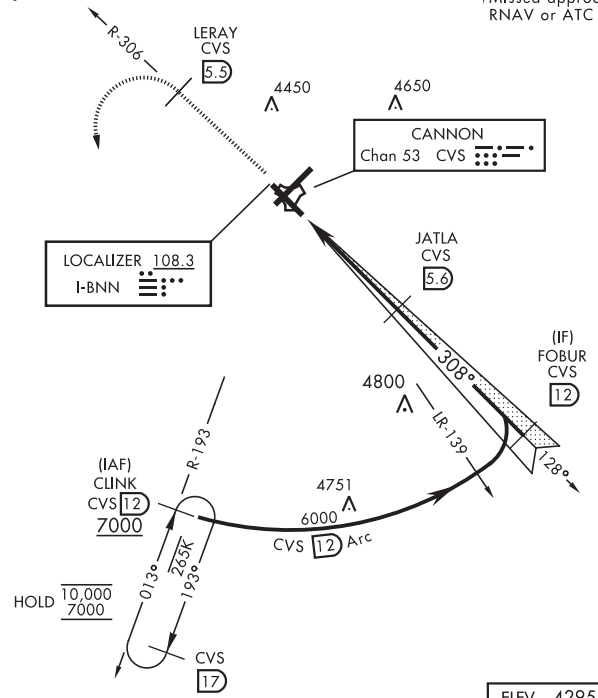
SSALR (A3)

†MISSED APPROACH: Climb to 6000 out CVS TACAN R-306 to 5.5 DME (LERAY) then turn left climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.

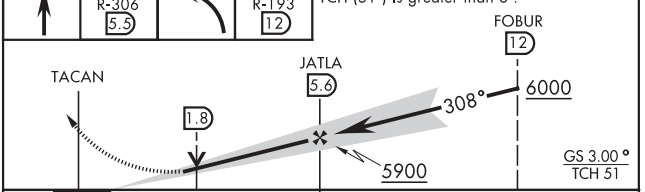
†Missed approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 9000

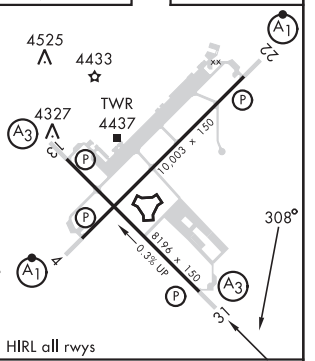
6000	LERAY CVS R-306 5.5	7000	CLINK CVS R-193 12

VGSI TCH (41′) and the procedure TCH (51′) is greater than 3′.



CATEGORY	A	B	C	D	E
S-ILS 31*	4470-½ 200 (200-½)				
S-LOC 31**	4660-½ 390 (400-½)		4660-⅝ 390 (400-⅝)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

ELEV 4295 TDZE 4270



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

CLOVIS, NEW MEXICO 34°23′N-103°19′W CANNON AFB (KCVS)

Amdt 4 16AUG18

ILS or LOC RWY 31

SW-1, 12 JUN 2025 to 07 AUG 2025

22251

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 4

WAAS CH 41172 W04A	APCH CRS 038°	Rwy ldg 10,003 TDZE 4284 Arpt Elev 4295

AL-512 (USAF)

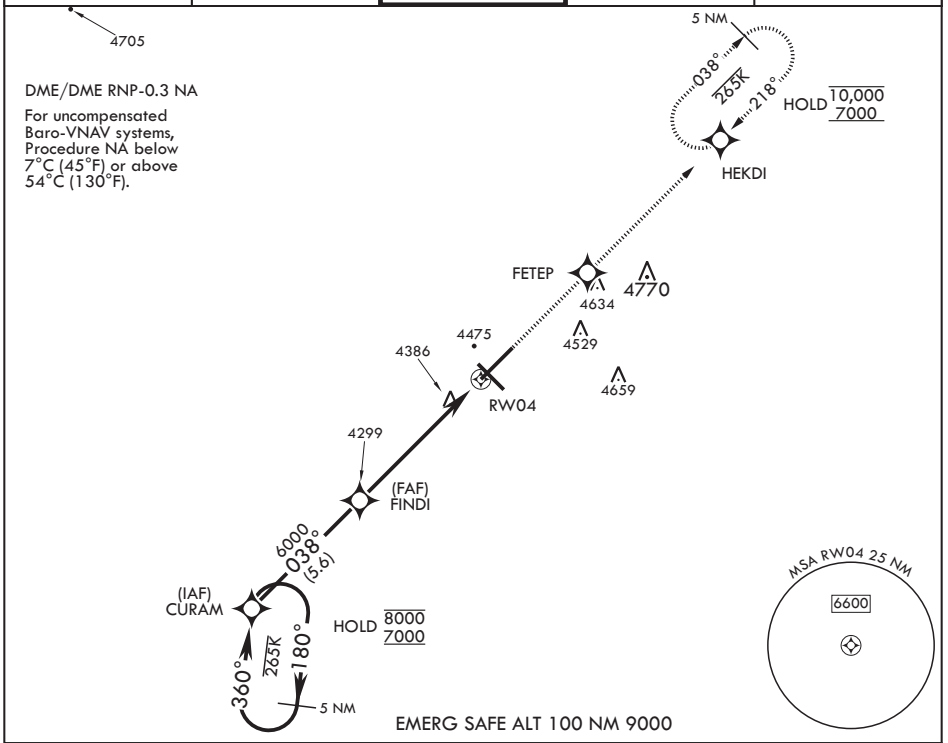
CANNON AFB (KCVS)

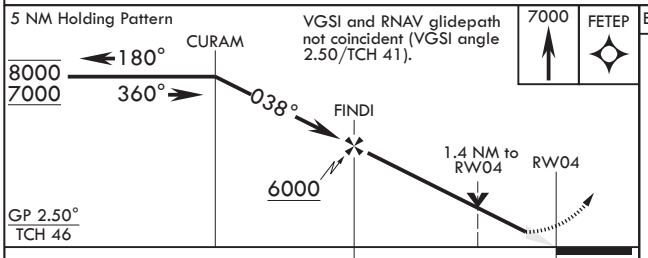
* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop increase RVR to 60 vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

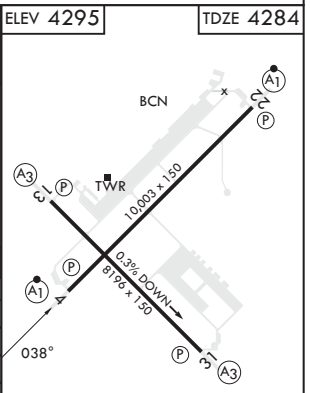
ALSF-1 (A1)

MISSED APPROACH: Climb to 7000 direct FETEP, then track to HEKDI and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225







CATEGORY	A	B	C	D	E
LPV DA*	4484/24		200	(200-½)	
LNAV/VNAV DA**	4700/40		416	(500-¾)	
LNAV MDA***	4700/24	416 (500-½)	4700/40	416	(500-¾)
C CIRCLING	4840-1	545 (600-1)	4840-1½ 545 (600-1½)	4980-2¼ 685 (700-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

CANNON AFB (KCVS)

Amdt 3 07OCT21

RNAV (GPS) RWY 4

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 13

APCH CRS	Rwy Idg	TDZE	Arpt Elev
128°	8196	4294	4295

AL-512 (USAF)

CANNON AFB (KCVS)

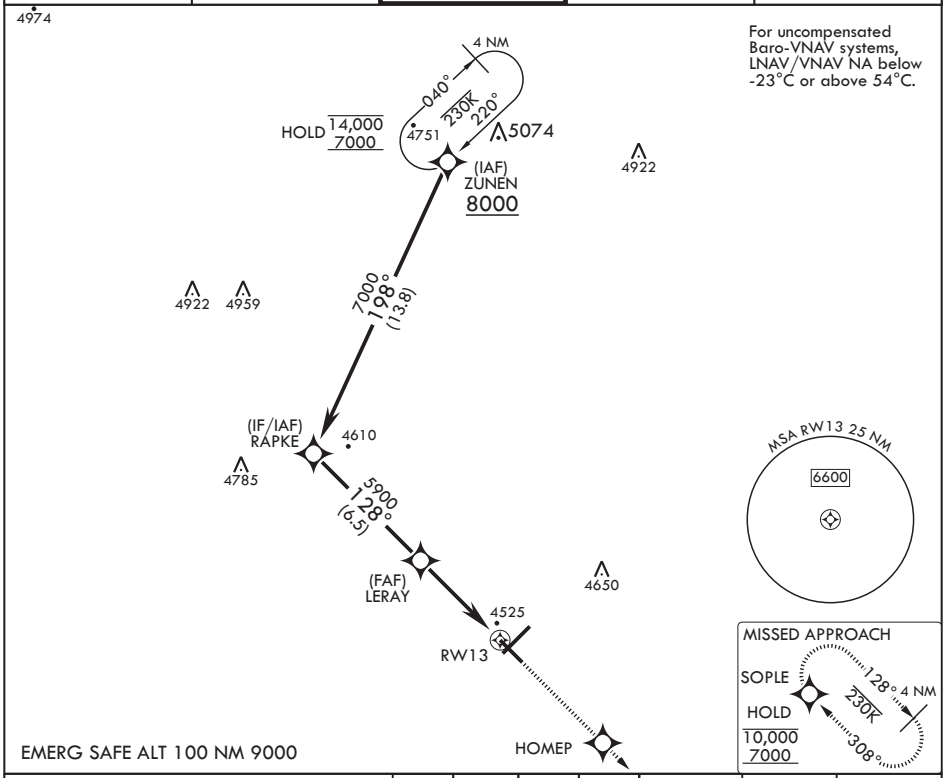
RNP APCH

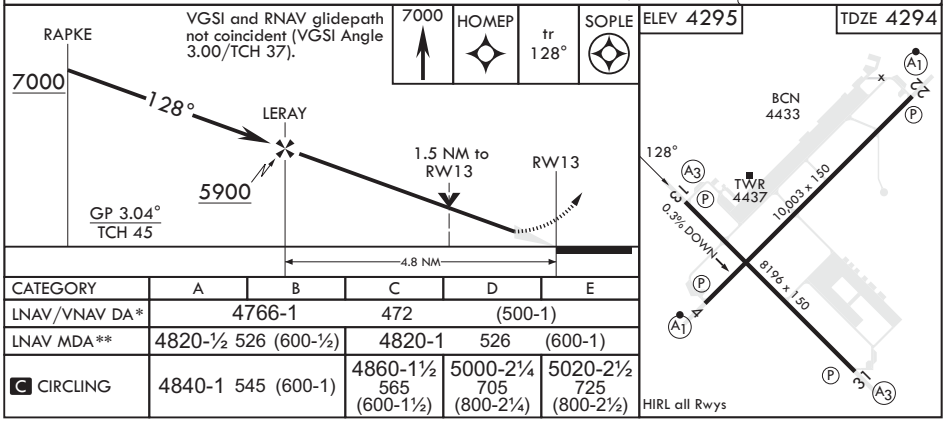
T * When ALS inop increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/2 miles.

SSALR A3

MISSED APPROACH: Climb to 7000 direct HOMEP, then track 128° to SOPLE and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225





CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	4766-1		472	(500-1)	
LNAV MDA**	4820-½	526 (600-½)	4820-1	526	(600-1)
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

CANNON AFB (KCVS)

Amdt 4 07OCT21

RNAV (GPS) RWY 13

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

22251

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 22

WAAS CH **41173** **W22A**	APCH CRS **218°**	Rwy ldg **10,003** TDZE **4295** Arpt Elev **4295**

AL-512 (USAF)

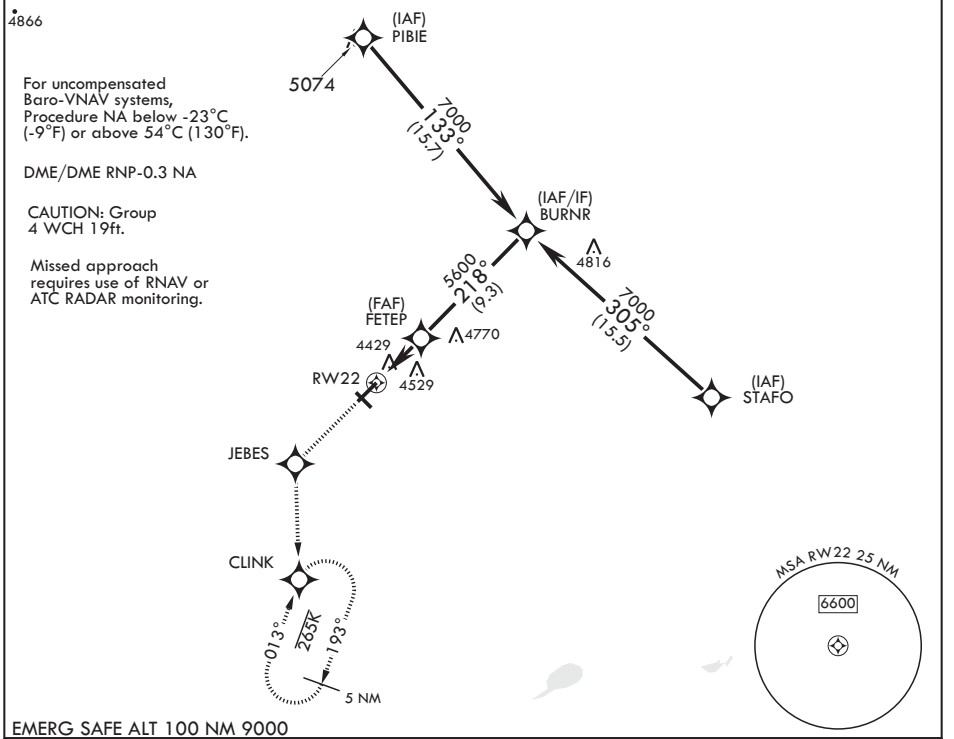
CANNON AFB (KCVS)

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

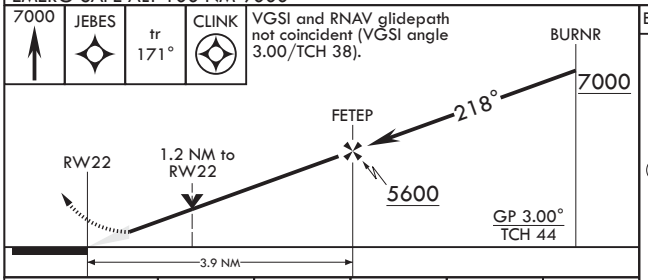
ALSF-1 (A1)

MISSED APPROACH: Climb to 7000 direct JEBES, track 171° to CLINK and hold.

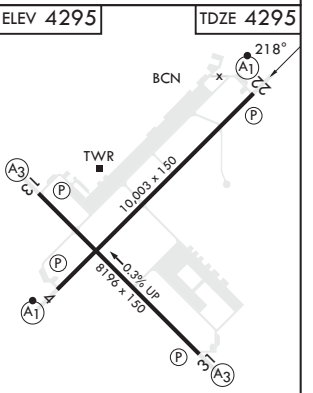
ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	**118.425 352.1**	**120.4 270.25**	**121.9 275.8**	**120.2 293.225**



EMERG SAFE ALT 100 NM 9000



ELEV 4295 TDZE 4295



CATEGORY	A	B	C	D	E
LPV DA*	4495/24		200	(200-½)	
LNAV/VNAV DA**	4720/40		425	(500-¾)	
LNAV MDA***	4720/24	425 (500-½)	4720/40	425	(500-¾)
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

Amdt 6 16JUL20

34°23'N - 103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 22

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 31

CANNON AFB (KCVS)

APCH CRS	Rwy ldg	8196
308°	TDZE	4270
	Arpt Elev	4295

- (USAF)

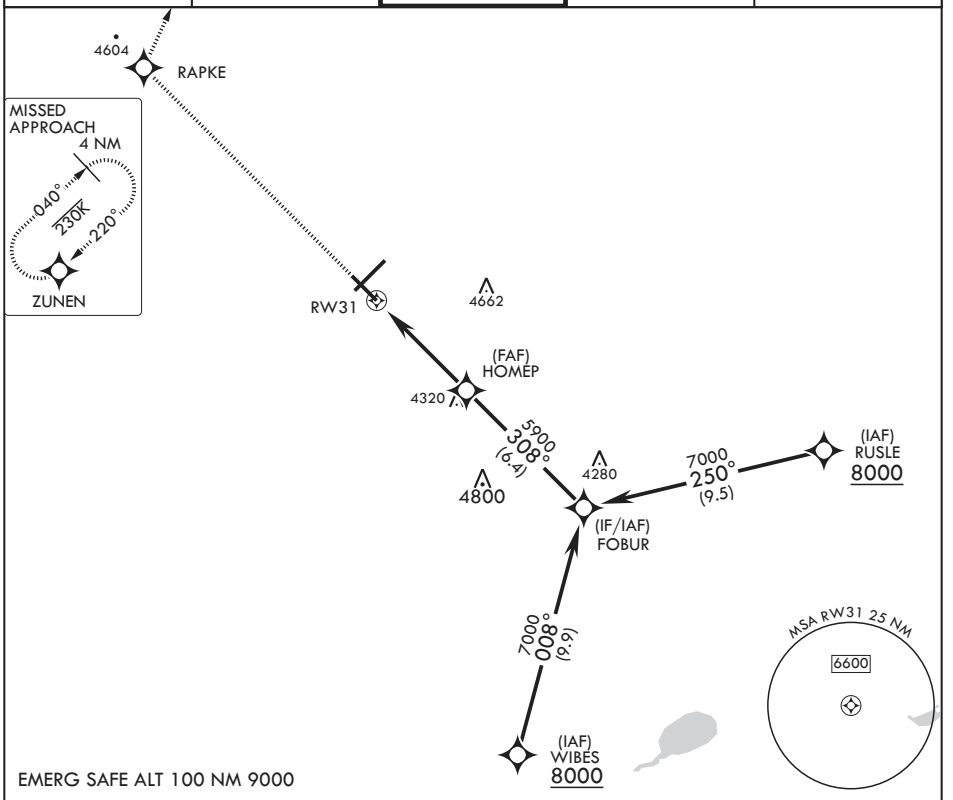
RNP APCH

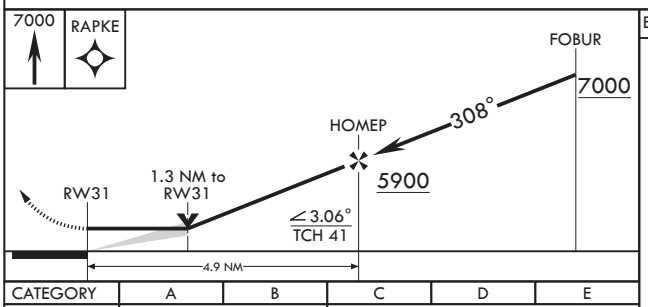
T * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

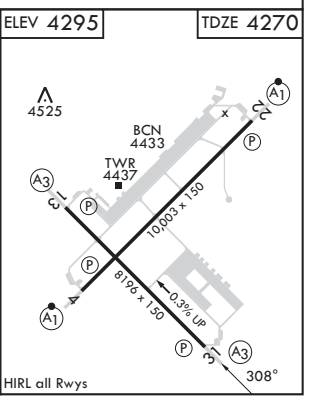
SSALR (A3)

MISSED APPROACH: Climb to 7000 direct RAPKE, then turn right to ZUNEN and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225







CATEGORY	A	B	C	D	E
LNAV MDA*	4720-½	450 (500-½)	4720-⅞	450	(500-⅞)
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

Amdt 5 28DEC23

34°23'N - 103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 31

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

22251

CLOVIS, NEW MEXICO

TACAN RWY 4

TACAN CVS Chan 53	APCH CRS 048°	Rwy ldg 10,003 TDZE 4284 Arpt Elev 4295

AL-512 (USAF)

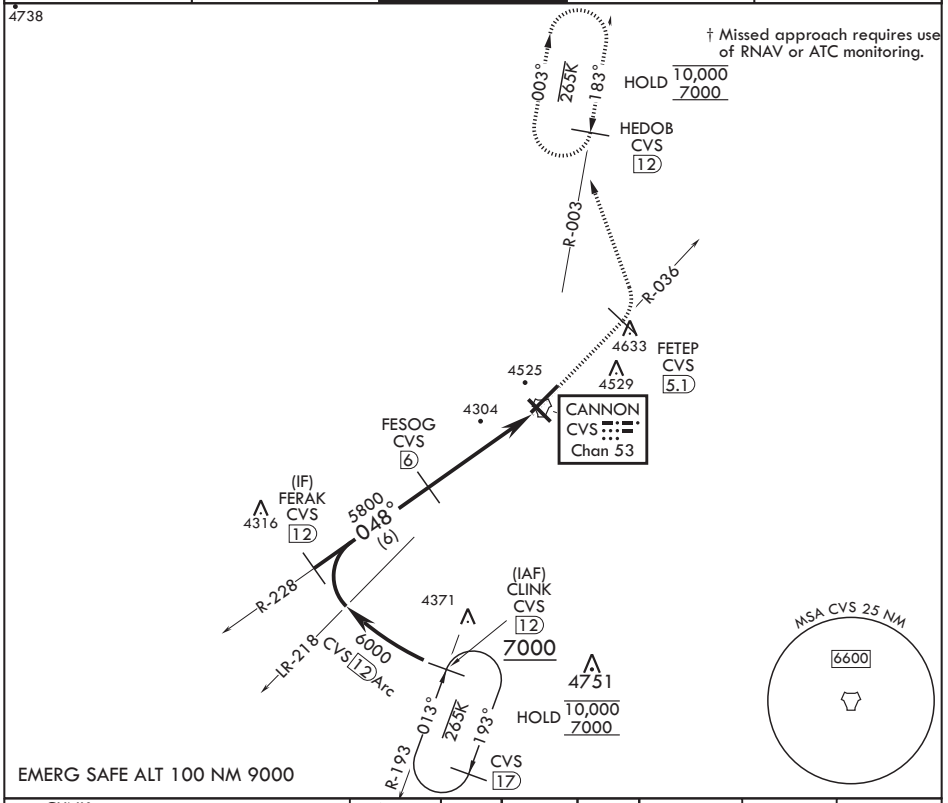
CANNON AFB (KCVS)

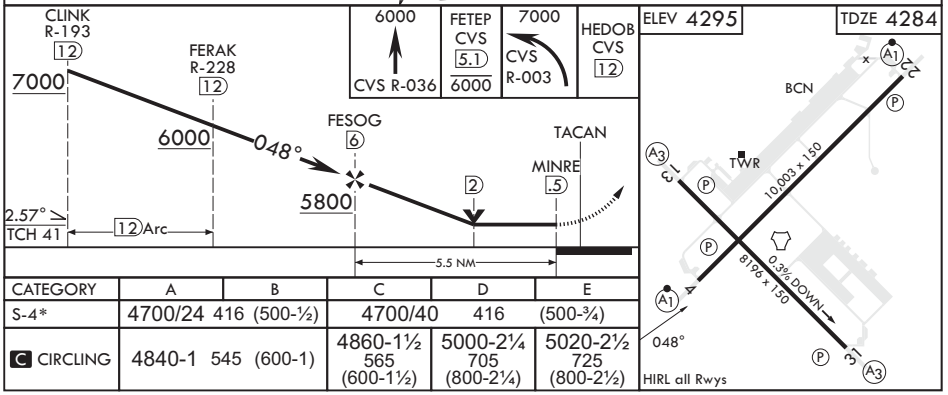
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1 (A1)

† MISSED APPROACH: Climb to 6000 via CVS TACAN R-036 to 5.1 DME (FETEP), cross FETEP at or below 6000, then turn left climbing to 7000 to intercept CVS TACAN R-003 to 12 DME (HEDOB) and hold,.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225





CATEGORY	A	B	C	D	E
S-4*	4700/24	416 (500-½)	4700/40	416	(500-¾)
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

Amdt 3 10OCT19

34°23'N - 103°19'W

CANNON AFB (KCVS)

TACAN RWY 4

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

TACAN RWY 13

TACAN	APCH CRS	Rwy ldg	8196
CVS Chan 53	120°	TDZE	4294
		Arpt Elev	4295

AL-512 [USAF]

CANNON AFB (KCVS)

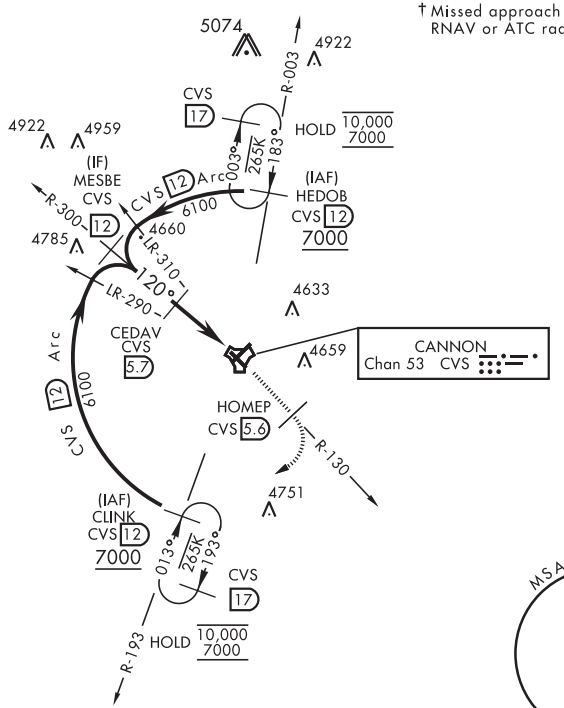
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.

SSALR (A3)

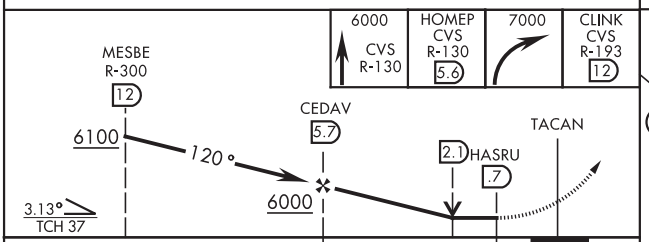
† MISSED APPROACH: Climb to 6000 out CVS TACAN R-130 to 5.6 DME (HOMEP) then turn right climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

† Missed approach requires use of RNAV or ATC radar monitoring.

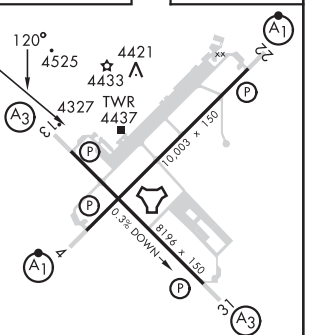


EMERG SAFE ALT 100 NM 9000



CATEGORY	A	B	C	D	E
S-13 *	4800-¾	506 (600-¾)	4800-1	506 (600-1)	
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

ELEV 4295 TDZE 4294



HIRL all rwys

CLOVIS, NEW MEXICO

34° 23′N-103° 19′W

CANNON AFB (KCVS)

Amdt 2 09NOV17

TACAN RWY 13

SW-1, 12 JUN 2025 to 07 AUG 2025

22251

CLOVIS, NEW MEXICO

TACAN RWY 22

TACAN CVS Chan 53	APCH CRS 212°	Rwy ldg 10,003 TDZE 4295 Arpt Elev 4295

AL-512 [USAF]

CANNON AFB (KCVS)

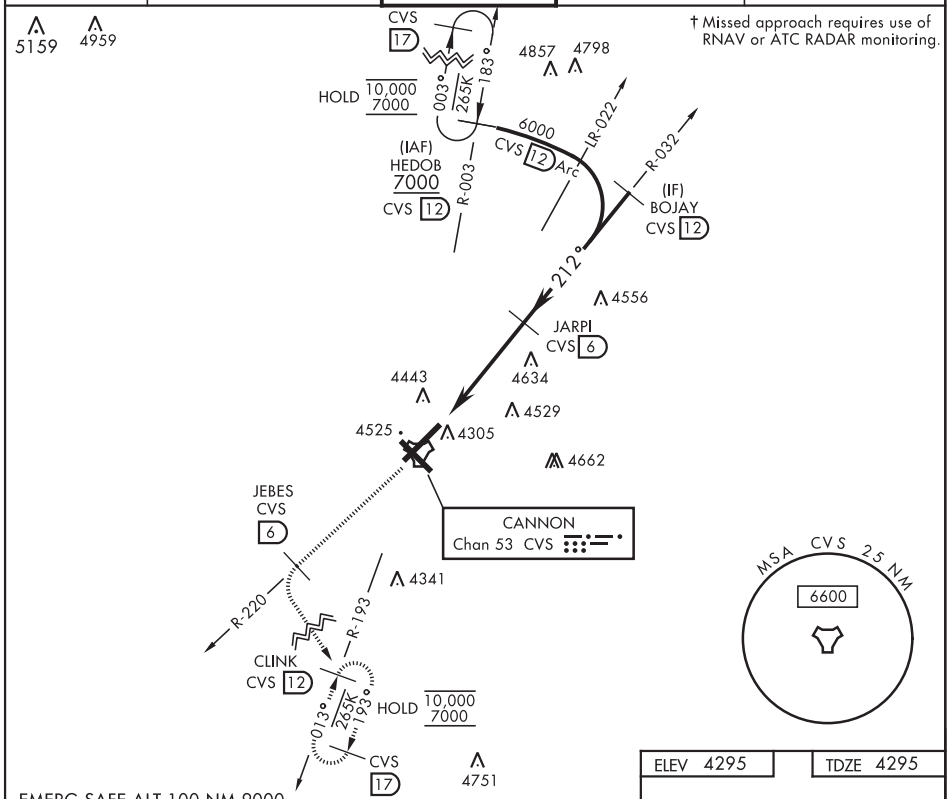
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1¾ miles.

ALSF-1

† MISSED APPROACH: Climb to 6000 out CVS TACAN R-220 to 6 DME (JEBES) then climbing left turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

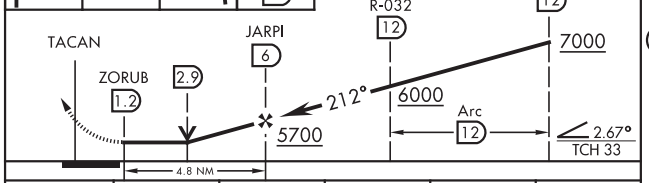
ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

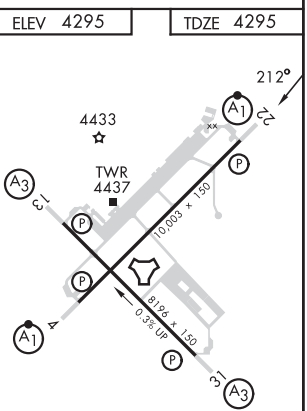
† Missed approach requires use of RNAV or ATC RADAR monitoring.



6000 CVS R-220	JEBES CVS 6	7000	CLINK CVS R-193 12

VGSI and descent angles not coincident.





CATEGORY	A	B	C	D	E
S-22 *	4900/24 605 (700-½)		4900-1⅜ 605 (700-1⅜)		
C CIRCLING	4900-1 605 (700-1)		4900-1¾ 605 (700-1¾)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

HIRL all rwys

CLOVIS, NEW MEXICO

34°23′N-103°19′W

CANNON AFB (KCVS)

Amdt 3 26MAR20

TACAN RWY 22

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

TACAN RWY 31

TACAN CVS Chan 53	APCH CRS 316°	Rwy ldg 8196 TDZE 4270 Arpt Elev 4295

AL-512 (USAF)

CANNON AFB (KCVS)

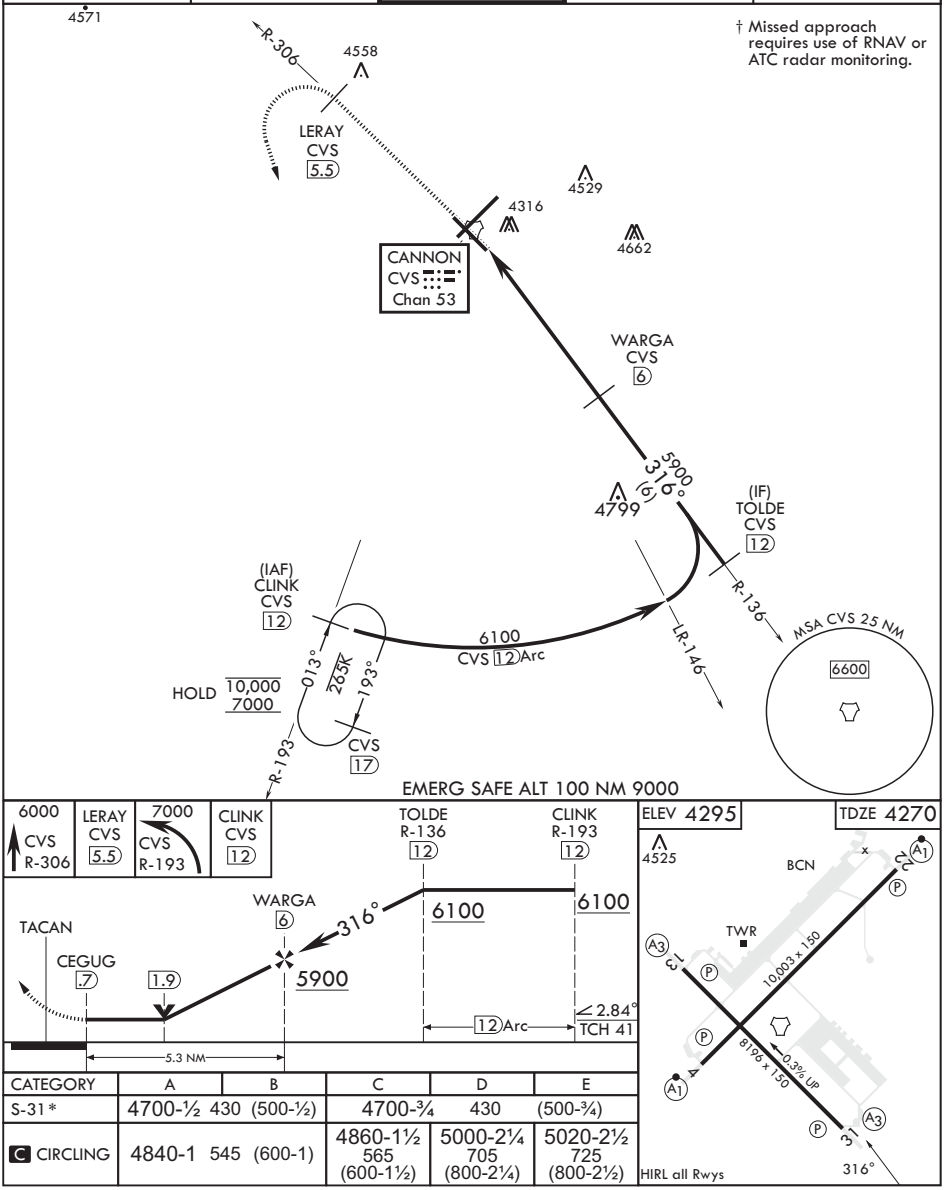
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE increase vis to 1 3/8 miles.

SSALR (A3)

† MISSED APPROACH: Climb to 6000 out CVS TACAN R-306 to 5.5 DME (LERAY) then turn left climbing to 7000 intercept CVS TACAN R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

† Missed approach requires use of RNAV or ATC radar monitoring.



CATEGORY	A	B	C	D	E
S-31*	4700-½	430 (500-½)	4700-¾	430	(500-¾)
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

Amdt 3 10OCT19

34°23'N - 103°19'W

CANNON AFB (KCVS)

TACAN RWY 31

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

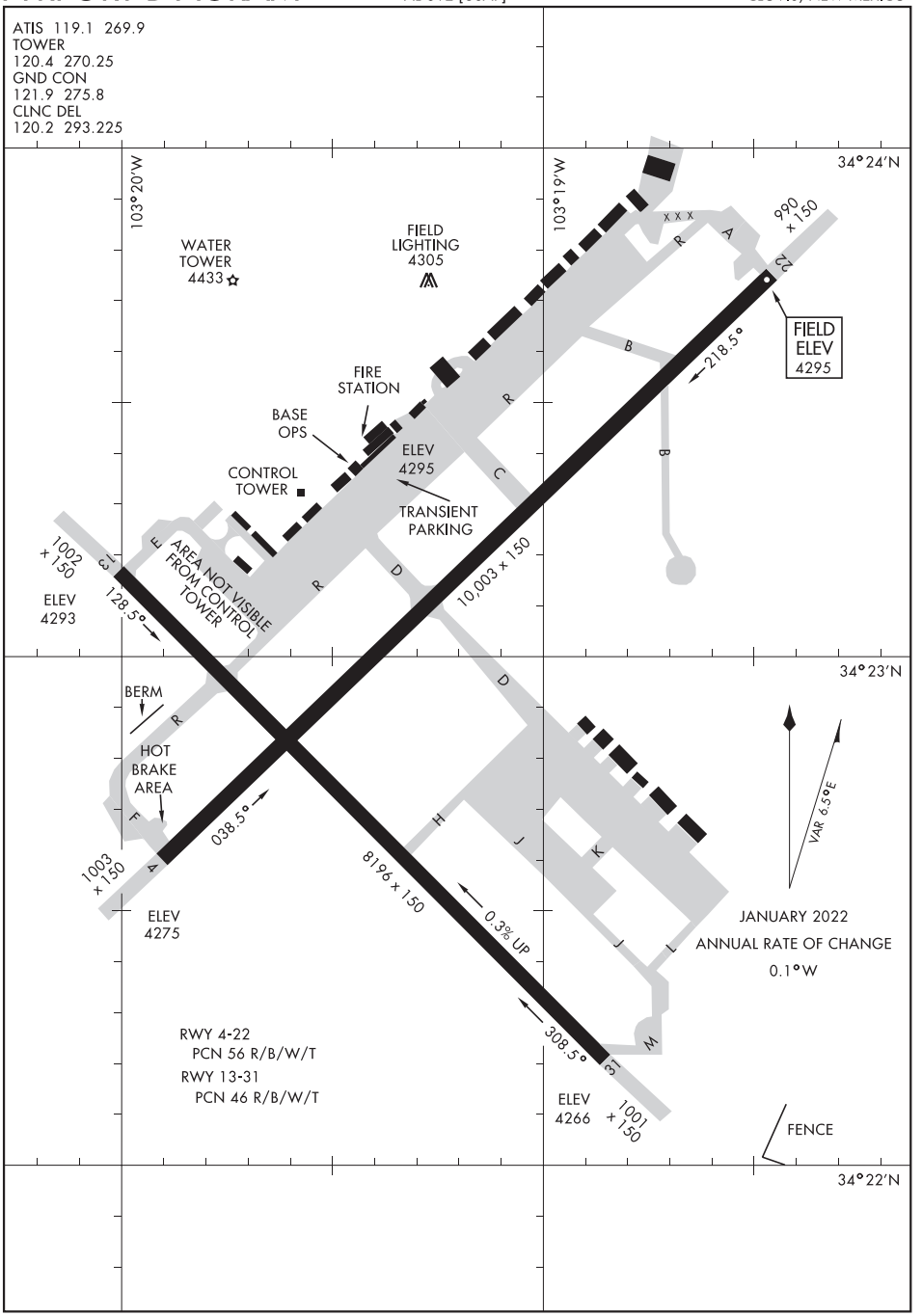
22027

AIRPORT DIAGRAM

AL-512 [USAF]

CANNON AFB (KCVS)

CLOVIS, NEW MEXICO



AIRPORT DIAGRAM

CLOVIS, NEW MEXICO

CANNON AFB (KCVS)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69530 W29A	APP CRS 293°	Rwy Ldg 5399	TDZE 5407	Apt Elev 5442

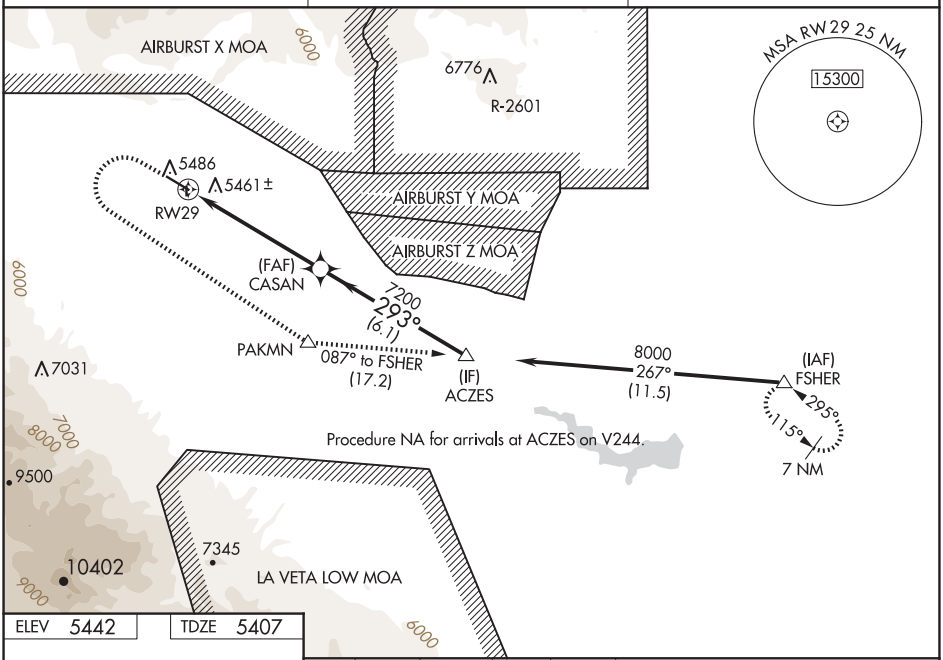
RNAV (GPS) RWY 29
FREMONT COUNTY (1V6)

RNP APCH.

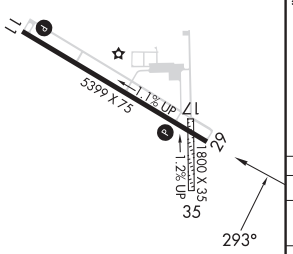
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

MISSED APPROACH: (Do not exceed 210K until PAKMN) Climb to 5900 then climbing left turn to 8000 direct PAKMN and track 087° to FSHER and hold.

AWOS-3	DENVER APP CON ★	UNICOM
120.025	120.1 290.5	122.8 (CTAF) L



ELEV 5442	TDZE 5407

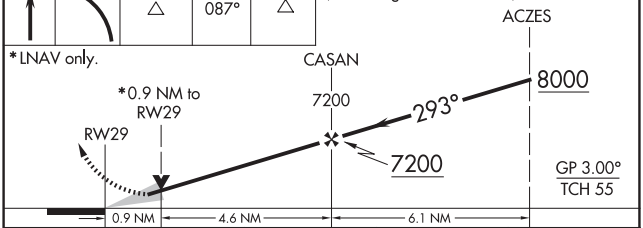


REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

5900	8000	PAKMN	tr 087°	FSHER

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	5657-¾ 250 (300-¾)			NA
LNAV/VNAV DA	5657-¾ 250 (300-¾)			NA
LNAV MDA	5720-1 313 (300-1)		5720-⅞ 313 (300-⅞)	NA
C CIRCLING	5800-1 358 (400-1)	5900-1 458 (500-1)	5980-1½ 538 (600-1½)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 3

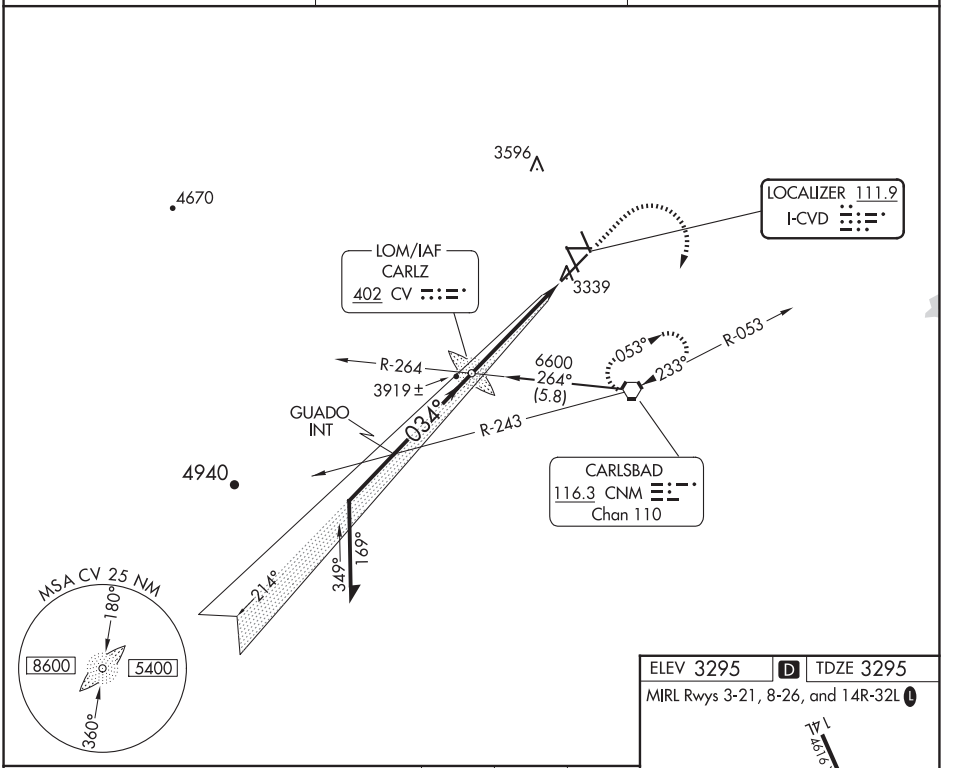
CAVERN CITY AIR TRML (CNM)

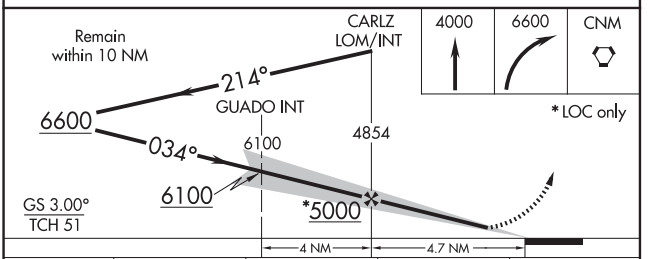
LOC I-CVD	APP CRS	Rwy Ldg	7504
111.9	034°	TDZE	3295
		Apt Elev	3295

MALSR

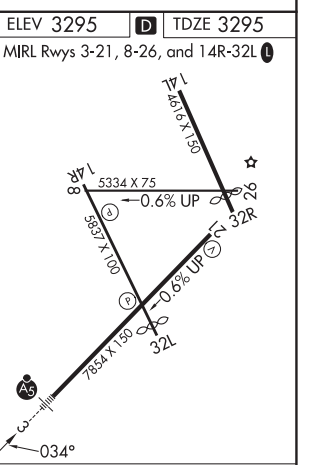
MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 3	3495-½ 200 (200-½)			
S-LOC 3	3940-½ 645 (700-½)		3940-1¼ 645 (700-1¼)	3940-1½ 645 (700-1½)
C CIRCLING	3940-1 645 (700-1)		3960-1⅜ 665 (700-1⅜)	4260-3 965 (1000-3)



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	7504
CH 81835	034°	TDZE	3295
W03A		Apt Elev	3295

RNAV (GPS) RWY 3

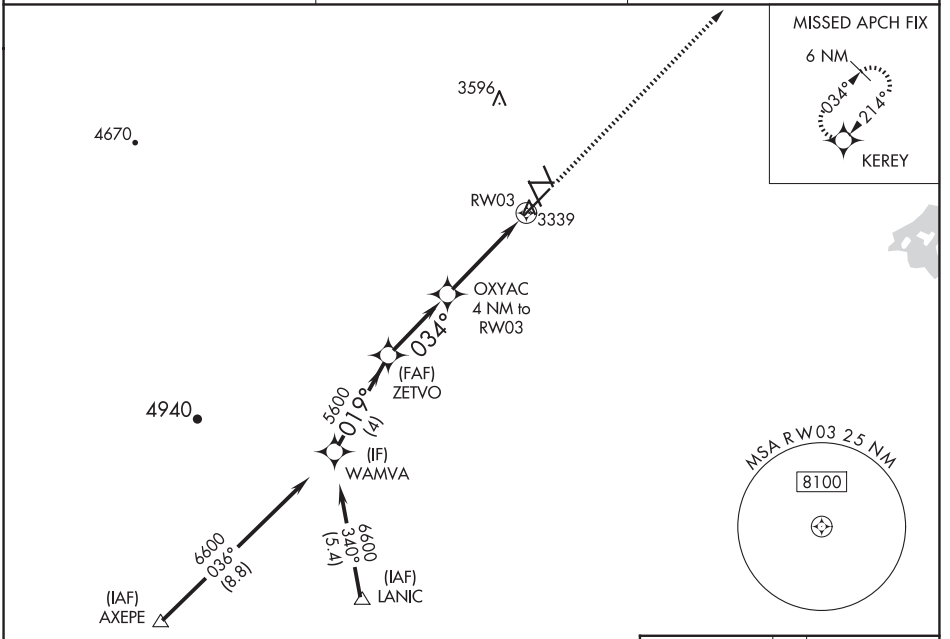
CAVERN CITY AIR TRML (CNM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.

MALSR

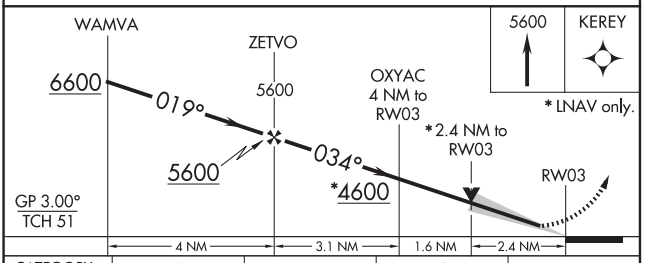
MISSED APPROACH: Climb to 5600 direct KEREY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L



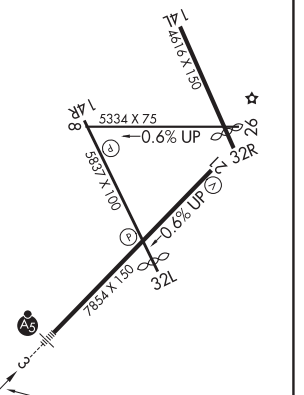
Procedure NA for arrivals at AXEPE on V102 southwest bound.

Procedure NA for arrivals at LANIC on V560 southwest bound.



CATEGORY	A	B	C	D
LPV DA	3495-½	200 (200-½)		
LNAV/VNAV DA	3545-½	250 (300-½)		
LNAV MDA	4100-½ 805 (900-½)	4100-¾ 805 (900-¾)	4100-1⅞ 805 (900-1⅞)	
C CIRCLING	4100-1 805 (900-1)	4100-1¼ 805 (900-1¼)	4100-2½ 805 (900-2½)	4260-3 965 (1000-3)

ELEV 3295 D TDZE 3295



MIRL Rwys 3-21, 8-26 and 14R-32L L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 14R

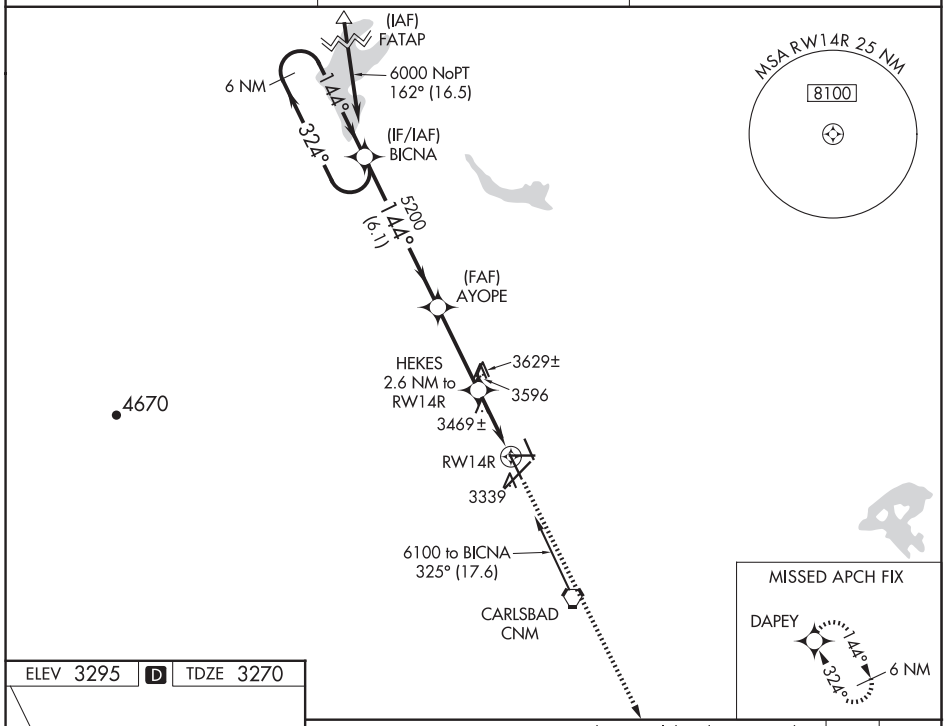
CAVERN CITY AIR TRML (CNM)

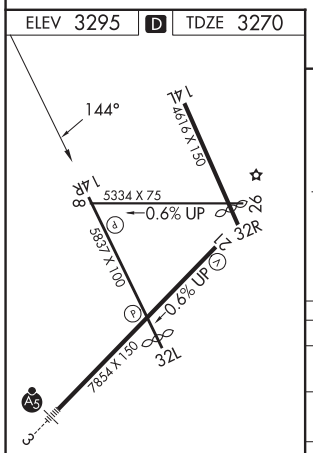
WAAS	APP CRS	Rwy Ldg	5837
CH 61034	144°	TDZE	3270
W14A		Apt Elev	3295

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

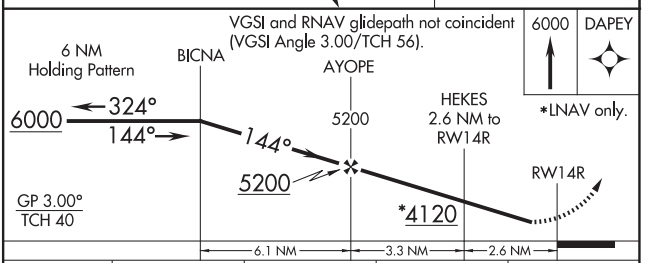
MISSED APPROACH: Climb to 6000 direct DAPEY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L





MIRL Rwys 3-21, 8-26 and 14R-32L L



CATEGORY	A	B	C	D
LPV DA	3520-1 250 (300-1)			
LNAV/VNAV DA	3520-1 250 (300-1)			
LNAV MDA	3720-1 450 (500-1)		3720-1⅜ 450 (500-1⅜)	
C CIRCLING	3720-1 425 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90234 W21A	APP CRS 214°	Rwy Ldg 7854 TDZE 3264 Apt Elev 3295

RNAV (GPS) RWY 21

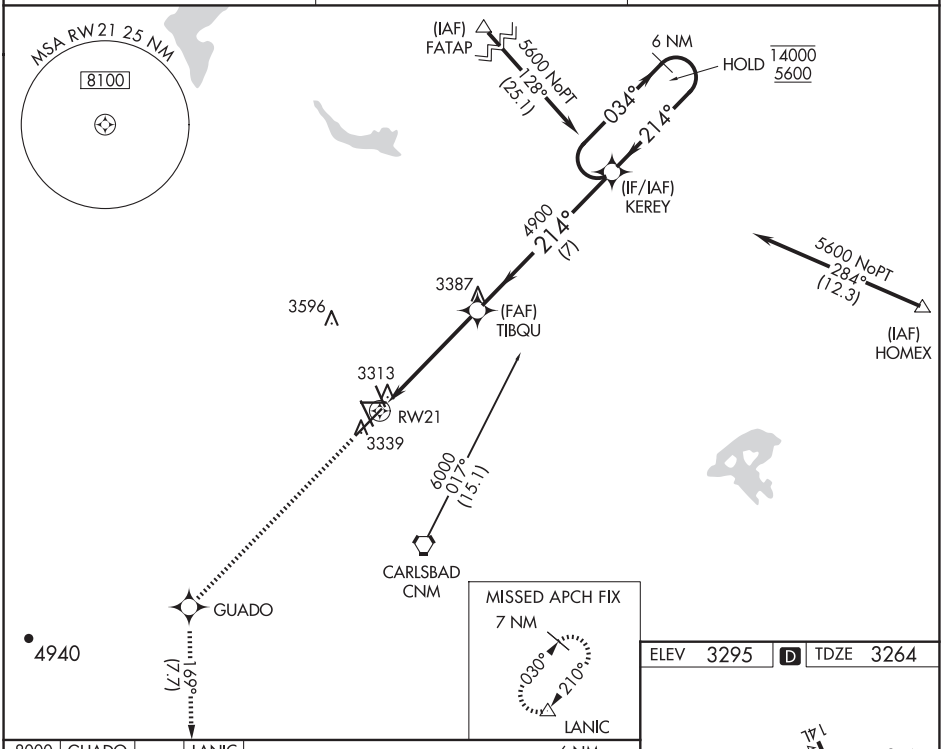
CAVERN CITY AIR TRML (CNM)

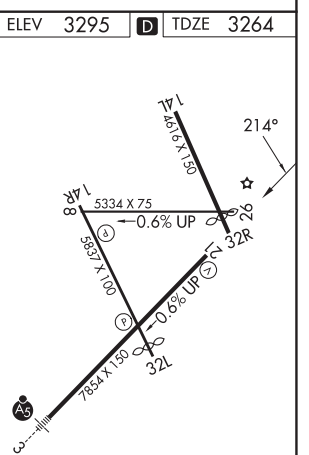
RNP APCH - GPS.

T A Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 50°C.

MISSED APPROACH: Climb to 8000 direct GUADO and on track 169° to LANIC and hold, continue climb-in-hold to 8000.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3514-¾	250 (300-¾)		
LNAV/VNAV DA	3514-¾	250 (300-¾)		
LNAV MDA	3580-1	316 (300-1)	3580-⅞	316 (300-⅞)
C CIRCLING	3700-1 405 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

MIRL Rwys 3-21, 8-26 and 14R-32L L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CARLSBAD, NEW MEXICO AL-71 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	5452
CH 78226	324°	TDZE	3268
W32A		Apt Elev	3295

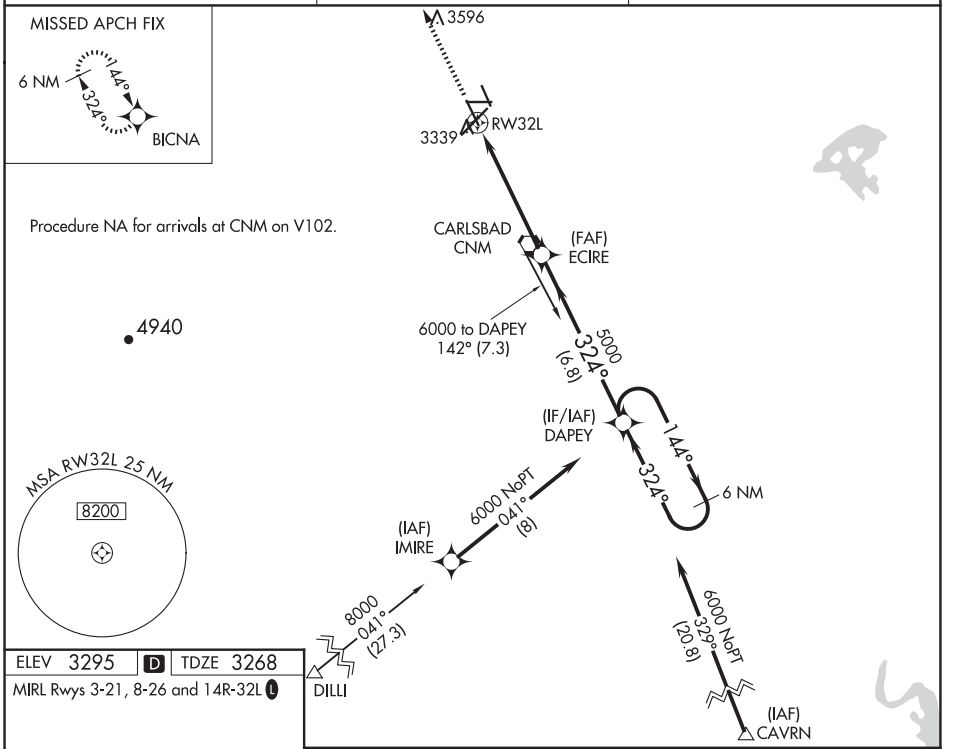
RNAV (GPS) RWY 32L

CAVERN CITY AIR TRML (CNM)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 ft. Increase LP Cats C/D visibility to 1⅝ mile, LNAV Cats C/D to 1¾ mile and Circling Cat C to 2¼ mile. VDP NA when using Artesia Muni altimeter setting.

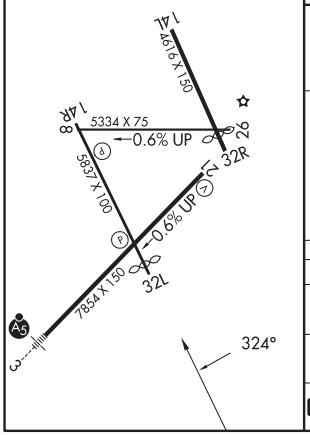
MISSED APPROACH: Climb to 6000 direct BICNA and hold.

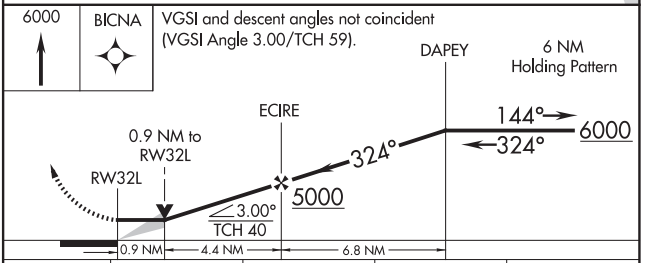
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L



ELEV 3295 D TDZE 3268

MIRL Rwys 3-21, 8-26 and 14R-32L L





CATEGORY	A	B	C	D
LP MDA	3720-1 452 (500-1)		3720-1⅜ 452 (500-1⅜)	
LNAV MDA	3740-1 472 (500-1)		3740-1⅜ 472 (500-1⅜)	
C CIRCLING	3740-1 445 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

CARLSBAD, NEW MEXICO
Amdt 1D 10SEP20

32°20'N-104°16'W

CAVERN CITY AIR TRML (CNM)

RNAV (GPS) RWY 32L

SW-1, 12 JUN 2025 to 07 AUG 2025

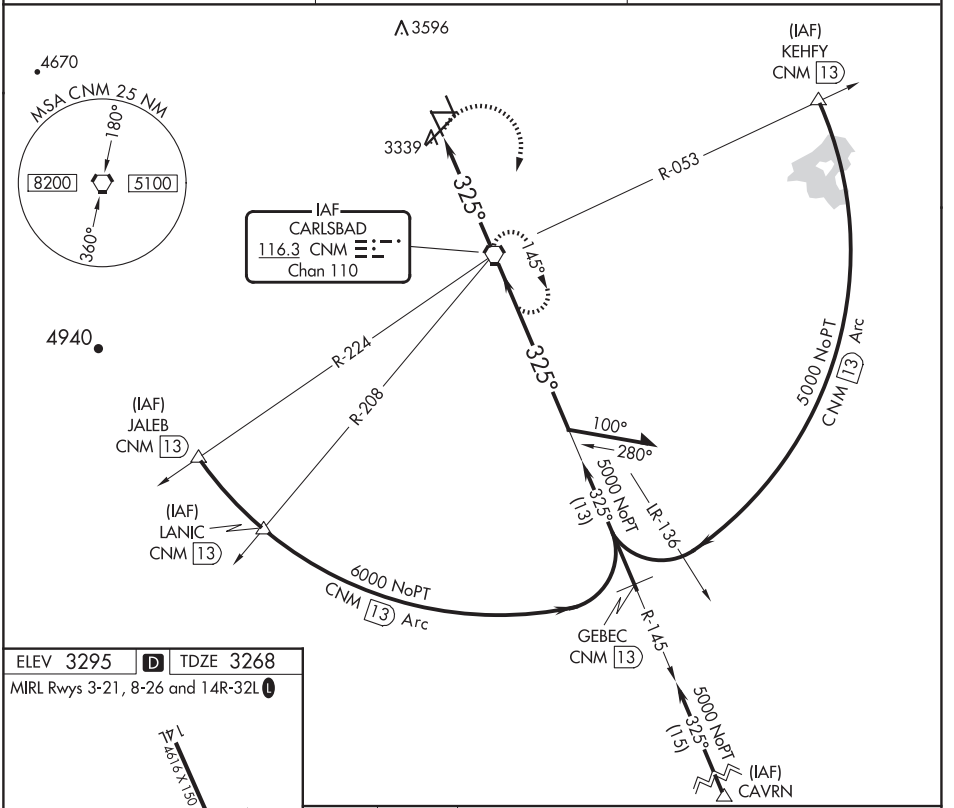
VORTAC CNM	APP CRS	Rwy Ldg	5452
116.3	325°	TDZE	3268
Chan 110		Apt Elev	3295

VOR RWY 32L
CAVERN CITY AIR TRML (CNM)

When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 feet and S-32L Cats C/D visibility to 1½, Circling Cat C visibility to 2¼.

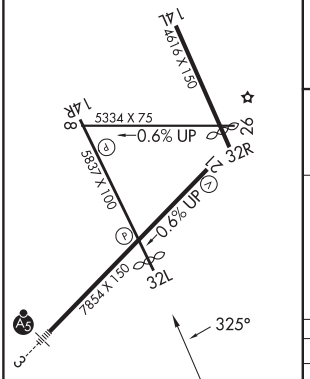
MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L



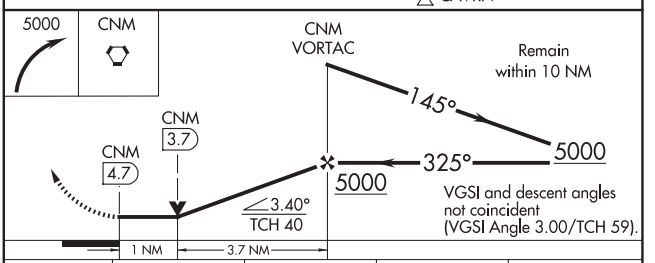
ELEV 3295 D TDZE 3268

MIRL Rwys 3-21, 8-26 and 14R-32L L



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32L	3680-1 412 (400-1)		3680-1¼ 412 (400-1¼)	
C CIRCLING	3700-1 405 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

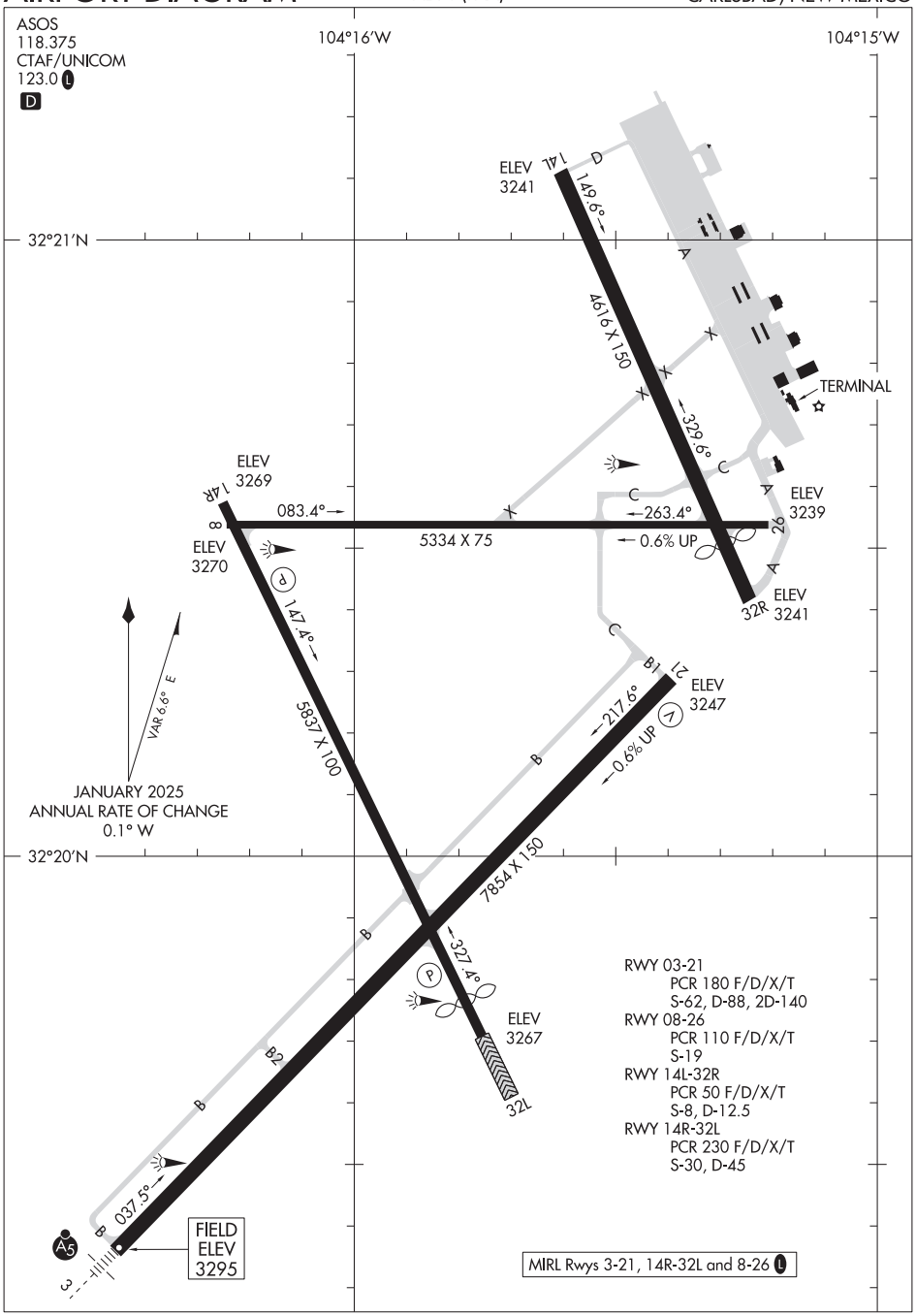
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

AL-71 (FAA)

CAVERN CITY AIR TRML (CNM)
CARLSBAD, NEW MEXICO



AIRPORT DIAGRAM
25163

CARLSBAD, NEW MEXICO
CAVERN CITY AIR TRML (CNM)

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

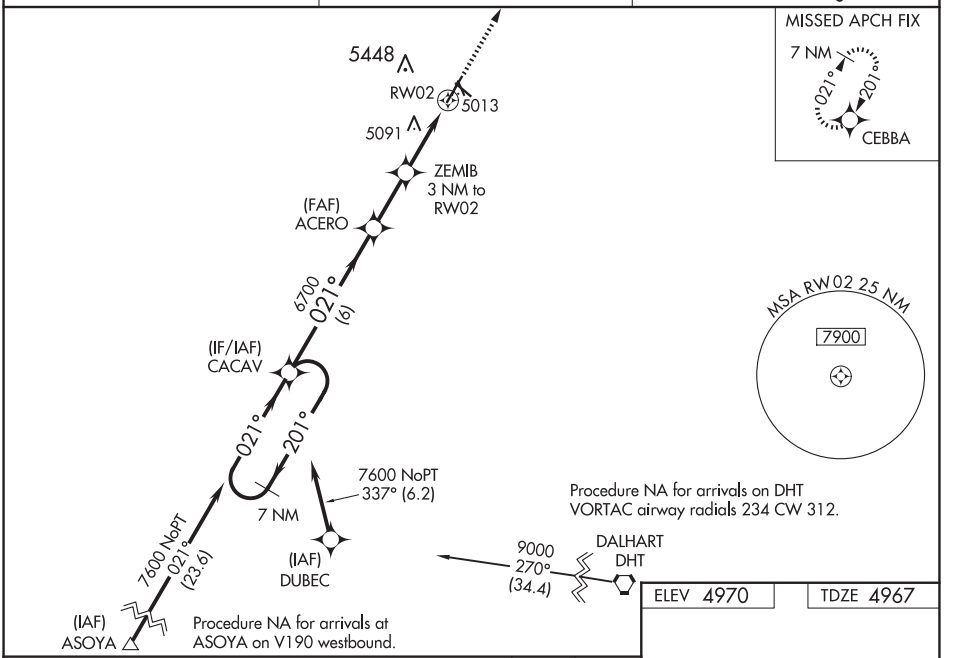
CLAYTON MUNI AIRPARK (CAO)

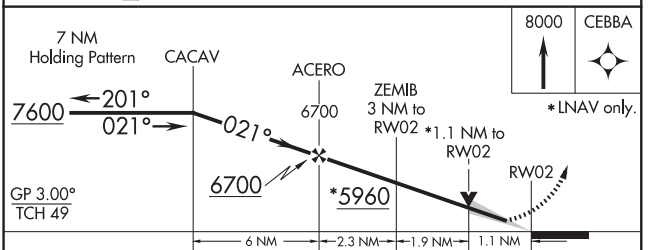
WAAS	APP CRS	Rwy Idg	5917
CH 69233	021°	TDZE	4967
W02A		Apt Elev	4970

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility ⅞ mile, increase LNAV/VNAV all Cats visibility 1⅛ mile, increase LNAV Cat C visibility ⅝ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Dalhart altimeter setting. VDP NA with Dalhart altimeter setting.

MISSED APPROACH: Climb to 8000 direct CEBBA and hold, continue climb-in-hold to 8000.

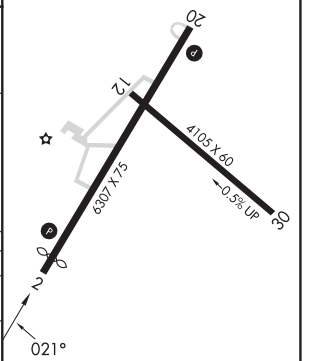
ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5217-¾ 250 (300-¾)			NA
LNAV/VNAV DA	5367-1⅜ 400 (400-1⅜)			NA
LNAV MDA	5360-1 393 (400-1)		5360-1⅛ 393 (400-1⅛)	NA
C CIRCLING	5360-1 390 (400-1)	5420-1 450 (500-1)	5420-1½ 450 (500-1½)	NA

ELEV 4970 TDZE 4967



MIRL Rwys 2-20 and 12-30 L

SW-1, 12 JUN 2025 to 07 AUG 2025

CLAYTON, NEW MEXICO | AL-9063 (FAA) | 24249

WAAS	APP CRS	Rwy Idg	6307
CH 42833	201°	TDZE	4970
W20A		Apt Elev	4970

RNAV (GPS) RWY 20

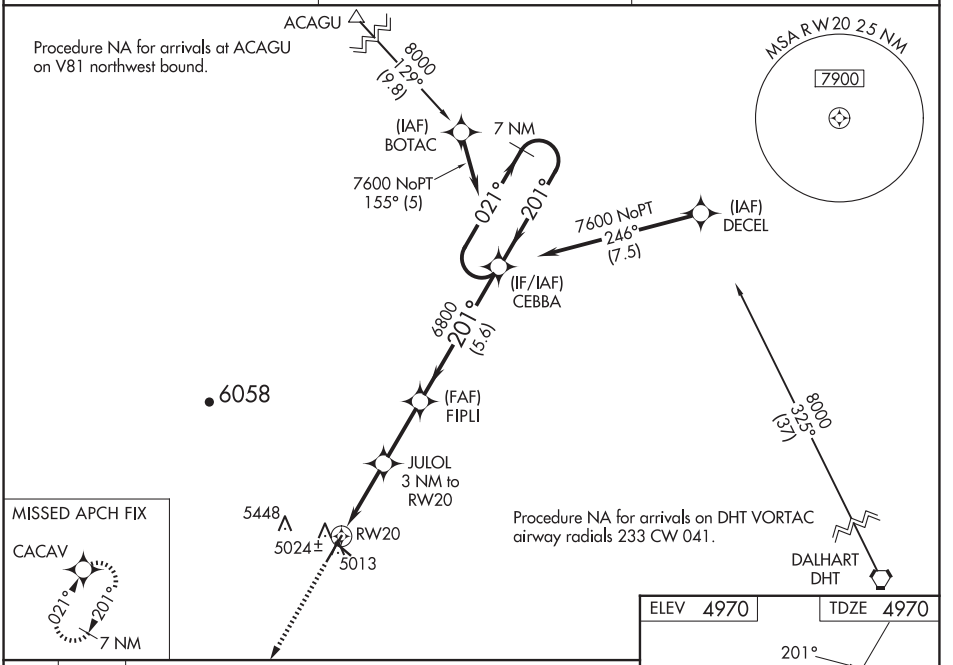
CLAYTON MUNI AIRPARK (CAO)

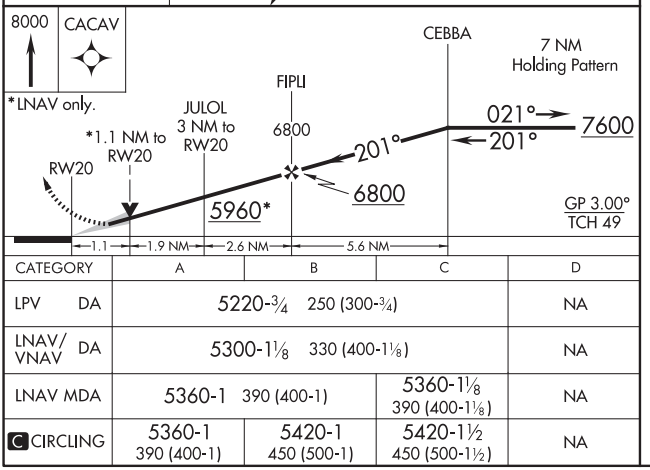
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility ⅞ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ⅝ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

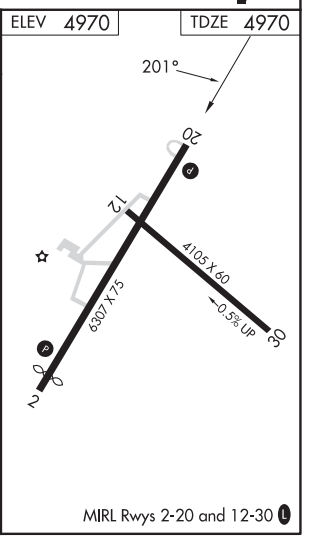
A

MISSED APPROACH: Climb to 8000 direct CACAV and hold, continue climb-in-hold to 8000.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5220-¾ 250 (300-¾)			NA
LNAV/VNAV DA	5300-1⅛ 330 (400-1⅛)			NA
LNAV MDA	5360-1 390 (400-1)		5360-1⅛ 390 (400-1⅛)	NA
C CIRCLING	5360-1 390 (400-1)	5420-1 450 (500-1)	5420-1½ 450 (500-1½)	NA

MIRL Rwys 2-20 and 12-30 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC I-CVN	APP CRS	Rwy Ldg	7200
108.9	037°	TDZE	4205
		Apt Elev	4216

ILS RWY 4
CLOVIS RGNL (CVN)

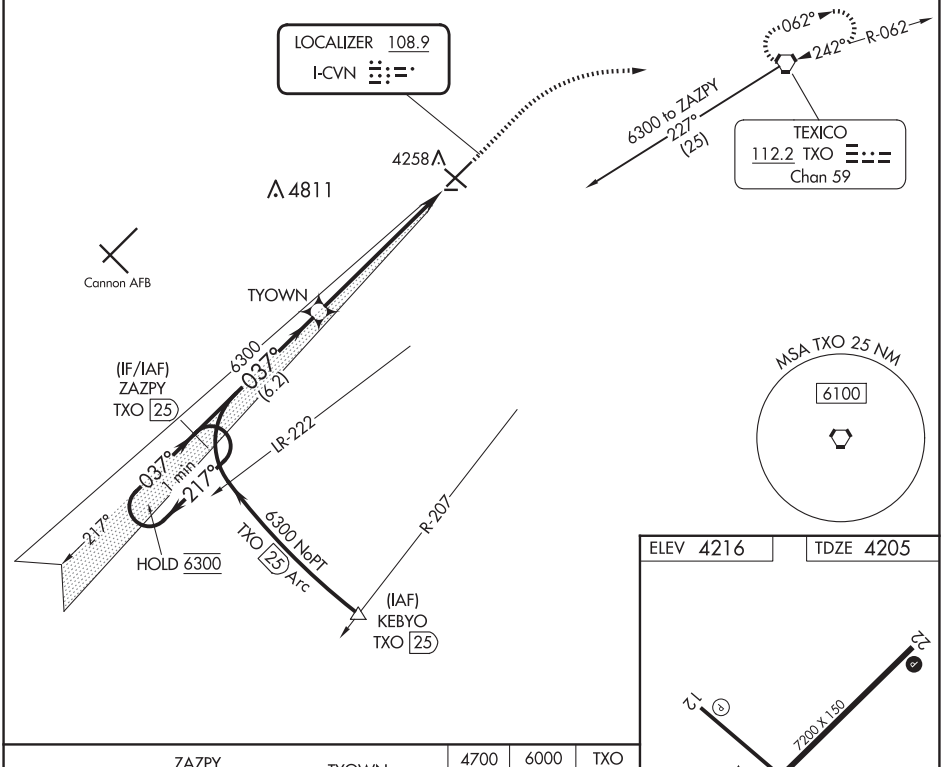
DME required.

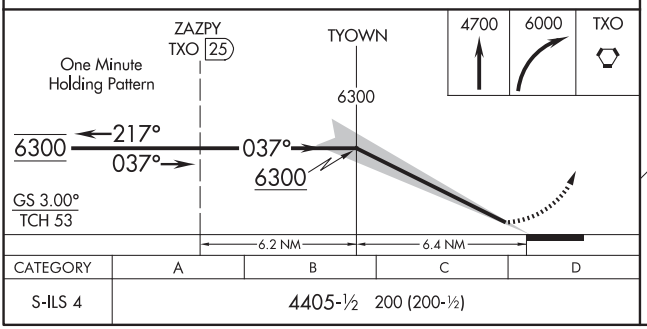
T
A NA

MALSR

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

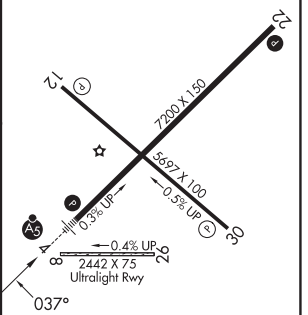
AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 4	4405-½ 200 (200-½)			

ELEV 4216 TDZE 4205



REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO | AL-5144 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	7200
CH **97300**	**037°**	TDZE	**4205**
W04A		Apt Elev	**4216**

RNAV (GPS) RWY 4

CLOVIS RGNL (CVN)

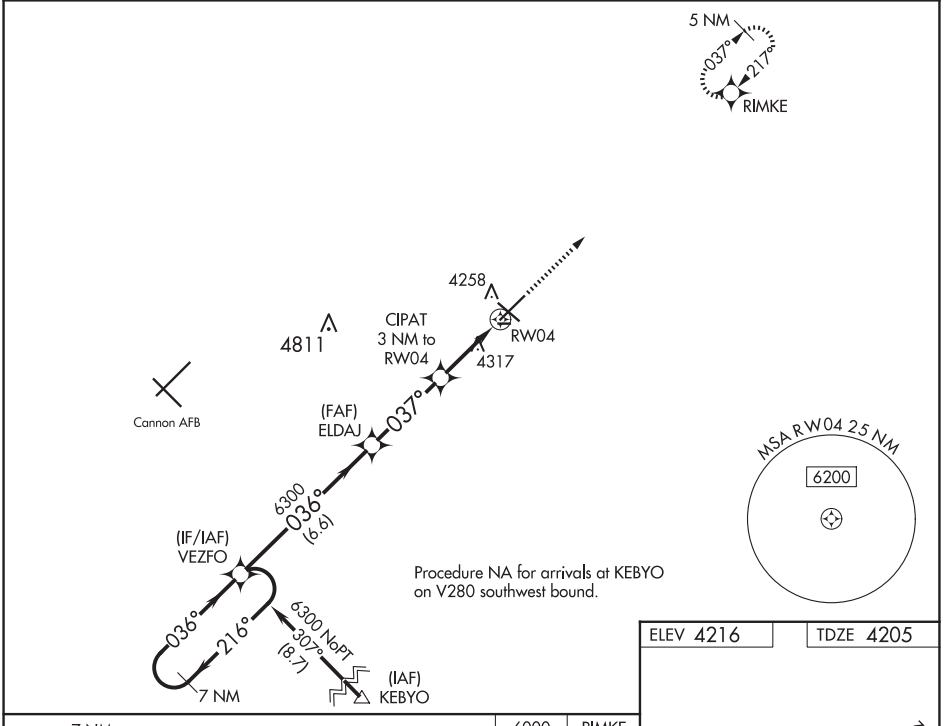
RNP APCH - GPS.

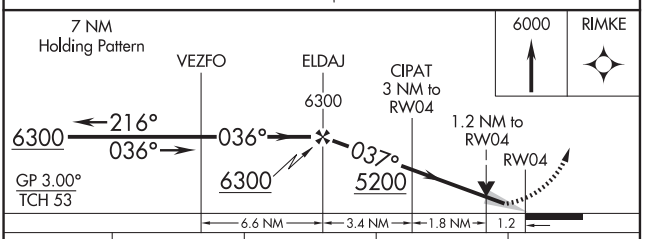
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM. Circling NA to Rwy 8 and 26.

MALSR

MISSED APPROACH: Climb to 6000 direct RIMKE and hold.

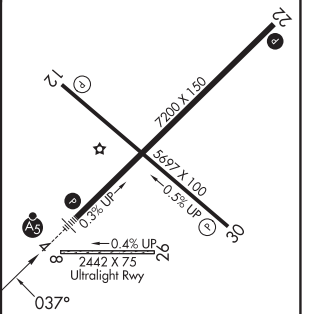
AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	**118.425 352.1**	**119.0**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4405-½	200 (200-½)		
LNAV/VNAV DA	4455-½	250 (300-½)		
LNAV MDA	4640-½	435 (500-½)	4640-¾	435 (500-¾)
C CIRCLING	4680-1	464 (500-1)	4700-1½ 484 (500-1½)	4820-2 604 (700-2)

ELEV 4216 | TDZE 4205



REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22

CLOVIS RGNL (CVN)

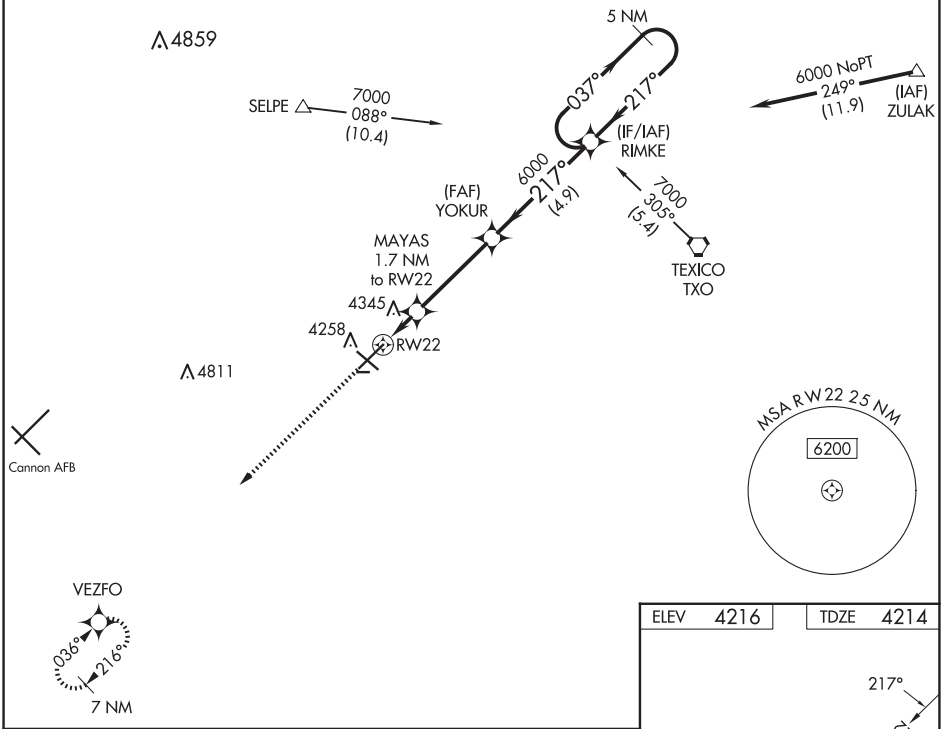
WAAS	APP CRS	Rwy Ldg	7200
CH 99637	217°	TDZE	4214
W22A		Apt Elev	4216

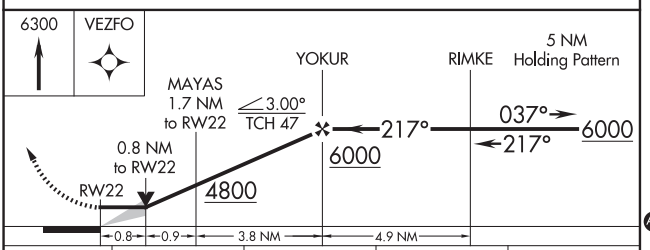
RNP APCH - GPS.

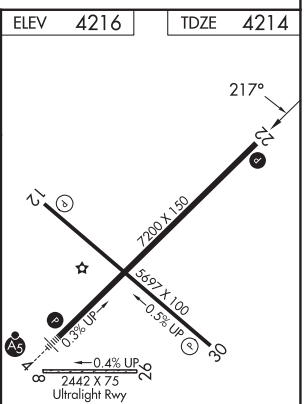
Circling NA to Rwy 8 and 26.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	4520-1	306 (400-1)	4520-⅞	306 (400-⅞)
LNAV MDA	4620-1	406 (500-1)	4620-1⅛	406 (500-1⅛)
C CIRCLING	4680-1	464 (500-1)	4700-1½ 484 (500-1½)	4820-2 604 (700-2)

REIL Rwys 12 and 30 L

MIRL Rwys 4-22 and 12-30 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO | AL-5144 (FAA) | 25163

RNAV (GPS) RWY 30

CLOVIS RGNL (CVN)

APP CRS	Rwy Ldg	5697
302°	TDZE	4202
	Apt Elev	4216

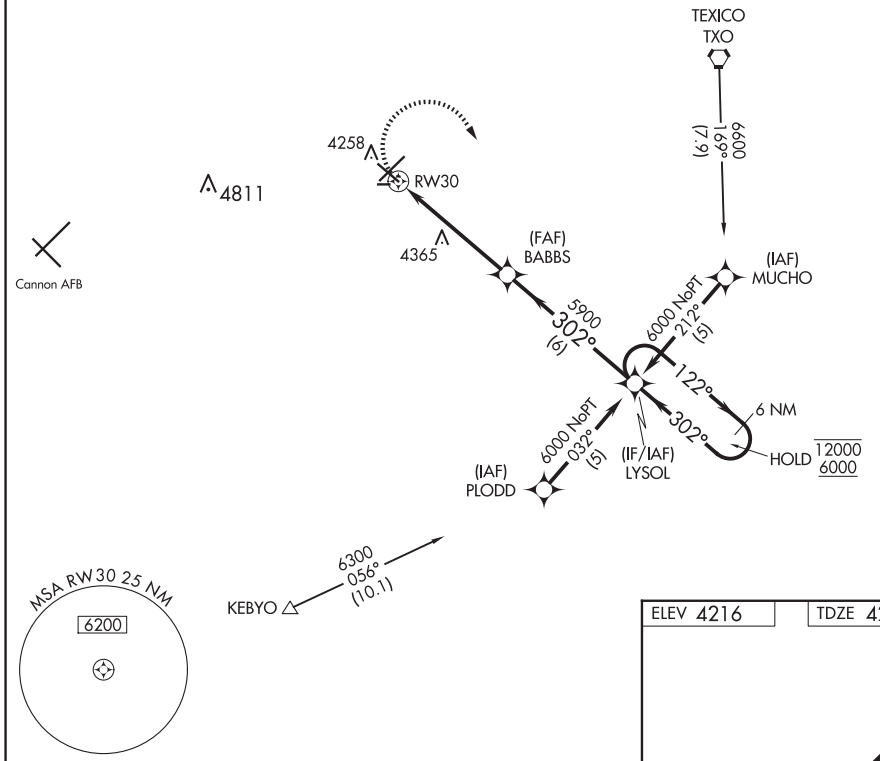
RNP APCH - GPS.

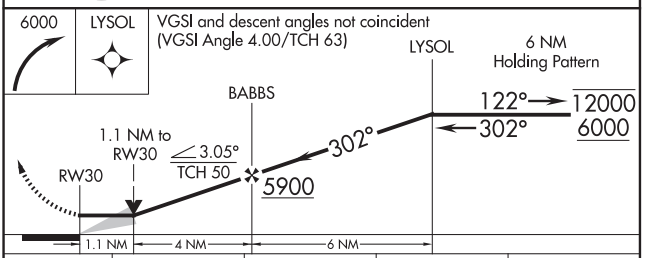
CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic. Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climbing right turn to 6000 direct LYSOL and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L

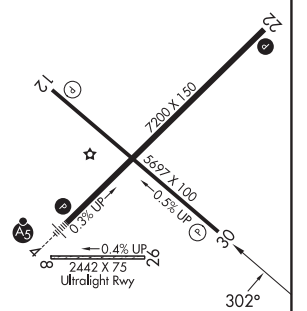
Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	4620-1 418 (500-1)		4620-1¼ 418 (500-1¼)	
C CIRCLING	4680-1 464 (500-1)		4700-1½ 484 (500-1½)	4820-2 604 (700-2)

ELEV 4216 | TDZE 4202



REIL Rwys 12 and 30 L

MIRL Rwys 4-22 and 12-30 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

CLOVIS, NEW MEXICO

Orig-B 26DEC24

34°26'N-103°05'W

CLOVIS RGNL (CVN)

RNAV (GPS) RWY 30

VORTAC TXO	APP CRS	Rwy Ldg	7200
112.2	242°	TDZE	4214
Chan 59		Apt Elev	4216

VOR RWY 22

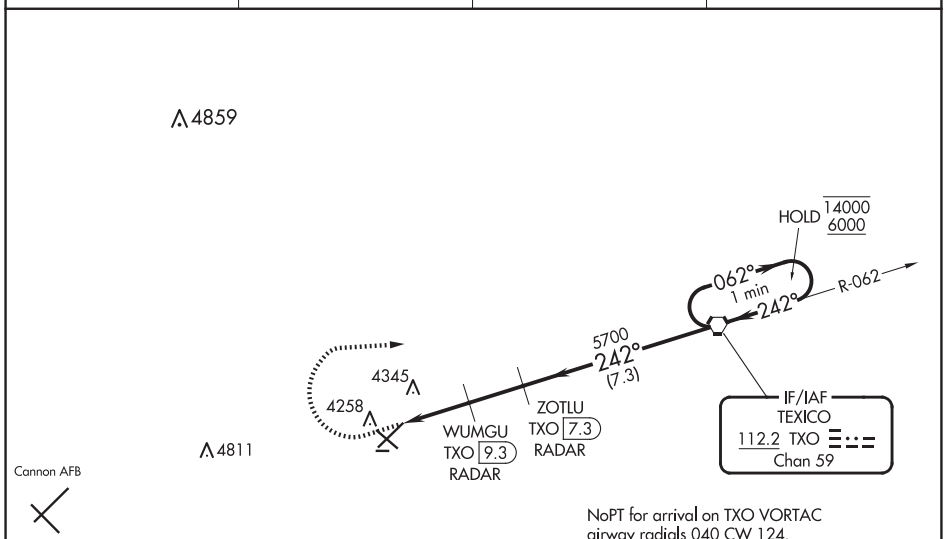
CLOVIS RGNL (CVN)

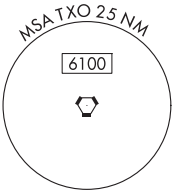
DME or RADAR required.

Circling NA to Rwys 8 and 26.

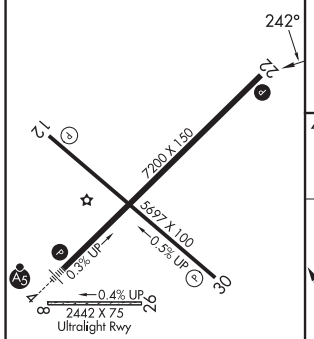
MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L





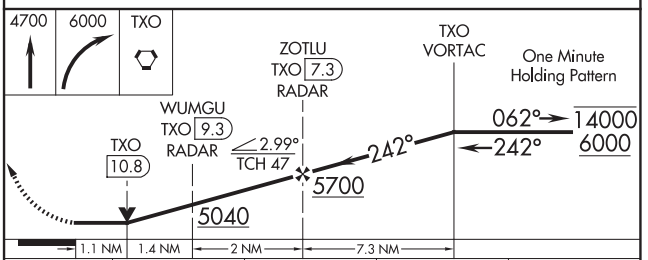
ELEV 4216 TDZE 4214



REIL Rwys 12 and 30 L

MIRL Rwys 4-22 and 12-30 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:32	3:01	2:16	1:49	1:31



CATEGORY	A	B	C	D
S-22	4600-1 386 (400-1)		4600-1⅛ 386 (400-1⅛)	
C CIRCLING	4680-1 464 (500-1)		4700-1½ 484 (500-1½)	4820-2 604 (700-2)

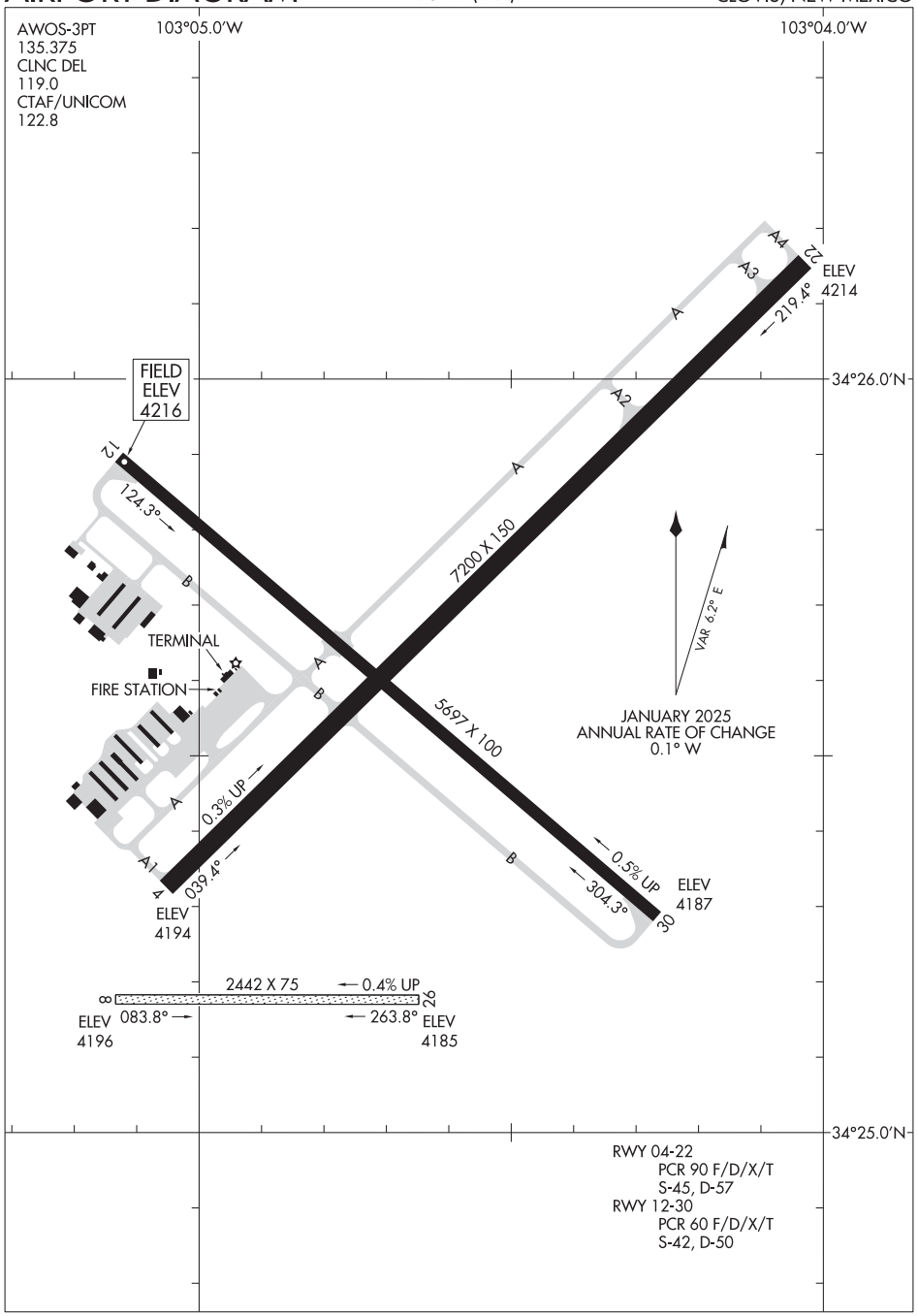
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

AL-5144 (FAA)

CLOVIS RGNL (CVN)
CLOVIS, NEW MEXICO



AIRPORT DIAGRAM
25163

CLOVIS, NEW MEXICO
CLOVIS RGNL (CVN)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-LPI	APP CRS	Rwy Ldg 13500
109.1	172°	TDZE 6187
Chan 28		Apt Elev 6187

ILS or LOC RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

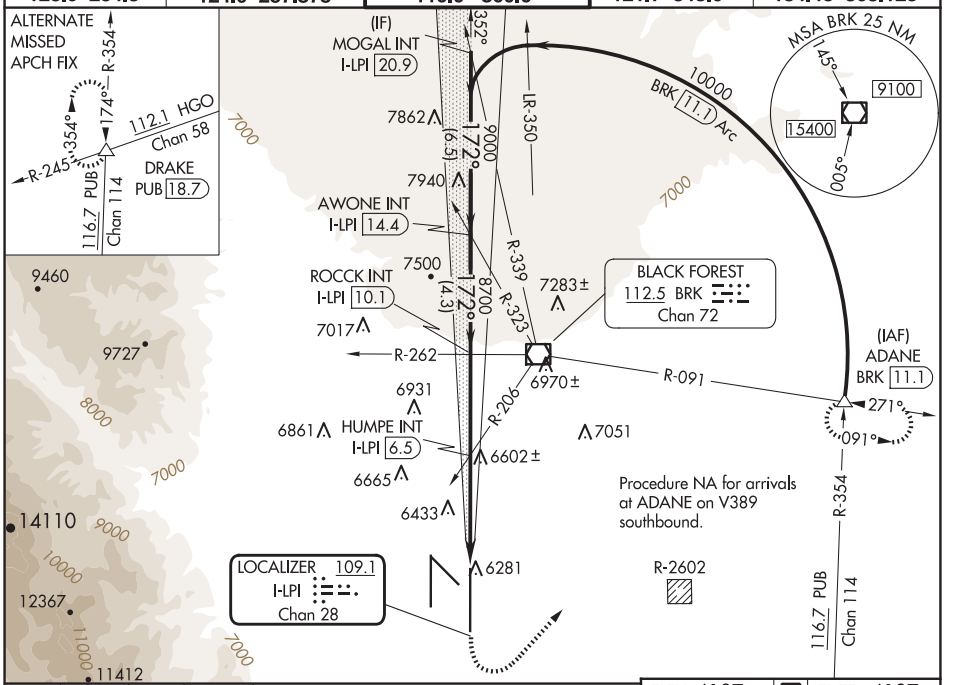
DME or RADAR required for procedure entry.

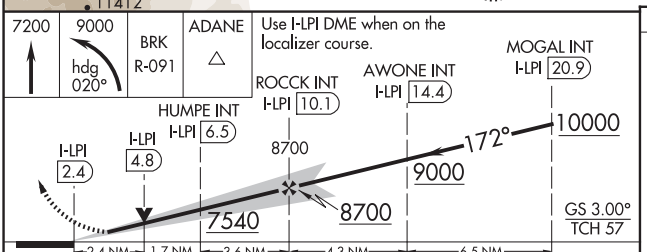
T A Simultaneous approach authorized with Rwy 17R.

MALSR

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

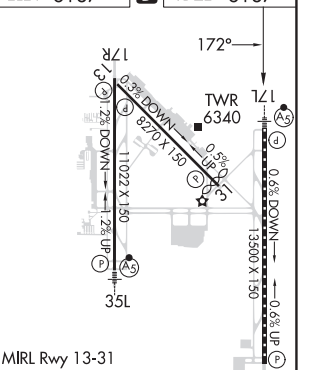
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125





CATEGORY	A	B	C	D
S-ILS 17L	6387/18 200 (200-½)			
S-LOC 17L	7540/40 1353 (1400-¾)	7540/55 1353 (1400-1)	7540-3 1353 (1400-3)	
C CIRCLING	7540-1¼ 1353 (1400-1¼)	7540-1½ 1353 (1400-1½)	7540-3 1353 (1400-3)	
HUMPE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 17L	7020/24 833 (900-½)	7020/40 833 (900-¾)	7020-1⅞ 833 (900-1⅞)	
C CIRCLING	7020-1¼ 833 (900-1¼)		7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

ELEV 6187 D TDZE 6187



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

FAF to MAP 7.7 NM

Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO | AL-87 (FAA) | 25163

ILS or LOC RWY 35L

CITY OF COLORADO SPRINGS MUNI (COS)

LOC I-COS	APP CRS	Rwy Ldg	11022
109.9	352°	TDZE	6075
		Apt Elev	6187

ADF required for LOC only.

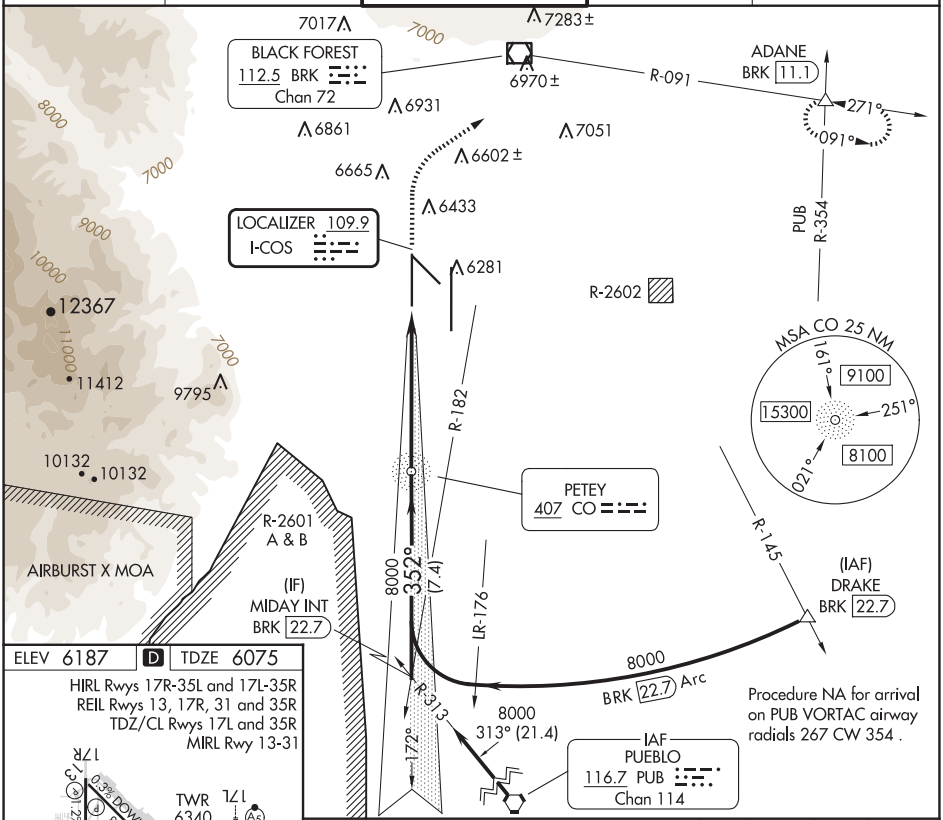
RADAR monitoring required when R-2601 in use. For inop ALS, increase S-LOC 35L Cat C/D visibility to RVR 4500.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

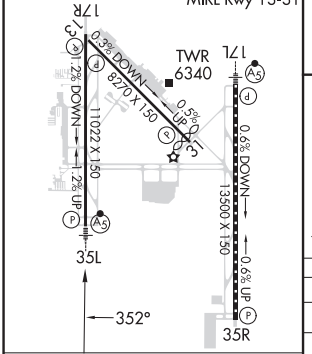
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

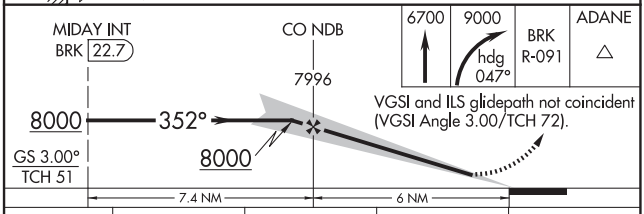
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 | D | TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31





FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 35L*	6275/24 200 (100-½)			
S-LOC 35L	6340/24 265 (200-½)			
C CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6980-2¼ 793 (800-2¼)	7240-3 1053 (1100-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-AHI	APP CRS	Rwy Ldg 13500
109.1	352°	TDZE 6118
Chan 28		Apt Elev 6187

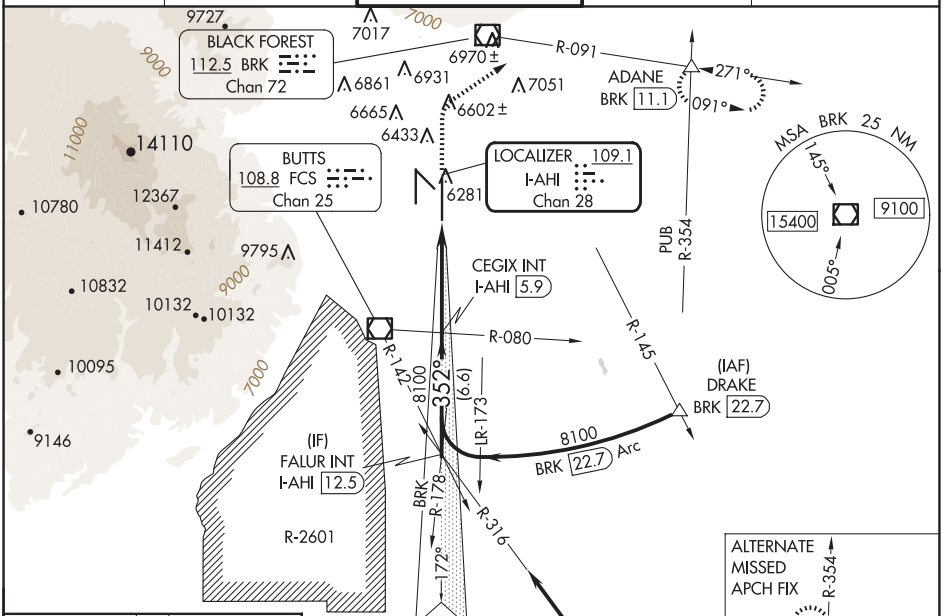
ILS or LOC RWY 35R

CITY OF COLORADO SPRINGS MUNI (COS)

RADAR required when R-2601 in use.

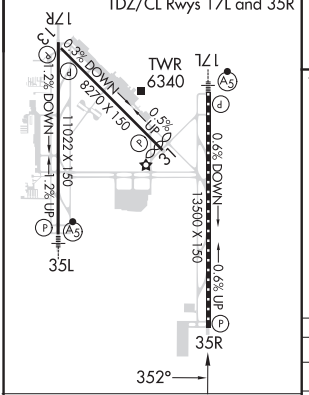
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 | D | TDZE 6118

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

FALUR INT I-AHI 12.5 — CEGIX INT I-AHI 5.9

6700	9000	BRK	ADANE
	hdg 047°	R-091	△

*LOC only

8100 — 352° — 8100

I-AHI DME ANTENNA

*I-AHI 0.6

GS 3.00° TCH 55

Use I-AHI DME when on the localizer course.

6.6 NM — 5.3 NM — 0.8 NM

CATEGORY	A	B	C	D
S-ILS 35R	6318/40	200 (200-¾)		
S-LOC 35R	6420/55	302 (300-1)	6420/45	302 (300-⅞)
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25163

LOC/DME I-LPI	APP CRS	Rwy Ldg 13500
109.1	172°	TDZE 6187
Chan 28		Apt Elev 6187

ILS RWY 17L (SA CAT I & II)

CITY OF COLORADO SPRINGS MUNI (COS)

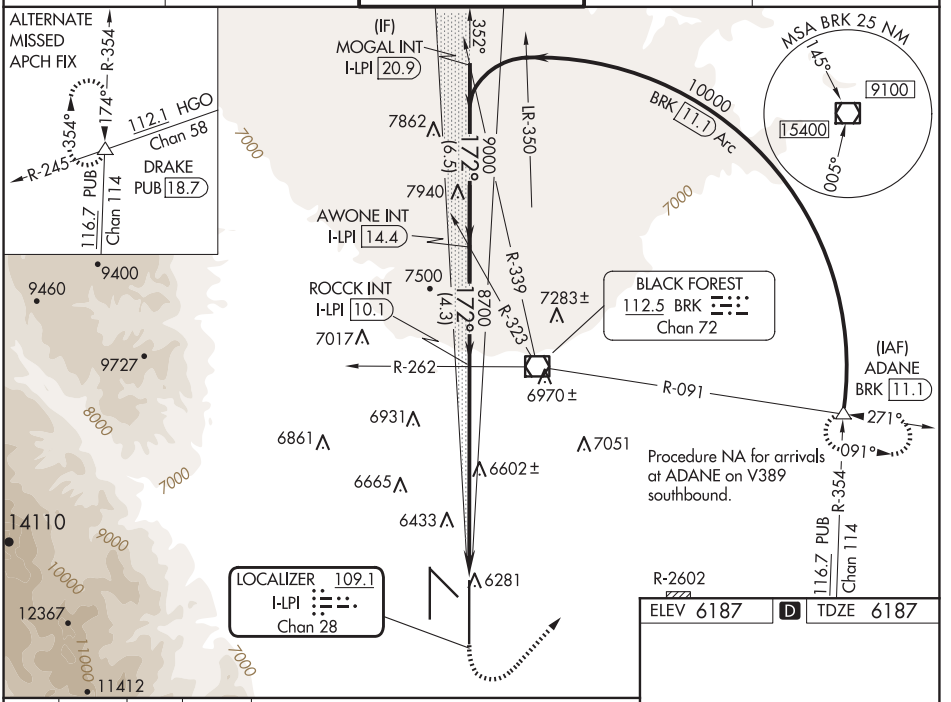
DME or RADAR required for procedure entry.

T A Simultaneous approach authorized with Rwy 17R.
SA CAT I: Required specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

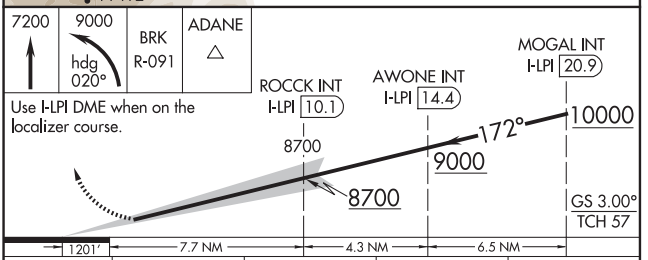
MALSR

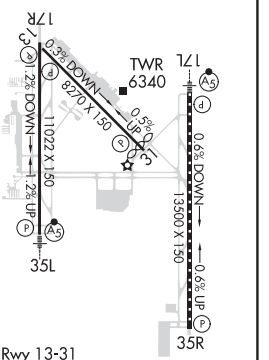
MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6187





CATEGORY	A	B	C	D
S-ILS 17L	SA CAT I RA 169/14 150 DA 6337			
S-ILS 17L	SA CAT II RA 105/16 100 DA 6287			

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC I-COS	APP CRS	Rwy Ldg	11022
109.9	352°	TDZE	6075
		Apt Elev	6187

ILS RWY 35L (SA CAT II)

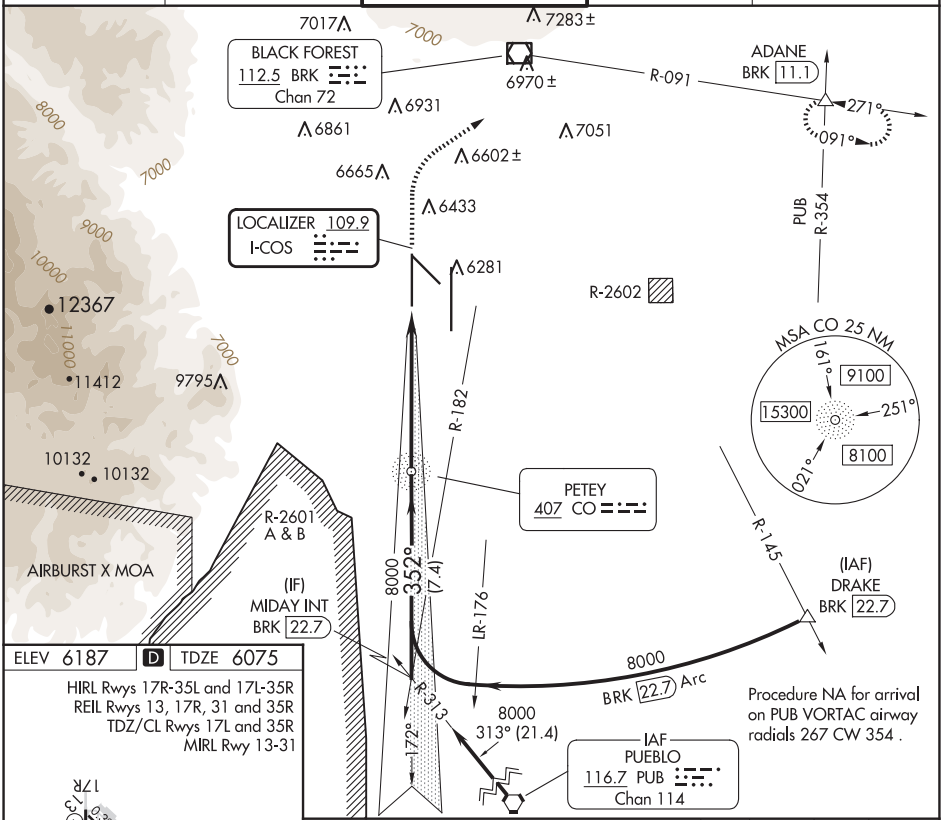
CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use. Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR

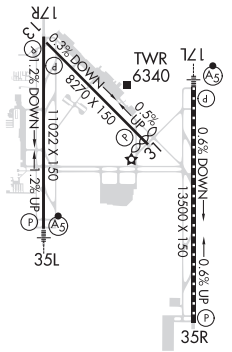
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

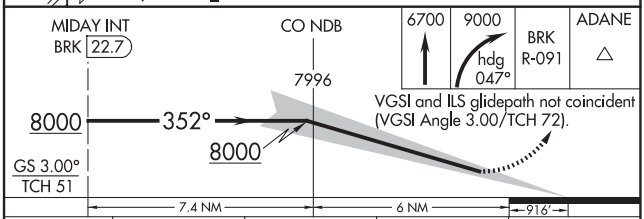
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31





CATEGORY	A	B	C	D
S-ILS 35L	RA 123/12 100 DA 6175			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO | AL-87 (FAA) | 25163

APP CRS	Rwy Ldg	13500
172°	TDZE	6187
	Apt Elev	6187

RNAV (RNP) Z RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

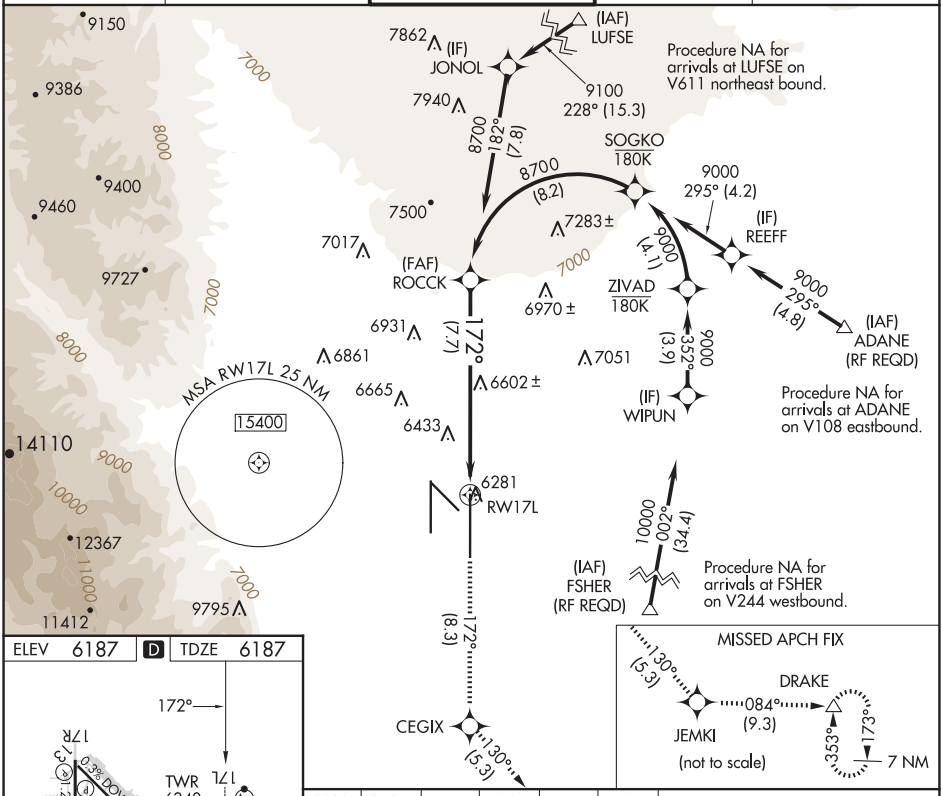
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 44°C.

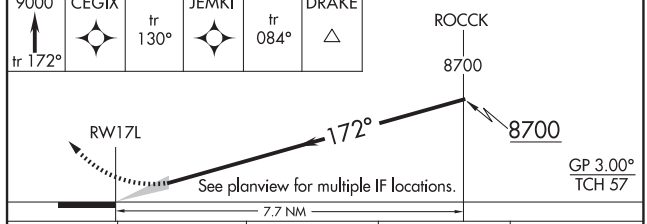
MALSR

MISSED APPROACH: Climb to 9000 on track 172° to CEGIX and on track 130° to JEMKI and on track 084° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



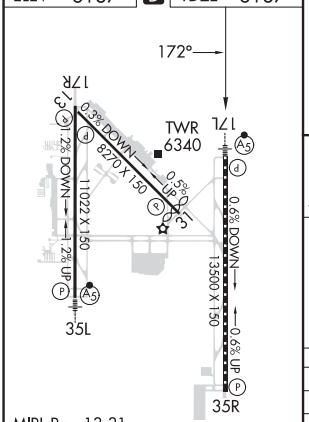
9000 tr 172°	CEGIX	tr 130°	JEMKI	tr 084°	DRAKE



CATEGORY	A	B	C	D
RNP 0.15 DA	6557/40	370 (400-¾)		
RNP 0.25 DA	6644/50	457 (500-1)		
RNP 0.30 DA	6920-2	733 (800-2)		

AUTHORIZATION REQUIRED

ELEV 6187 | D | TDZE 6187



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

COLORADO SPRINGS, COLORADO
Amdt 2B 20APR23

CITY OF COLORADO SPRINGS MUNI (COS)
38°48'N-104°42'W
RNAV (RNP) Z RWY 17L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	11022
172°	TDZE	6177
	Apt Elev	6187

RNAV (RNP) Z RWY 17R

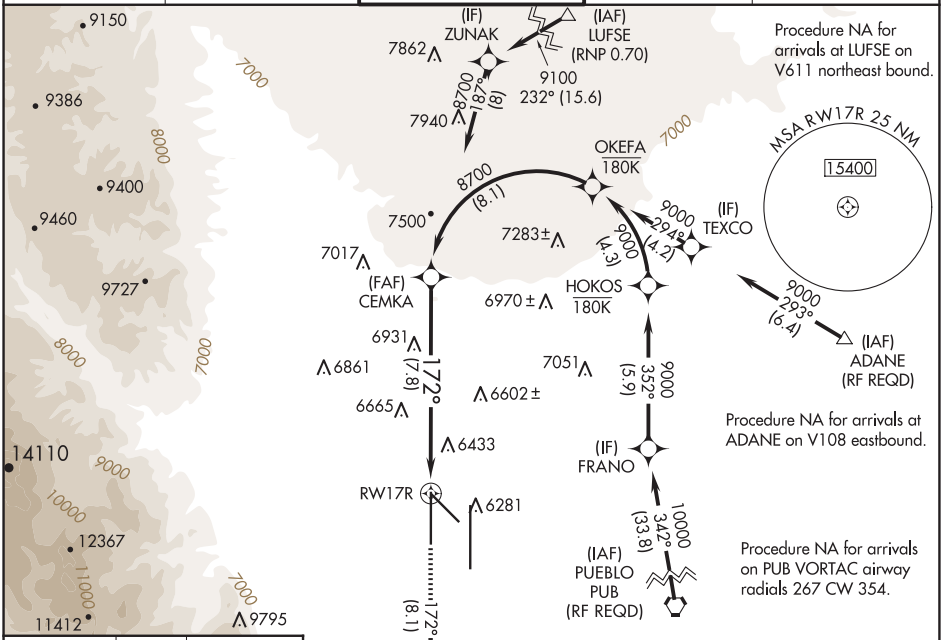
CITY OF COLORADO SPRINGS MUNI (COS)

RNP AR APCH - GPS.

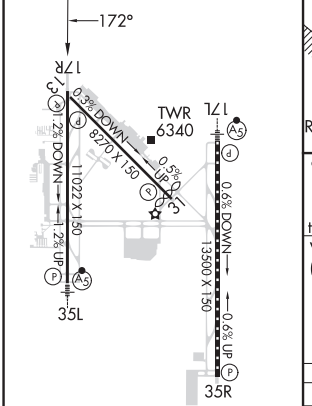
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 45°C. Simultaneous approach authorized.

MISSED APPROACH: Climb to 9000 on track 172° to KUSAC and on track 125° to JEMKI and on track 084° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



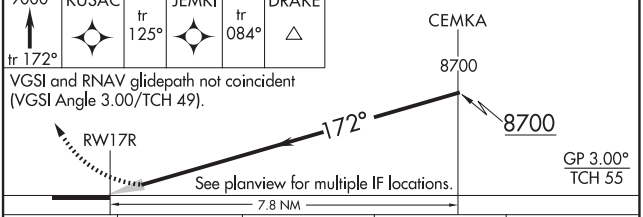
ELEV 6187 D TDZE 6177



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

9000 tr 172°	KUSAC	tr 125°	JEMKI	tr 084°	DRAKE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).



CATEGORY	A	B	C	D
RNP 0.22 DA		6659-1⅝	482 (500-1⅝)	
RNP 0.30 DA		6902-2½	725 (800-2½)	

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	11022
352°	TDZE	6075
	Apt Elev	6187

RNAV (RNP) Z RWY 35L

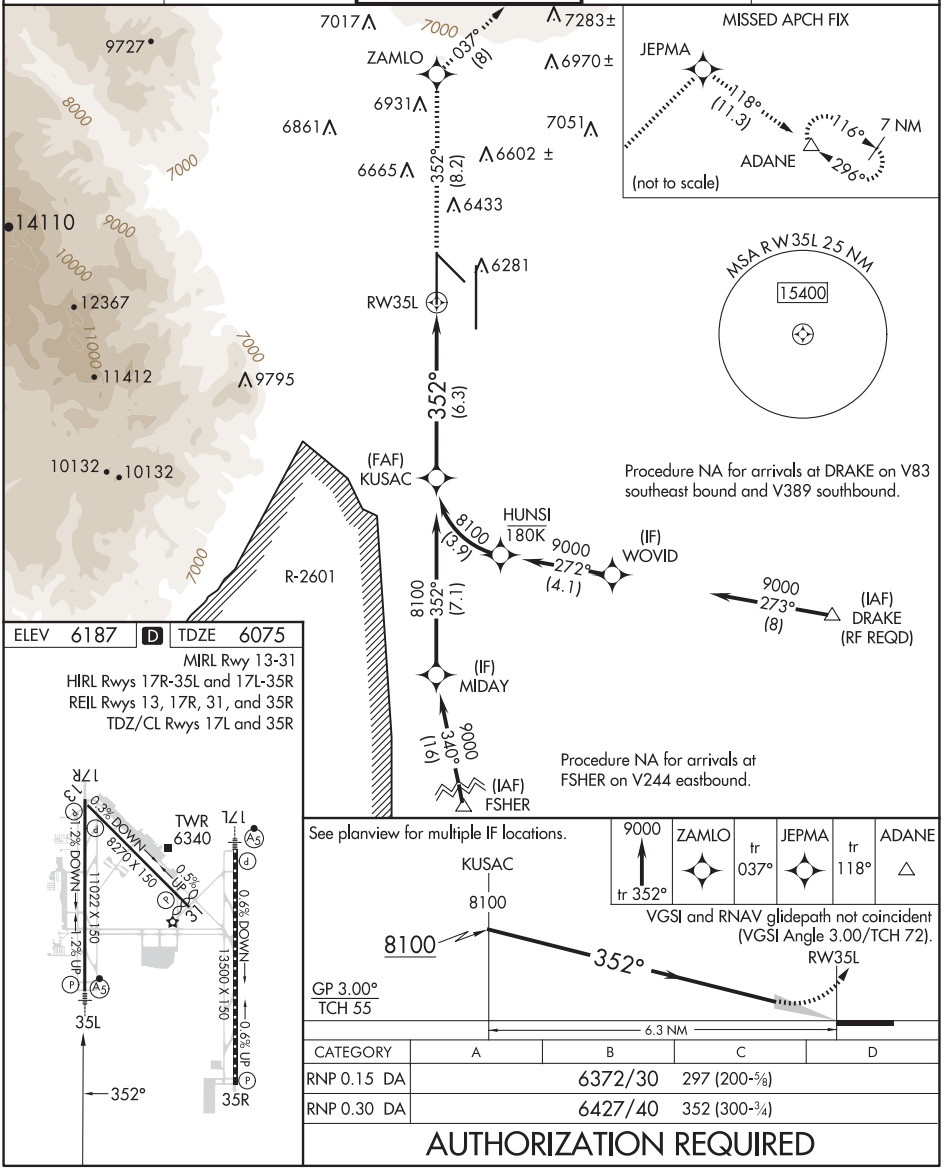
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required. For inop MALSR increase RNP 0.15 visibility all Cats to RVR 5000. RADAR monitoring required when R-2601 in use.

MALSR

MISSED APPROACH: Climb to 9000 on track 352° to ZAMLO and on track 037° to JEPMA and on track 118° to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6075

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R

See planview for multiple IF locations.

9000 tr 352°	ZAMLO	tr 037°	JEPMA	tr 118°	ADANE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

CATEGORY	A	B	C	D
RNP 0.15 DA	6372/30		297 (200-⅝)	
RNP 0.30 DA	6427/40		352 (300-¾)	

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	13500
352°	TDZE	6118
	Apt Elev	6187

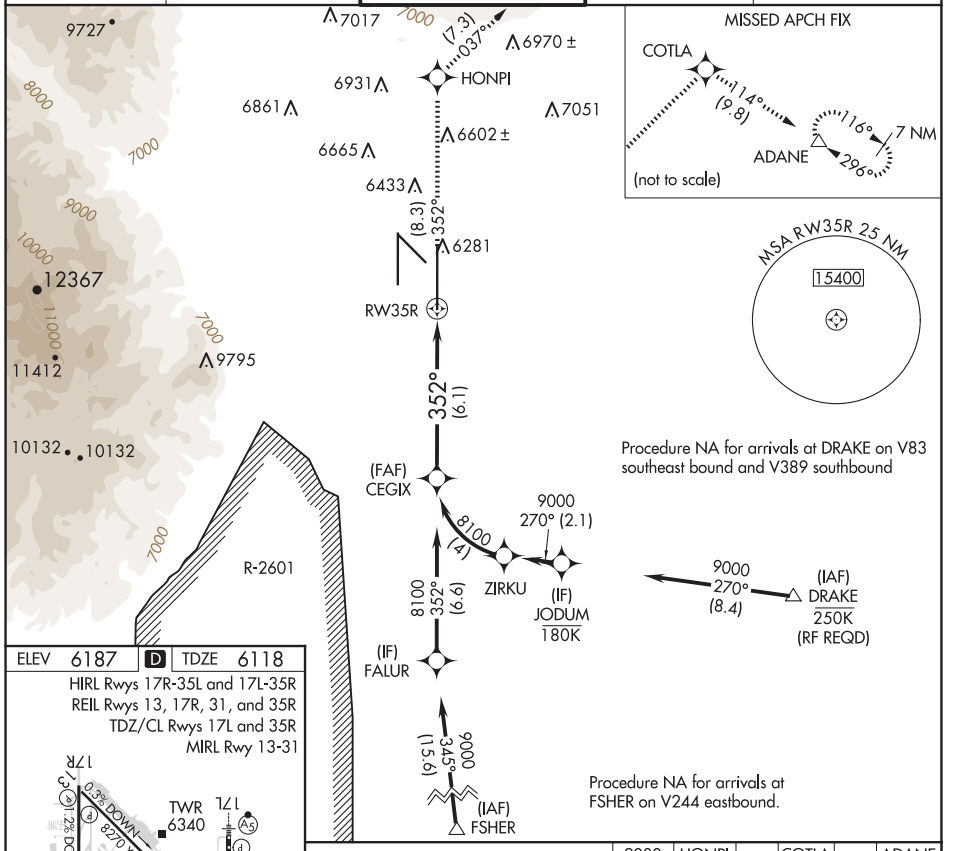
RNAV (RNP) Z RWY 35R

CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required.

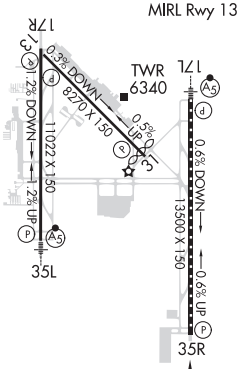
MISSED APPROACH: Climb to 9000 on track 352° to HONPI and track 037° to COTLA and track 114° to ADANE and hold.

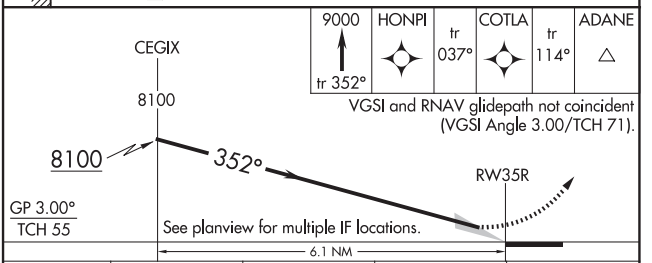
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6118

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31





VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY	A	B	C	D
RNP 0.30 DA	6461/60 343 (300-1¼)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	7914
CH 40040	307°	TDZE	6156
W31A		Apt Elev	6187

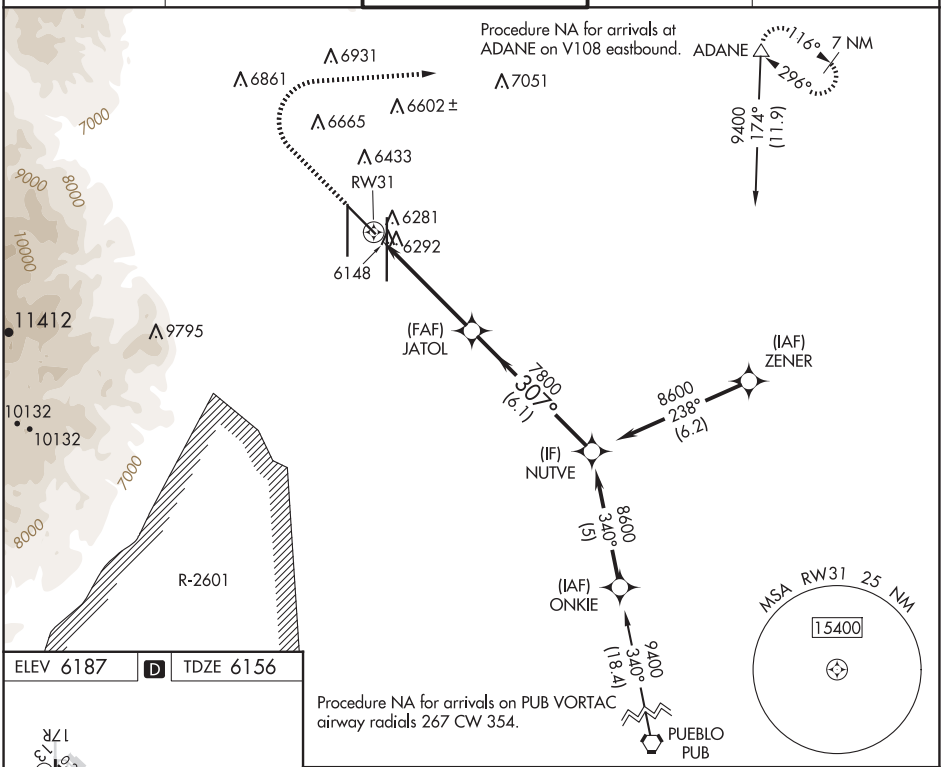
RNAV (GPS) RWY 31

CITY OF COLORADO SPRINGS MUNI (COS)

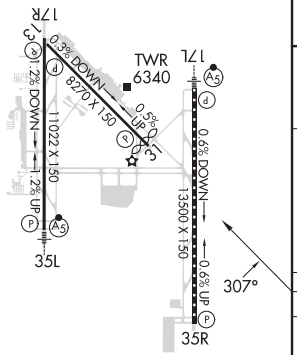
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

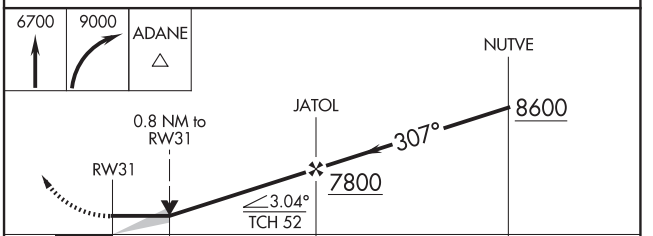
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6156



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
LP MDA	6440-1	284 (300-1)	6440-⅞	284 (300-⅞)
LNAV MDA	6560-1	404 (400-1)	6560-1⅛	404 (400-1⅛)
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

COLORADO SPRINGS, COLORADO
Amdt 2A 17AUG17

CITY OF COLORADO SPRINGS MUNI (COS)
38°48'N-104°42'W
RNAV (GPS) RWY 31

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

WAAS CH 69618 W17A	APP CRS 172°	Rwy Ldg 13500 TDZE 6187 Apt Elev 6187

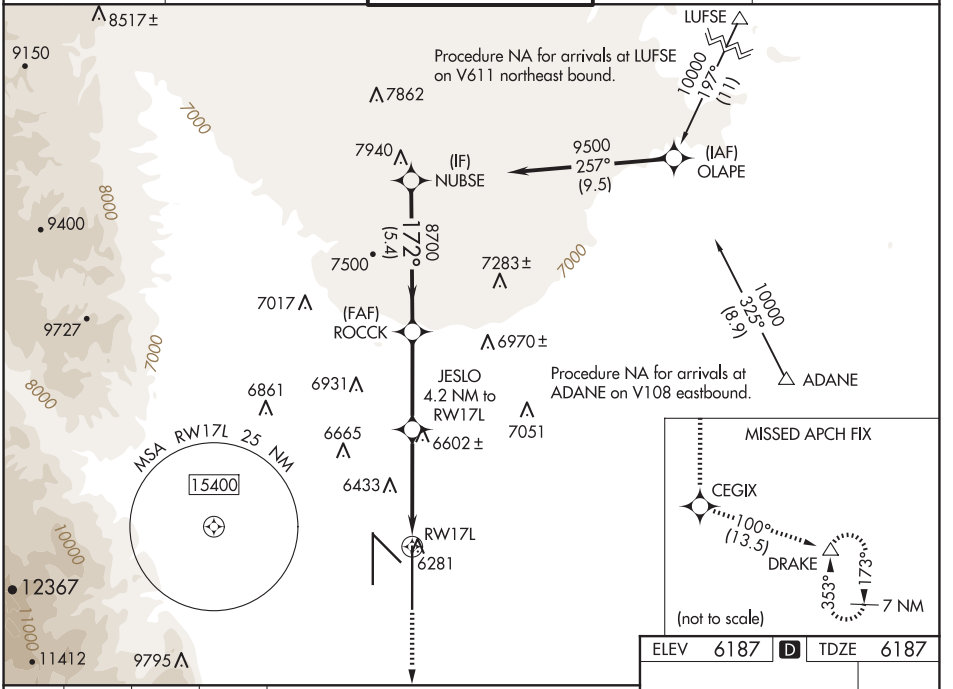
RNP APCH - GPS.

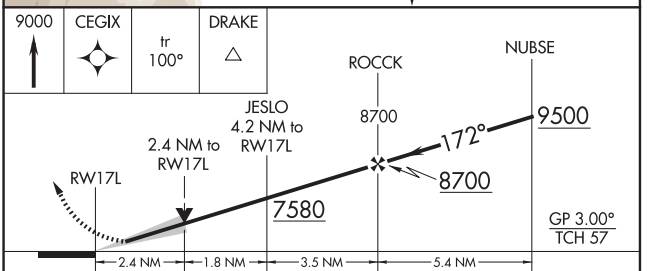
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 44°C. For inop MALSR, increase LNAV Cat C/D visibility to 2½ SM.

MALSR

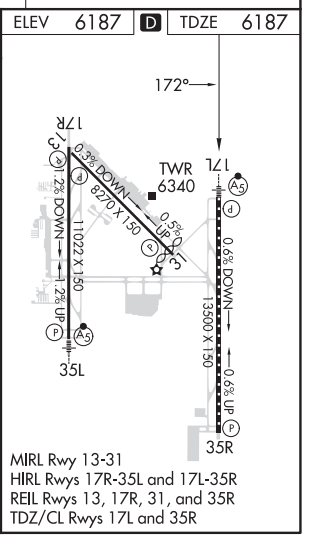
MISSED APPROACH: Climb to 9000 direct CEGIX and on track 100° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125





CATEGORY	A	B	C	D
LPV DA	6387/18		200 (200-½)	
LNAV/VNAV DA	6602/45		415 (500-⅞)	
LNAV MDA	7000/24 813 (900-½)	7000/40 813 (900-¾)	7000-1⅞	813 (900-1⅞)
C CIRCLING	7000-1¼ 813 (900-1¼)		7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO | AL-87 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	11022
CH 72800	172°	TDZE	6177
W17B		Apt Elev	6187

RNAV (GPS) Y RWY 17R

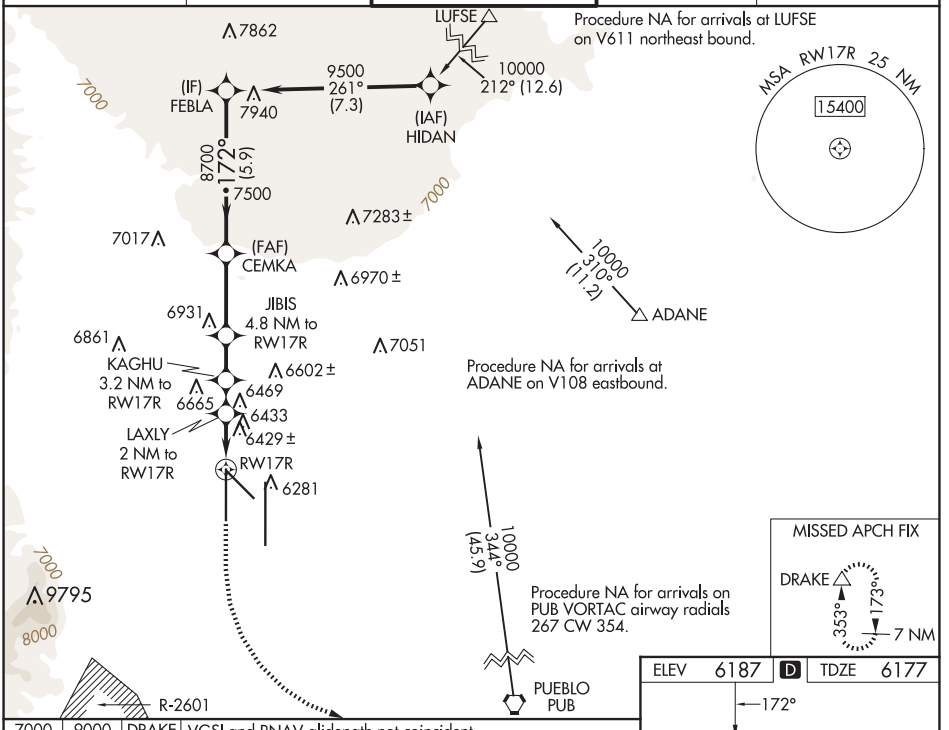
CITY OF COLORADO SPRINGS MUNI (COS)

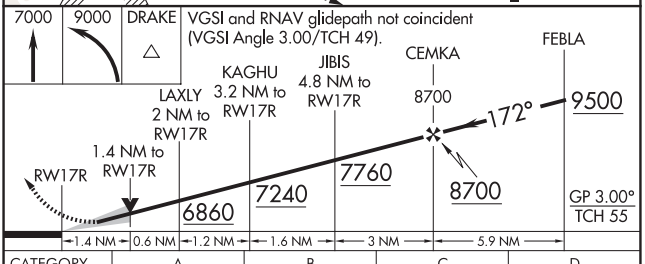
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Simultaneous approach authorized with ILS or LOC RWY 17L and ILS RWY 17L (SA CAT I). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

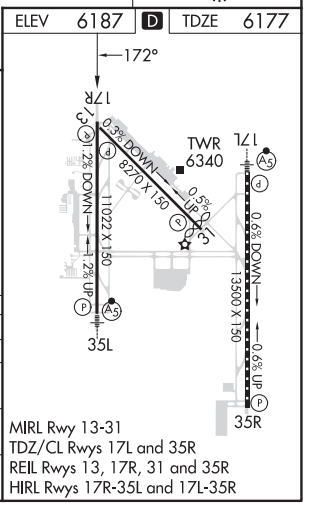
MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 direct DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125





CATEGORY	A	B	C	D
LPV DA	6377/40 200 (200-¾)			
LNAV/VNAV DA	6752-2 575 (600-2)			
LNAV MDA	6680/55 503 (500-1)		6680-1⅜ 503 (500-1⅜)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)



MIRL Rwy 13-31
TDZ/CL Rwys 17L and 35R
REIL Rwys 13, 17R, 31 and 35R
HIRL Rwys 17R-35L and 17L-35R

COLORADO SPRINGS, COLORADO | CITY OF COLORADO SPRINGS MUNI (COS)

Amdt 3B 20APR23 | 38°48'N-104°42'W | RNAV (GPS) Y RWY 17R

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 49112 W35A	APP CRS 352°	Rwy Ldg 11022 TDZE 6075 Apt Elev 6187

RNAV (GPS) Y RWY 35L

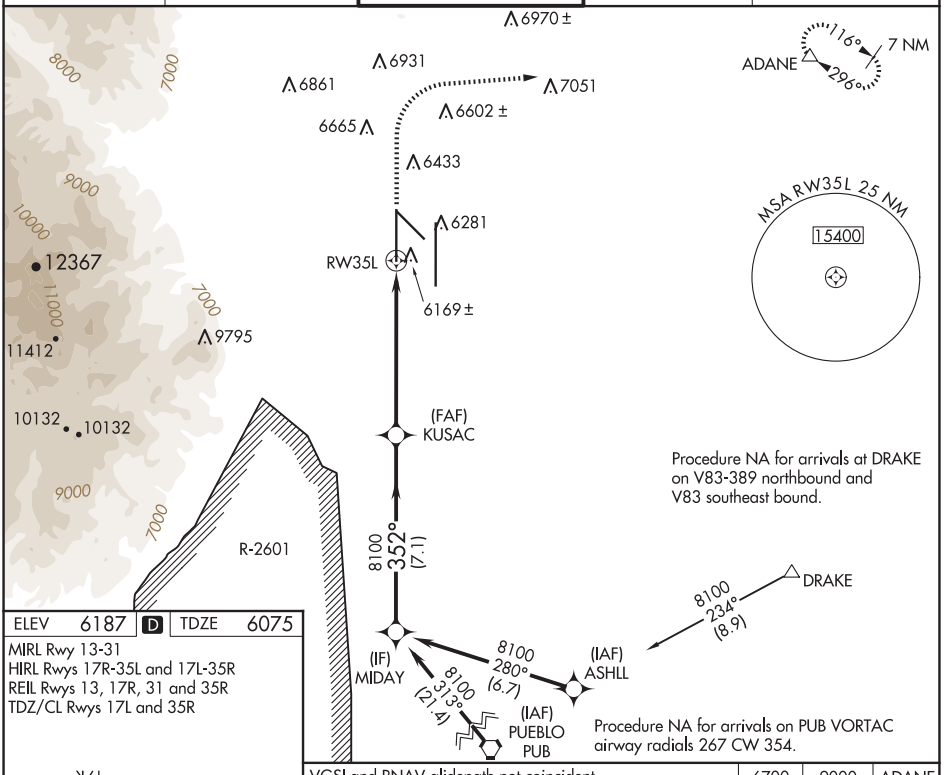
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. For inop MALSR increase LNAV Cat C and D visibility to RVR 5500. RADAR monitoring required when R-2601 in use. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

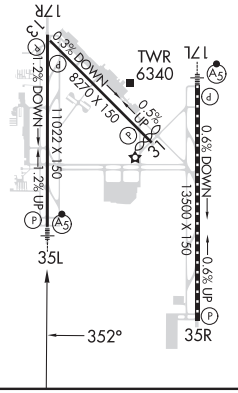
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125

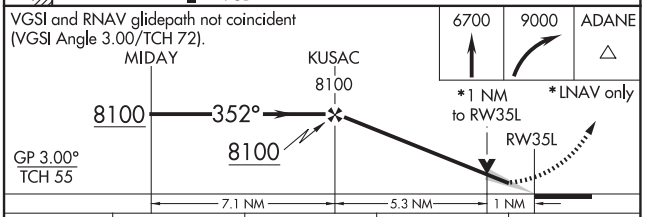


ELEV 6187 D TDZE 6075

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
LPV DA #	6275/24	200 (100-½)		
LNAV/VNAV DA	6380/30	305 (200-⅝)		
LNAV MDA	6440/24	365 (300-½)	6440/35	365 (300-⅝)
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25163

WAAS CH 53602 W35B	APP CRS 352°	Rwy Ldg 13500 TDZE 6118 Apt Elev 6187

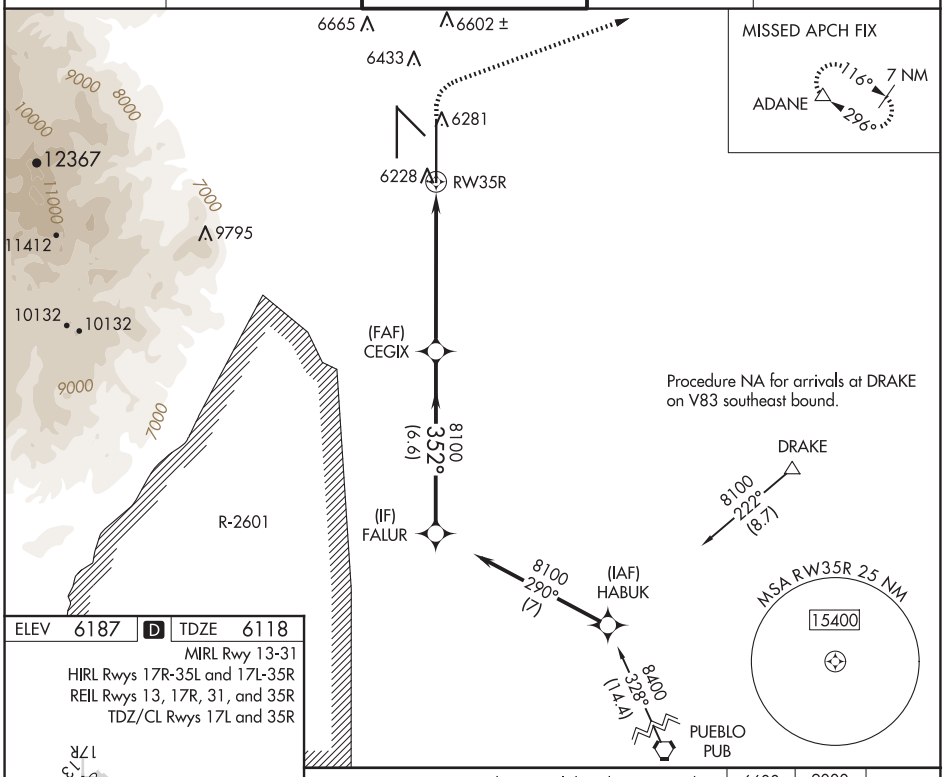
RNAV (GPS) Y RWY 35R

CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 39°C (103°F). DME/DME RNP-0.3 NA. RADAR monitoring required when R-2601 in use.

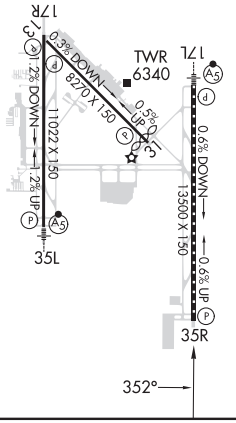
MISSED APPROACH: Climb to 6600 then climbing right turn to 9000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



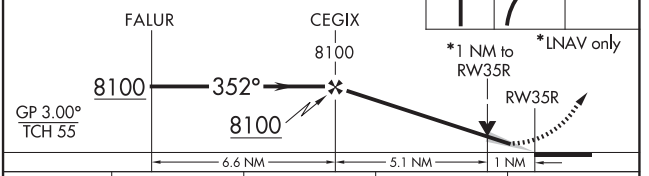
ELEV 6187 D TDZE 6118

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

6600	9000	ADANE



CATEGORY	A	B	C	D
LPV DA	6318/40 200 (200-¾)			
LNAV/VNAV DA	6399/45 281 (300-⅞)			
LNAV MDA	6500/55 382 (400-1)		6500/60 382 (400-1¼)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME BRK	APP CRS	Rwy Ldg 13500
112.5	190°	TDZE 6187
Chan 72		Apt Elev 6187

VOR RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

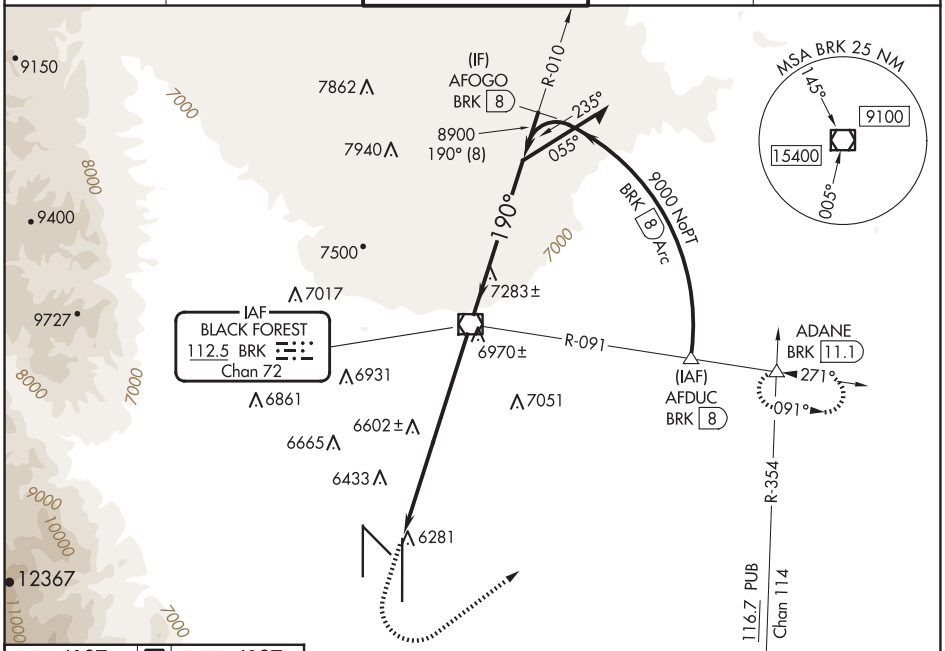
DME and RADAR required for procedure entry at AFDUC.

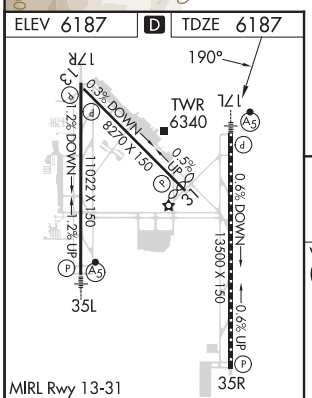
Inop table does not apply.

MALSR

MISSED APPROACH: Climb to 7900 then climbing left turn to 9000 on heading 045° and BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125

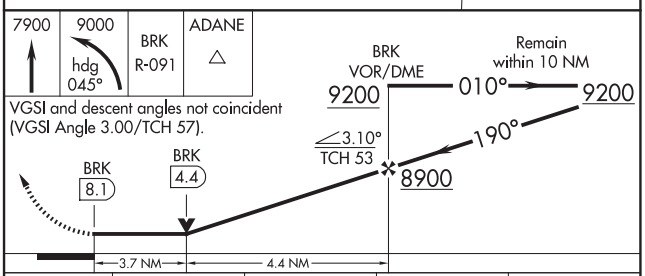




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42



CATEGORY	A	B	C	D
S-17L	7440-1¼ 1253 (1300-1¼)	7440-1½ 1253 (1300-1½)	7440-3 1253 (1300-3)	
C CIRCLING	7440-1¼ 1253 (1300-1¼)	7440-1½ 1253 (1300-1½)	7440-3 1253 (1300-3)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25163

CO NDB	APP CRS	Rwy Ldg	11022
407	352°	TDZE	6075
		Apt Elev	6187

NDB RWY 35L

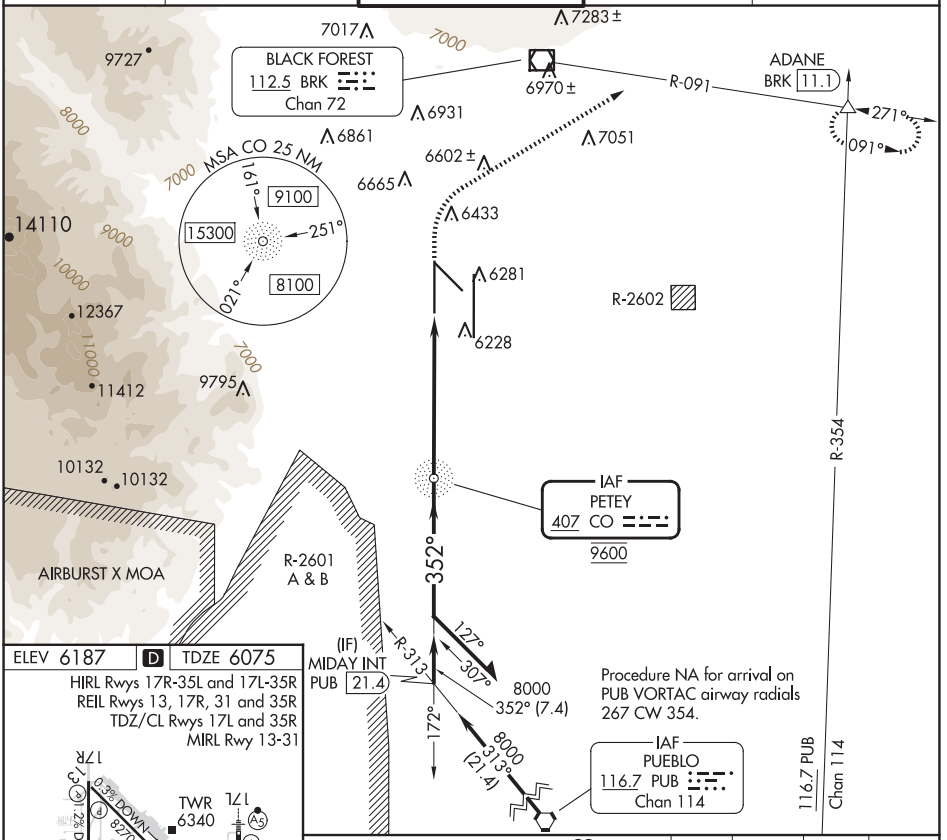
CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use.
For inop ALS, increase S-35L Cat A/B visibility RVR 5500, and Cat C/D to 1⅜ SM.

MALSR

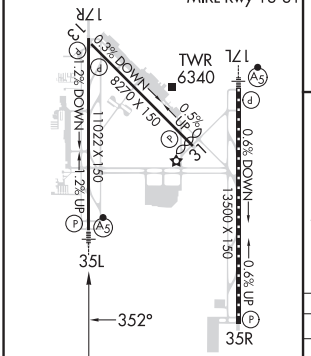
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 051° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



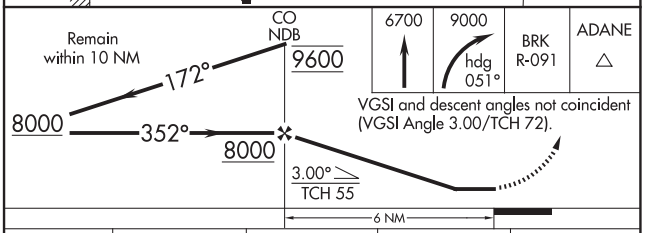
ELEV 6187 D TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

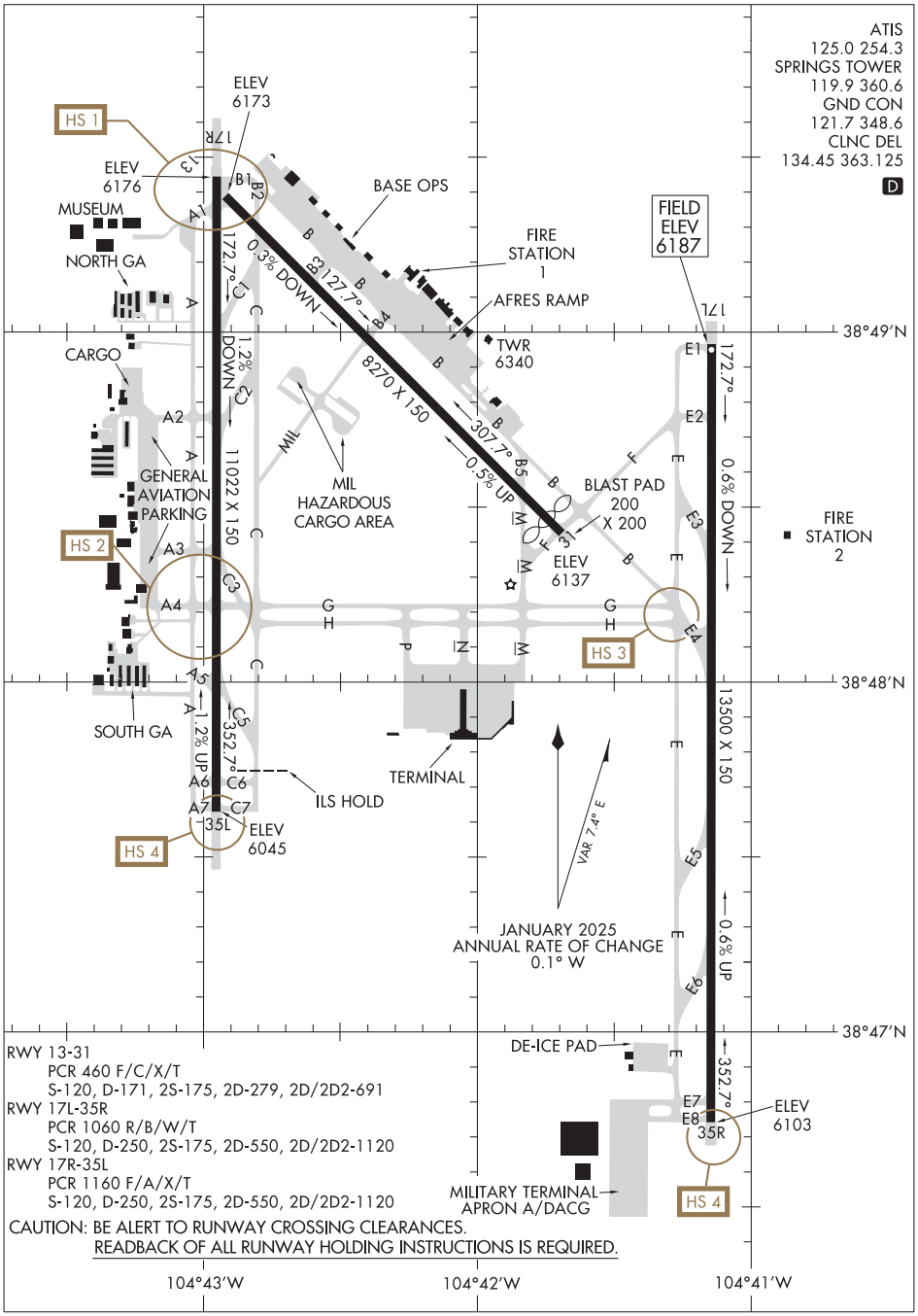


CATEGORY	A	B	C	D
S-35L	6540/40 465 (400-¾)		6540/50 465 (400-1)	
C CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6980-2¼ 793 (800-2¼)	7240-3 1053 (1100-3)

COLORADO SPRINGS, COLORADO
Amdt 28 19MAY22

CITY OF COLORADO SPRINGS MUNI (COS)
38°48'N-104°42'W
NDB RWY 35L

SW-1, 12 JUN 2025 to 07 AUG 2025



RWY 13-31
PCR 460 F/C/X/T
S-120, D-171, 2S-175, 2D-279, 2D/2D2-691
RWY 17L-35R
PCR 1060 R/B/W/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120
RWY 17R-35L
PCR 1160 F/A/X/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

(COS6.BRK) 23334

SPRINGS SIX DEPARTURE

AL-87 (FAA)

CITY OF COLORADO SPRINGS MUNI (COS)
COLORADO SPRINGS, COLORADO

SPRINGS DEP CON 124.0 257.875
ATIS 125.0 254.3
SPRINGS TOWER 119.9 360.6

TOP ALTITUDE: 10000

TAKEOFF MINIMUMS
Rwys 17L, 17R: Standard.
Rwy 13: Standard with minimum climb of 250′ per NM to 6400, or alternatively with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 2000′ prior to DER.
Rwy 31: Standard with minimum climb of 260′ per NM to 7300.
Rwy 35L: Standard with minimum climb of 283′ per NM to 9000.
Rwy 35R: Standard with minimum climb of 282′ per NM to 9000.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

N

HUGO 112.1 HGO Chan 58

FALCON 116.3 FQF Chan 110

MILE HIGH 114.7 DVV Chan 94

RED TABLE 113.0 DBL Chan 77

RIFLE 113.35 RIL Chan 80(Y)

ALAMOSA 113.9 ALS Chan 86

BLUE MESA 114.9 HBU Chan 96

BLACK FOREST 112.5 BRK Chan 72

PUEBLO 116.7 PUB Chan 114

LAMAR 116.9 LAA Chan 116

TOBE 114.05 TBE Chan 87(Y)

TRAIN

MASHD

ELIZA

△ DRAKE

△ JEWLS

BRESH △

RODDY △

R-339

339°

159°

352°

352°

127°

172°

172°

050°

R-278

R-093

R-080

R-260 A&B

R-267

V108

J28

SW-1, 12 JUN 2025 to 07 AUG 2025

SPRINGS SIX DEPARTURE

(COS6.BRK) 29MAR18

COLORADO SPRINGS, COLORADO
CITY OF COLORADO SPRINGS MUNI (COS)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 127° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 17L: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 17R: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 35R: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 35L: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 31: Climbing right turn heading 050° for RADAR vectors to filed/assigned route, thence. . . .

. . . . maintain 10000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after departure from runways 13 and 17L/R turn left, from runway 31 and 35L/R turn right direct BRK VOR/DME, thence via filed/assigned route.
AIRCRAFT FILED V108 WESTBOUND: Continue climb in holding pattern to cross BRK VOR/DME at or above 14000.

SW-1, 12 JUN 2025 to 07 AUG 2025

COLORADO SPRINGS, COLORADO | AL-10948 (FAA) | 25051

WAAS	APP CRS		
CH **50146**	**153°**	Rwy Idg	**6001**
W15A		TDZE	**6878**
		Apt Elev	**6878**

RNAV (GPS) RWY 15

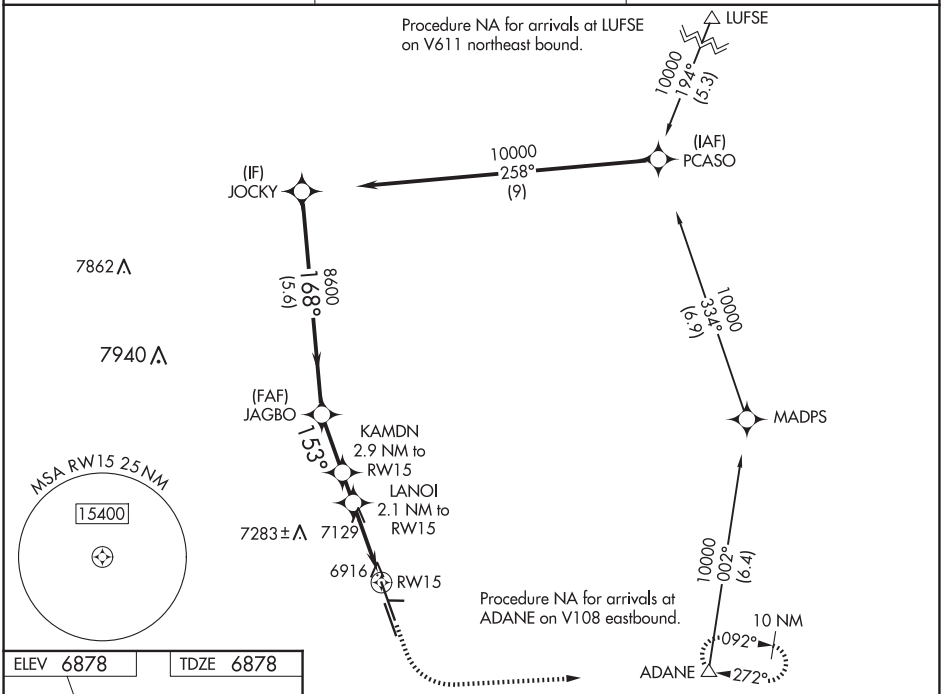
MEADOW LAKE (FLY)

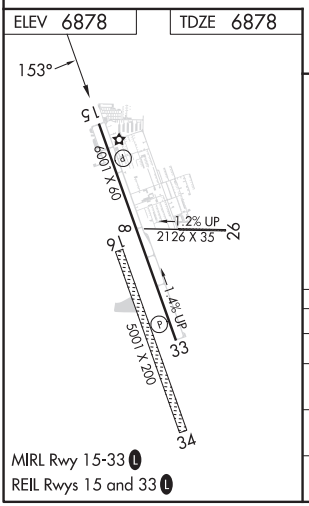
RNP APCH - GPS.

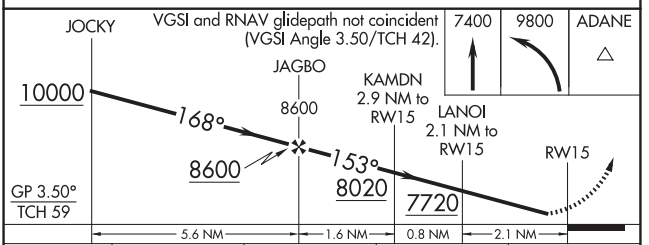
Rwy 15 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA southwest of Rwy 15-33. Circling NA to Rwys 16, 26, 8 and 34. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 7400, then climbing left turn to 9800 direct ADANE and hold, continue climb-in-hold to 9800.

AWOS-3PT	SPRINGS APP CON	UNICOM
118.45	**124.0 257.875**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7176-1	298 (300-1)	NA	
LNAV/VNAV DA	7343-1⅜	465 (500-1⅜)	NA	
LNAV MDA	7400-1	522 (600-1)	NA	
CIRCLING	7400-1 522 (600-1)	7440-1 562 (600-1)	NA	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	6001
CH 90146	333°	TDZE	6826
W33A		Apt Elev	6878

RNAV (GPS) RWY 33

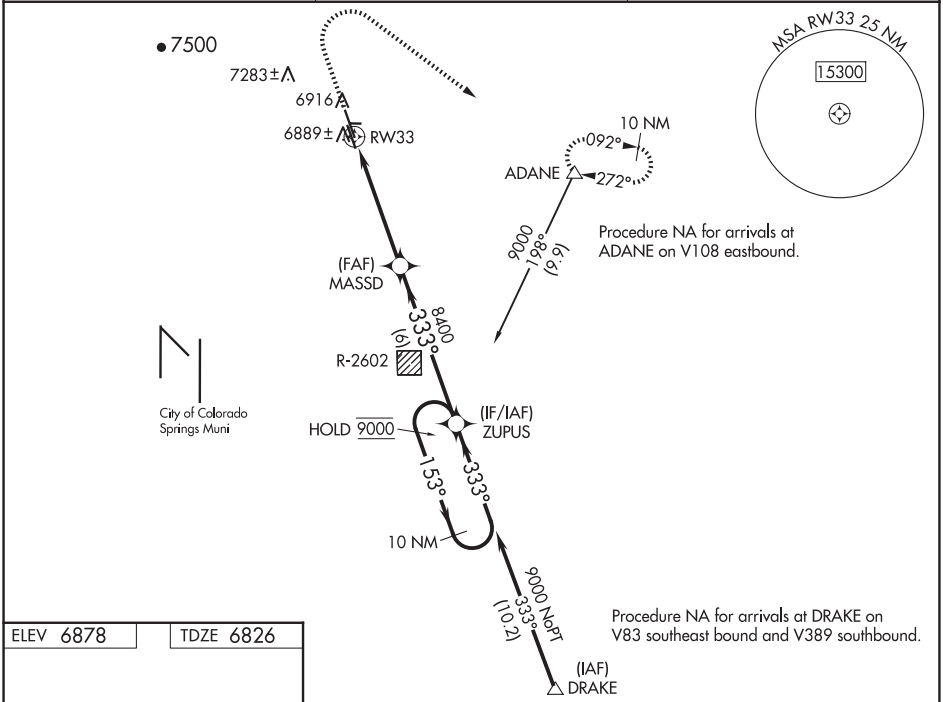
MEADOW LAKE (FLY)

RNP APCH - GPS.

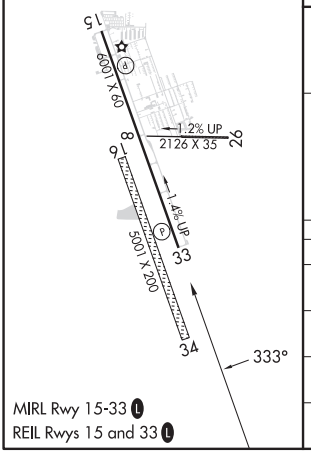
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA Rwys 16, 8, 26 and 34. Circling Rwy 15 NA at night. Circling NA southwest of Rwy 15-33.

MISSED APPROACH: Climb to 7300, then climbing right turn to 9000 direct ADANE and hold, continue climb-in-hold to 9000.

AWOS-3PT	SPRINGS APP CON	UNICOM
118.45	124.0 257.875	122.7 (CTAF) L

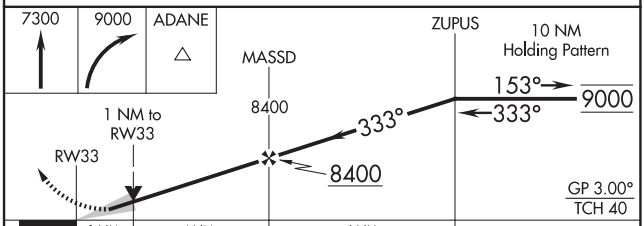


ELEV 6878 TDZ 6826



MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
LPV DA	7026-¾	200 (200-¾)	NA	
LNAV/VNAV DA	7079-¾	253 (300-¾)	NA	
LNAV MDA	7140-1	314 (300-1)	NA	
CIRCLING	7340-1 462 (500-1)	7440-1 562 (600-1)	NA	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

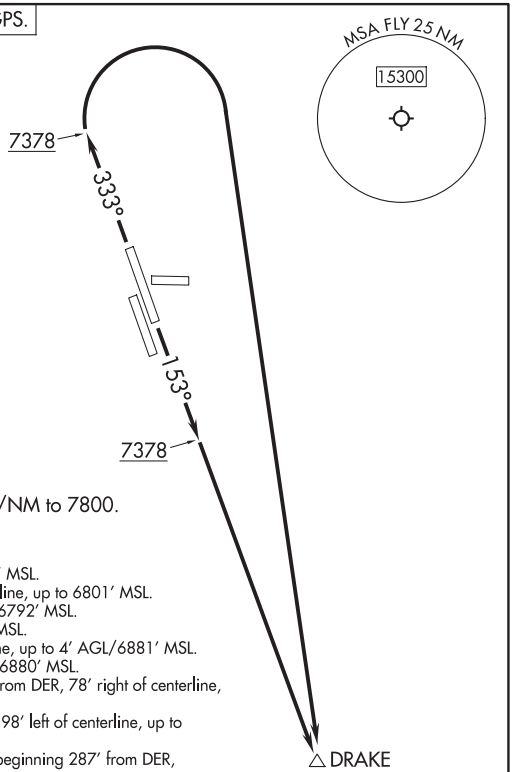
(FLCON1.DRAKE) 23278 AL-10948 (FAA)

FALCON ONE DEPARTURE (OBSTACLE) (RNAV)

MEADOW LAKE (FLY)
COLORADO SPRINGS, COLORADO

SPRINGS DEP CON
124.0 257.875
DENVER CENTER
127.55 256.875
AWOS-3PT
118.45

RNAV 1 - GPS.



NOTE: Intensive USAF student training invof
Colorado Springs and Pueblo Colorado.

TAKEOFF MINIMUMS

Rwys 8, 16, 26, 34: NA - Environmental.
Rwy 15: Standard
Rwy 33: Standard with minimum climb of 261'/NM to 7800.

TAKEOFF OBSTACLE NOTES

Rwy 15: Terrain 7' from DER, 193' right of centerline, 6792' MSL.
Terrain beginning 7' from DER, 265' right of centerline, up to 6801' MSL.
Sign 13' from DER, 124' left of centerline, 3' AGL/6792' MSL.
Tree 147' from DER, 322' left of centerline, 6799' MSL.
Rwy 33: Signs beginning 13' from DER, 126' left of centerline, up to 4' AGL/6881' MSL.
Sign 13' from DER, 71' right of centerline, 3' AGL/6880' MSL.
Aircraft, trees and vehicles on road beginning 28' from DER, 78' right of centerline, up to 44' AGL/6923' MSL.
Pole, fence and terrain beginning 121' from DER, 198' left of centerline, up to 25' AGL/6907' MSL.
Building, terrain, fence, pole and vehicles on road beginning 287' from DER, 2' left of centerline, up to 25' AGL/6911' MSL.
Tree 783' from DER, 523' left of centerline, 6921' MSL.
Tree and vehicles on road beginning 904' from DER, 50' right of centerline, up to 6924' MSL.
Tree, vehicles on road and pole beginning 1104' from DER, 8' left of centerline, up to 6929' MSL.
Trees and vehicles on road beginning 1280' from DER, 14' right of centerline, up to 6934' MSL.
Tree 1456' from DER, 763' left of centerline, 6932' MSL.
Tree 1655' from DER, 650' left of centerline, 6944' MSL.
Tree 1741' from DER, 519' left of centerline, 6953' MSL.
Trees and buildings beginning 1852' from DER, 406' left of centerline, up to 6977' MSL.
Trees beginning 2878' from DER, 1137' left of centerline, up to 6995' MSL.
Tree 3403' from DER, 1199' left of centerline, 7000' MSL.
Tree 3660' from DER, 1120' left of centerline, 7003' MSL.
Trees beginning 3747' from DER, 897' left of centerline, up to 7011' MSL.
Tree 4510' from DER, 1244' left of centerline, 7013' MSL.
Tree 4788' from DER, 1254' left of centerline, 7017' MSL.
Tree 4799' from DER, 1068' left of centerline, 7019' MSL.
Tree 4978' from DER, 1015' left of centerline, 7020' MSL.
Building 5309' from DER, 1895' left of centerline, 38' AGL/7024' MSL.
Spire and building begining 5363' from DER, 287' left of centerline, up to 66' AGL/7036' MSL.
Buildings beginning 1.1 NM from DER, 2240' left of centerline, up to 36' AGL/7068' MSL.
Building 1.2 NM from DER, 2417' left of centerline, 36' AGL/7069' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 153° to 7378, then climb direct DRAKE, expect filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 33: Climb on heading 333° to 7378, then climbing right turn direct DRAKE, expect filed altitude within 10 minutes after departure.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	7205
024°	TDZE	5918
	Apt Elev	5918

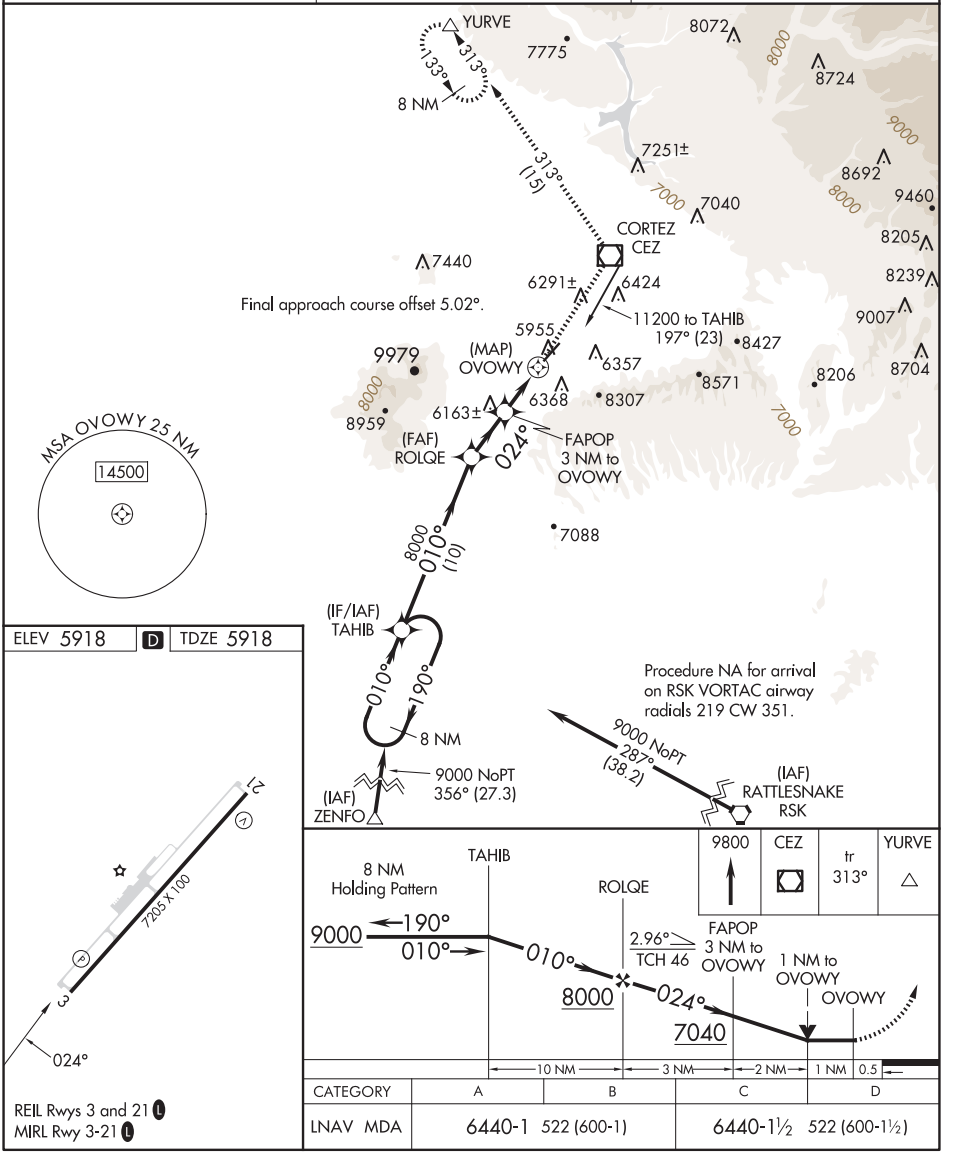
RNAV (GPS) RWY 3
CORTEZ MUNI (CEZ)

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 9800 direct CEZ VOR/DME and on track 313° to YURVE and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



ELEV 5918 D TDZE 5918

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
LNAV MDA	6440-1 522 (600-1)		6440-1½ 522 (600-1½)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CORTEZ, COLORADO | AL-112 (FAA) | 25163

APP CRS	Rwy Ldg	7205
210°	TDZE	5913
	Apt Elev	5918

RNAV (GPS) Y RWY 21

CORTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

YURVE
133° 313° 8 NM
10500 091° (6.5)
7775
HAVWU
12200 185° (25)
DOLRR
10500 119° (5)
(IAF) REMAE
9100 108° (5.1)
(IF) OKALE
8500 210° (3.8)
PAME
8000 210° (3.2)
(FAF) ATEMY
9100 312° (10)
(IAF) TANRE
11100 317° (4.9)
MANCA
NATGE 2.5 NM to RW21
RW21
MSA RW21 25 NM
14500
7000
8000
9000
7251±
7040
6291
6424
6357
5955
6368
8307
8571
8427
8206
9007
8704
9460
8205
8692
8724
8072
7440
9979
8959

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

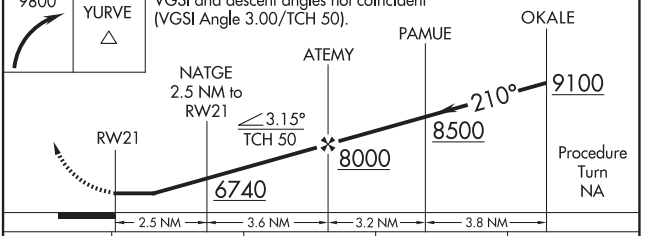
ELEV 5918 D TDZE 5913

210°
21
7205 X 100
3

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

7088
9800
YURVE

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
LNAV MDA	6560-1 647 (700-1)		6560-1¾ 647 (700-1¾)	6560-2 647 (700-2)
CIRCLING	6560-1 642 (700-1)	6680-2 762 (800-2)	6800-2¾ 882 (900-2¾)	7060-3 1142 (1200-3)

CORTEZ, COLORADO
Orig-C 27JAN22

37°18′N-108°38′W

CORTEZ MUNI (CEZ)

RNAV (GPS) Y RWY 21

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Z RWY 21

CORTEZ MUNI (CEZ)

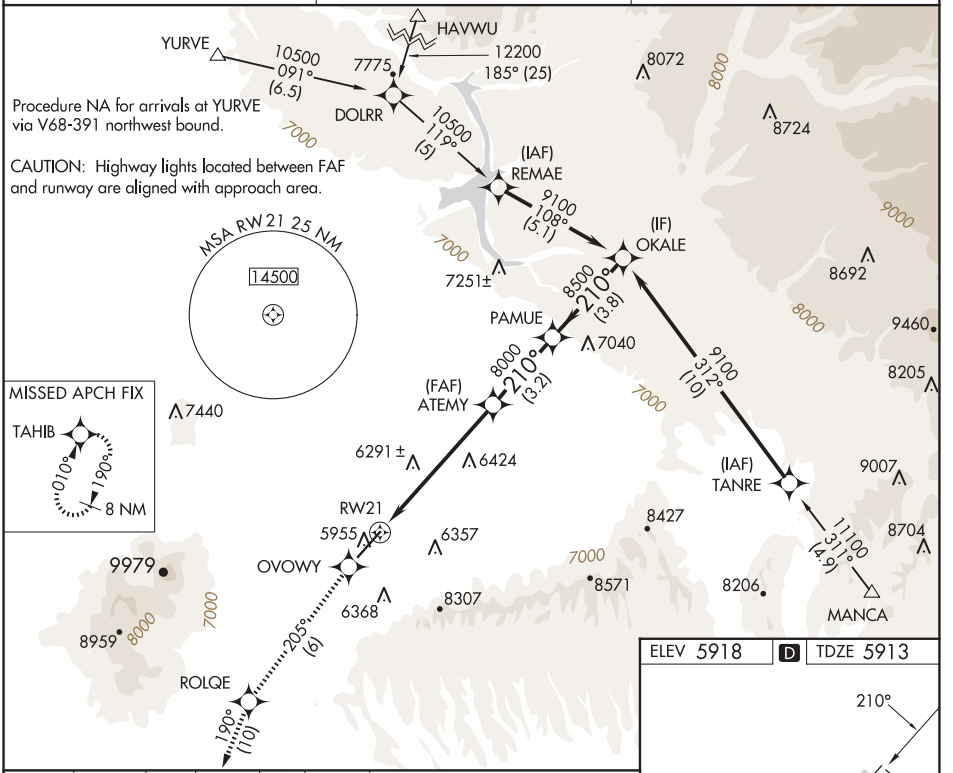
WAAS	APP CRS	Rwy Ldg	7205
CH 99699	210°	TDZE	5913
W21A		Apt Elev	5918

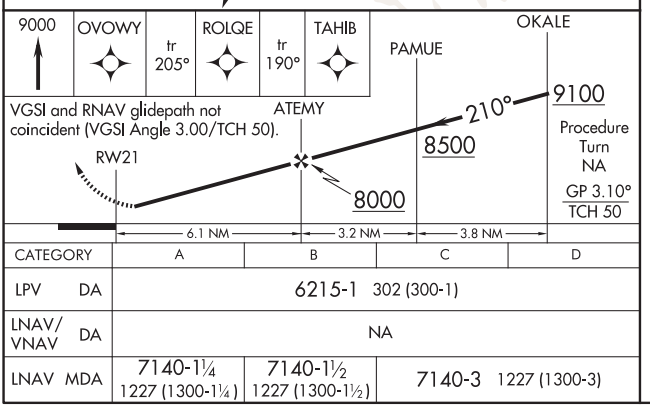
RNP APCH.

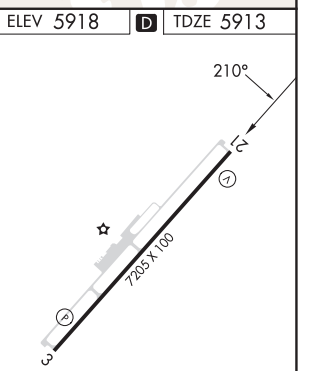
When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	6215-1 302 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	7140-1¼ 1227 (1300-1¼)	7140-1½ 1227 (1300-1½)	7140-3 1227 (1300-3)	

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CORTEZ, COLORADO AL-112 (FAA) 25163

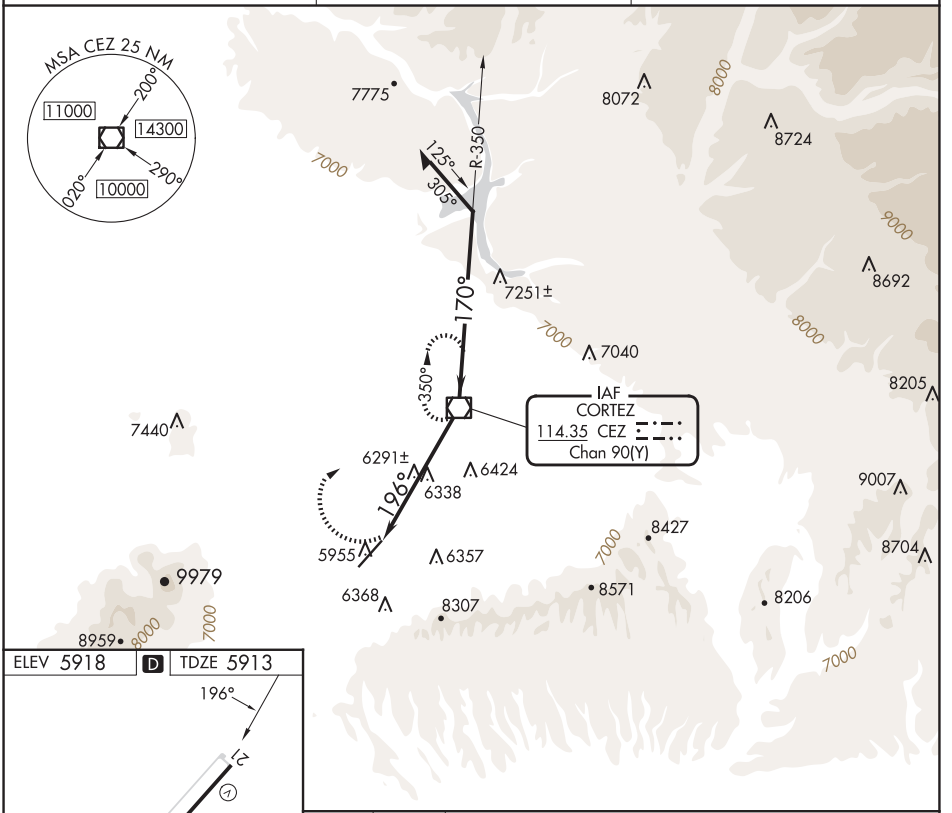
VOR/DME CEZ	APP CRS	Rwy Ldg	7205
114.35	196°	TDZE	5913
Chan 90 (Y)		Apt Elev	5918

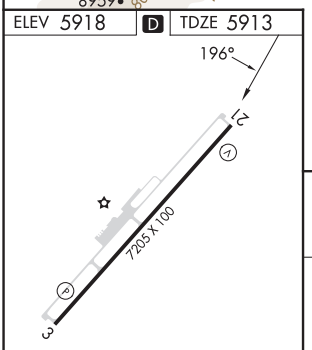
VOR RWY 21
CORTEZ MUNI (CEZ)

CAUTION: Highway lights located between facility and runway are aligned with approach area. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L

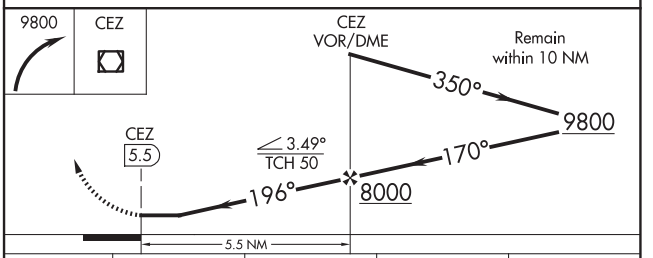




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

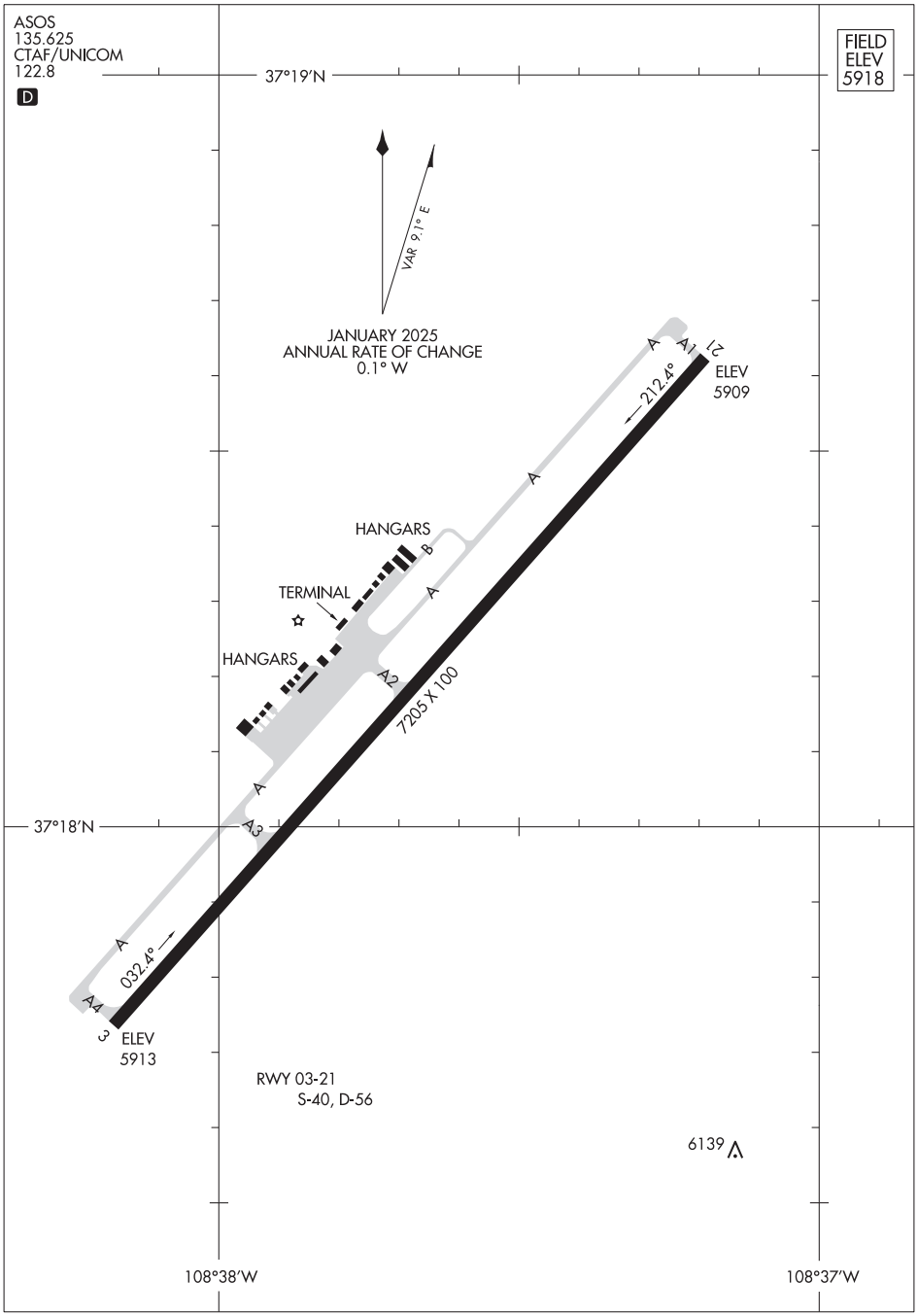
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-21	6660-1 747 (800-1)	6660-1¼ 747 (800-1¼)	6660-2 747 (800-2)	6660-2¼ 747 (800-2¼)
CIRCLING	6660-1 742 (800-1)	6680-1¼ 762 (800-1¼)	6800-2¾ 882 (900-2¾)	7060-3 1142 (1200-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

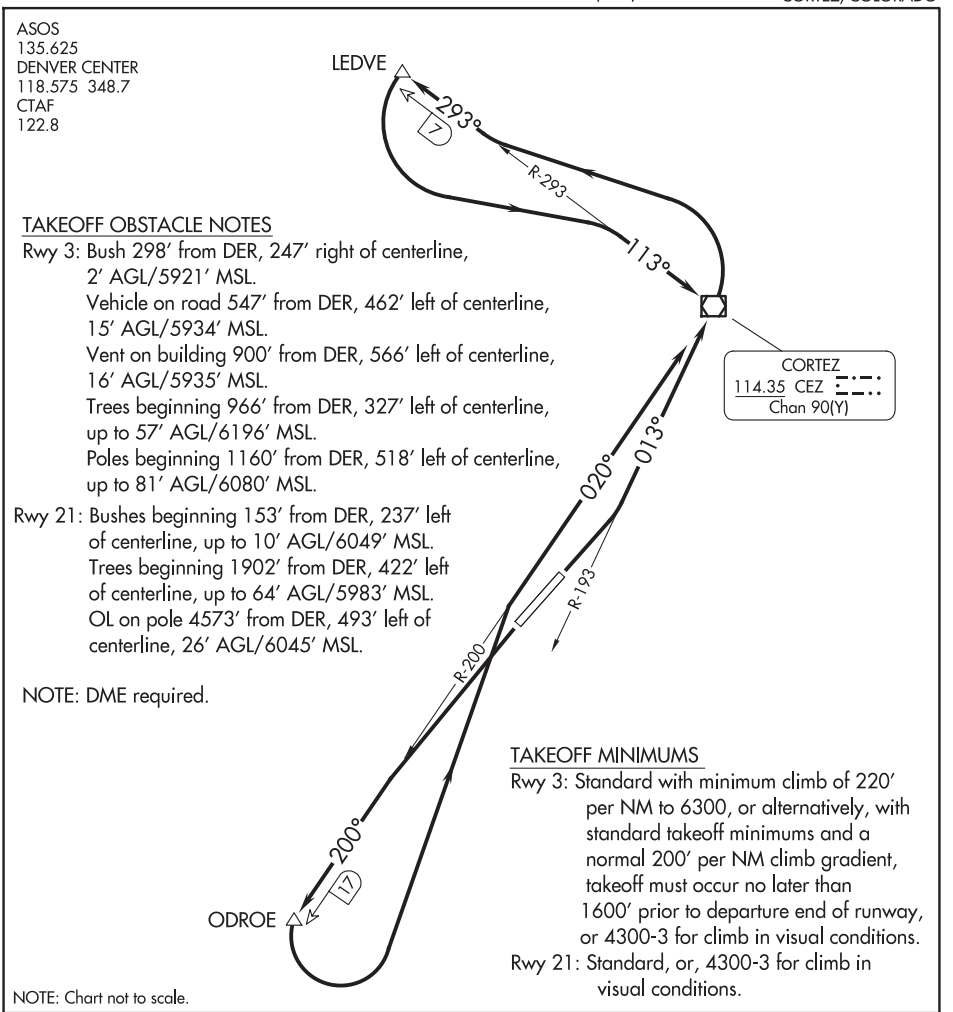
(LEDVE1.CEZ) 23334

LEDVE ONE DEPARTURE (OBSTACLE)

AL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025



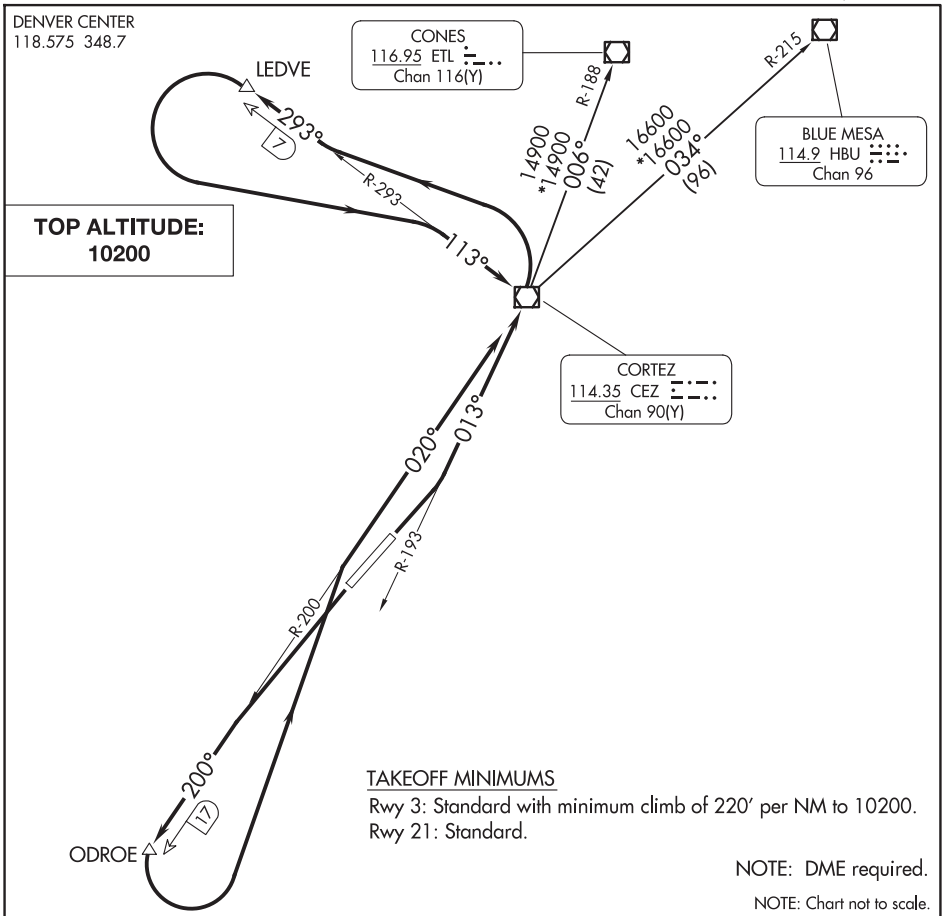
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . .

. . . .via (assigned route).

CORTEZ TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 7100 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8600 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 10200 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 10200 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence. . . .

. . . .via (transition) or (assigned route).

BLUE MESA TRANSITION (CEZ2.HBU): From over CEZ VOR/DME on CEZ R-034 and HBU R-215 to HBU VOR/DME.

CONES TRANSITION (CEZ2.ETL): From over CEZ VOR/DME on CEZ R-006 and ETL R-188 to ETL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

CRAIG, COLORADO | AL-6338 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	5606
CH 61341	074°	TDZE	6193
W07A		Apt Elev	6198

RNAV (GPS) RWY 7

CRAIG-MOFFAT (CAG)

RNP APCH.

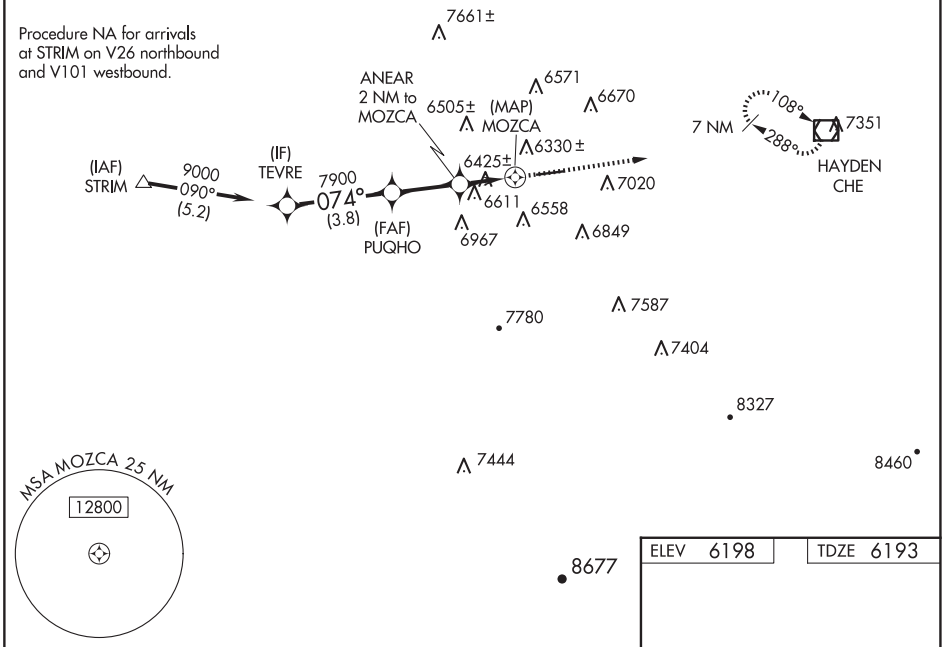
T A -27°C

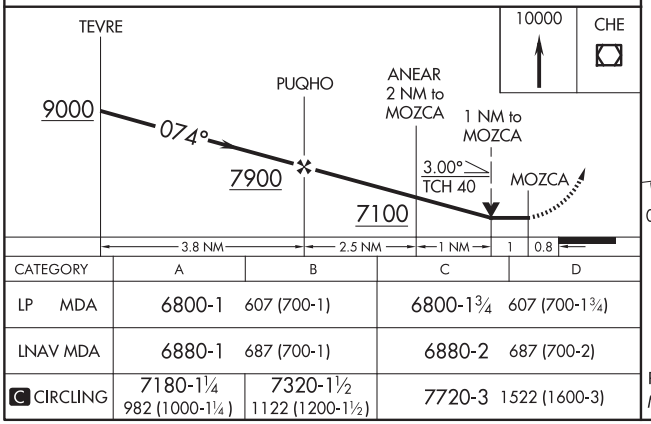
Circling NA for Cat D south of Rwy 7-25.
Rwy 7 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 10000 direct CHE VOR/DME and hold, continue climb-in-hold to 10000.

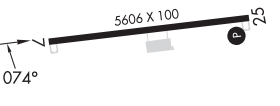
ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L

Procedure NA for arrivals at STRIM on V26 northbound and V101 westbound.





ELEV 6198 | TDZE 6193



CATEGORY	A	B	C	D
LP MDA	6800-1 607 (700-1)		6800-1¾ 607 (700-1¾)	
LNAV MDA	6880-1 687 (700-1)		6880-2 687 (700-2)	
C CIRCLING	7180-1¼ 982 (1000-1¼)	7320-1½ 1122 (1200-1½)	7720-3 1522 (1600-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

CRAIG, COLORADO
Orig 24MAY18

40°30'N-107°31'W

CRAIG-MOFFAT (CAG)

RNAV (GPS) RWY 7

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH **93841** **W25A** | APP CRS **254°** | Rwy Ldg **5606** TDZE **6198** Apt Elev **6198**

RNAV (GPS) RWY 25
CRAIG-MOFFAT (CAG)

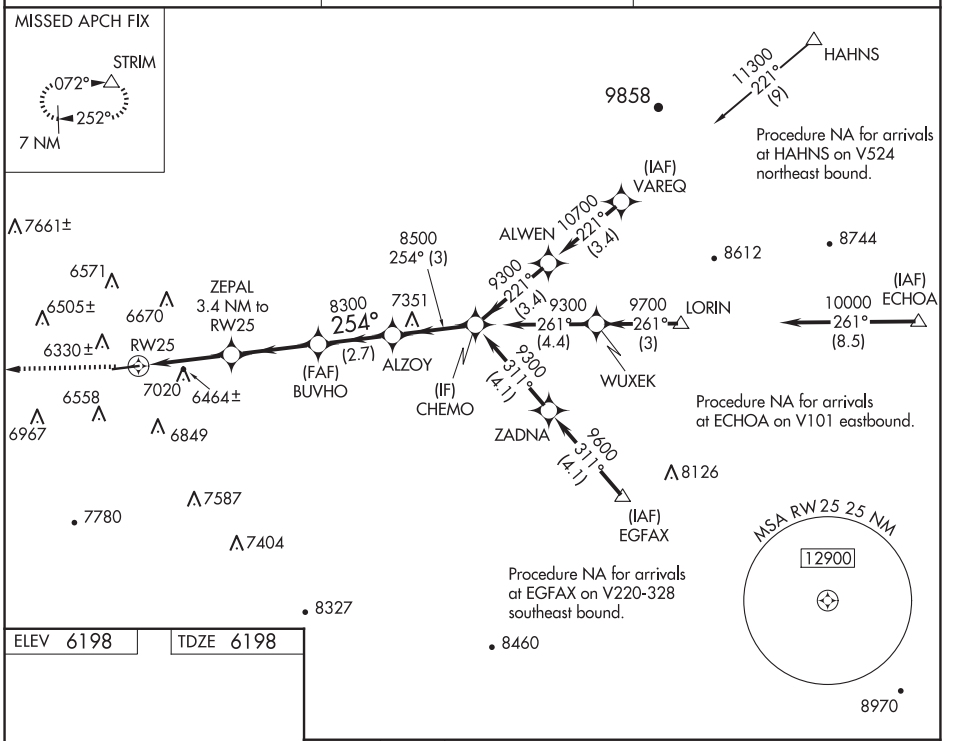
RNP APCH.

T A -27°C

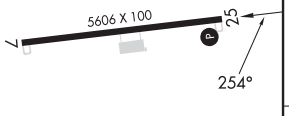
Circling NA for Cat D south of Rwy 7-25. Straight-in and Circling Rwy 25 NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.

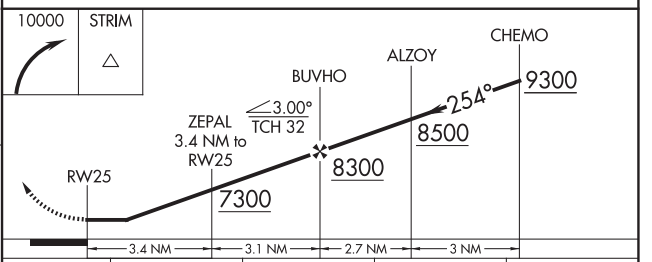
MISSED APPROACH: Climbing right turn to 10000 direct STRIM and hold, continue climb-in-hold to 10000.

ASOS	DENVER CENTER	UNICOM
135.425	**120.475 235.975**	**122.8** (CTAF) L



ELEV 6198 | TDZE 6198





CATEGORY	A	B	C	D
LP MDA	6720-1 522 (600-1)		6720-1½ 522 (600-1½)	
LNAV MDA	7280-1¼ 1082 (1100-1¼)	7280-1½ 1082 (1100-1½)	7280-3 1082 (1100-3)	
C CIRCLING	7280-1¼ 1082 (1100-1¼)	7320-1½ 1122 (1300-1½)	7720-3 1522 (1600-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CRAIG, COLORADO | AL-6338 (FAA) | 25163

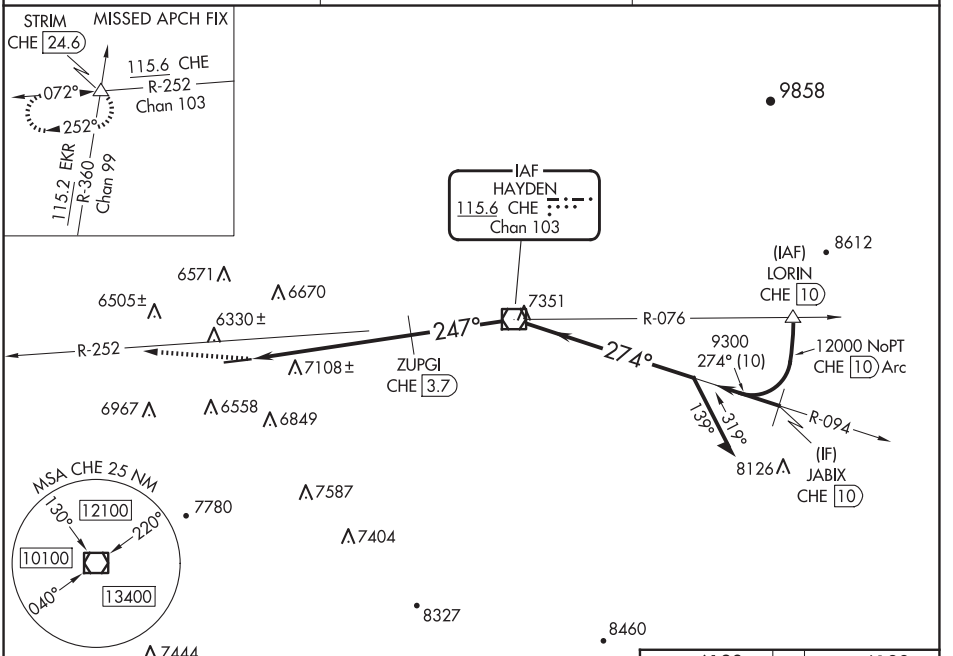
VOR/DME CHE	APP CRS	Rwy Ldg	5606
115.6	247°	TDZE	6198
Chan 103		Apt Elev	6198

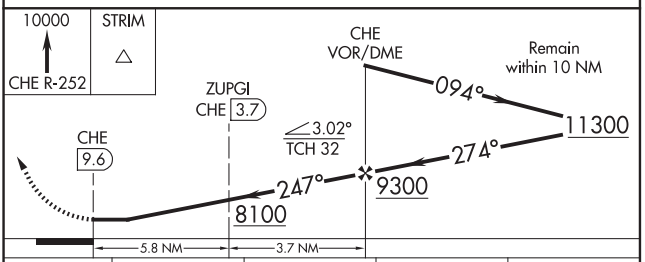
VOR RWY 25
CRAIG-MOFFAT (CAG)

T Rwy 25 helicopter visibility reduction below 1 SM NA.
A Straight-in and Circling Rwy 25 NA at night.
-27°C Circling NA for Cat D south of Rwy 7-25.

MISSED APPROACH: Climb to 10000 on CHE VOR/DME R-252 to STRIM INT/24.6 DME and hold.

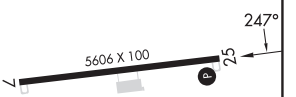
ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-25	8100-1¼ 1902 (2000-1¼)	8100-1½ 1902 (2000-1½)	8100-3	1902 (2000-3)
C CIRCLING	8100-1¼ 1902 (2000-1¼)	8100-1½ 1902 (2000-1½)	8100-3	1902 (2000-3)
ZUPGI FIX MINIMUMS				
S-25	7360-1¼ 1162 (1200-1¼)	7360-1½ 1162 (1200-1½)	7360-3	1162 (1200-3)
C CIRCLING	7360-1¼ 1162 (1200-1¼)	7360-1½ 1162 (1200-1½)	7360-3	1162 (1200-3)

ELEV 6198 | TDZE 6198



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 24

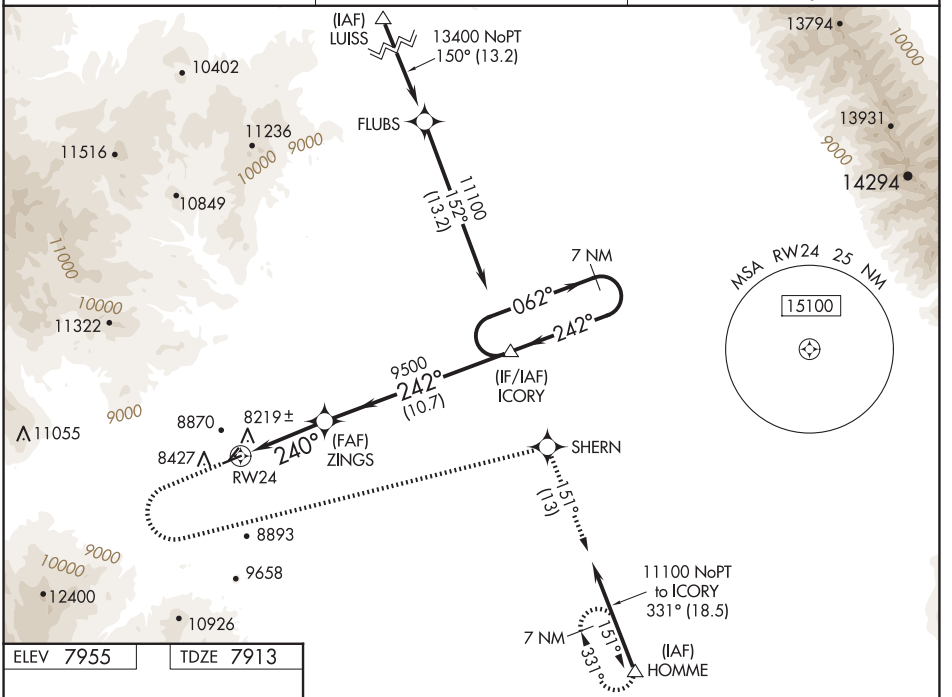
ASTRONAUT KENT ROMINGER (RCV)

WAAS	APP CRS	Rwy Ldg	6051
CH 93740	240°	TDZE	7913
W24A		Apt Elev	7955

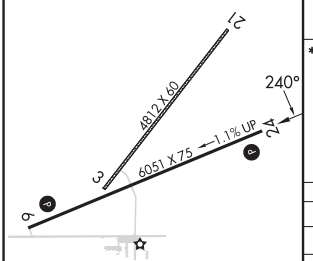
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). Circling NA northwest of Rwy 6-24. Circling Rwy 6 NA at night. DME/DME RNP-0.3 NA. Circling NA to Rwy 3/21.

MISSED APPROACH: Climb to 8600 then climbing left turn to 11100 direct SHERN and on track 151° to HOMME and hold. #Missed approach requires a minimum climb of 310 feet per NM to 9200.

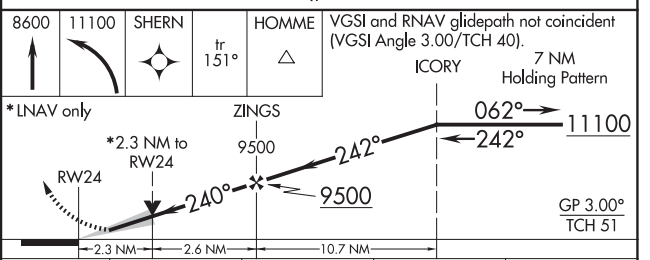
AWOS-3PT	DENVER CENTER	CTAF
118.275	128.375 379.95	122.9 L



ELEV 7955 TDZ 7913



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



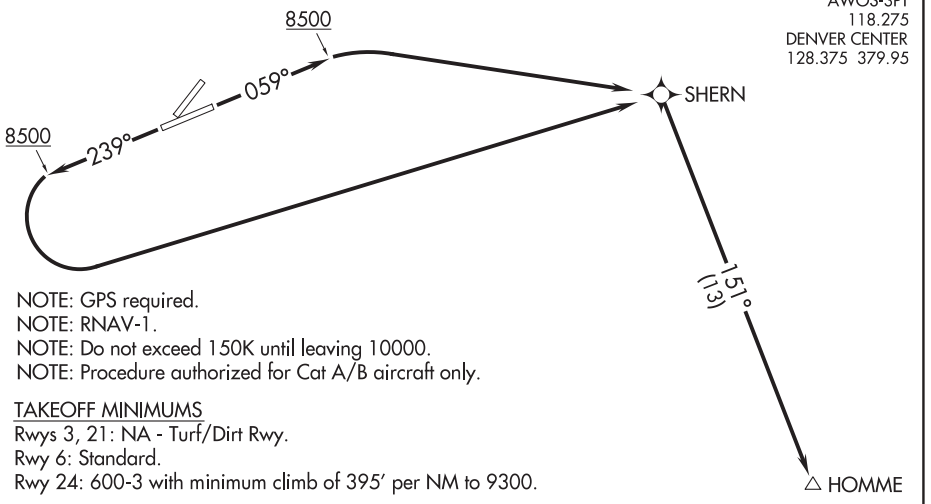
CATEGORY	A	B	C	D
LPV DA #	8163-1	250 (300-1)	NA	
LPV DA	8220-1⅛	307 (300-1⅛)	NA	
LNAV/VNAV DA	8443-1⅞	530 (500-1⅞)	NA	
LNAV MDA	8680-1 767 (800-1)	8680-1¼ 767 (800-1¼)	NA	
C CIRCLING	8700-1 745 (800-1)	8840-1¼ 885 (900-1¼)	NA	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(HOMME1.HOMME) 17285

HOMME ONE DEPARTURE (OBSTACLE) (RNAV)

ASTRONAUT KENT ROMINGER (RCV)
AL-11002 (FAA) DEL NORTE, COLORADO



NOTE: GPS required.
NOTE: RNAV-1.
NOTE: Do not exceed 150K until leaving 10000.
NOTE: Procedure authorized for Cat A/B aircraft only.

TAKEOFF MINIMUMS
Rwys 3, 21: NA - Turf/Dirt Rwy.
Rwy 6: Standard.
Rwy 24: 600-3 with minimum climb of 395′ per NM to 9300.

TAKEOFF OBSTACLE NOTES

Rwy 6: REIL 38′ from DER, 76′ left of centerline, 3′ AGL/7891′ MSL. REIL 38′ from DER, 77′ right of centerline, 4′ AGL/7891′ MSL. Terrain 90′ from DER, 460′ left of centerline, 7892′ MSL. Bush 140′ from DER, 373′ left of centerline, 2′ AGL/7894′ MSL. Terrain 172′ from DER, 528′ left of centerline, 7895′ MSL. Bush 240′ from DER, 428′ left of centerline, 7896′ MSL. Terrain 4704′ from DER, 1659′ left of centerline, 8008′ MSL. Terrain 4729′ from DER, 1763′ left of centerline, 8014′ MSL. Terrain and tree beginning 4807′ from DER, 1468′ left of centerline, up to 8028′ MSL.

Rwy 24: Terrain 11′ from DER, 153′ right of centerline, 7958′ MSL. Terrain and bush beginning 15′ from DER, 243′ right of centerline, up to 7973′ MSL. Terrain and bush beginning 234′ from DER, 222′ right of centerline, up to 7976′ MSL. Terrain and bush beginning 518′ from DER, 428′ right of centerline, up to 7977′ MSL. Terrain 619′ from DER, 583′ right of centerline, 7979′ MSL. Terrain and bush beginning 703′ from DER, 514′ right of centerline, up to 7983′ MSL. Bush 818′ from DER, 654′ right of centerline, 7984′ MSL. Vehicles on road and terrain beginning 926′ from DER, 583′ right of centerline, up to 8002′ MSL. Terrain 1335′ from DER, 763′ left of centerline, 7999′ MSL. Terrain beginning 1389′ from DER, 591′ left of centerline, 8000′ MSL. Bush 1462′ from DER, 742′ left of centerline, 8037′ MSL. Terrain and tree beginning 1534′ from DER, 482′ left of centerline, up to 8065′ MSL. Terrain beginning 1683′ from DER, 413′ left of centerline, up to 8106′ MSL. Terrain beginning 1900′ from DER, 499′ left of centerline, up to 8147′ MSL. Terrain beginning 2006′ from DER, 400′ left of centerline, up to 8191′ MSL. Terrain beginning 2059′ from DER, 428′ left of centerline, up to 8195′ MSL. Terrain and bush beginning 2164′ from DER, 332′ left of centerline, up to 8210′ MSL. Terrain and bush beginning 2270′ from DER, 427′ left of centerline, up to 8228′ MSL. Terrain 5615′ from DER, 1931′ right of centerline, 8099′ MSL. Terrain, antenna and general utility beginning 5649′ from DER, 1089′ left of centerline, up to 5′ AGL/8274′ MSL. Terrain 6019′ from DER, 1834′ right of centerline, 8128′ MSL. Terrain 6019′ from DER, 1932′ right of centerline, 8141′ MSL. Terrain beginning 1 NM from DER, 1655′ right of centerline, up to 8208′ MSL. Terrain bush and tree beginning 1 NM from DER, 875′ right of centerline, up to 8435′ MSL. General utility and terrain beginning 1 NM from DER, 1840′ right of centerline, up to 5′ AGL/8427′ MSL. Terrain, fence, tree and transmission tower beginning 1.7 NM from DER, 295′ right of centerline, up to 8503′ MSL. Terrain beginning 1.9 NM from DER, 63′ left of centerline, up to 8352′ MSL. Terrain 2.5 NM from DER, 1386′ left of centerline, 8420′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 059° to 8500, then climbing right turn to 10000 direct SHERN, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 239° to 8500, then climbing left turn to 10000 direct SHERN, thence. . . .

. . . .on track 151° to HOMME, continue climb until reaching the MCA/MEA for direction of flight before proceeding on course.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5598
CH 90537	032°	TDZE	5157
W03A		Apt Elev	5193

RNAV (GPS) RWY 3

BLAKE FLD (AJZ)

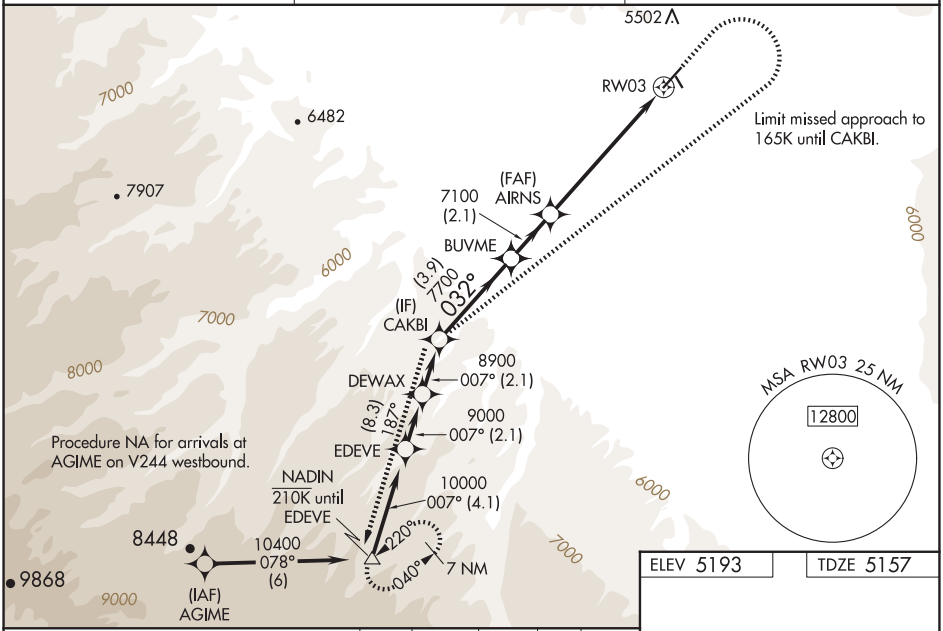
RNP APCH.

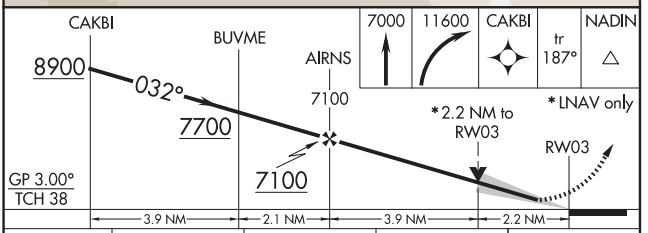
T A Baro-VNAV NA when using Montrose altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. When local altimeter setting not received, use Montrose altimeter setting: increase #LPV DA to 5529 feet and visibility all Cats ⅜ SM, increase LPV DA to 5670 feet and visibility all Cats ½ SM, increase LNAV/VNAV DA to 5979 feet and visibility all Cats ½ SM. Increase all MDA 140 feet and visibility Cat B ¼ SM, Cat C ½ SM and Circling Cat A ¼ SM. VDP NA when using Montrose altimeter setting. Circling NA to Rwys 14 and 32.

Missed approach requires minimum climb of 250 feet per NM to 6900.

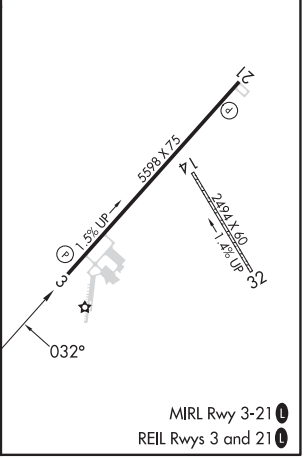
MISSED APPROACH: Climb to 7000 then climbing right turn to 11600 direct CAKBI and on track 187° to NADIN and hold, continue climb-in-hold to 11600.

AWOS-3	DENVER CENTER	UNICOM
134.0	127.1 343.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
#LPV DA	5407-1 250 (300-1)			NA
LPV DA	5548-1½ 391 (400-1½)			NA
LNAV/VNAV DA	5857-2 700 (700-2)			NA
LNAV MDA	5840-1 683 (700-1)		5840-2 683 (700-2)	NA
C CIRCLING	5900-1 707 (800-1)	6340-1½ 1147 (1200-1½)	6680-3 1487 (1500-3)	NA



MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DEMING, NEW MEXICO | AL-478 (FAA) | 23054

RNAV (GPS) RWY 4

DEMING MUNI (DMN)

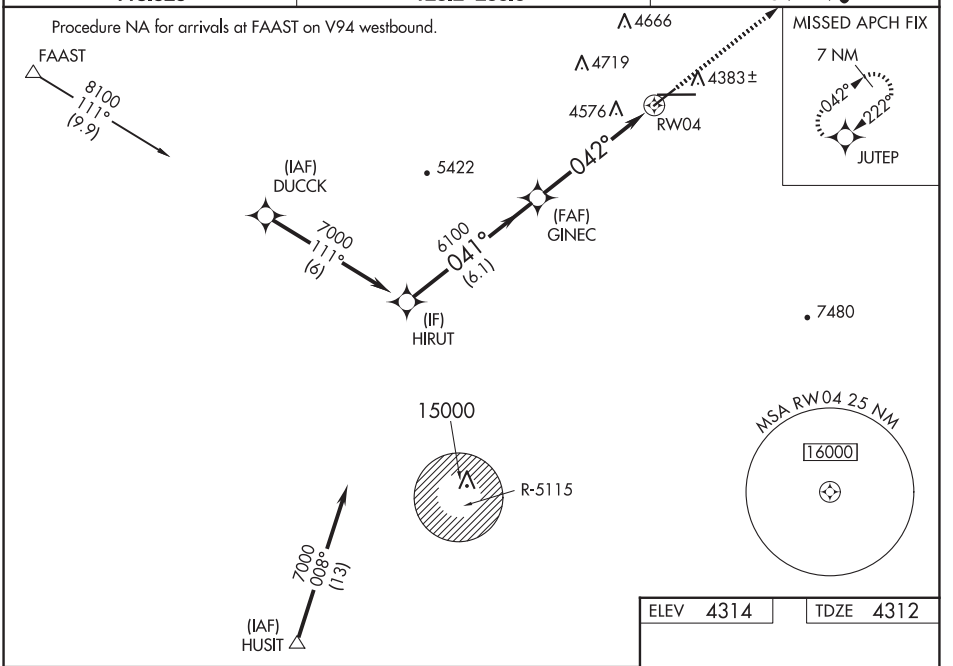
WAAS	APP CRS	Rwy Idg	5675
CH 99319	042°	TDZE	4312
W04A		Apt Elev	4314

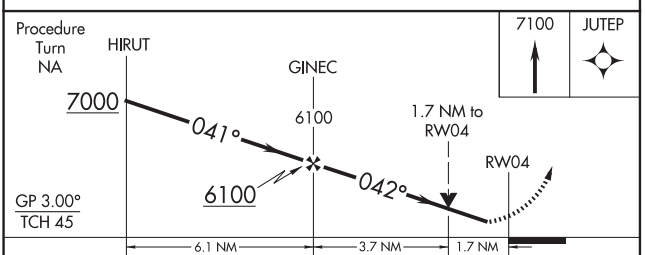
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. VDP and Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile and Cats C and D visibility ½ mile. Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 22, 26 NA at night.

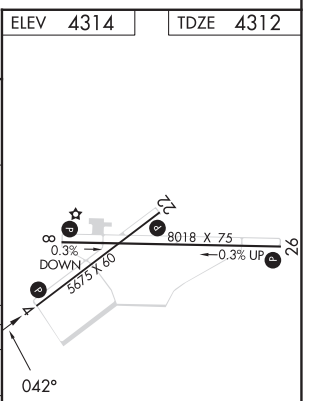
MISSED APPROACH: Climb to 7100 direct JUTEP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4562-1 250 (300-1)			
LNAV/VNAV DA	4945-2¼ 633 (700-2¼)			
LNAV MDA	4880-1 568 (600-1)		4880-1½ 568 (600-1½)	4880-1¾ 568 (600-1¾)
C CIRCLING	4880-1 566 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)



DEMING, NEW MEXICO
Amdt 1C 08SEP22

32°16'N-107°43'W

DEMING MUNI (DMN)

RNAV (GPS) RWY 4

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	8018
080°	TDZE	4314
	Apt Elev	4314

RNAV (GPS) RWY 8

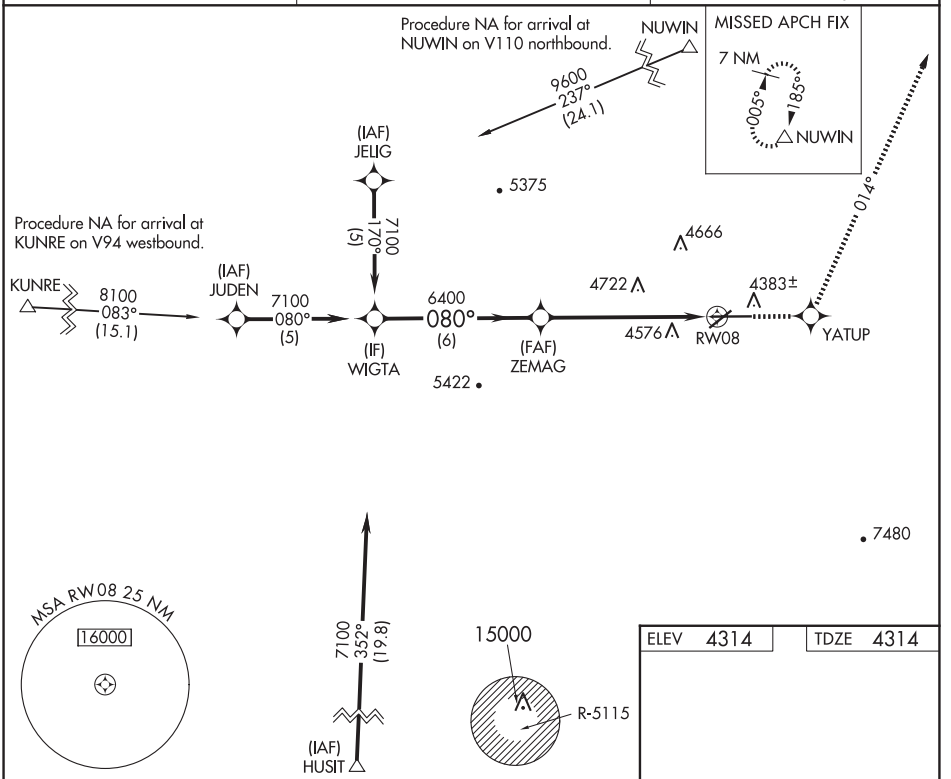
DEMING MUNI (DMN)

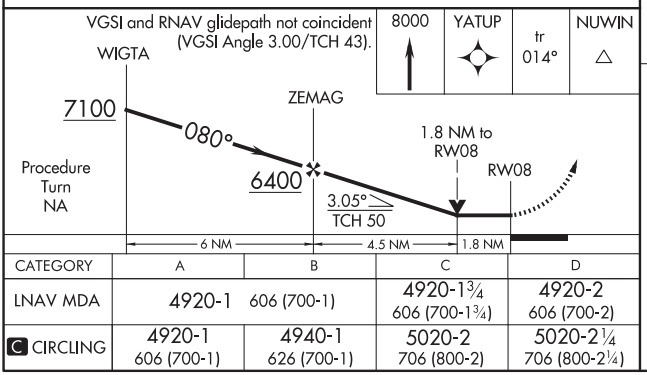
RNP APCH - GPS.

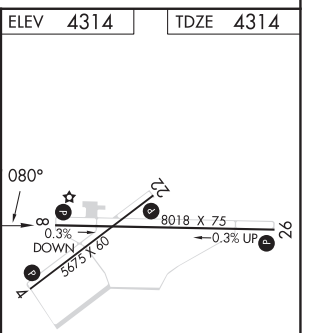
When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet; increase LNAV Cats C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 8 helicopter visibility reduction below ¾ SM NA. Circling Rwy 22, 26 NA at night.

MISSED APPROACH: Climb to 8000 direct YATUP and on track 014° to NUWIN and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4920-1	606 (700-1)	4920-1¾ 606 (700-1¾)	4920-2 606 (700-2)
C CIRCLING	4920-1 606 (700-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

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SW-1, 12 JUN 2025 to 07 AUG 2025

DEMING, NEW MEXICO | AL-478 (FAA) | 23054

RNAV (GPS) RWY 22

DEMING MUNI (DMN)

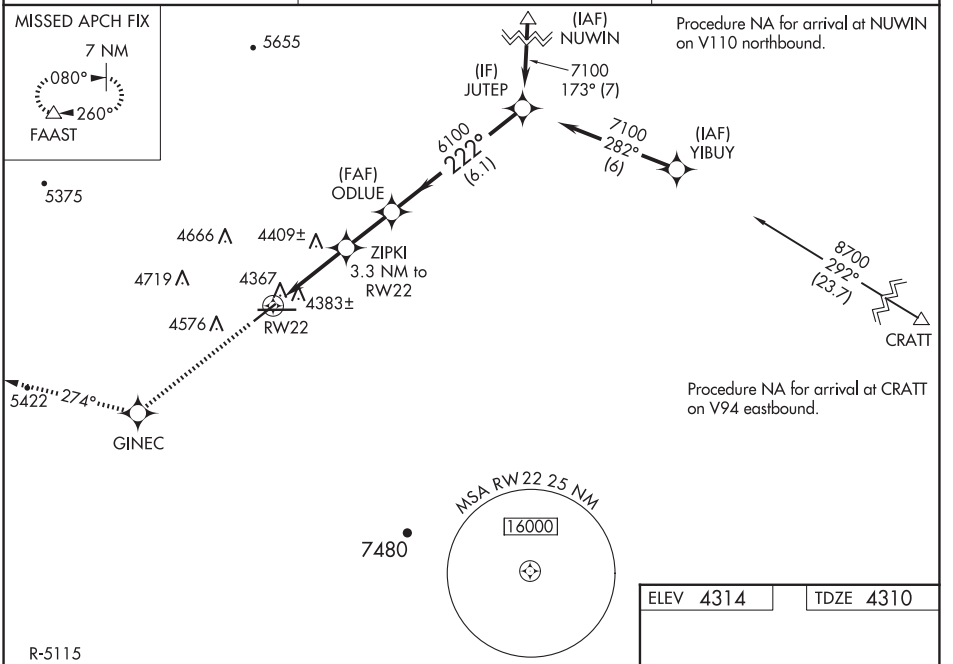
WAAS CH 70419 W22A	APP CRS 222°	Rwy Idg 5675 / TDZE 4310 / Apt Elev 4314

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C and D visibility ¼ mile, increase Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 22, 26 NA at night.

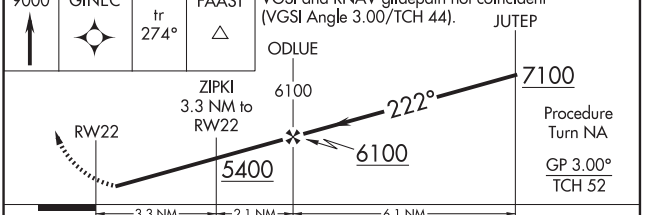
MISSED APPROACH: Climb to 9000 direct GINEC and on track 274° to FAAST and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L

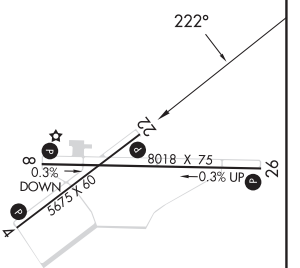


9000	GINEC	tr 274°	FAAST

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).



ELEV 4314 | TDZE 4310



CATEGORY	A	B	C	D
LPV DA	4560-1 250 (300-1)			
LNAV/VNAV DA	4637-1¼ 327 (400-1¼)			
LNAV MDA	4660-1 350 (400-1)			4660-1¼ 350 (400-1¼)
C CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

MIRL Rwy 4-22
MIRL Rwy 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS)-A

DEMING MUNI (DMN)

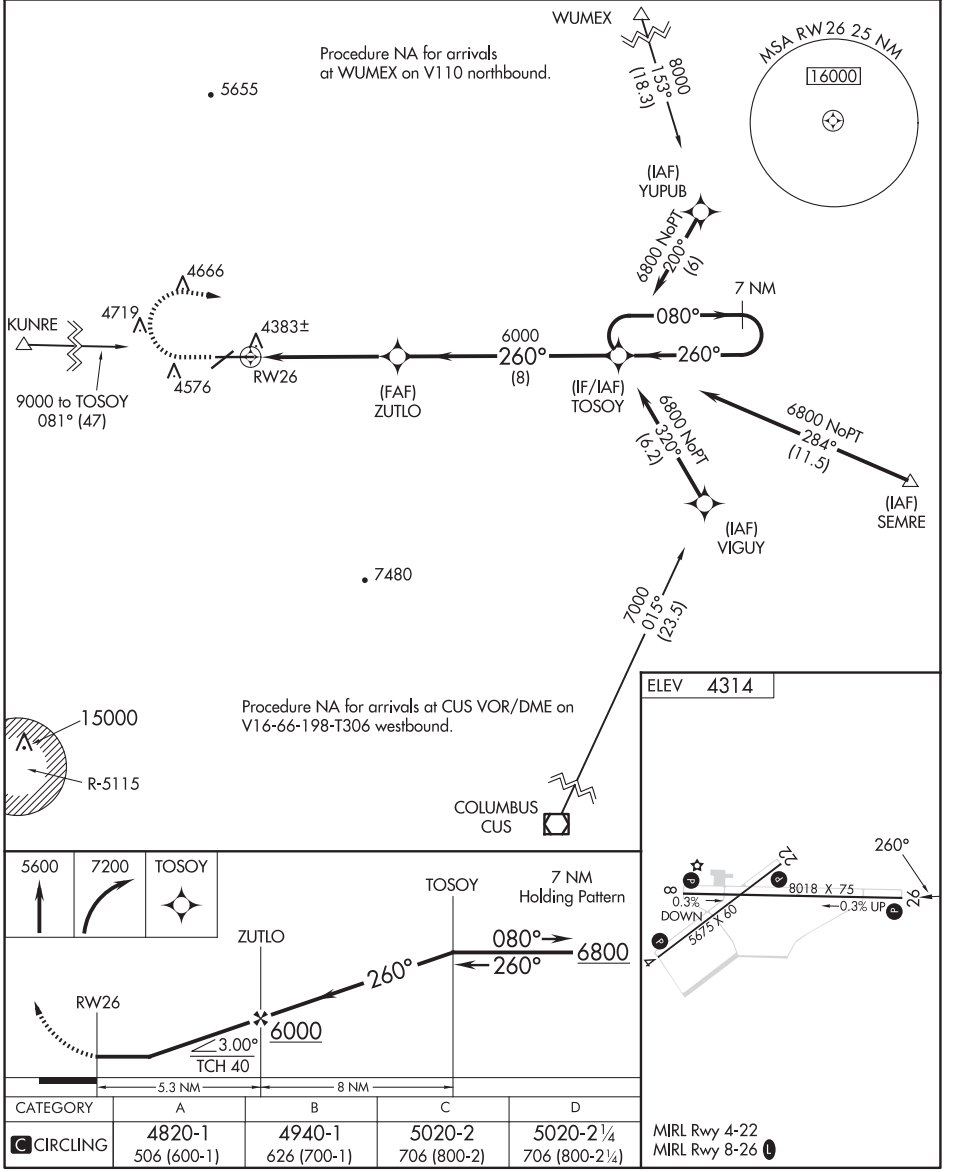
APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	4314

RNP APCH - GPS.

When local altimeter setting not received, useLas Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Circling Rwy 22, 26 NA at night.

MISSED APPROACH: Climb to 5600 then climbing right turn to 7200 direct TOSOY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

MIRL Rwy 4-22
MIRL Rwy 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DEMING, NEW MEXICO | AL-478 (FAA) | 23054

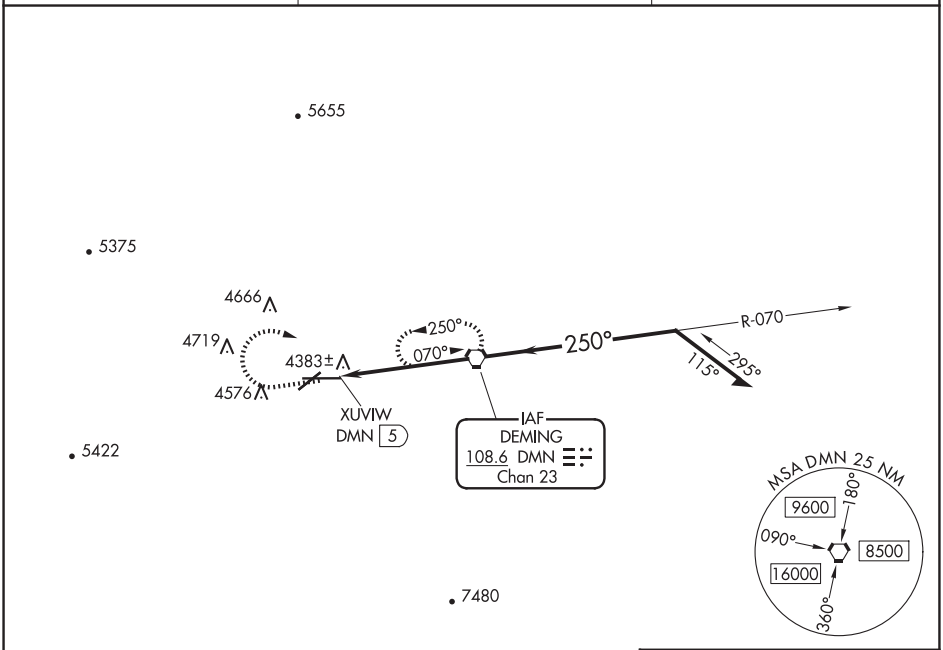
VORTAC DMN	APP CRS	Rwy Idg	N/A
108.6	250°	TDZE	N/A
Chan 23		Apt Elev	4314

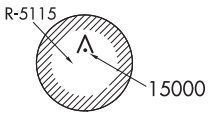
VOR-B
DEMING MUNI (DMN)

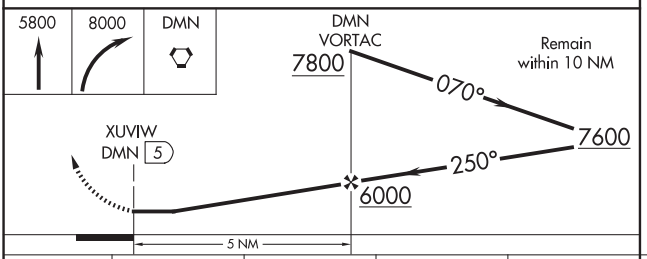
Circling to Rwy 26 NA at night.

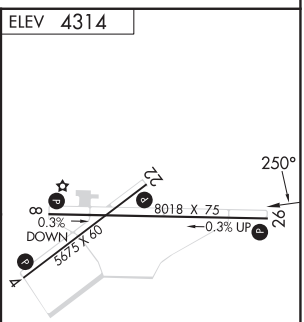
MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct DMN VORTAC and hold. Continue to climb-in-hold to 8000.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L









MIRL Rwy 4-22
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-APA	APP CRS		35R	35L
111.3	350°	Rwy Idg	10001	7001
Chan 50		TDZE	5885	5869
		Apt Elev	5885	5885

AL-5715 (FAA)

ILS or LOC RWY 35R

CENTENNIAL (APA)

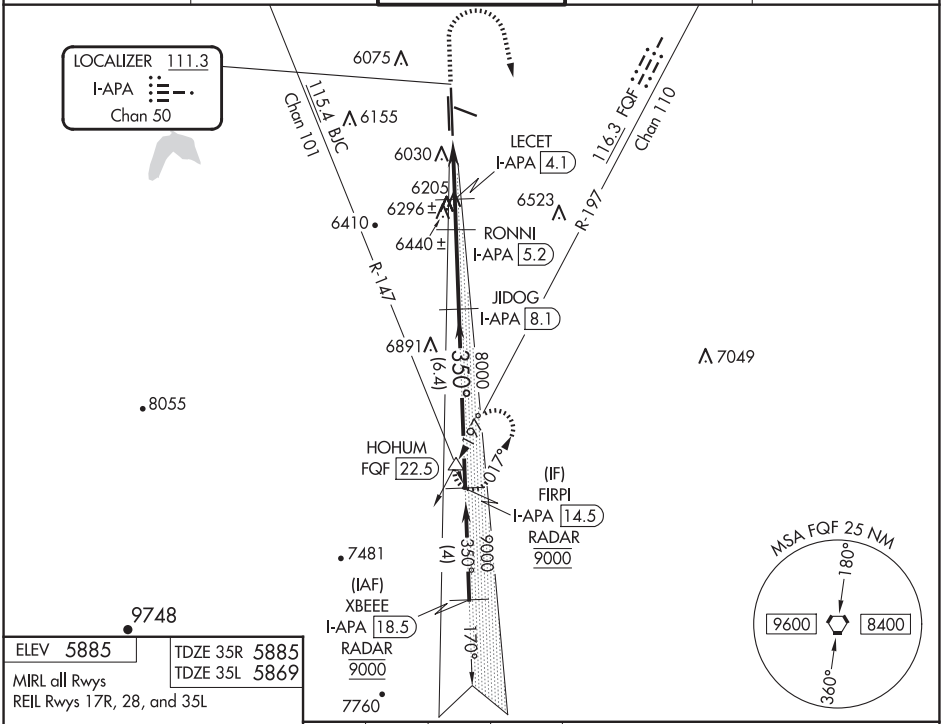
DME required for LOC only. RADAR required for procedure entry.

T A Rwy 35L helicopter visibility reduction below 1 SM NA. For inop ALS, increase S-LOC 35R Cat C/D visibility to 1⅝ SM. Sidestep and Circling Rwy 35L NA at night.

MALSR Rwy 35R

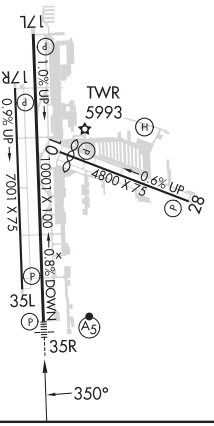
MISSED APPROACH: Climb to 7400 then climbing right turn to 9200 on heading 160° and FQF VORTAC R-197 to HOHUM INT/FQF 22.5 DME and hold.

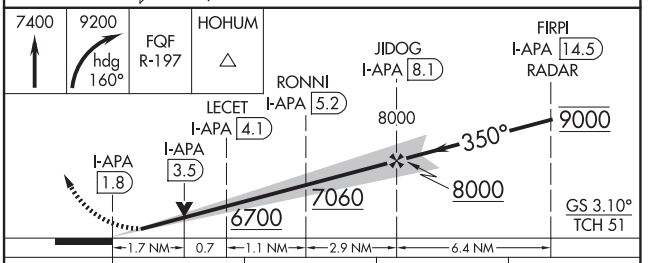
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6



ELEV 5885	TDZE 35R 5885
	TDZE 35L 5869

MIRL all Rwys
REIL Rwys 17R, 28, and 35L





CATEGORY	A	B	C	D
S-ILS 35R	6085-½ 200 (200-½)			
S-LOC 35R	6460-½ 575 (600-½)		6460-1¼ 575 (600-1¼)	
SIDESTEP 35L	6460-1 591 (600-1)		6460-1½ 591 (600-1½)	6460-2 591 (600-2)
C CIRCLING	6460-1 575 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6760-2¾ 875 (900-2¾)

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SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-5715 (FAA) | 25107

APP CRS	Rwy Idg	10001
170°	TDZE	5823
	Apt Elev	5885

RNAV (RNP) Z RWY 17L

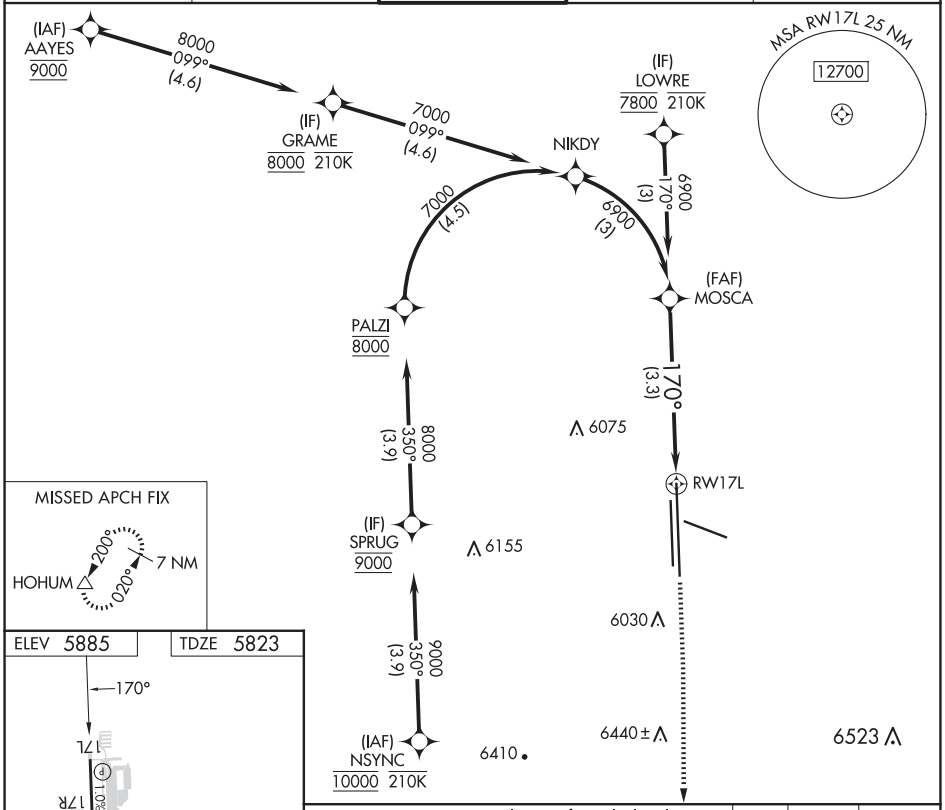
CENTENNIAL (APA)

RNP AR APCH - GPS. Authorization required. From PALZI:RF and NIKDY:RF.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 6300 then climbing right turn to 10400 direct HOHUM and hold, continue climb-in-hold to 10400.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6



CATEGORY	A	B	C	D
RNP 0.30 DA	6123-⅞ 300 (300-⅞)			

AUTHORIZATION REQUIRED

DENVER, COLORADO
Orig 17APR25

CENTENNIAL (APA)

39°34'N-104°51'W

RNAV (RNP) Z RWY 17L

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH **82107** **W28A**	APP CRS **283°**	Rwy Idg **4800** TDZE **5813** Apt Elev **5885**

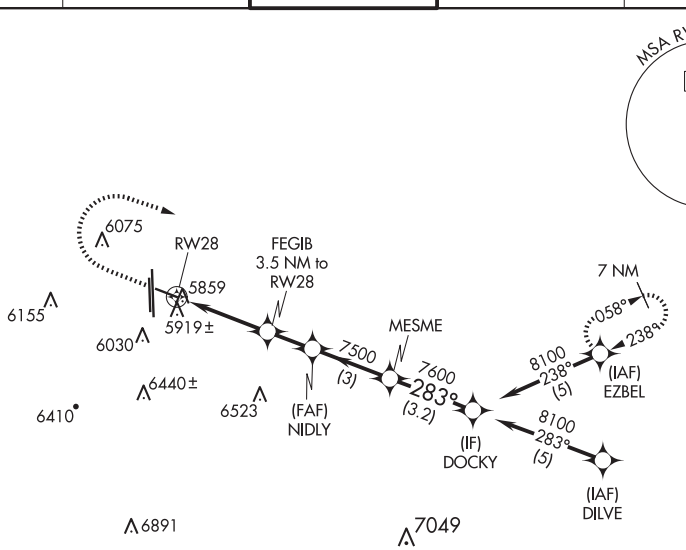
RNAV (GPS) RWY 28
CENTENNIAL (APA)

RNP APCH.

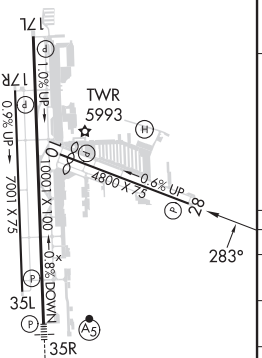
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 49°C. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 35L NA at night.

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct EZBEL and hold.

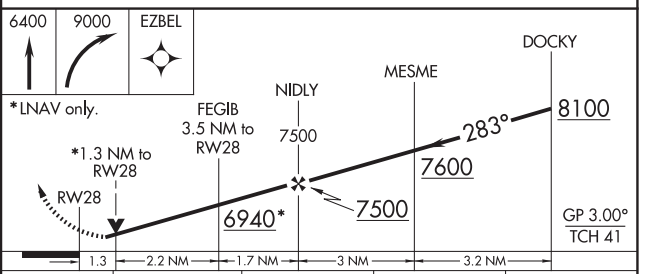
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	**132.75 269.3**	**118.9**	**121.8**	**128.6**



ELEV 5885 TDZE 5813



MIRL all Rwys
REIL Rwys 17R, 28, and 35L



CATEGORY	A	B	C	D
LPV DA	6079-⅞ 266 (200-⅞)			
LNAV/VNAV DA	6119-1 306 (300-1)			
LNAV MDA	6260-1 447 (400-1)		6260-1⅜ 447 (400-1⅜)	
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6900-3 1015 (1100-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS		
CH **40339**	**350°**	Rwy Idg	**10001**
W35A		TDZE	**5885**
		Apt Elev	**5885**

RNAV (GPS) RWY 35R

CENTENNIAL (APA)

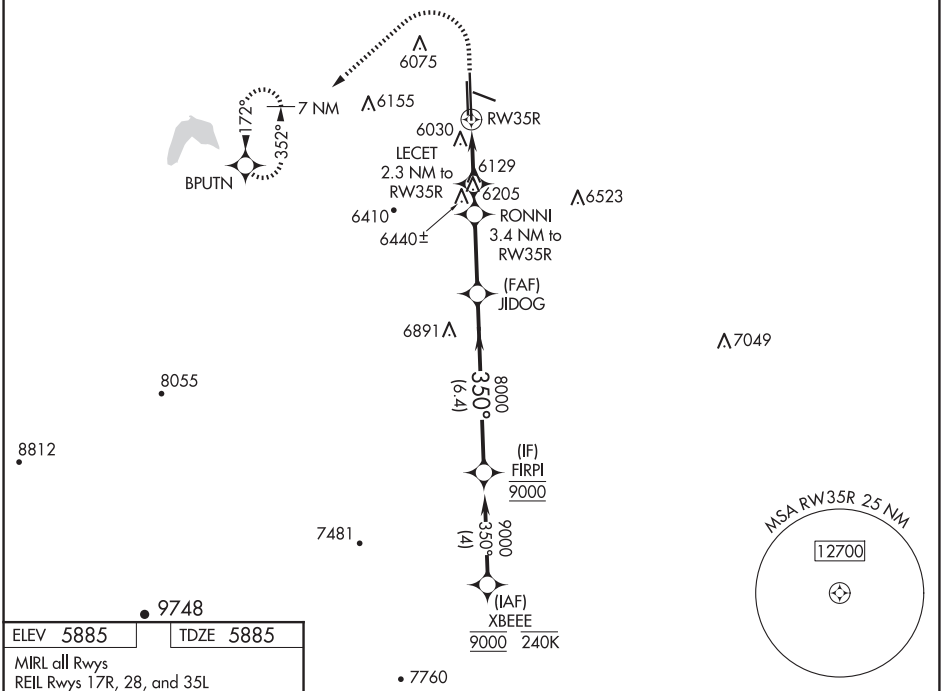
RNP APCH.

Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

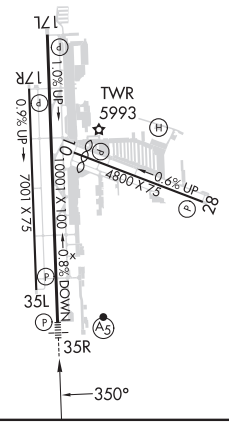
MISSED APPROACH: (Do not exceed 240K until BPUTN) Climb to 8200 then climbing left turn to 9600 direct BPUTN and hold.

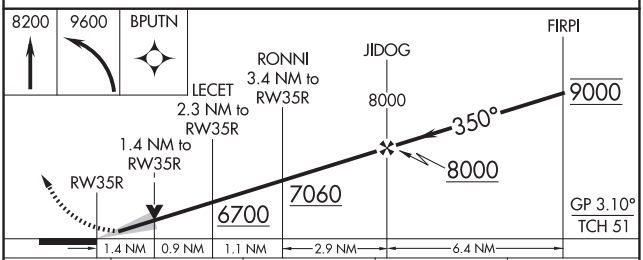
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	**132.75 269.3**	**118.9**	**121.8**	**128.6**



ELEV 5885	TDZE 5885

MIRL all Rwys
REIL Rwys 17R, 28, and 35L





CATEGORY	A	B	C	D
LPV DA	6085-½ 200 (200-½)			
LNAV/VNAV DA	6324-¾ 439 (500-¾)			
LNAV MDA	6380-½ 495 (500-½)		6380-1 495 (500-1)	
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6760-2¾ 875 (900-2¾)

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72930 W17A	APP CRS 170°	Rwy Idg 10001 TDZE 5823 Apt Elev 5885

RNAV (GPS) Y RWY 17L

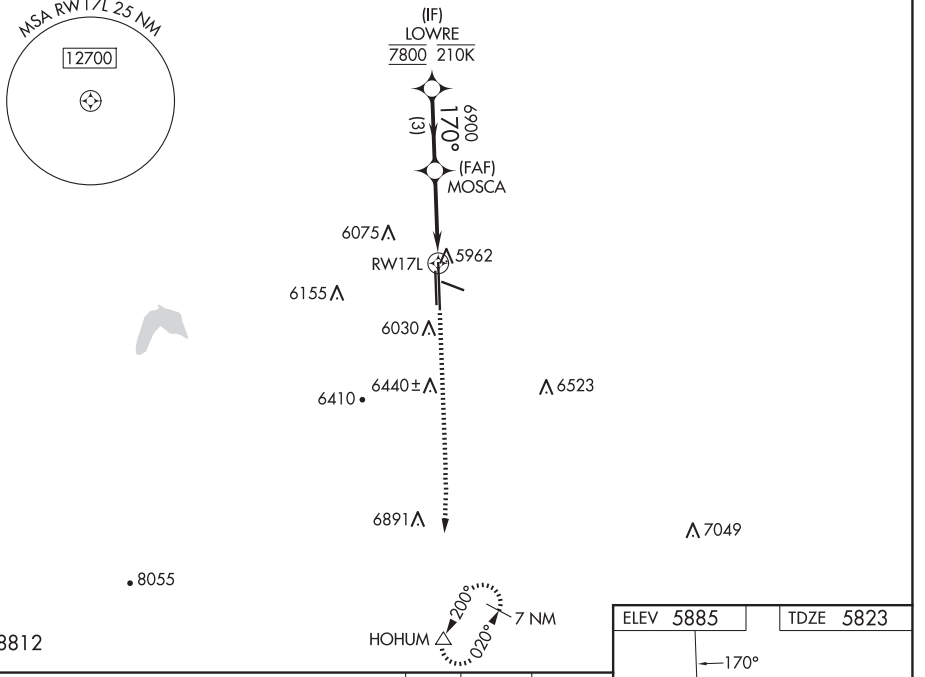
CENTENNIAL (APA)

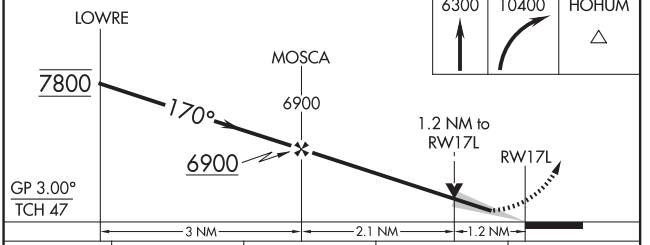
RNP APCH - GPS.

Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

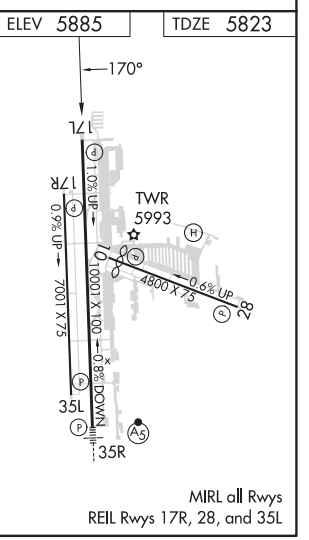
MISSED APPROACH: Climb to 6300 then climbing right turn to 10400 direct HOHUM and hold, continue climb-in-hold to 10400.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6





CATEGORY	A	B	C	D
LPV DA	6023-¾	200 (200-¾)		
LNAV/VNAV DA	6123-⅞	300 (300-⅞)		
LNAV MDA	6220-1	397 (400-1)	6220-1⅛	397 (400-1⅛)
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6900-3 1015 (1100-3)



MIRL all Rwys
REIL Rwys 17R, 28, and 35L

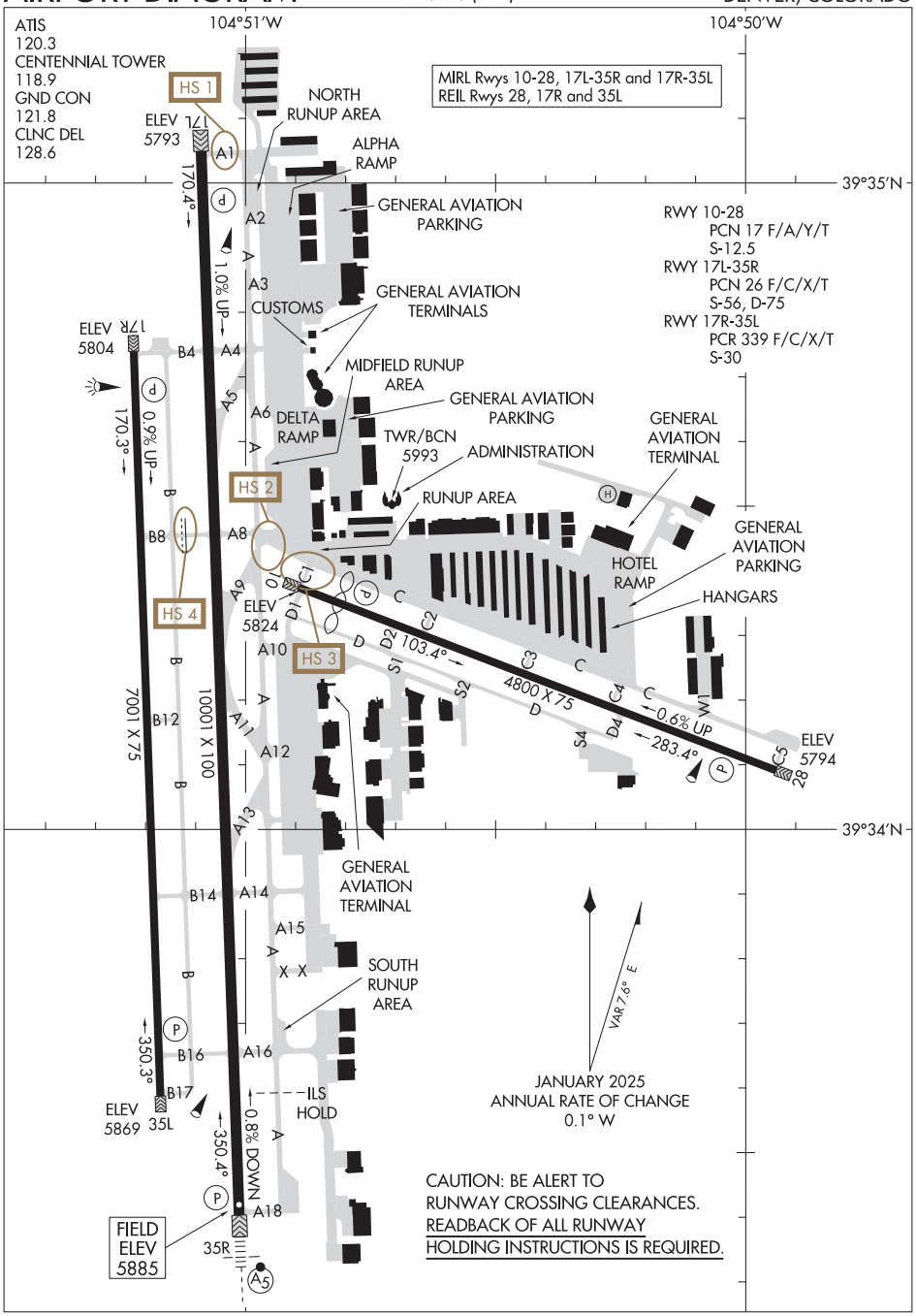
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

25107

DENVER, COLORADO
CENTENNIAL (APA)

DENVER THREE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

DENVER THREE DEPARTURE

12JUN25

DENVER, COLORADO
CENTENNIAL (APA)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 10: Climb on heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ATIS 120.3
CLNC DEL 128.6
DENVER DEP CON 132.75 269.3
WYNDM
ZIRKL
SHAYK
DUUZE
N
EEONS
EMMYS
EXTAN
EPKEE
POIZN
COTNN
BAPME
8000
087° (12)
ECHOO
15000 *9000 050° (20)
15000 *9000 075° (19)
15000 *7500 100° (19)
15000 *7700 125° (22)
15000 *8100 102° (42)
15000 *6100 109° (28)
15000 *6000 109° (38)
15000 *7000 070° (110)
15000 *7100 073° (110)
15000 *7400 087° (109)
6385
6385
350° 350°
170° 170°
TOP ALTITUDE: FL230
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
TAKEOFF MINIMUMS
Rwys 10, 28: NA.
Rwy 17L: Standard with minimum climb of 255' per NM to 8000.
Rwy 17R: Standard with minimum climb of 370' per NM to 8000.
Rwys 35L/R: Standard.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

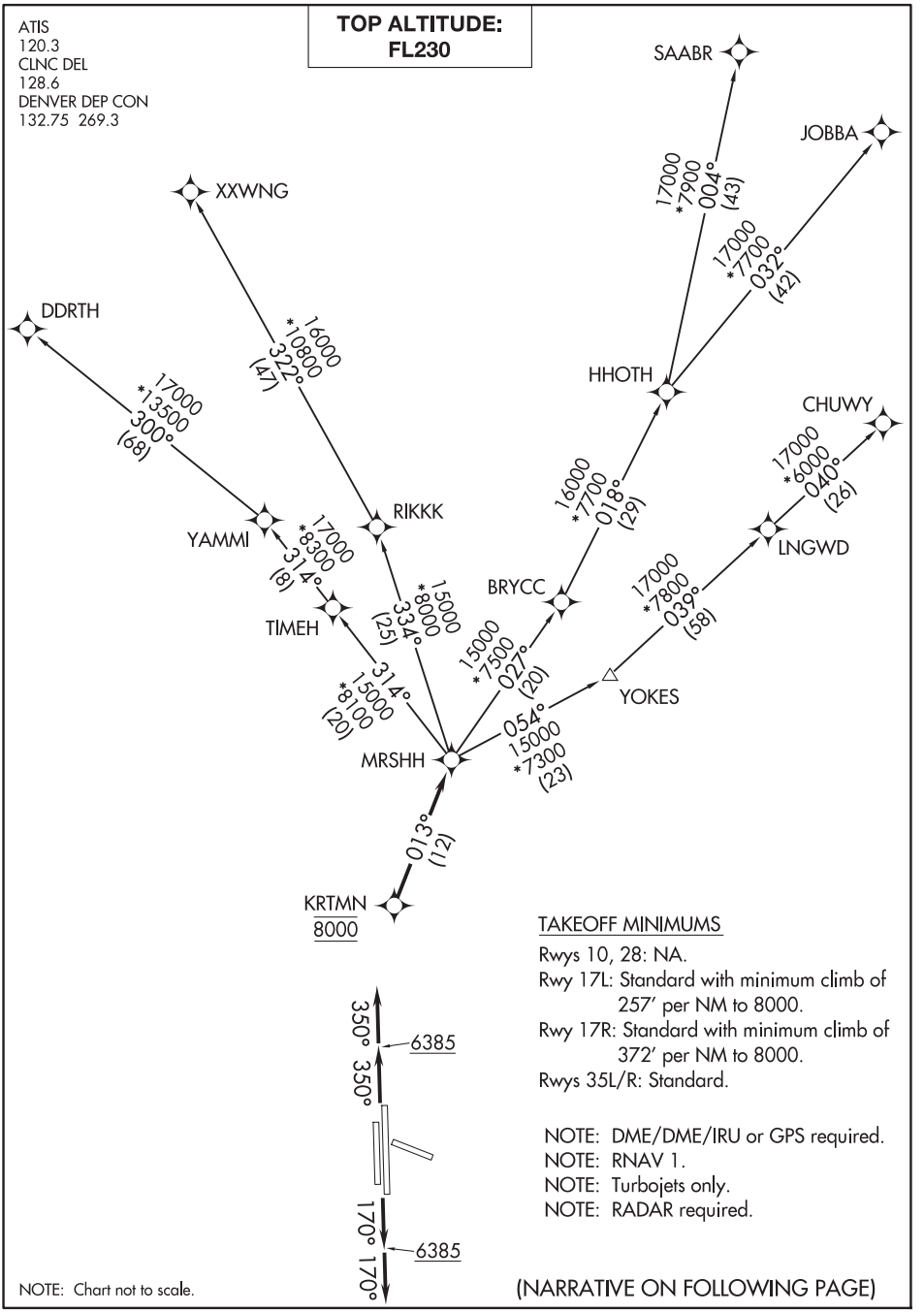
WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 12 JUN 2025 to 07 AUG 2025

MRSHH TWO DEPARTURE (RNAV)

AL-5715 (FAA)



TAKEOFF MINIMUMS

Rwys 10, 28: NA.
Rwy 17L: Standard with minimum climb of 257′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 372′ per NM to 8000.
Rwys 35L/R: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 12 JUN 2025 to 07 AUG 2025

PIKES THREE DEPARTURE

AL-5715 (FAA)

SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

DENVER
117.9 DEN
Chan 126

FALCON
116.3 FQF
Chan 110

6600
100°

FL230
*14300
197°
(44)

11000
*9000
159°
(55)

SOLAR

R-091

ADANE

HUGO
112.1 HGO
Chan 58

37

BLACK FOREST
112.5 BRK
Chan 72

R-145

9000
174°
(19)

V389

R-245

MOCA 14300
for ALAMOSA
Transition.

(38)

82

TEHEV

DRAKE

FL230
*16600
182°
(35)

R-282

7800
(19)

V83-389

R-354

PUEBLO
116.7 PUB
Chan 114

R-245

BINKE

FL230
*14300
182°
(41)

J13-44

R-002

ALAMOSA
113.9 ALS
Chan 86

TAKEOFF MINIMUMS

Rwys 10, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255′/NM to 8000.
Rwy 17R: Standard with minimum climb of 372′/NM to 8000.
Rwy 28: Standard with minimum climb of 300′/NM to 8000.

MSA FQF 25 NM
180°
9600
8400
360°

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(PIKES3.DEN) 25163
PIKES THREE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 10: Climb on heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

PLAINS TWO DEPARTURE

(CONTINUED ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

PLAINS TWO DEPARTURE

DENVER, COLORADO
CENTENNIAL (APA)

(PLAIN2.DEN) 25163

PLAINS TWO DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.
TAKEOFF RUNWAY 10: Climb on heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

(CONTINUED ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 10: Climb heading 100° to 6600 before turning right.

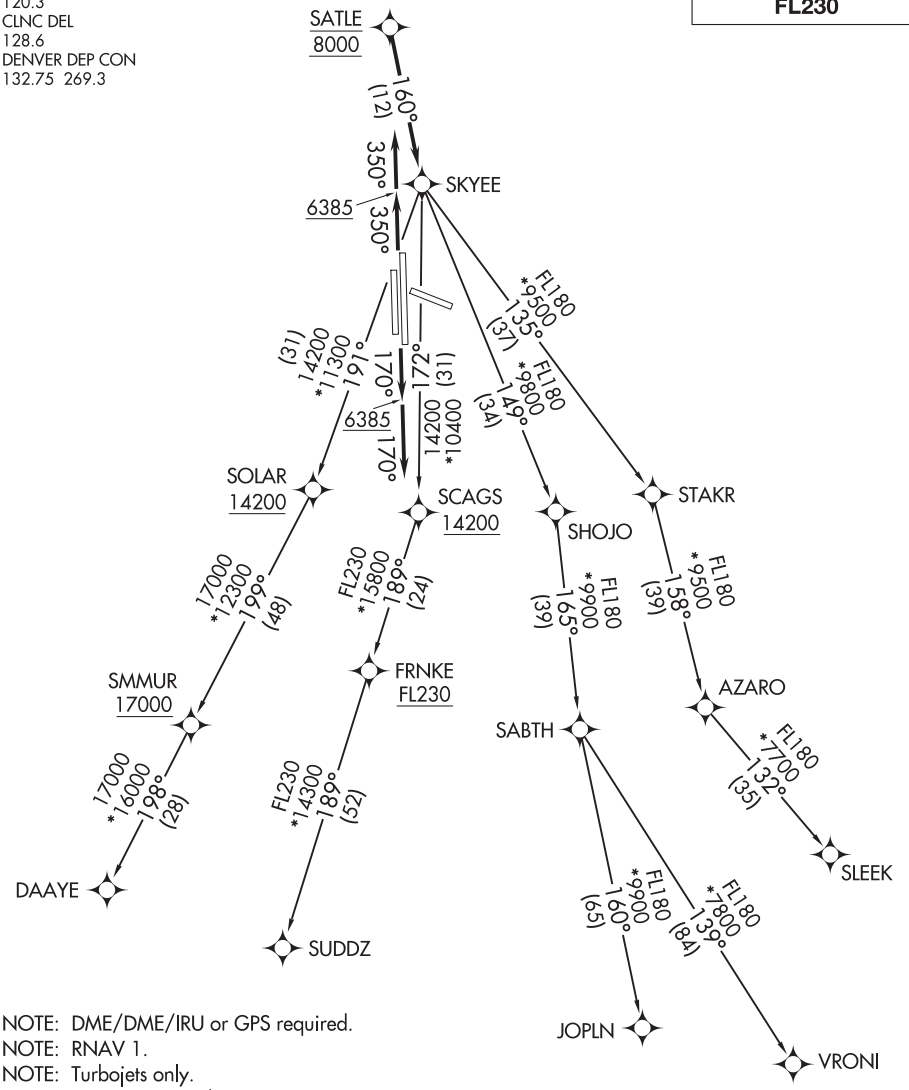
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.
KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

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.

TAKEOFF MINIMUMS

Rwys 10, 28: NA.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.
Rwys 35L/R: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

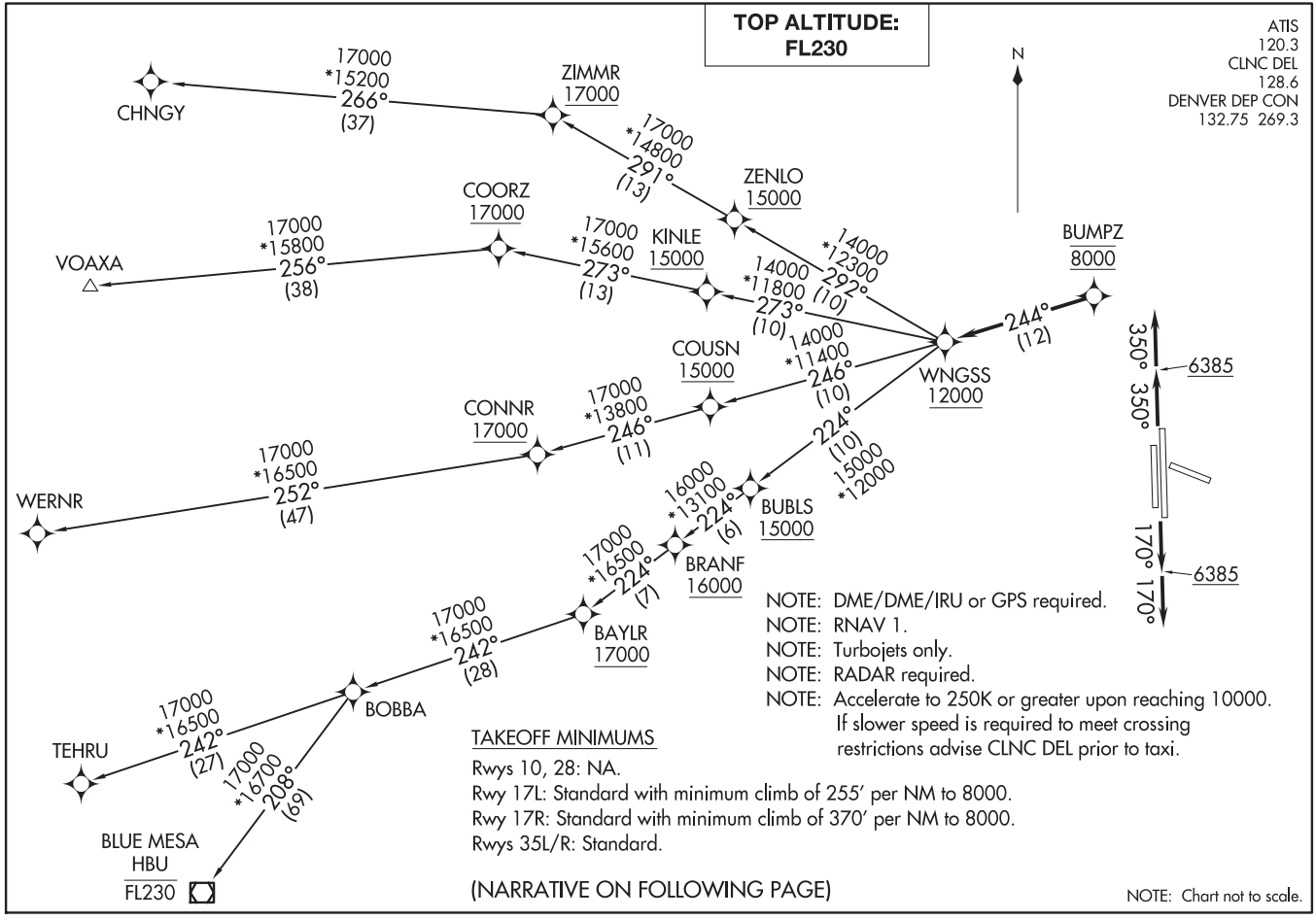
SW-1, 12 JUN 2025 to 07 AUG 2025

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

DENVER, COLORADO

CENTENNIAL (APA)



(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-5715 (FAA)

DENVER, COLORADO

CENTENNIAL (APA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RADAR required.
TOP ALTITUDE: ASSIGNED BY ATC
HANKI
100
SCOTTSBLUFF
112.6 BFF
Chan 73
R-191
R-060
F210
*8000
034°
(71)
RAPID CITY
112.3 RAP
Chan 70
R-186
9000
*7900
011°
(70)
COPLA
66
(16)
YOKES
(50)
F230
*9000
005°
(219)
9000
*8000
015°
(42)
MOCA 7900 for SCOTTSBLUFF Transition.
CHEYENNE
113.1 CYS
Chan 78
R-163
10000
*8600
343°
(25)
YALES
10000
*7900
349°
(59)
R-174
9000
*7900
359°
DENVER
117.9 DEN
Chan 126
FALCON
116.3 FQF
Chan 110
11000
*8500
334°
(60)
R-194
100°
6600
NSA FQF 25 NM
180°
8400
9600
360°
NOTE: Chart not to scale.
MEDICINE BOW
116.85 MBW
Chan 115(Y)
12000
*11300
313°
(77)
YAMMI
12000 (For MEDICINE BOW Transition only)
GILL
114.2 GIL
Chan 89
R-133
R-125
11000
305°
(45)
V4
13400
273°
(36)
LARAMIE
117.6 LAR
Chan 123
R-213
NATTI
N
DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6
TAKEOFF MINIMUMS
Rwys 10, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255'/NM to 8000.
Rwy 17R: Standard with minimum climb of 372'/NM to 8000.
Rwy 28: Standard with minimum climb of 300'/NM to 8000.
(CONTINUED ON FOLLOWING PAGE)

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude or RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.
TAKEOFF RUNWAY 10: Climb on heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

LOC/DME I-FZR	APP CRS	Rwy Idg	8000
110.9	172°	TDZE	5491
Chan 46		Apt Elev	5515

ILS or LOC RWY 17

COLORADO AIR AND SPACE PORT (CFO)

MISSED APPROACH: Climb to 8500 on heading 172° and FQF VORTAC R-127 to HUNTN INT/FQF 9.8 DME and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95

ALTERNATE MISSED APCH FIX

LIMEX
DEN 34.4
117.9 DEN R-093 Chan 126
114.4 AKO R-219 Chan 91
093°
273°

MILE HIGH
114.7 DVV
Chan 94

Procedure NA for arrivals at DVV VORTAC on V8 westbound.

Denver Intl

352°
217°
037°
(CFPPS)
172°
7700
105°
(5)
(IAF)
FYZER INT
I-FZR 4.5
R-105
R-012
5639
USDEQ
I-FZR 0.3

LOCALIZER 110.9
I-FZR
Chan 46

FALCON
116.3 FQF
Chan 110

8100
012°
(11.3)
6147

MSA FQF 25 NM
180°
9600
8400
360°

Procedure NA for arrival on FQF VORTAC airway radials 038 CW 078.

R-127
HUNTN
FQF 9.8
127°
307°
112.9 TXC
R-251
Chan 76
6529

ELEV 5515 TDZE 5491

172°
0.5% UP
0.4% DOWN
5559±
8002 X 100
26
8
TWR
5687
17
8000 X 100
0.5% UP
0.5% DOWN
35

REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

Remain within 10 NM
FYZER INT
I-FZR 4.5
352°
7000
7000
172°
7000
GS 3.00°
TCH 55
8500
hdg 172°
FQF
R-127
HUNTN
I-FZR DME ANTENNA
USDEQ
I-FZR 0.3
4.1 NM
0.5 NM

CATEGORY	A	B	C	D
S-ILS 17	5691-¾ 200 (200-¾)			
S-LOC 17	5820-1 329 (400-1)			
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 26

COLORADO AIR AND SPACE PORT (CFO)

LOC/DME I-FTG	APP CRS	Rwy Idg	8002
109.3	263°	TDZE	5489
Chan 30		Apt Elev	5515

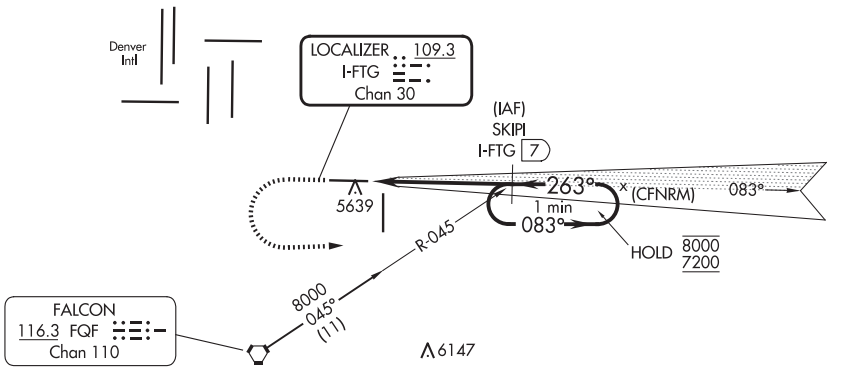
DME required.

For inop ALS, increase S-LOC 26 Cat C/D visibility to 1⅛ SM. Autopilot coupled approach NA below 6250 MSL.

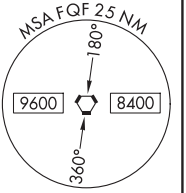
MALSR

MISSED APPROACH: Climb to 6100 then climbing left turn to 7200 on heading 080° and on FQF VORTAC R-045 to SKIPI/I-FTG 7 DME and hold.

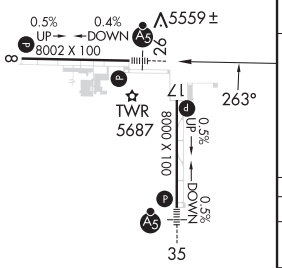
ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95



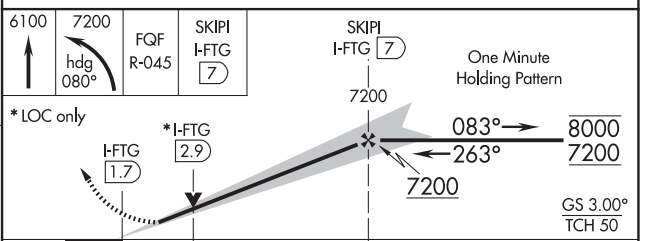
Procedure NA for arrival on FQF VORTAC airway radials 038 CW 078.



ELEV 5515	TDZE 5489	6529



REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-ILS 26	5689-½ 200 (200-½)			
S-LOC 26	5900-½ 411 (400-½)		5900-¾ 411 (400-¾)	
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

39°47′N-104°32′W

SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VWT	APP CRS	Rwy Idg	8000
110.9	352°	TDZE	5515
Chan 46		Apt Elev	5515

ILS or LOC RWY 35

COLORADO AIR AND SPACE PORT (CFO)

For inop ALS, increase S-LOC 35 Cats C and D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 7500 on heading 352° and on GLL VOR/DME R-164 to PHLAT INT/DVV 6.6 DME and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95

MILE HIGH 114.7 DVV Chan 94

Denver Intl

8300 154° (14.7)

114.2 GLL R-164 Chan 89

5639

LOCALIZER 110.9 I-VWT Chan 46

Procedure NA for arrival on FQF VORTAC airway radials 078 CW 148.

R-154 5733

IJKUQ I-VWT 1.9

GUSET INT 6147 I-VWT 4 (IAF)

FALCON 116.3 FQF Chan 110

R-056 8300 099° (4.8)

ARRES INT I-VWT 7.5

R-099

352°

MISSED APCH FIX

114.2 GLL R-164 Chan 89 038° 218°

PHLAT INT DVV 6.6

114.7 DVV R-038 Chan 94

ALTERNATE MISSED APCH FIX

LIMEX DEN 34.4

117.9 DEN R-093 Chan 126 093° 273°

114.4 AKO R-219 Chan 91

MSA FQF 25 NM

180° 9600 8400 360°

(CFPQB) 127° 307° 172°

6585

7500 hdg 352° | GLL R-164 | PHLAT INT

*LOC only

GUSET INT *I-VWT I-VWT 4

IJKUQ I-VWT 1.9 3

ARRES INT I-VWT 7.5

Remain within 10 NM

172° 7900

352° 7500

7500 6300*

GS 3.00° TCH 54

0.5 1 NM 1 NM 3.6 NM

ELEV 5515 TDZE 5515

0.5% UP 0.4% DOWN 5559±

8002 X 100 26 8 17

TWR 5687

8000 X 100 0.5% up 0.5% DOWN

35 352°

REIL Rwys 8 and 17 L

HIRL Rwy 8-26 L

MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 35	5715-½ 200 (200-½)			
S-LOC 35	6300-½ 785 (800-½)	6300-¾ 785 (800-¾)	6300-1¾ 785 (800-1¾)	
GUSET FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 35	6040-½ 525 (600-½)		6040-1 525 (600-1)	

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17

COLORADO AIR AND SPACE PORT (CFO)

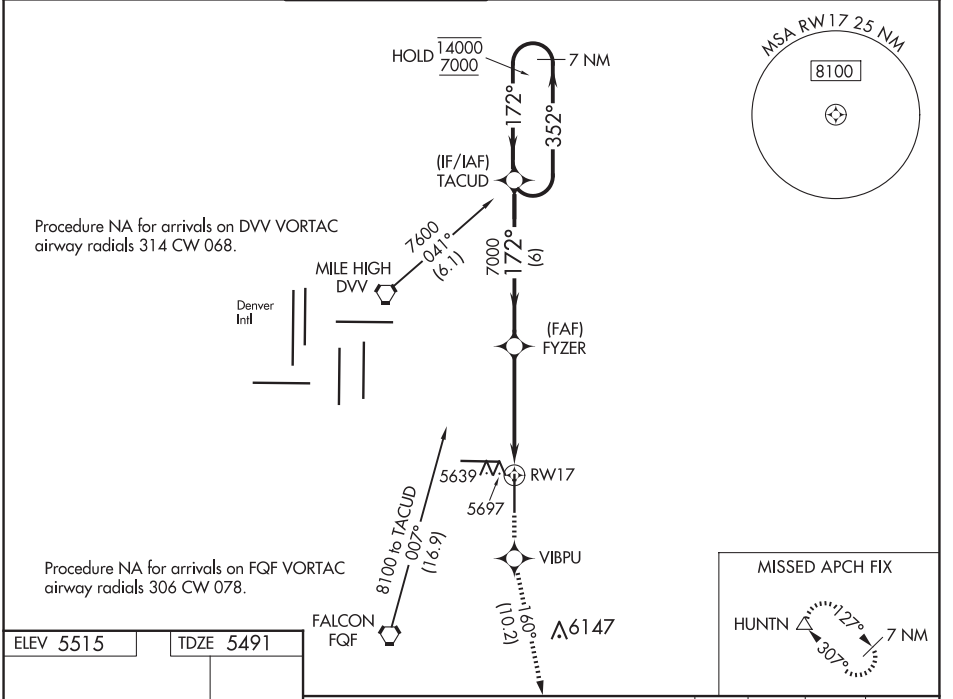
WAAS	APP CRS	Rwy Idg	8000
CH 82209	172°	TDZE	5491
W17A		Apt Elev	5515

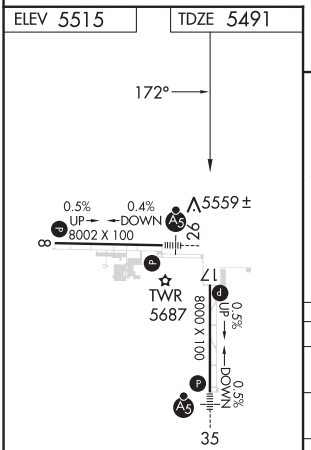
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C.

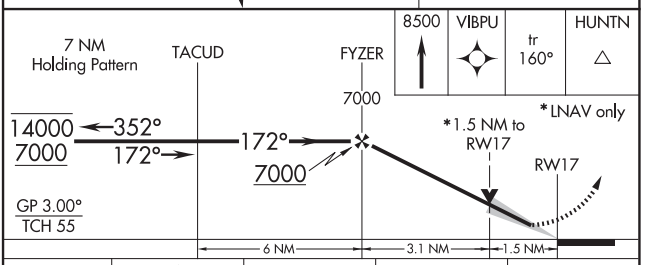
MISSED APPROACH: Climb to 8500 direct VIBPU and on track 160° to HUNTN and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95





REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	5691-¾ 200 (200-¾)			
LNAV/VNAV DA	5916-1⅜ 425 (500-1⅜)			
LNAV MDA	6000-1 509 (500-1)		6000-1½ 509 (500-1½)	
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26

COLORADO AIR AND SPACE PORT (CFO)

WAAS	APP CRS	Rwy Idg	8002
CH 93909	263°	TDZE	5489
W26A		Apt Elev	5515

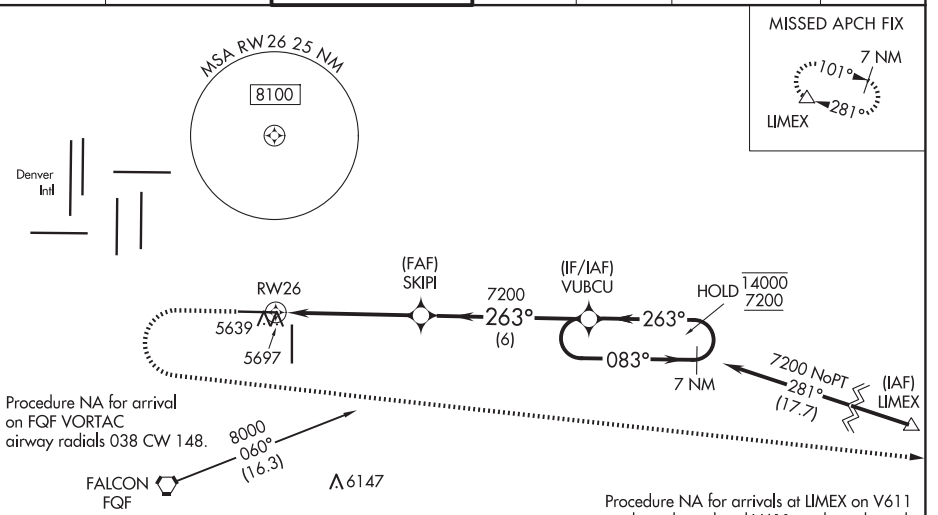
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM, and increase LNAV Cat C/D visibility to 1⅜ SM.

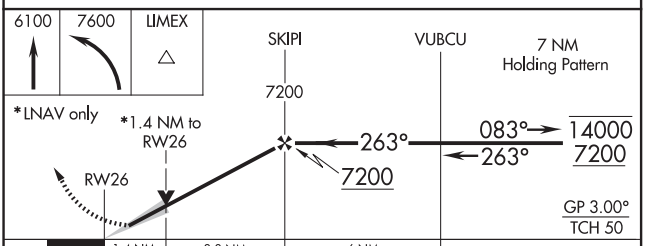
MALSR A5

MISSED APPROACH: (Do not exceed 200K until LIMEX) Climb to 6100 then climbing left turn to 7600 direct LIMEX and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95

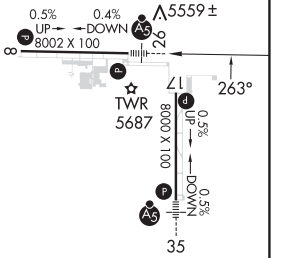


△6270±



CATEGORY	A	B	C	D
LPV DA	5689-½ 200 (200-½)			
LNAV/VNAV DA	5858-¾ 369 (400-¾)			
LNAV MDA	5960-½ 471 (500-½)		5960-1 471 (500-1)	
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

ELEV 5515 TDZE 5489



REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 35

COLORADO AIR AND SPACE PORT (CFO)

WAAS	APP CRS	Rwy Idg	8000
CH 93809	352°	TDZE	5515
W35A		Apt Elev	5515

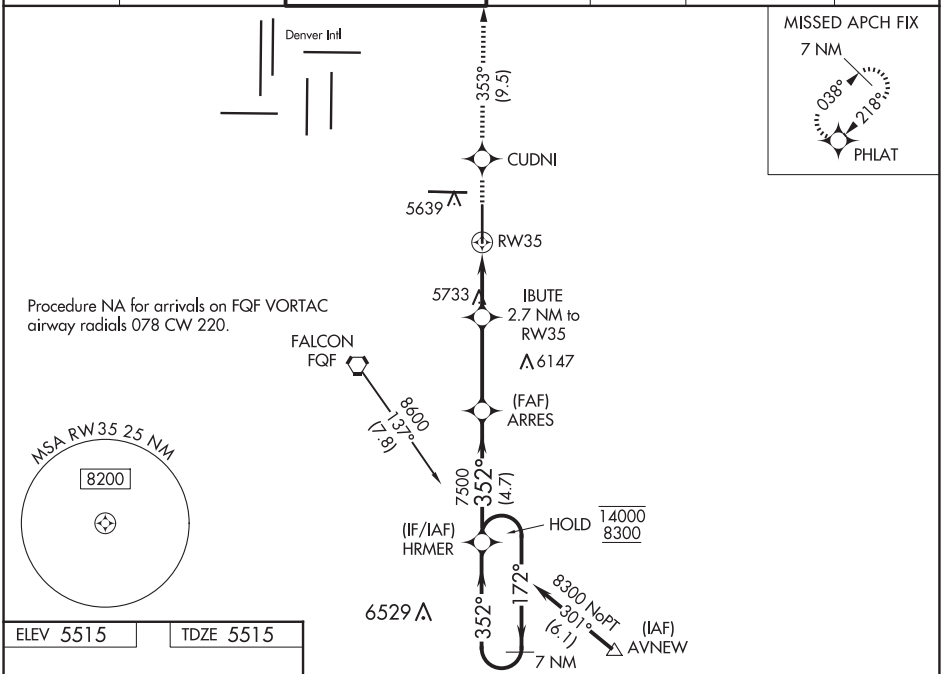
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

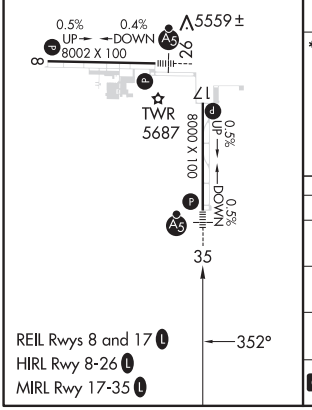
MALSR

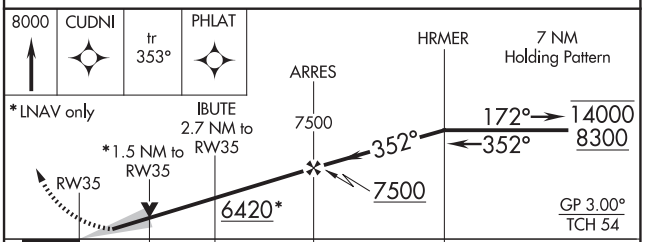
MISSED APPROACH: Climb to 8000 direct CUDNI and on track 353° to PHLAT and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95



ELEV 5515 TDZE 5515





CATEGORY	A	B	C	D
LPV DA	5715-½ 200 (200-½)			
LNAV/VNAV DA	5783-½ 268 (300-½)			
LNAV MDA	6040-½ 525 (600-½)		6040-1 525 (600-1)	
C CIRCLING	6040-1 525 (600-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

39°47′N-104°32′W

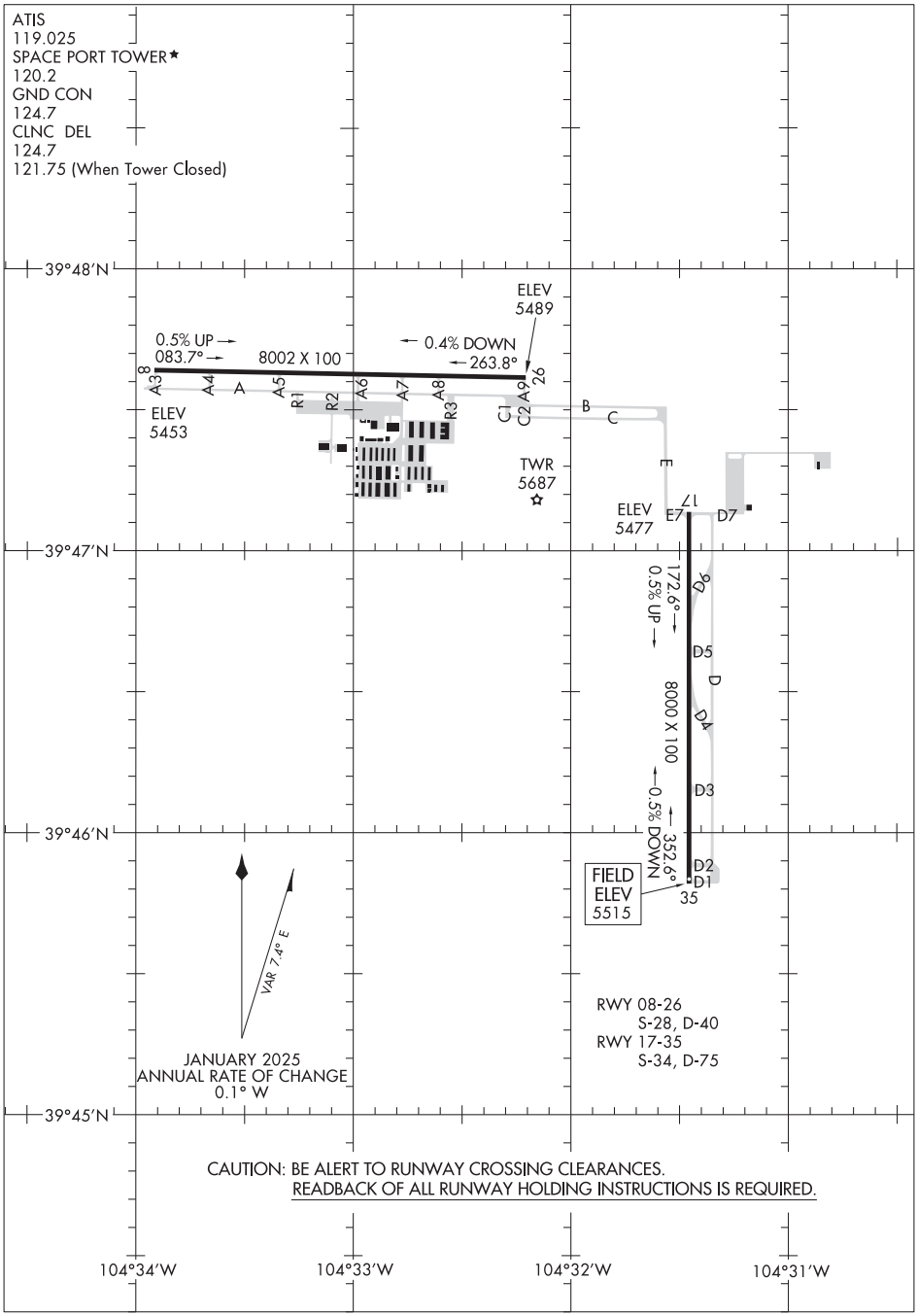
SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

COLORADO AIR AND SPACE PORT (CFO)

AL-6851 (FAA)

DENVER, COLORADO



AIRPORT DIAGRAM

DENVER, COLORADO

COLORADO AIR AND SPACE PORT (CFO)

25107

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

25163

DENVER THREE DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

(ECHOO1.ECHOO) 20086

ECHOO ONE DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA)
DENVER, COLORADO

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: Chart not to scale.

ECHOO ONE DEPARTURE (RNAV)
(ECHOO1.ECHOO) 26MAR20
DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

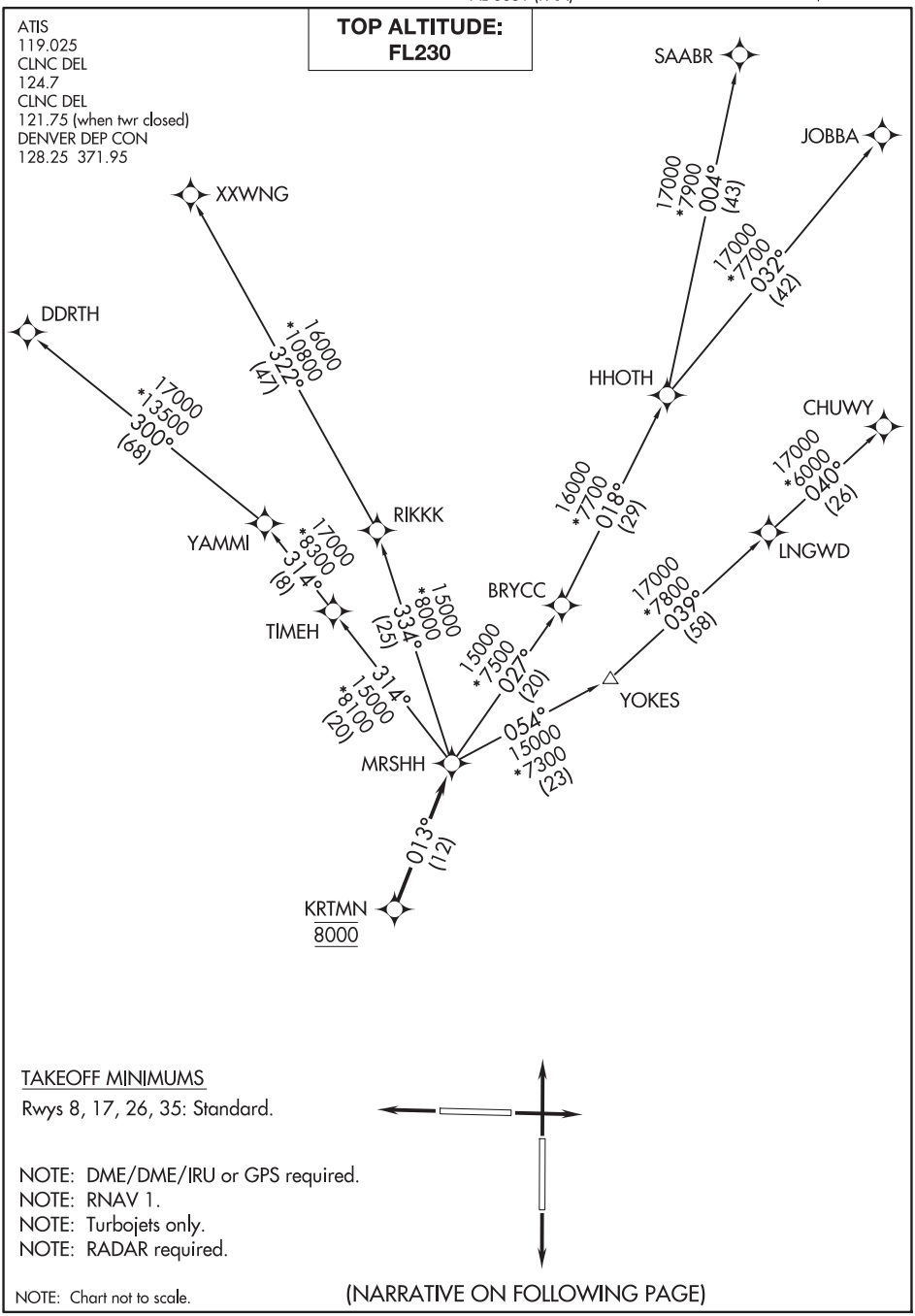
WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

(MRSHH2.MRSHH) 21224

MRSHH TWO DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO
AL-6851 (FAA)



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MRSHH TWO DEPARTURE (RNAV)
(MRSHH2.MRSHH) 31DEC20
DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

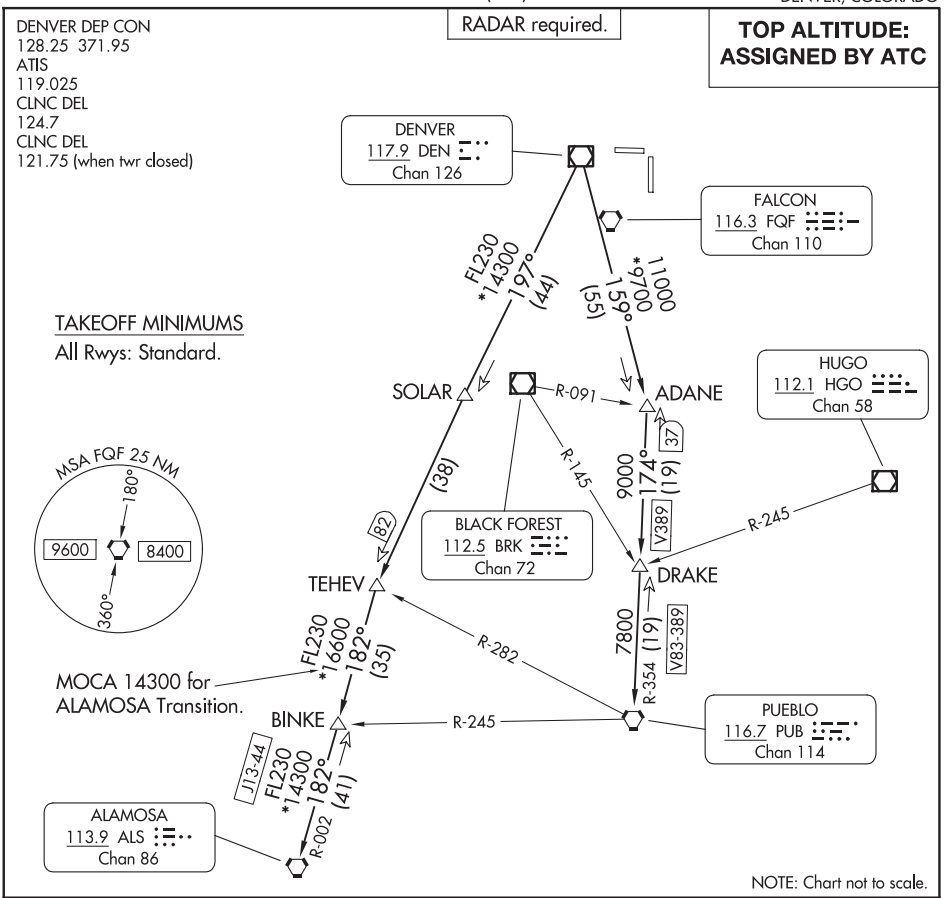
CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)

(PIKES3.DEN) 25163

PIKES THREE DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

PLAINS TWO DEPARTURE

AL-6851 (FAA)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

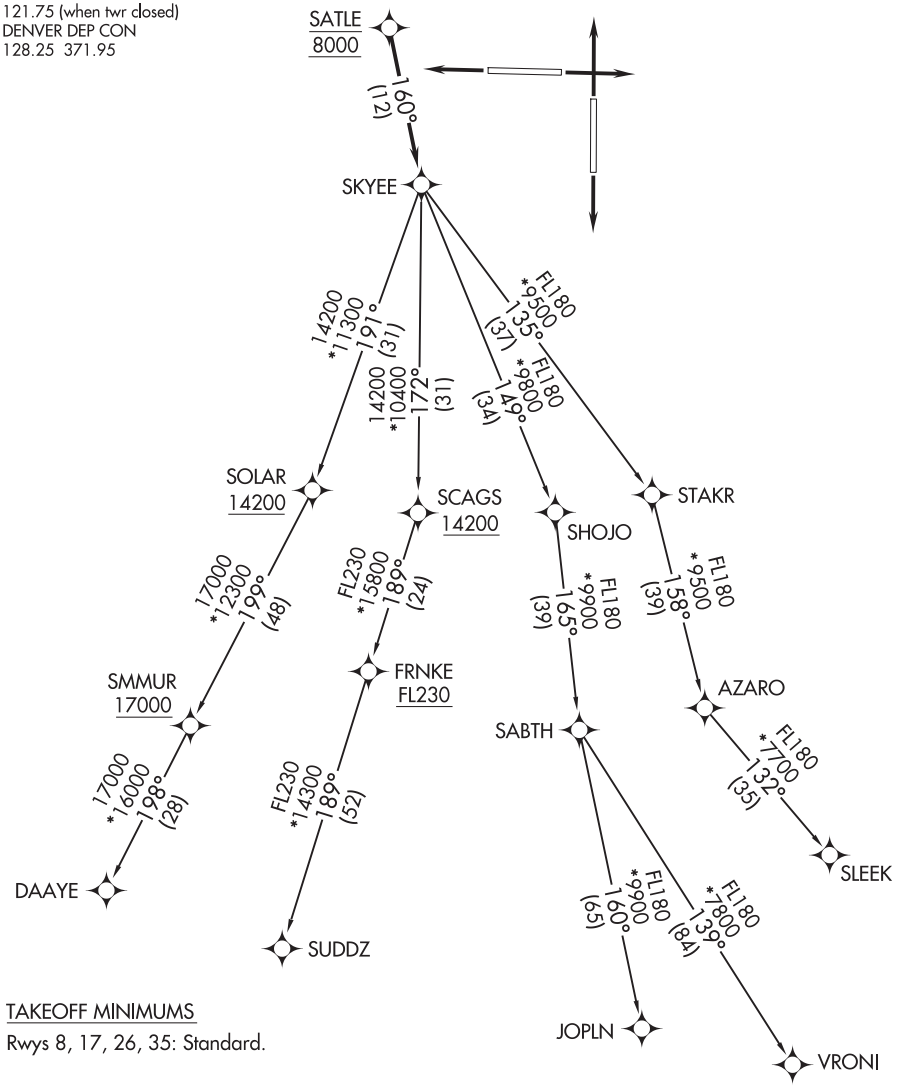
SW-1, 12 JUN 2025 to 07 AUG 2025

SKYEE ONE DEPARTURE (RNAV)

AL-6851 (FAA)

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

SW-1, 12 JUN 2025 to 07 AUG 2025

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95
TOP ALTITUDE:
FL230
N
BUMPZ
8000
244°
(12)
WNGSS
12000
14000
*12300
292°
(10)
14000
*11800
273°
(10)
14000
*11400
246°
(10)
14000
*12000
224°
(10)
ZENLO
15000
BUBLS
15000
17000
*14800
291°
(13)
KINLE
15000
17000
*15600
273°
(13)
COUSN
15000
17000
*13800
246°
(11)
17000
*13600
224°
(9)
BRANF
16000
17000
*16200
224°
(7)
ZIMMR
17000
COORZ
17000
CONNR
17000
BAYLR
17000
17000
*15200
266°
(37)
17000
*15800
256°
(38)
17000
*16500
252°
(47)
17000
*16500
242°
(28)
BOBBA
17000
*16500
242°
(27)
17000
*16700
208°
(69)
CHNGY
VOAXA
WERNR
TEHRU
BLUE MESA
HBU
FL230
TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA) DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

YELLOWSTONE FIVE DEPARTURE

RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

DENVER DEP CON
128.25 371.95
ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)

NATTI

V4
13400
273°
(36)

R-213
R-133
R-125
11000
305°
(45)
12000
*11300
313°
(77)

MEDICINE BOW
116.85 MBW
Chan 115(Y)

LARAMIE
117.6 LAR
Chan 123

RAPID CITY
112.3 RAP
Chan 70

CHEYENNE
113.1 CYS
Chan 78

R-163
R-194
10000
*8600
343°
(25)

YAMMI
12000 (For MEDICINE BOW Transition only)

YALES
10000
*7900
349°
(59)
11000
*8500
334°
(60)

R-174
R-034
9000
*7900
359°
(42)
9000
*8000
015°
(50)

YOKES
(16)
66

COPLA

R-060
R-191
9000
*7900
011°
(70)
F210
*8000
034°
(71)

SCOTTSBLUFF
112.6 BFF
Chan 73

HANKI
100

R-186
F230
*9000
005°
(219)

MOCA 7900 for SCOTTSBLUFF Transition.

N

GILL
114.2 GIL
Chan 89

DENVER
117.9 DEN
Chan 126

FALCON
116.3 FQF
Chan 110

(CONTINUED ON FOLLOWING PAGE)

MSA FQF 25 NM
360° 8400
180° 9600

TAKEOFF MINIMUMS
All Rwys: Standard.

NOTE: Chart not to scale.

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

COLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA) DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

ILS or LOC RWY 7

DENVER INTL (DEN)

LOC/DME I-DZG	APP CRS	Rwy Idg	12000
111.55	082°	TDZE	5352
Chan 52 (Y)		Apt Elev	5434

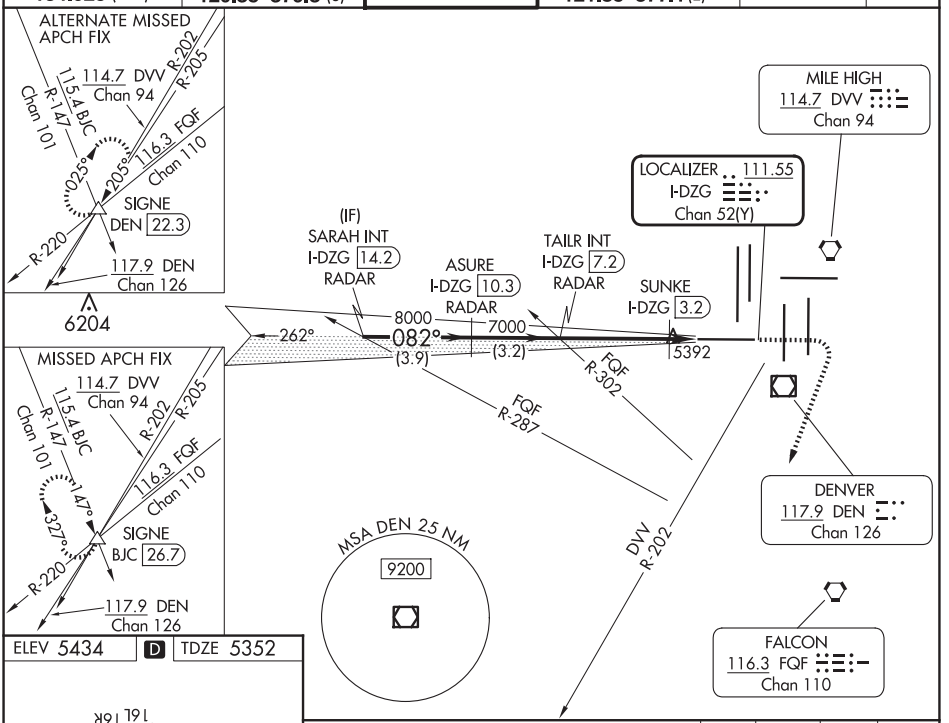
RADAR required for procedure entry.

For inop ALS, increase SUNKE fix Cat C/D visibility to RVR 4500. Simultaneous approach authorized.

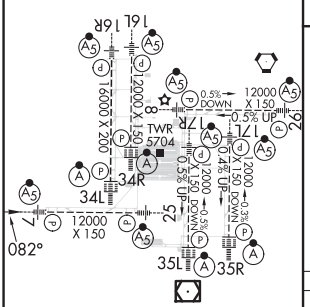
MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 11000 on heading 193° and on DVV VORTAC R-202 to SIGNE INT/BJC 26.7 DME and hold. Continue climb-in-hold to 11000.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	128.75 273.55	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

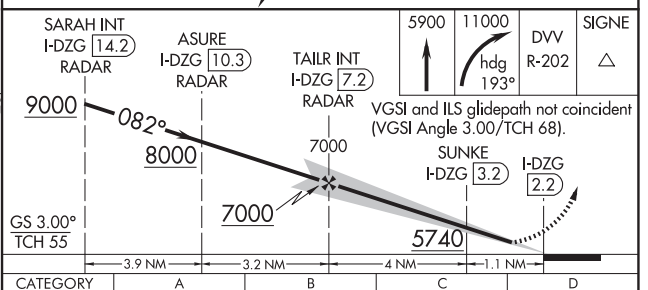


ELEV 5434 D TDZE 5352



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

CATEGORY	A	B	C	D
S-ILS 7	5552/18 200 (200-½)			
S-LOC 7	5740/24 388 (400-½)		5740/35 388 (400-⅝)	

SUNKE FIX MINIMUMS	
S-LOC 7	5660/24 308 (300-½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 8

DENVER INTL (DEN)

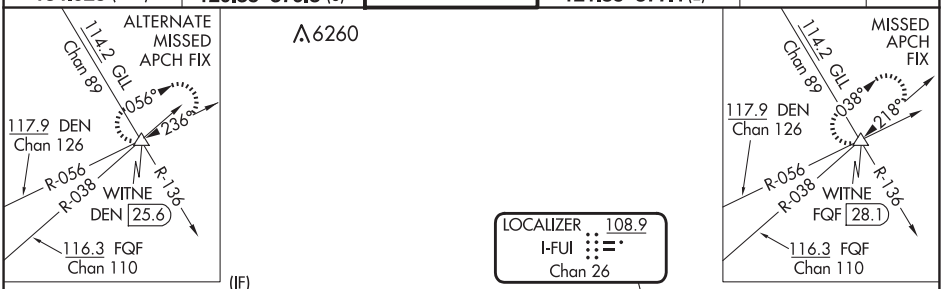
LOC/DME I-FUI	APP CRS	Rwy Idg	12000
108.9	083°	TDZE	5354
Chan 26		Apt Elev	5434

Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

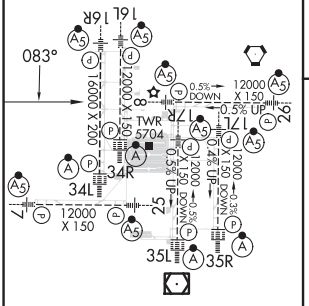
MISSED APPROACH: Climb to 10000 on heading 083° and on FQF VORTAC R-038 to WITNE INT/FQF 28.1 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



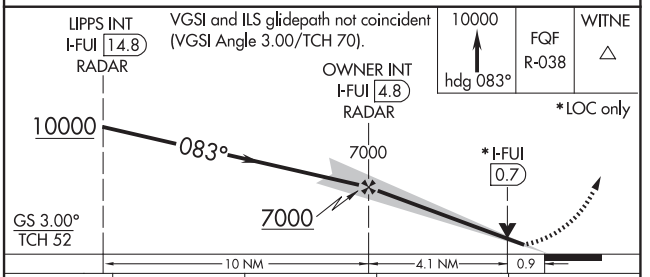
RADAR REQUIRED

ELEV 5434 D TDZE 5354



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

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 8**	5554/24 200 (200-½)			
S-LOC 8	5700/24 346 (300-½)		5700/30 346 (300-⅝)	

39°52'N-104°40'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 16L

DENVER INTL (DEN)

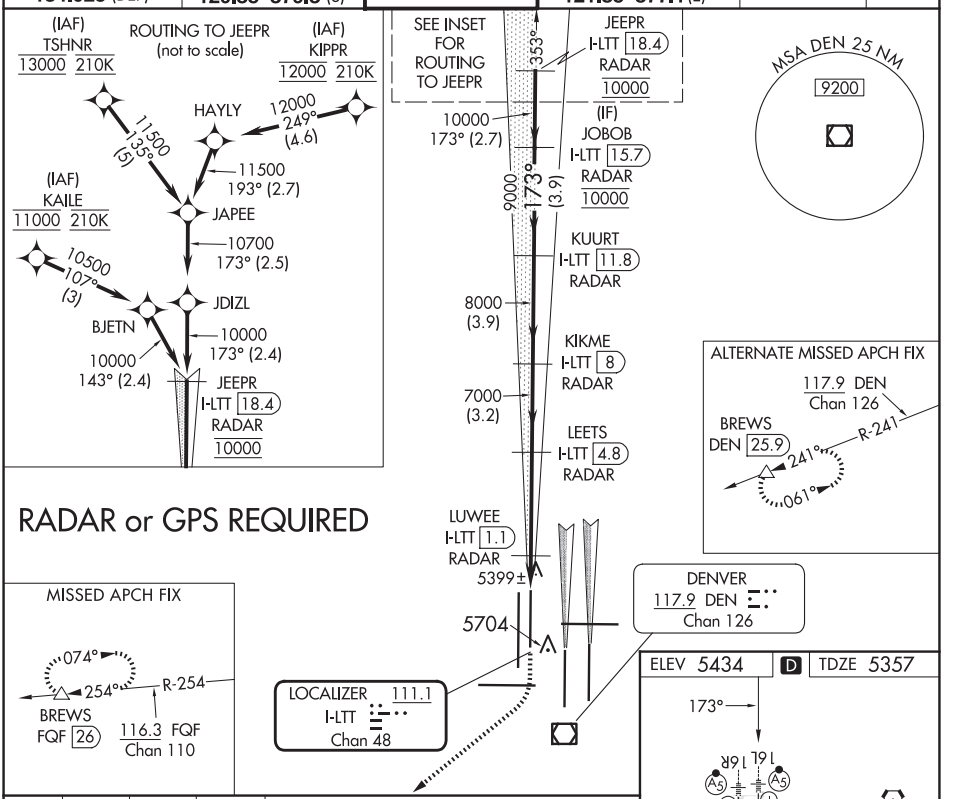
LOC/DME	APP CRS		
I-LTT 111.1 Chan 48	173°	Rwy Idg 12000 / TDZE 5357 / Apt Elev 5434	

Simultaneous approach authorized with Rwy 17L/17R. DME required. S-LOC 16L DME or RADAR required. For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500.

MALSR

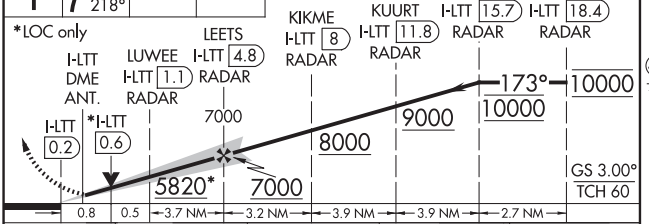
MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



5900	12000 hdg 218°	FQF R-254	BREWS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 16L	5557/18 200 (200-½)			
S-LOC 16L	5660/24 303 (300-½)			

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

ILS or LOC RWY 16R

DENVER INTL (DEN)

LOC/DME I-DQQ	APP CRS	Rwy Idg	16000
111.9	173°	TDZE	5326
Chan 56		Apt Elev	5434

For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

ROUTING TO SHRED (not to scale)

(IAF) TSHNR 13000 210K

(IAF) KIPPR 12000 210K

HAYLY

11500 138° (4.6)

12000 249° (4.6)

11500 203° (2.7)

(IAF) KAILE 11000 210K

SKIMJ

10600 173° (3)

10400 110° (3.1)

SEEYU

SHROM

10000 173° (2.1)

10000 150° (2.1)

SHRED I-DQQ 18.5 RADAR 10000

SEE INSET FOR ROUTING TO SHRED

353°

SHRED I-DQQ 18.5 RADAR 10000

10000 173° (2.7)

(IF) SAKIC I-DQQ 15.8 RADAR 10000

9000 173° (3.9)

NEWLN I-DQQ 11.9 RADAR

8000 (3.8)

MERYN I-DQQ 8.1 RADAR

7000 (3.2)

JETSN I-DQQ 4.9 RADAR

MSA DEN 25 NM

9200

ALTERNATE MISSED APCH FIX

117.9 DEN Chan 126

BREWS DEN 25.9

R-241

241°

061°

RADAR or GPS REQUIRED

MISSED APCH FIX

074°

254°

R-254

BREWS FQF 26

116.3 FQF Chan 110

5704

LOCALIZER 111.9 I-DQQ Chan 56

DENVER 117.9 DEN Chan 126

ELEV 5434 | D | TDZE 5326

173°

16L 16R 17L 17R 8 26 25 34R 34L 35L 35R

TWR 5704

16000 X 200

12000 X 150

12000 X 100

0.5% DOWN

0.5% UP

0.4% UP

0.3% DOWN

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

5900 | 12000 hdg 218° | FQF R-254 | BREWS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

*LOC only

JETSN I-DQQ 4.9 RADAR

MERYN I-DQQ 8.1 RADAR

NEWLN I-DQQ 11.9 RADAR

SAKIC I-DQQ 15.8 RADAR

SHRED I-DQQ 18.5 RADAR

*I-DQQ 0.6

7000

8000

9000

10000

173° 10000

GS 3.00° TCH 55

0.8 | 4.3 NM | 3.2 NM | 3.8 NM | 3.9 NM | 2.7 NM

CATEGORY	A	B	C	D
S-ILS 16R	5526/18 200 (100-½)			
S-LOC 16R	5640/24 314 (300-½)			

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BXP	APP CRS	Rwy Idg 12000
110.15	173°	TDZE 5339
Chan 38 (Y)		Apt Elev 5434

ILS or LOC RWY 17L

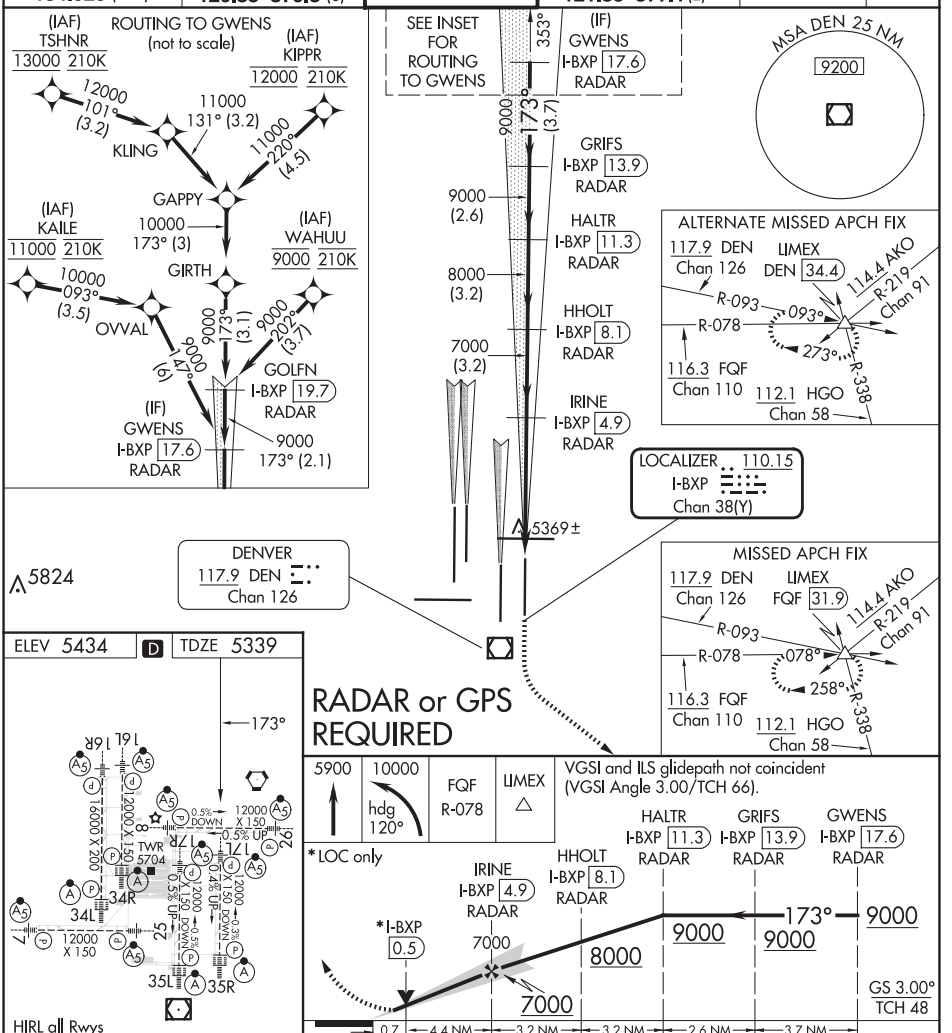
DENVER INTL (DEN)

For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500. S-LOC 17L DME or RADAR required. Simultaneous approaches authorized with Rwy 17R and 16L/16R. #RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



ELEV 5434 D TDZE 5339

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

RADAR or GPS REQUIRED

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 17L	# 5539/24 200 (200-½)			
S-LOC 17L	5620/24 281 (200-½)			

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 17R

DENVER INTL (DEN)

LOC/DME I-ACX	APP CRS	Rwy Idg 12000
108.5	173°	TDZE 5392
Chan 22		Apt Elev 5434

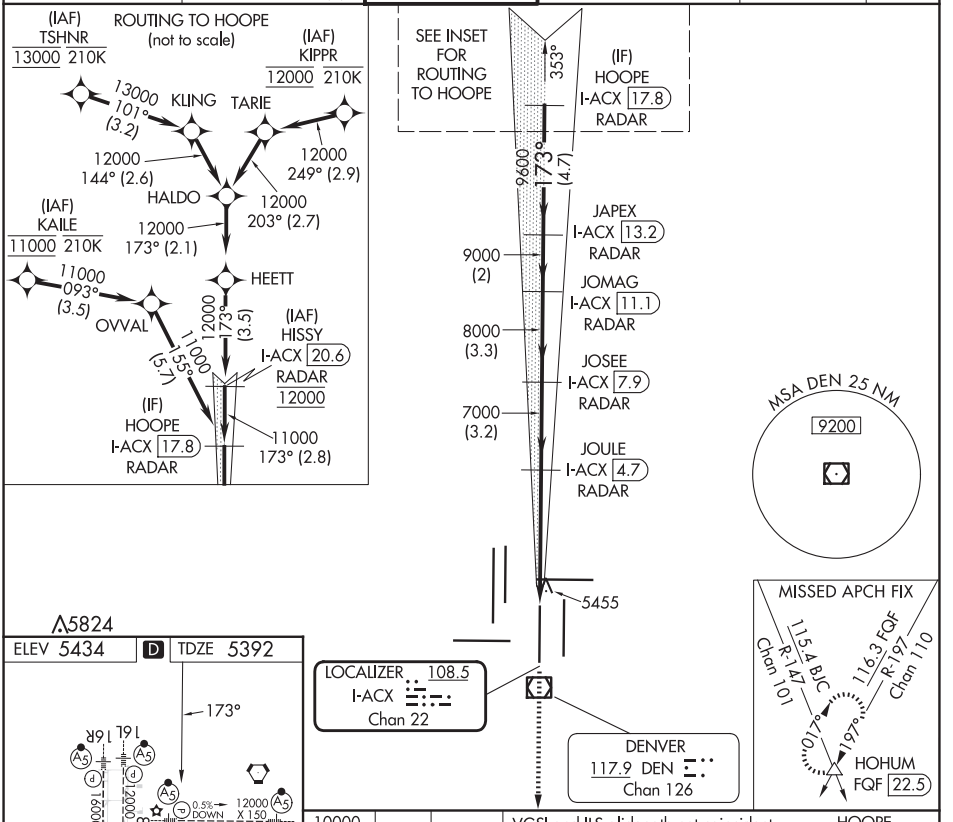
DME or RADAR required for LOC only.
RNAV 1-GPS or RADAR required for procedure entry.

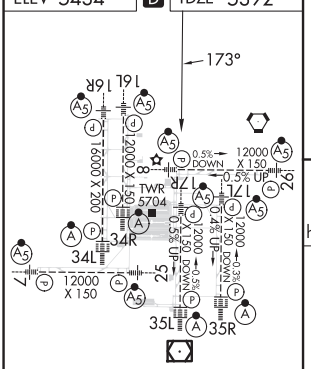
Simultaneous approach authorized. For inop ALS, increase S-17R LOC Cat C/D visibility to RVR 5500.

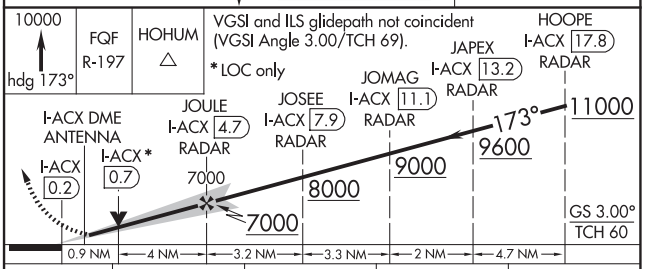
MALSR

MISSED APPROACH: Climb to 10000 on heading 173° and on FQF VORTAC R-197 to HOHUM INT/ FQF 22.5 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	







FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 17R	5592/18 200 (200-½)			
S-LOC 17R	5720/24 328 (300-½)		5720/30 328 (300-⅝)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 25

DENVER INTL (DEN)

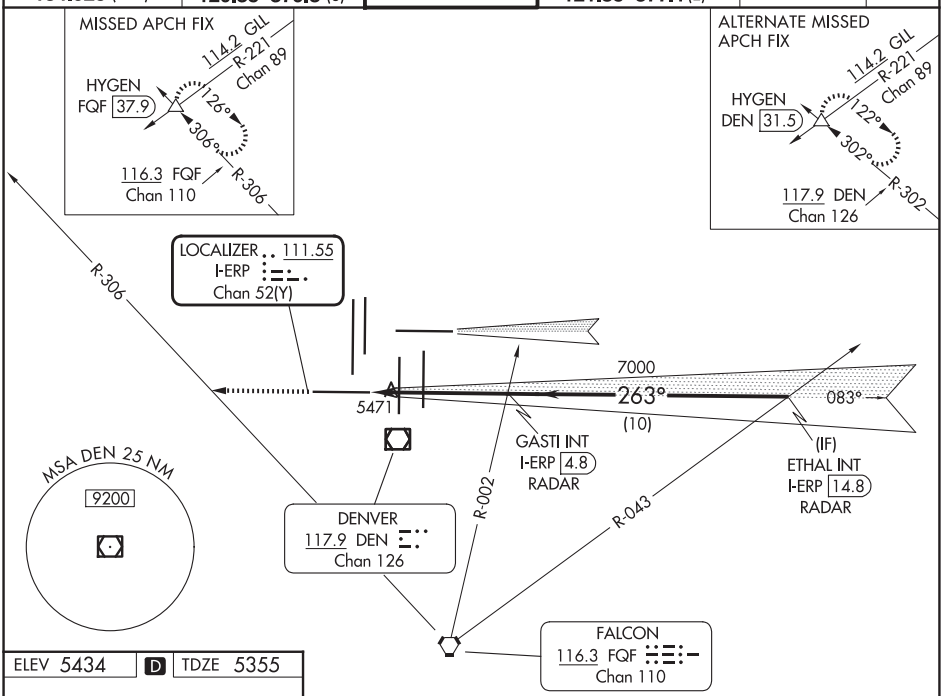
LOC/DME I-ERP	APP CRS	Rwy Idg	12000
111.55	263°	TDZE	5355
Chan 52(Y)		Apt Elev	5434

Simultaneous approach authorized with Rwy 26. For inoperative MALSR, increase S-LOC 25 Cat C and D visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

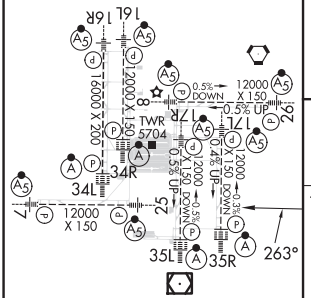
MALSR

MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	128.75 273.55	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



ELEV 5434 D TDZE 5355



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

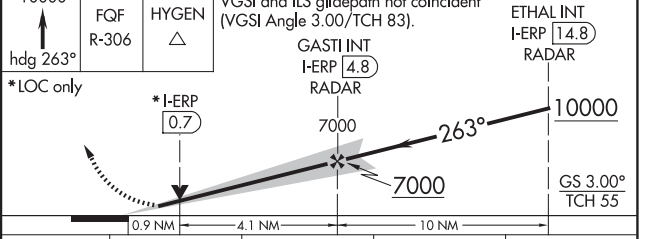
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

A 6270±

RADAR REQUIRED

10000 hdg 263°	FQF R-306	HYGEN △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 83).



CATEGORY	A	B	C	D
S-ILS 25 **	5555/24 200 (200-½)			
S-LOC 25	5720/24 365 (300-½)		5720/35 365 (300-⅝)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO AL-9077 (FAA) 24361

ILS or LOC RWY 26

DENVER INTL (DEN)

LOC/DME I-JOY	APP CRS	Rwy Idg 12000
108.9	263°	TDZE 5309
Chan 26		Apt Elev 5434

Simultaneous approach authorized with Rwy 25.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 9000 on heading 070° and on DVV VORTAC R-019 to CEDUK INT/DVV 25.5 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR REQUIRED

6260

MSA DEN 25 NM 9200

MISSED APCH FIX

114.2 GLL R-136 Chan 89

CEDUK DVV 25.5

019° 196°

114.7 DVV R-019 Chan 94

MILE HIGH 114.7 DVV Chan 94

LOCALIZER 108.9 I-JOY Chan 26

FEETS I-JOY 3.7 RADAR

7000

263°

(6.9)

083°

5354±

GRASP INT I-JOY 7.3 RADAR

(IF) FUZZZ INT I-JOY 14.2 RADAR

DENVER 117.9 DEN Chan 126

R-014 R-037

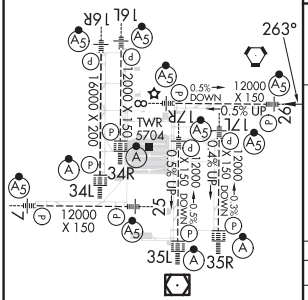
ALTERNATE MISSED APCH FIX

025° 205° R-025

GILL GLL 114.2 Chan 89

FALCON 116.3 FQF Chan 110

ELEV 5434 D TDZE 5309

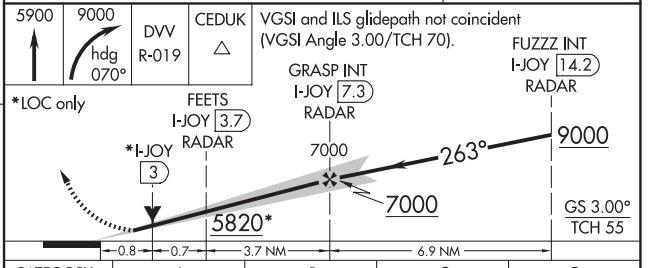


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

5900	9000 hdg 070°	DVV R-019	CEDUK △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 26	5509/18 200 (100-½)			
S-LOC 26	5820/24 511 (400-½)		5820/55 511 (400-1)	

FEETS FIX MINIMUMS				
S-LOC 26	5620/24 311 (200-½)		5620/26 311 (200-½)	

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 26

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 34L

DENVER INTL (DEN)

LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	353°	TDZE	5327
Chan 56		Apt Elev	5434

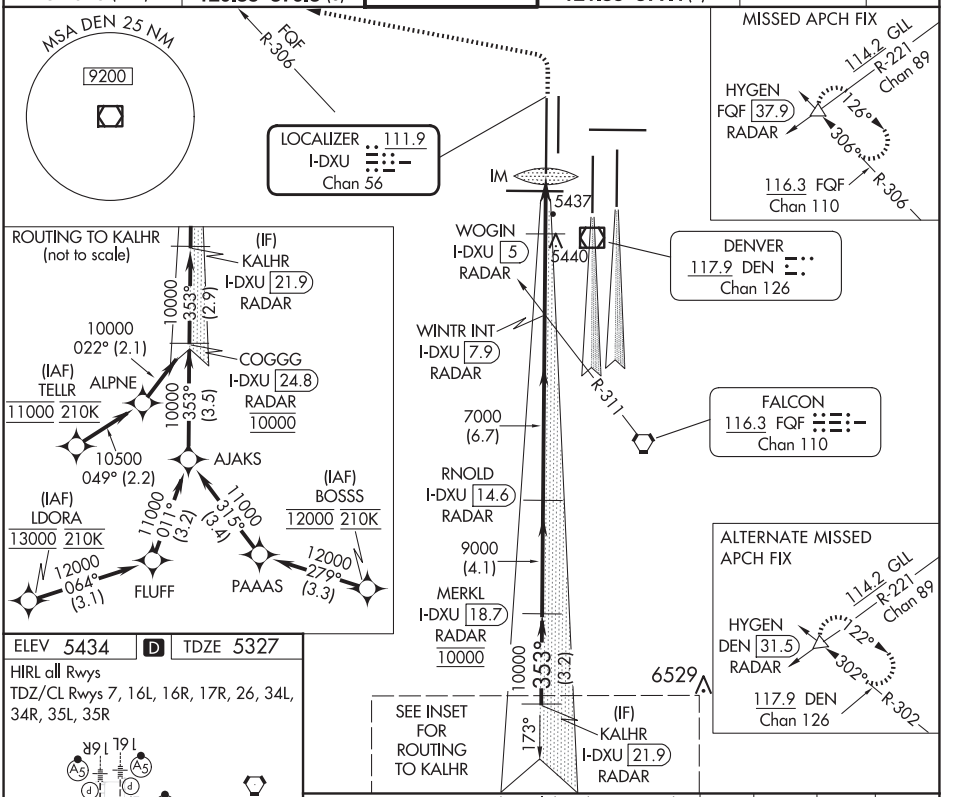
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

Simultaneous approach authorized with Rwy 35L/R. For inop ALS, increase S-LOC Cat C and D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

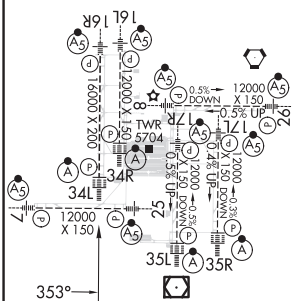
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



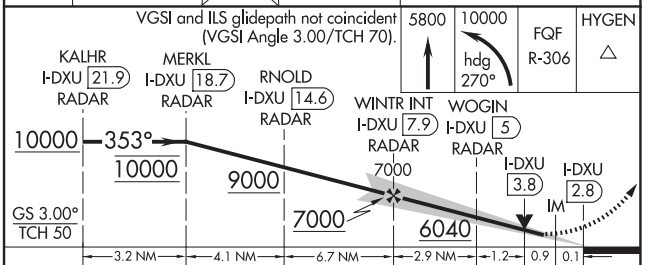
ELEV 5434 D TDZE 5327

HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-½)			
S-LOC 34L	5700/24 373 (300-½)		5700/35 373 (300-⅝)	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

ILS or LOC RWY 34R

DENVER INTL (DEN)

LOC/DME I-OUF	APP CRS	Rwy Idg 12000
111.1	353°	TDZE 5354
Chan 48		Apt Elev 5434

S-LOC 34R DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cat C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN FQF 37.9 RADAR

126° 306°

116.3 FQF Chan 110 R-306

FQF R-306

LOCALIZER 111.1 I-OUF Chan 48

MSA DEN 25 NM 9200

IM 5478

CADKO I-OUF 4.2 RADAR

CORDE I-OUF 7.1 RADAR

DENVER 117.9 DEN Chan 126

7000 (6.9)

FALCON 116.3 FQF Chan 110

BOENG I-OUF 14 RADAR

9000 (4.7)

BENGL I-OUF 18.7 RADAR

(IF) BOOBU I-OUF 22 RADAR

10000 (3.2)

BFREE I-OUF 24.6 RADAR 10000

10000 353° (2.6)

173°

SEE INSET FOR ROUTING TO BFREE

6585

RADAR or GPS REQUIRED

ROUTING TO BFREE (not to scale)

BFREE I-OUF 24.6 RADAR 10000

10000 018° (2.7)

(IAF) TELLR BHAPY 11000 210K

10000 353° (3.8)

10500 060° (2.2) BREKK

11000 018° (3.4)

11000 322° (3.1)

(IAF) LDORA 13000 210K

12000 064° (3.1) FLUFF

(IAF) BOSSS 12000 210K

12000 279° (3.3) PAAAS

ALTERNATE MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN DEN 31.5 RADAR

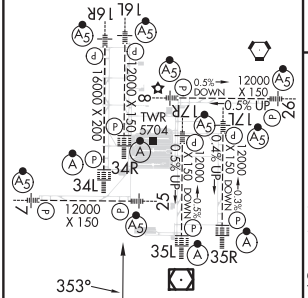
122° 302°

117.9 DEN Chan 126 R-302

ELEV 5434 | D | TDZE 5354

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

HIRL all Rwys



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

5800 | 10000 hdg 270° | FQF R-306 | HYGEN

BFREE I-OUF 24.6 RADAR | BOOBU I-OUF 22 RADAR | BENGL I-OUF 18.7 RADAR | BOENG I-OUF 14 RADAR | CORDE I-OUF 7.1 RADAR | CADKO I-OUF 4.2 RADAR | I-OUF* 3 | I-OUF 2.2

*LOC only

10000 353° 10000 10000 9000 7000 *6060

GS 3.00° TCH 59

2.6 NM | 3.2 NM | 4.7 NM | 6.9 NM | 2.9 NM | 1.2 NM | 0.8 | 0.1

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 34R	5554/18 200 (200-½)			
S-LOC 34R	5700/24 346 (300-½)		5700/30 346 (300-⅝)	

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 34R

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 35L

DENVER INTL (DEN)

LOC/DME I-AQD	APP CRS	Rwy Idg	12000
108.5	353°	TDZE	5434
Chan 22		Apt Elev	5434

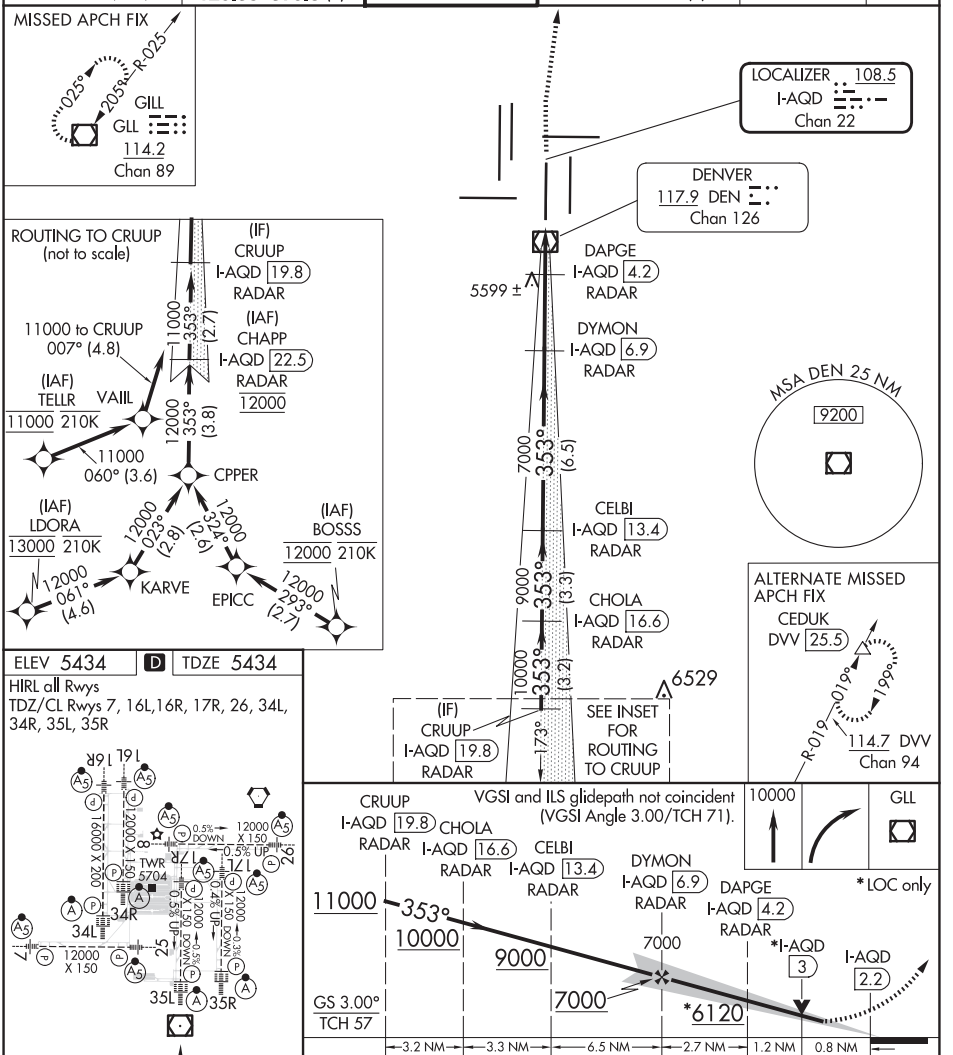
DME or RADAR required for LOC only.
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



CATEGORY	A	B	C	D
S-ILS 35L	5634/18 200 (200-½)			
S-LOC 35L	5760/24 326 (400-½)		5760/26 326 (400-½)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

ILS or LOC RWY 35R

DENVER INTL (DEN)

LOC/DME I-DPP	APP CRS	Rwy Idg	12000
110.15	353°	TDZE	5370
Chan 38(Y)		Apt Elev	5434

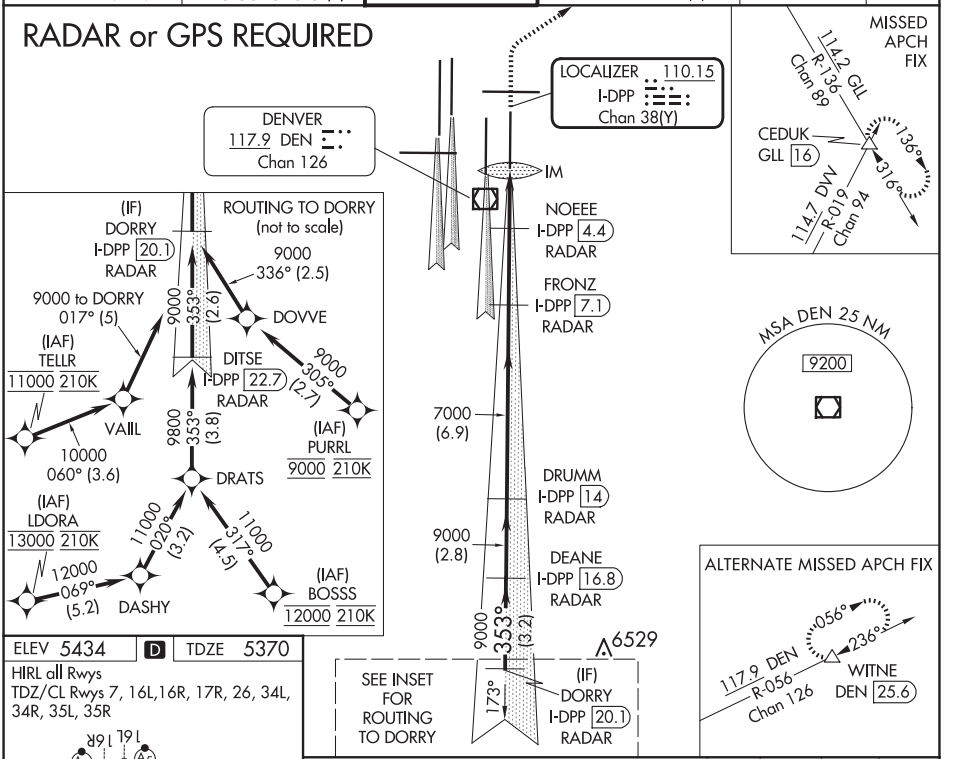
S-LOC 35R DME or RADAR required. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

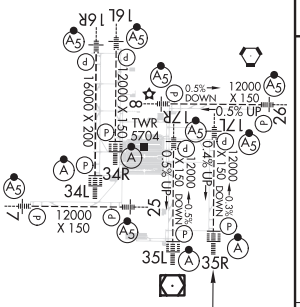
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR or GPS REQUIRED

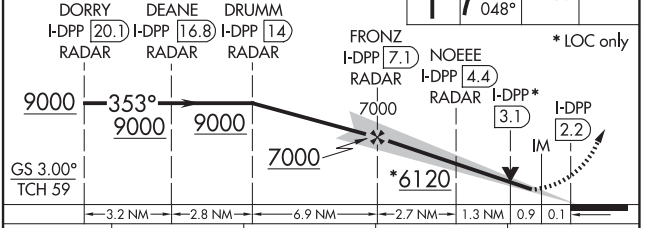


ELEV 5434 | D | TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 35R	5570/18 200 (200-½)			
S-LOC 35R	5740/24 370 (400-½)		5740/35 370 (400-⅝)	

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 35R

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	353°	TDZE	5327
Chan 56		Apt Elev	5434

ILS RWY 34L (SA CAT I)

DENVER INTL (DEN)

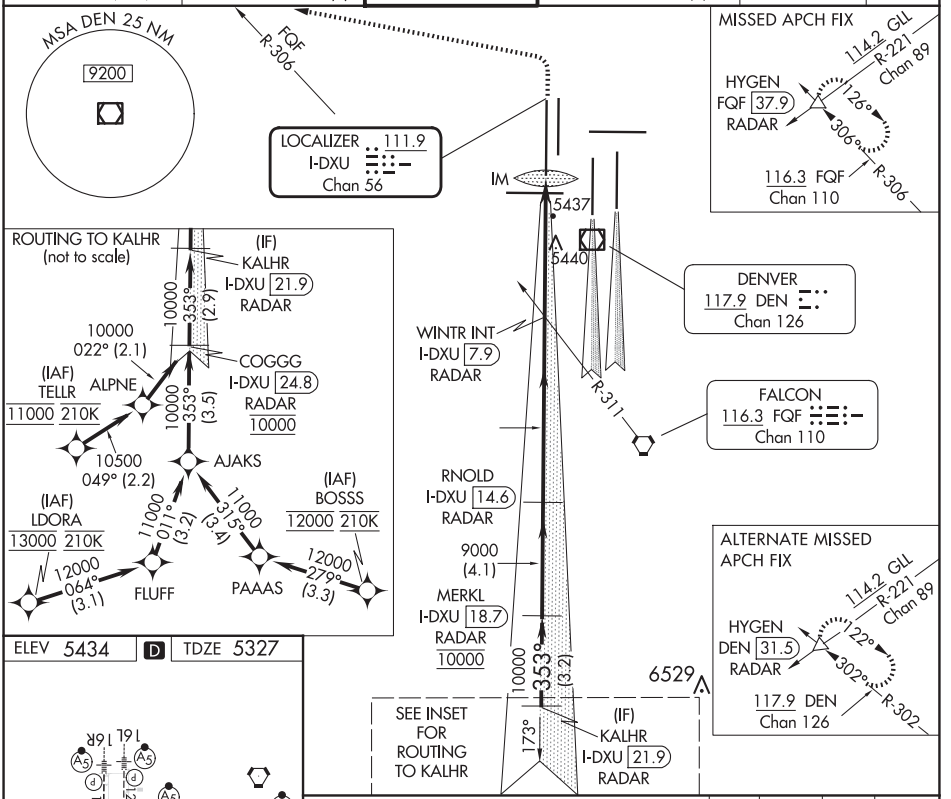
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

T Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized with Rwy 35L/R.

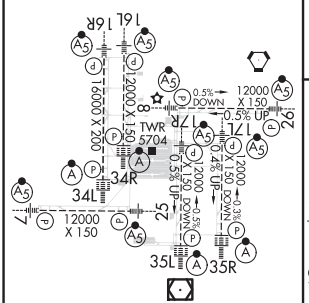
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



ELEV 5434 D TDZ 5327

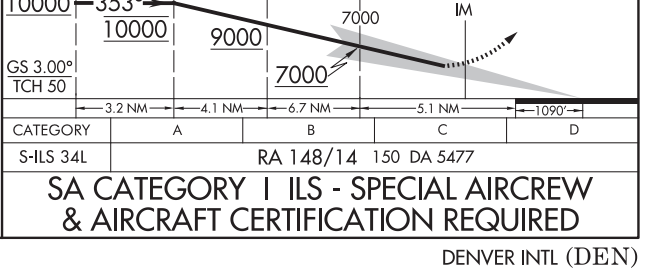


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

5800	10000 hdg 270°	FQF R-306	HYGEN △

KALHR I-DXU 21.9 RADAR
MERKL I-DXU 18.7 RADAR
RNOLD I-DXU 14.6 RADAR
WINTR INT I-DXU 7.9 RADAR



CATEGORY	A	B	C	D
S-ILS 34L	RA 148/14 150 DA 5477			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

ILS RWY 34R (SA CAT I)

DENVER INTL (DEN)

LOC/DME I-OUF	APP CRS	Rwy Idg 12000
111.1	353°	TDZE 5354
Chan 48		Apt Elev 5434

T Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN FQF 37.9 RADAR

126° 306°

116.3 FQF Chan 110 R-306

FQF R-306

LOCALIZER 111.1 I-OUF Chan 48

MSA DEN 25 NM 9200

IM 5478

RADAR or GPS REQUIRED

CORDE I-OUF 7.1 RADAR

DENVER 117.9 DEN Chan 126

7000 (6.9)

FALCON 116.3 FQF Chan 110

BOENG I-OUF 14 RADAR

ROUTING TO BFREE (not to scale)

10000 018° (2.7)

(IAF) TELLR BHAPY 11000 210K

BFREE I-OUF 24.6 RADAR 10000

10000 353° (3.8)

10500 060° (2.2) BREKK

(IAF) LDORA 13000 210K

11000 018° (3.4)

11000 322° (3.1)

(IAF) BOSSS 12000 210K

12000 064° (3.1) FLUFF

12000 279° (3.3) PAAAS

ALTERNATE MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN DEN 31.5 RADAR

122° 302°

117.9 DEN Chan 126 R-302

9000 (4.7)

BENGL I-OUF 18.7 RADAR

(IF) BOOBU I-OUF 22 RADAR

10000 (3.2)

10000 353° (2.6)

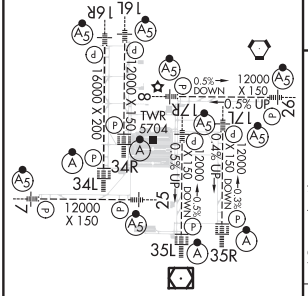
BFREE I-OUF 24.6 RADAR 10000

173°

SEE INSET FOR ROUTING TO BFREE

A 6585

ELEV 5434 | D | TDZE 5354



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

5800	10000 hdg 270°	FQF R-306	HYGEN △

BFREE I-OUF 24.6 RADAR | BOOBU I-OUF 22 RADAR | BENGL I-OUF 18.7 RADAR | BOENG I-OUF 14 RADAR | CORDE I-OUF 7.1 RADAR

10000 353° 10000 10000 9000 7000 IM

GS 3.00° TCH 59

7000

2.6 NM | 3.2 NM | 4.7 NM | 6.9 NM | 5 NM | 1071'

CATEGORY	A	B	C	D
S-ILS 34R	RA 175/14 150 DA 5504			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 34R (SA CAT I)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

LOC/DME I-AQD	APP CRS	Rwy Idg 12000
108.5	353°	TDZE 5434
Chan 22		Apt Elev 5434

RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

025° 205° R-025

GILL GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

DENVER 117.9 DEN Chan 126

ROUTING TO CRUUP (not to scale)

(IF) CRUUP I-AQD 19.8 RADAR

11000 to CRUUP 007° (4.8)

(IAF) CHAPP I-AQD 22.5 RADAR 12000

11000 353° (2.7)

(IAF) TELLR 11000 210K

VAIIL

12000 353° (3.8)

11000 060° (3.6)

CPPER

(IAF) LDORA 13000 210K

12000 023° (2.8)

12000 324° (2.6)

(IAF) BOSSS 12000 210K

12000 061° (4.6)

KARVE

EPICC

12000 293° (2.7)

5599 ±

DYMON I-AQD 6.9 RADAR

7000 353° (6.5)

MSA DEN 25 NM 9200

CELBI I-AQD 13.4 RADAR

9000 353° (3.3)

CHOLA I-AQD 16.6 RADAR

10000 353° (3.2)

6529

(IF) CRUUP I-AQD 19.8 RADAR

173°

SEE INSET FOR ROUTING TO CRUUP

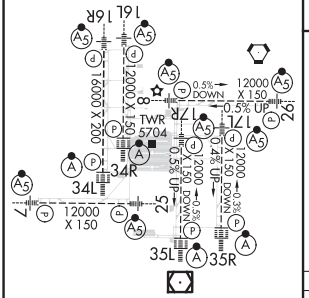
ALTERNATE MISSED APCH FIX

CEDUK DVV 25.5

019° 199° R-019

114.7 DVV Chan 94

ELEV 5434 D TDZE 5434



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CRUUP I-AQD 19.8 RADAR

CHOLA I-AQD 16.6 RADAR

CELBI I-AQD 13.4 RADAR

DYMON I-AQD 6.9 RADAR

11000 353° 10000 9000 7000

GS 3.00° TCH 57

10000 GLL

3.2 NM 3.3 NM 6.5 NM 4.7 NM 1101'

CATEGORY	A	B	C	D
S-ILS 35L	RA 165/14 150 DA 5584			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

LOC/DME I-DPP	APP CRS	Rwy Idg	12000
110.15	353°	TDZE	5370
Chan 38(Y)		Apt Elev	5434

ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

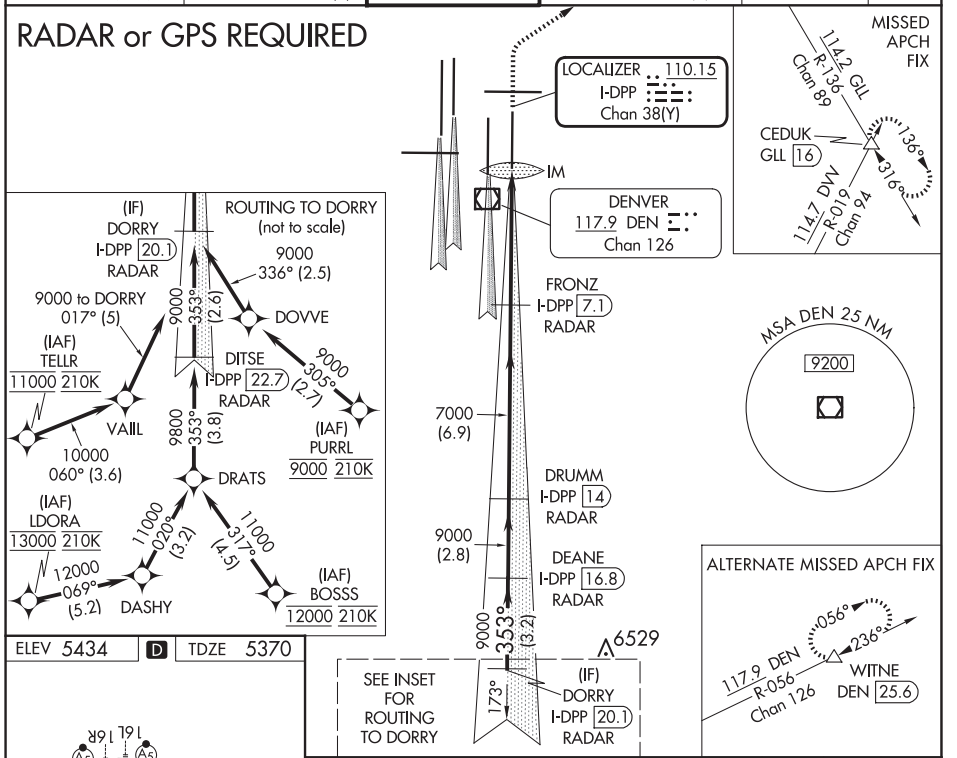
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

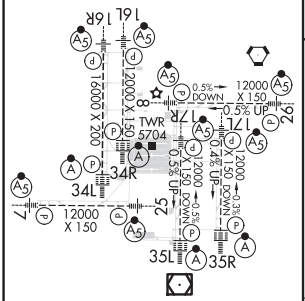
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR or GPS REQUIRED

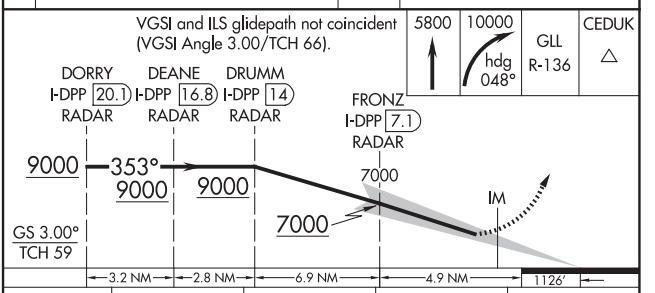


ELEV 5434 | D | TDZE 5370



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
S-ILS 35R	RA 161/14 150 DA 5520			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 35R (SA CAT I)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 34L (CAT II & III)

DENVER INTL (DEN)

LOC/DME I-DXU	APP CRS	Rwy Idg	16000
111.9	353°	TDZE	5327
Chan 56		Apt Elev	5434

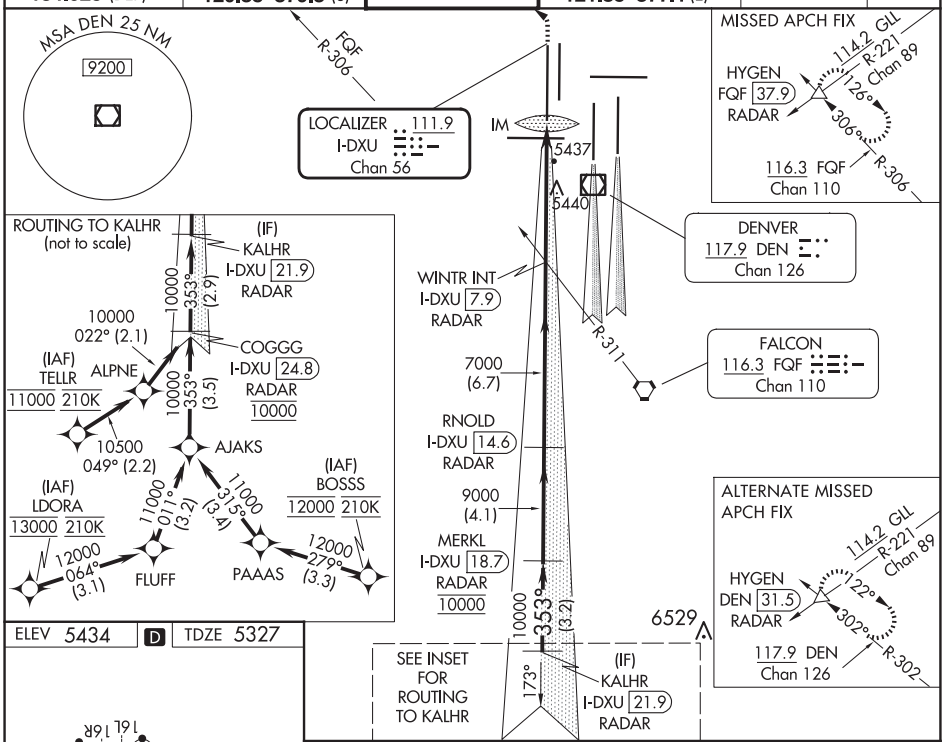
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized with Rwy 35L/R.

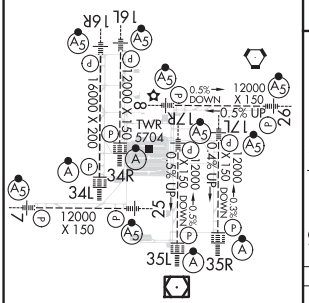
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

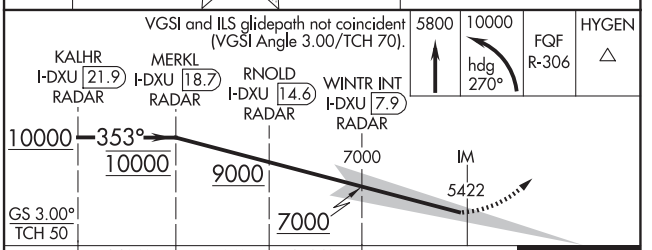
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



ELEV 5434 D TDZ 5327



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 108/12 100 DA 5427			
S-ILS 34L	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

ILS RWY 34R (CAT II & III)

DENVER INTL (DEN)

LOC/DME I-OUF	APP CRS	Rwy Idg 12000
111.1	353°	TDZE 5354
Chan 48		Apt Elev 5434

T Simultaneous approach authorized with Rwy 35L/R. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

HYGEN FQF 37.9 RADAR

114.2 GLL R-221 Chan 89

126° 306°

116.3 FQF Chan 110 R-306

FQF R-306

LOCALIZER 111.1 I-OUF Chan 48

IM 5478

MSA DEN 25 NM 9200

RADAR or GPS REQUIRED

CORDE I-OUF 7.1 RADAR

DENVER 117.9 DEN Chan 126

7000 (6.9)

FALCON 116.3 FQF Chan 110

BOENG I-OUF 14 RADAR

9000 (4.7)

BENGL I-OUF 18.7 RADAR

(IF) BOOBU I-OUF 22 RADAR

10000 (3.2)

ROUTING TO BFREE (not to scale)

10000 018° (2.7)

BFREE I-OUF 24.6 RADAR 10000

(IAF) TELLR BHAPY 11000 210K

10000 353° (3.8)

10500 060° (2.2)

BREKK

(IAF) LDORA 13000 210K

11000 018° (3.4)

11000 322° (3.1)

(IAF) BOSSS 12000 210K

12000 064° (3.1)

FLUFF

PAAAS

12000 279° (3.3)

ALTERNATE MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN DEN 31.5 RADAR

122° 302°

117.9 DEN Chan 126 R-302

BFREE I-OUF 24.6 RADAR 10000

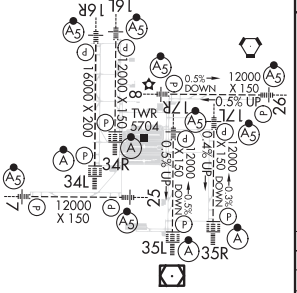
10000 353° (2.6)

173°

SEE INSET FOR ROUTING TO BFREE

6585

ELEV 5434 D TDZ 5354



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

5800 | 10000 hdg 270° | FQF R-306 | HYGEN

BFREE I-OUF 24.6 RADAR

BOOBU I-OUF 22 RADAR

BENGL I-OUF 18.7 RADAR

BOENG I-OUF 14 RADAR

CORDE I-OUF 7.1 RADAR

IM 5457

10000 353° 10000 10000 9000 7000 7000

GS 3.00° TCH 59

2.6 NM | 3.2 NM | 4.7 NM | 6.9 NM | 5 NM | 1071'

CATEGORY	A	B	C	D
S-ILS 34R	CAT II RA 155/12 100 DA 5454			
S-ILS 34R	CAT IIIa RVR 07			
S-ILS 34R	CAT IIIb RVR 03			
S-ILS 34R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 34R (CAT II & III)

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

LOC/DME I-AQD	APP CRS	Rwy Idg	12000
108.5	353°	TDZE	5434
Chan 22		Apt Elev	5434

RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

025° 205° R-025

GILL

GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

DENVER 117.9 DEN Chan 126

ROUTING TO CRUUP (not to scale)

(IF) CRUUP I-AQD 19.8 RADAR

11000 353° (2.7)

11000 to CRUUP 007° (4.8)

(IAF) CHAPP I-AQD 22.5 RADAR 12000

(IAF) TELLR 11000 210K

VAIIL

12000 353° (3.8)

11000 060° (3.6)

CPPER

(IAF) LDORA 13000 210K

12000 023° (2.8)

12000 324° (2.6)

(IAF) BOSSS 12000 210K

12000 061° (4.6)

KARVE

EPICC

12000 293° (2.7)

5599 ±

DYMON I-AQD 6.9 RADAR

7000 353° (6.5)

CELBI I-AQD 13.4 RADAR

9000 353° (3.3)

CHOLA I-AQD 16.6 RADAR

10000 353° (3.2)

6529

(IF) CRUUP I-AQD 19.8 RADAR

173°

SEE INSET FOR ROUTING TO CRUUP

MSA DEN 25 NM

9200

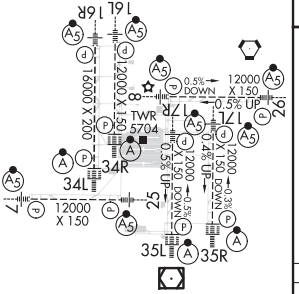
ALTERNATE MISSED APCH FIX

CEDUK DVV 25.5

019° 199° R-019

114.7 DVV Chan 94

ELEV 5434 D TDZE 5434



HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CRUUP I-AQD 19.8 RADAR

CHOLA I-AQD 16.6 RADAR

CELBI I-AQD 13.4 RADAR

DYMON I-AQD 6.9 RADAR

11000 353° 10000 9000 7000

GS 3.00° TCH 57

3.2 NM 3.3 NM 6.5 NM 4.7 NM 1101'

10000 GLL

CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

LOC/DME I-DPP	APP CRS	Rwy Idg	12000
110.15	353°	TDZE	5370
Chan 38(Y)		Apt Elev	5434

ILS RWY 35R (CAT II & III)

DENVER INTL (DEN)

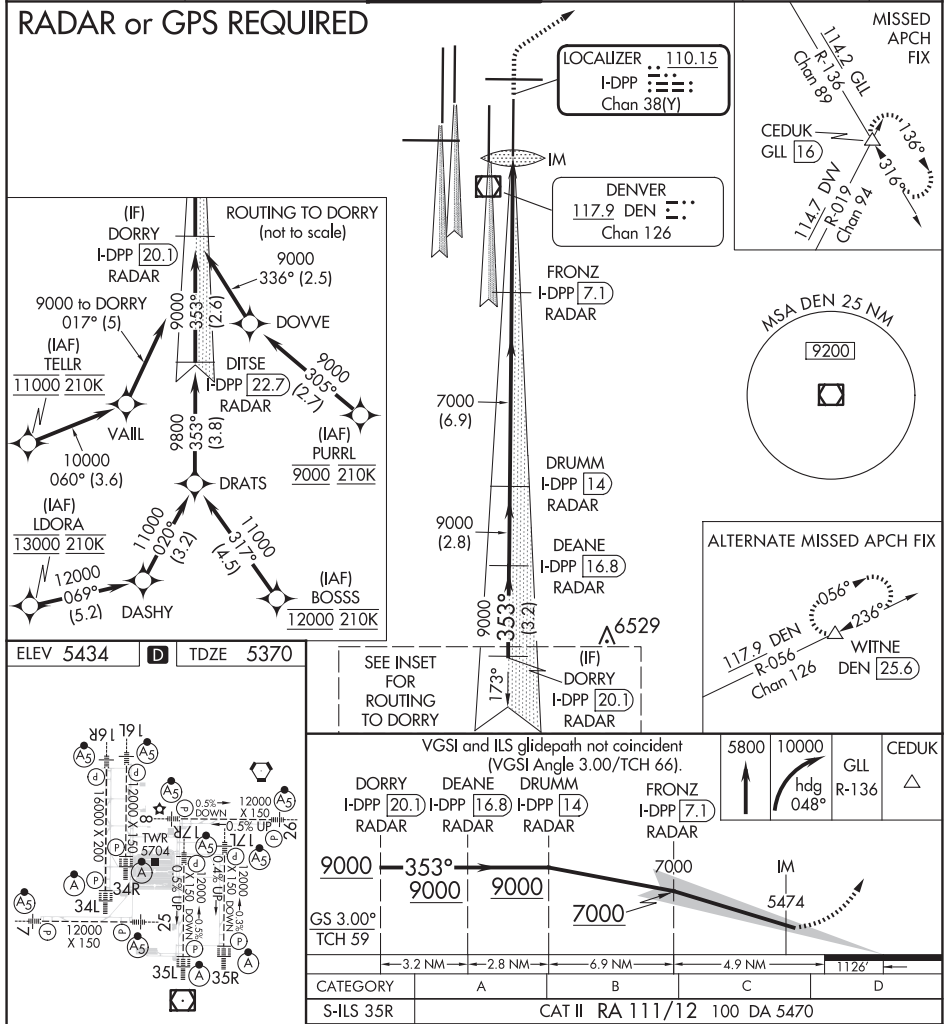
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR or GPS REQUIRED



ELEV 5434 | D | TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 111/12 100 DA 5470			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 03			
S-ILS 35R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 35R (CAT II & III)

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	12000
082°	TDZE	5352
	Apt Elev	5434

RNAV (RNP) Z RWY 7

DENVER INTL (DEN)

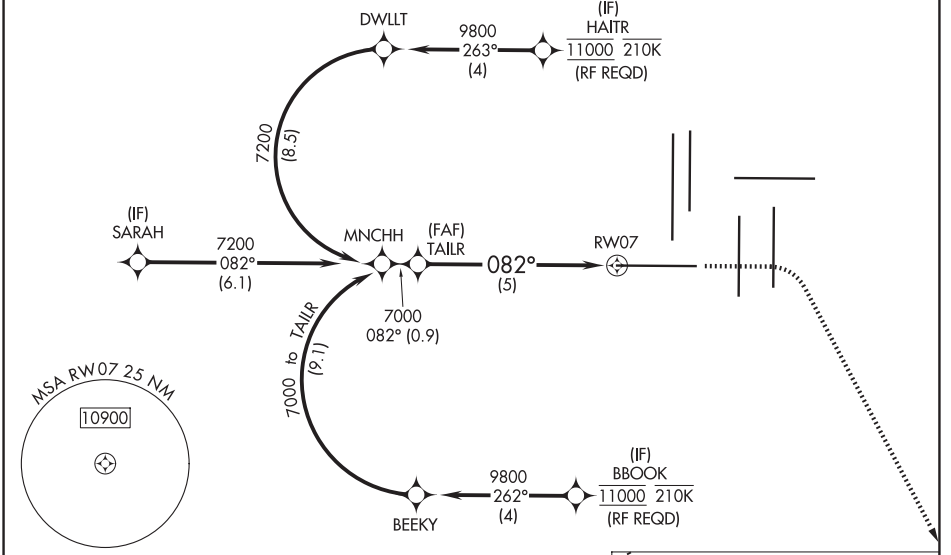
RNP AR APCH.

T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 6000.

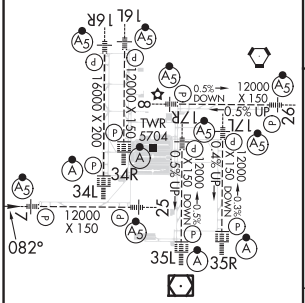
MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and track 081° to LIMEX and hold.

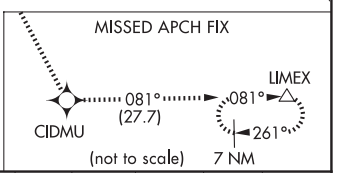
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	128.75 273.55	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



ELEV 5434 D TDZE 5352

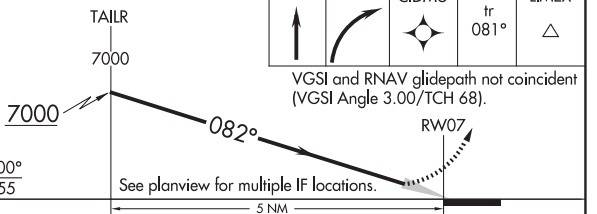


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



A 6083

5900	10000	CIDMU	tr 081°	LIMEX
↑	↗	✧		△



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

CATEGORY	A	B	C	D
RNP 0.15 DA	5602/24 250 (200-½)			
RNP 0.30 DA	5753/40 401 (400-¾)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS		
173°	Rwy Idg	12000
	TDZE	5357
	Apt Elev	5434

RNAV (RNP) Z RWY 16L

DENVER INTL (DEN)

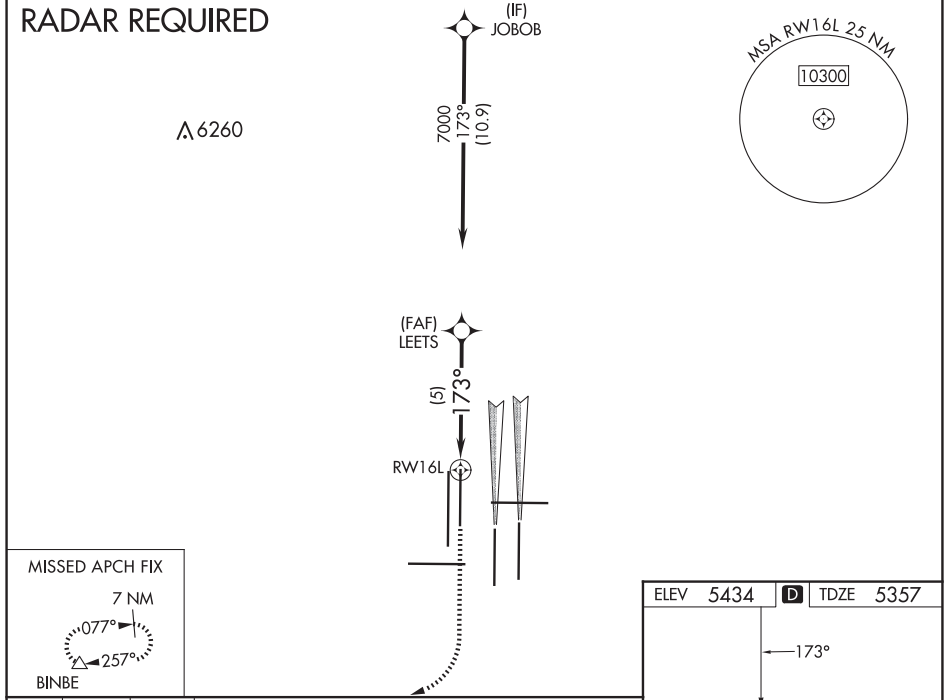
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

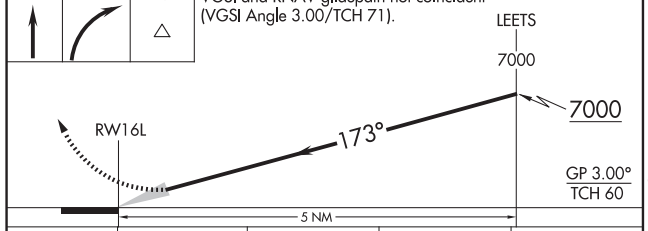
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR REQUIRED



5900	10000	BINBE
↑	↱	△

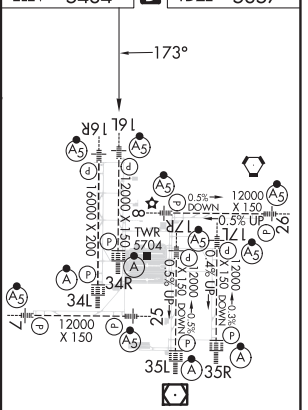
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.10 DA	5617/24 260 (200-½)			
RNP 0.30 DA	5683/32 326 (300-⅝)			

AUTHORIZATION REQUIRED

ELEV 5434 D TDZE 5357



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 16R

DENVER INTL (DEN)

APP CRS	Rwy Ldg	16000
170°	TDZE	5326
	Apt Elev	5434

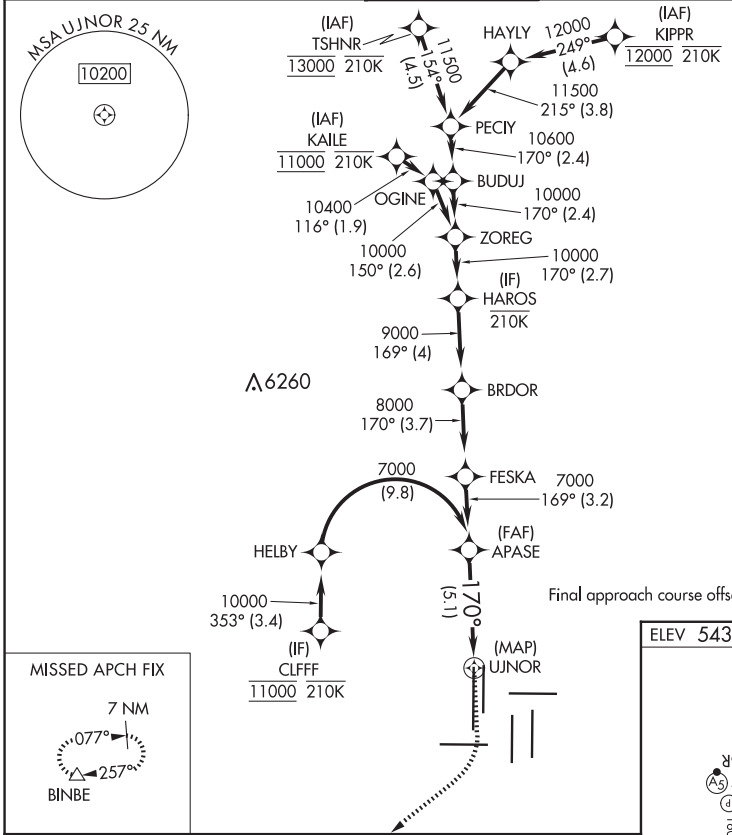
RNP AR APCH - GPS.

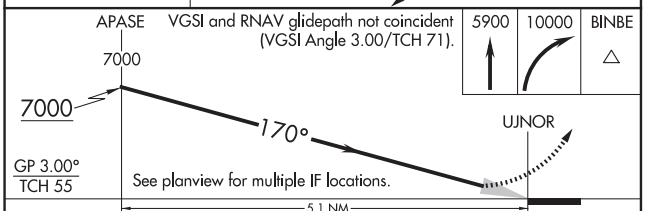
For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

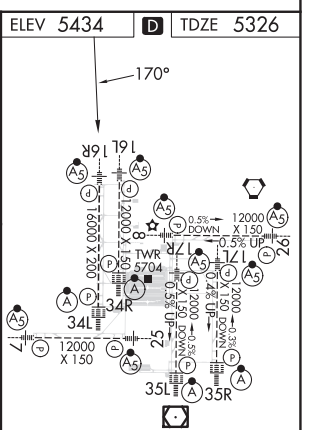
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	





CATEGORY	A	B	C	D
RNP 0.30 DA	5597/24 271 (200-½)			

AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	12000
173°	TDZE	5339
	Apt Elev	5434

RNAV (RNP) Z RWY 17L

DENVER INTL (DEN)

GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR REQUIRED

△6260

(IF) GWENS (RNP 0.90)

7500 173° (10.7)

MSA RW17L 25 NM

9300

7000 173° (2)

JAPET

(FAF) IRINE

173° (5.1)

RW17L

MISSED APCH FIX

LIMEX

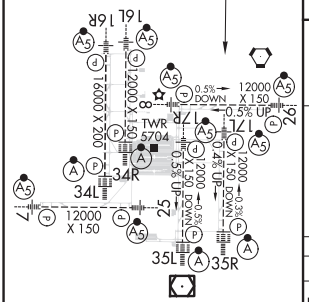
081°

261°

7 NM

ELEV 5434 D TDZE 5339

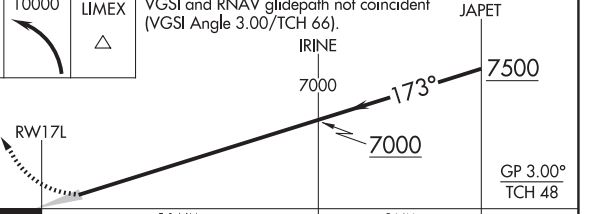
173°



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

5900 10000 LIMEX

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
RNP 0.10 DA	5600/24 261 (200-½)			
RNP 0.30 DA	5716/40 377 (300-¾)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	12000
173°	TDZE	5392
	Apt Elev	5434

RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

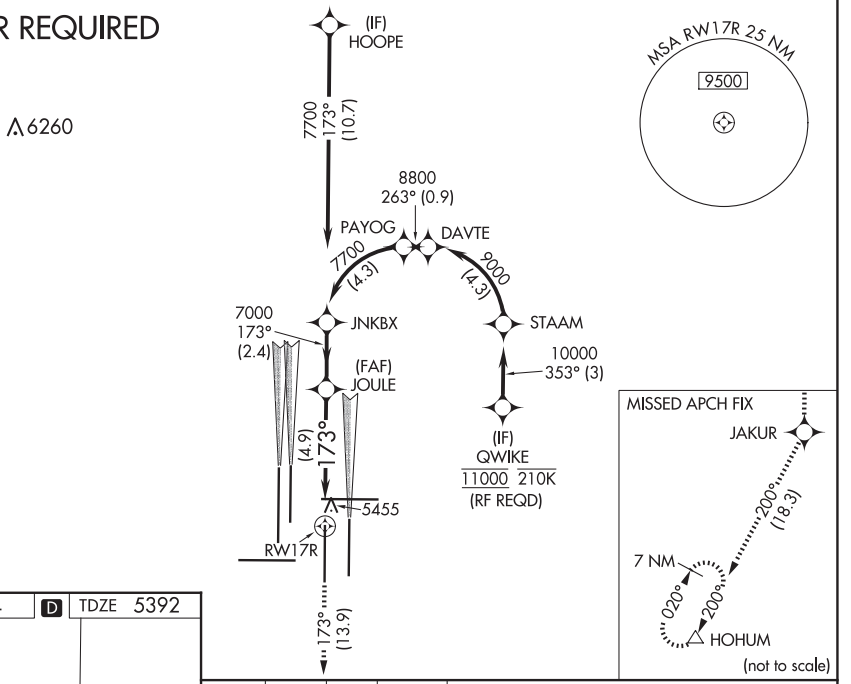
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1⅝ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).

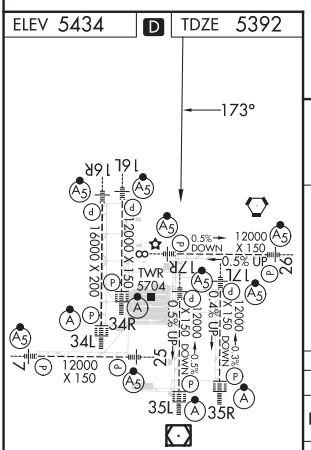
MALSR

MISSED APPROACH: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR REQUIRED



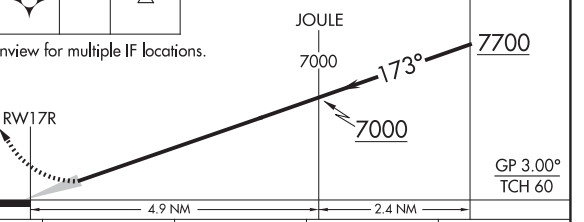


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000 tr 173°	JAKUR	tr 200°	HOHUM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	5722/32 330 (300-⅝)			
RNP 0.30 DA	5894/60 502 (500-1¼)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	12000
263°	TDZE	5309
	Apt Elev	5434

RNAV (RNP) Z RWY 26

DENVER INTL (DEN)

RNP AR APCH.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 4500.

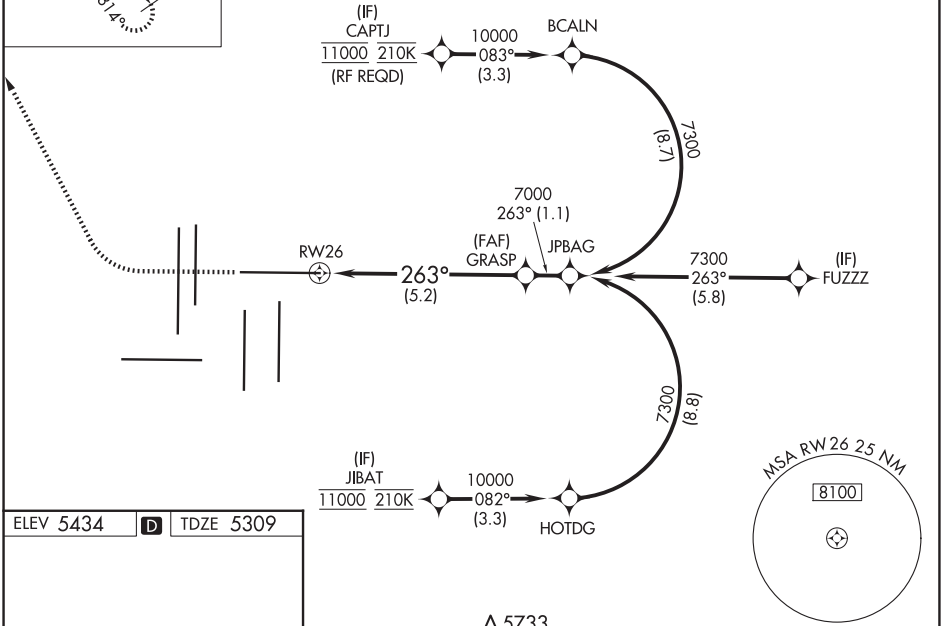
MALSR

MISSED APPROACH: Climb to 6000 then climbing right turn to 10000 direct NIWOT and hold.

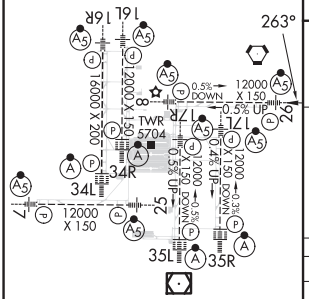
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

NIWOT 134° 314° 7 NM



ELEV 5434 D TDZE 5309

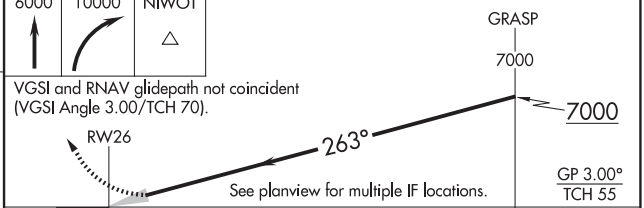


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

A 5733

6000	10000	NIWOT
↑	↱	△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
RNP 0.15 DA	5566/24 257 (200-½)			
RNP 0.30 DA	5611/24 302 (200-½)			

AUTHORIZATION REQUIRED

39°52'N-104°40'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 34L

DENVER INTL (DEN)

APP CRS	Rwy Idg	16000
353°	TDZE	5327
	Apt Elev	5434

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.20 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

HYGEN 129° 309° 7 NM

RW34L

5417

353° (5.1)

(FAF) WINTR

7000

353° (2.1)

TUGGL

7600 353° (4.6)

RNOLD

9000 353° (4.1)

MERKL

10000 353° (3.2)

(IF) KALHR

6529

MSA RW34L 25 NM

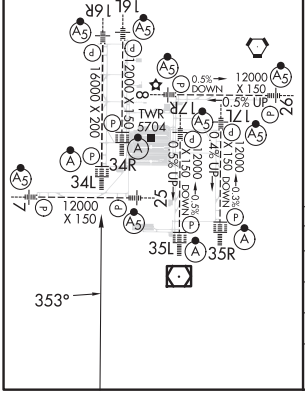
10300

RADAR REQUIRED

ELEV 5434 D TDZE 5327

HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



WINTR 7000

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

5900 10000 HYGEN

7000

353°

RW34L

GP 3.00°

TCH 50

5.1 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	5587/24 260 (200-½)			
RNP 0.20 DA	5720/45 393 (300-⅞)			
RNP 0.30 DA	5782/60 455 (400-1¼)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	12000
353°	TDZE	5354
	Apt Elev	5434

RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.20 all Cats visibility to 1⅝ mile and RNP 0.30 all Cats visibility to 2¼ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

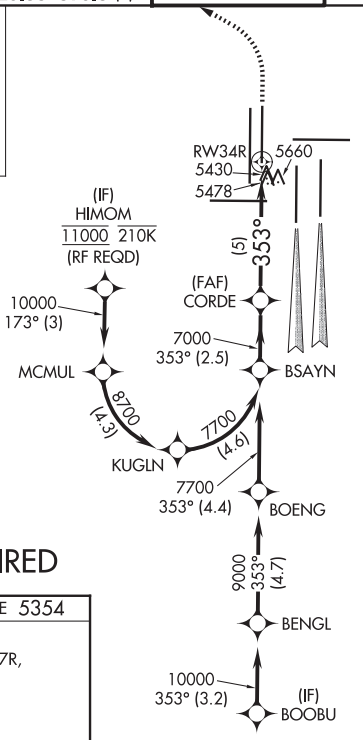
ALSF-2

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

HYGEN 129° 309° 7 NM



RADAR REQUIRED

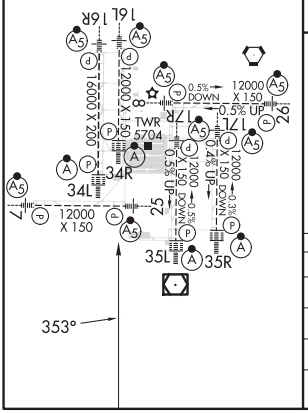
MSA RW34R 25 NM

10300

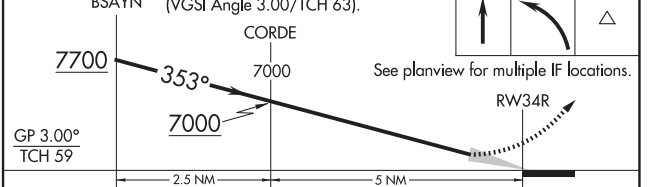
ELEV 5434	D	TDZE 5354

HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).



6000 10000 HYGEN △

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.10 DA	5739/40 385 (400-¾)			
RNP 0.20 DA	5849/60 495 (500-1¼)			
RNP 0.30 DA	5980-1⅝ 626 (600-1⅝)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 35L

DENVER INTL (DEN)

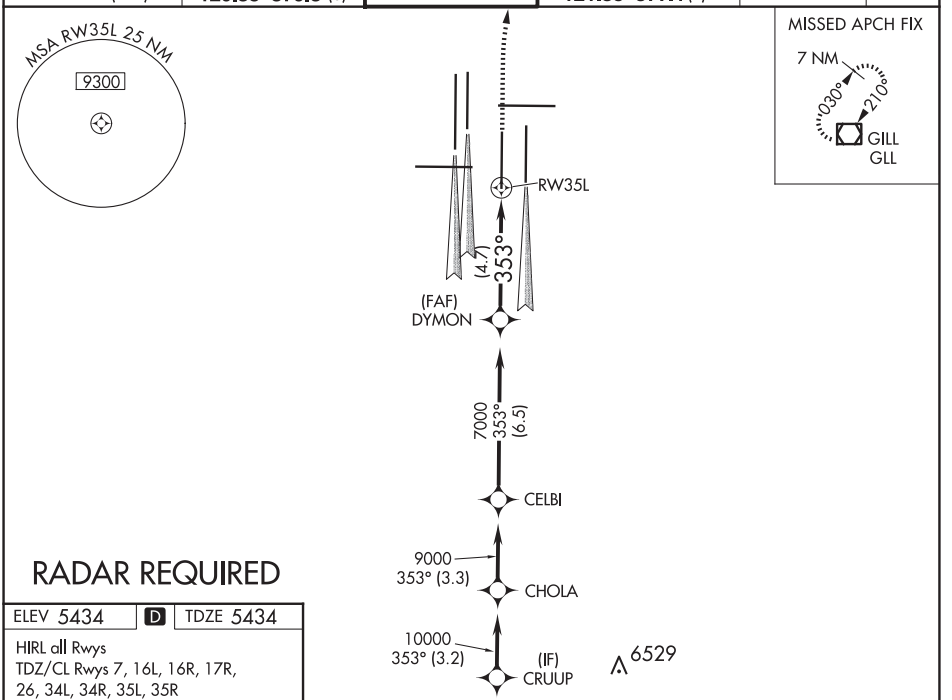
APP CRS	Rwy Idg	12000
353°	TDZE	5434
	Apt Elev	5434

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. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

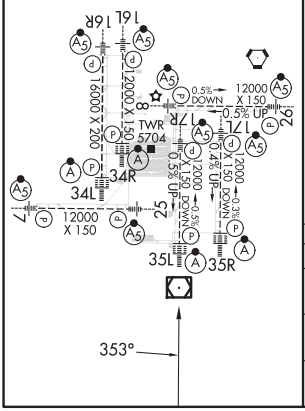
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

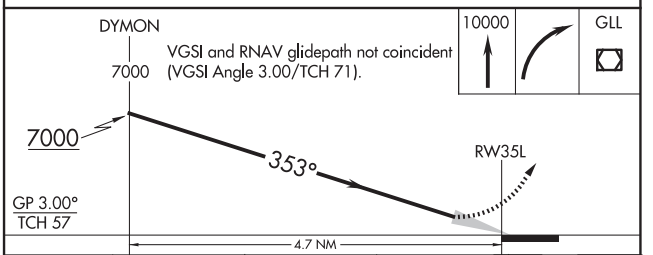


RADAR REQUIRED

ELEV 5434 D TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
RNP 0.10 DA	5695/24 261 (300-½)			
RNP 0.30 DA	5760/32 326 (400-⅝)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	12000
353°	TDZE	5370
	Apt Elev	5434

RNAV (RNP) Z RWY 35R

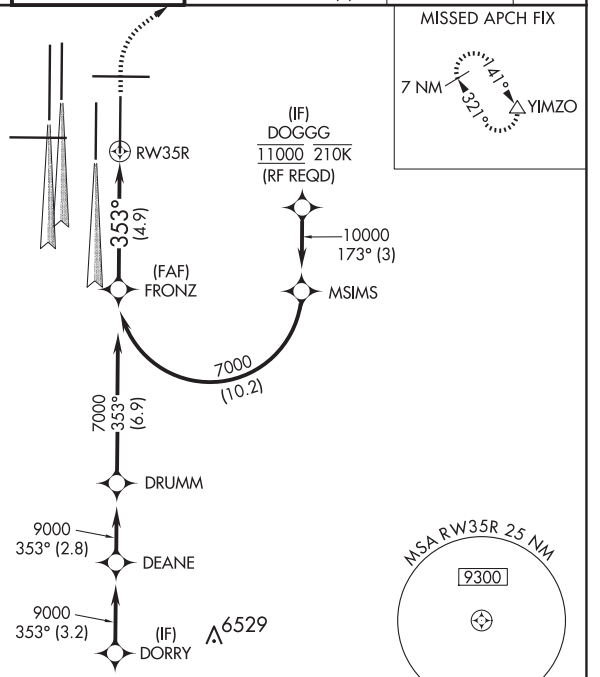
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

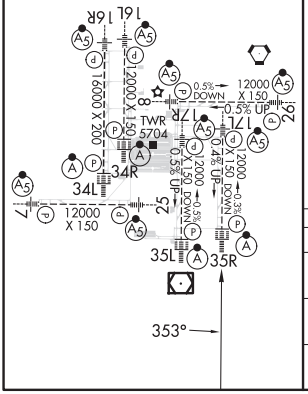
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



RADAR REQUIRED

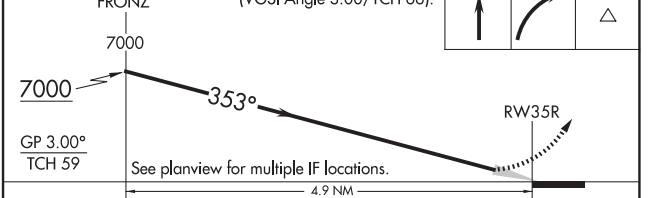
ELEV 5434 D TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

5900	8000	YIMZO
↑	↗	△



CATEGORY	A	B	C	D
RNP 0.10 DA	5631/24 261 (200-½)			
RNP 0.30 DA	5702/32 332 (300-⅝)			

AUTHORIZATION REQUIRED

39°52'N-104°40'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	12000
CH 87128	082°	TDZE	5352
W07A		Apt Elev	5434

RNAV (GPS) Y RWY 7

DENVER INTL (DEN)

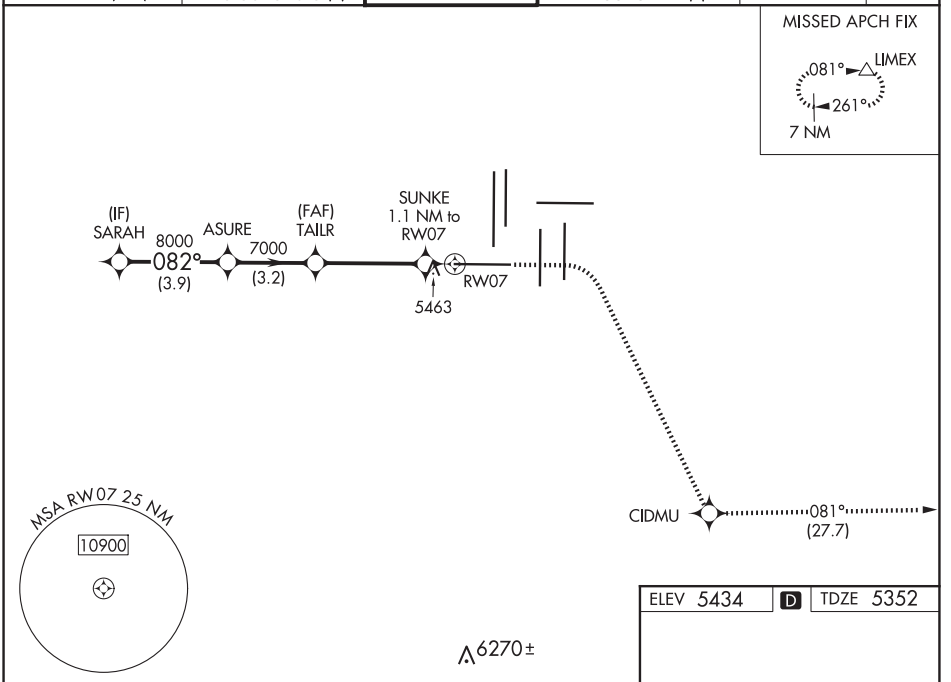
RNP APCH - GPS.

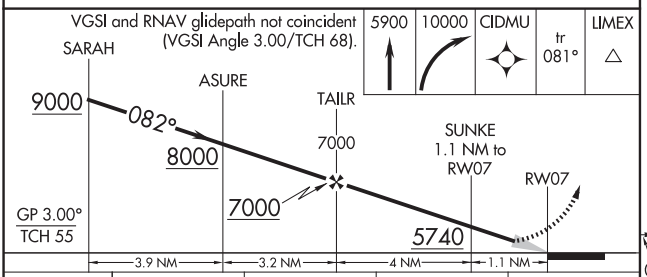
T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat C/D visibility to RVR 5500. Use of FD or AP required during simultaneous operations.

MALSR (A5)

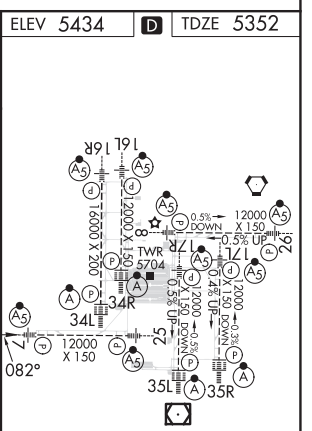
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	128.75 273.55	121.35 379.175 (W) 121.85 377.1 (E)	118.75	





CATEGORY	A	B	C	D
LPV DA	5552/18 200 (200-½)			
LNAV/VNAV DA	5626/24 274 (200-½)			
LNAV MDA	5720/24 368 (300-½)		5720/35 368 (300-⅝)	



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg 12000
CH 82228	082°	TDZE 5354
W08A		Apt Elev 5434

RNAV (GPS) Y RWY 8

DENVER INTL (DEN)

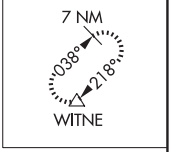
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 47°C (117°F). Simultaneous approach authorized with Rwy 7. DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

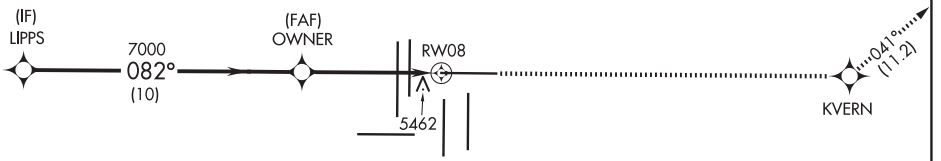
MALSR

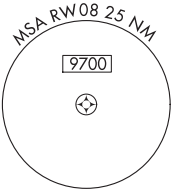
MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX







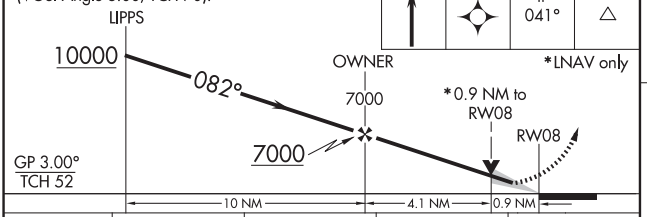
6083

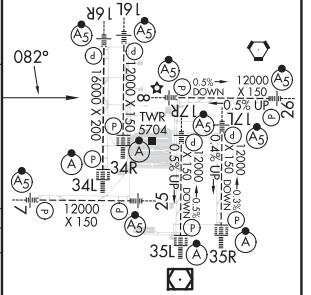
RADAR REQUIRED

ELEV 5434 D TDZE 5354

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

10000	KVERN	tr 041°	WITNE





CATEGORY	A	B	C	D
LPV DA #	5554/24 200 (200-½)			
LNAV/VNAV DA	5833/60 479 (400-1¼)			
LNAV MDA	5720/24 366 (300-½)		5720/35 366 (300-⅝)	

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

39°52'N-104°40'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 16L

DENVER INTL (DEN)

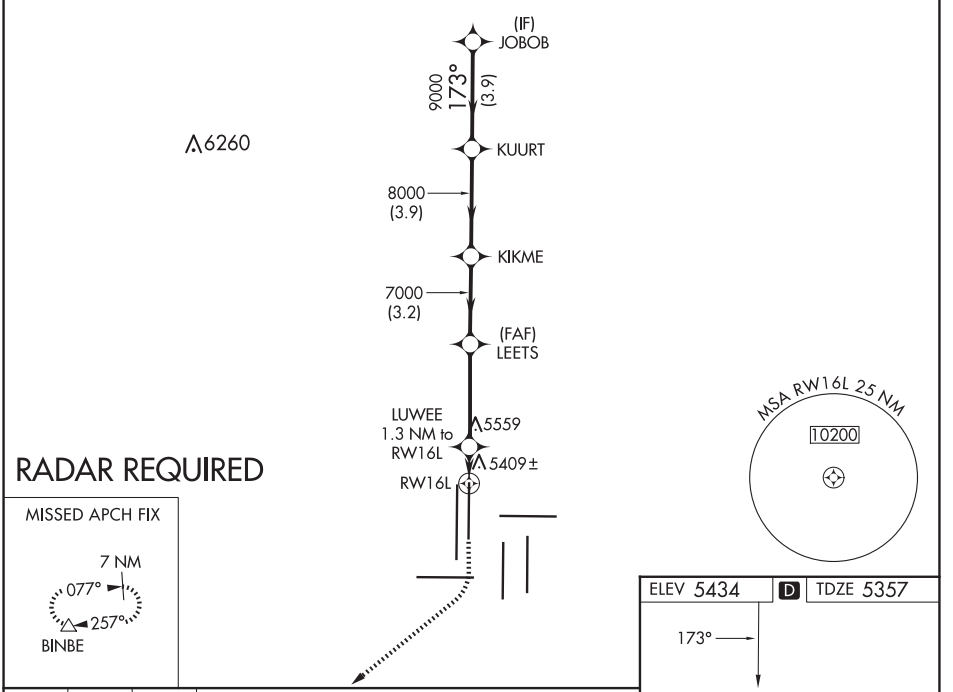
WAAS	APP CRS	Rwy Idg	12000
CH 99307	173°	TDZE	5357
W16A		Apt Elev	5434

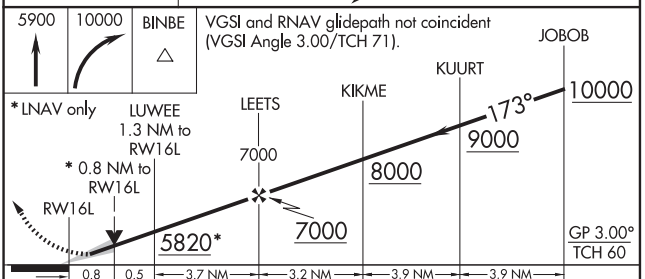
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats, and LNAV Cats C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

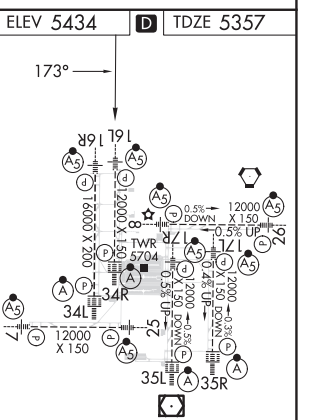
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	





CATEGORY	A	B	C	D
LPV DA	5557/18	200 (200-½)		
LNAV/VNAV DA	5647/24	290 (300-½)		
LNAV MDA	5660/24	303 (300-½)		



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

RNAV (GPS) Y RWY 16R

DENVER INTL (DEN)

WAAS	APP CRS	Rwy Idg	16000
CH 53546	170°	TDZE	5326
W16B		Apt Elev	5434

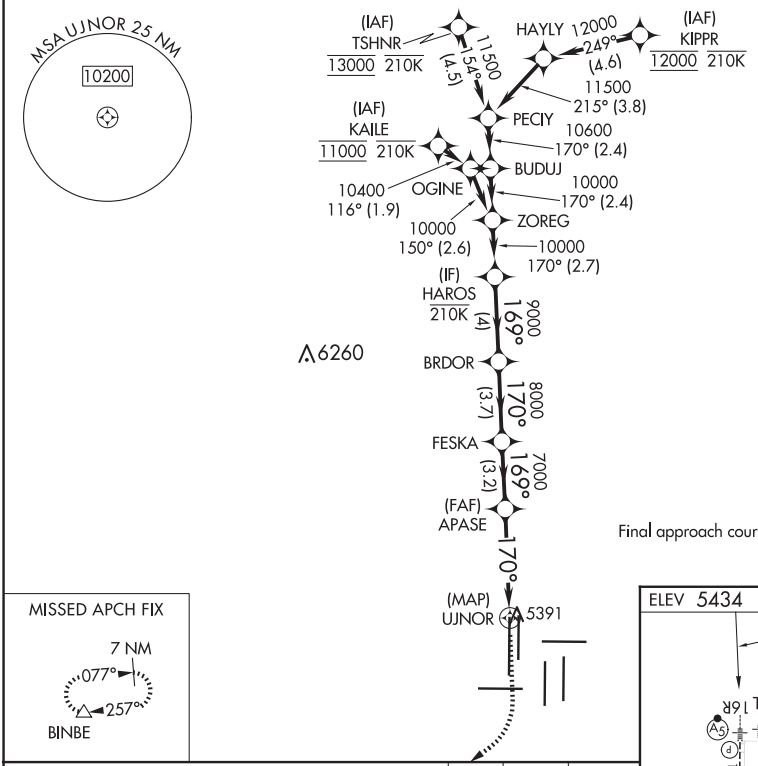
RNP APCH - GPS.

T LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. Simultaneous approach authorized.

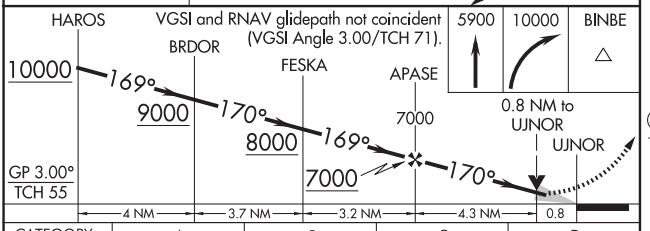
MALSR (A5)

MISSED APPROACH: Climb to 5900, then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

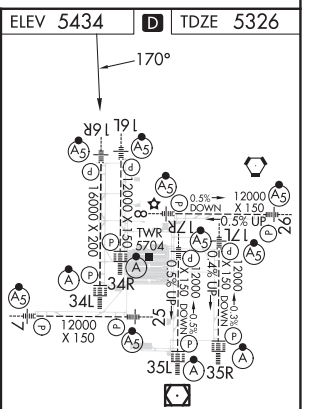
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	5576/24 250 (200-½)			
LNAV/VNAV DA	5582/24 256 (200-½)			
LNAV MDA	5660/24 334 (300-½)		5660/26 334 (300-½)	



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

DENVER, COLORADO
Amdt 1 21MAR24

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (GPS) Y RWY 16R

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

WAAS	APP CRS	Rwy Idg	12000
CH 81830	173°	TDZE	5339
W17A		Apt Elev	5434

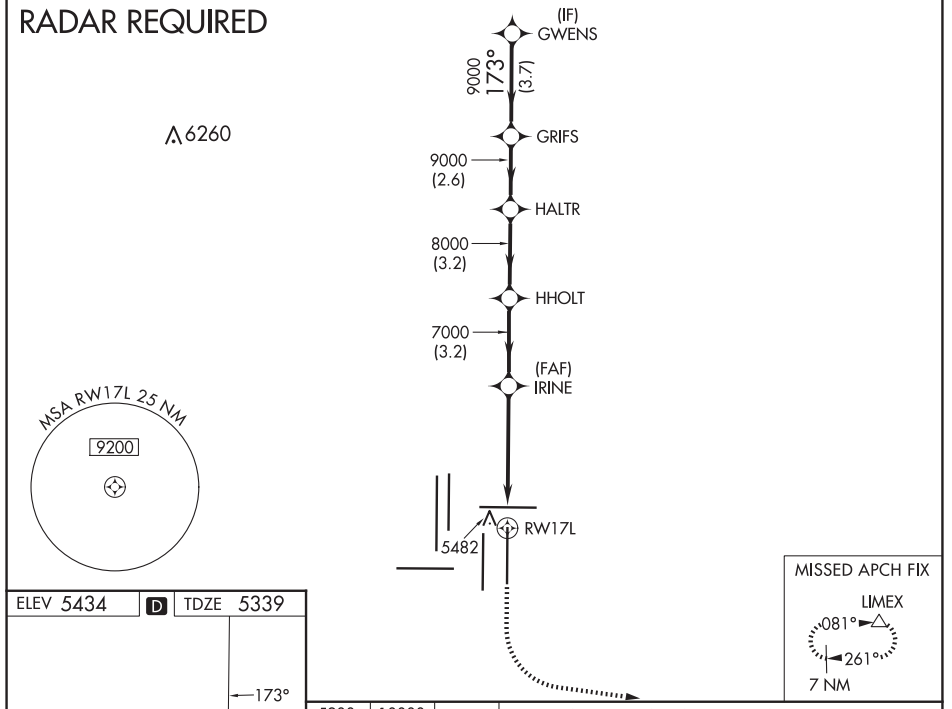
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.
RVR 1800 authorized with use of FD or AP or HUD to DA.

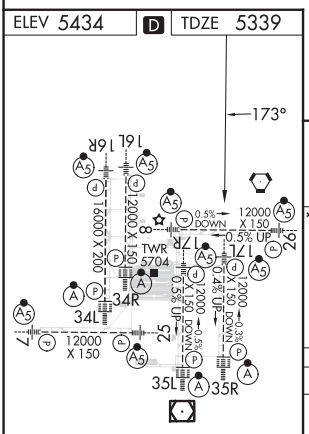
MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

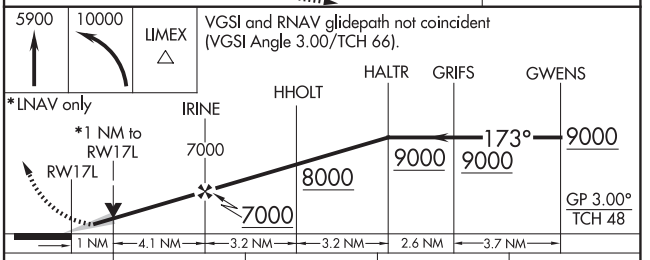
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA#	5539/24 200 (200-½)			
LNAV/VNAV DA	5648/24 309 (300-½)			
LNAV MDA	5700/24 361 (300-½)		5700/35 361 (300-⅝)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

WAAS	APP CRS	Rwy Idg	12000
CH 93529	173°	TDZE	5392
W17B		Apt Elev	5434

RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1⅝ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

RADAR REQUIRED

△6260

(IF) HOOPE

9600 173° (4.7)

JAPEX

9000 (2)

JOMAG

8000 (3.3)

JOSEE

7000 (3.2)

(FAF) JOULE

RW17R

MSA RW17R 25 NM

9400

MISSED APCH FIX

JAKUR

200° (18.3)

7 NM

020° 200°

HOHUM

(not to scale)

ELEV 5434 D TDZE 5392

173°

16L 16R 17L 17R 25 7 8 34L 34R 35L 35R

TWR 5704

12000 X 150 DOWN 0.5% UP

12000 X 150 DOWN 0.4% UP

12000 X 150 DOWN 0.3% UP

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 RW17R

RW17R JOULE JOSEE JOMAG JAPEX HOOPE

7000 8000 9000 9600 173° 11000

GP 3.00° TCH 60

1.6 | 3.3 NM | 3.2 NM | 3.3 NM | 2 NM | 4.7 NM

CATEGORY	A	B	C	D
LPV DA	5592/18 200 (200-½)			
LNAV/VNAV DA	5857/60 465 (500-1¼)			
LNAV MDA	5940/24 548 (600-½)		5940-1¼ 548 (600-1¼)	

DENVER, COLORADO
Amdt 1C 12OCT17

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (GPS) Y RWY 17R

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 25

DENVER INTL (DEN)

WAAS	APP CRS	Rwy Idg	12000
CH 40428	263°	TDZE	5355
W25A		Apt Elev	5434

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	128.75 273.55	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

HYGEN 129° 7 NM 309°

RADAR REQUIRED

315° (23.3)

GIVTE

5539

RW25

(FAF) GASTI

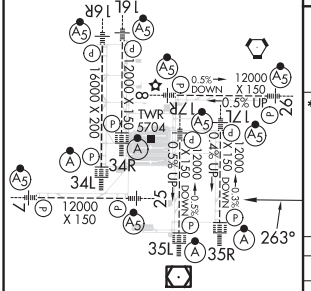
7000 263° (10)

(IF) ETHAL

MSA RW25 25 NM 9800

6147

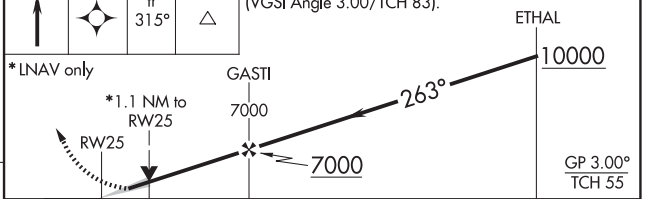
ELEV 5434 D TDZE 5355



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000	GIVTE	tr 315°	HYGEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).



CATEGORY	A	B	C	D
LPV DA#	5555/24 200 (200-½)			
LNAV/VNAV DA	5700/30 345 (300-⅝)			
LNAV MDA	5800/24 445 (400-½)		5800/45 445 (400-⅞)	

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-9077 (FAA) | 24361

RNAV (GPS) Y RWY 26

DENVER INTL (DEN)

WAAS	APP CRS	Rwy Idg	12000
CH 58128	263°	TDZE	5309
W26A		Apt Elev	5434

RNP APCH.

RADAR required.

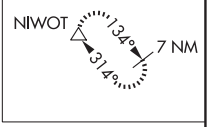
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 25. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 5500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

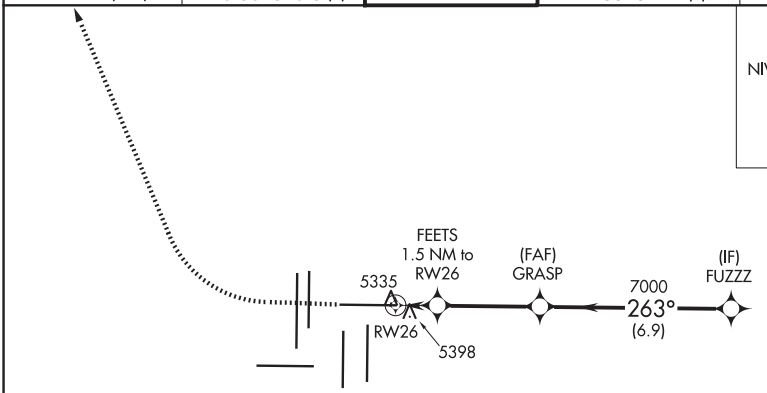
MALSR

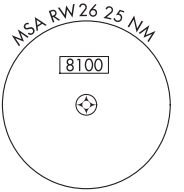
MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

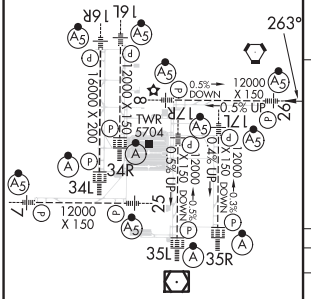






ELEV 5434 | D | TDZE 5309

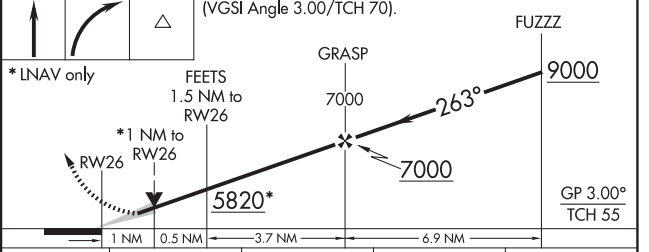
△ 6147



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

6000	11000	NIWOT
		△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
LPV DA	5509/18 200 (100-½)			
LNAV/VNAV DA	5559/24 250 (200-½)			
LNAV MDA	5660/24 351 (300-½)		5660/30 351 (300-⅝)	

DENVER, COLORADO
Amdt 1C 03JAN19

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (GPS) Y RWY 26

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45619 W34A	APP CRS 353°	Rwy Idg 16000 TDZE 5327 Apt Elev 5434

RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)

RNP APCH-GPS.

T LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

HYGEN 129° 300° 7 NM

RW34L

5463

WOGIN 2.2 NM to RW34L

(FAF) WINTR

7000 (6.7)

RNOLD

9000 (4.1)

MERKL

10000 353° (3.2)

(IF) KALHR

6529

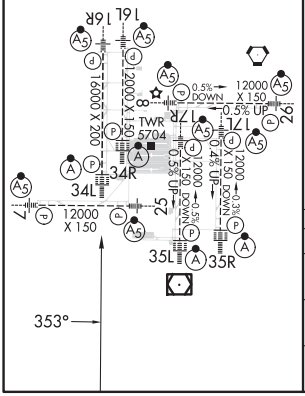
MSA RW34L 25 NM

10200

ELEV 5434 D TDZE 5327

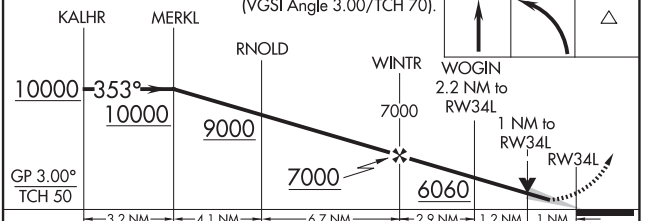
HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

5900 10000 HYGEN



CATEGORY	A	B	C	D
LPV DA	5527/18 200 (100-½)			
LNAV/VNAV DA	5663/26 336 (300-½)			
LNAV MDA	5720/24 393 (300-½)		5720/35 393 (300-⅝)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 34R

DENVER INTL (DEN)

WAAS	APP CRS	Rwy Idg	12000
CH 90318	353°	TDZE	5354
W34B		Apt Elev	5434

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	135.3 351.95	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

MISSED APCH FIX

HYGEN 129° 309° 7 NM

MSA RW34R 25 NM

10200

RW34R

CADKO 2 NM to RW34R

(FAF) CORDE

7000 (6.9)

BOENG

9000 (4.7)

BENGL

10000 353° (3.2)

(IF) BOOBU

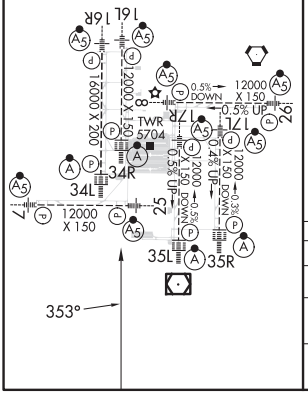
6529

RADAR REQUIRED

ELEV 5434 D TDZE 5354

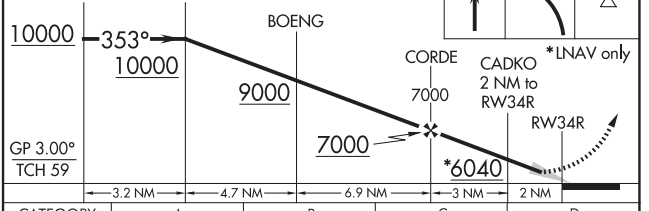
HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

6000 10000 HYGEN



CATEGORY	A	B	C	D
LPV DA	5554/18 200 (200-½)			
LNAV/VNAV DA	5838/60 484 (500-1¼)			
LNAV MDA	5940/24 586 (600-½)		5940-1¼ 586 (600-1¼)	

39°52'N-104°40'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 35L

DENVER INTL (DEN)

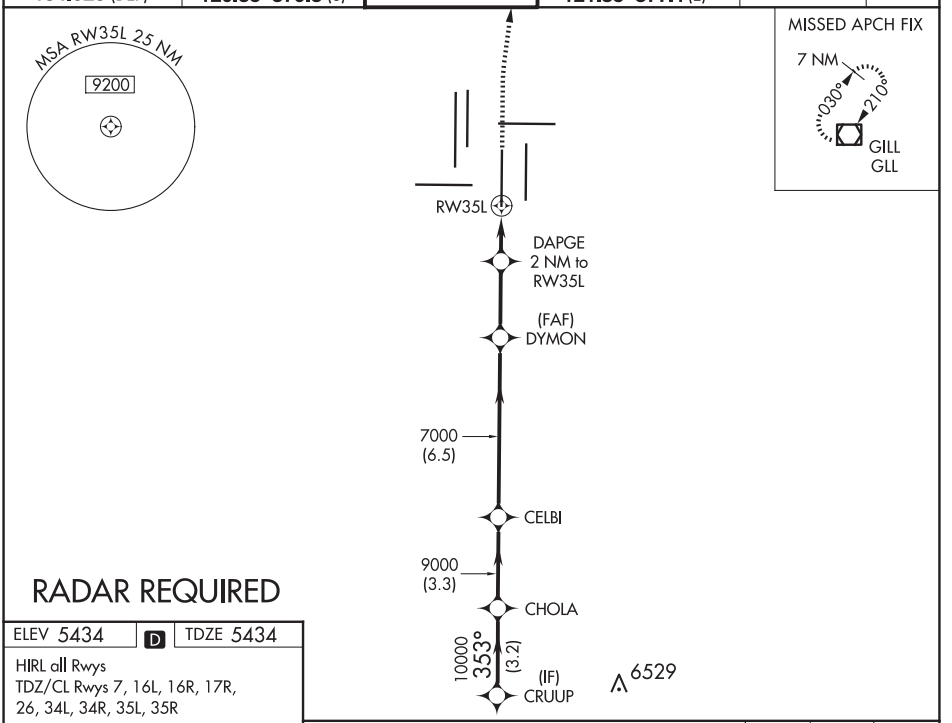
WAAS	APP CRS	Rwy Idg	12000
CH 53419	353°	TDZE	5434
W35A		Apt Elev	5434

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

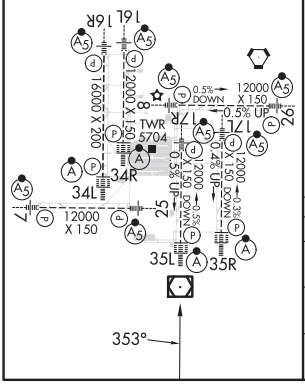
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	124.3 322.45	121.35 379.175 (W) 121.85 377.1 (E)	118.75	

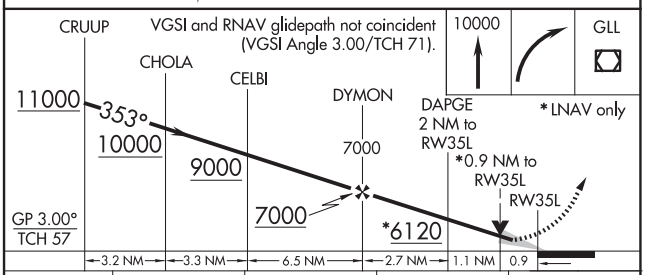


RADAR REQUIRED

ELEV 5434 D TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5634/18 200 (200-½)			
LNAV/VNAV DA	5684/24 250 (300-½)			
LNAV MDA	5780/24 346 (400-½)		5780/30 346 (400-⅝)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 35R

DENVER INTL (DEN)

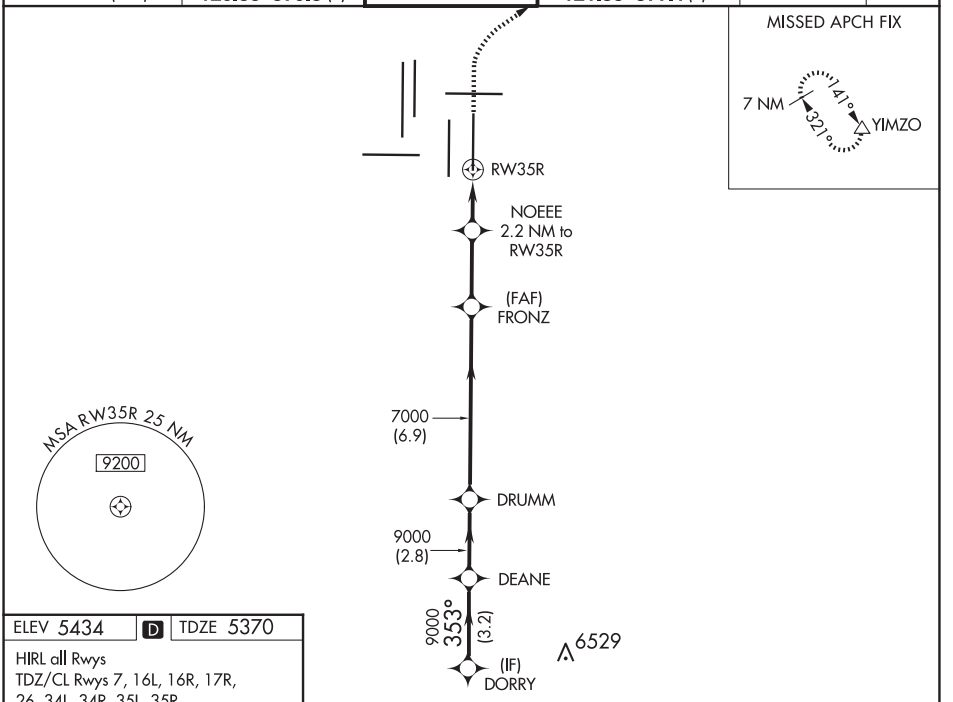
WAAS	APP CRS	Rwy Idg	12000
CH 45719	353°	TDZE	5370
W35B		Apt Elev	5434

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

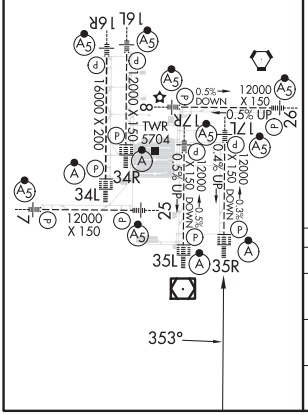
MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct YIMZO and hold.

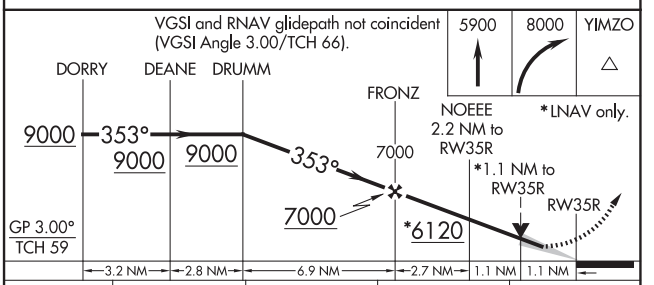
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
125.6 379.9 (ARR) 134.025 (DEP)	119.3 307.3 (N) 120.35 379.3 (S)	132.35 239.275	121.35 379.175 (W) 121.85 377.1 (E)	118.75	



ELEV 5434 D TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5570/18 200 (200-½)			
LNAV/VNAV DA	5620/24 250 (200-½)			
LNAV MDA	5800/24 430 (400-½)			5800/40 430 (400-¾)

39°52'N-104°40'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS RNAV DEPARTURES

1. **PREFLIGHT:** upon review of initial clearance, consider the following:

   a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.

   b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.

   c. Advise ATC if unable to meet any speed requirements or crossing restriction on the SID.

2. **BEFORE TAKEOFF:**
   a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.

   b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.

3. **LINE UP/TAKEOFF:**
   a. EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE GROUND) OR A HEADING. Additionally, ATC may be assigning both on the same frequency.

   b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.

   c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin SID, either with tower or departure.

   d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."

4. **AFTER TAKEOFF:**
   a. If assigned an "RNAV off the ground" take off clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.

   b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.

   c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.

5. **SPECIFIC INFORMATION:**
   1. Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.

SW-1, 12 JUN 2025 to 07 AUG 2025

BAYLR SIX DEPARTURE (RNAV)

(BAYLR6.BAYLR) 26MAR20

(BAYLR6.BAYLR) 20086

BAYLR SIX DEPARTURE (RNAV)

DENVER, COLORADO

DENVER INTL (DEN)

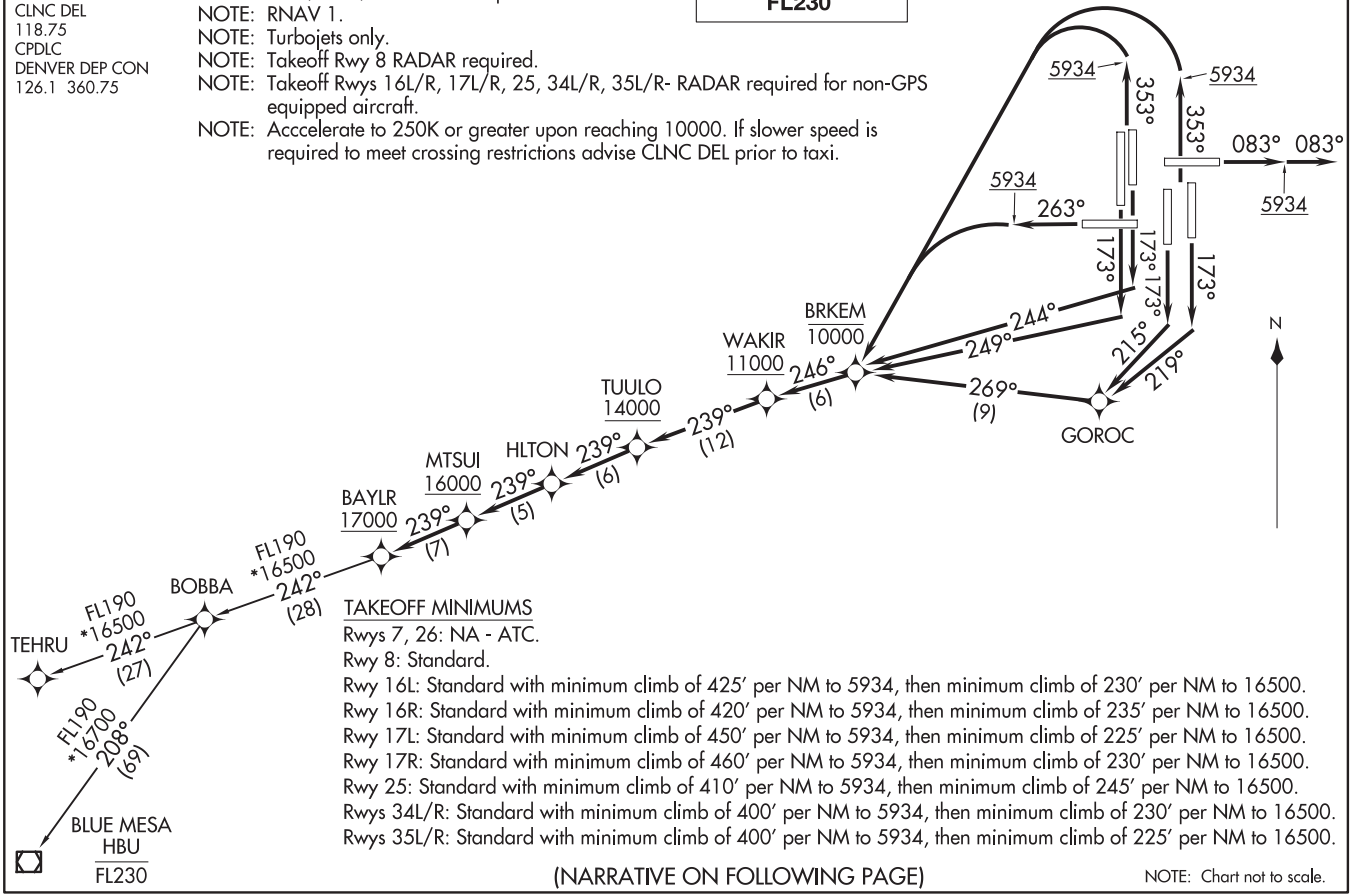
DENVER, COLORADO

DENVER INTL (DEN)

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
126.1 360.75

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R- RADAR required for non-GPS equipped aircraft.
NOTE: Acccelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 7, 26: NA - ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb of 425′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwy 16R: Standard with minimum climb of 420′ per NM to 5934, then minimum climb of 235′ per NM to 16500.
Rwy 17L: Standard with minimum climb of 450′ per NM to 5934, then minimum climb of 225′ per NM to 16500.
Rwy 17R: Standard with minimum climb of 460′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwy 25: Standard with minimum climb of 410′ per NM to 5934, then minimum climb of 245′ per NM to 16500.
Rwys 34L/R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwys 35L/R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 225′ per NM to 16500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AL-9077 (FAA)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross WAKIR at or above 11000, thence . . . .

TAKEOFF RUNWAY 16L: Climb on heading 173° to intercept course 244° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 16R: Climb on heading 173° to intercept course 249° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 219° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to intercept course 215° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

. . . . on track 239° to cross TUULO at or above 14000, then on track 239° to HLTON, then on track 239° to cross MTSUI at or above 16000, then on track 239° to cross BAYLR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (BAYLR6.HBU)

TEHRU TRANSITION (BAYLR6.TEHRU)

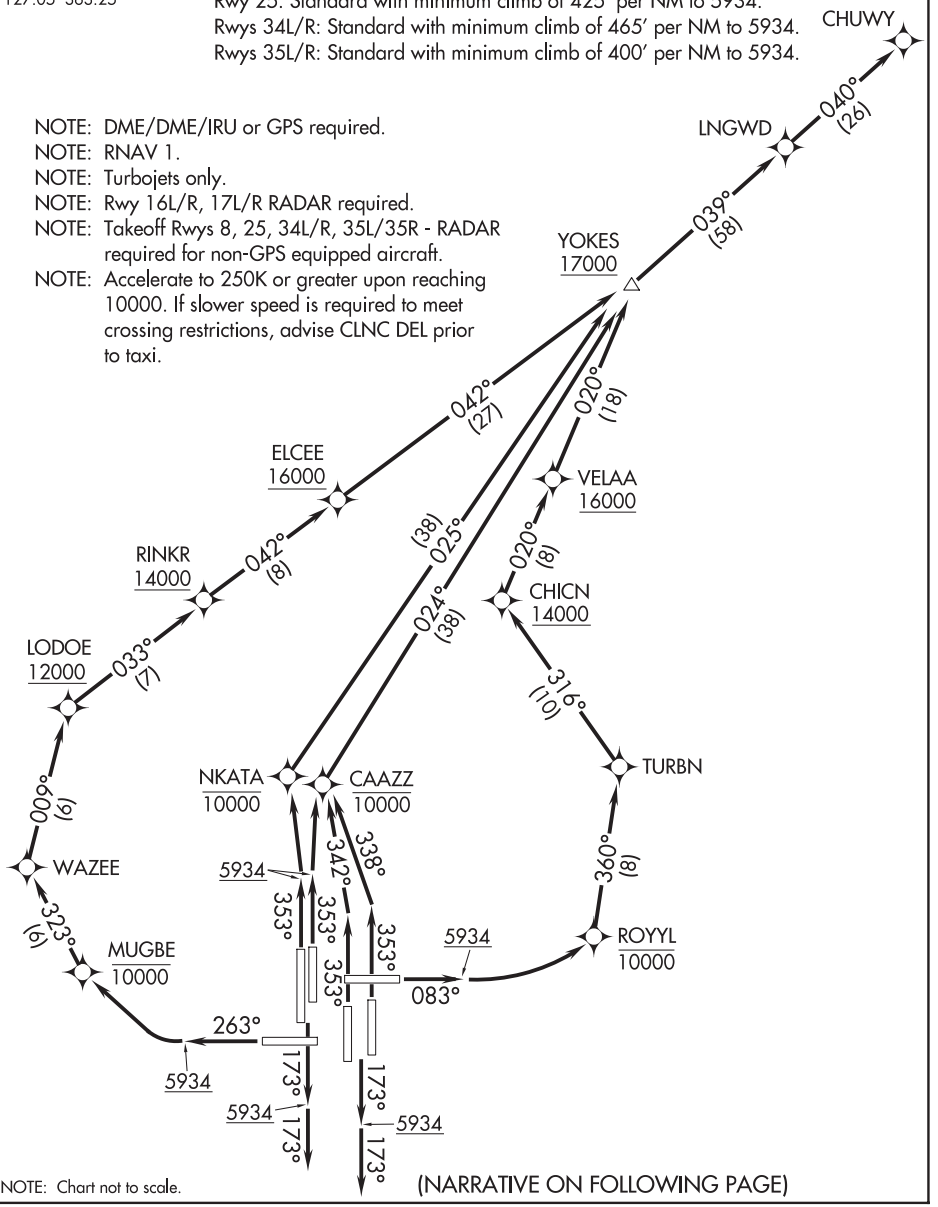
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 400' per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwy 25: Standard with minimum climb of 425' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 465' per NM to 5934.
Rwys 35L/R: Standard with minimum climb of 400' per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(CHUWY1.CHUWY) 20086

CHUWY ONE DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 020° to cross VELAA at or above 16000, then on track 020° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 042° to cross ELCEE at or above 16000, then on track 042° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 025° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 342° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 338° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

. . . .on track 039° to LNGWD, then on track 040° to CHUWY. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CONNR SEVEN DEPARTURE (RNAV)

(CONNR7.CONNR) 26MAR20

(CONNR7.CONNR) 20086

CONNR SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)

DENVER, COLORADO

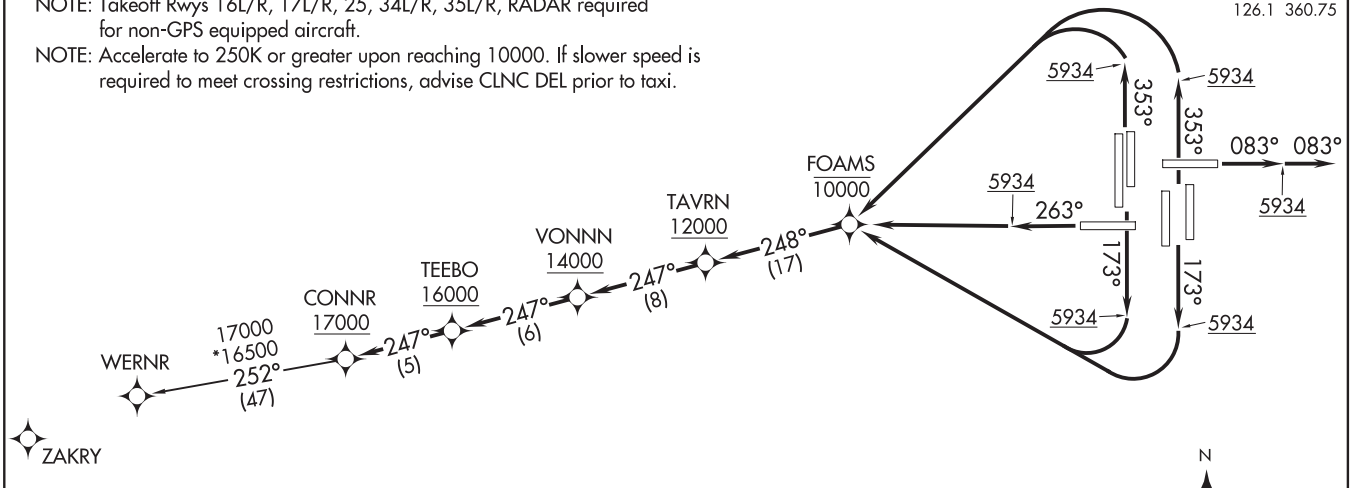
DENVER INTL (DEN)

DENVER, COLORADO

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TOP ALTITUDE: FL230

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 126.1 360.75



TAKEOFF MINIMUMS

Rwys 7, 26: NA - ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb 425′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwy 16R: Standard with minimum climb 420′ per NM to 5934, then minimum climb of 250′ per NM to 16000.
Rwy 17L: Standard with minimum climb 450′ per NM to 5934.
Rwy 17R: Standard with minimum climb 460′ per NM to 5934, then minimum climb of 205′ per NM to 16000.
Rwy 25: Standard with minimum climb 400′ per NM to 5934, then minimum climb of 225′ per NM to 16000.
Rwys 34L/R: Standard with minimum climb 400′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwys 35L/R: Standard with minimum climb 400′ per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 16L/R, 17L/R: Climb on heading 173° to 5934, then climbing right turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

. . . .on track 247° to cross VONNN at or above 14000, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

WERNR TRANSITION (CONNR7.WERNR)

SW-1, 12 JUN 2025 to 07 AUG 2025

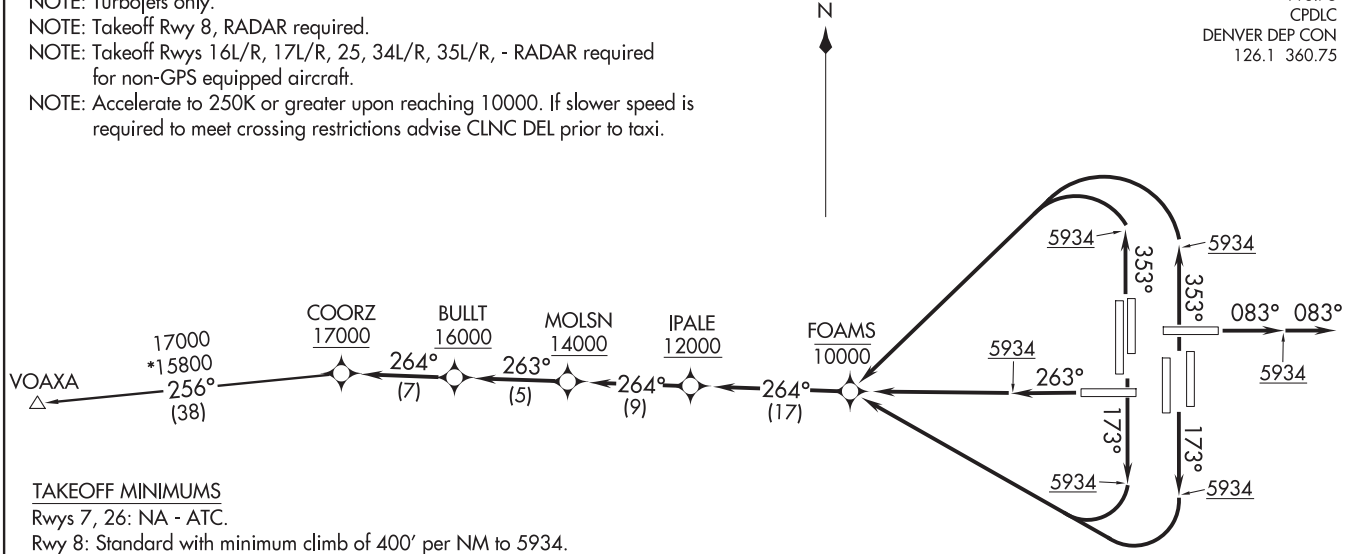
COORZ SIX DEPARTURE (RNAV)

(COORZ6.COORZ) 26MAR20

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8, RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

TOP ALTITUDE: FL230

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 126.1 360.75



TAKEOFF MINIMUMS

Rwys 7, 26: NA - ATC.
Rwy 8: Standard with minimum climb of 400′ per NM to 5934.
Rwy 16L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 215′ per NM to 16000.
Rwy 16R: Standard with minimum climb of 480′ per NM to 5934, then minimum climb of 215′ per NM to 16000.
Rwy 17L: Standard with minimum climb of 400′ per NM to 5934.
Rwy 17R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 205′ per NM to 16000.
Rwy 25: Standard with minimum climb of 425′ per NM to 5934, then minimum climb of 225′ per NM to 16000.
Rwy 34L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 215′ per NM to 16000.
Rwy 34R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwy 35L: Standard with minimum climb of 360′ per NM to 5934, then minimum climb of 205′ per NM to 16000.
Rwy 35R: Standard with minimum climb of 375′ per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DENVER, COLORADO
DENVER INTL (DEN)

(COORZ6.COORZ) 20086
COORZ SIX DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross IPALE at or above 12000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then climbing right turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000, thence. . . .

. . . .on track 264° to cross MOLSN at or above 14000, then on track 263° to cross BULLT at or above 16000, then on track 264° to cross COORZ at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

VOAXA TRANSITION (COORZ6.VOAXA)

SW-1, 12 JUN 2025 to 07 AUG 2025

DDRTH ONE DEPARTURE (RNAV)

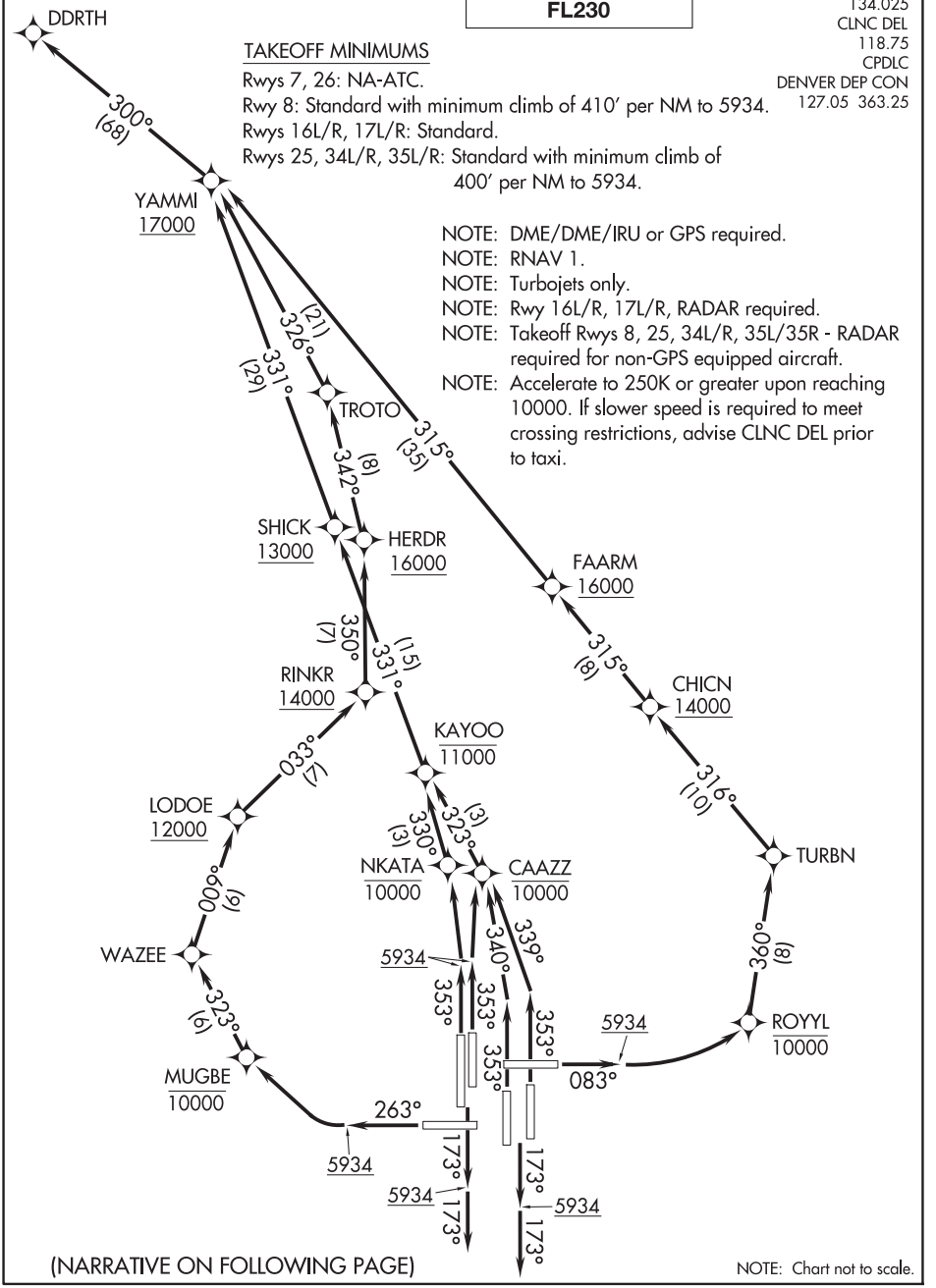
SW-1, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE: FL230

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 127.05 363.25

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 410′ per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwys 25, 34L/R, 35L/R: Standard with minimum climb of 400′ per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 16L/R, 17L/R, RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 315° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 342° to TROTO, then on track 326° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 330° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

. . . . on track 300° to DDRTH, maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DENVER THREE DEPARTURE

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 12 JUN 2025 to 07 AUG 2025

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Rwy 25 Departures - RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 420' per NM to 5934, then minimum climb of 260' per NM to 14000.
Rwy 16L: Standard with minimum climb of 245' per NM to 14000.
Rwy 16R: Standard with minimum climb of 450' per NM to 5934, then minimum climb of 245' per NM to 14000.
Rwy 17L: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 280' per NM to 14000.
Rwy 17R: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 250' per NM to 14000.
Rwy 25: Standard with minimum climb of 400' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 500' per NM to 5934, then minimum climb of 230' per NM to 14000.
Rwy 35L: Standard with minimum climb of 320' per NM to 8400.
Rwy 35R: Standard with minimum climb of 300' per NM to 5934, then minimum climb of 230' per NM to 14000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EEONS EIGHT DEPARTURE (RNAV)

AL-9077 (FAA)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 066° to cross ROYYL at/below 10000, then on track 066° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at/above 7000, then on track 065° to cross KIDNG at/below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at/above 7000, then on track 065° to cross KIDNG at/below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EEONS, thence . . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 059° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

. . . . on depicted route to WYNDM, maintain FL230 or lower filed altitude. Expect higher filed altitude 10 minutes after departure.

EMMYS EIGHT DEPARTURE (RNAV)

(EMMYS8.ZIRKL) 17JUN21

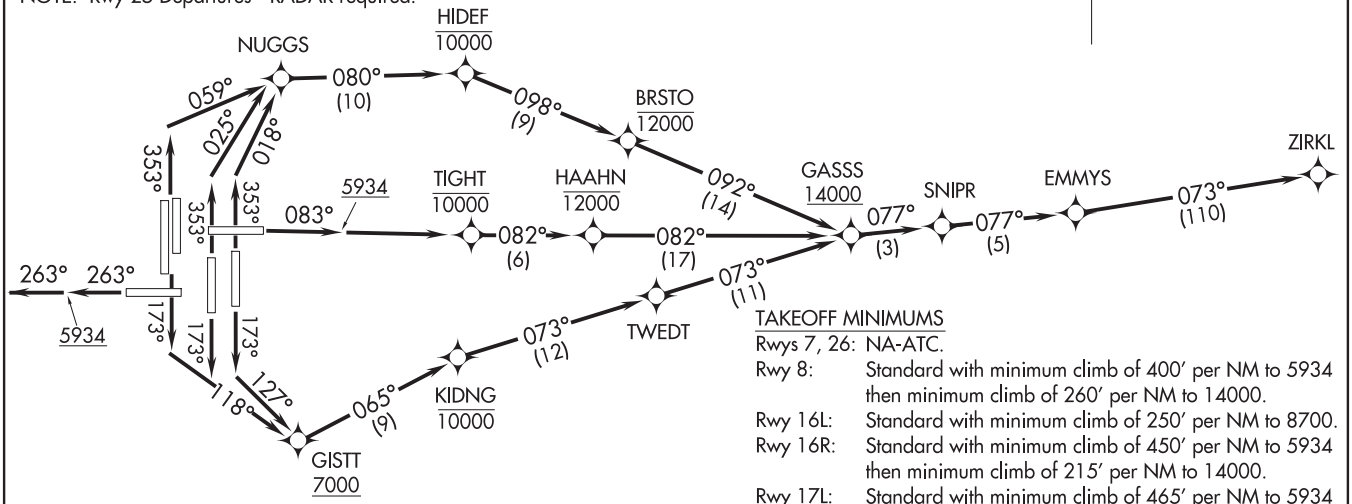
DENVER, COLORADO

DENVER INTL (DEN)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 16L/R, 17L/R, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: Rwy 25 Departures - RADAR required.

TOP ALTITUDE: FL230

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 128.25 371.95



TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.

Rwy 8: Standard with minimum climb of 400′ per NM to 5934 then minimum climb of 260′ per NM to 14000.

Rwy 16L: Standard with minimum climb of 250′ per NM to 8700.

Rwy 16R: Standard with minimum climb of 450′ per NM to 5934 then minimum climb of 215′ per NM to 14000.

Rwy 17L: Standard with minimum climb of 465′ per NM to 5934 then minimum climb of 280′ per NM to 9300.

Rwy 17R: Standard with minimum climb of 465′ per NM to 5934 then minimum climb of 235′ per NM to 14000.

Rwy 25: Standard with minimum climb of 400′ per NM to 5934.

Rwys 34L/R: Standard with minimum climb of 500′ per NM to 5934 then minimum climb of 220′ per NM to 14000.

Rwy 35L: Standard with minimum climb of 320′ per NM to 5934 then minimum climb of 220′ per NM to 14000.

Rwy 35R: Standard with minimum climb of 285′ per NM to 9000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EMMYS EIGHT DEPARTURE (RNAV)

(EMMYS8.ZIRKL) 21168

AL-9077 (FAA)

DENVER INTL (DEN)

DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then direct to cross TIGHT at or below 10000, then on track 082° to cross HAAHN at or below 12000, then on track 082° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR , then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EMMYS, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 059° to NUGGS then on track 080° to cross HIDEF at/below 10000, then on track 098° to cross BRSTO at/or below 12000, then on track 092° to cross GASSS at/above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track to 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track to 077° to EMMYS, thence. . . .

. . . .on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

EPKEE SEVEN DEPARTURE (RNAV)

(EPKEE7, EPKEE) 26MAR20

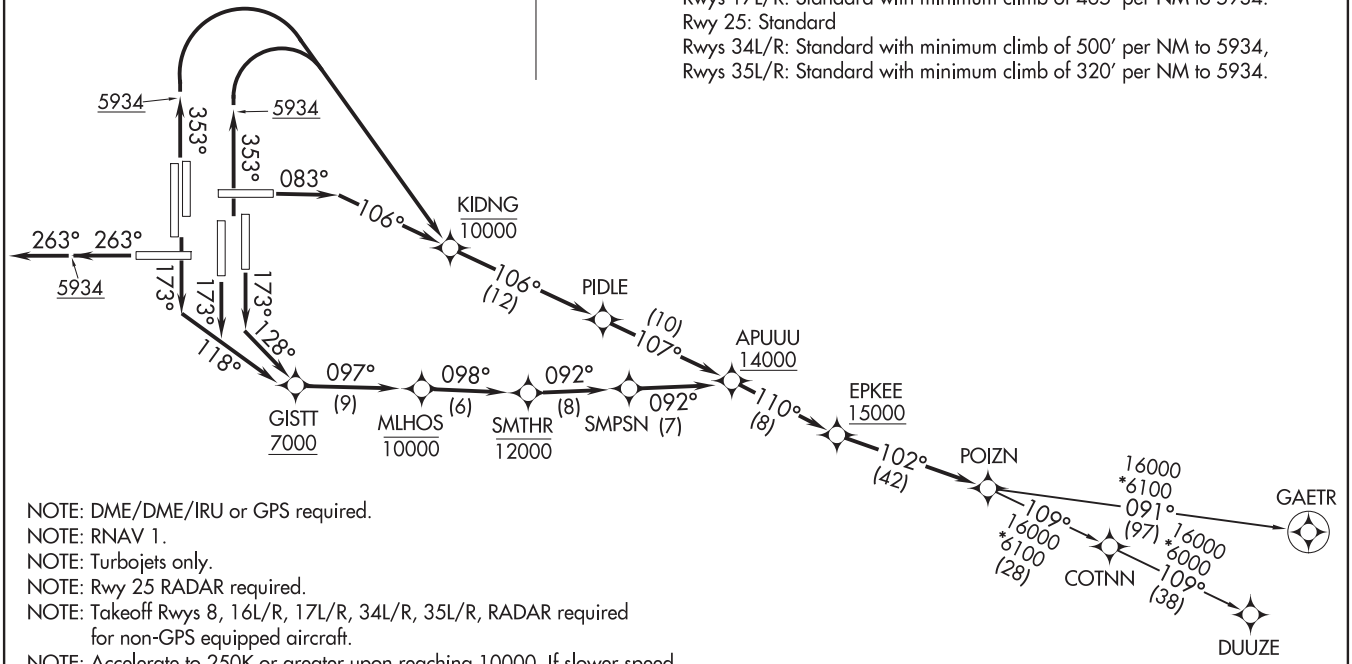
DENVER, COLORADO
DENVER INTL (DEN)

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95

TOP ALTITUDE: FL230

N

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwys 8, 16L: Standard with minimum climb of 400' per NM to 5934.
Rwy 16R: Standard with minimum climb of 450' per NM to 5934.
Rwys 17L/R: Standard with minimum climb of 465' per NM to 5934.
Rwy 25: Standard
Rwys 34L/R: Standard with minimum climb of 500' per NM to 5934,
Rwys 35L/R: Standard with minimum climb of 320' per NM to 5934.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 25 RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(EPKEE7, EPKEE) 20142

EPKEE SEVEN DEPARTURE (RNAV)

DENVER INTL (DEN)
DENVER, COLORADO

AL-9077 (FAA)

(EPKEE7.EPKEE) 20086

EPKEE SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then on heading 263° or as assigned by ATC, expect vectors to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

. . . . on track 102° to POIZN. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (EPKEE7.DUUZE)

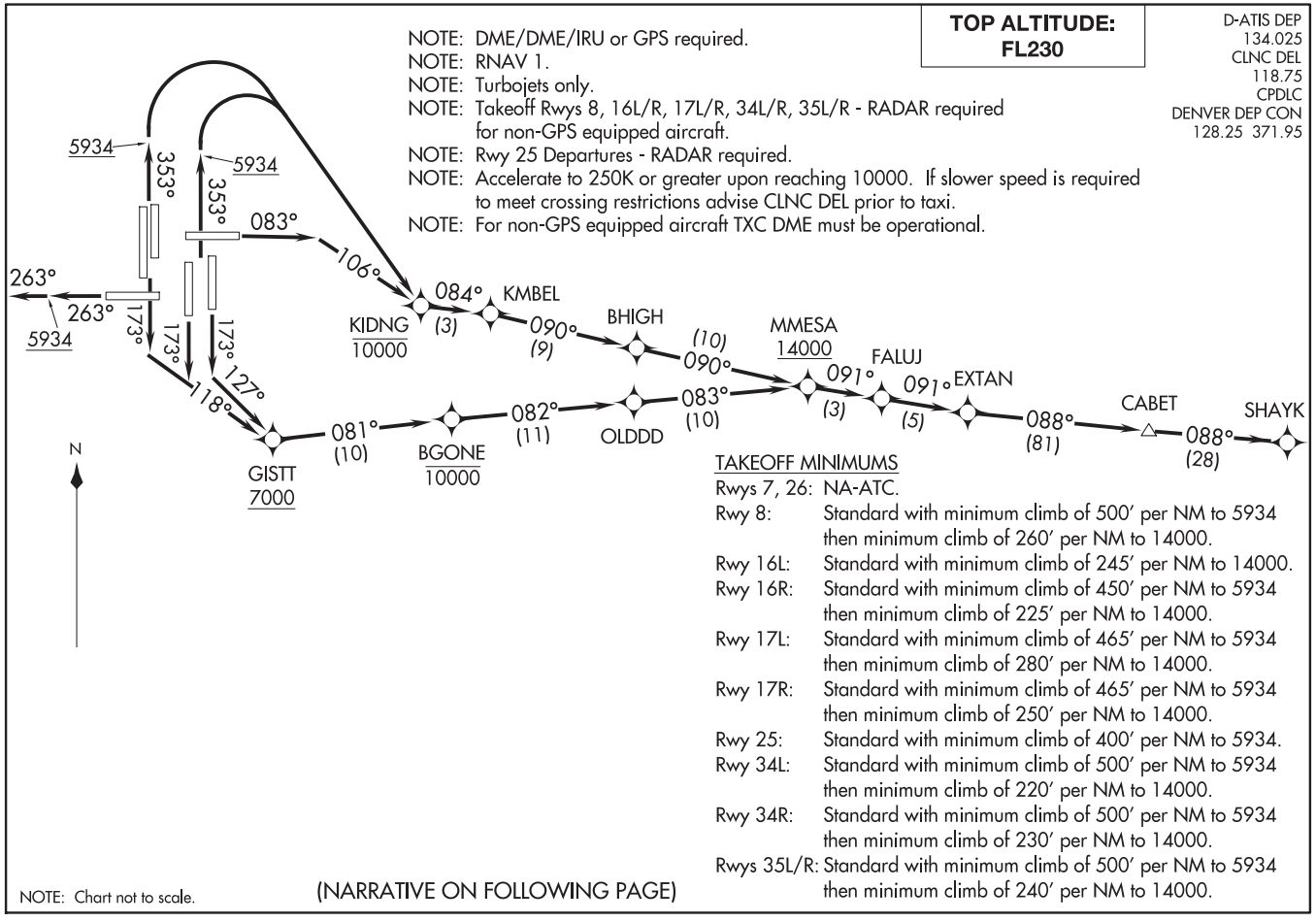
GAETR TRANSITION (EPKEE7.GAETR)

EXTAN SEVEN DEPARTURE (RNAV)

(EXTAN7.SHAYK) 17JUN21

DENVER, COLORADO

DENVER INTL (DEN)



EXTAN SEVEN DEPARTURE (RNAV)

(EXTAN7.SHAYK) 21168

DENVER INTL (DEN)

DENVER, COLORADO

AL-9077 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EXTAN, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

. . . . on depicted route to SHAYK, maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 12 JUN 2025 to 07 AUG 2025

HHOTH TWO DEPARTURE (RNAV)

AL-9077 (FAA)

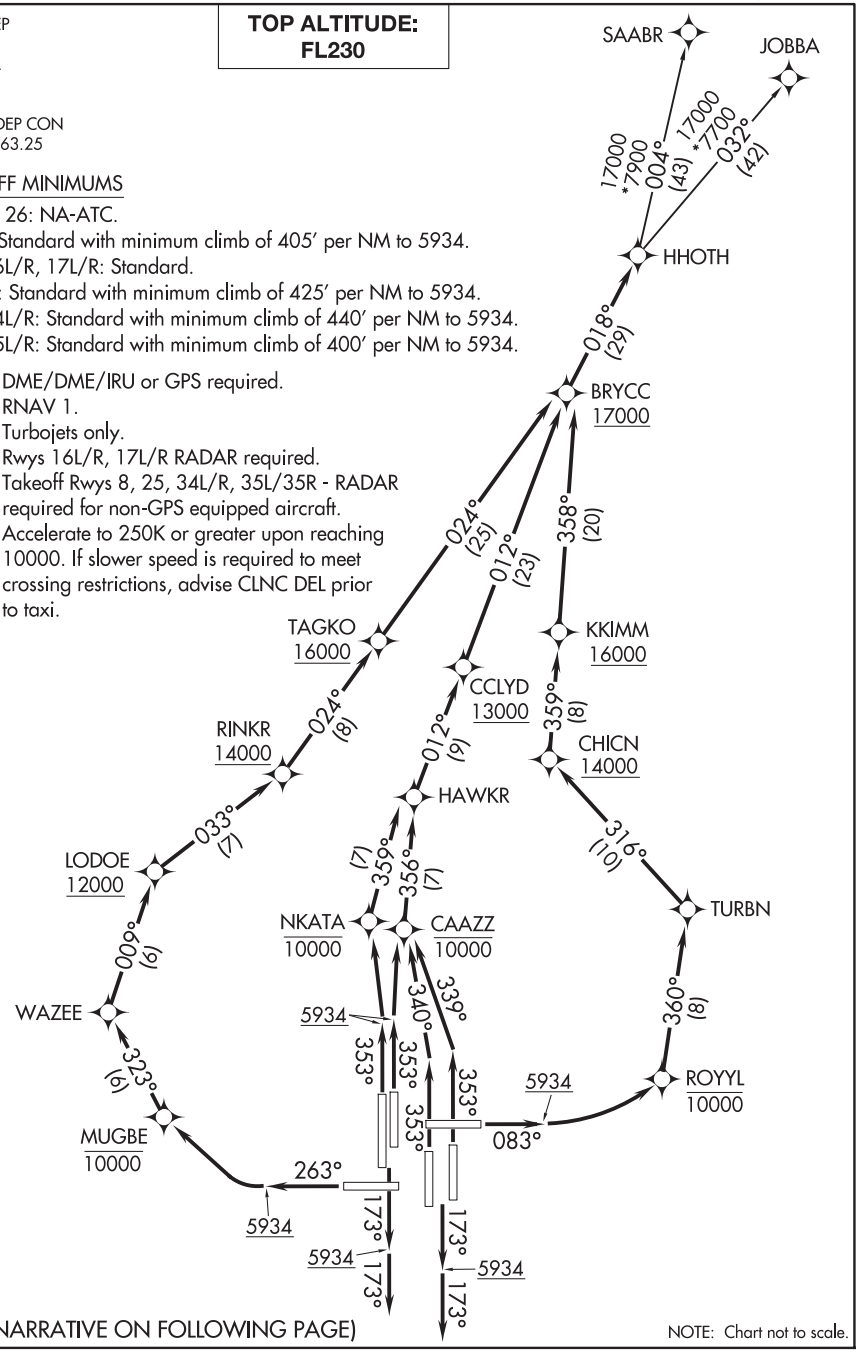
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 405' per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwy 25: Standard with minimum climb of 425' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 440' per NM to 5934.
Rwys 35L/R: Standard with minimum climb of 400' per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then left turn direct ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 359° to cross KKIMM at or above 16000, then on track 358° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 024° to cross TAGKO at or above 16000, then on track 024° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then direct NKATA at or below 10000, then on track 359° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then direct CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

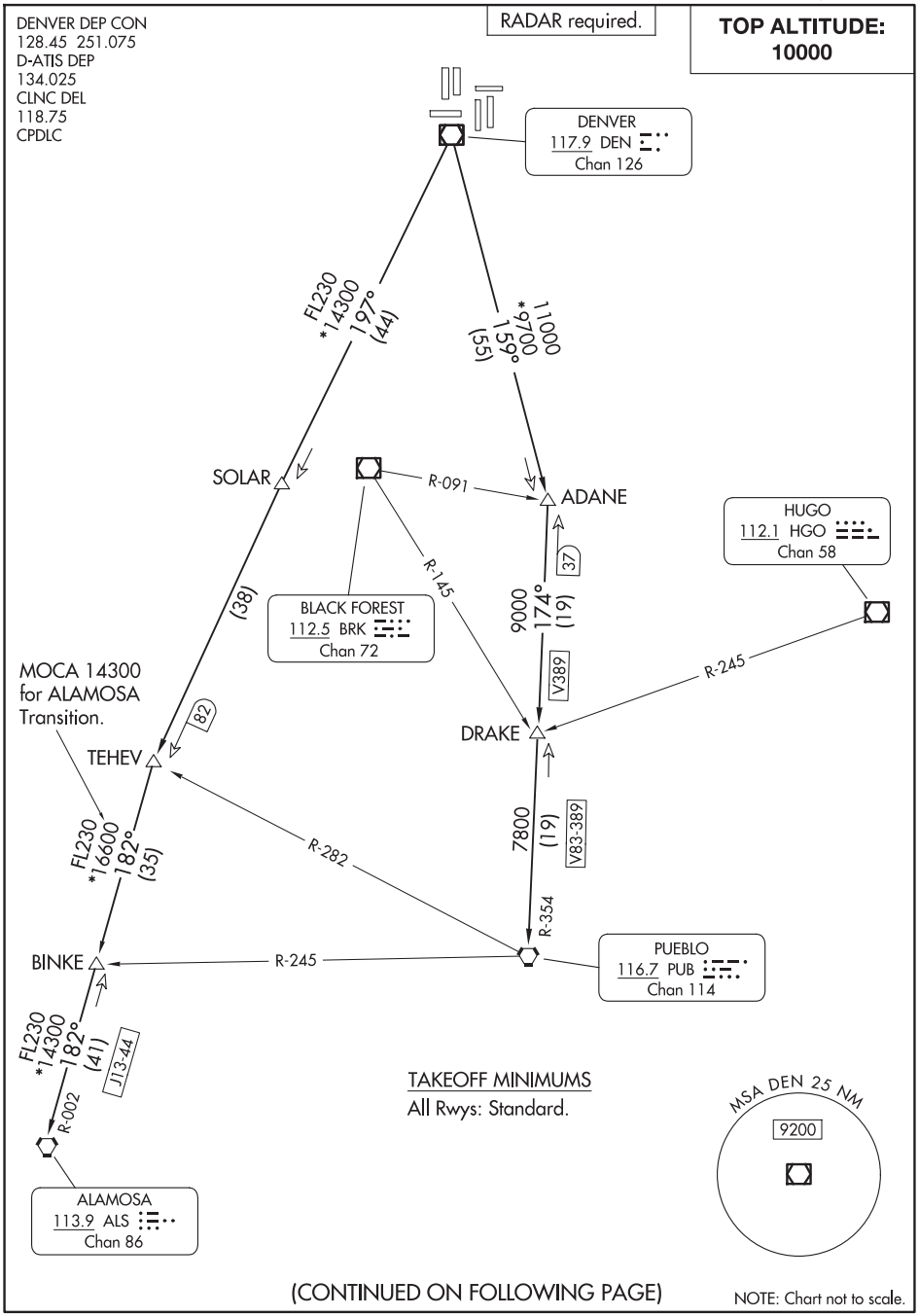
TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

. . . .on track 018° to HHOTH. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOBBA TRANSITION (HHOTH2.JOBBA)

SAABR TRANSITION (HHOTH2.SAABR)



SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 12 JUN 2025 to 07 AUG 2025

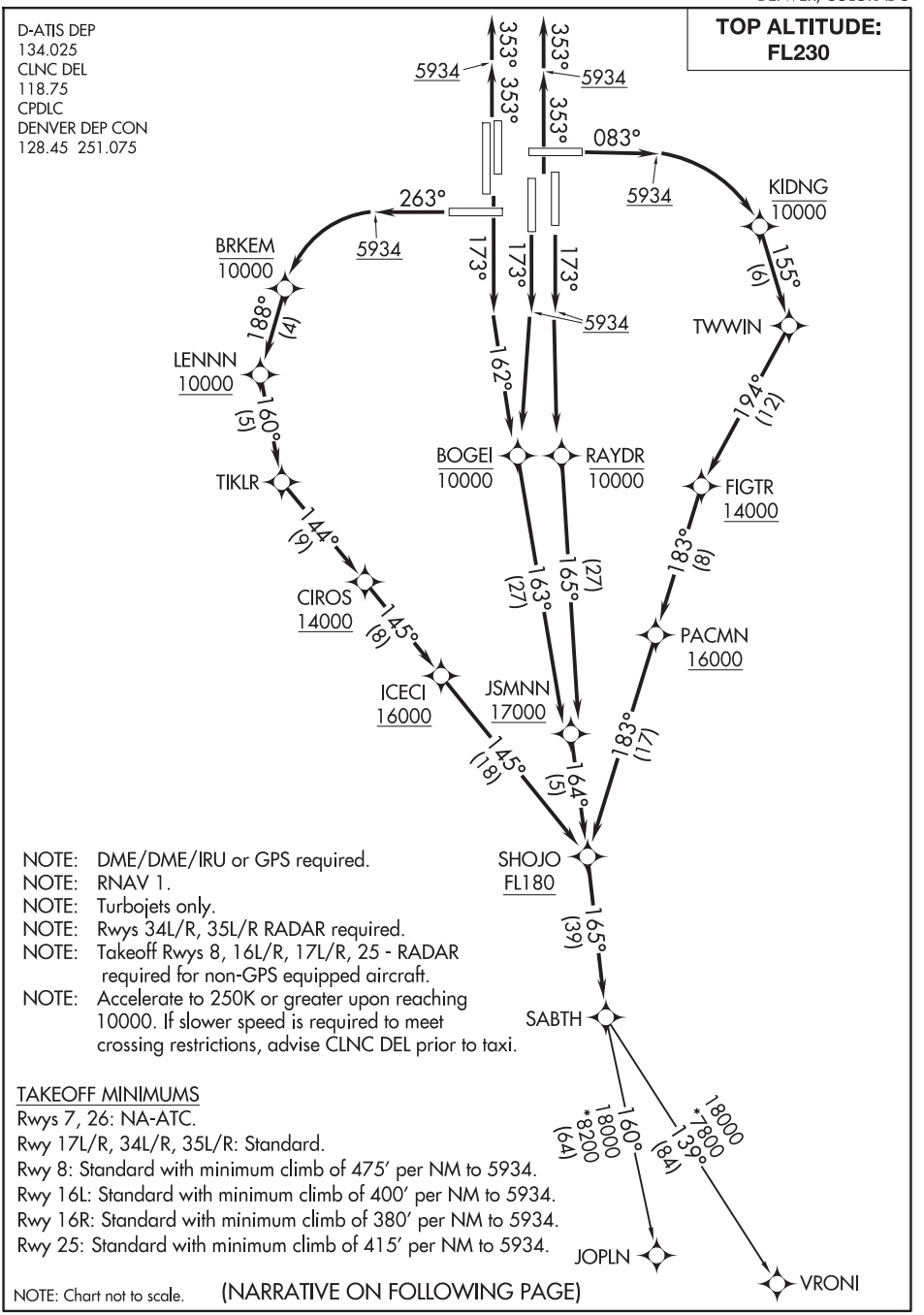
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.
KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25 - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 475' per NM to 5934.
Rwy 16L: Standard with minimum climb of 400' per NM to 5934.
Rwy 16R: Standard with minimum climb of 380' per NM to 5934.
Rwy 25: Standard with minimum climb of 415' per NM to 5934.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 183° to cross PACMN at or above 16000, then on track 183° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 165° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 145° to cross ICECI at or above 16000, then on track 145° to cross SHOJO at or above FL180, thence. . . .

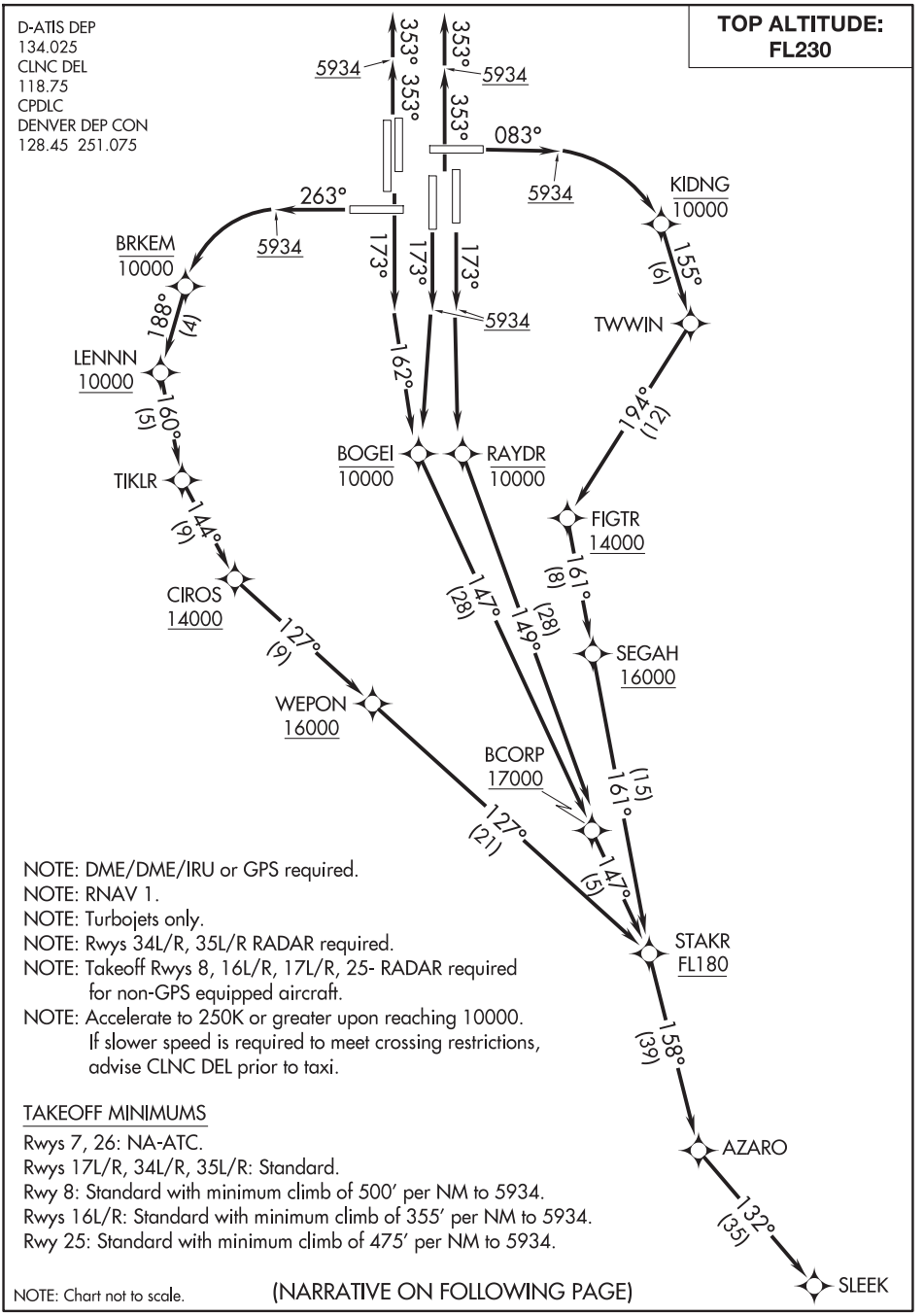
TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SHOJO at or above FL180, thence. . . .

. . . .on track 165° to SABTH. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOPLN TRANSITION (SABTH2.JOPLN)

VRONI TRANSITION (SABTH2.VRONI)

SW-1, 12 JUN 2025 to 07 AUG 2025



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25- RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 500′ per NM to 5934.
Rwys 16L/R: Standard with minimum climb of 355′ per NM to 5934.
Rwy 25: Standard with minimum climb of 475′ per NM to 5934.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 161° to cross SEGAH at or above 16000, then on track 161° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

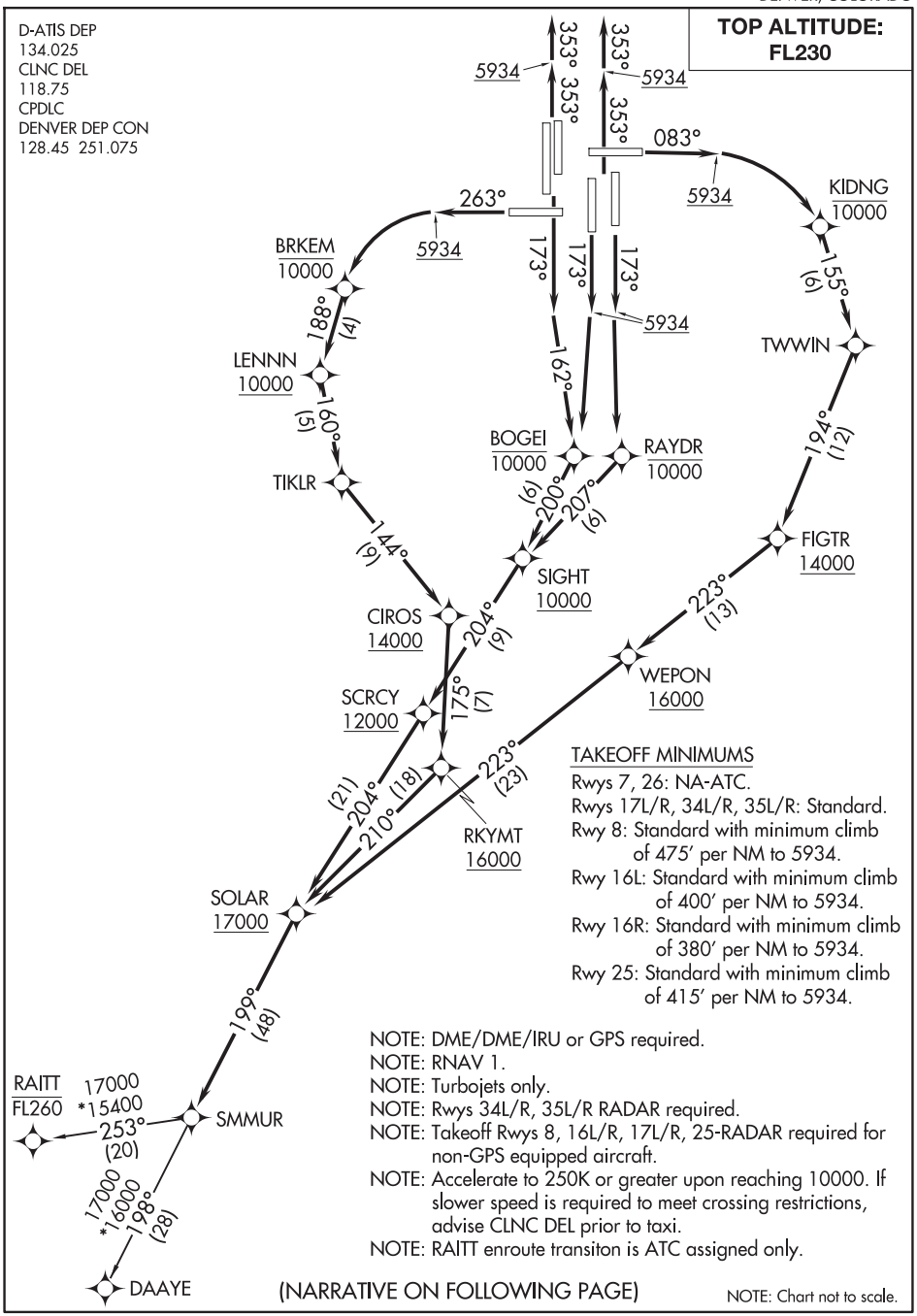
TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 149° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 127° to cross WEPON at or above 16000, then on track 127° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross STAKR at or above FL180, thence . . . .

. . . . on track 158° to AZARO, then on track 132° to SLEEK. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 223° to cross WEPON at or above 16000, then on track 223° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 207° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

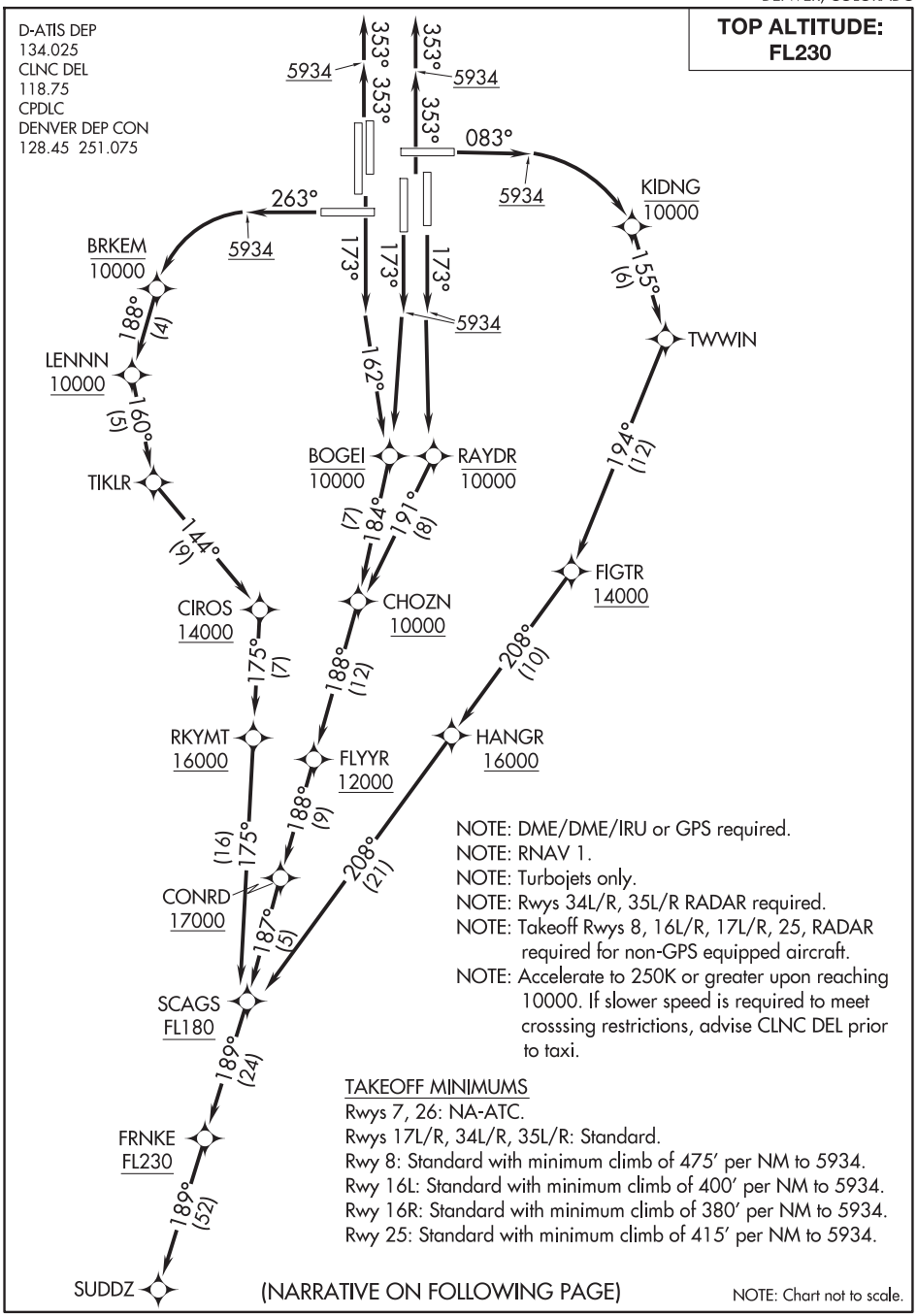
TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 210° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SOLAR at or above 17000, thence . . . .

. . . . on track 199° to SMMUR. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SMMUR2.DAAYE)

RAITT TRANSITION (SMMUR2.RAITT)



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SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 208° to cross HANGR at or above 16000, then on track 208° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 191° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 175° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SCAGS at or above FL180, thence . . . .

. . . . on track 189° to cross FRNKE at or above FL230, then on track 189° to SUDDZ. Maintain FL230. Expect higher filed altitude ten minutes after departure.

XXWNG ONE DEPARTURE (RNAV)

AL-9077 (FAA)

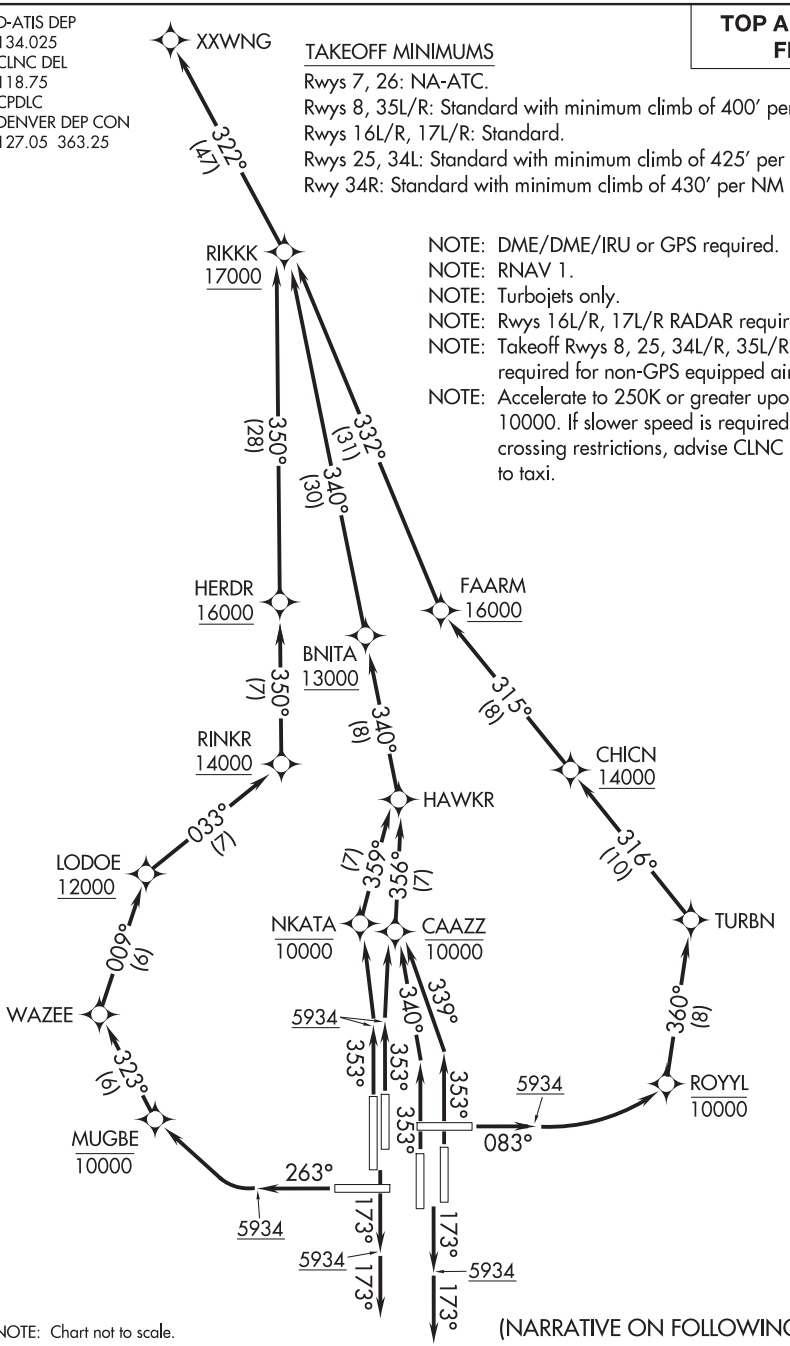
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 8, 35L/R: Standard with minimum climb of 400' per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwys 25, 34L: Standard with minimum climb of 425' per NM to 5934.
Rwy 34R: Standard with minimum climb of 430' per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 332° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 350° to cross RIKKK at or above 17000, thence. . . .

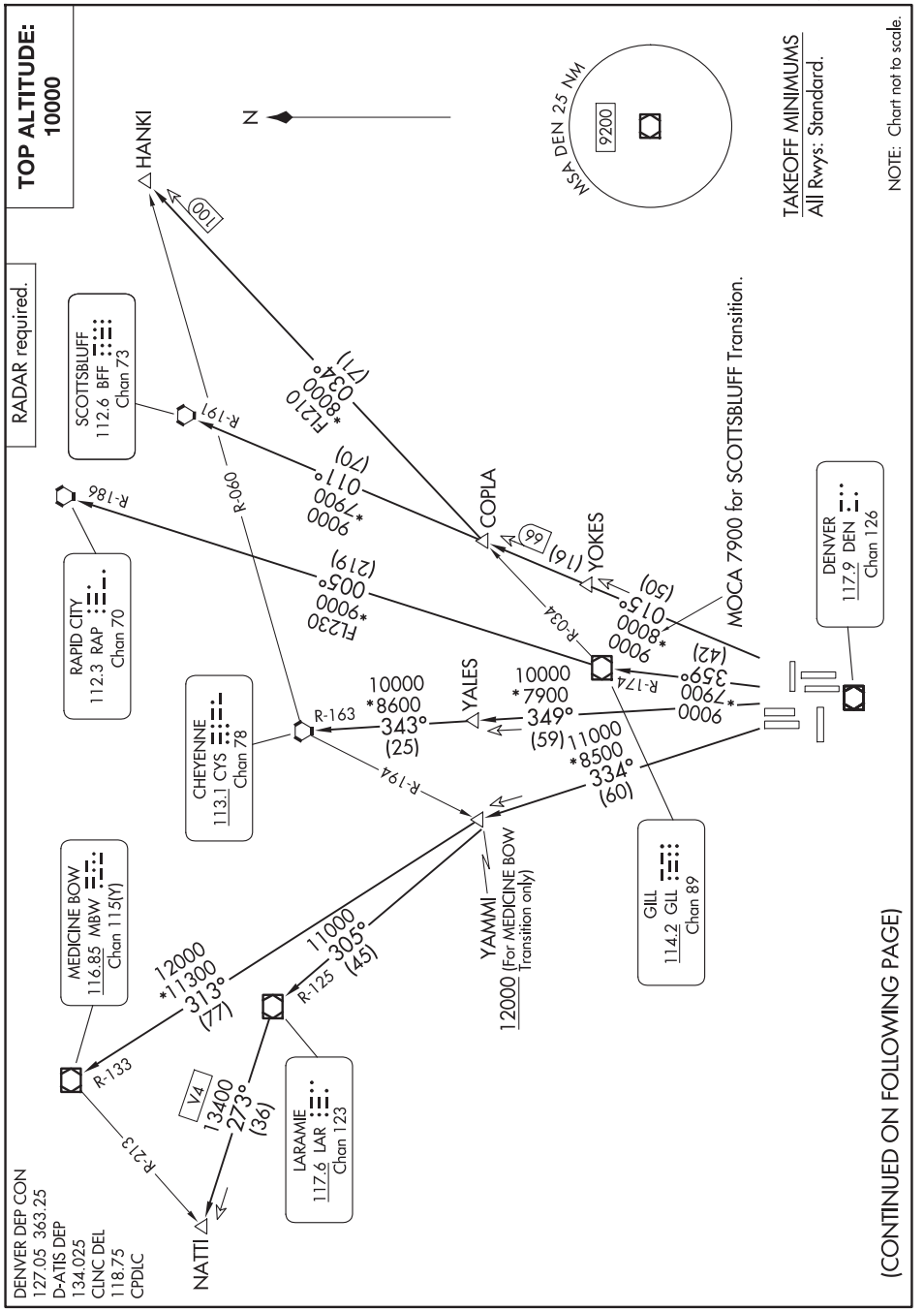
TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 359° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

. . . .on track 322° to XXWNG, maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.



SW-1, 12 JUN 2025 to 07 AUG 2025

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then right turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 263° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 271° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 269° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

. . .on track 268° to cross RAPDS at or above 14000, then on track 268° to cross PCKNS at or above 16000, then on track 268° to cross ZIMMR at or above 17000. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHNGY TRANSITION (ZIMMR3.CHNGY)

SW-1, 12 JUN 2025 to 07 AUG 2025

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LOC I-BJC	APP CRS		30R	30L
111.7	295°	Rwy Ldg	9000	7002
		TDZE	5599	5628
		Apt Elev	5673	5673

ILS or LOC RWY 30R

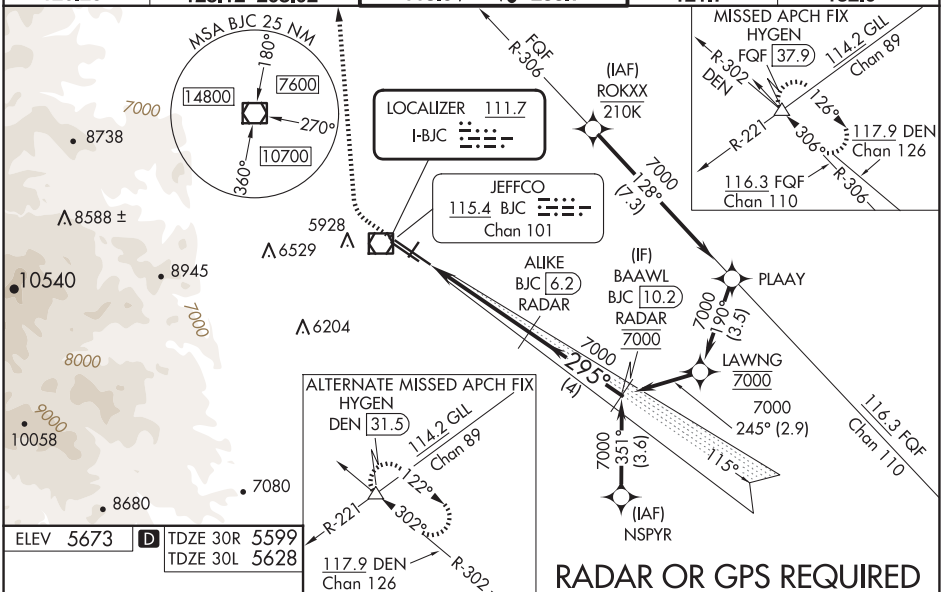
ROCKY MOUNTAIN METRO (BJC)

T DME from BJC VOR/DME. Simultaneous reception of I-BJC and BJC DME required. DME or
A RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS 30R all Cats visibility ⅜ mile. Increase S-LOC 30R Cats B/C/D visibility ¼ mile. Increase Sidestep R30L Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-ILS 30R all Cats visibility ½ mile and increase S-LOC 30R Cat C/D visibility ⅜ mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R all Cats visibility to 2¼ miles. Increase S-LOC 30R Cat B visibility to 1¼ mile and Cats C/D visibility to 2½ miles. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R* all Cats visibility to 1 mile.
* Missed approach requires a minimum climb of 240 feet per NM to 9700.

MALSR

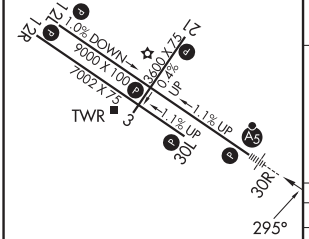
MISSED APPROACH: Climb to 6380 then climbing right turn to 10200 on heading 360° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 10200.

ATIS	DENVER APP CON	METRO TOWER *	GND CON	CLNC DEL
126.25	125.12 263.02	118.6 (CTAF) L 233.7	121.7	132.6



RADAR OR GPS REQUIRED

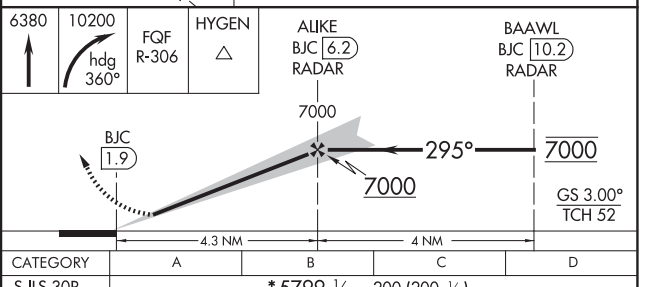
ELEV 5673 D TDZE 30R 5599 TDZE 30L 5628



HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 30R		* 5799-½ 200 (200-½)		
S-ILS 30R		6124-1⅜ 525 (500-1⅜)		
S-LOC 30R	6300-½ 701 (700-½)		6300-1⅝ 701 (700-1⅝)	
SIDESTEP 30L	6340-1 712 (700-1)		6340-2 712 (700-2)	6340-2¼ 712 (700-2¼)
C CIRCLING	6340-1 667 (700-1)		6360-2 687 (700-2)	6860-3 1187 (1200-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER, COLORADO | AL-5612 (FAA) | 25163

RNAV (GPS) RWY 12L

ROCKY MOUNTAIN METRO (BJC)

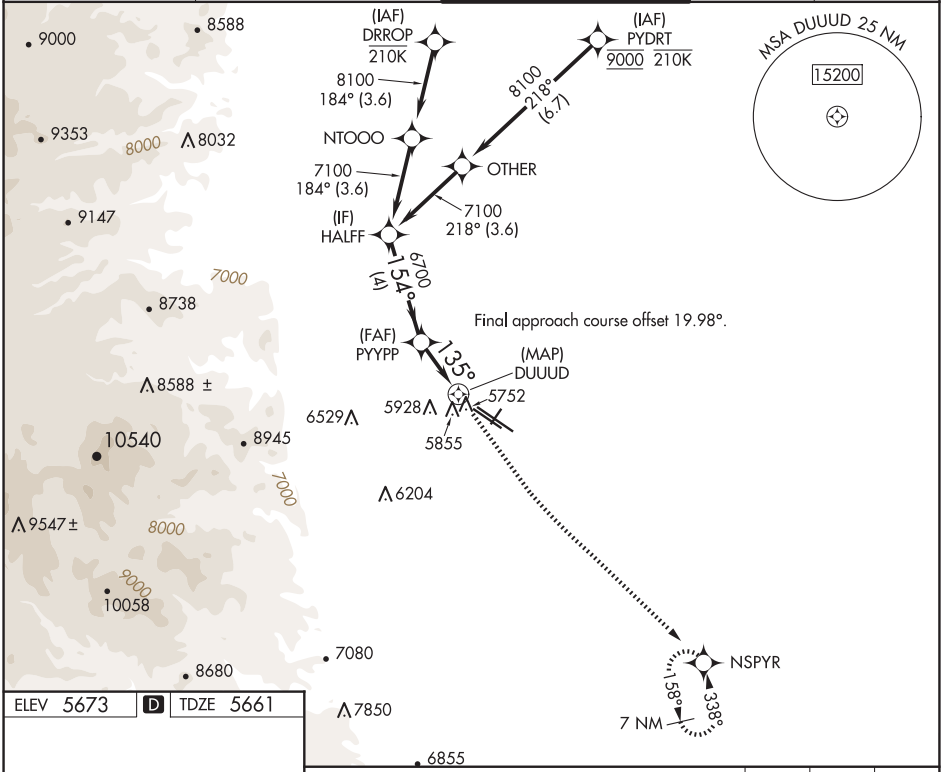
WAAS	APP CRS	Rwy Ldg	9000
CH 77938	135°	TDZE	5661
W12A		Apt Elev	5673

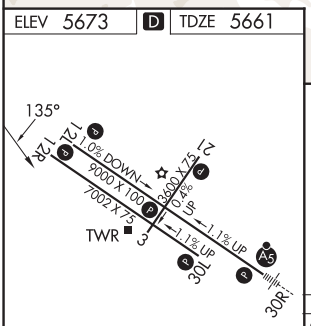
RNP APCH.

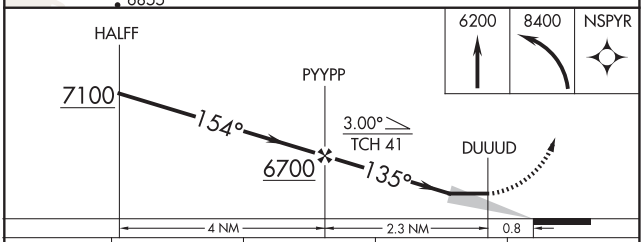
Circling NA for Cat D southwest of Rwy 12R-30L

MISSED APPROACH: Climb to 6200 then climbing left turn to 8400 direct NSPYR and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	125.12 263.02	118.6 (CTAF) L 233.7	121.7	132.6







CATEGORY	A	B	C	D
LP MDA	6020-1 359 (400-1)			
LNAV MDA	6120-1 459 (500-1)		6120-1⅜ 459 (500-1⅜)	
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6360-2¼ 687 (700-2¼)

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

DENVER, COLORADO
Amdt 1 26MAR20

39°55′N-105°07′W

ROCKY MOUNTAIN METRO (BJC)

RNAV (GPS) RWY 12L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	7002
CH 42508	295°	TDZE	5628
W30A		Apt Elev	5673

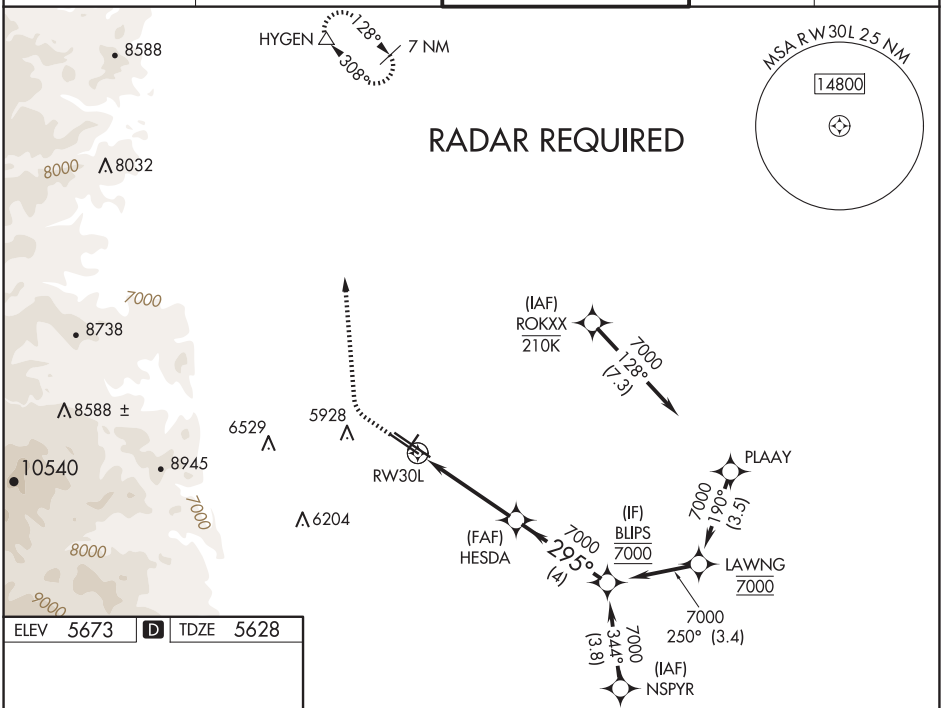
RNAV (GPS) RWY 30L

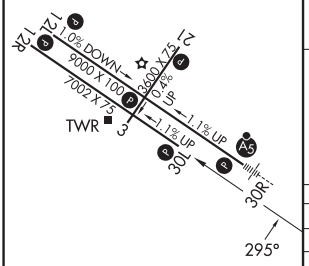
ROCKY MOUNTAIN METRO (BJC)

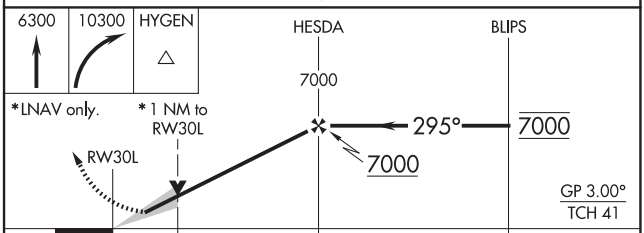
T NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	125.12 263.02	118.6 (CTAF) L 233.7	121.7	132.6







CATEGORY	A	B	C	D
LPV DA	5828-¾ 200 (200-¾)			
LNAV/VNAV DA	5926-1⅛ 298 (300-1⅛)			
LNAV MDA	5960-1 332 (300-1)			
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 30R

ROCKY MOUNTAIN METRO (BJC)

WAAS	APP CRS	Rwy Ldg	9000
CH 82707	295°	TDZE	5599
W30B		Apt Elev	5673

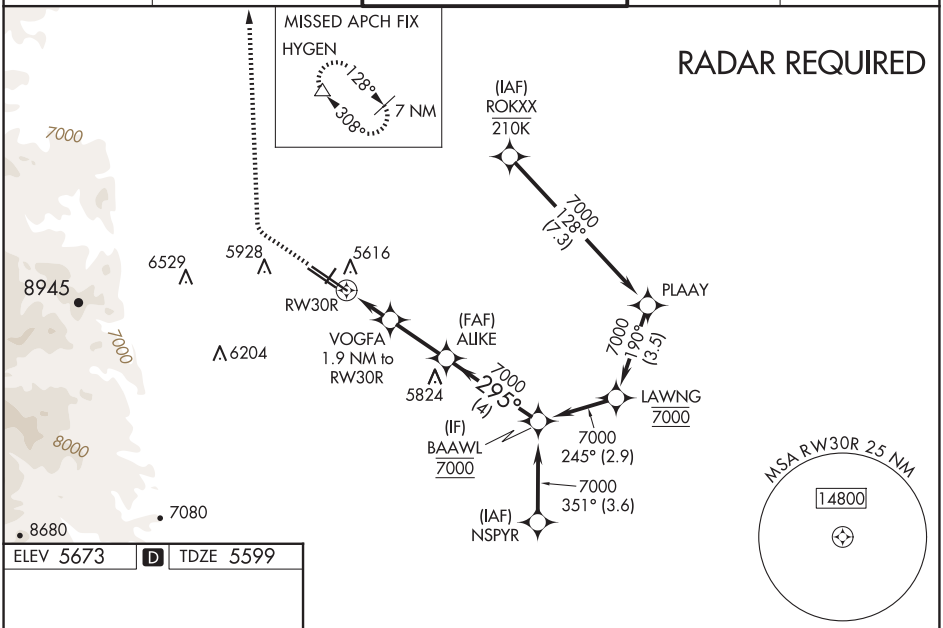
T NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1⅜ mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1⅜ mile.

MALSR (A5)

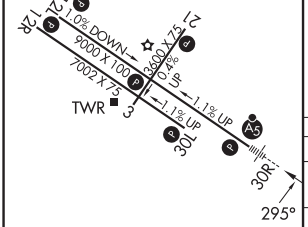
MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

ATIS	DENVER APP CON	METRO TOWER★	GND CON	CLNC DEL
126.25	125.12 263.02	118.6 (CTAF) L 233.7	121.7	132.6

RADAR REQUIRED



ELEV 5673 D TDZE 5599


12L
12R
1.0% DOWN
9000 X 100
7002 X 75
3
3
3

VOR/DME BJC	APP CRS		30L	30R
115.4	284°	Rwy Ldg	7002	9000
Chan 101		TDZE	5628	5599
		Apt Elev	5673	5673

VOR/DME RWY 30L/R

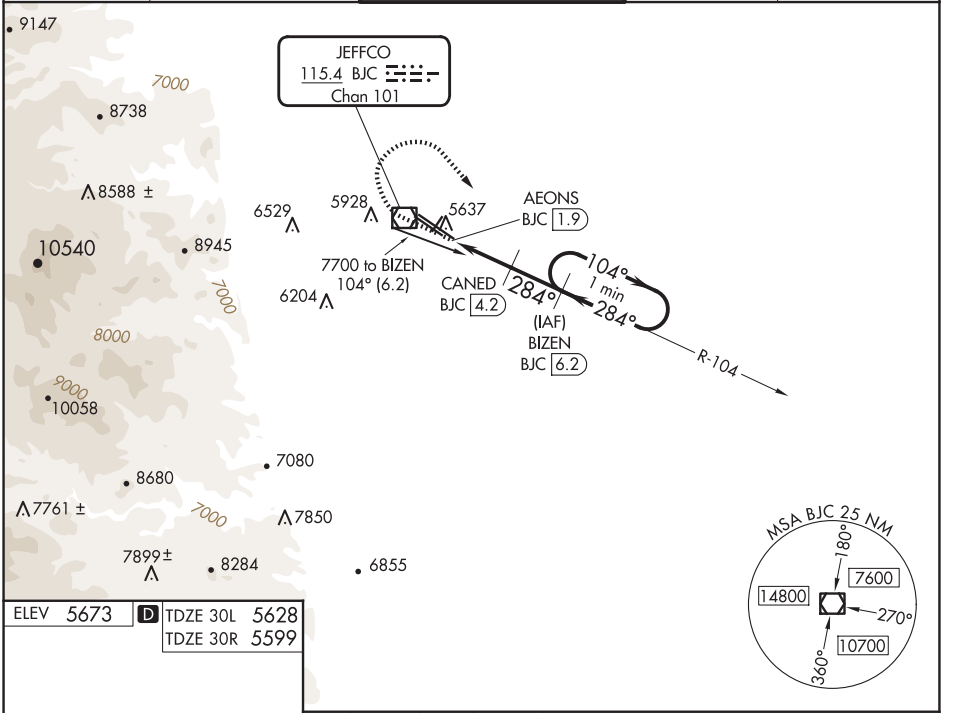
ROCKY MOUNTAIN METRO (BJC)

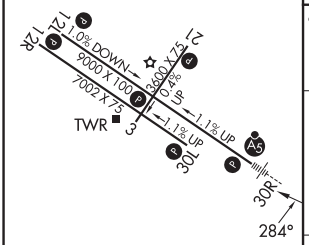
T A NA — When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 100 feet. Increase S-30L Cats C/D visibility to 1 mile and Circling Cat C to 2¼ mile. For inoperative MALSR, increase S-30R all Cats visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-30R Cats C/D visibility to 1⅛ mile.

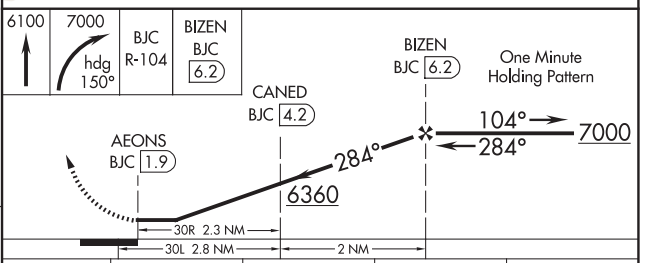
MALSR Rwy 30R (A5)

MISSED APPROACH: Climb to 6100 then climbing right turn to 7000 on heading 150° and on BJC VOR/DME R-104 to BIZEN/BJC 6.2 DME and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	125.12 263.02	118.6 (CTAF) L 233.7	121.7	132.6







CATEGORY	A	B	C	D
S-30R	5920-½ 321 (300-½)		5920-¾ 321 (300-¾)	
S-30L	5920-1 292 (300-1)		5920-⅞ 292 (300-⅞)	
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

ROCKY MOUNTAIN METRO (BJC)

AL-5612 (FAA)

DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25163
DENVER, COLORADO
ROCKY MOUNTAIN METRO (BJC)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ECHOO ONE DEPARTURE (RNAV)

(ECHOO1.ECHOO) 26MAR20

ROCKY MOUNTAIN METRO (BJC)

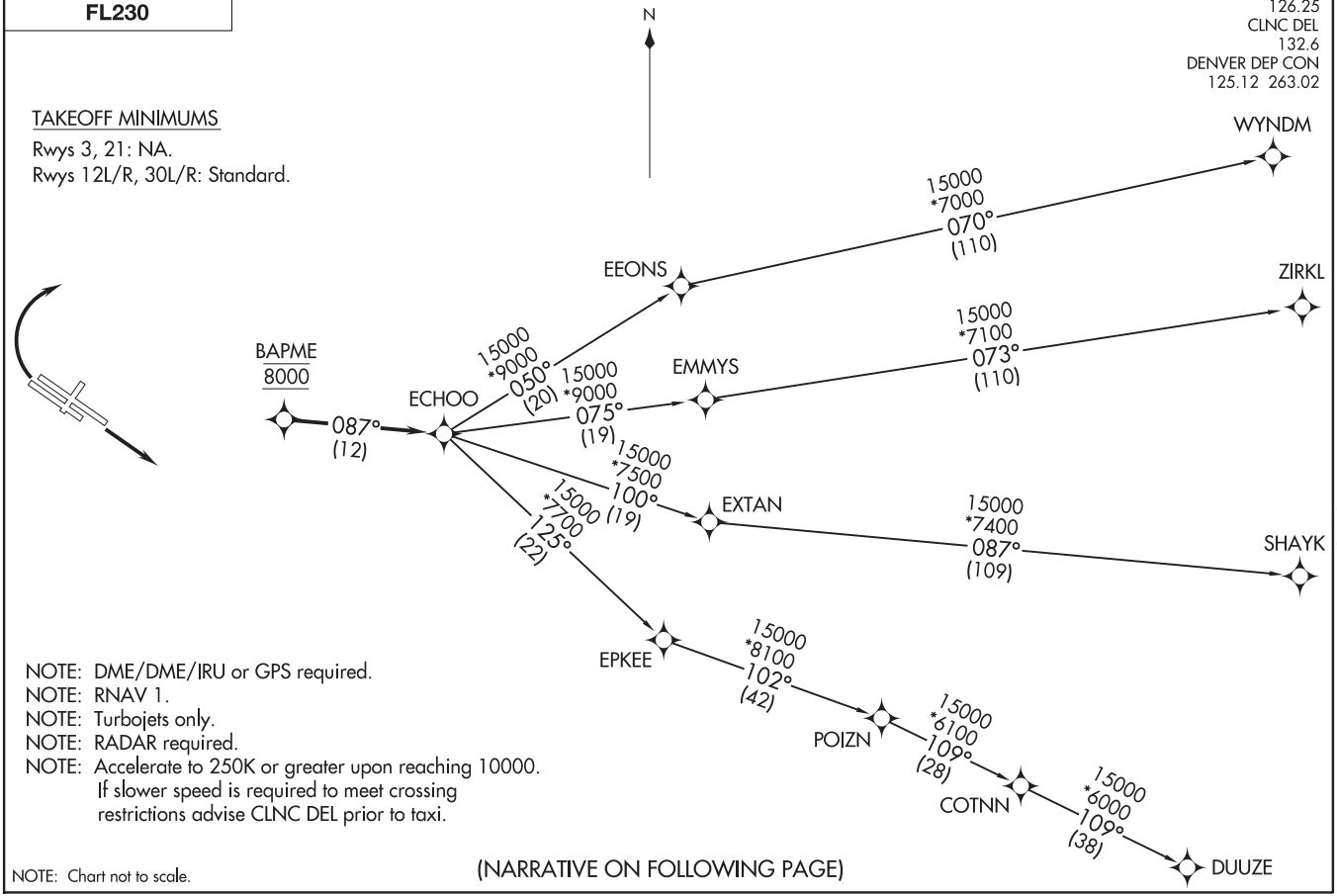
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS 126.25
CLNC DEL 132.6
DENVER DEP CON 125.12 263.02

TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(ECHOO1.ECHOO) 21168

ECHOO ONE DEPARTURE (RNAV)

ROCKY MOUNTAIN METRO (BJC)

DENVER, COLORADO

AL-5612 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

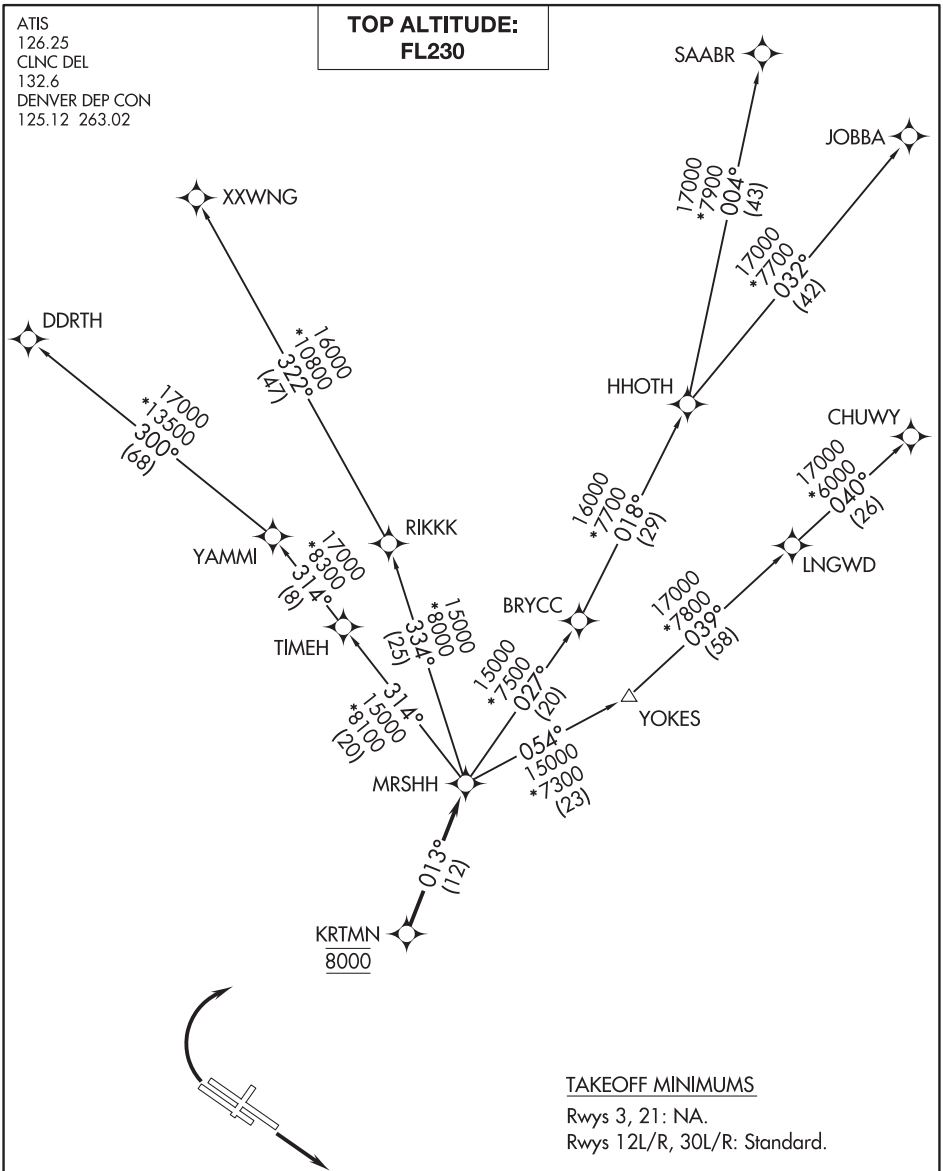
DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

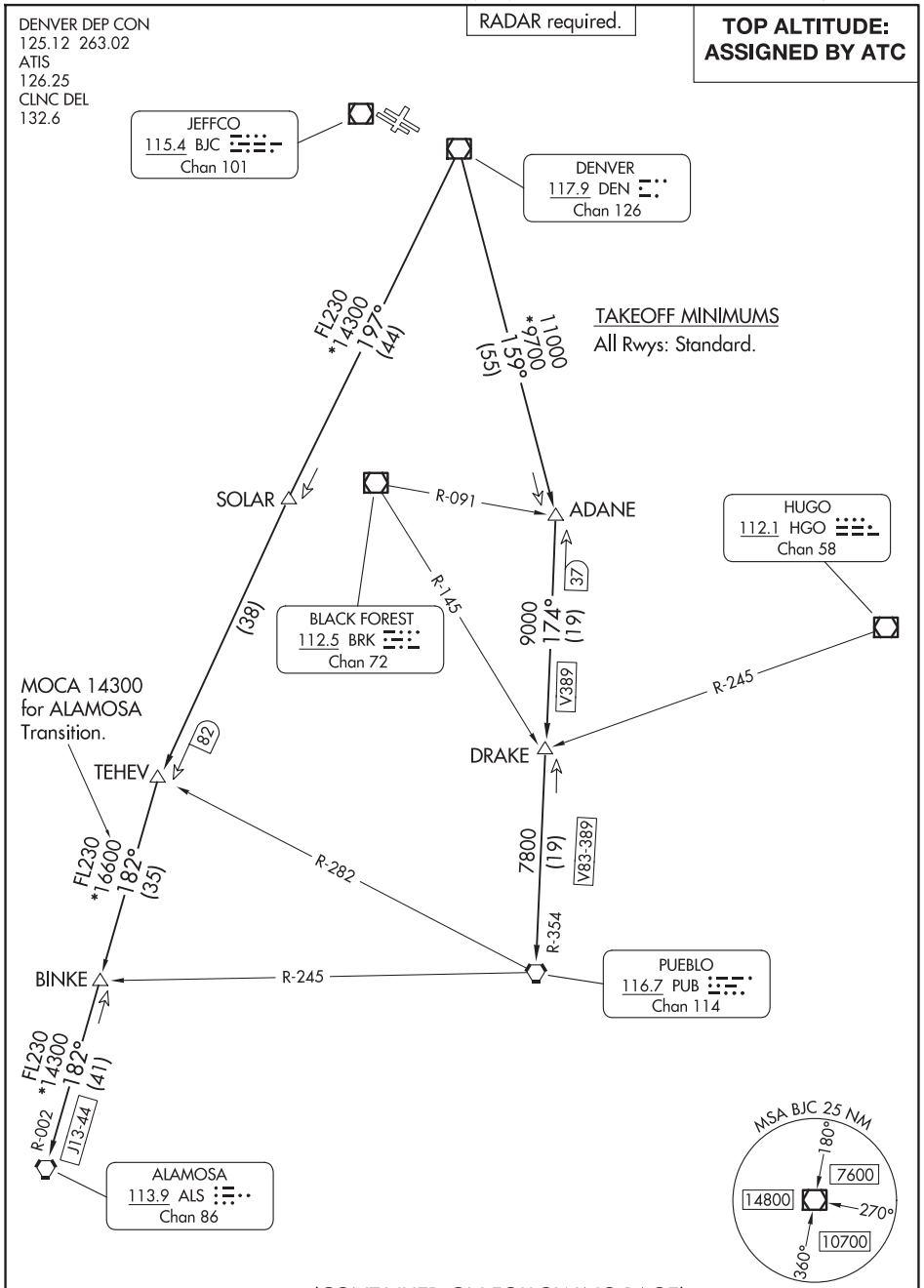
DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence . . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence . . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

(CONTINUED ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(PLAIN2.DEN) 25163

PLAINS TWO DEPARTURE

AL-5612 (FAA)

ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .
TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .
TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .
TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.
BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.
GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . . RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

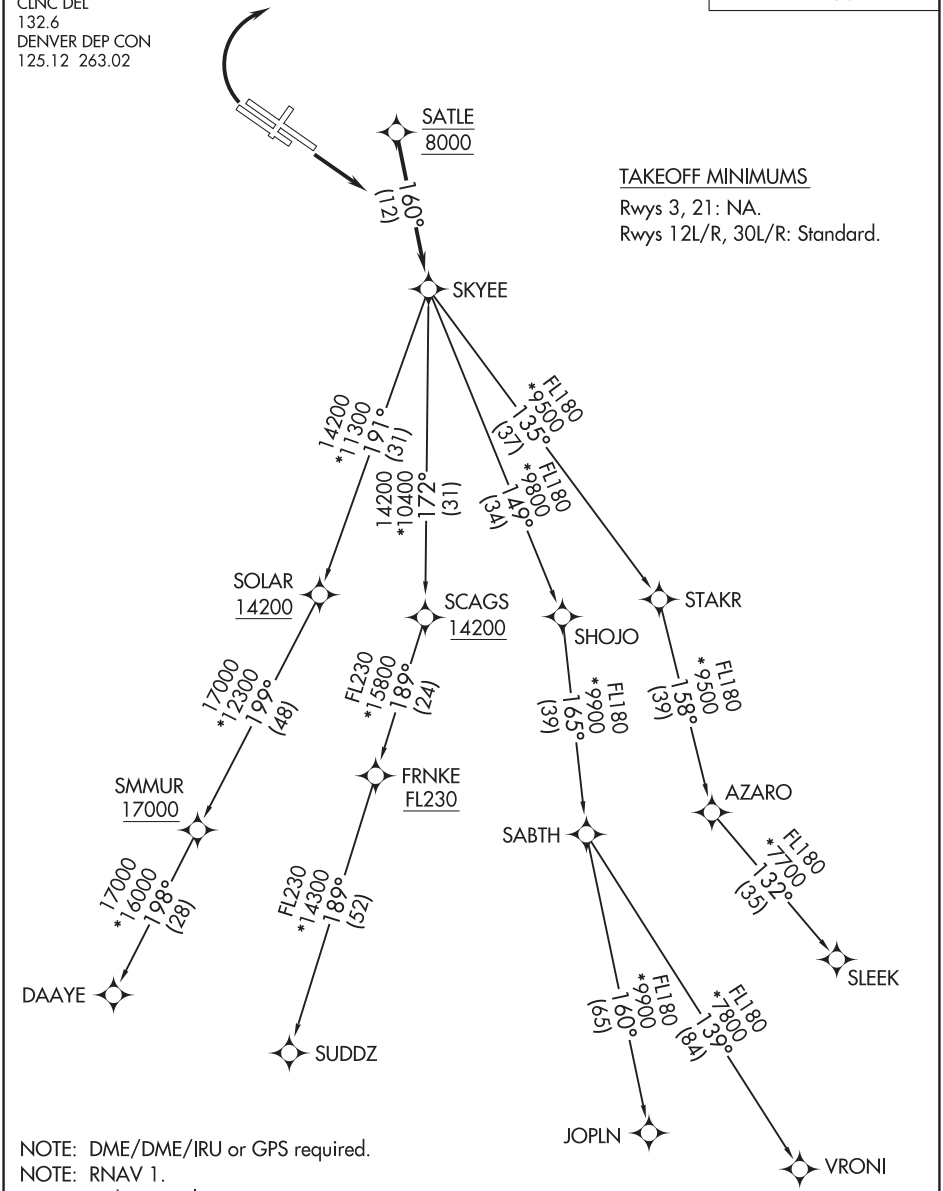
SKYEE ONE DEPARTURE (RNAV)

AL-5612 (FAA)

SW-1, 12 JUN 2025 to 07 AUG 2025

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
125.12 263.02

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

SW-1, 12 JUN 2025 to 07 AUG 2025

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

ROCKY MOUNTAIN METRO (BJC)

DENVER, COLORADO

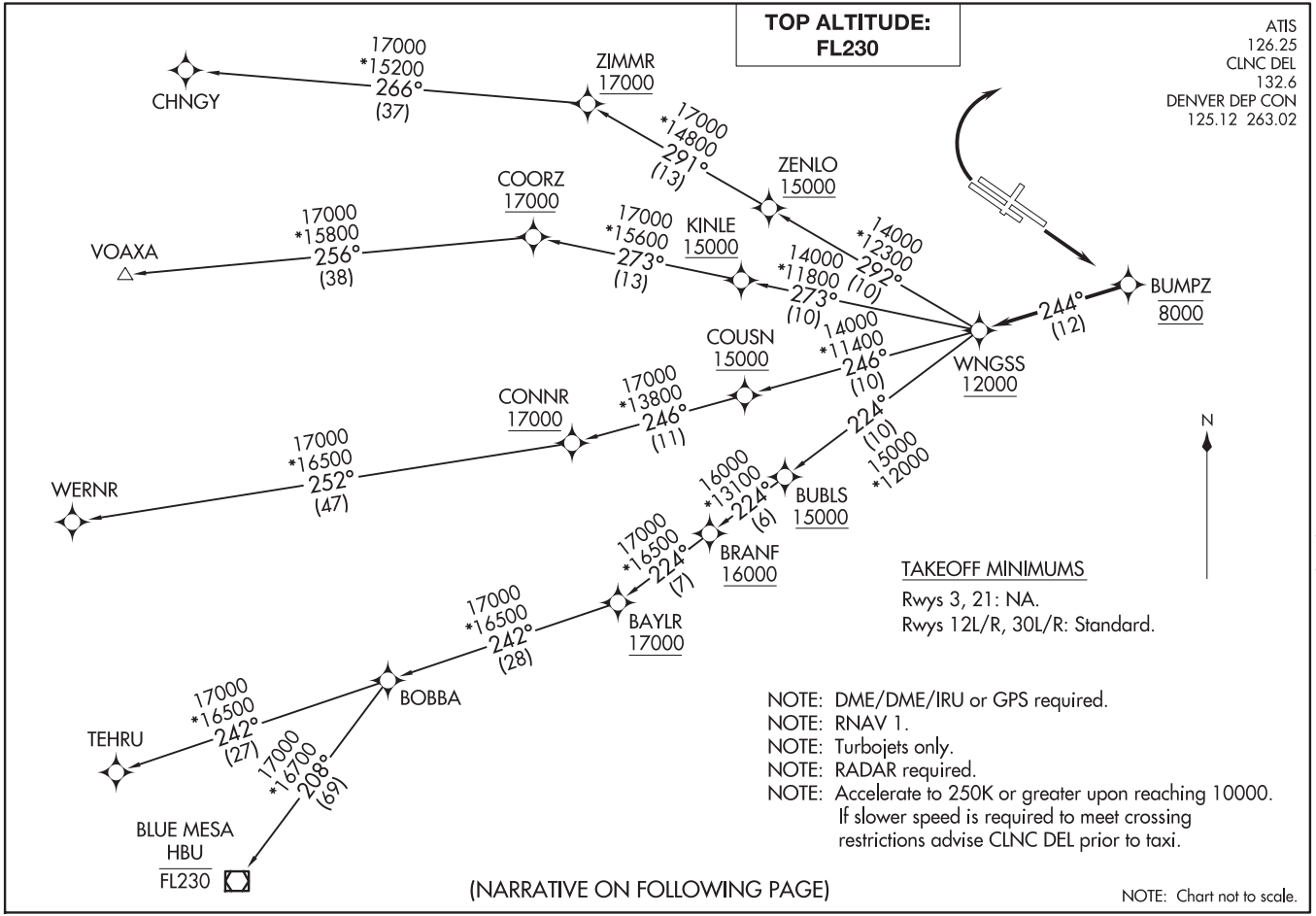
(WNGSS1.WNGSS) 21168

WNGSS ONE DEPARTURE (RNAV)

AL-5612 (FAA)

ROCKY MOUNTAIN METRO (BJC)

DENVER, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 12 JUN 2025 to 07 AUG 2025

YELLOWSTONE FIVE DEPARTURE

AL-5612 (FAA)

SW-1, 12 JUN 2025 to 07 AUG 2025

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

AL-5612 (FAA)

ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

LOC I-DRO	APP CRS	Rwy Idg	9201
109.1	027°	TDZE	6643
		Apt Elev	6689

ILS or LOC/DME RWY 3

DURANGO-LA PLATA COUNTY (DRO)

T NA — DME required. DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required. For inop MALSR, increase S-LOC 3 Cat C/D visibility to ⅞ mile.

MALSR

MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 on heading 140°and on DRO VOR/DME R-120 to SOVDE/DRO 14 DME and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L

DME REQUIRED

8139 7804 7613± 7335± 8366 6903 6710± 6702 7629 8551

(IAF) FIMGA DRO 14

LOCALIZER 109.1 I-DRO

MSA DRO 25 NM 15200 070° 275° 10000

R-272

DURANGO 116.55 DRO Chan 112 (Y)

10000 to JUBEP 204° (7.6)

WAVGI DRO 3.3

(IAF) JUBEP DRO 7.6

(IAF) COKRI DRO 14

R-096

R-120

10000 NoPT DRO 14 Arc

027° 252° 072°

LR-212

Procedure NA for arrivals on RSK VORTAC airway radials 333 CW 072.

8800 027° (6.4)

(IF) HINDY DRO 14

207°

LR-195

10000 NoPT DRO 14 Arc

(IAF) SOVDE DRO 14

120° 300°

10000 NoPT to HINDY 018° (15.6)

IAF RATTLESNAKE 115.3 RSK Chan 100

ALT MISSED APCH FIX

252° R-072 072° RATTLESNAKE RSK 115.3 Chan 100

ELEV 6689 D TDZE 6643

Remain within 10 NM

JUBEP DRO 7.6

207°

9300

027°

8800

GS 3.00° TCH 55

WAVGI DRO 3.3

*DRO 1.9

DRO 1

*7400

*LOC only

7500	10000	DRO R-120	SOVDE DRO 14
	hdg 140°		

4.3 NM 1.4 NM 0.9 NM

CATEGORY	A	B	C	D
S-ILS 3	6843-½ 200 (200-½)			
S-LOC 3	6960-½ 317 (300-½)			
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2½ 851 (900-2½)	8140-3 1451 (1500-3)

0.7% DOWN 0.8% UP 9201 X 150 21 3 A5 027°

REIL Rwy 21 L

HIRL Rwy 3-21 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DURANGO, COLORADO | AL-480 (FAA) | 22363

WAAS	APP CRS	Rwy Idg	9201
CH 53710	027°	TDZE	6643
W03A		Apt Elev	6689

RNAV (GPS) RWY 3

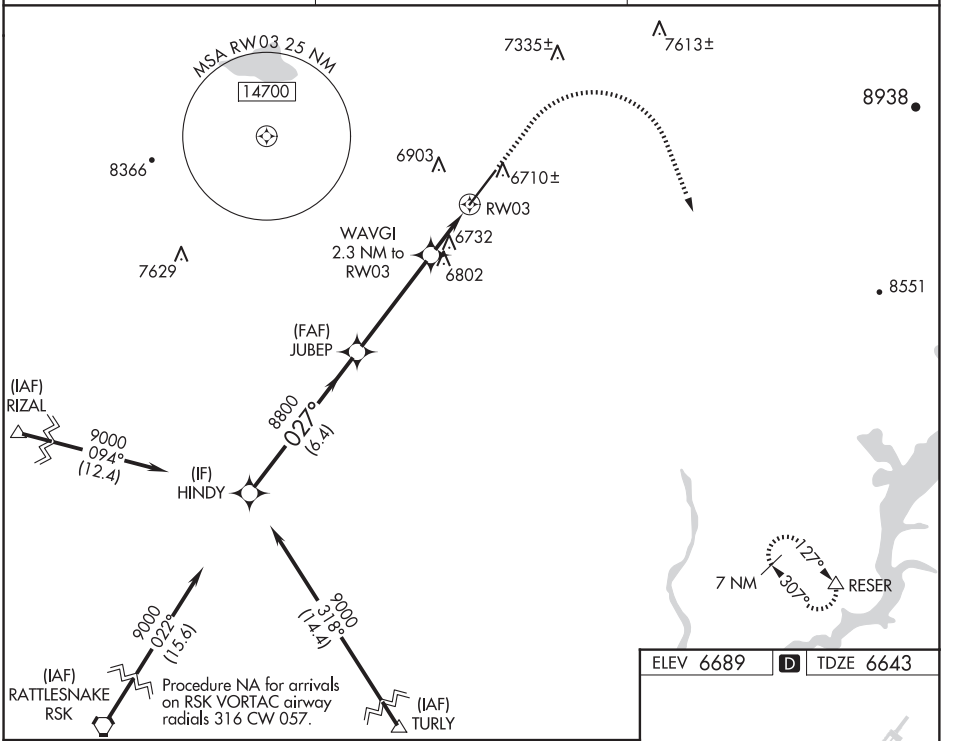
DURANGO-LA PLATA COUNTY (DRO)

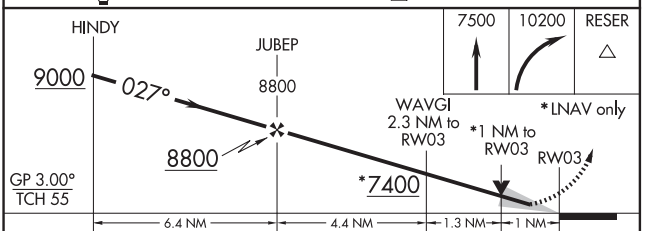
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1 mile.

MALSR

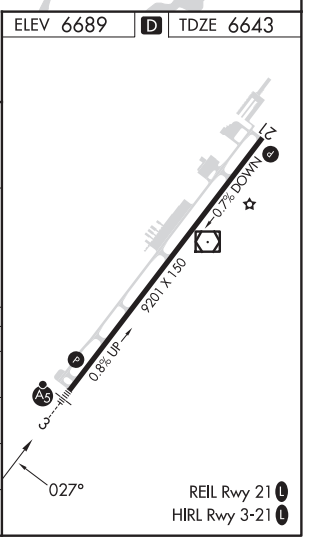
MISSED APPROACH: Climb to 7500 then climbing right turn to 10200 direct RESER and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	6843-½ 200 (200-½)			
LNAV/VNAV DA	6918-½ 275 (300-½)			
LNAV MDA	7000-½ 357 (400-½)		7000-⅝ 357 (400-⅝)	
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2½ 851 (900-2½)	8140-3 1451 (1500-3)



DURANGO, COLORADO
Amdt 1 31MAR16

37°09'N-107°45'W

DURANGO-LA PLATA COUNTY (DRO)

RNAV (GPS) RWY 3

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

DURANGO-LA PLATA COUNTY (DRO)

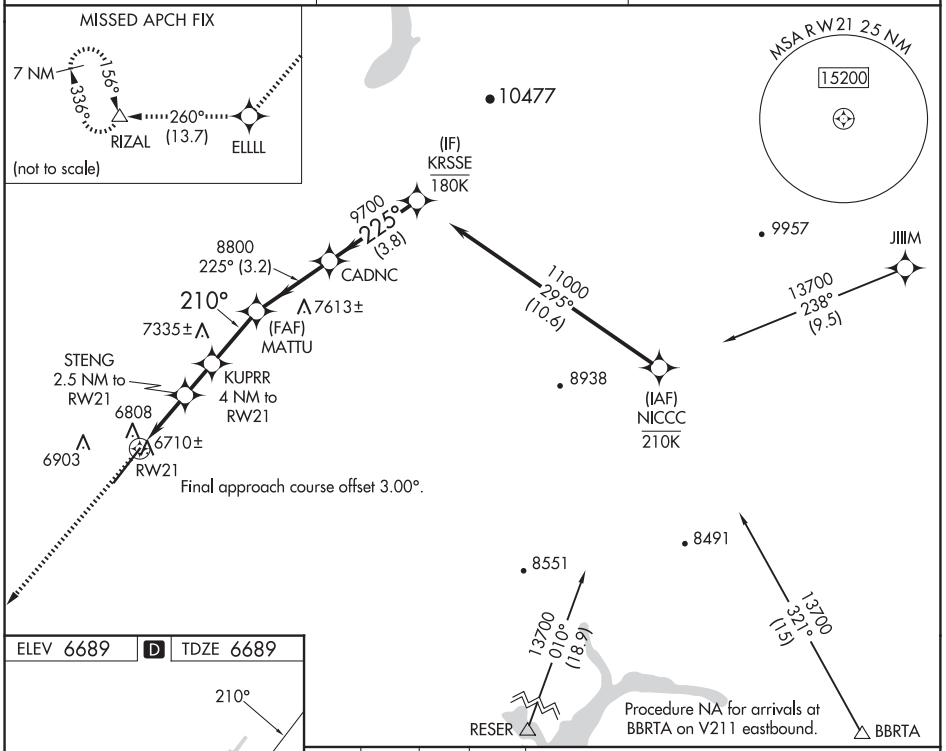
APP CRS	Rwy Idg	9201
210°	TDZE	6689
	Apt Elev	6689

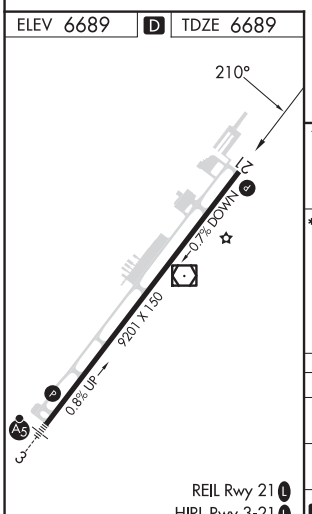
RNP APCH.

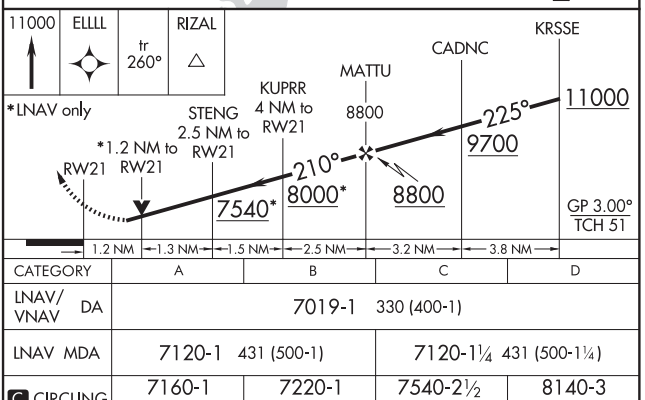
V A Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 11000 direct ELLLL and on track 260° to RIZAL and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	7019-1 330 (400-1)			
LNAV MDA	7120-1 431 (500-1)		7120-1¼ 431 (500-1¼)	
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2½ 851 (900-2½)	8140-3 1451 (1500-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

EAGLE, COLORADO AL-6403 (FAA-O) 25163

RNAV (RNP) X RWY 25

EAGLE COUNTY RGNL (EGE)

APP CRS	Rwy Ldg	8000
253°	TDZE	6540
	Apt Elev	6547

RNP AR APCH-GPS, RF, MIN RNP 0.13. Authorization required. Missed approach requires RNP <1.00.

T -19°C When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 33°C. For inop ALS increase RNP 0.13 all visibilities to 1⅞ SM.

MALSR

MISSED APPROACH: (Do not exceed 185K until HARNA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.
*Missed approach requires minimum climb of 269 feet per NM to 8700.

ATIS	DENVER CENTER	EAGLE TOWER ★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)

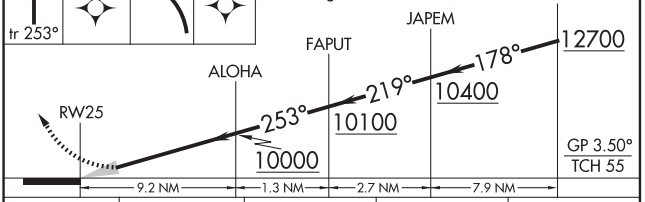
MISSED APCH FIX
10 NM
264°
084°
JESIE

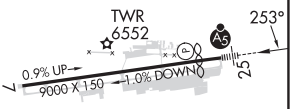
(IAF) DUCES 14000 210K
(IAF) CULCH 14000 210K
14000 178° (7)
14000 208° (7)
FITTR
MUKPE
12700 178° (7)
12700 208° (7)
(IF) HADIE 180K (RNP 0.15)
MSA RW25 25 NM 15200
020° (20.1)
11484
11573
11320
10400 178° (7.9)
JAPEM
10000 253° (1.3)
10100 219° (2.7)
FAPUT
11260
APRES
DAGMY
002° (3.2)
8687
002° (2.2)
HARNA
253° (0.8)
COBVU
RW25
7112
253° (9.2)
7300
(FAF) ALOHA
7902
8091
(3.4)
6753
7129
EYTAY
7689
(5.9)
(3.8)
CYKEL

ELEV 6547 D TDZE 6540

15000 tr 253° COBVU EYTAY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).





CATEGORY	A	B	C	D
RNP 0.13 DA*	NA		6937-⅝ 397 (400-⅝)	
RNP 0.13 DA	NA		7204-1½ 664 (700-1½)	

AUTHORIZATION REQUIRED

HIRL Rwy 7-25 L
REIL Rwy 7 L

EAGLE, COLORADO
Orig-A 16MAY24

39°39'N-106°55'W

EAGLE COUNTY RGNL (EGE)

RNAV (RNP) X RWY 25

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 25

EAGLE COUNTY RGNL (EGE)

APP CRS	Rwy Ldg	8000
253°	TDZE	6540
	Apt Elev	6547

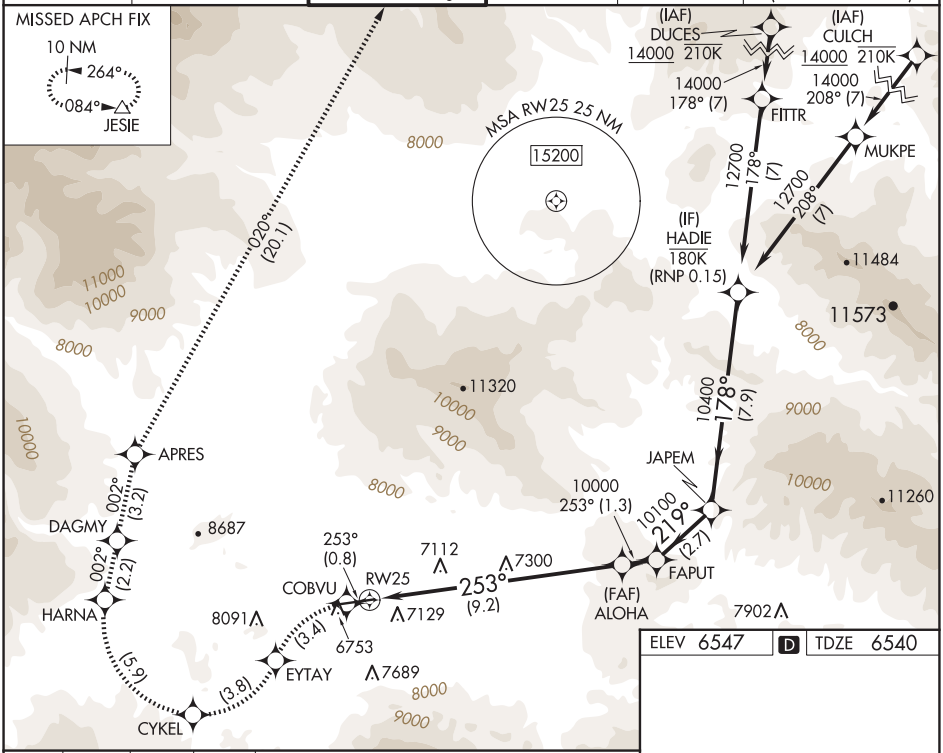
RNP AR APCH-GPS, RF, MIN RNP 0.11. Authorization required. Missed approach requires RNP <1.00.

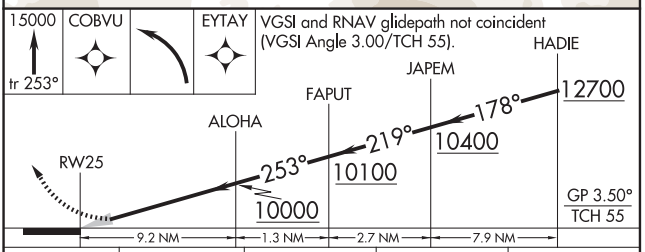
T -19°C When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 33°C. For inop ALS increase RNP 0.11* all visibilities to 7/8 SM.

MALSR

MISSED APPROACH: (Do not exceed 185K until HARNA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.
*Missed approach requires minimum climb of 281 feet per NM to 9000.

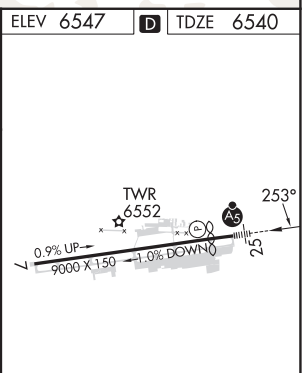
ATIS	DENVER CENTER	EAGLE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)





CATEGORY	A	B	C	D
RNP 0.11 DA*	NA		6814-½ 274 (300-½)	
RNP 0.11 DA	NA		7181-1⅜ 641 (700-1⅜)	

AUTHORIZATION REQUIRED



HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

EAGLE, COLORADO | AL-6403 (FAA-O) | 25163

RNAV (GPS) Y RWY 25

EAGLE COUNTY RGNL (EGE)

WAAS	APP CRS	Rwy Ldg	8000
CH 75965	253°	TDZE	6540
W25B		Apt Elev	6547

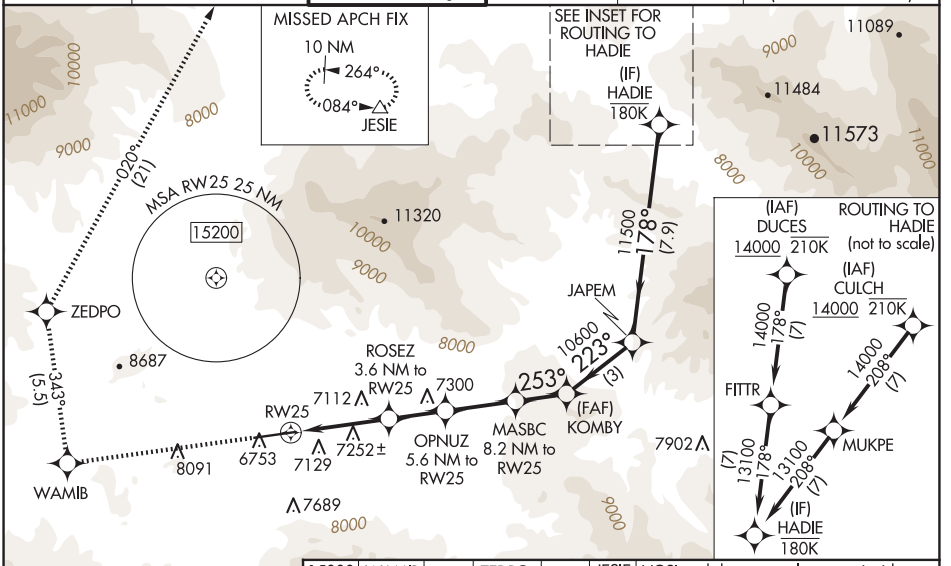
RNP APCH-GPS.

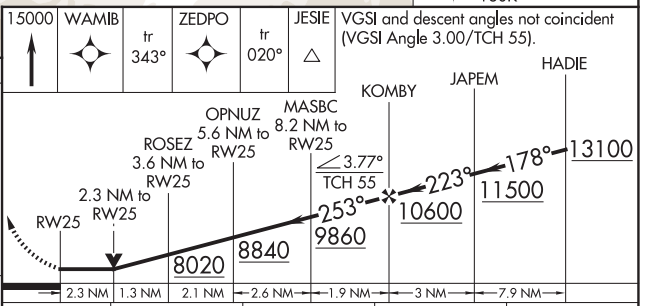
When local altimeter setting not received, procedure NA. Rwy 25 helicopter visibility reduction below -19°C ¾ SM NA. Circling NA south of Rwy 25-7. Circling Rwy 7 NA at night. Inop table does not apply to LP and LNAV Cat C. For inop ALS, increase LP (*) Cat A visibility to 1 SM and Cat C visibility to 2½ SM.

MALSR

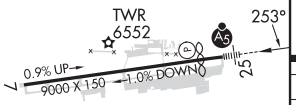
MISSED APPROACH: (Do not exceed 165K until ZEDPO) Climb to 15000 on the RNAV missed approach route to JESIE and hold, continue climb in-hold to 15000.
*Missed approach requires minimum climb of 318 feet per NM to 8700.
#Missed approach requires minimum climb of 288 feet per NM to 8900.

ATIS	DENVER CENTER	EAGLE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)





ELEV 6547 | D | TDZE 6540



CATEGORY	A	B	C	D
LP MDA*	7320-¾ 780 (800-¾)		7320-1¾ 780 (800-1¾)	NA
LP MDA	7780-¾ 1240 (1300-¾)	7800-1 1260 (1300-1)	7820-3 1280 (1300-3)	NA
LNAV MDA#	7580-¾ 1040 (1100-¾)	7580-1 1040 (1100-1)	7580-2½ 1040 (1100-2½)	NA
LNAV MDA	7940-¾ 1400 (1400-¾)	7960-1 1420 (1500-1)	7980-3 1440 (1500-3)	NA
CIRCLING	7940-1¼ 1393 (1400-1¼)	8020-1½ 1473 (1500-1½)	8580-3 2033 (2100-3)	NA

HIRL Rwy 7-25 L
REIL Rwy 7 L

EAGLE, COLORADO
Orig-A 16MAY24

39°39'N-106°55'W

EAGLE COUNTY RGNL (EGE)

RNAV (GPS) Y RWY 25

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
251°	TDZE	N/A
	Apt Elev	6547

RNAV (GPS)-D

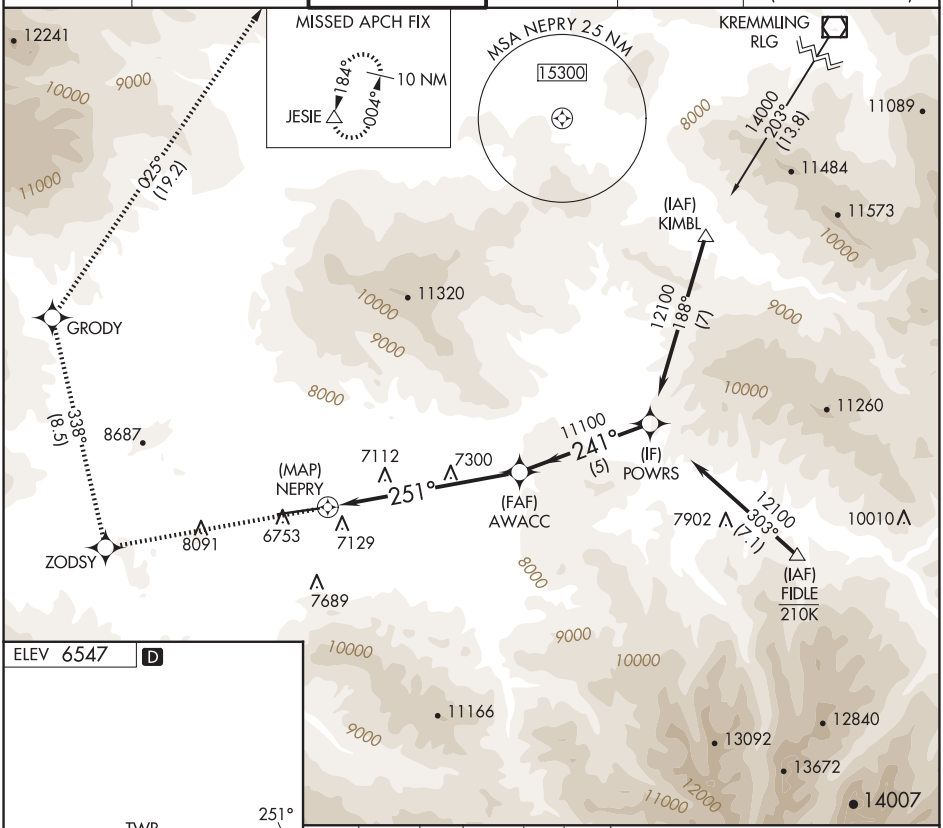
EAGLE COUNTY RGNL (EGE)

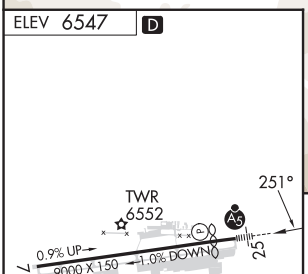
RNP APCH.

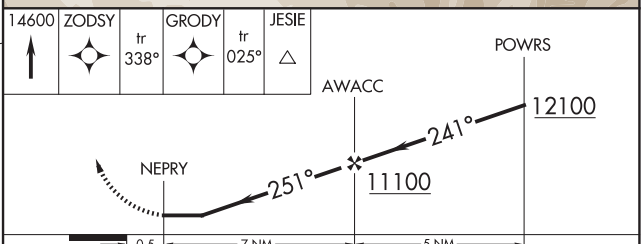
Circling to Rwy 7 NA at night. Circling NA for Cats C and D south of Rwy 7-25. Rwy 7 helicopter visibility reduction below 1 SM NA. Rwy 25 helicopter visibility reduction below ¾ SM NA. Inoperative table does not apply. -19°C

MISSED APPROACH: (Do not exceed 185K until GRODY) Climb to 14600 direct ZODSY then on track 338° to GRODY and on track 025° to JESIE and hold, continue climb in-hold to 14600.

ATIS	DENVER CENTER	EAGLE TOWER ★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)







CATEGORY	A	B	C	D
C CIRCLING	9220-1¼ 2673 (2700-1¼)	9220-1½ 2673 (2700-1½)	9220-3 2673 (2700-3)	

HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

EAGLE, COLORADO AL-6403 (FAA) 25163

LDA RWY 25

EAGLE COUNTY RGNL (EGE)

LOC/DME I-ESJ	APP CRS	Rwy Ldg	8000
109.75	250°	TDZE	6540
Chan 34 (Y)		Apt Elev	6547

DME required.

Inoperative table does not apply.

At night increase LDA/GS visibility to 5 SM.

-19°C *Fly visual to airport authorized during day only.

MALSR

MISSED APPROACH: Climb direct SXW VOR/DME, cross SXW VOR/DME, then climbing right turn to 14600 on SXW VOR/DME R-001 to JESIE SXW 24.2 DME and hold, continue climb-in-hold to 14600. *Missed approach requires minimum climb of 275 feet per NM to 11700.

ATIS	DENVER CENTER	EAGLE TOWER *	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)

MISSED APCH FIX

JESIE SXW 24.2

181° 001° 113.8 RLG R-260 Chan 85

109.2 SXW R-001 Chan 29

ALTERNATE MISSED APCH FIX

KREMMLING RLG 113.8 Chan 85

R-260 080° 260°

KREMMLING 113.8 RLG Chan 85

14000 184° (8)

QNDRY RLG 8

R-184

13800 184° (5.5)

11089

11484

11573

HOLD 13800 004° 184°

(IAF) VOAXA RLG 13.5

12900 184° (6)

11320

MSA SXW 25 NM

180° 360°

14600 15300

8687

R-001

LOCALIZER 109.75 I-ESJ Chan 34(Y) LOC offset 3.00°

(IF) WEHAL I-ESJ 15.2

9800 (1.3) AIGLE I-ESJ 10.8

9069±

10400

250° (4.4)

070°

11260

12200 250° (2)

AQULA INT I-ESJ 17.2

7902

10010

CIPKU I-ESJ 3.5

7112

7300

8189±

WASHI I-ESJ 9.5

8091

6753

7129

7689

*For LDA/GS fly visual to airport 250°-4.3 miles.

SNOW 109.2 SXW Chan 29

8000 9000 10000 11000

ELEV 6547 D TDZE 6540

SXW 14600 JESIE

SXW R-001

VGSI and LDA glidepath not coincident (VGSI Angle 3.00/TCH 55).

*For LDA/GS fly visual to airport 250°- 4.3 miles.

CIPKU I-ESJ 3.5

WASHI I-ESJ 9.5

AIGLE I-ESJ 10.8

WEHAL I-ESJ 15.2

AQULA INT I-ESJ 17.2

9800

10400

12200

12900

250°

GS 3.80° TCH 55

1.9 NM 6 NM 1.3 NM 4.4 NM 2 NM

TWR 6552

250° 25

0.9% UP 9000 X 150 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

HIRL Rwy 7-25 L

REIL Rwy 7 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

BEVVR ONE DEPARTURE (RNAV)

(BEVVR1.BEVVR) 19JUL18

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Begin a climbing left turn as soon as practicable but no later than DER heading 206° to 7100, then direct COPER, then on depicted route to cross APRES at or above 13100, thence. . . .

. . . .on (assigned) transition, maintain 15000. Expect filed altitude 10 minutes after departure.

BELGN TRANSITION (BEVVR1.BELGN)

RUBAY TRANSITION (BEVVR1.RUBAY)

SPRKT TRANSITION (BEVVR1.SPRKT)

ATIS
135.575
CLNC DEL
124.75
DENVER CLNC DEL
124.75
(When tower closed)
GND CON
121.8
EAGLE TOWER★
119.8
DENVER CENTER
128.65 282.2

TOP ALTITUDE: 15000

SPRKT
13700
295°
(19)
GORMN
13700
13100
295°
(6)
N
APRES
13100 225K
003°
(7)
BEVVR
308°
(4)
HNDES
263°
(4)
COPER
7100
206°
054°
13100
(8)
ZILOP
13200
13100
*11700
037°
(15)
ZAMRU
14000
14000
037°
(13)
GGIRO
14000
068°
(19)
BELGN
13200
054°
(12)
PARIZ
14000
14000
077°
(22)
RUBAY

NOTE: On departure rapidly rising terrain and trees within 1.5 miles west of the airport and within 0.25 miles south of the airport.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Obstacle protection not ensured for turns delayed beyond DER.
NOTE: Do not exceed 210K until established direct COPER.

TAKEOFF MINIMUMS

Rwy 7: NA - Terrain
Rwy 25: 800-2 with a minimum climb of 740′ per NM to 10200.

NOTE: Chart not to scale.

(BEVVR1.BEVVR) 18312

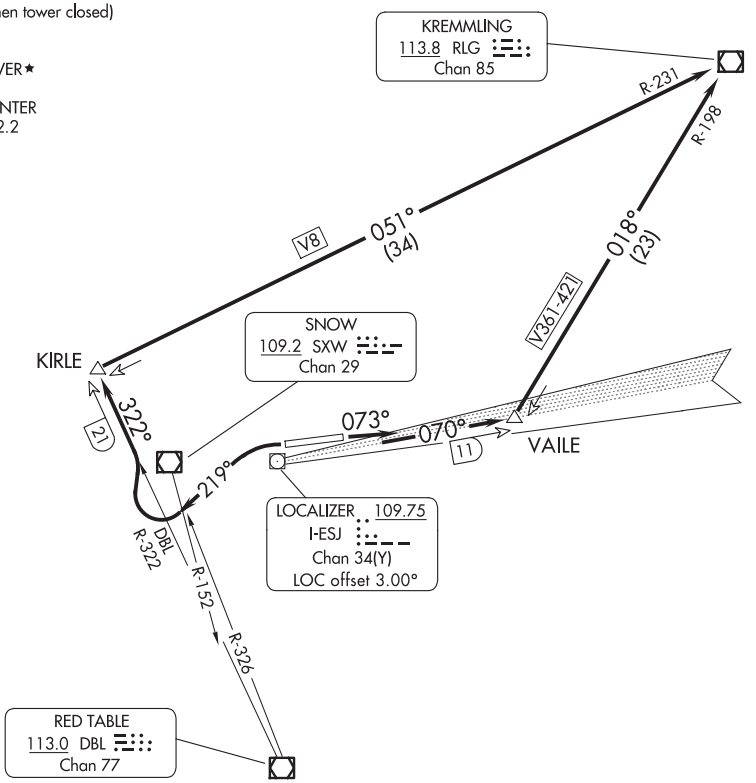
BEVVR ONE DEPARTURE (RNAV)

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

ATIS
135.575
CLNC DEL
124.75
DENVER CLNC DEL
124.75 (When tower closed)
GND CON
121.8
EAGLE TOWER★
119.8
DENVER CENTER
128.65 282.2



TAKEOFF MINIMUMS

Rwy 7: Standard with minimum climb of 580' per NM to 12000.

Rwy 25: Standard with minimum climb of 815' per NM to 9200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 073° and I-ESJ east course to VAILE INT/I-ESJ 11 DME then left turn on RLG R-198 to RLG VOR/DME.

TAKEOFF RUNWAY 25: Climbing left turn heading 219°, until crossing SXW R-152 or DBL R-326, then turn right on DBL R-322 to KIRLE INT/DBL 21 DME then turn right on RLG R-231 to RLG VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(EKR4.EKR) 24137

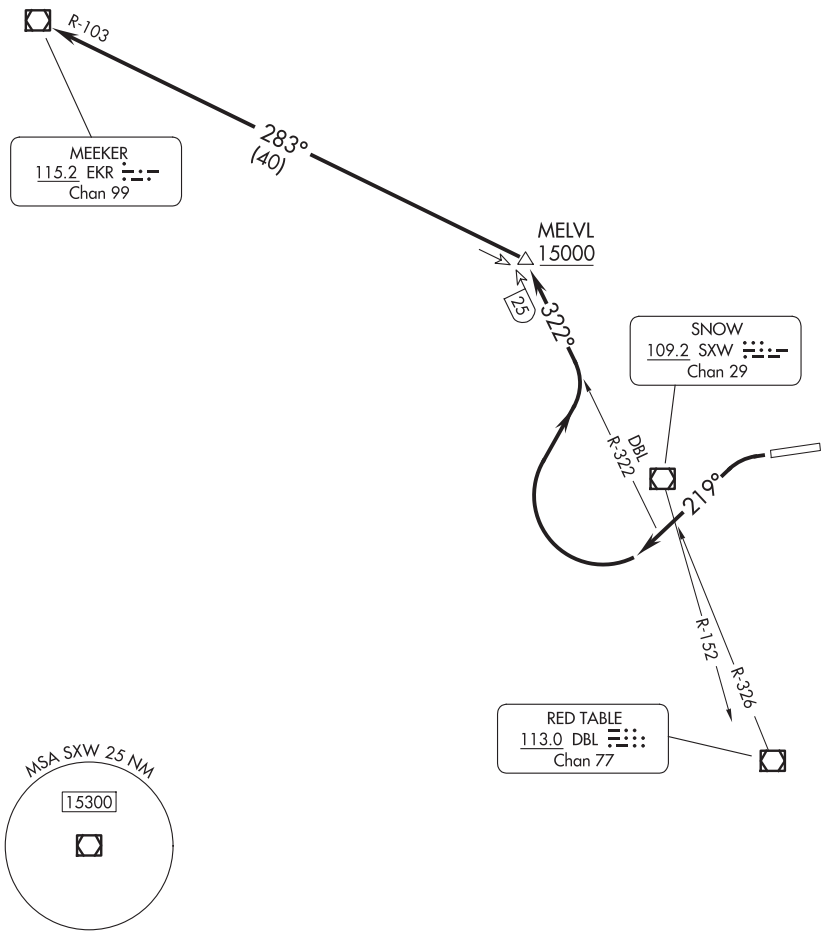
MEEKER FOUR DEPARTURE

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

TOP ALTITUDE: 15000

DENVER CENTER
128.65 282.2



TAKEOFF MINIMUMS

Rwy 25: Standard with minimum climb of 815'/NM to 15000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climbing left turn heading 219°, upon crossing SXW R-152 or DBL R-326 turn right on DBL R-322 to MELVL INT/DBL 25 DME then turn left on EKR R-103 to EKR VOR/DME. Cross MELVL at or above 15000, expect filed altitude 10 minutes after departure.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
206°	TDZE	N/A
	Apt Elev	5119

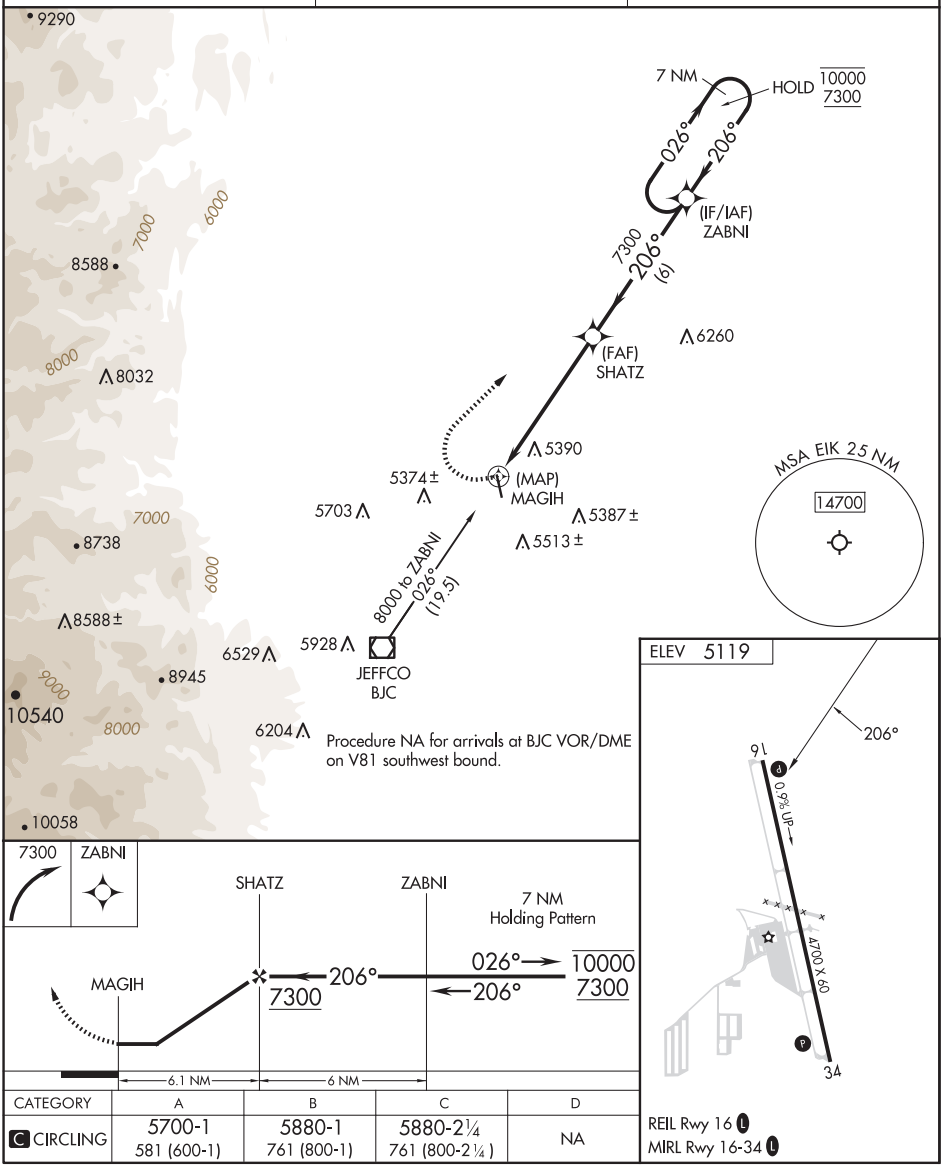
RNAV (GPS)-B
ERIE MUNI (EIK)

RNP APCH.

T A

MISSED APPROACH: Climbing right turn to 7300 direct ZABNI and hold.

AWOS-3PT	DENVER APP CON	UNICOM
133.825	125.12 263.02	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	5700-1 581 (600-1)	5880-1 761 (800-1)	5880-2¼ 761 (800-2¼)	NA

REIL Rwy 16 L
MIRL Rwy 16-34 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ERIE, COLORADO | AL-6664 (FAA) | 25107

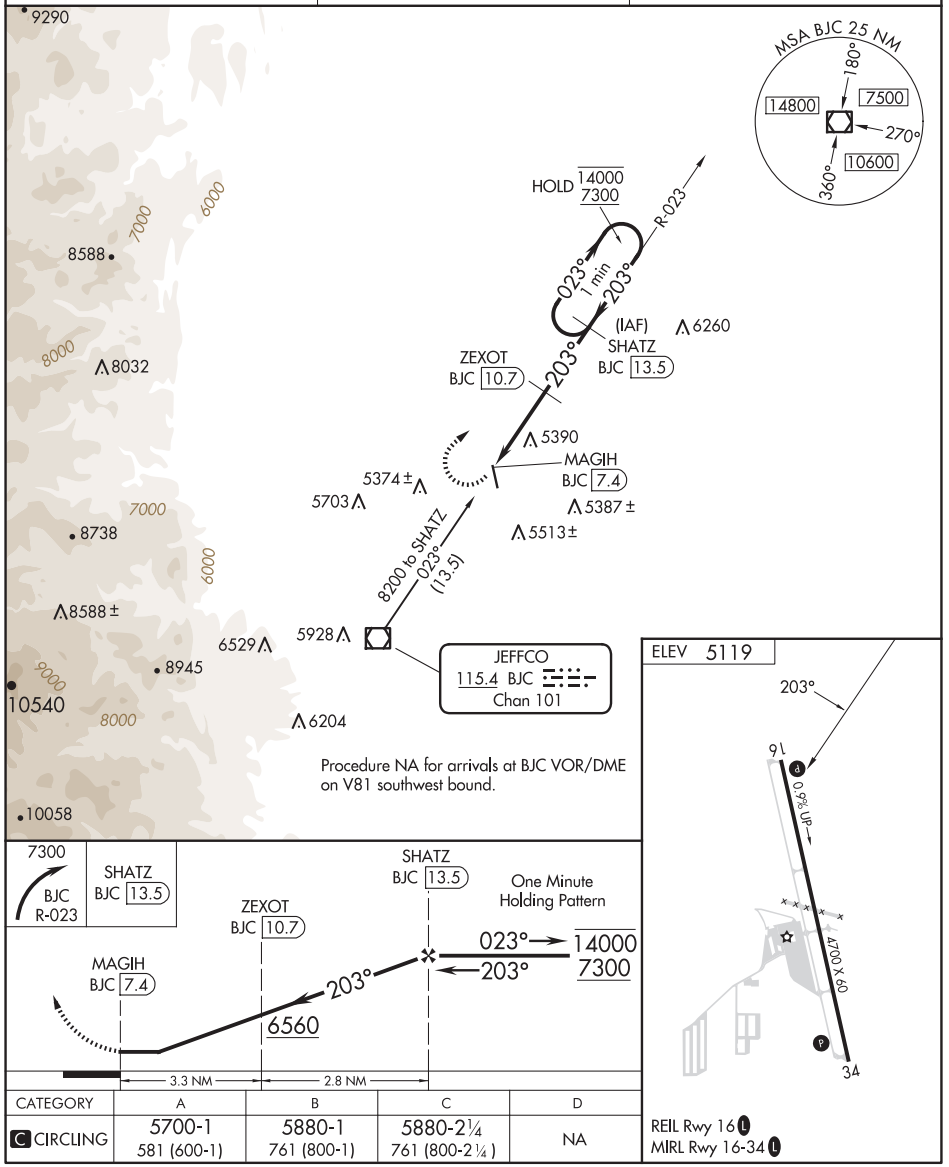
VOR/DME BJC	APP CRS	Rwy Idg	N/A
115.4	203°	TDZE	N/A
Chan 101		Apt Elev	5119

VOR-A
ERIE MUNI (EIK)

DME required.

MISSED APPROACH: Climbing right turn to 7300 on BJC VOR/DME R-023 to SHATZ/13.5 DME and hold, continue climb-in-hold to 7300.

AWOS-3PT	DENVER APP CON	UNICOM
133.825	125.12 263.02	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	5700-1 581 (600-1)	5880-1 761 (800-1)	5880-2¼ 761 (800-2¼)	NA

REIL Rwy 16 L
MIRL Rwy 16-34 L

ERIE, COLORADO
Amdt 1 25FEB21

40°01′N-105°03′W

ERIE MUNI (EIK)
VOR-A

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 25

FOUR CORNERS RGNL (FMN)

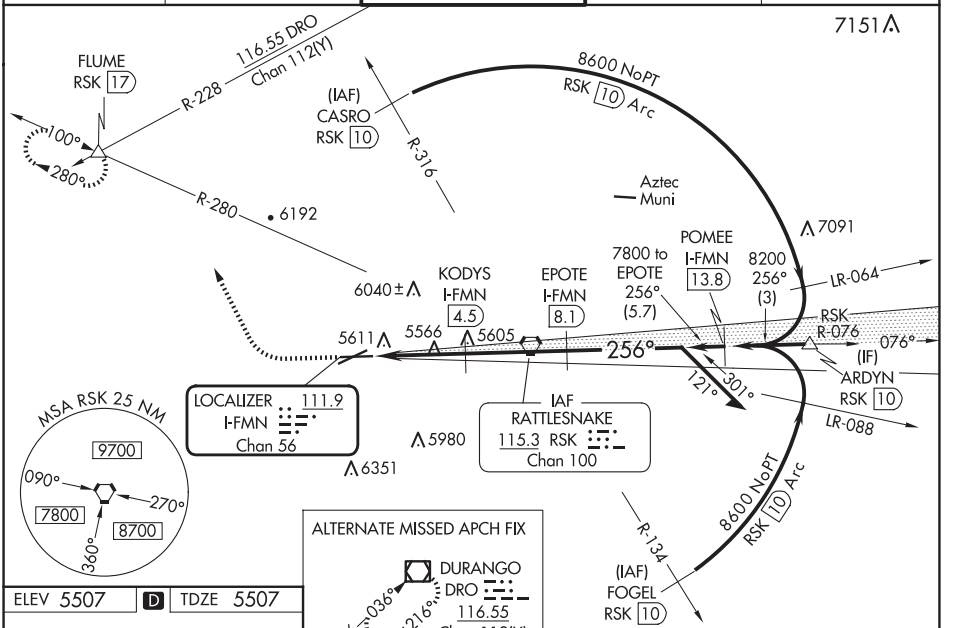
LOC/DME I-FMN	APP CRS	Rwy Ldg	6248
111.9	256°	TDZE	5507
Chan 56		Apt Elev	5507

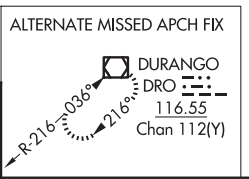
DME required.

VDP NA with Durango altimeter setting. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase S-ILS 25 DA to 5950 feet and all visibilites ⅝ SM; increase all MDAs 260 feet and S-LOC 25 visibility Cat C/D ¾ SM, and Circling visibility Cat B ¼ SM and Cat C ½ SM.

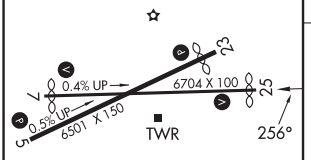
MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 on heading 321° and on RSK VORTAC R-280 to FLUME INT and hold, continue climb-in-hold to 9000.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





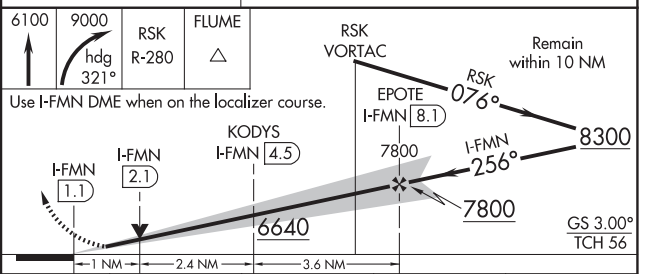
ELEV 5507 D TDZE 5507



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
S-ILS 25	5707-¾ 200 (200-¾)			
S-LOC 25	5880-1 373 (400-1)			
C CIRCLING	6020-1 513 (600-1)	6140-1 633 (700-1)	6380-2½ 873 (900-2½)	6400-3 893 (900-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5

FOUR CORNERS RGNL (FMN)

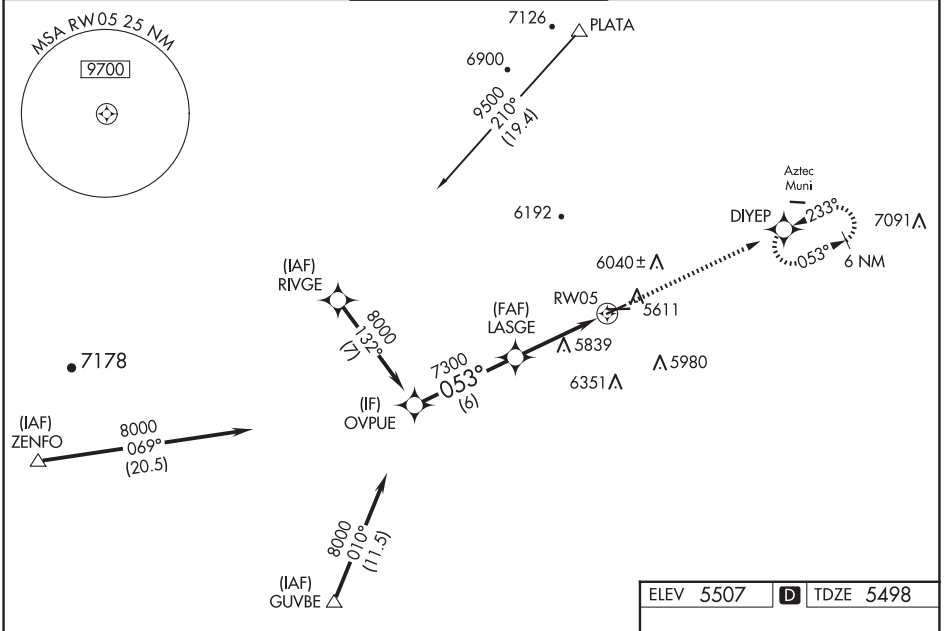
WAAS	APP CRS	Rwy Ldg	5590
CH 86210	053°	TDZE	5498
W05A		Apt Elev	5507

RNP APCH-GPS.

Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5993 feet and LNAV/VNAV DA to 6163 and all visibilites 5/8 SM; increase all MDAs 260 feet and visibility LNAV Cat B/C/D and Circling Cat A/B/C 3/4 SM.

MISSED APPROACH: Climb to 8400 direct DIYEP and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



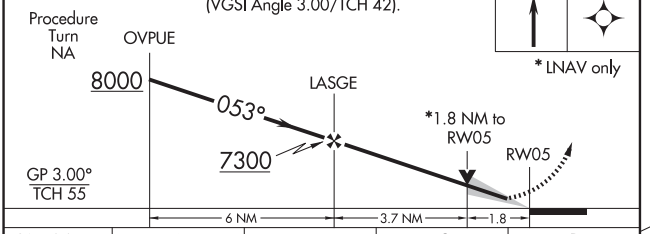
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

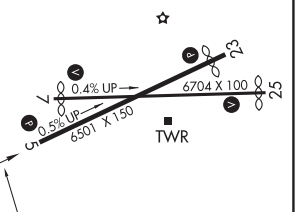
8400 DIYEP

* LNAV only



CATEGORY	A	B	C	D
LPV DA	5750-3/4 252 (300-3/4)			
LNAV/VNAV DA	5920-1 1/4 422 (500-1 1/4)			
LNAV MDA	6100-1 602 (600-1)		6100-1 3/4 602 (600-1 3/4)	
CIRCLING	6100-1 593 (600-1)	6180-1 673 (700-1)	6380-2 1/2 873 (900-2 1/2)	6460-3 953 (1000-3)

ELEV 5507 D TDZE 5498



REIL Rwys 23 and 25 L

MIRL Rwys 5-23 and 7-25 L

RNAV (GPS) RWY 7

FOUR CORNERS RGNL (FMN)

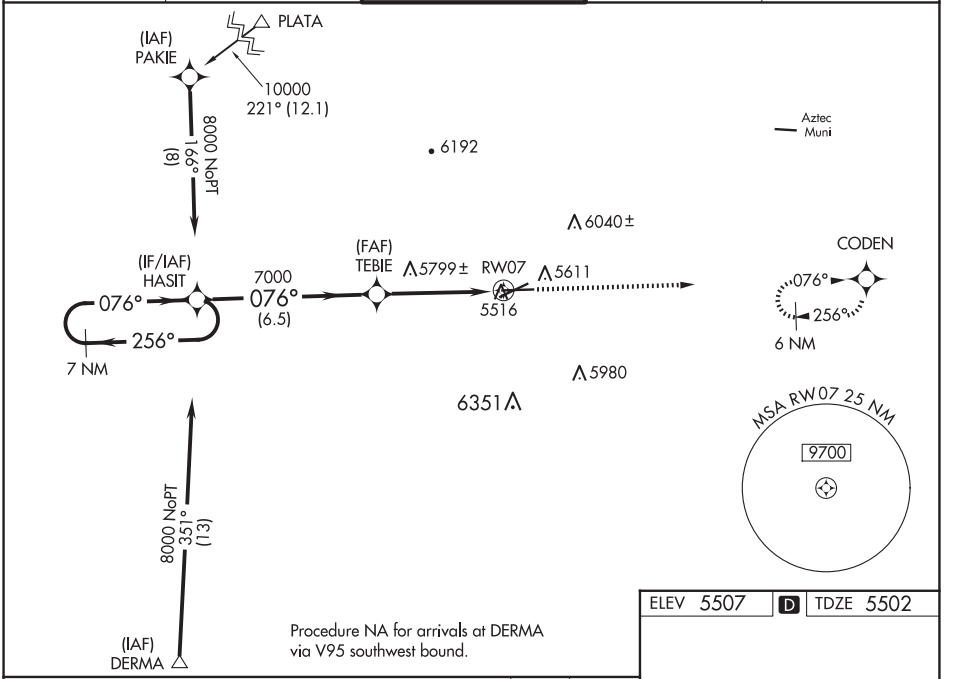
WAAS CH 90110 W07A	APP CRS 076°	Rwy Ldg 6248 TDZE 5502 Apt Elev 5507

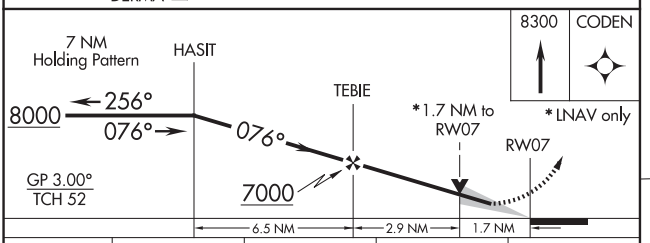
RNP APCH-GPS.

T A Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 6003 feet and LNAV/VNAV DA to 6223 and all visibilities ⅝ SM; increase all MDAs 260 feet and visibility LNAV Cats B/C/D and Circling Cats A/B/C ⅞ SM.

MISSED APPROACH: Climb to 8300 direct CODEN and hold.

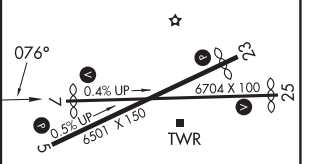
ATIS	DENVER CENTER	FARMINGTON TOWER*	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	5760-¾ 258 (300-¾)			
LNAV/VNAV DA	5980-1⅜ 478 (500-1⅜)			
LNAV MDA	6060-1 558 (600-1)		6060-1⅝ 558 (600-1⅝)	
CIRCLING	6100-1 593 (600-1)	6180-1 673 (700-1)	6380-2½ 873 (900-2½)	6460-3 953 (1000-3)

ELEV 5507 D TDZE 5502



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

FARMINGTON, NEW MEXICO | AL-493 (FAA) | 25163

WAAS CH 70714 W23A	APP CRS 233°	Rwy Ldg 5590 TDZE 5505 Apt Elev 5507

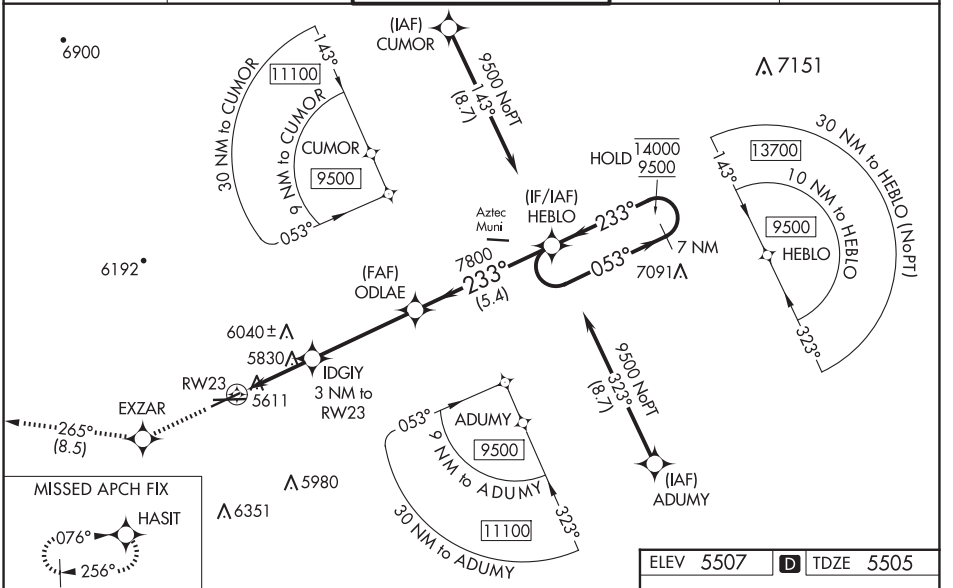
RNAV (GPS) RWY 23
FOUR CORNERS RGNL (FMN)

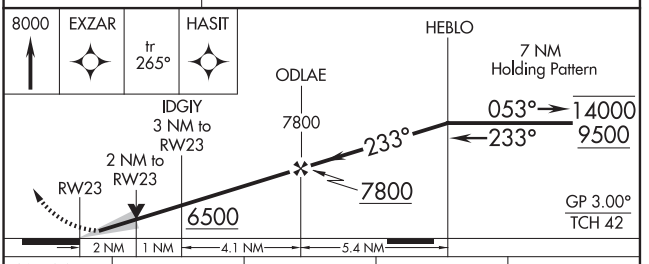
RNP APCH - GPS.

T A Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5998 feet and all visibilities ⅝ SM. Increase LNAV/VNAV DA to 6274 feet and all visibilites 1 SM. Increase all MDAs 260 feet and LNAV visibilities Cat B ¼ SM, C/D ⅞ SM and Circling visibility Cat A/B ¼ SM and Cat C ½ SM.

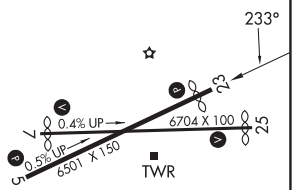
MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





ELEV 5507 | D | TDZE 5505



CATEGORY	A	B	C	D
LPV DA	5755-¾ 250 (300-¾)			
LNAV/VNAV DA	6031-1½ 526 (600-1½)			
LNAV MDA	6080-1 575 (600-1)		6080-1⅝ 575 (600-1⅝)	
C CIRCLING	6100-1 593 (600-1)	6140-1 633 (700-1)	6380-2½ 873 (900-2½)	6400-3 893 (900-3)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FARMINGTON, NEW MEXICO
Amdt 2A 10AUG23

36°44'N-108°14'W

FOUR CORNERS RGNL (FMN)
RNAV (GPS) RWY 23

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 25

FOUR CORNERS RGNL (FMN)

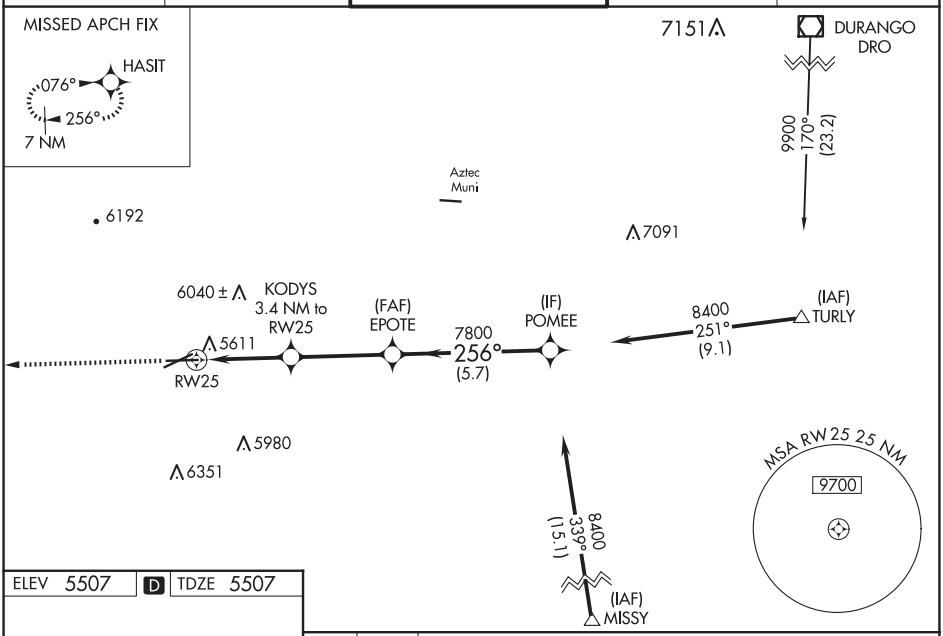
WAAS CH 97518 W25A	APP CRS 256°	Rwy Ldg 6248 TDZE 5507 Apt Elev 5507

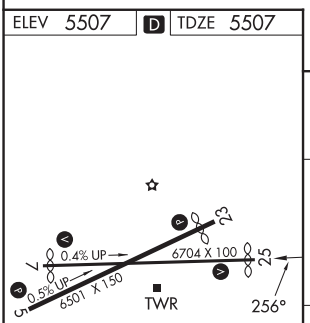
RNP APCH-GPS.

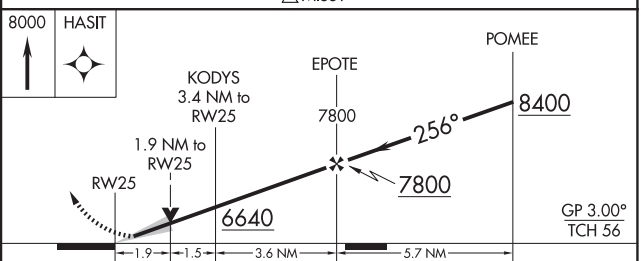
Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5950 feet and all visibilities ⅝ SM. Increase LNAV/VNAV DA to 6312 feet and all visibilites ⅞ SM. Increase all MDAs 260 feet and LNAV visibilities Cat C/D ¾ SM, and Circling visibility Cat B 1¼ SM and Cat C ½ SM.

MISSED APPROACH: Climb to 8000 direct HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	5707-¾ 200 (200-¾)			
LNAV/VNAV DA	6069-1⅝ 562 (600-1⅝)			
LNAV MDA	5880-1 373 (400-1)			
C CIRCLING	6020-1 513 (600-1)	6140-1 633 (700-1)	6380-2½ 873 (900-2½)	6400-3 893 (900-3)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC RSK	APP CRS	Rwy Ldg	5590
115.3	070°	TDZE	5498
Chan 100		Apt Elev	5507

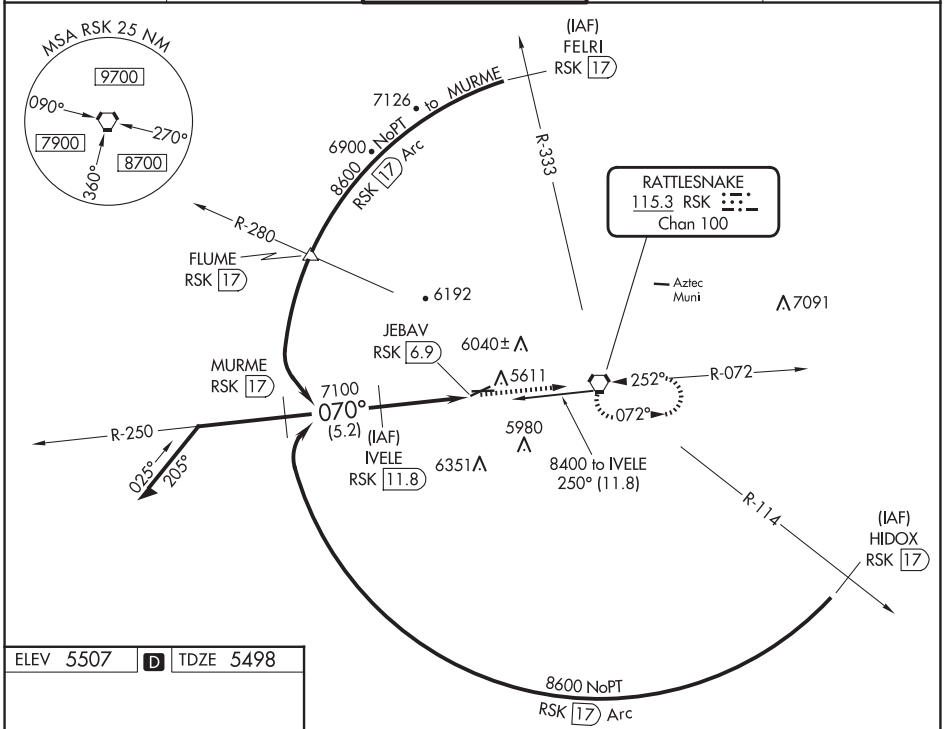
VOR/DME RWY 5

FOUR CORNERS RGNL (FMN)

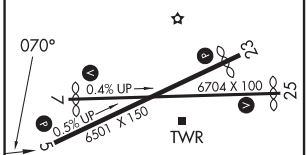
T A Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. VDP NA when using Durango altimeter setting. When local altimeter not received, use Durango altimeter setting and increase all MDAs 260 feet and visibility Cats B/C/D and Circling Cats A/B/C 7/8 SM.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

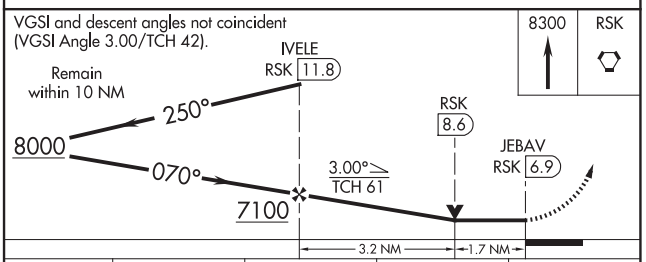
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5507 D TDZE 5498



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



CATEGORY	A	B	C	D
S-5	6060-1 562 (600-1)		6060-1⅝ 562 (600-1⅝)	
CIRCLING	6100-1 593 (600-1)	6180-1 673 (700-1)	6380-2½ 873 (900-2½)	6460-3 953 (1000-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC RSK	APP CRS	Rwy Ldg	6248
115.3	072°	TDZE	5502
Chan 100		Apt Elev	5507

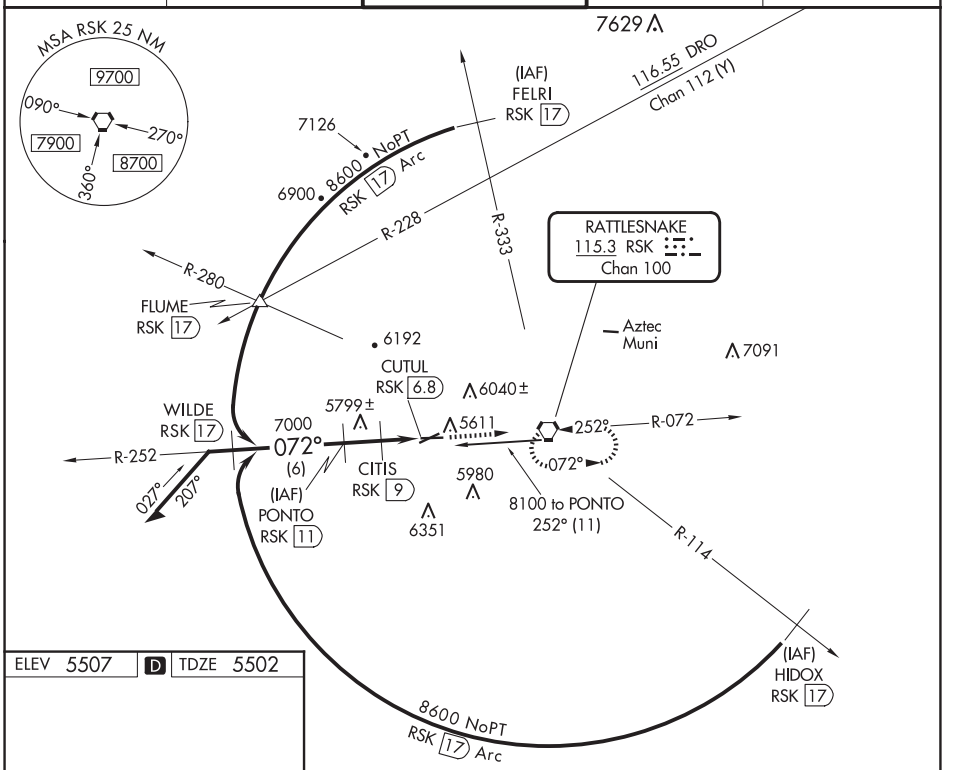
VOR/DME RWY 7

FOUR CORNERS RGNL (FMN)

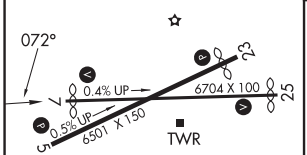
T A Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. VDP NA when using Durango altimeter setting. When local altimeter not received, use Durango altimeter setting and increase all MDAs 260 feet and visibility S-7 Cat C/D and Circling Cats A/B/C ¾ SM.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

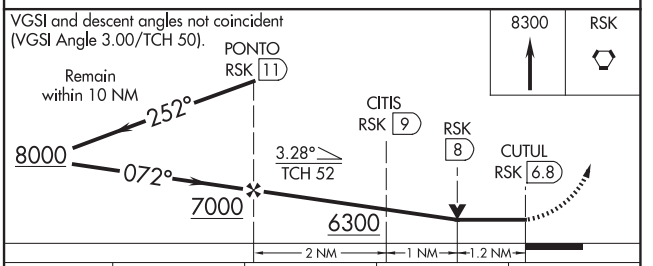
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5507 D TDZE 5502



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



CATEGORY	A	B	C	D
S-7	5920-1 418 (500-1)		5920-1⅛ 418 (500-1⅛)	
CIRCLING	6100-1 593 (600-1)	6180-1 673 (700-1)	6380-2½ 873 (900-2½)	6460-3 953 (1000-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

FARMINGTON, NEW MEXICO | AL-493 (FAA) | 25163

VOR RWY 25

FOUR CORNERS RGNL (FMN)

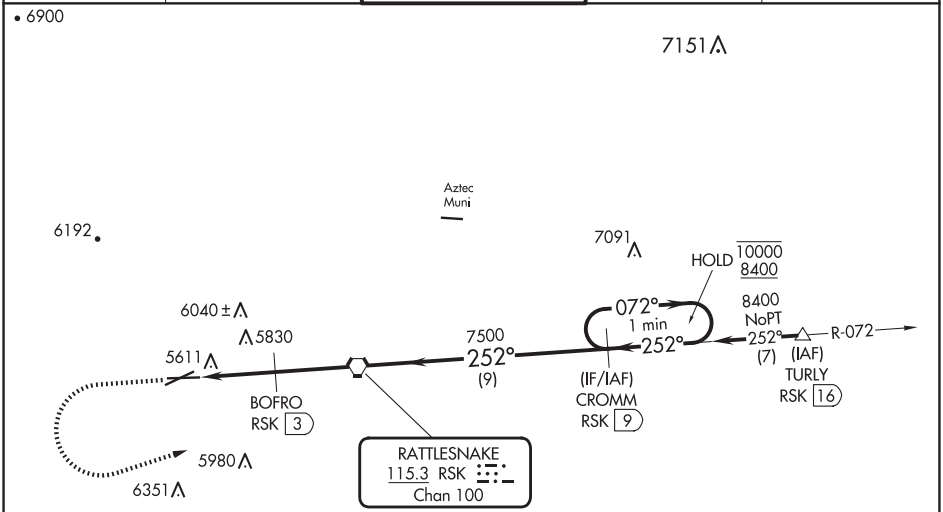
VORTAC RSK	APP CRS	Rwy Ldg	6248
115.3	252°	TDZE	5507
Chan 100		Apt Elev	5507

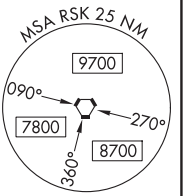
DME required.

VDP NA when using Durango-La Plata County altimeter setting. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango-La Plata County altimeter setting and increase all MDAs 260 feet; increase S-25 visibility Cat B/C/D ⅞ SM and Circling visibility Cat A/B/C ½ SM.

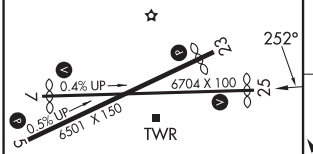
MISSED APPROACH: Climb to 7100 then climbing left turn to 8400 on heading 060° and on RSK VORTAC R-072 to CROMM/9 DME and hold.

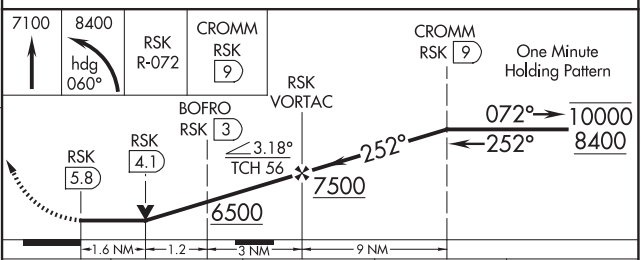
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95





ELEV 5507 | D | TDZE 5507





CATEGORY	A	B	C	D
S-25	6080-1	573 (600-1)	6080-1⅝	573 (600-1⅝)
CIRCLING	6080-1 573 (600-1)	6140-1 633 (700-1)	6380-2½ 873 (900-2½)	6460-3 953 (1000-3)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FARMINGTON, NEW MEXICO
Orig 15JUN23

36°44'N-108°14'W

FOUR CORNERS RGNL (FMN)

VOR RWY 25

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

AL-493 (FAA)

FOUR CORNERS RGNL (FMN)

FARMINGTON, NEW MEXICO

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

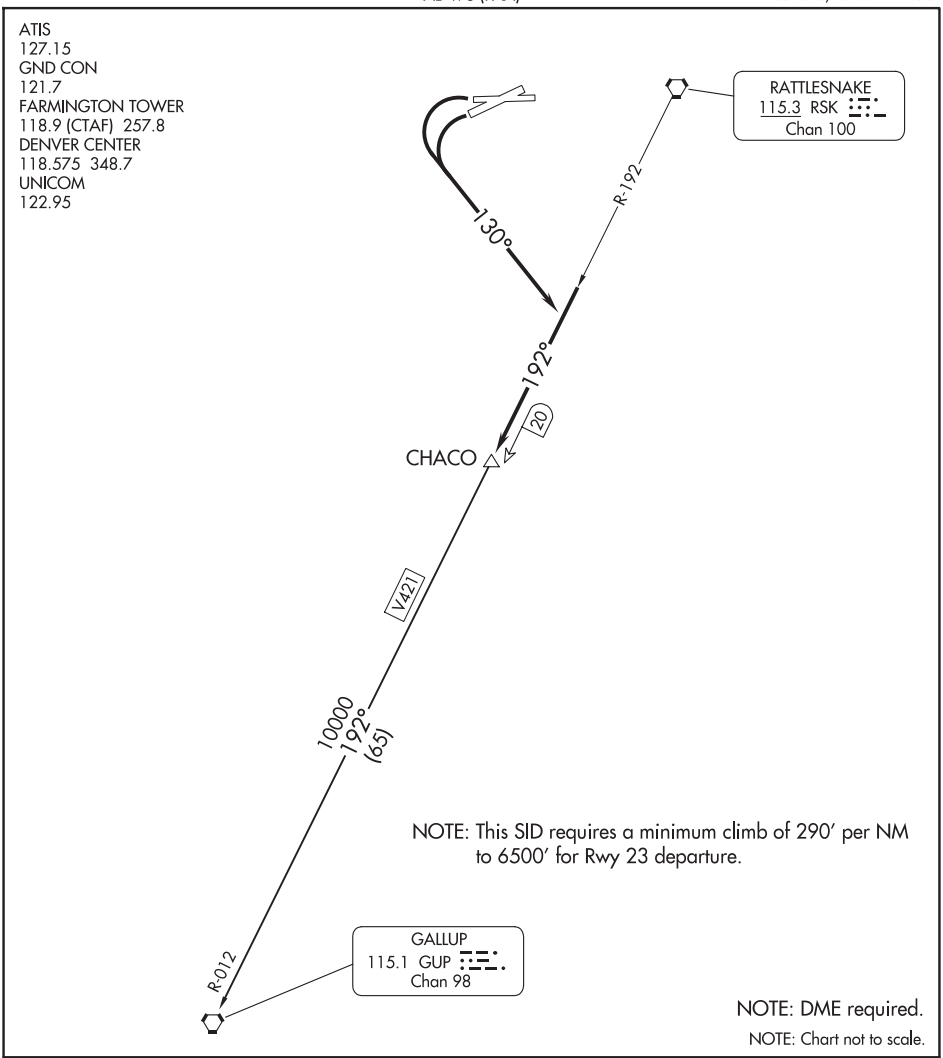
AIRPORT DIAGRAM
25163
FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

(CHACO1.CHACO) 23334

CHACO ONE DEPARTURE

AL-493 (FAA)

FOUR CORNERS RGNL (FMN)
FARMINGTON, NEW MEXICO



DEPARTURE ROUTE DESCRIPTION

Aircraft departing Runways 23 or 25 turn left heading 130° to intercept RSK R-192 to CHACO. Thence via (assigned route).

GALLUP TRANSITION (CHACO1.GUP): From over CHACO via RSK R-192 and GUP R-012 to GUP VORTAC.

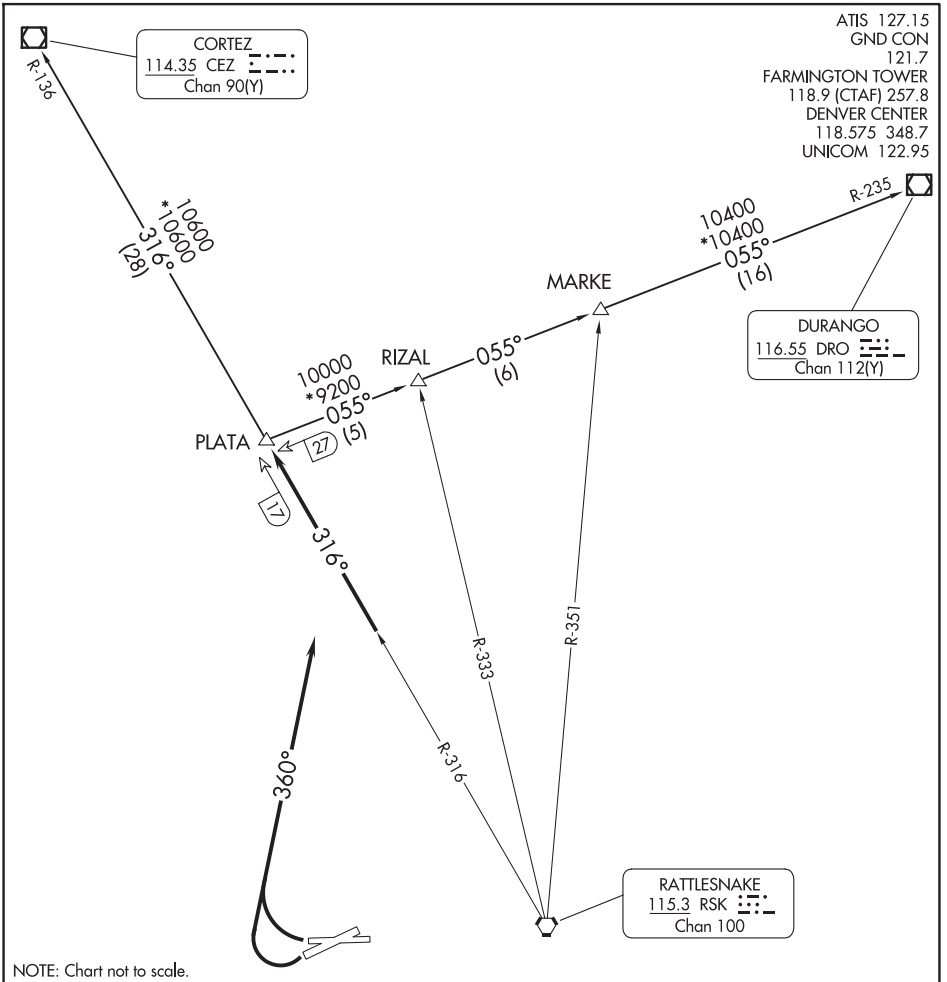
CHACO ONE DEPARTURE

(CHACO1.CHACO) 05DEC96

FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

Aircraft departure Runways 23 and 25 turn right heading 360° to intercept RSK R-316 to PLATA INT. Thence via (transition) or (assigned route).

CORTEZ TRANSITION (PLATA1.CEZ): From over PLATA INT via RSK R-316 and CEZ R-136 to CEZ VOR/DME.

DURANGO TRANSITION (PLATA1.DRO): From over PLATA INT via DRO R-235 to DRO VOR/DME.

MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.

RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

LOC I-FNL	APP CRS	Rwy Ldg	8500
109.5	331°	TDZE	5020
		Apt Elev	5020

ILS or LOC RWY 33

NORTHERN COLORADO RGNL (FNL)

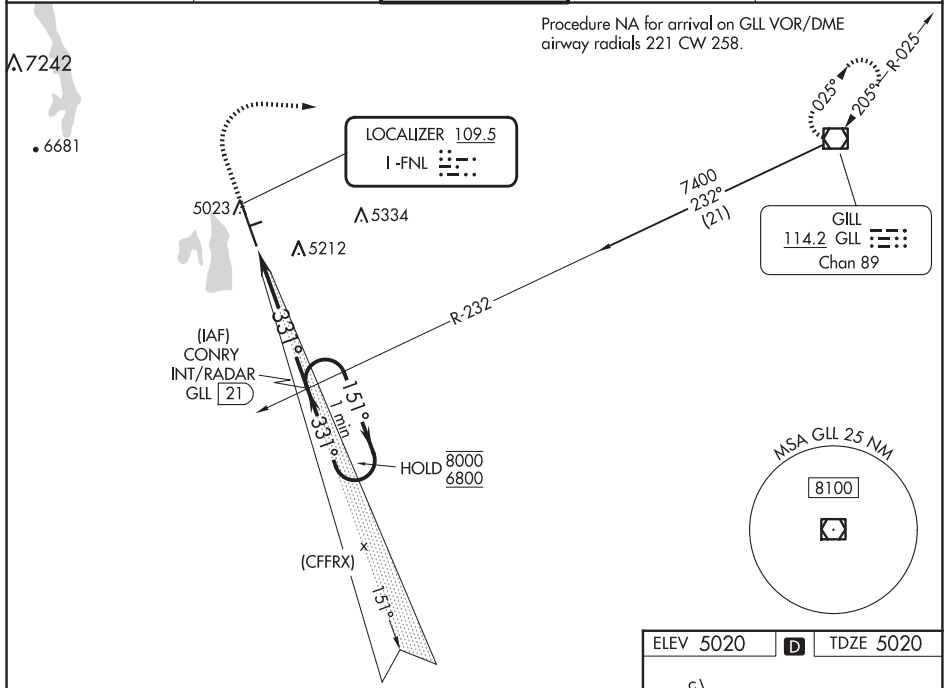
Circling Rwy 24 NA at night.

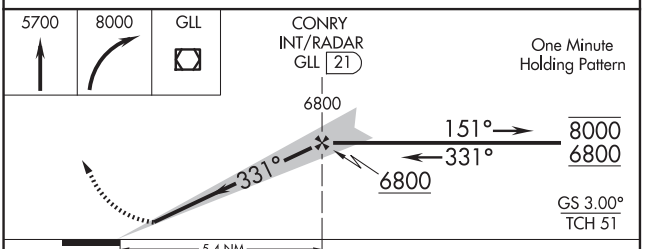
MALSR

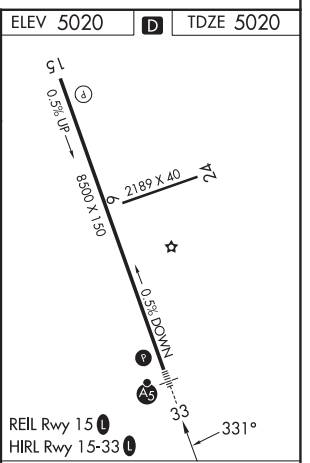
MISSED APPROACH: Climb to 5700 then climbing right turn to 8000 direct GLL VOR/DME and hold.

ATIS	DENVER APP CON	NOCO TOWER ★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)

Procedure NA for arrival on GLL VOR/DME airway radials 221 CW 258.







CATEGORY	A	B	C	D
S-ILS 33	5220-½ 200 (200-½)			
S-LOC 33	5500-½ 480 (500-½)		5500-1 480 (500-1)	
C CIRCLING	5500-1 480 (500-1)	5520-1 500 (500-1)	5520-1½ 500 (500-1½)	5700-2¼ 680 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	8500
151°	TDZE	4990
	Apt Elev	5020

RNAV (GPS) RWY 15

NORTHERN COLORADO RGNL (FNL)

RNP APCH-GPS.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

ATIS	DENVER APP CON	NOCO TOWER ★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)

Procedure NA for arrivals at BARGR on V361 northeast bound.

(IAF) BARGR

8200 177° (13.4)

(IAF) WISER

8200 231° (11.1)

Procedure NA for arrivals at WISER on V81 north bound.

(IF) NAXOS

7200 151° (6.1)

(FAF) LASXE

5072

WIDOD 3 NM to RW15

5023

5053±

RW15

8471

7660

7242

6681

5334

5212

MSA RW15 25 NM

14800

MISSED APCH FIX

IMOMY 151° 331° 7 NM

ELEV 5020 D TDZE 4990

151°

15

0.5% UP

8500 X 150

6

2189 X 40

24

0.5% DOWN

P

A5

33

REIL Rwy 15 L

HIRL Rwy 15-33 L

NAXOS

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).

7600

IMOMY

LASXE

8200

151°

WIDOD 3 NM to RW15

3.05°

TCH 50

0.9 NM to RW15

7200

RW15

5980

6.1 NM 3.7 NM 2.1 NM 0.9

CATEGORY	A	B	C	D
LNAV MDA	5320-1 330 (300-1)			

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	8500
CH 97511	331°	TDZE	5020
W33A		Apt Elev	5020

RNAV (GPS) RWY 33

NORTHERN COLORADO RGNL (FNL)

RNP APCH-GPS.

T A Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV visibility Cat C/D to 1 SM.

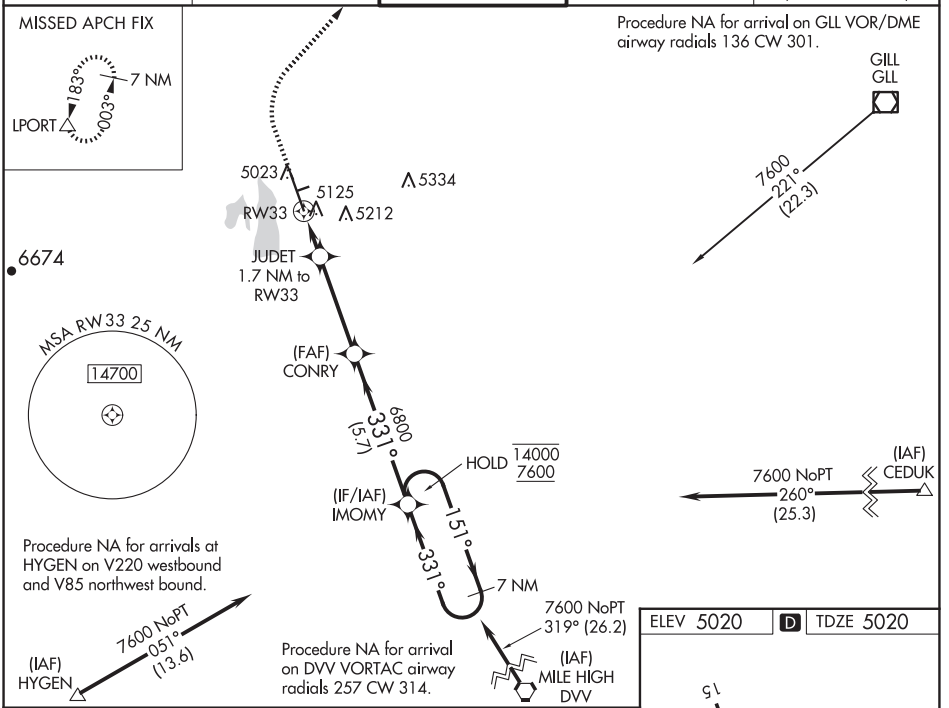
MALSR (A5)

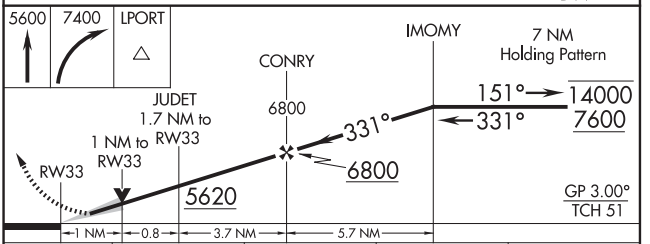
MISSED APPROACH: Climb to 5600, then climbing right turn to 7400 direct LPORT and hold.

ATIS	DENVER APP CON	NOCO TOWER★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)

MISSED APCH FIX

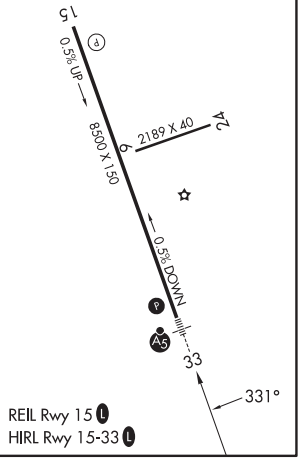
Procedure NA for arrival on GLL VOR/DME airway radials 136 CW 301.





CATEGORY	A	B	C	D
LPV DA	5220-½ 200 (200-½)			
LNAV/VNAV DA	5329-½ 309 (400-½)			
LNAV MDA	5380-½ 360 (400-½)		5380-⅝ 360 (400-⅝)	
C CIRCLING	5480-1 460 (500-1)	5520-1 500 (500-1)	5520-1½ 500 (500-1½)	5700-2¼ 680 (700-2¼)

ELEV 5020 D TDZE 5020



REIL Rwy 15 L
HIRL Rwy 15-33 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME GLL	APP CRS	Rwy Ldg	N/A
114.2	248°	TDZE	N/A
Chan 89		Apt Elev	5020

VOR-A

NORTHERN COLORADO RGNL (FNL)

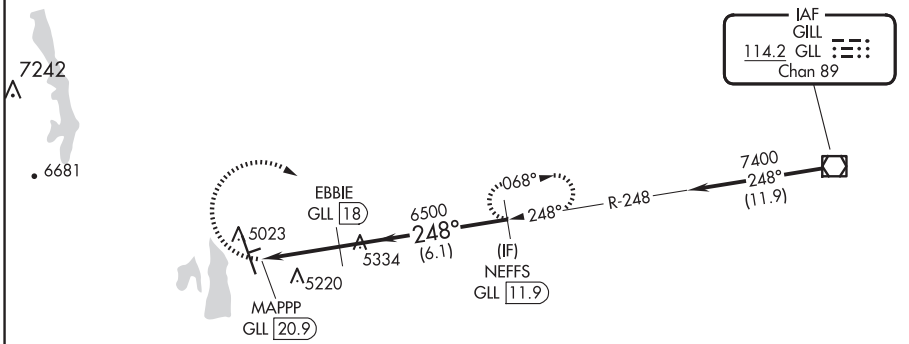
DME required.

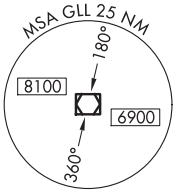
Circling Rwy 24 NA at night. When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ½ SM.

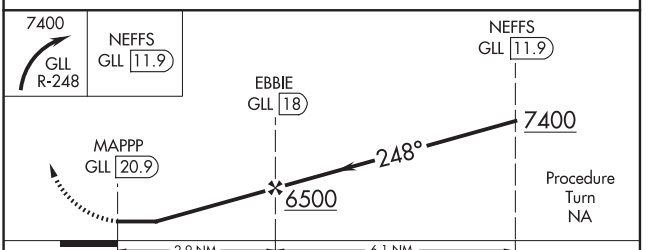
MISSED APPROACH: Climbing right turn to 7400 via GLL VOR/DME R-248 to NEFFS/GLL 11.9 DME and hold.

ATIS	DENVER APP CON	NOCO TOWER ★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)

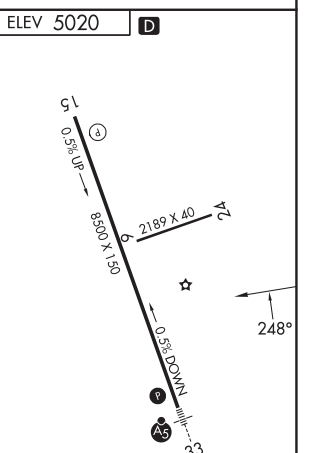
Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.







CATEGORY	A	B	C	D
C CIRCLING	5500-1 480 (500-1)	5580-1 560 (600-1)	5580-1½ 560 (600-1½)	5760-2¼ 740 (800-2¼)



REIL Rwy 15 L
HIRL Rwy 15-33 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

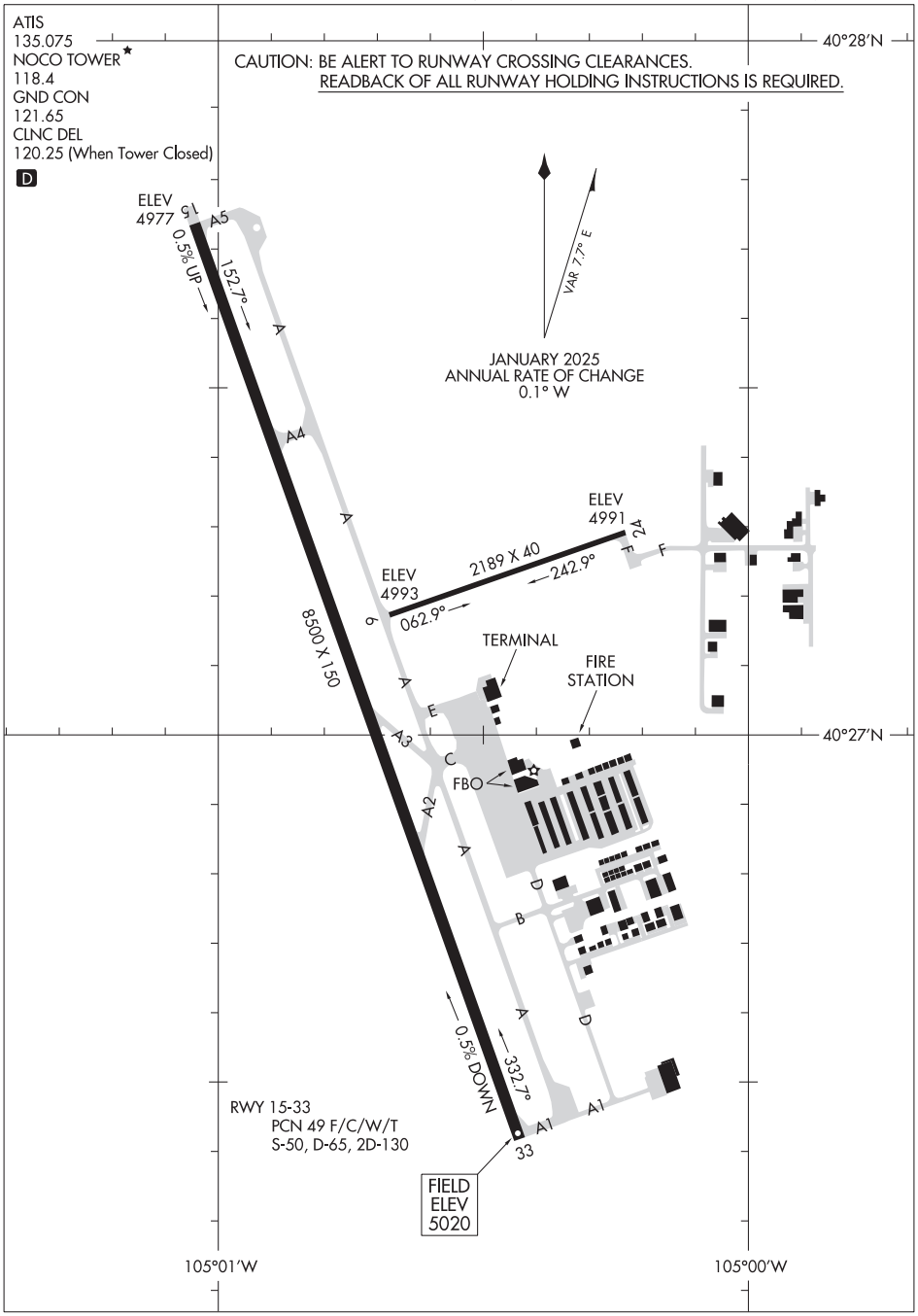
25163

AIRPORT DIAGRAM

NORTHERN COLORADO RGNL (FNL)

AL-5677 (FAA)

FORT COLLINS/LOVELAND, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

25163

DENVER THREE DEPARTURE

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 12 JUN 2025 to 07 AUG 2025

ECHOO ONE DEPARTURE (RNAV)

AL-5677 (FAA)

TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

ECHOO ONE DEPARTURE (RNAV)
(ECHOO1.ECHOO) 26MAR20
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

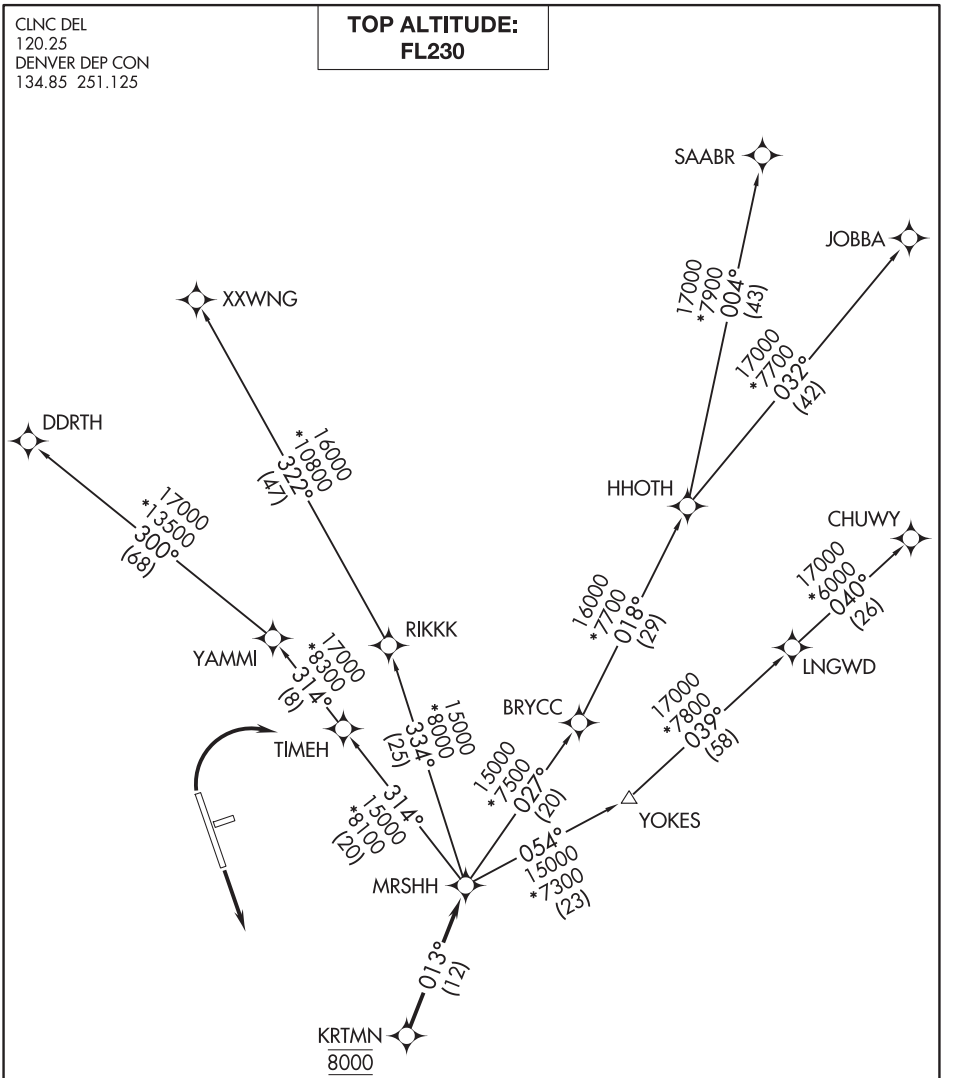
SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

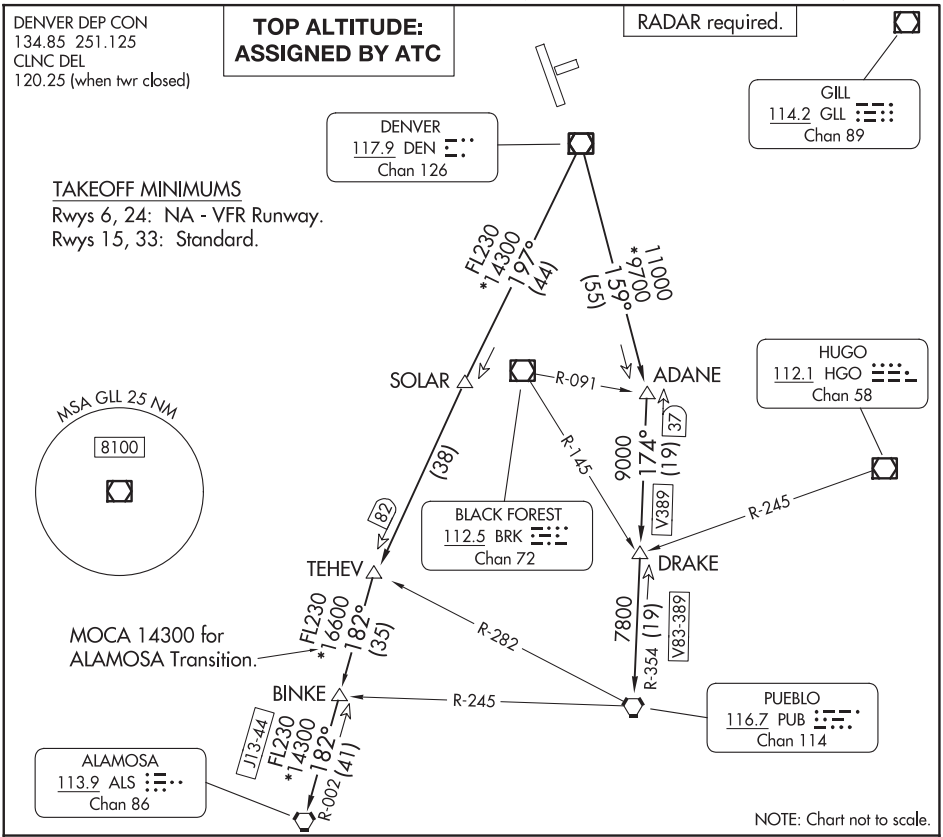
TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence . . . .

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence . . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(PLAIN2.DEN) 25163

PLAINS TWO DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

PLAINS TWO DEPARTURE

(PLAIN2.DEN) 12JUN25

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 12 JUN 2025 to 07 AUG 2025

(ROCKI7.DEN) 25163

ROCKIES SEVEN DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 12JUN25

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

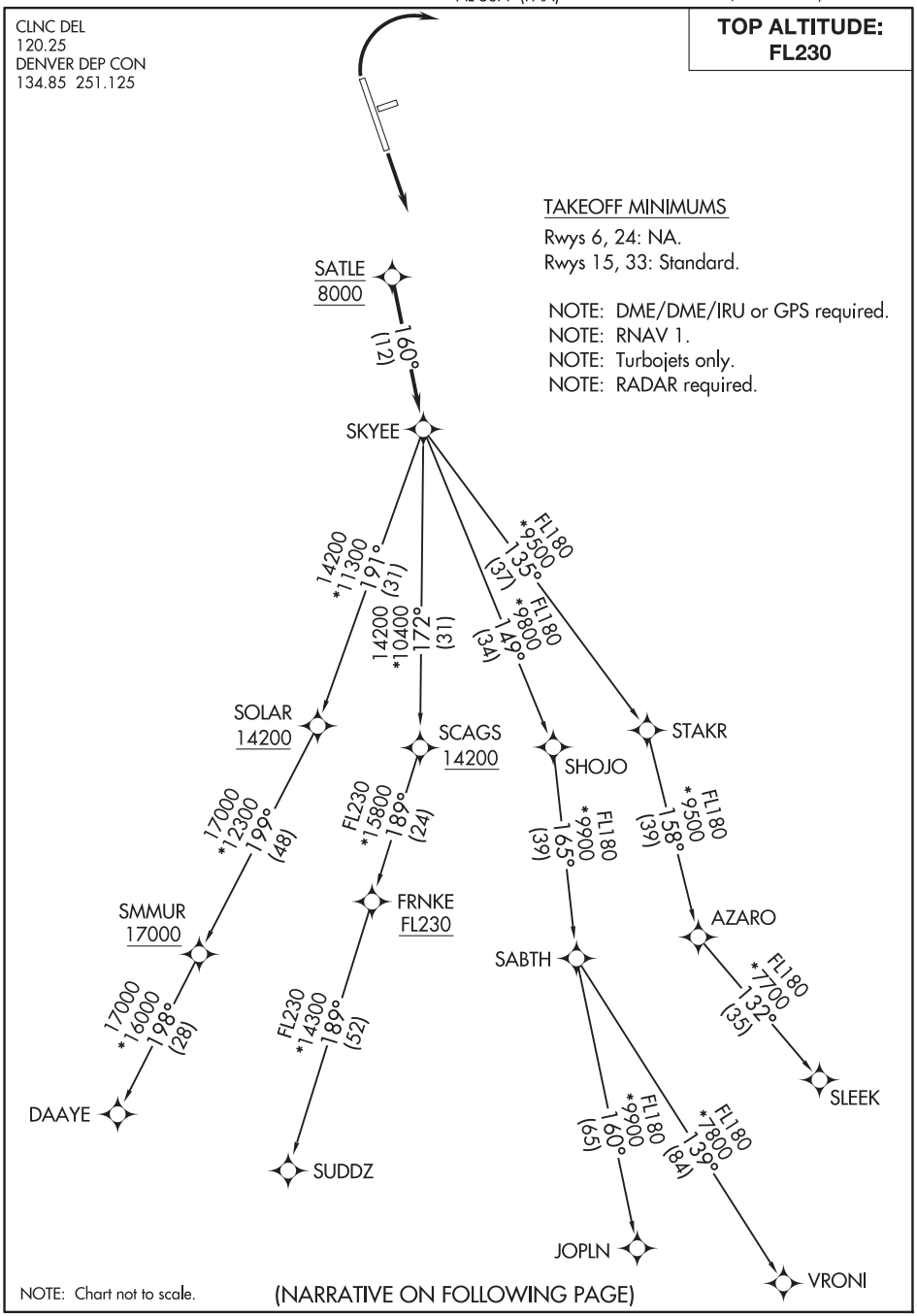
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

(SKYEE1.SKYEE) 20086

SKYEE ONE DEPARTURE (RNAV)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO
AL-5677 (FAA)



SW-1, 12 JUN 2025 to 07 AUG 2025

SKYEE ONE DEPARTURE (RNAV)
(SKYEE1.SKYEE) 26MAR20
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

SW-1, 12 JUN 2025 to 07 AUG 2025

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

FORT COLLINS/LOVELAND, COLORADO

NORTHERN COLORADO RGNL (FNL)

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)

FORT COLLINS/LOVELAND, COLORADO

TOP ALTITUDE: FL230

CLNC DEL 120.25
DENVER DEP CON 134.85 251.125

CHNGY
17000 *15200 266° (37)
ZIMMR 17000
17000 *14800 291° (13)
ZENLO 15000
14000 *12300 292° (10)
BUMPZ 8000
244° (12)
WNGSS 12000
14000 *11400 246° (10)
COUSN 15000
17000 *13800 246° (11)
CONNR 17000
17000 *16500 252° (47)
WERNR
224° (10)
15000 *12000
16000 *13100 224° (6)
BUBLS 15000
17000 *16500 224° (7)
BRANF 16000
17000 *16500 242° (28)
BAYLR 17000
17000 *16500 242° (27)
TEHRU
BOBBA
17000 *16700 208° (69)
BLUE MESA HBU FL230

VOAXA
17000 *15800 256° (38)
COORZ 17000
17000 *15600 273° (13)
KINLE 15000
14000 *11800 273° (10)

N

TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 12 JUN 2025 to 07 AUG 2025

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO
AL-5677 (FAA)

RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

△ HANKI

100

SCOTTSBLUFF
112.6 BFF
Chan 73

R-191

R-090

F210
*8000
034°
(71)

9000
*7900
011°
(70)

COPLA

66

YOKES

(16)

R-186

RAPID CITY
112.3 RAP
Chan 70

F230
*9000
005°
(219)

R-034

8000
*9000
015°
(50)

MOCA 7900 for SCOTTSBLUFF Transition.

WSA GILL 25 NM

8100

TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR Runway.
Rwys 15, 33: Standard.

NOTE: Chart not to scale.

CHEYENNE
113.1 CYS
Chan 78

R-163

10000
*8600
343°
(25)

YALES

10000
*7900
349°
(59)

R-174

9000
*7900
359°
(42)

R-194

11000
*8500
334°
(60)

DENVER
117.9 DEN
Chan 126

GILL
114.2 GIL
Chan 89

YAMMI
12000 (For MEDICINE BOW Transition only)

MEDICINE BOW
116.85 MBW
Chan 115(Y)

12000
*11300
313°
(77)

11000
305°
(45)

R-125

R-133

R-213

V4

13400
273°
(36)

LARAMIE
117.6 LAR
Chan 123

NATTI △

N

DENVER DEP CON
134.85 251.125
CLNC DEL
120.25 (when twr clsd)

(CONTINUED ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

YELLOWSTONE FIVE DEPARTURE
(YELLO5.DEN) 12JUN25
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

FORT MORGAN, COLORADO | AL-10684 (FAA) | 22251

RNAV (GPS) RWY 14

FORT MORGAN MUNI (FMM)

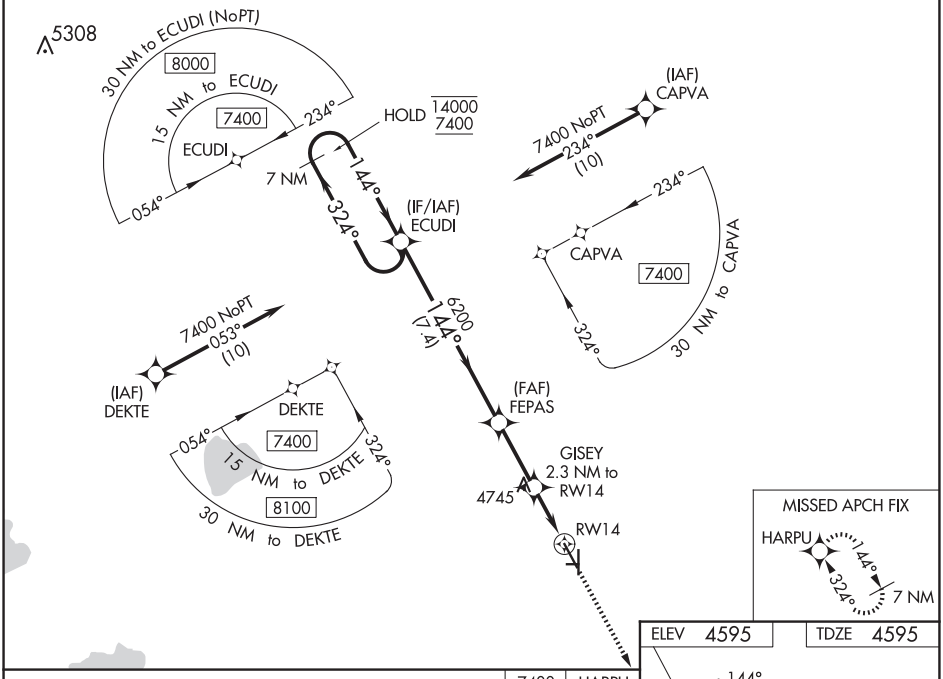
WAAS	APP CRS		
CH 86330	144°	Rwy Idg	5731
W14A		TDZE	4595
		Apt Elev	4595

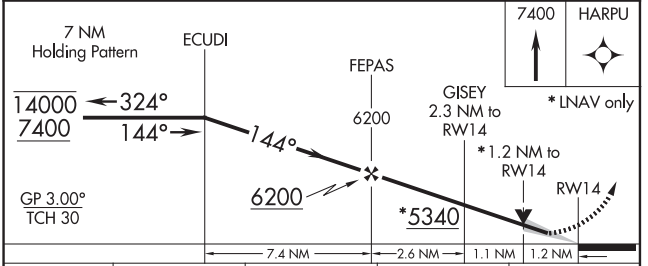
RNP APCH.

Circling Rwy 8, 17, 26, 32, 35 NA at night.

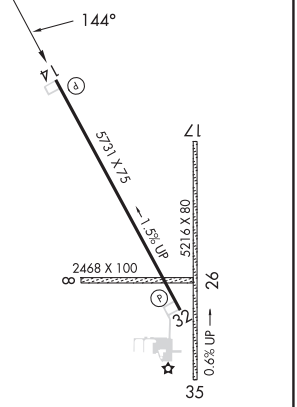
MISSED APPROACH: Climb to 7400 direct HARPU and hold.

AWOS-3PT	DENVER CENTER	UNICOM
132.95	118.475 225.4	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4845-1 250 (300-1)			
LNAV/VNAV DA	4845-1 250 (300-1)			
LNAV MDA	5000-1 405 (500-1)		5000-1⅛ 405 (500-1⅛)	
C CIRCLING	5040-1 445 (500-1)	5080-1 485 (500-1)	5120-1½ 525 (600-1½)	5340-2½ 745 (800-2½)



REIL Rwys 14 and 32 L

MIRL Rwy 14-32 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32

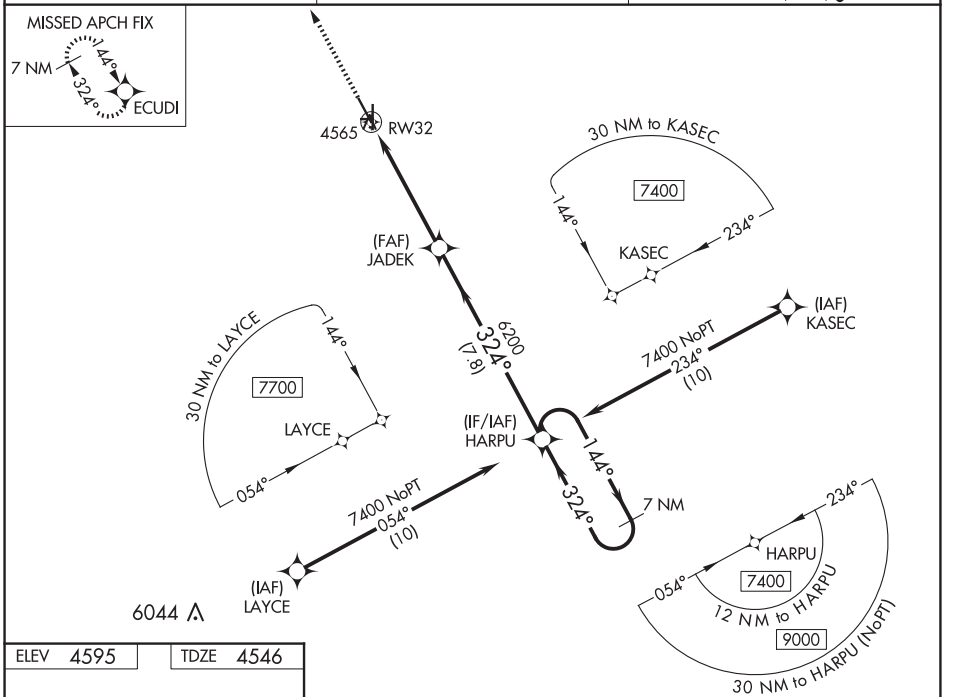
FORT MORGAN MUNI (FMM)

WAAS	APP CRS	Rwy Idg	5731
CH 86438	324°	TDZE	4546
W32A		Apt Elev	4595

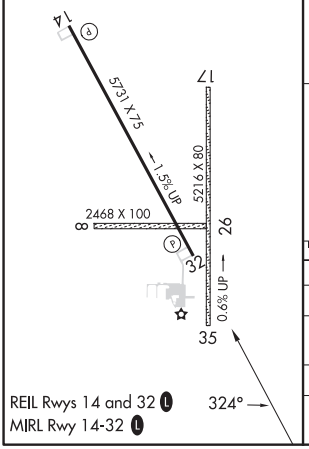
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron altimeter setting: increase all DA to 4879 feet and all visibilities ⅛ mile; increase all MDA 100 feet and all Cat C and D visibilities ¼ mile. Night landing: Rwy 8, 17, 26, 32, 35 NA. Helicopter visibility reduction below 1 SM NA.

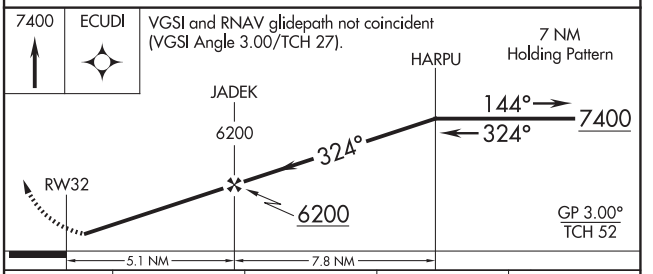
MISSED APPROACH: Climb to 7400 direct ECUDI and hold.

AWOS-3PT	DENVER CENTER	UNICOM
132.95	118.475 225.4	123.05 (CTAF) L



ELEV 4595	TDZE 4546





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, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GALLUP, NEW MEXICO | AL-526 (FAA) | 25163

RNAV (GPS) RWY 6

GALLUP MUNI (GUP)

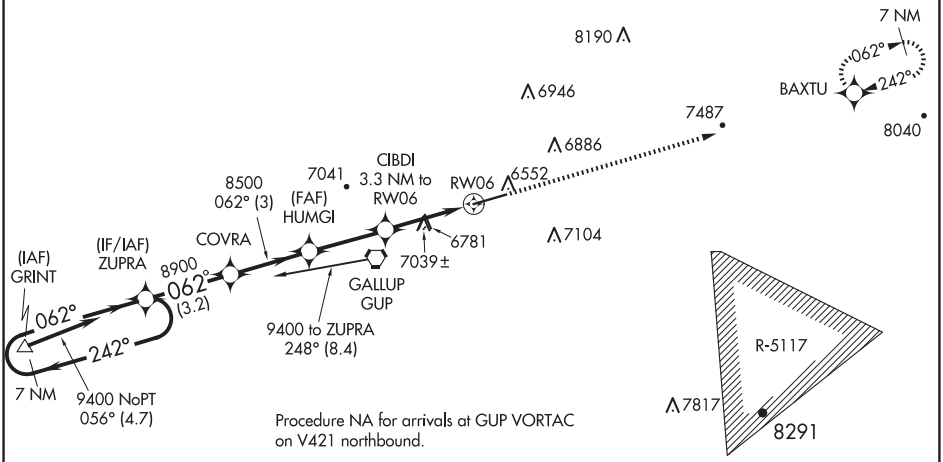
APP CRS	Rwy Ldg	7312
062°	TDZE	6465
	Apt Elev	6472

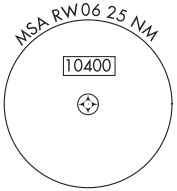
RNP APCH - GPS.

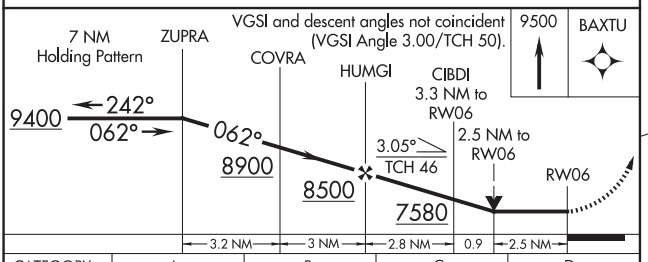
Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use RQE altimeter setting and increase all MDAs 80 feet, increase LNAV Cat A visibility ¼ SM. VDP NA with RQE altimeter setting.

MISSED APPROACH: Climb to 9500 direct BAXTU and hold.

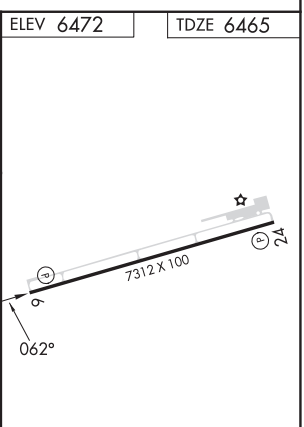
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7300-1 835 (900-1)	7300-1¼ 835 (900-1¼)	7300-2½ 835 (900-2½)	
CIRCLING	7300-1¼ 828 (900-1¼)		7460-3 988 (1000-3)	7720-3 1248 (1300-3)



REIL Rwy 24 L
MIRL Rwy 6-24 L

GALLUP, NEW MEXICO
Amdt 2B 20FEB25

35°31′N-108°47′W

GALLUP MUNI (GUP)

RNAV (GPS) RWY 6

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	7312
242°	TDZE	6472
	Apt Elev	6472

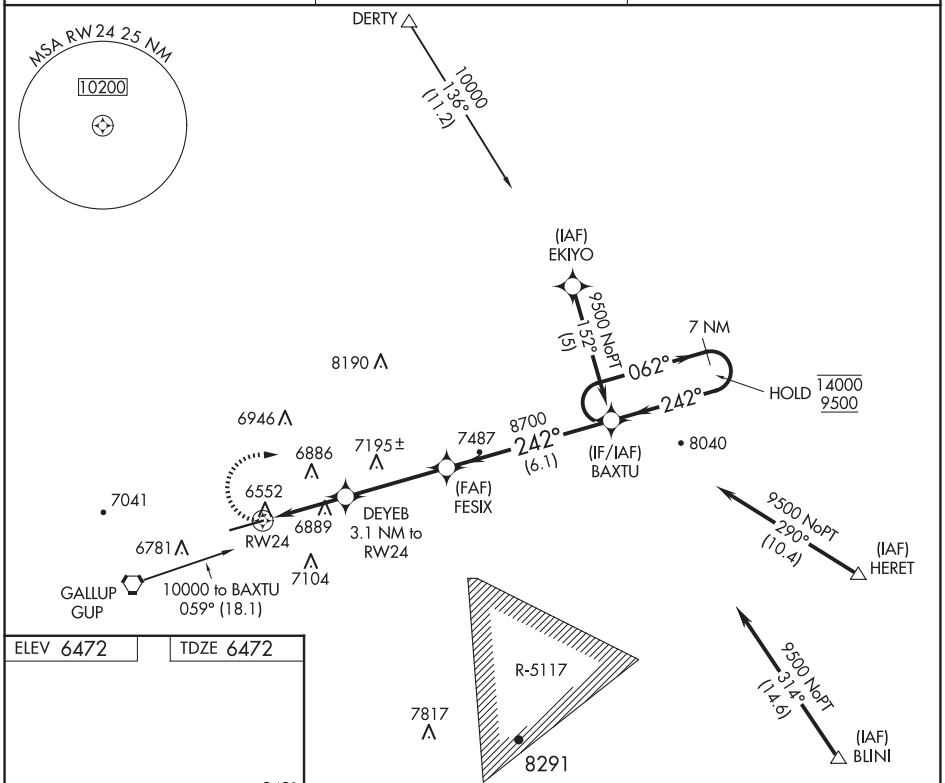
RNAV (GPS) RWY 24
GALLUP MUNI (GUP)

RNP APCH.

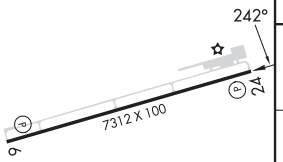
Rwy 24 helicopter visibility reduction below ¾ SM NA.

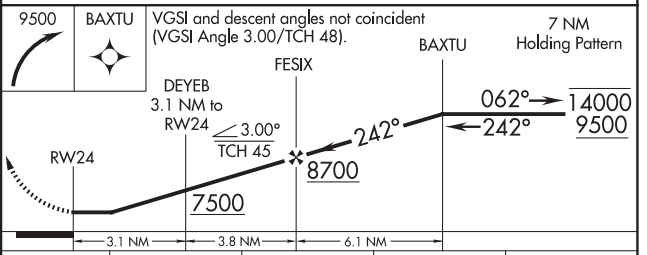
MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L



ELEV 6472 TDZ 6472





CATEGORY	A	B	C	D
LNAV MDA	7360-1¼ 888 (900-1¼)		7360-2½ 888 (900-2½)	
CIRCLING	7360-1¼ 888 (900-1¼)		7460-3 988 (1000-3)	7720-3 1248 (1300-3)

REIL Rwy 24 L
MIRL Rwy 6-24 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-GUP	APP CRS	Rwy Ldg	7312
111.7	062°	TDZE	6465
Chan 54		Apt Elev	6472

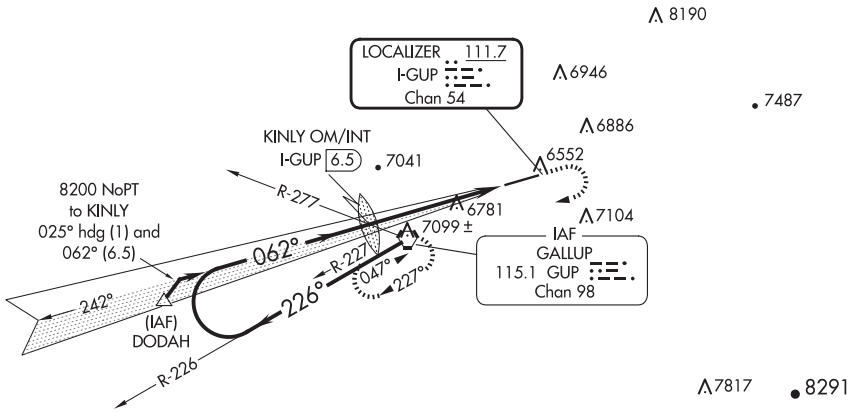
LOC RWY 6

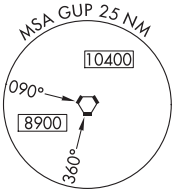
GALLUP MUNI (GUP)

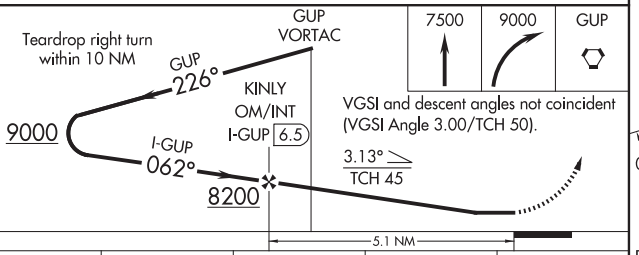
NA Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L

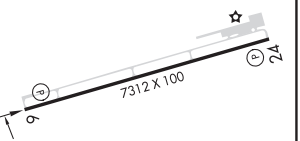






CATEGORY	A	B	C	D
S-6	7280-1 815 (900-1)	7280-1¼ 815 (900-1¼)	7280-2½	815 (900-2½)
CIRCLING	7280-1 808 (900-1)	7280-1¼ 808 (900-1¼)	7460-3 988 (1000-3)	7720-3 1248 (1300-3)

ELEV 6472 TDZE 6465



REIL Rwy 24 L

MIRL Rwy 6-24 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC GUP	APP CRS	Rwy Ldg	7312
115.1	047°	TDZE	6465
Chan 98		Apt Elev	6472

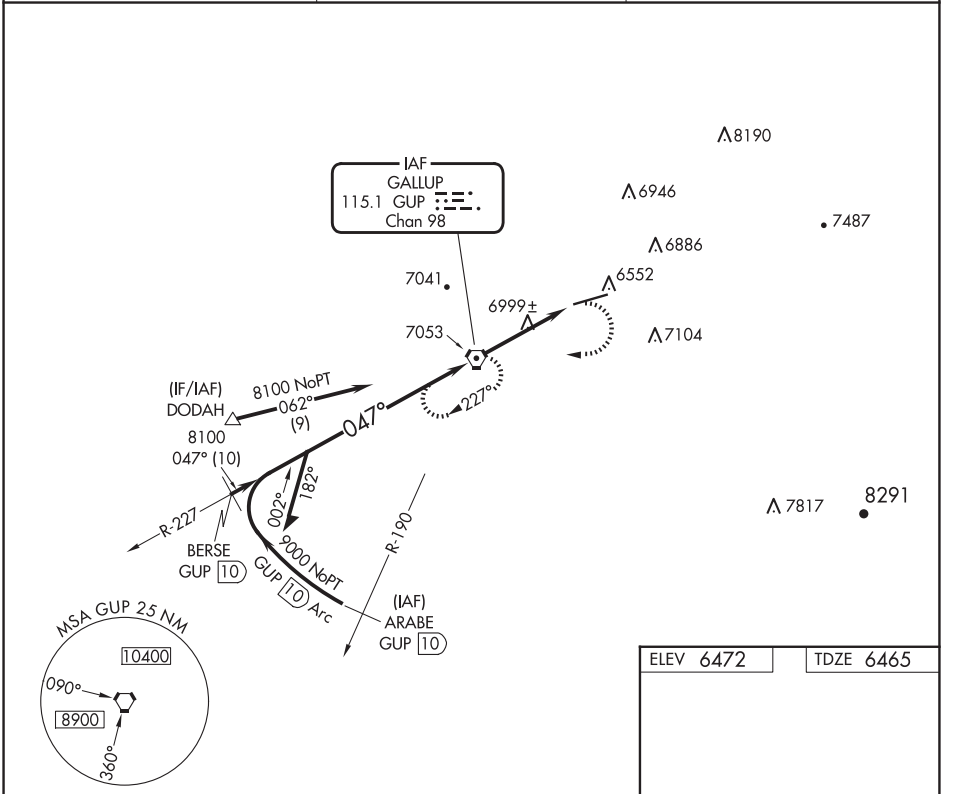
VOR RWY 6

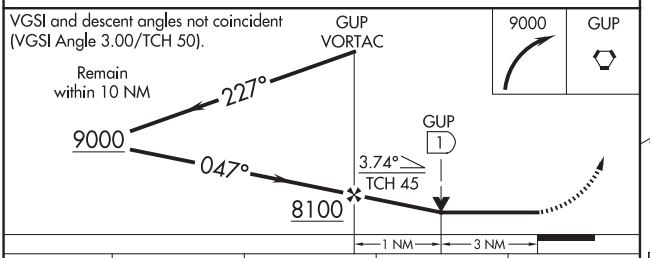
GALLUP MUNI (GUP)

Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 9000 direct GUP VORTAC and hold.

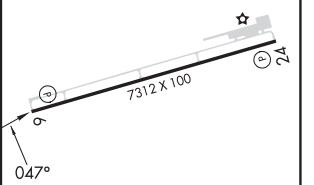
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L





CATEGORY	A	B	C	D
S-6	7460-1¼ 995 (1000-1¼)	7460-1½ 995 (1000-1½)	7460-3 995 (1000-3)	NA
CIRCLING	7460-1¼ 988 (1000-1¼)	7460-1½ 988 (1000-1½)	7460-3 988 (1000-3)	7720-3 1248 (1300-3)

ELEV 6472 TDZE 6465



REIL Rwy 24 L

MIRL Rwy 6-24 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
071°	TDZE	N/A
	Apt Elev	8207

RNAV (GPS)-C
GRANBY-GRAND COUNTY (GNB)

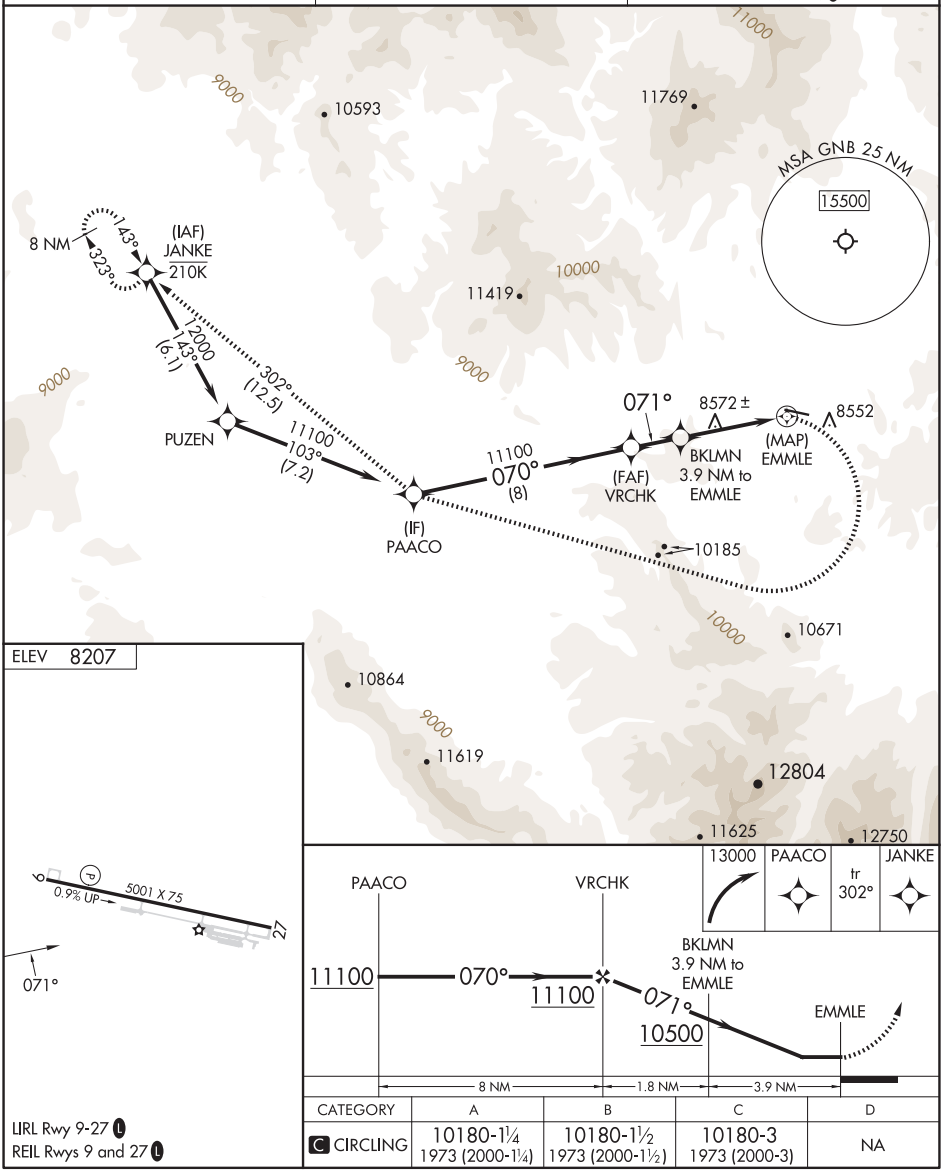
RNP APCH - GPS.

T A -24°C

Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: (Do not exceed 165K until PAACO)
Immediate climbing right turn to 13000 direct PAACO and on track 302° to JANKE and hold.

AWOS-3PT	DENVER CENTER	UNICOM
119.925	128.65 282.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	10180-1¼ 1973 (2000-1¼)	10180-1½ 1973 (2000-1½)	10180-3 1973 (2000-3)	NA

LIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER CENTER
128.65 282.2

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 9: NA - Environmental.
Rwy 27: Standard with minimum climb of 630′ per NM to 10400.

TAKEOFF OBSTACLE NOTES

Rwy 27: Fence and lighting beginning 6′ from DER, 112′ right of centerline, up to 9′ AGL/8164′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb on heading 274° to 8707, then climbing left turn to 14000 direct PUZEN, thence . . . .

. . . . then on track 323° to cross JANKE at or above 14000 before proceeding on course.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 11

GRAND JUNCTION RGNL (GJT)

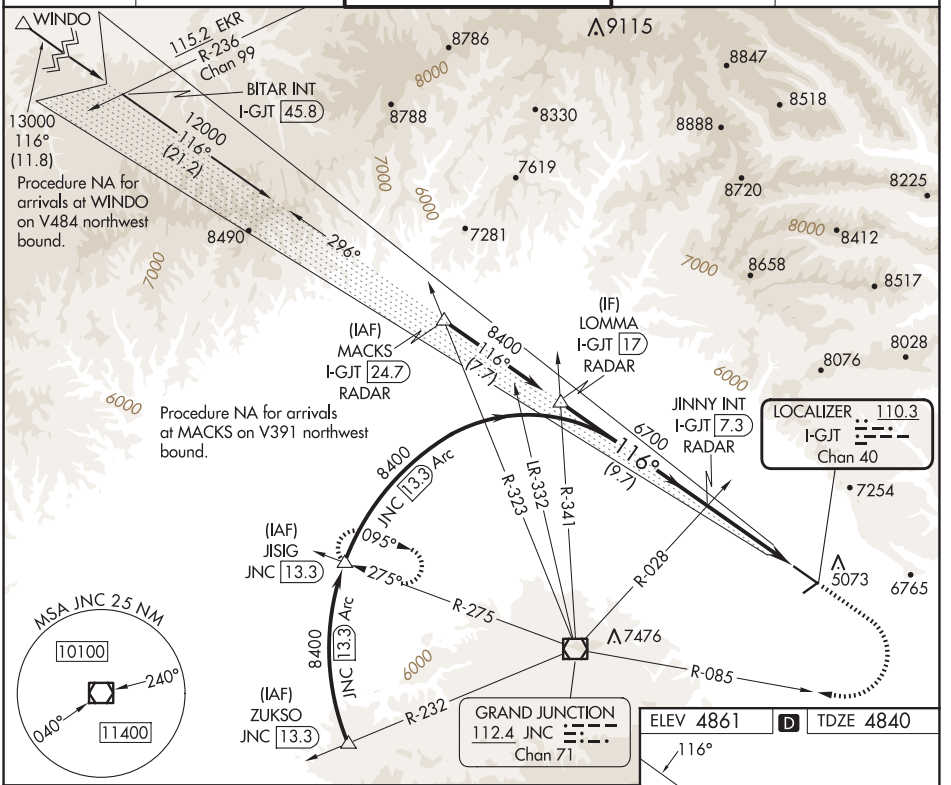
LOC/DME I-GJT	APP CRS	Rwy Ldg	9339
110.3	116°	TDZE	4840
Chan 40		Apt Elev	4861

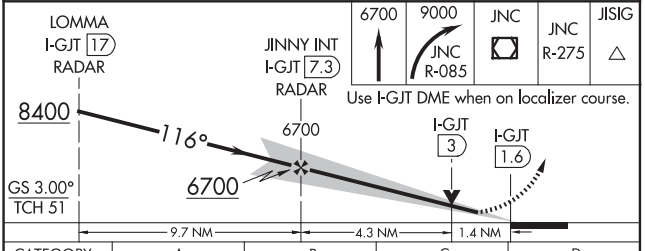
Circling NA for Cat D north of Rwy 11-29.
Inop table does not apply to S-ILS 11 all Cats.

MALSF

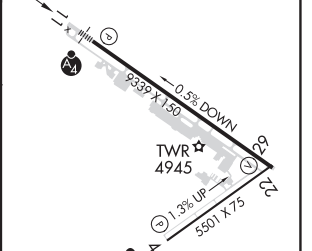
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on JNC VOR/DME R-085 to JNC VOR/DME then on JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95





CATEGORY	A	B	C	D
S-ILS 11	5040/40 200 (200-¾)			
S-LOC 11	5340/40 500 (500-¾)		5340/60 500 (500-1¼)	
CIRCLING	5380-1 519 (600-1)	5520-1 659 (700-1)	5840-3 979 (1000-3)	



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5.42	3:48	2:51	2:17	1:54

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 11

GRAND JUNCTION RGNL (GJT)

APP CRS	Rwy Ldg	9339
116°	TDZE	4840
	Apt Elev	4861

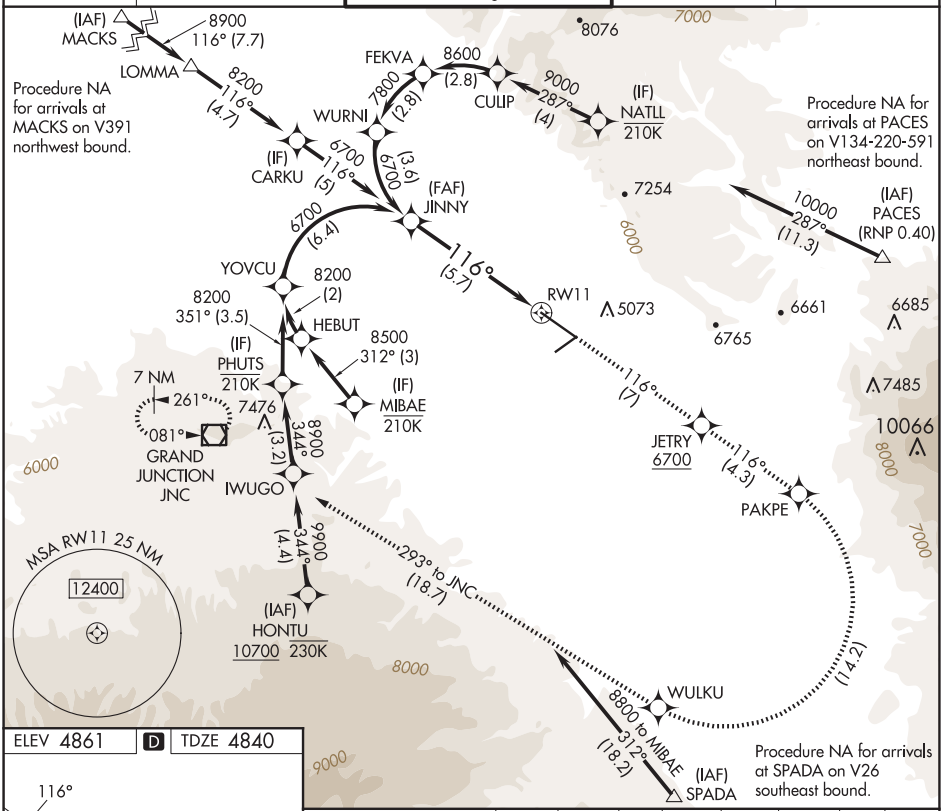
RNP AR APCH - GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inoperative ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM.

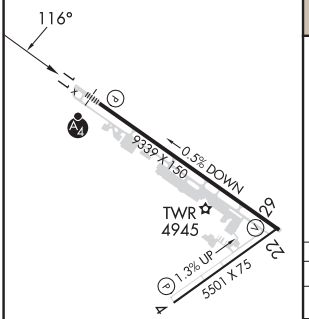
MALSF

MISSED APPROACH: Climb to 9000 on track 116° to JETRY, cross JETRY at or above 6700, and track 116° to PAKPE, right turn to WULKU, and track 293° to JNC VOR/DME and hold.

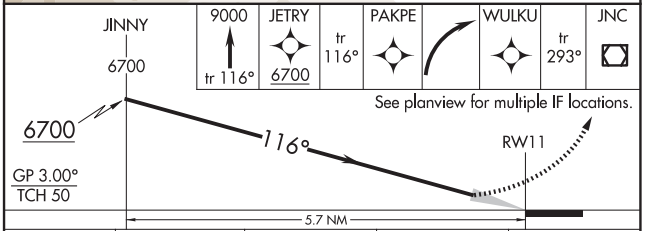
ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4861	D	TDZE 4840



HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29



CATEGORY	A	B	C	D
RNP 0.10 DA	5183/40 343 (400-¾)			
RNP 0.30 DA	5346-1¼ 506 (500-1¼)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GRAND JUNCTION, COLORADO | AL-634 (FAA) | 25163

APP CRS	Rwy Ldg	9339
301°	TDZE	4861
	Apt Elev	4861

RNAV (GPS) RWY 29

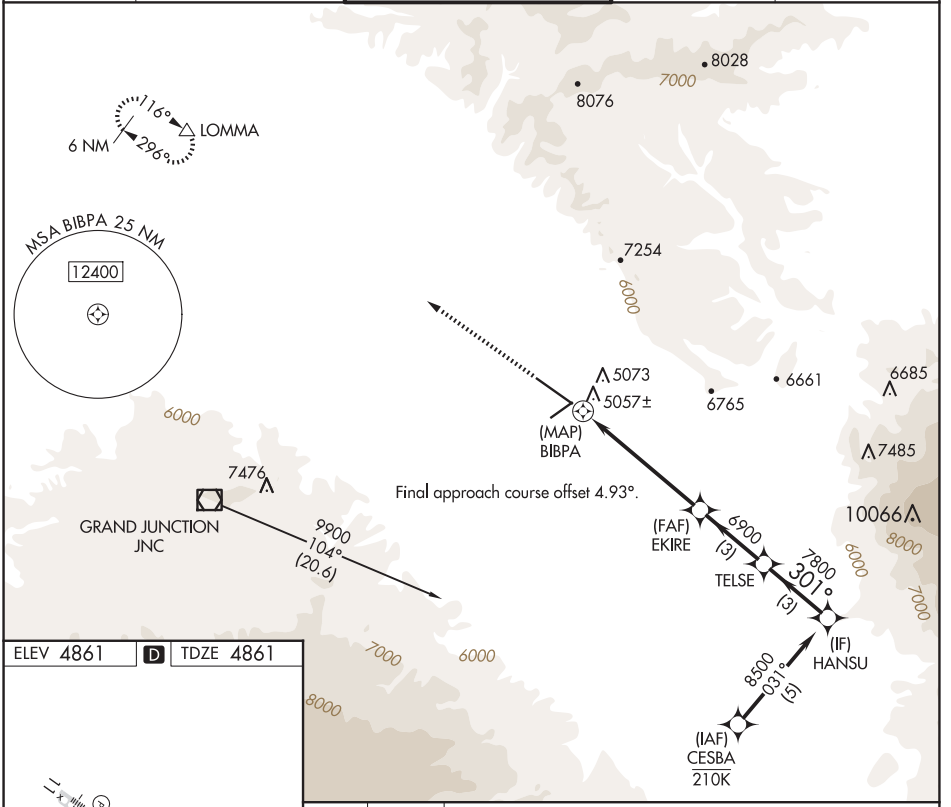
GRAND JUNCTION RGNL (GJT)

RNP APCH - GPS.

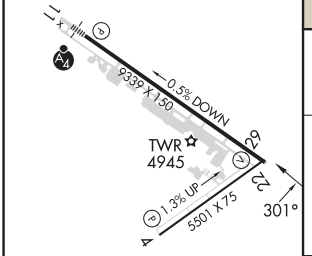
Circling NA for Cat D north of Rwy 11-29.

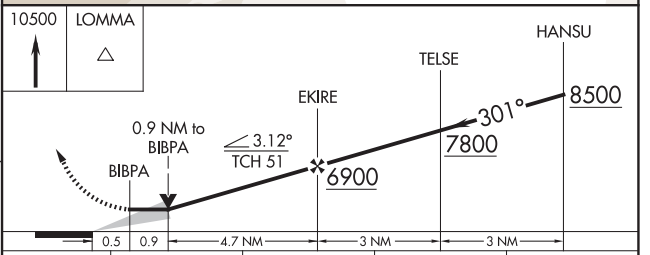
MISSED APPROACH: Climb to 10500 direct LOMMA and hold, continue climb-in-hold to 10500.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4861 | D | TDZE 4861





CATEGORY	A	B	C	D
LNAV MDA	5340-1 479 (500-1)		5340-1⅜ 479 (500-1⅜)	
CIRCLING	5380-1 519 (600-1)	5520-1 659 (700-1)	5840-3 979 (1000-3)	

HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

GRAND JUNCTION, COLORADO
Amdt 2 16MAY24

39°07′N-108°32′W

GRAND JUNCTION RGNL (GJT)
RNAV (GPS) RWY 29

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	9339
CH 97514	116°	TDZE	4840
W11A		Apt Elev	4861

RNAV (GPS) Y RWY 11

GRAND JUNCTION RGNL (GJT)

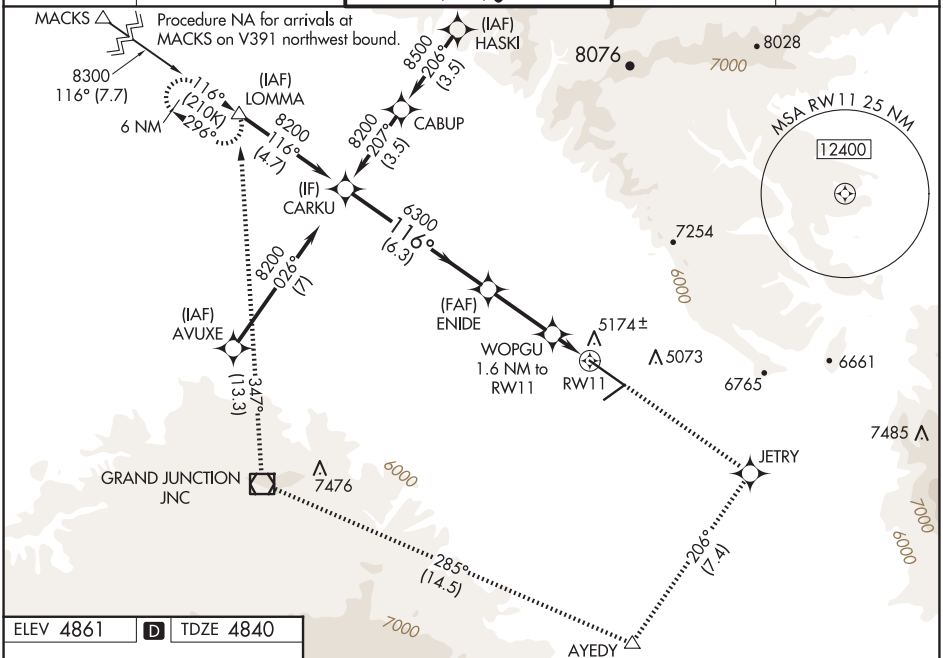
RNP APCH - GPS.

T A Circling NA for Cat D north of Rwy 11-29. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and increase LNAV Cat C/D visibility to 1⅜ . Inop table does not apply to LPV* .

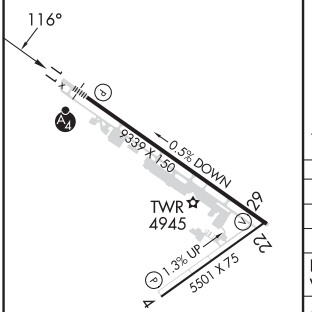
MALSF

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 on track 206° to AYEDY and track 285° to JNC VOR/DME and track 347° to LOMMA and hold.
*Missed approach requires minimum climb of 206 feet per NM to 7740.

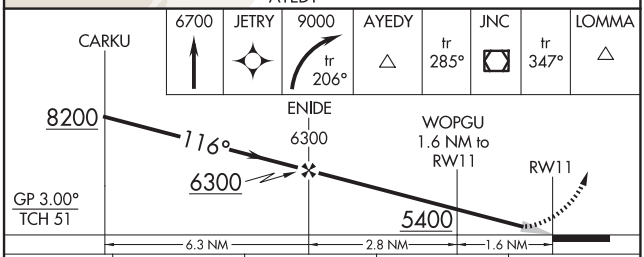
ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4861 D TDZE 4840



HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29



CATEGORY	A	B	C	D
LPV DA*	5040/40 200 (200-¾)			
LPV DA	5120/40 280 (300-¾)			
LNAV/VNAV DA	5317/60 477 (500-1¼)			
LNAV MDA*	5280/40 440 (500-¾)		5280/50 440 (500-1)	
LNAV MDA	5360/40 520 (500-¾)		5360-1¼ 520 (500-1¼)	
CIRCLING	5380-1 519 (600-1)	5520-1 659 (700-1)	5840-3 979 (1000-3)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GRAND JUNCTION, COLORADO | AL-634 (FAA) | 25163

LDA RWY 29

GRAND JUNCTION RGNL (GJT)

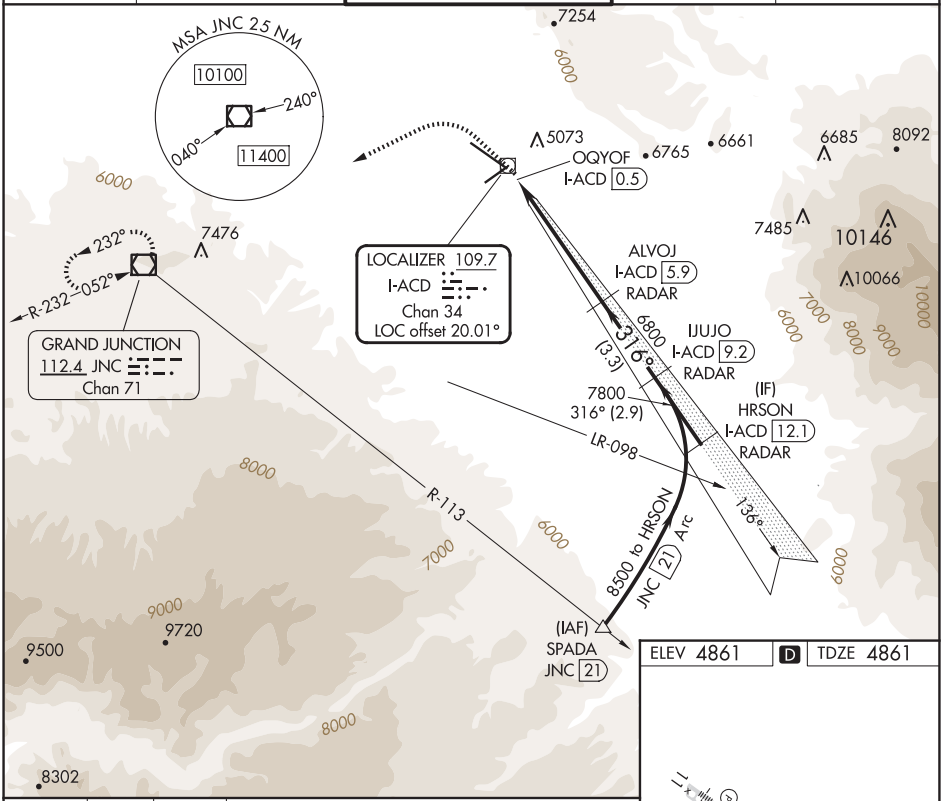
LOC/DME I-ACD	APP CRS	Rwy Ldg	9339
109.7	316°	TDZE	4861
Chan 34		Apt Elev	4861

DME required.

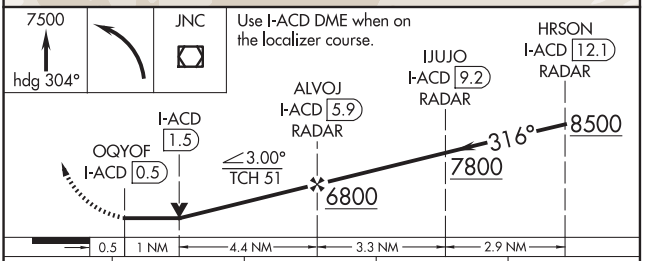
Circling NA for Cat D north of Rwy 11-29.
Autopilot coupled approach NA inside 2.0 DME.

MISSED APPROACH: Climb to 7500 on heading 304° then climbing left turn direct JNC VOR/DME and hold, continue climb-in-hold to 11000.

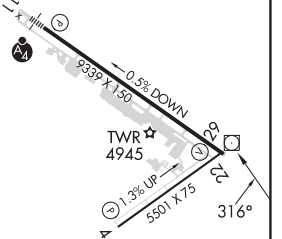
ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4861 D TDZE 4861



CATEGORY	A	B	C	D
S-29	5400-1 539 (600-1)		5400-1½ 539 (600-1½)	
CIRCLING	5400-1 539 (600-1)	5520-1 659 (700-1)	5840-3 979 (1000-3)	



HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

GRAND JUNCTION, COLORADO
Amdt 1A 11JUL24

39°07′N-108°32′W

GRAND JUNCTION RGNL (GJT)
LDA RWY 29

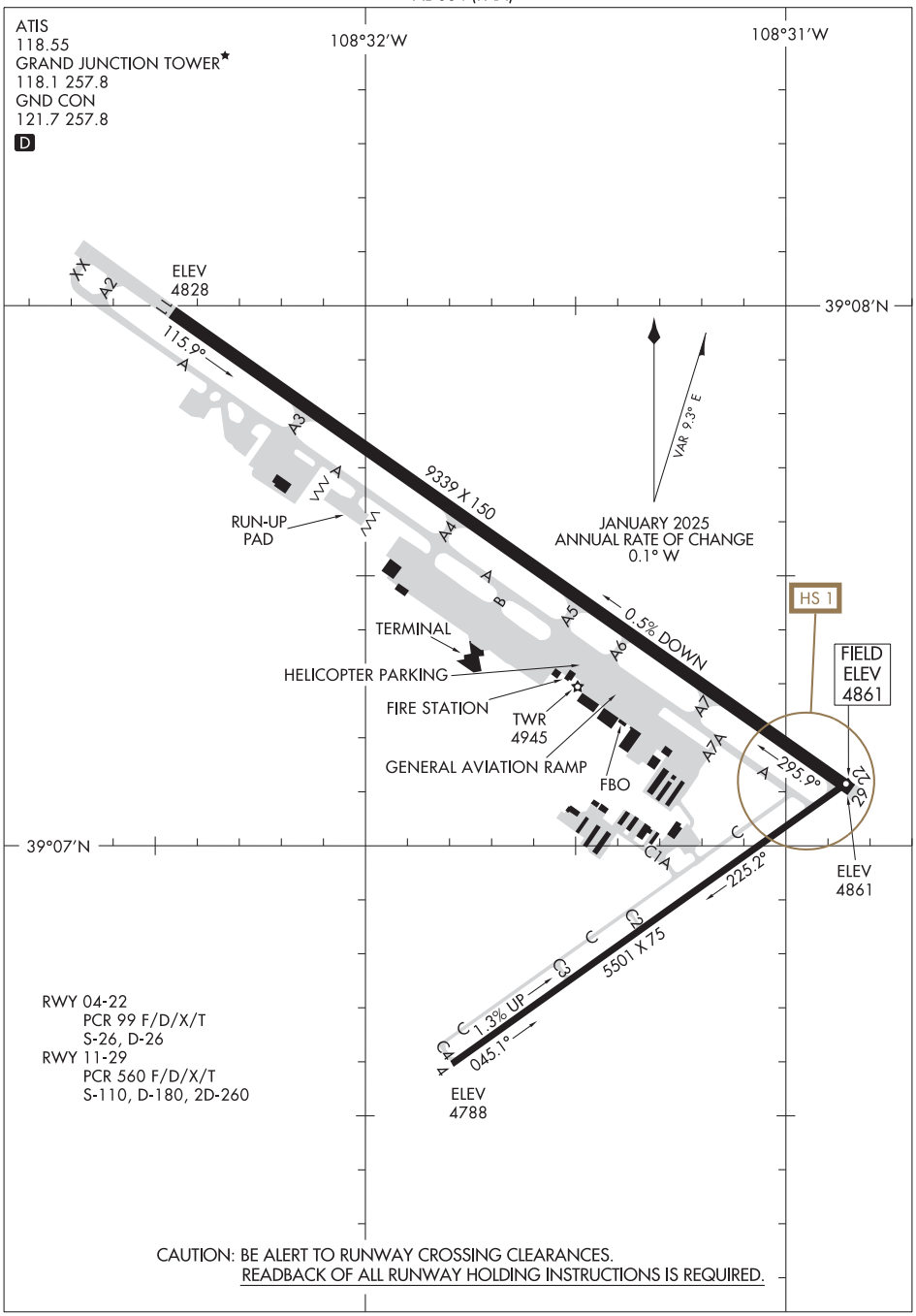
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



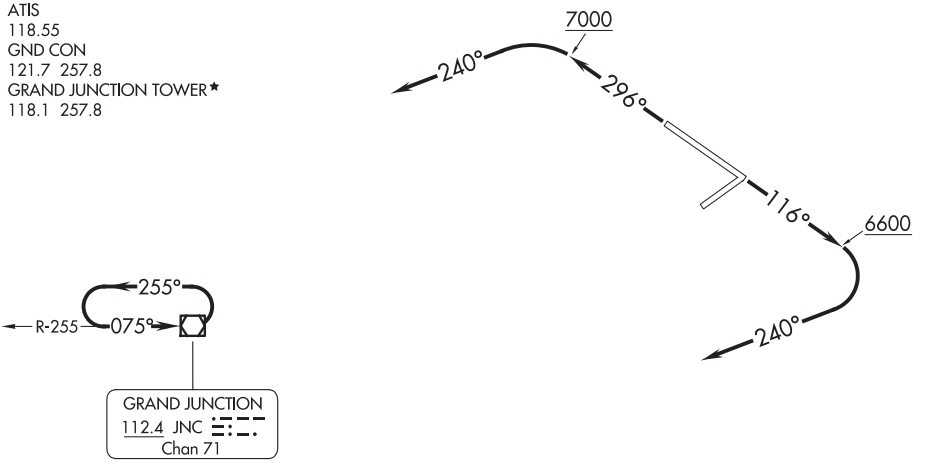
SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

25107

DENVER DEP CON ★
119.7 317.4
ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8

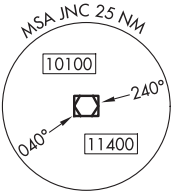


TAKEOFF OBSTACLE NOTES

Rwy 11: Light poles beginning 7′ from DER, 55′ left of centerline, up to 3′ AGL/4863′ MSL.
Light poles 8′ from DER, 54′ right of centerline, 1′ AGL/4862′ MSL.
Poles beginning 251′ from DER, 285′ left of centerline, up to 20′ AGL/4883′ MSL.
Rwy 29: Vertical structure 151′ from DER, 432′ right of centerline, 22′ AGL/4846′ MSL.
Navaid, tower beginning 266′ from DER, 398′ right of centerline, up to 43′ AGL/4865′ MSL.

TAKEOFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with minimum climb of 235′ per NM to 7400.
Rwy 29: Standard with minimum climb of 225′ per NM to 8000.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

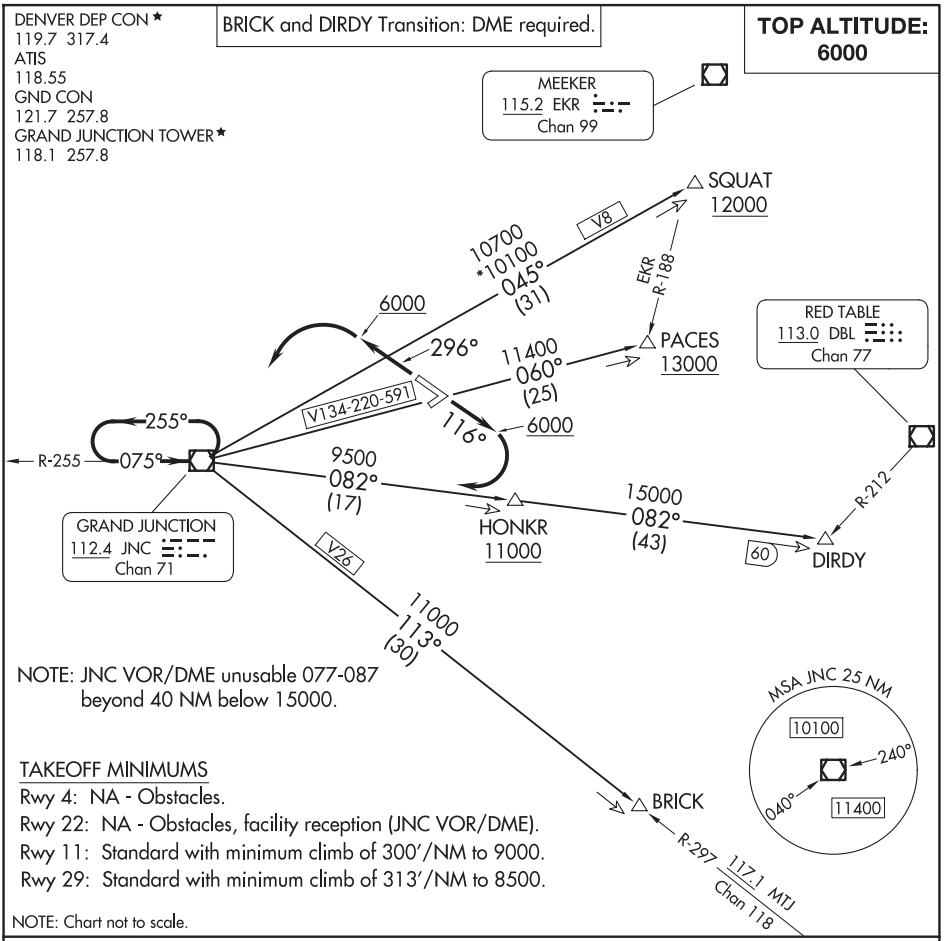
TAKEOFF RUNWAY 11: Climb on heading 116° to 6600, then climbing right turn to heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to 7000, then climbing left turn to heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME, thence . . . .

. . . . Cross JNC VOR/DME at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

SW-1, 12 JUN 2025 to 07 AUG 2025

GRAND JUNCTION NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 116° to 6000, then right turn direct JNC VOR/DME, thence. . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to 6000, then left turn direct JNC VOR/DME, thence. . . .

. . . .(transition) maintain 6000, expect filed altitude 10 minutes after departure.

BRICK TRANSITION (JNC9.BRICK): From over JNC VOR/DME on JNC R-113 to BRICK.

DIRDY TRANSITION (JNC9.DIRDY): From over JNC VOR/DME on JNC R-082 to DIRDY.

PACES TRANSITION (JNC9.PACES): From over JNC VOR/DME on JNC R-060 to PACES.

SQUAT TRANSITION (JNC9.SQUAT): From over JNC VOR/DME on JNC R-045 to SQUAT.

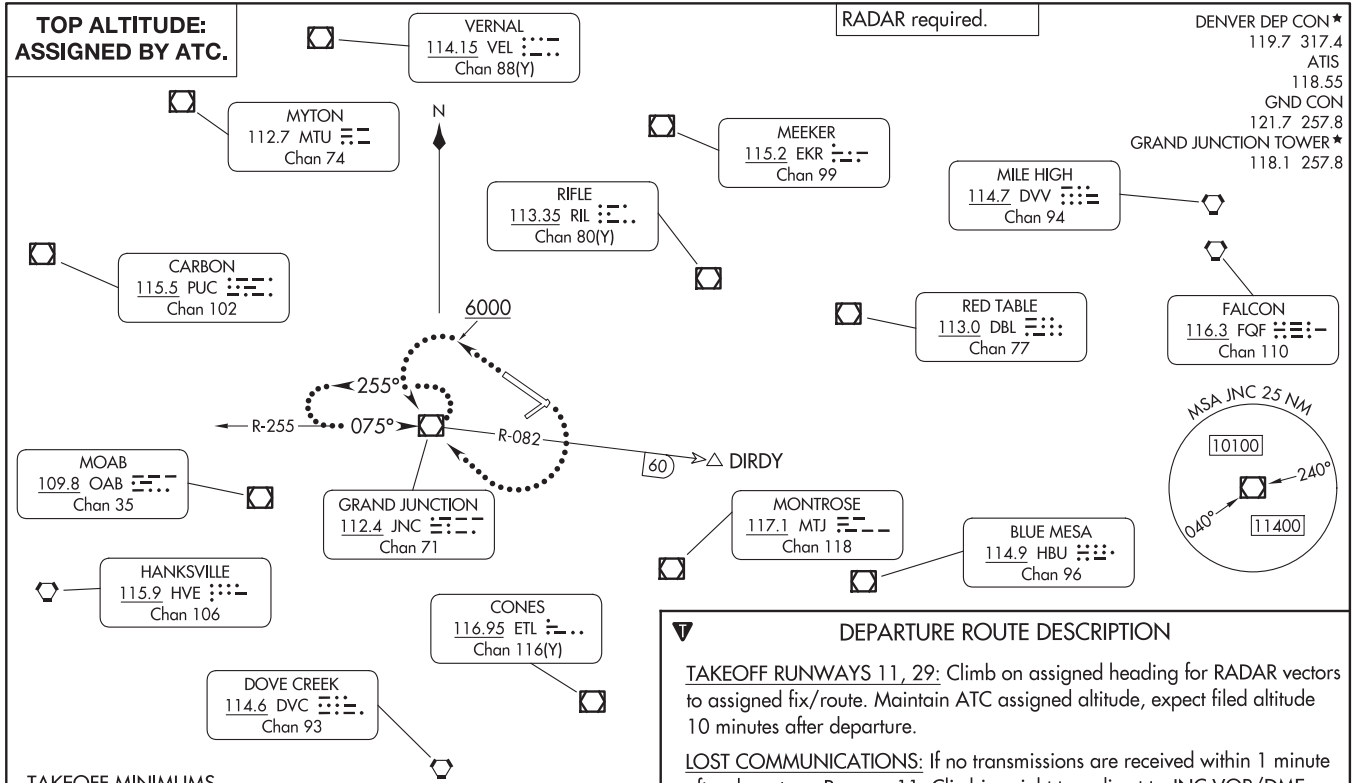
SW-1, 12 JUN 2025 to 07 AUG 2025

GRAND MESA TWO DEPARTURE

(GRAND2.GRAND) 16MAY24

GRAND JUNCTION, COLORADO

GRAND JUNCTION RGNL (GJT)



TAKEOFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with minimum climb of 320′/NM to 9500.
Rwy 29: Standard with minimum climb of 320′/NM to 9500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11, 29: Climb on assigned heading for RADAR vectors to assigned fix/route. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

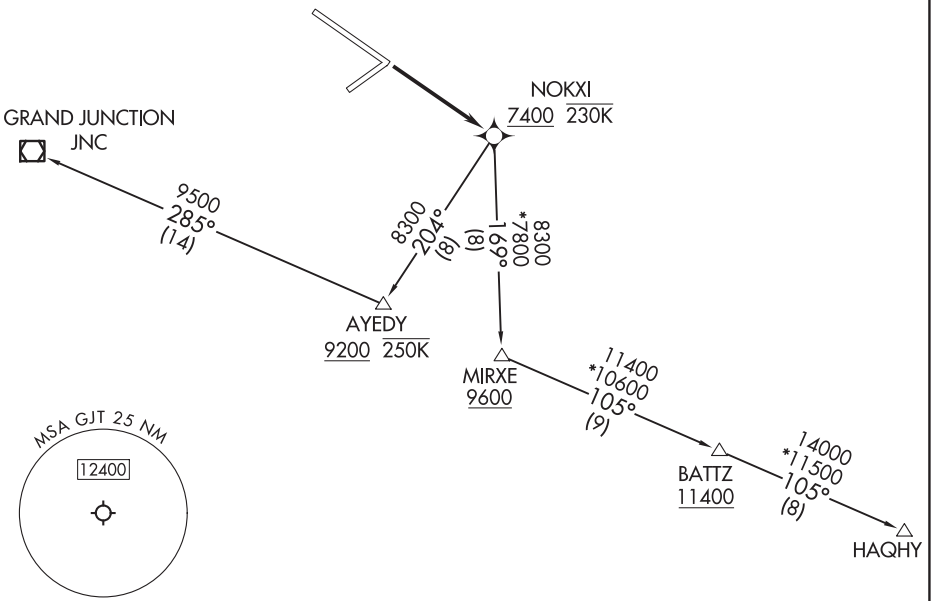
LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VOR/DME; Runway 29: Climb to 6000, then climbing left turn direct to JNC VOR/DME. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VOR/DME on course. All other aircraft climb in JNC VOR/DME holding pattern to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500′; R-131 clockwise R-220 10500′.

(GRAND2.GRAND) 24193
GRAND MESA TWO DEPARTURE
AL-634 (FAA)
GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1- GPS.

DENVER DEP CON ★
119.7 317.4
ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
UNICOM
122.95



TAKEOFF MINIMUMS
Rwys 4, 22, 29: NA - Environmental.
Rwy 11: Standard with minimum climb of 500'/NM to 5361.

NOTE: GRAND JUNCTION Transition: Do not exceed 250K until AYEDY.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb direct NOKXI, thence. . . .

. . . .(transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (NOKXI2.JNC)

HAQHY TRANSITION (NOKXI2.HAQHY)

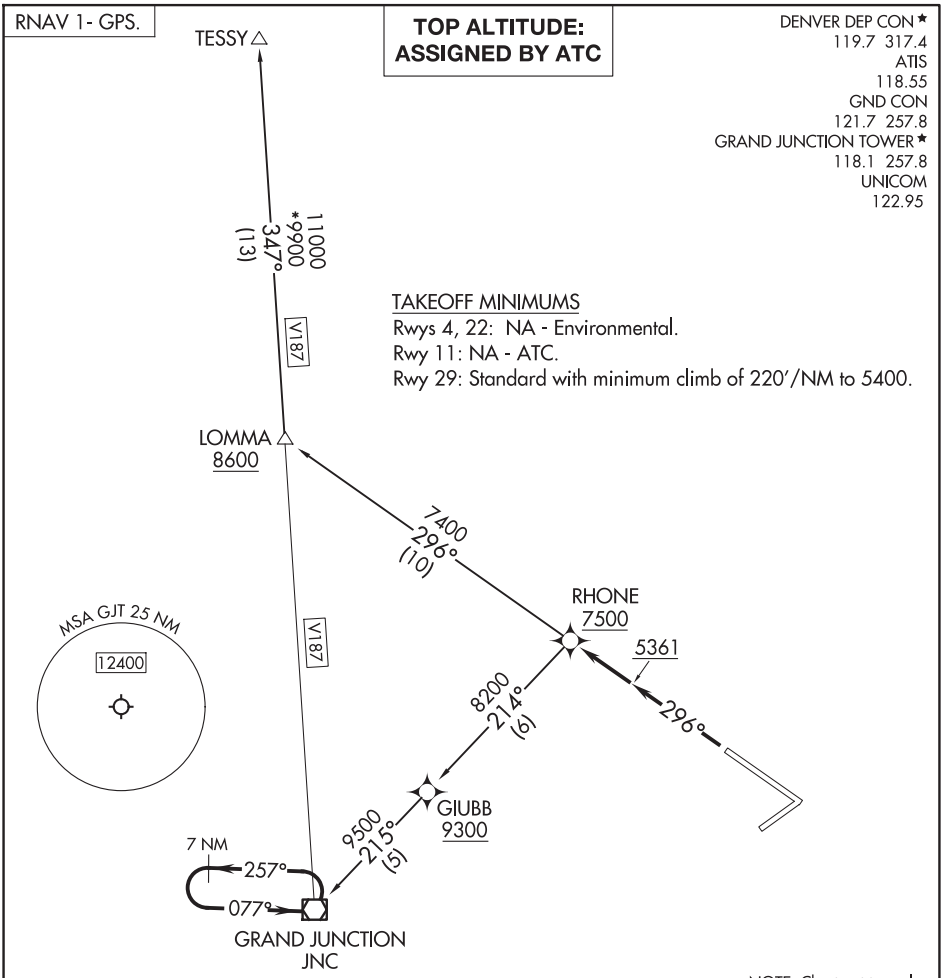
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(RHONE3.RHONE) 24137

RHONE THREE DEPARTURE (RNAV)

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb on heading 296° to 5361, then direct RHONE to cross at or above 7500, thence. . . .

. . . .(transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (RHONE3.JNC): Aircraft departing JNC VOR/DME R-221 CW R-060 depart on course. All other aircraft climb in JNC VOR/DME holding pattern to cross JNC VOR/DME at or above R-061 CW R-130 9500; R-131 CW R-220 10500 before proceeding en route.

TESSY TRANSITION (RHONE3.TESSY)

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 13

GRANTS-MILAN MUNI (GNT)

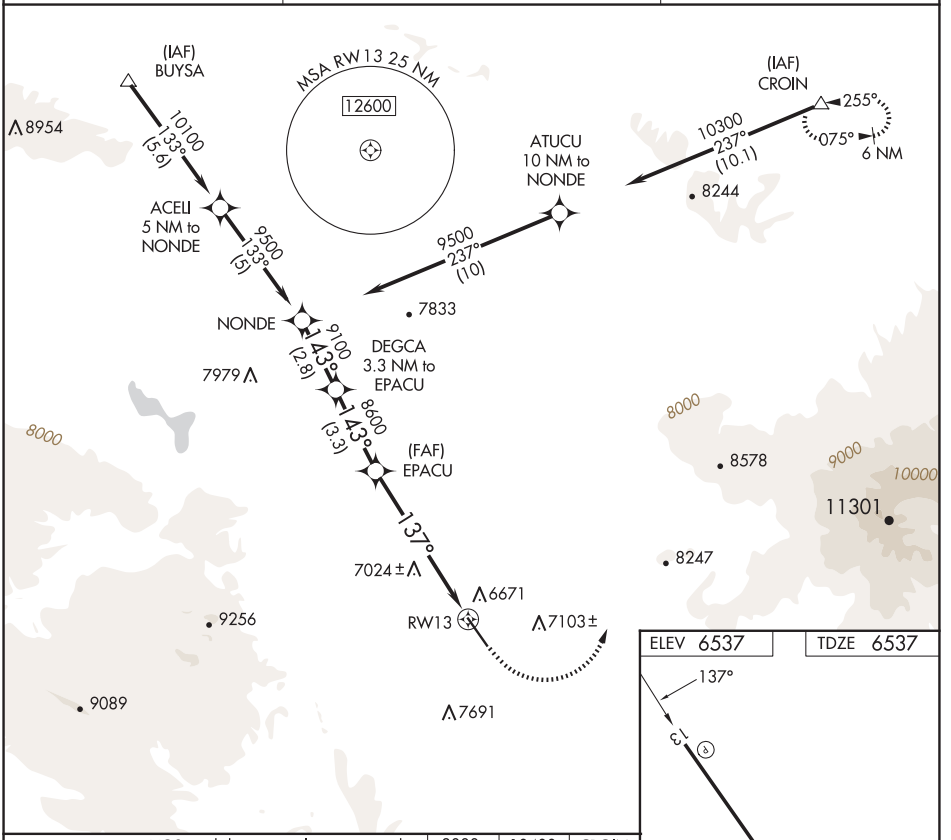
APP CRS	Rwy Ldg	7172
137°	TDZE	6537
	Apt Elev	6537

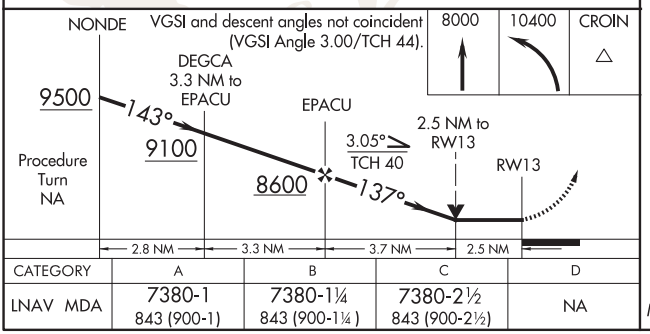
RNP APCH-GPS.

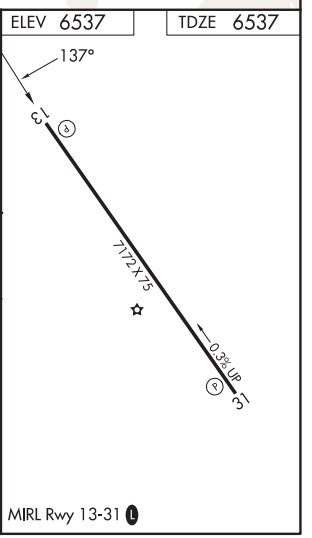
T A NA When local altimeter setting not received, procedure NA. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
118.3	124.325 288.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7380-1 843 (900-1)	7380-1¼ 843 (900-1¼)	7380-2½ 843 (900-2½)	NA

MIRL Rwy 13-31 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GRANTS, NEW MEXICO | AL-9065 (FAA) | 25163

APP CRS	Rwy Ldg	7172
312°	TDZE	6522
	Apt Elev	6537

RNAV (GPS) RWY 31

GRANTS-MILAN MUNI (GNT)

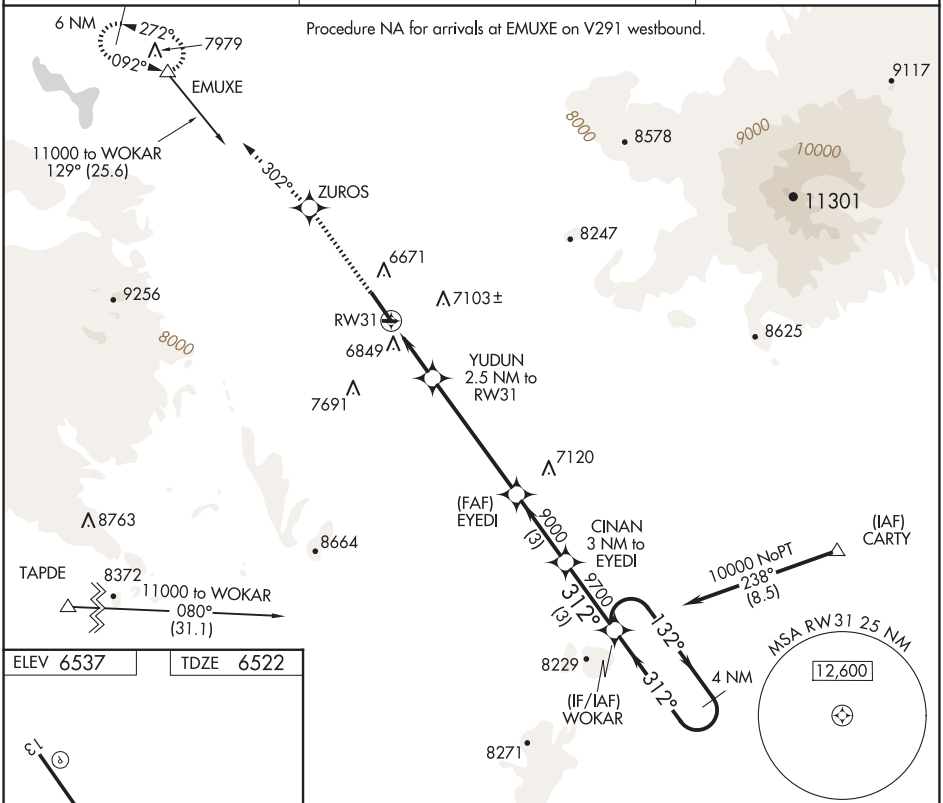
RNP APCH-GPS.

Circling NA east of Rwy 13-31.
When local altimeter setting not received, procedure NA.

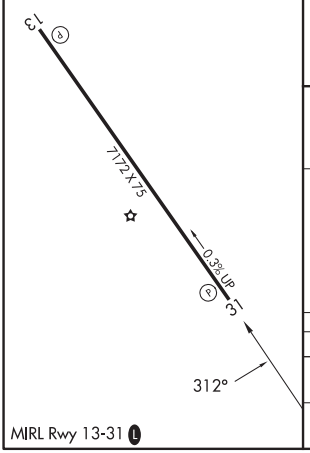
MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.

AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
118.3	124.325 288.25	122.8 (CTAF) L

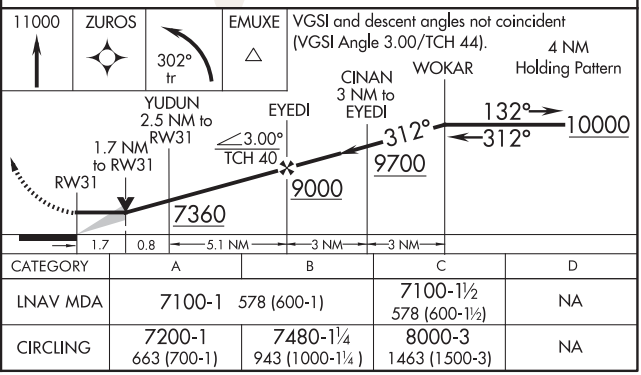
Procedure NA for arrivals at EMUXE on V291 westbound.



ELEV 6537 | TDZE 6522

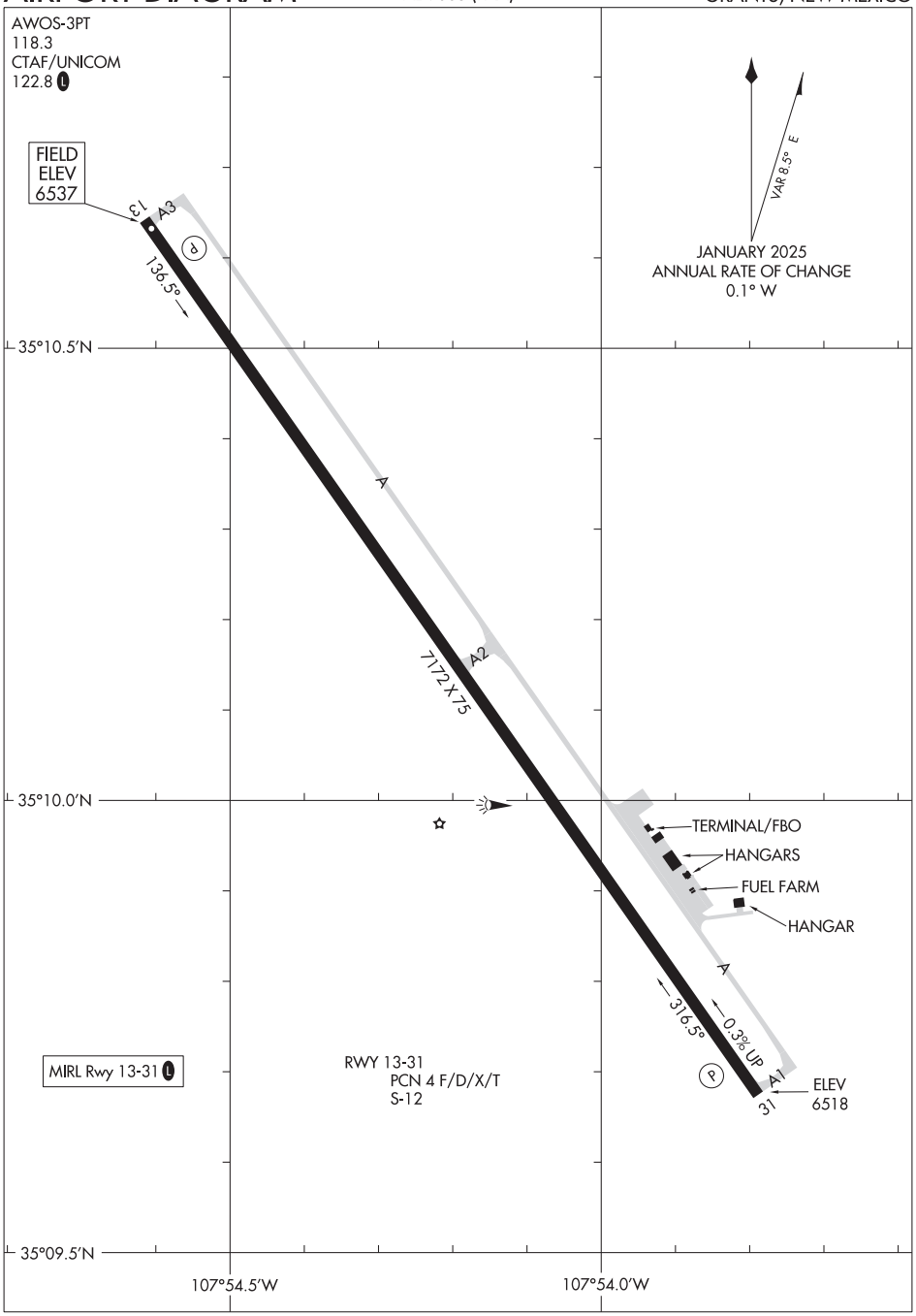


MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	7100-1 578 (600-1)		7100-1½ 578 (600-1½)	NA
CIRCLING	7200-1 663 (700-1)	7480-1¼ 943 (1000-1¼)	8000-3 1463 (1500-3)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 35

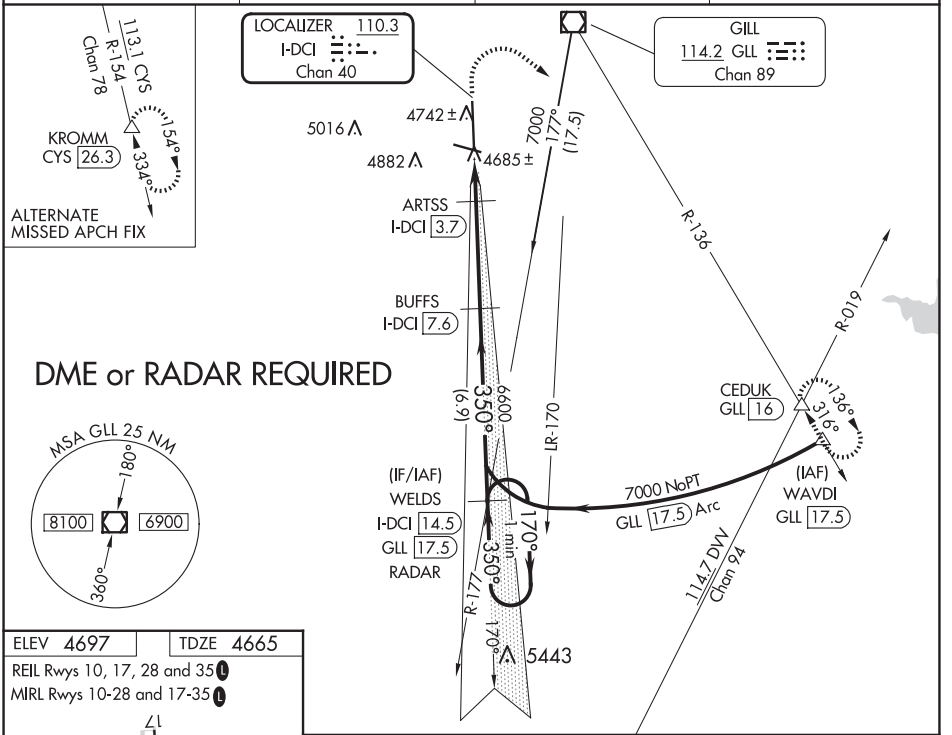
GREELEY-WELD COUNTY (GXY)

LOC/DME I-DCI	APP CRS	Rwy Idg	8900
110.3	350°	TDZE	4665
Chan 40		Apt Elev	4697

VDP NA when using Northern Colorado Rgnl altimeter setting. When local altimeter not received, use Northern Colorado Rgnl altimeter setting and increase DA to 4950 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 5300 then climbing right turn to 7000 on heading 120° and GLL VOR/DME R-136 to CEDUK INT/GLL 16 DME and hold.

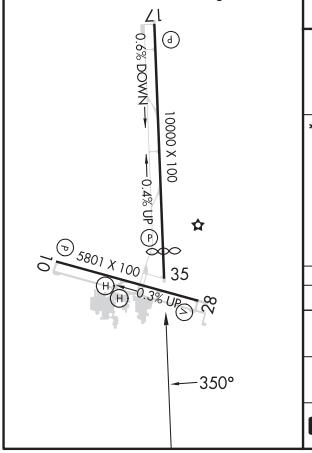
AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.7 (CTAF) L

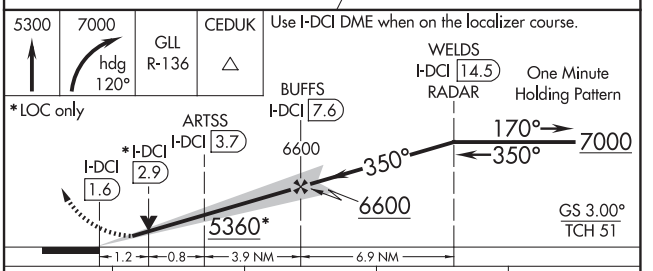


ELEV 4697	TDZE 4665

REIL Rwys 10, 17, 28 and 35 L

MIRL Rwys 10-28 and 17-35 L





CATEGORY	A	B	C	D
S-ILS 35	4865-¾ 200 (200-¾)			
S-LOC 35	5100-1 435 (500-1)		5100-1¼ 435 (500-1¼)	
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 10

GREELEY-WELD COUNTY (GXY)

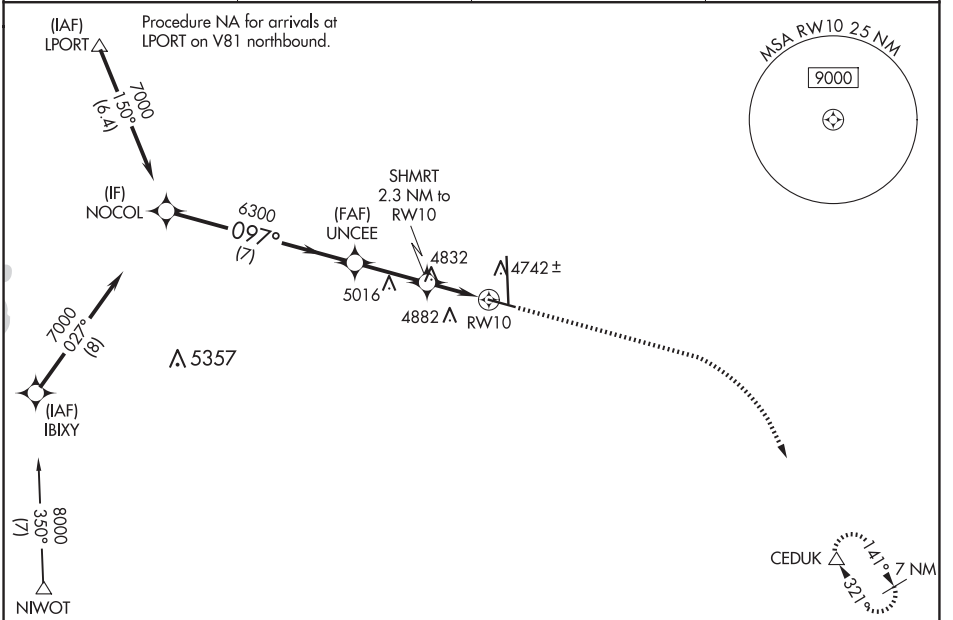
WAAS	APP CRS	Rwy Idg	5801
CH 62900	097°	TDZE	4661
W10A		Apt Elev	4697

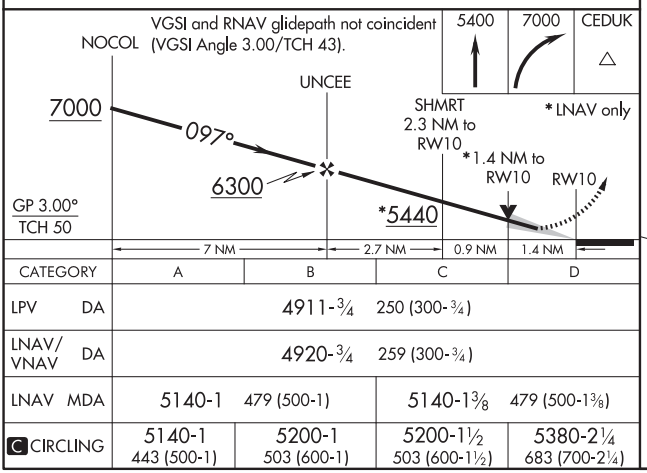
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

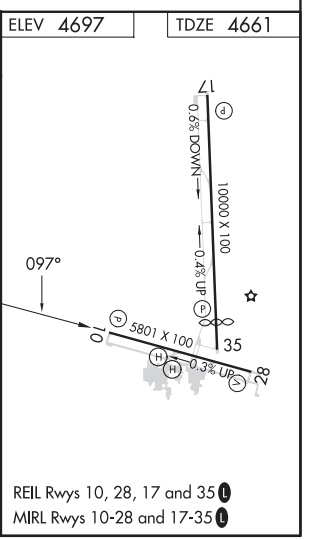
MISSED APPROACH: Climb to 5400 then climbing right turn to 7000 direct CEDUK and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4911-¾ 250 (300-¾)			
LNAV/VNAV DA	4920-¾ 259 (300-¾)			
LNAV MDA	5140-1 479 (500-1)		5140-1⅜ 479 (500-1⅜)	
C CIRCLING	5140-1 443 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GREELEY, COLORADO

AL-325 (FAA)

24305

RNAV (GPS) RWY 17

GREELEY-WELD COUNTY (GXY)

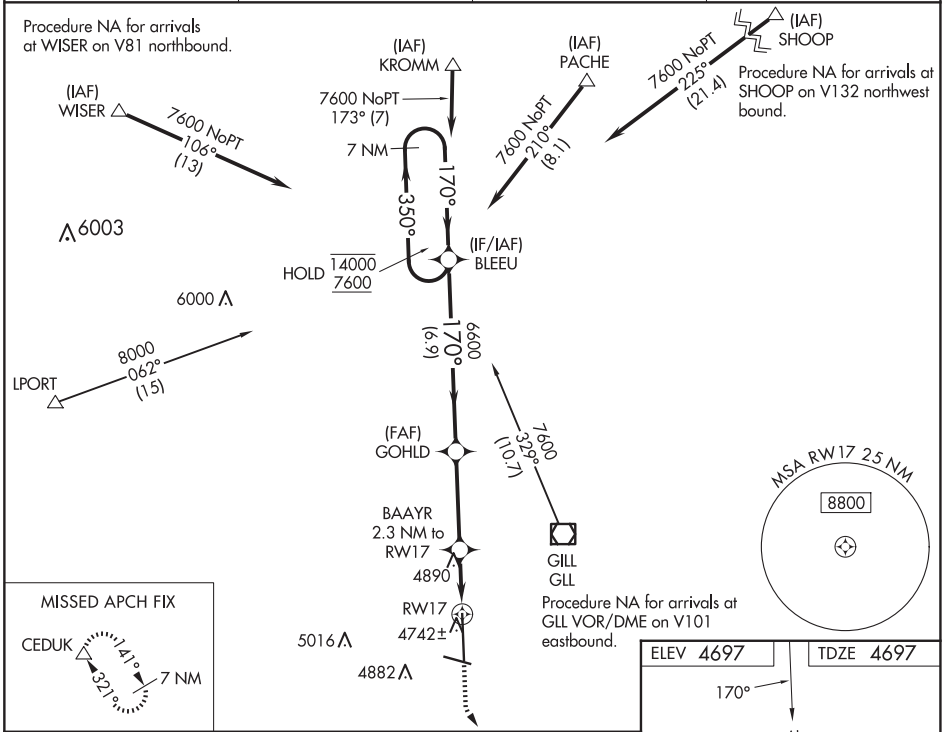
WAAS	APP CRS	Rwy Idg	10000
CH 72708	170°	TDZE	4697
W17A		Apt Elev	4697

RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5400 then climbing left turn to 7000 direct CEDUK and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	4897-¾ 200 (200-¾)			
LNAV/VNAV DA	4969-⅞ 272 (300-⅞)			
LNAV MDA	5140-1 443 (500-1)		5140-1½ 443 (500-1½)	5140-2¼ 443 (500-2¼)
C CIRCLING	5140-1 443 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

REIL Rwys 10, 17, 28 and 35 L

MIRL Rwys 10-28 and 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 28

GREELEY-WELD COUNTY (GXY)

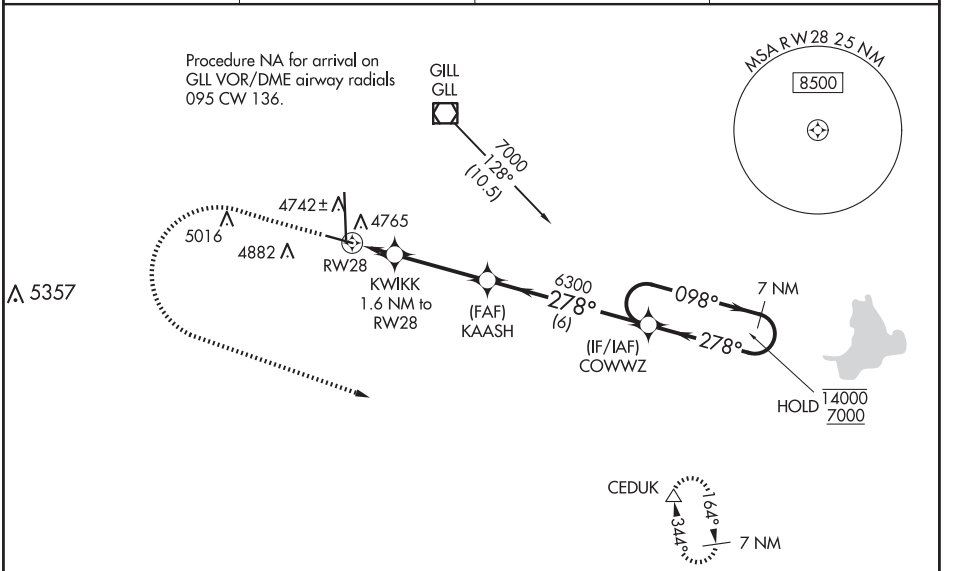
WAAS CH 86808 W28A	APP CRS 278°	Rwy Idg 5801 TDZE 4650 Apt Elev 4697

RNP APCH.

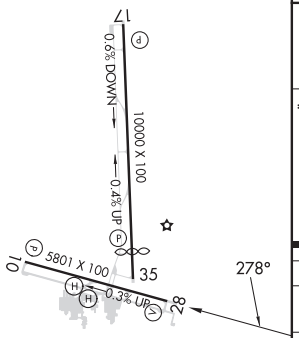
Baro-VNAV NA when using Fort Collins/Loveland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. When local altimeter setting not received, use Fort Collins/Loveland altimeter setting: increase LPV DA to 4935 feet and visibility ⅛ SM, LNAV/VNAV DA to 5061 feet and visibility ⅛ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 6300 then climbing left turn to 7000 direct CEDUK and hold.

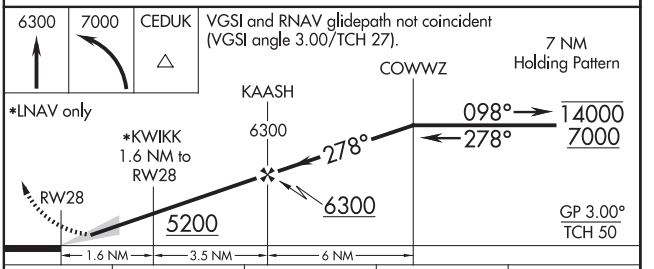
AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.7 (CTAF) L



ELEV 4697	TDZE 4650



REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	4850-¾ 200 (200-¾)			
LNAV/VNAV DA	4976-1 326 (300-1)			
LNAV MDA	5080-1 430 (400-1)		5080-1¼ 430 (400-1¼)	
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

GREELEY, COLORADO AL-325 (FAA) 24305

WAAS	APP CRS	Rwy Idg	8900
CH 69607	350°	TDZE	4665
W35A		Apt Elev	4697

RNAV (GPS) RWY 35

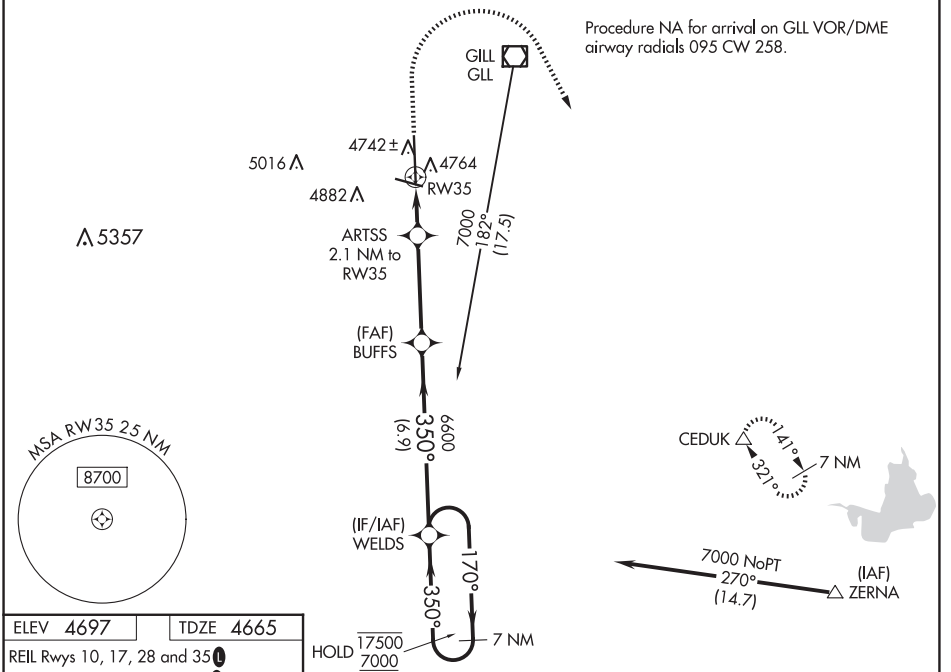
GREELEY-WELD COUNTY (GXY)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5300 then climbing right turn to 7000 direct CEDUK and hold.

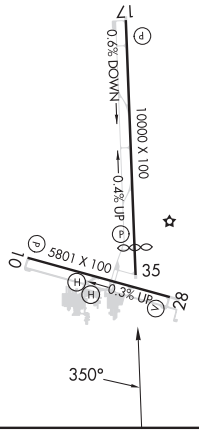
AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.7 (CTAF) L

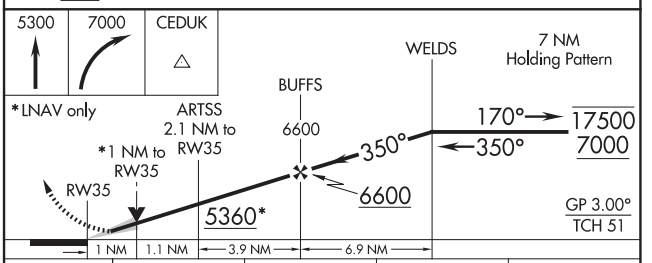


ELEV 4697	TDZE 4665

REIL Rwys 10, 17, 28 and 35 L

MIRL Rwys 10-28 and 17-35 L





CATEGORY	A	B	C	D
LPV DA	4865-¾ 200 (200-¾)			
LNAV/VNAV DA	4935-⅞ 270 (300-⅞)			
LNAV MDA	5020-1 355 (400-1)		5020-1⅛ 355 (400-1⅛)	
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

GREELEY, COLORADO
Amdt 1B 22APR21

40°26′N-104°38′W

GREELEY-WELD COUNTY (GXY)

RNAV (GPS) RWY 35

SW-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME GLL	APP CRS	Rwy Idg	N/A
114.2	209°	TDZE	N/A
Chan 89		Apt Elev	4697

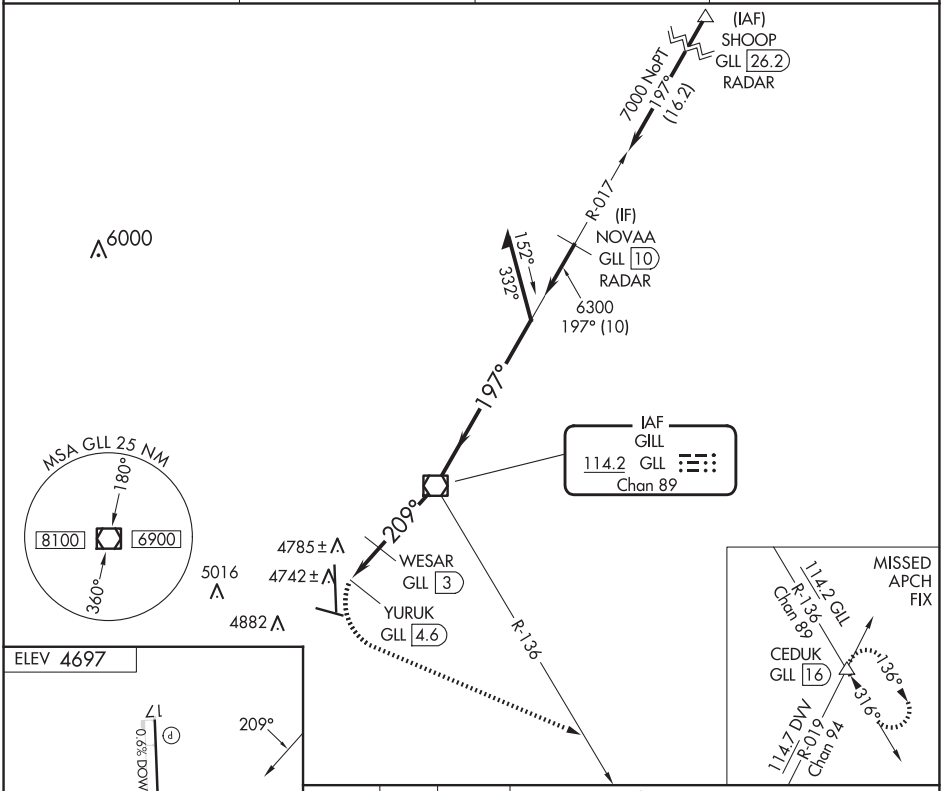
VOR-A

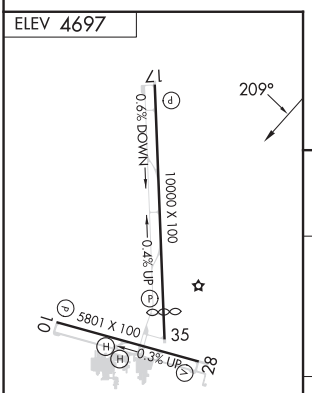
GREELEY-WELD COUNTY (GXY)

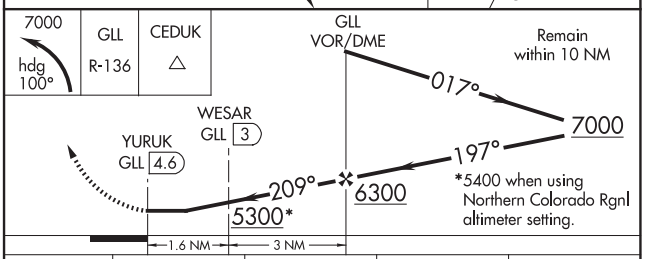
When local altimeter setting not received, use Northern Colorado Rgnl altimeter setting and increase all MDA 100 feet and visibility Cat C/D and WESAR fix minimums Cat C/D visibility ¼ SM. DME required.

MISSED APPROACH: Climbing left turn to 7000 on heading 100° and GLL VOR/DME R-136 to CEDUK INT/GLL 16 DME and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.7 (CTAF)







REIL Rwys 10, 28, 17 and 35

MIRL Rwys 10-28 and 17-35

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

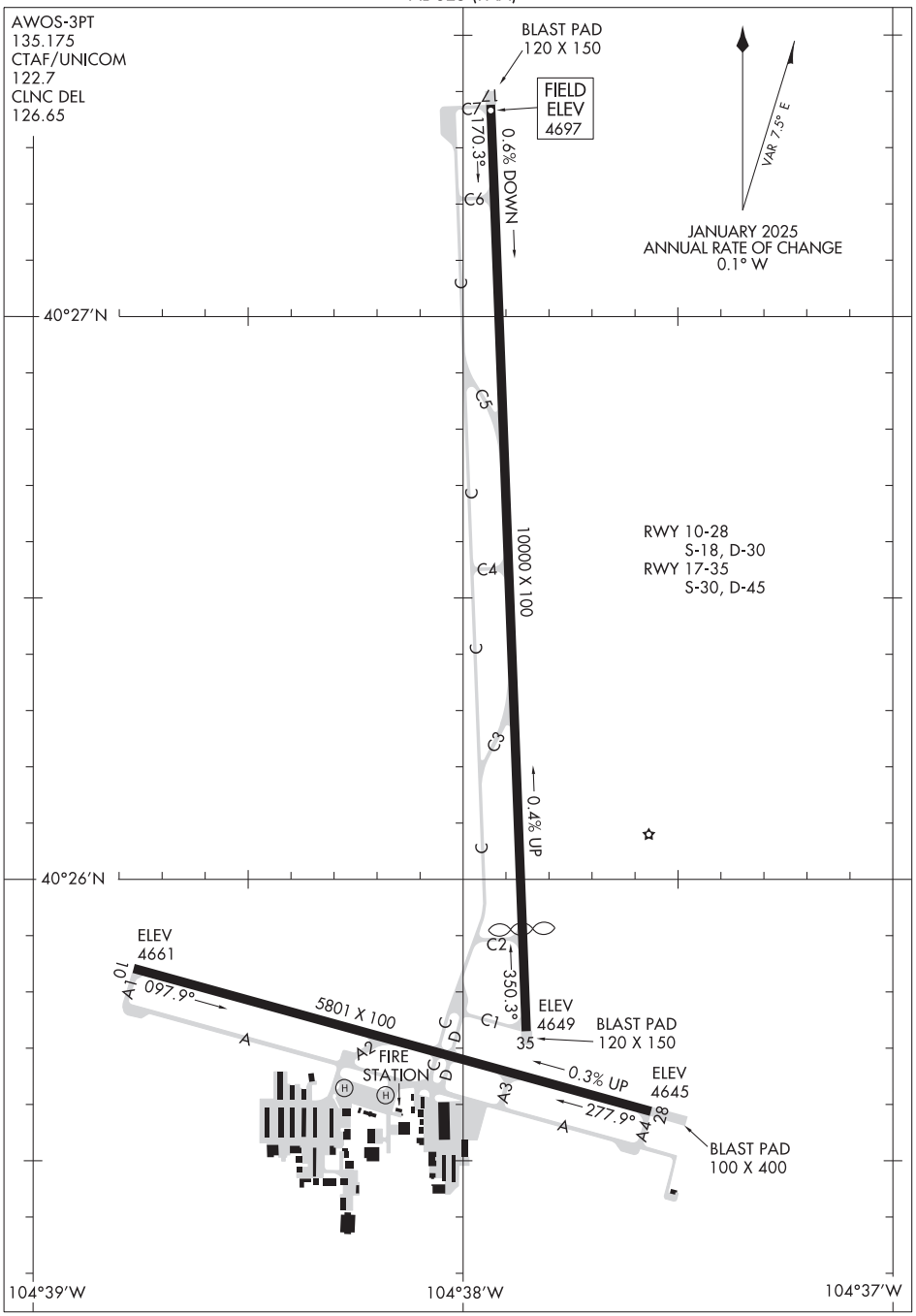
CATEGORY	A	B	C	D
C CIRCLING	5300-1 603 (700-1)		5300-1¾ 603 (700-1¾)	5380-2¼ 683 (700-2¼)
WESAR FIX MINIMUMS (DME REQUIRED)				
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25107
AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DENVER THREE DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ECHOO ONE DEPARTURE (RNAV)

TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

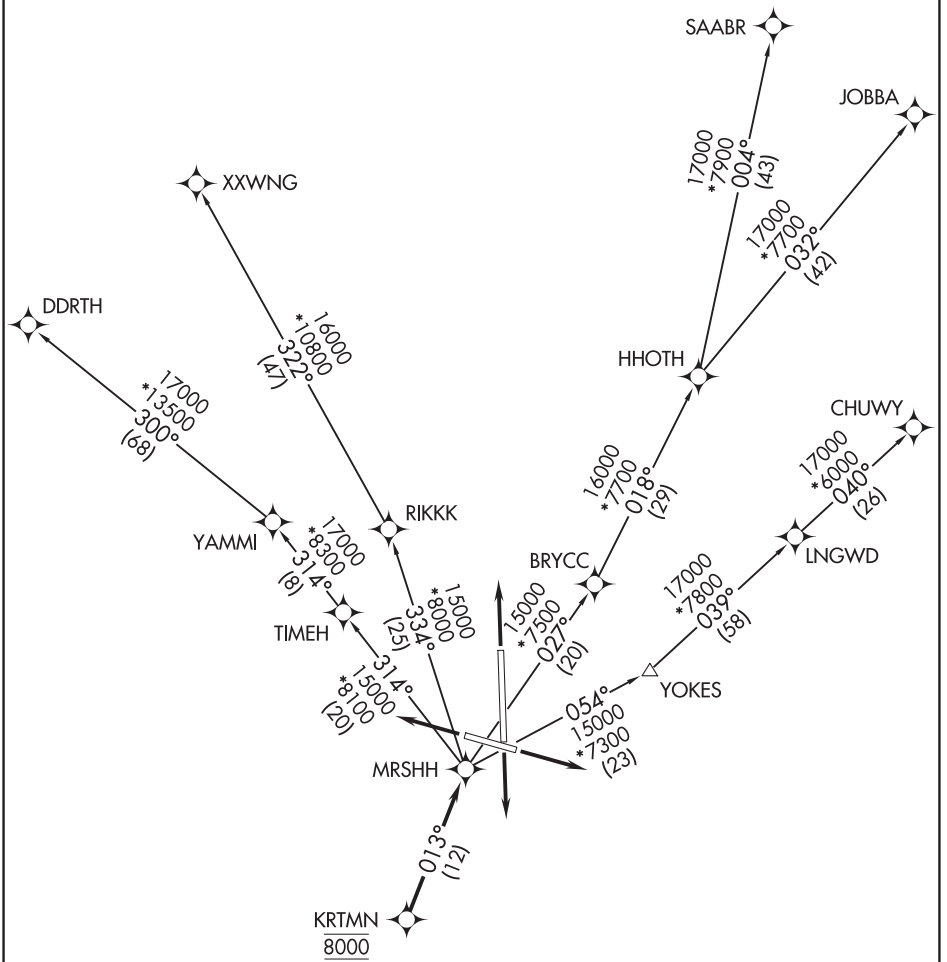
WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 12 JUN 2025 to 07 AUG 2025

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

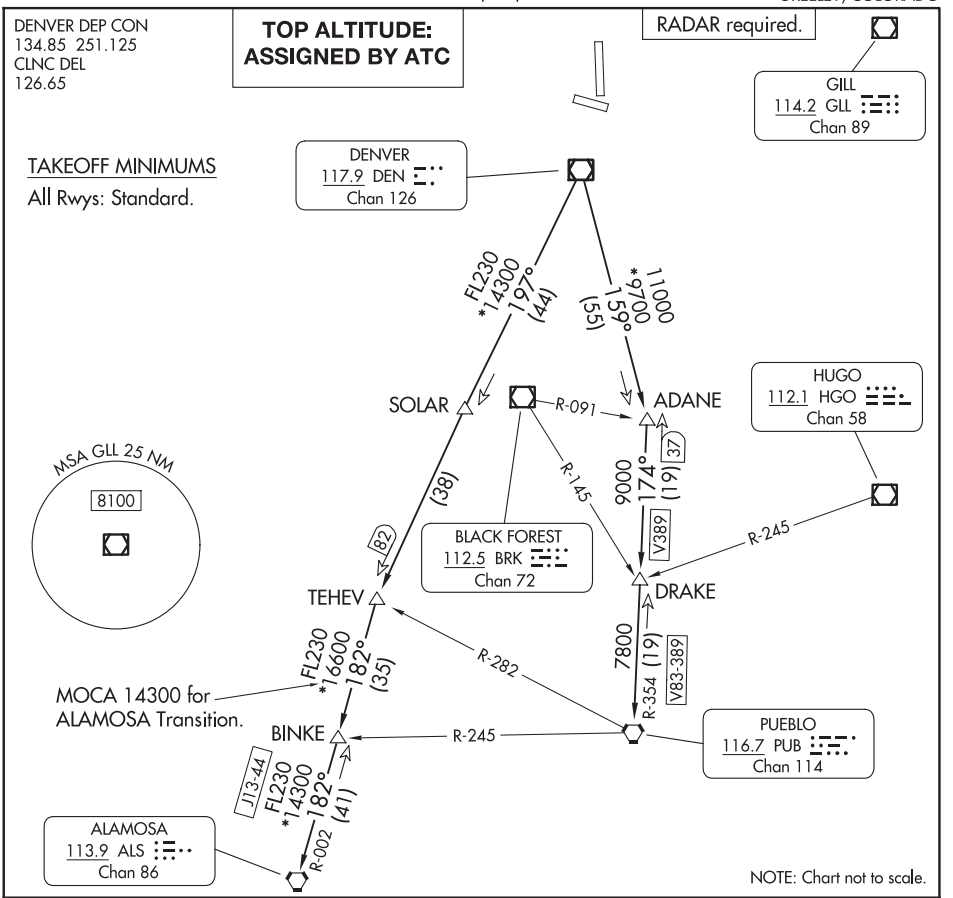
TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(PLAIN2.DEN) 25163

PLAINS TWO DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

PLAINS TWO DEPARTURE

(PLAIN2.DEN) 12JUN25

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN2.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

(ROCKI7.DEN) 25163

ROCKIES SEVEN DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 12JUN25

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

(SKYEE1.SKYEE) 20086

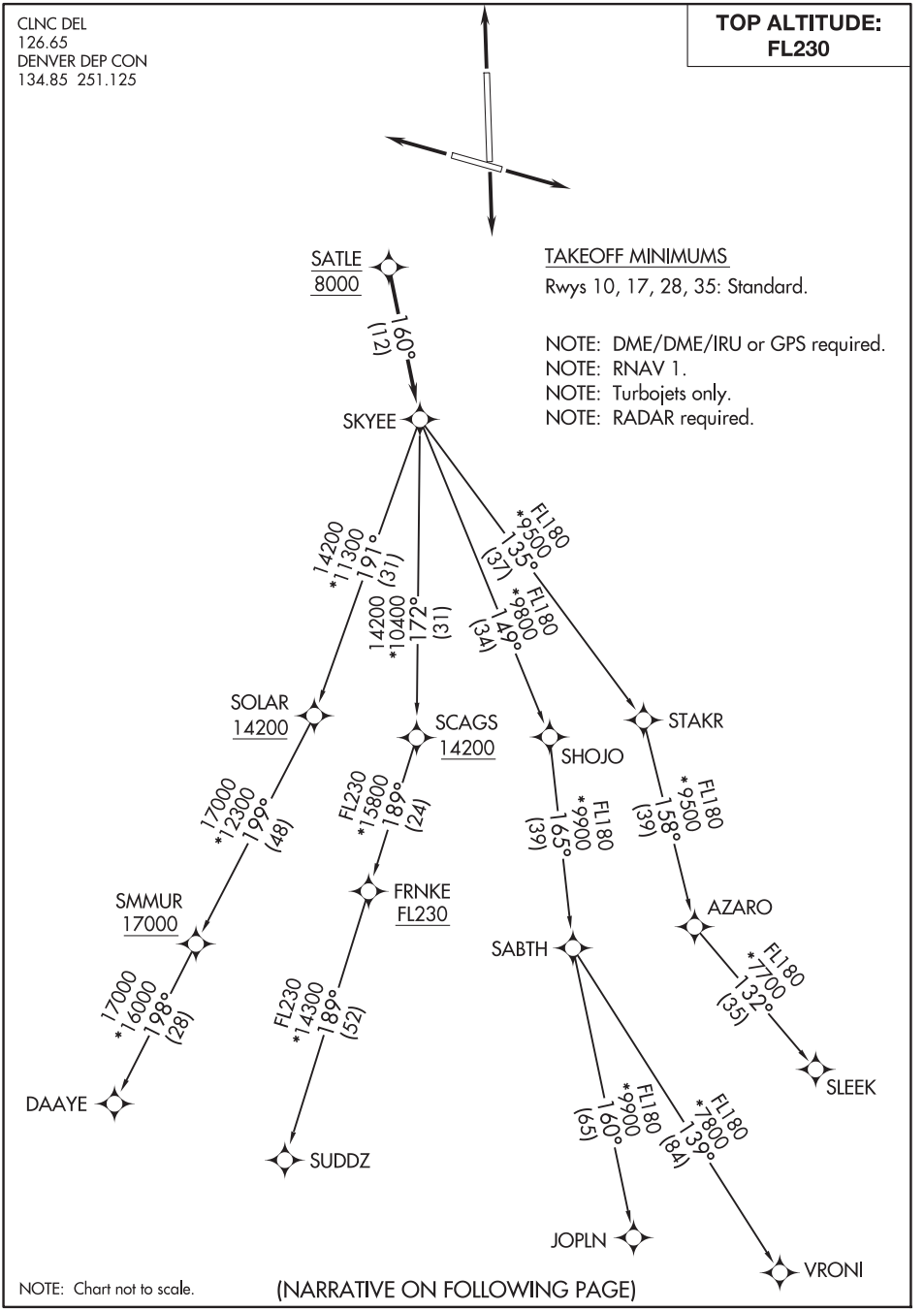
SKYEE ONE DEPARTURE (RNAV)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SKYEE ONE DEPARTURE (RNAV)
(SKYEE1.SKYEE) 26MAR20
GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230

CHNGY
17000 *15200 266° (37)
ZIMMR 17000
17000 *14800 291° (13)
ZENLO 15000
14000 *12300 292° (10)
BUMPZ 8000
244° (12)
WNGSS 12000
14000 *11400 246° (10)
COUSN 15000
17000 *13800 246° (11)
CONNR 17000
17000 *16500 252° (47)
WERNR
224° (10) 15000 *12000
16000 *13100 224° (6)
BUBLS 15000
17000 *16500 224° (7)
BRANF 16000
17000 *16500 242° (28)
BAYLR 17000
17000 *16500 242° (27)
BOBBA
TEHRU
17000 *16700 208° (69)
BLUE MESA
HBU
FL230

14000 *11800 273° (10)
KINLE 15000
17000 *15600 273° (13)
COORZ 17000
17000 *15800 256° (38)
VOAXA

N

TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

(YELLO5.DEN) 25163

YELLOWSTONE FIVE DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

YELLOWSTONE FIVE DEPARTURE

(YELLO5.DEN) 12JUN25

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO5.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

GUNNISON, COLORADO AL-517 (FAA) 25163

ILS or LOC RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

LOC/DME I-GUC	APP CRS	Rwy Ldg	9400
110.5	062°	TDZE	7667
Chan 42		Apt Elev	7680

DME required.

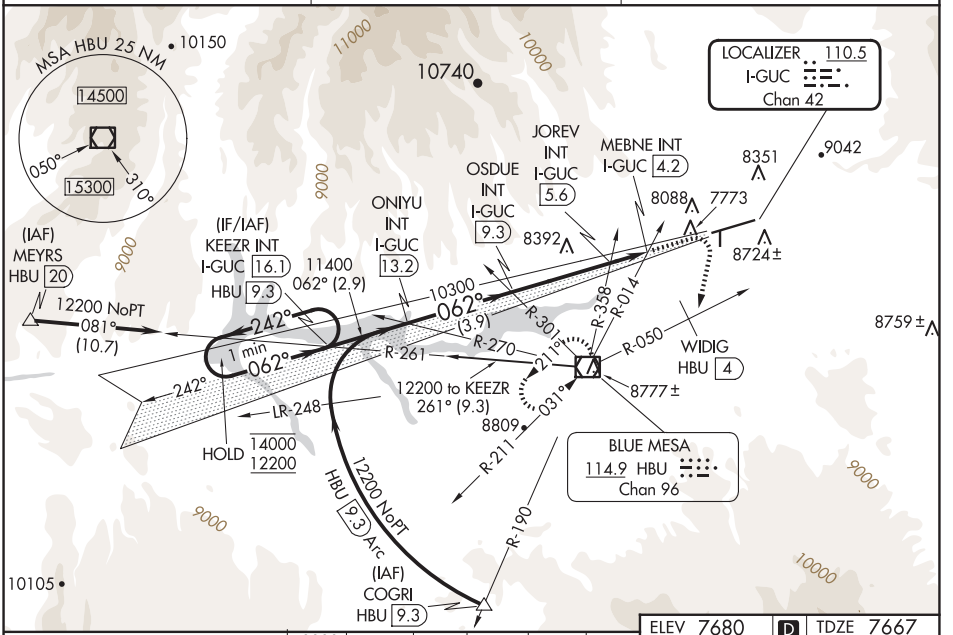
Rwy 6 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. Procedure NA when airport closed except by prior arrangement. Circling NA to Rwys 17 and 35.

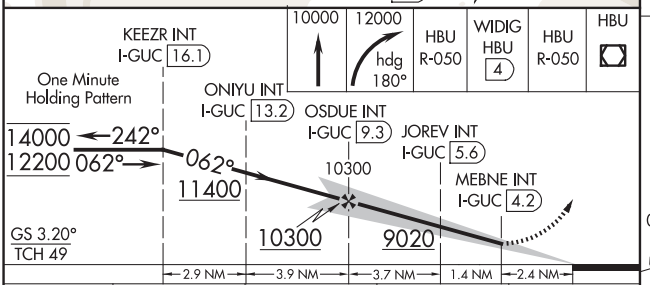
-25°C

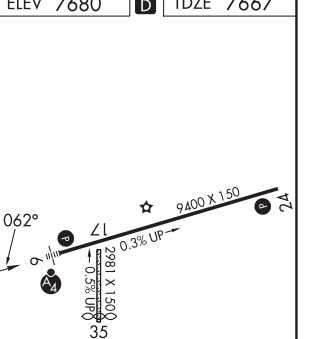
MALSF

MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 on heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue on HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF)







CATEGORY	A	B	C	D
S-ILS 6	8698-3 1031 (1100-3)			NA
S-LOC 6	9020-3 1353 (1400-3)			
CIRCLING	9260-3 1580 (1600-3)		9540-3 1860 (1900-3)	10040-3 2360 (2400-3)
JOREV FIX MINIMUMS				
S-LOC 6	8640-3 973 (1000-3)			
CIRCLING	9260-3 1580 (1600-3)		9540-3 1860 (1900-3)	10040-3 2360 (2400-3)

HIRL Rwy 6-24
REIL Rwy 24

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

GUNNISON, COLORADO
Amdt 5D 11JUL24

38°32'N-106°56'W

GUNNISON-CRESTED BUTTE RGNL (GUC)

ILS or LOC RWY 6

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	9400
061°	TDZE	7667
	Apt Elev	7680

RNAV (RNP) RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

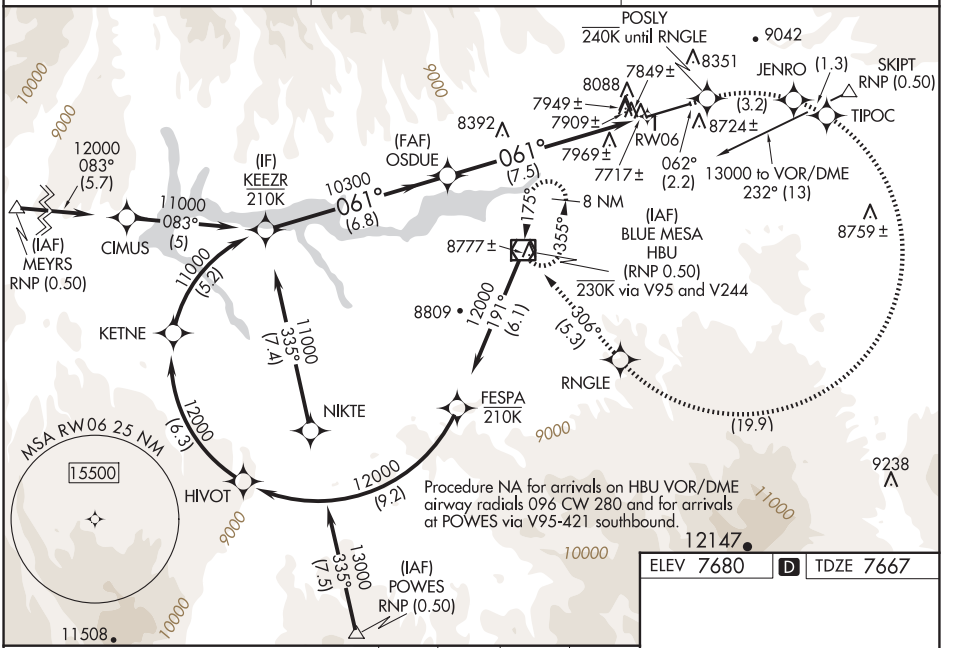
T
A
-25°C

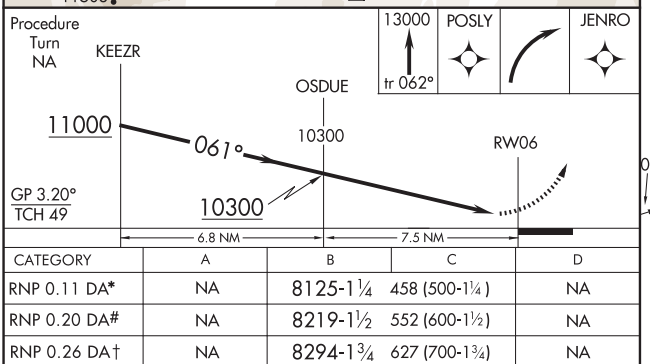
RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.
* Missed approach requires minimum climb of 310 feet per NM to 9000.
# Missed approach requires minimum climb of 260 feet per NM to 9000.
† Missed approach requires minimum climb of 230 feet per NM to 9000.
For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20# to 1¾ , RNP 0.26† to 2, and RNP 0.30 to 2¼.

MALSF

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

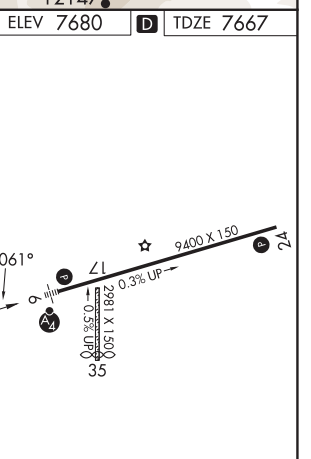
AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
RNP 0.11 DA*	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA#	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA†	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

AUTHORIZATION REQUIRED



HIRL Rwy 6-24
REIL Rwy 24

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GUNNISON, COLORADO | AL-517 (FAA) | 25163

APP CRS	Rwy Ldg	9400
242°	TDZE	7680
	Apt Elev	7680

RNAV (RNP) RWY 24

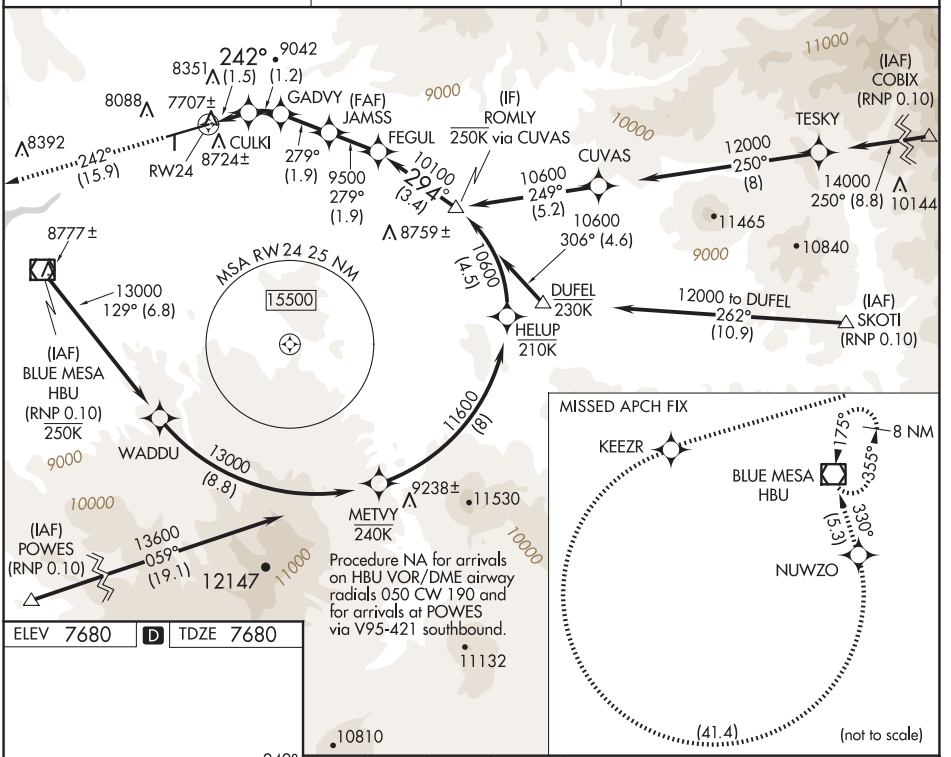
GUNNISON-CRESTED BUTTE RGNL (GUC)

RNP AR APCH - GPS, RF, min RNP 0.10. Authorization required.

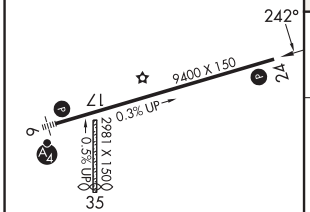
When local altimeter setting not received, procedure NA. Procedure NA for aircraft with wingspan greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -29°C or above 24°C.

MISSED APPROACH: Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.
Missed approach requires minimum climb of 425 feet per NM to 9000.

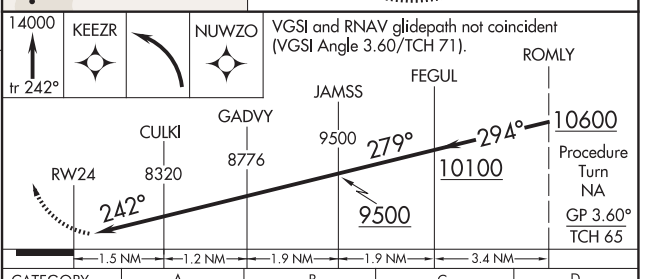
AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF)



ELEV 7680 | D | TDZE 7680



HIRL Rwy 6-24
REIL Rwy 24



CATEGORY	A	B	C	D
RNP 0.10 DA	8029-1 349 (400-1)			NA

AUTHORIZATION REQUIRED

GUNNISON, COLORADO
Orig-B 31OCT24

38°32'N-106°56'W

GUNNISON-CRESTED BUTTE RGNL (GUC)

RNAV (RNP) RWY 24

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
245°	TDZE	N/A
	Apt Elev	7680

GPS-B

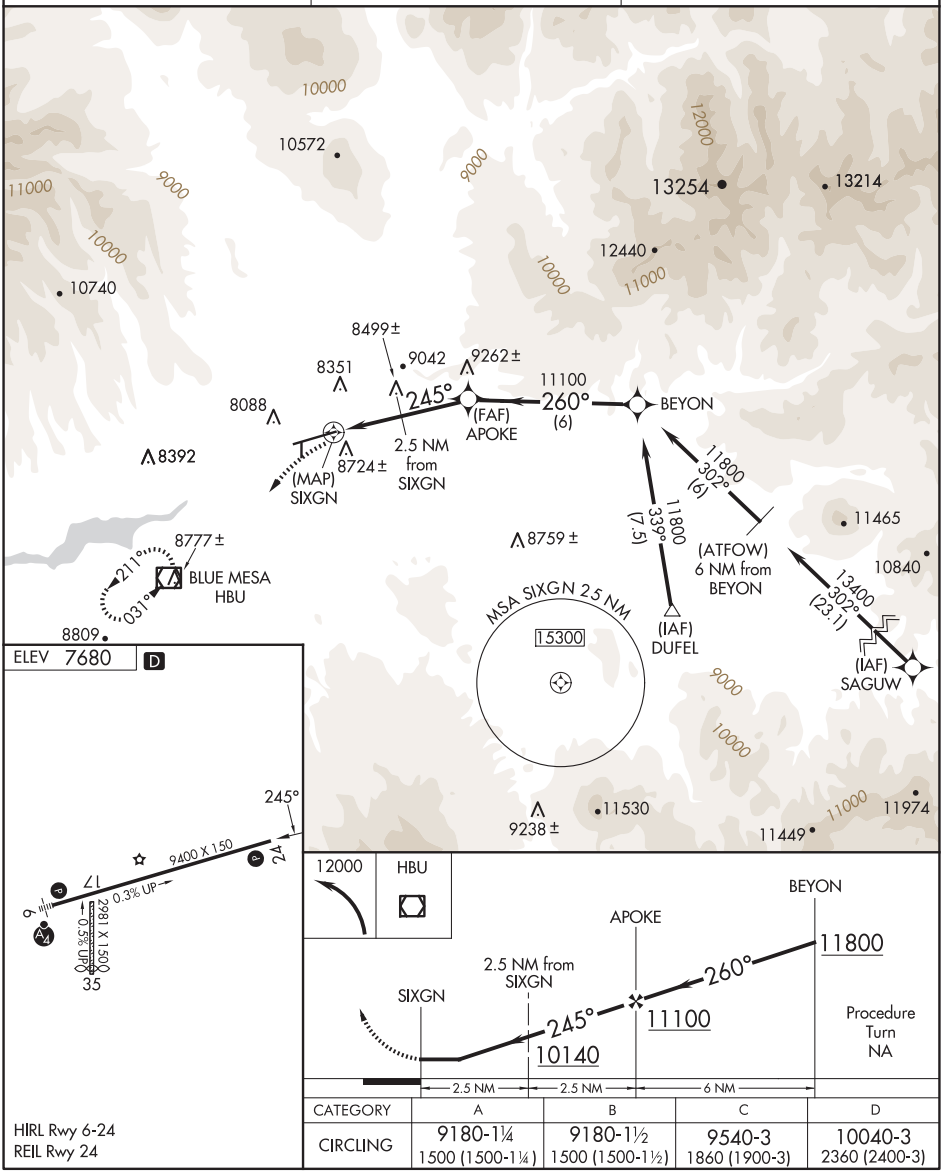
GUNNISON-CRESTED BUTTE RGNL (GUC)

NA
-25°C

Procedure not authorized when airport closed except by prior arrangement. DME/DME RNP- 0.3 NA. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	9180-1¼ 1500 (1500-1¼)	9180-1½ 1500 (1500-1½)	9540-3 1860 (1900-3)	10040-3 2360 (2400-3)

HIRL Rwy 6-24
REIL Rwy 24

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GUNNISON, COLORADO | AL-517 (FAA) | 25163

VOR/DME HBU	APP CRS	Rwy Ldg	N/A
114.9	031°	TDZE	N/A
Chan 96		Apt Elev	7680

VOR or GPS-A

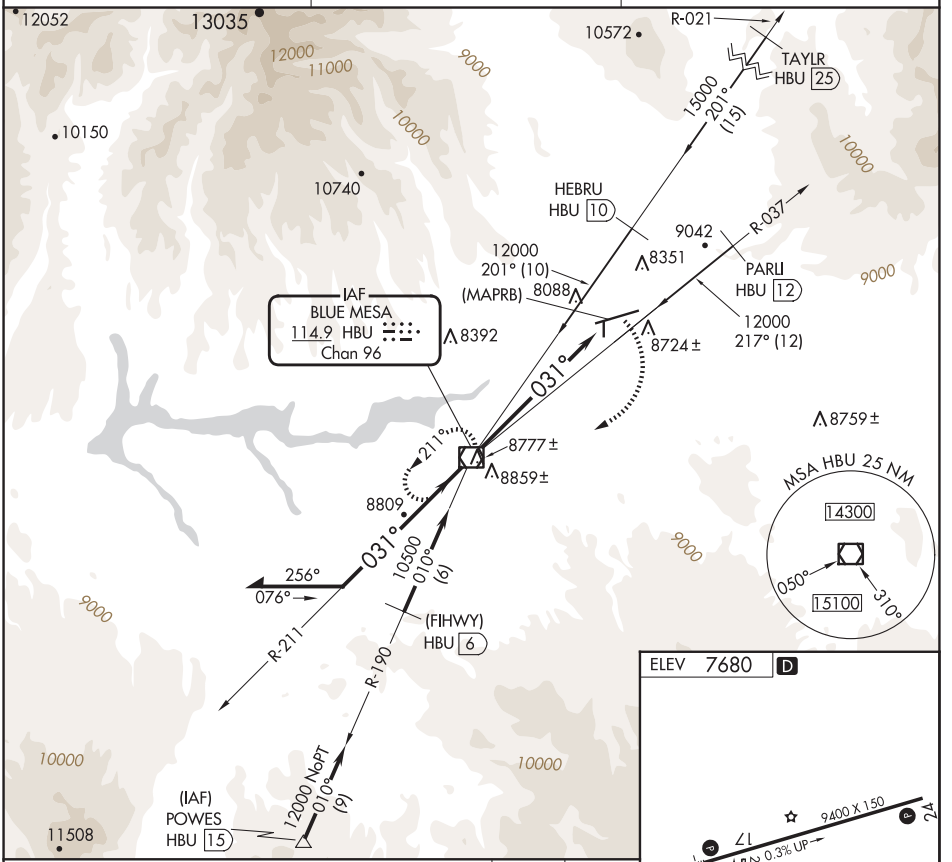
GUNNISON-CRESTED BUTTE RGNL (GUC)

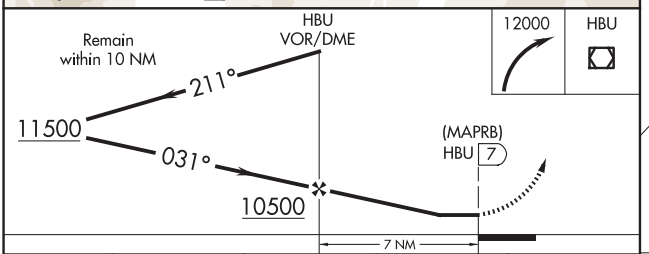
T A -25°C

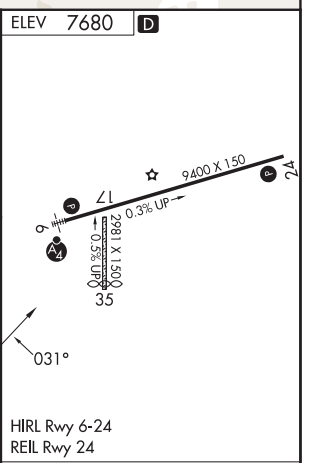
Procedure NA when airport closed except by prior arrangement.
Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	9260-2 1580 (1600-2)	9340-2 1660 (1700-2)	9540-3 1860 (1900-3)	10040-3 2360 (2400-3)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

HAYDEN, COLORADO AL-5983 (FAA) 25163

LOC/DME I-HDN	APP CRS	Rwy Ldg	9490
109.9	104°	TDZE	6591
Chan 36		Apt Elev	6606

ILS or LOC RWY 10

YAMPA VALLEY (HDN)

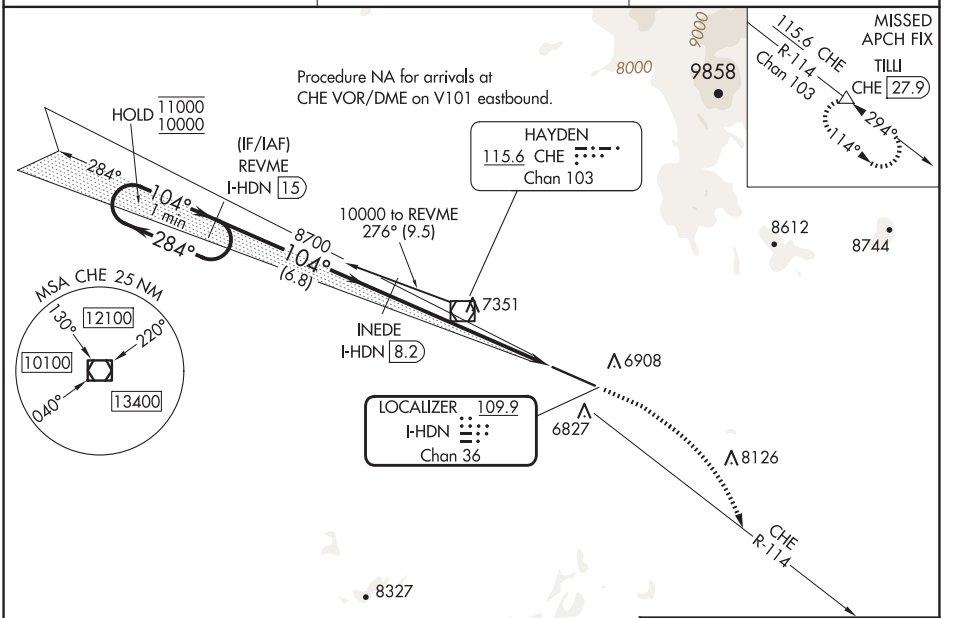
DME required.

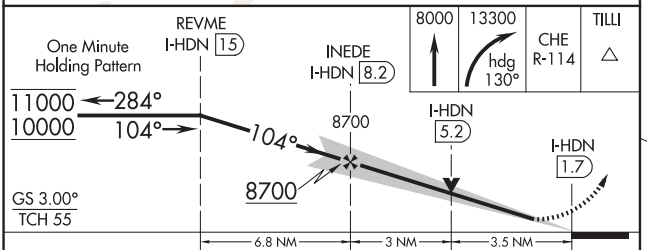
T NA Inop table does not apply to S-ILS 10* all Cats and S-LOC 10 Cats C/D. For inop ALS, increase S-ILS 10 all Cats visibility to 2½ SM.

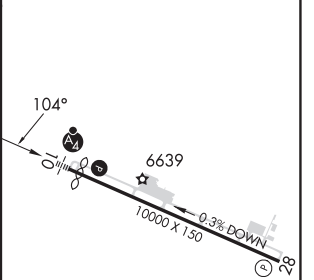
MALSF

MISSED APPROACH: Climb to 8000 then climbing right turn to 13300 on heading 130° and on CHE VOR/DME R-114 to TILLI/CHE 27.9 DME and hold, continue climb-in-hold to 13300. *Missed approach requires minimum climb of 307 feet per NM to 8700.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 10*	6791-¾ 200 (200-¾)			
S-ILS 10	7414-2 823 (900-2)			
S-LOC 10	7760-1 1169 (1200-1)	7760-1¼ 1169 (1200-1¼)	7760-3 1169 (1200-3)	
C CIRCLING	7760-1¼ 1154 (1200-1¼)	7760-1½ 1154 (1200-1½)	7900-3 1294 (1300-3)	8200-3 1594 (1600-3)

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	9490
104°	TDZE	6591
	Apt Elev	6606

RNAV (RNP) Z RWY 10

YAMPA VALLEY (HDN)

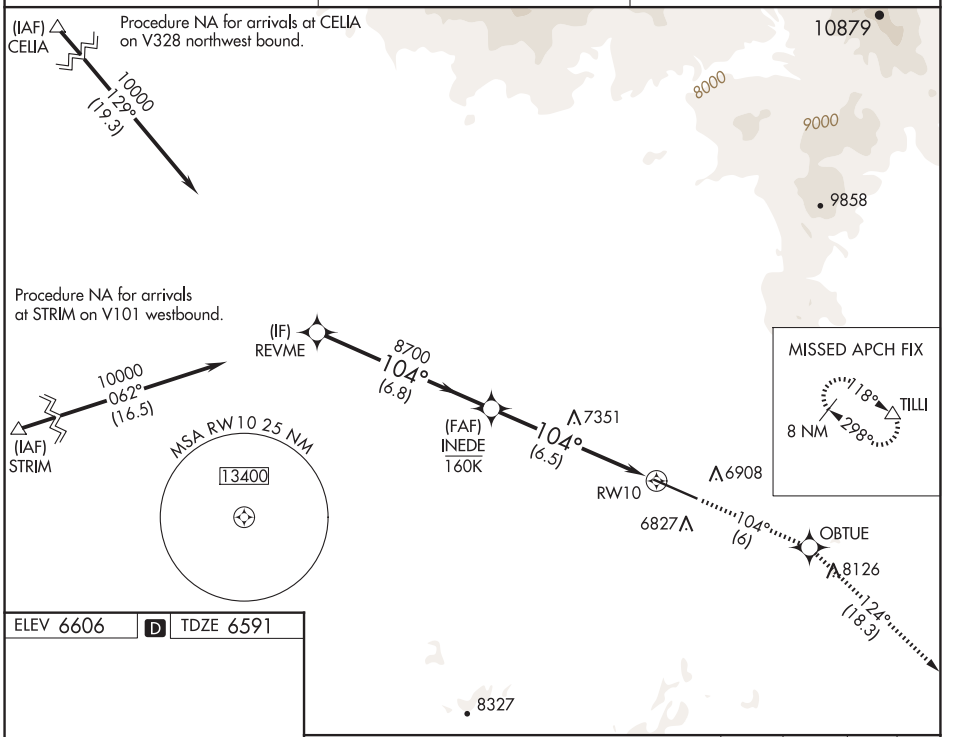
RNP AR APCH-GPS.

Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C. Inop table does not apply to RNP 0.30. For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

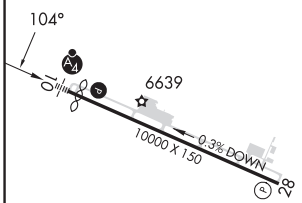
MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.
*Missed approach requires minimum climb of 286 feet per NM to 8900.

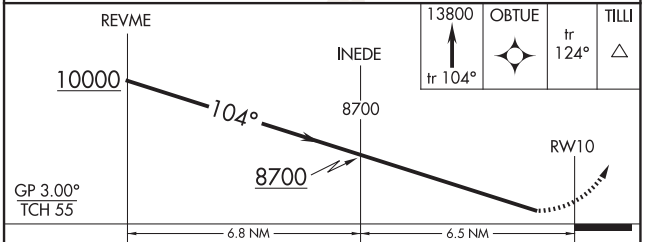
AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6606 D TDZ 6591



REIL Rwy 28 L
HIRL Rwy 10-28 L



CATEGORY	A	B	C	D
RNP 0.20 DA*	7016-1 425 (500-1)			
RNP 0.20 DA	7344-1⅞ 753 (800-1⅞)			
RNP 0.30 DA	7949-5 1358 (1400-5)			

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

HAYDEN, COLORADO | AL-5983 (FAA) | 25163

RNAV (GPS) RWY 28

YAMPA VALLEY (HDN)

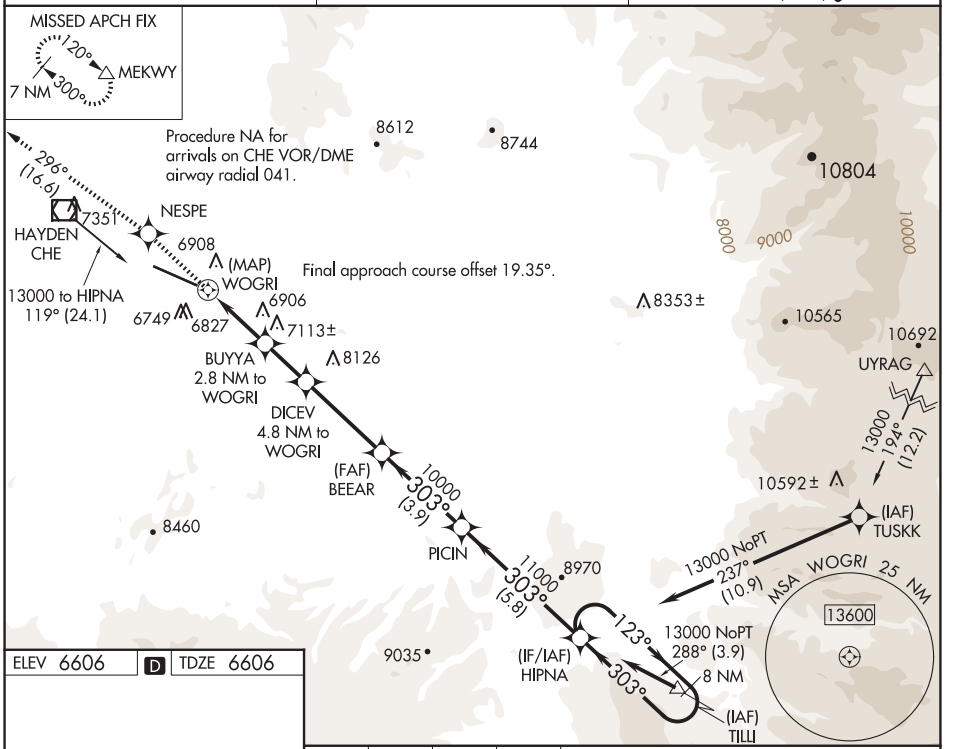
WAAS	APP CRS	Rwy Ldg	10000
CH 48825	303°	TDZE	6606
W28A		Apt Elev	6606

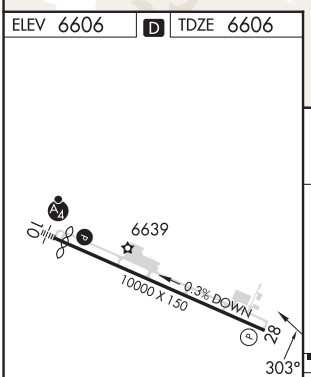
RNP APCH.

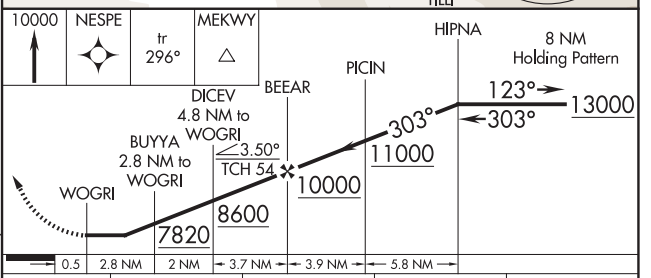
When local altimeter not received use Craig-Moffat altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C/D visibility ¼ mile. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 10000 direct NESPE and on track 296° to MEKWY and hold.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	7000-1	394 (400-1)	7000-1⅛	394 (400-1⅛)
LNAV MDA	7080-1	474 (500-1)	7080-1⅜	474 (500-1⅜)
C CIRCLING	7220-1	614 (700-1)	7660-3 1054 (1100-3)	8180-3 1574 (1600-3)

REIL Rwy 28 L
HIRL Rwy 10-28 L

HAYDEN, COLORADO
Amdt 3A 06DEC18

40°29′N-107°13′W

YAMPA VALLEY (HDN)

RNAV (GPS) RWY 28

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	9490
CH 53410	104°	TDZE	6591
W10A		Apt Elev	6606

RNAV (GPS) Y RWY 10

YAMPA VALLEY (HDN)

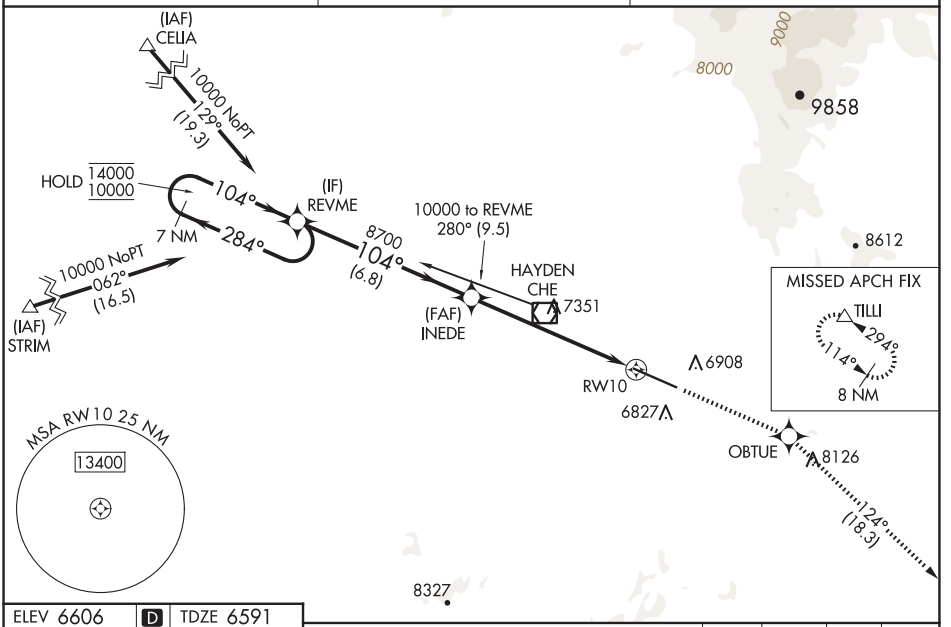
RNP APCH-GPS.

T Rwy 10 helicopter visibility reduction below ¾ SM NA.
A Inop table does not apply to *LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

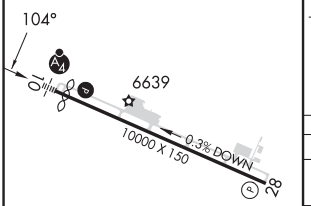
MALSF

MISSED APPROACH: Climb to 13700 direct OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13700.
* Missed approach requires minimum climb of 295 feet per NM to 8700.

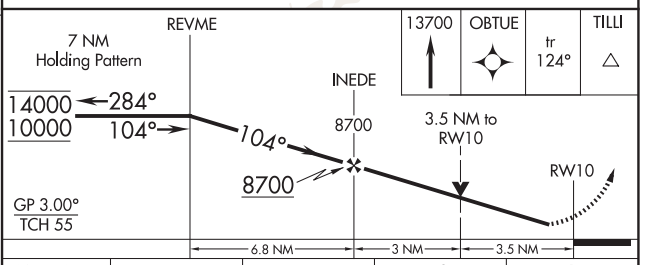
AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6606 D TDZE 6591



REIL Rwy 28 L
HIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA*	6791-¾ 200 (200-¾)			
LPV DA	7327-1¾ 736 (800-1¾)			
LNAV/VNAV DA	7966-5 1375 (1400-5)			
LNAV MDA	7760-1 1169 (1200-1)	7760-1¼ 1169 (1200-1¼)	7760-3 1169 (1200-3)	
C CIRCLING	7760-1¼ 1154 (1200-1¼)	7760-1½ 1154 (1200-1½)	7760-3 1154 (1200-3)	8180-3 1574 (1600-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

HAYDEN, COLORADO

AL-5983 (FAA)

25163

VOR-B

YAMPA VALLEY (HDN)

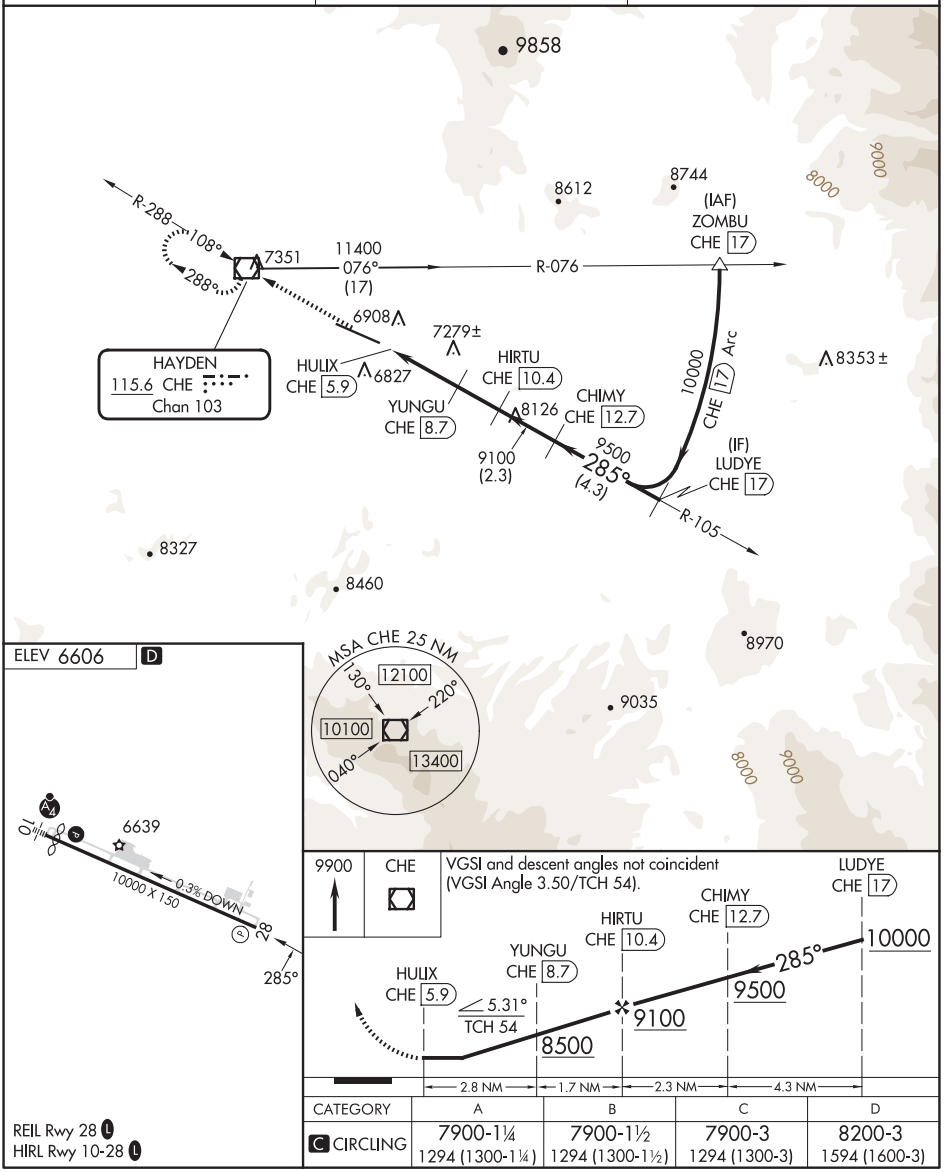
VOR/DME CHE	APP CRS	Rwy Ldg	N/A
115.6	285°	TDZE	N/A
Chan 103		Apt Elev	6606

DME required.

T A Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 9900 direct CHE VOR/DME and hold, continue climb-in-hold to 9900.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	7900-1¼ 1294 (1300-1¼)	7900-1½ 1294 (1300-1½)	7900-3 1294 (1300-3)	8200-3 1594 (1600-3)

REIL Rwy 28 L
HIRL Rwy 10-28 L

HAYDEN, COLORADO
Amdt 2 16MAY24

40°29'N-107°13'W

YAMPA VALLEY (HDN)

VOR-B

SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 4

LEA COUNTY RGNL (HOB)

LOC/DME I-HOB	APP CRS	Rwy Ldg	7398
108.5	038°	TDZE	3652
Chan 22		Apt Elev	3661

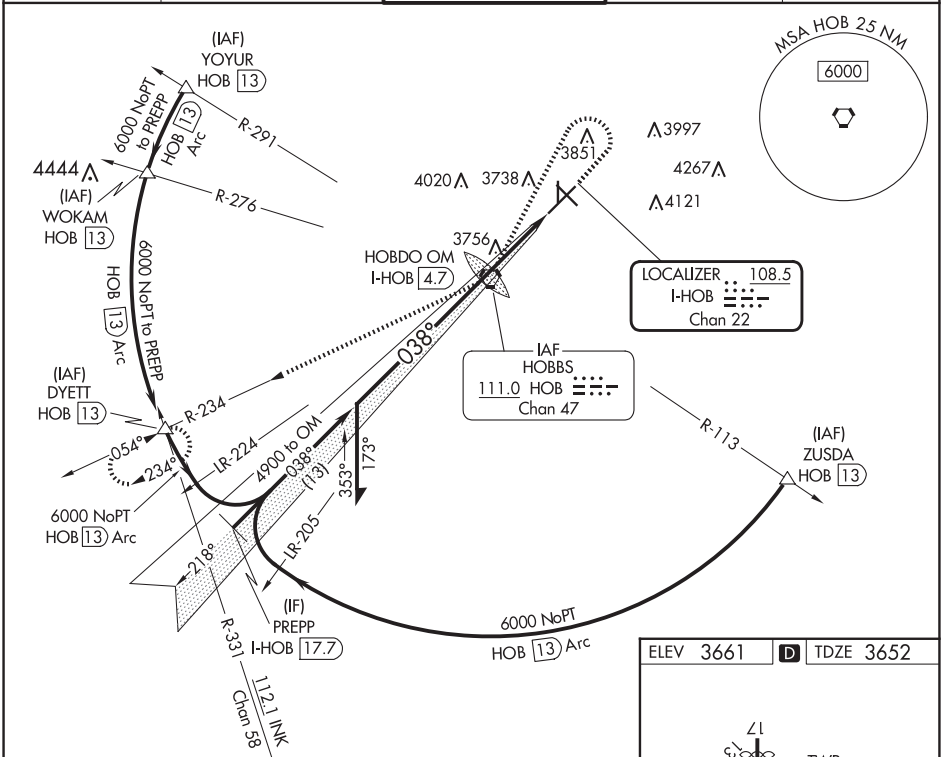
DME or RADAR required for procedure entry.

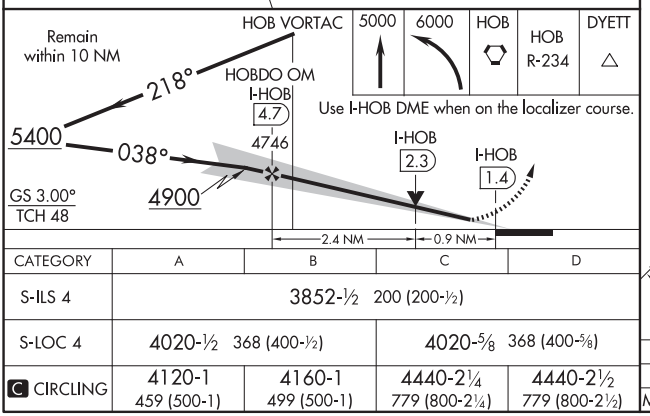
Circling Rwy 17, 35 NA at night.

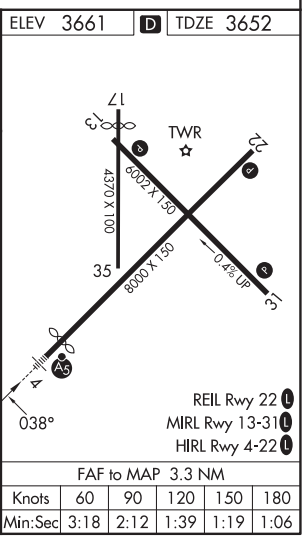
MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC and on HOB VORTAC R-234 to DYETT INT/HOB VORTAC 13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 4	3852-½ 200 (200-½)			
S-LOC 4	4020-½ 368 (400-½)		4020-⅝ 368 (400-⅝)	
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

LEA COUNTY RGNL (HOB)

WAAS	APP CRS	Rwy Ldg	7398
CH 90215	038°	TDZE	3652
W04A		Apt Elev	3661

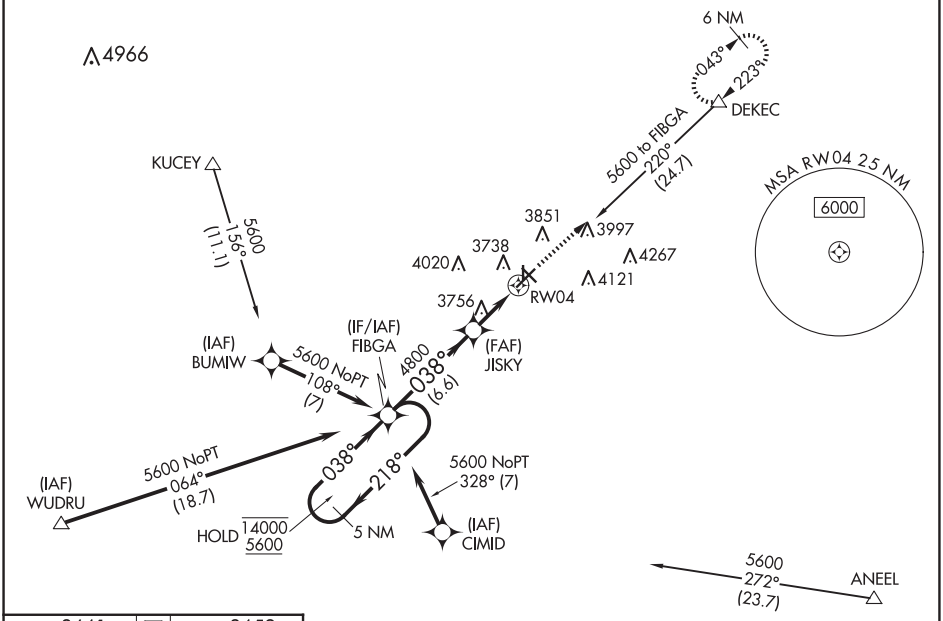
RNP APCH - GPS.

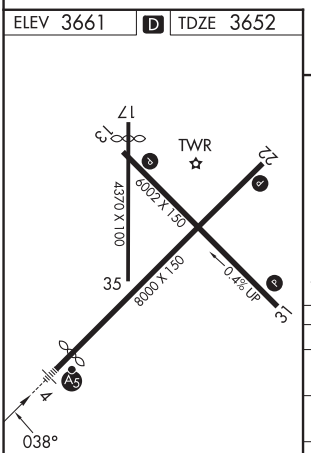
Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM.

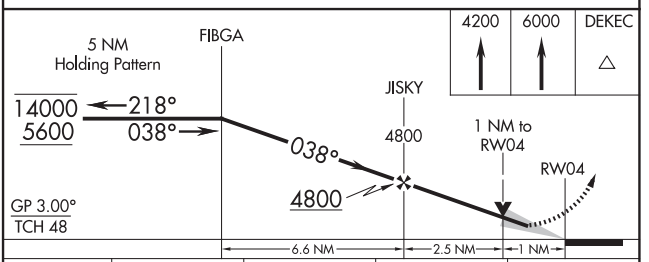
MALSR

MISSED APPROACH: Climb to 4200 then climb to 6000 direct DEKEC and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	3852-½ 200 (200-½)			
LNAV/VNAV DA	3902-½ 250 (300-½)			
LNAV MDA	4020-½ 368 (400-½)		4020-⅝ 368 (400-⅝)	
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82735 W22A	APP CRS 218°	Rwy Ldg 8000 TDZE 3649 Apt Elev 3661

RNAV (GPS) RWY 22

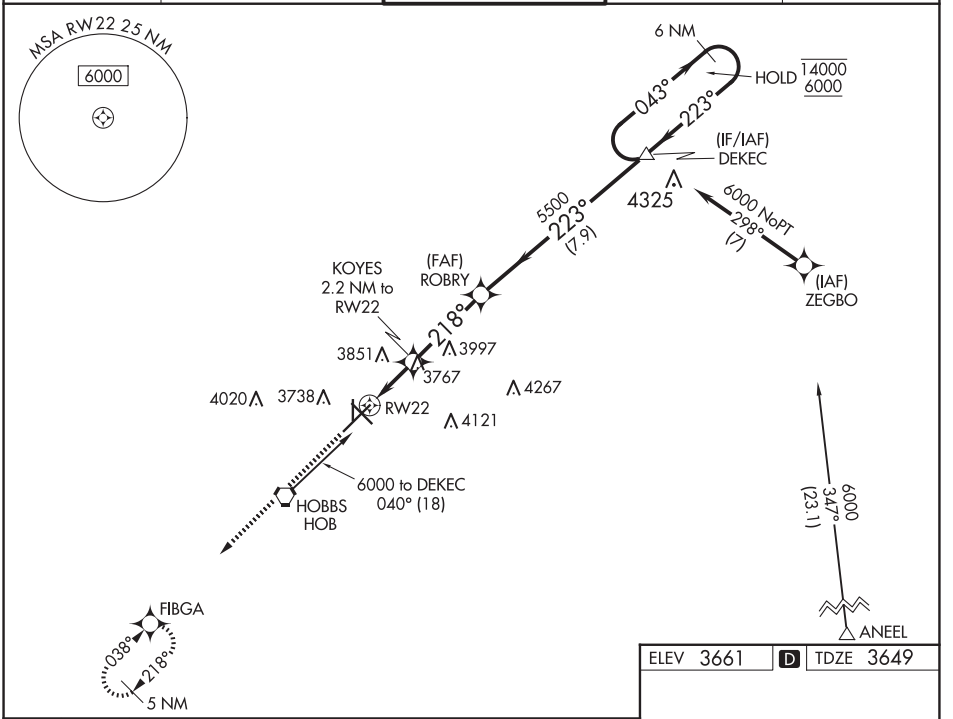
LEA COUNTY RGNL (HOB)

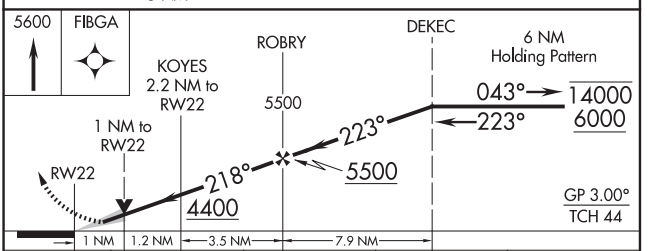
RNP APCH - GPS.

Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

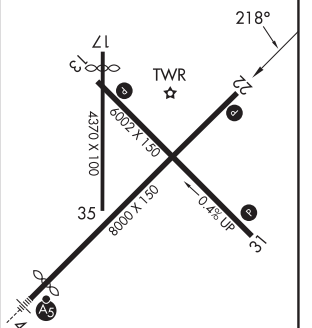
ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	3899-¾ 250 (300-¾)			
LNAV/VNAV DA	3899-¾ 250 (300-¾)			
LNAV MDA	4020-1 371 (400-1)			
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

ELEV 3661 D TDZE 3649



REIL Rwy 22 L
MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 31

LEA COUNTY RGNL (HOB)

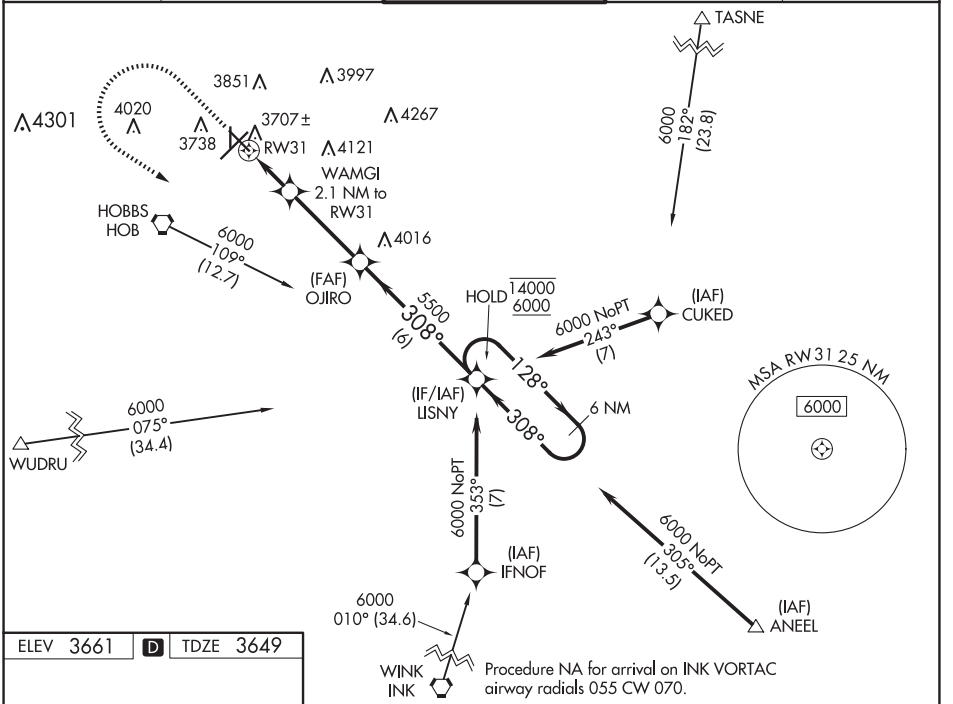
WAAS CH 69635 W31A	APP CRS 308°	Rwy Ldg 6002 TDZE 3649 Apt Elev 3661

RNP APCH - GPS.

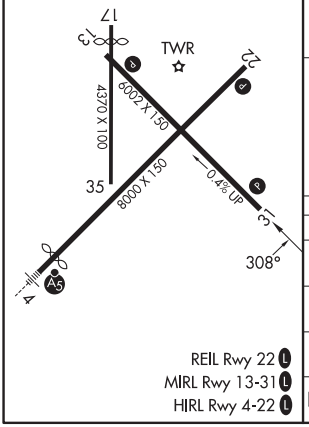
Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 4700 then climbing left turn to 6000 direct LISNY and hold.

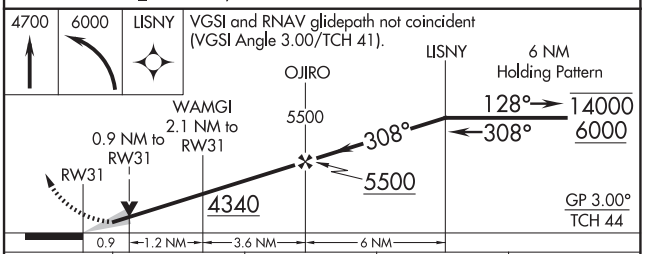
ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95



ELEV 3661 D TDZE 3649



REIL Rwy 22 L
MIRL Rwy 13-31 L
HIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LPV DA	3899-¾	250 (300-¾)		
LNAV/VNAV DA	3899-¾	250 (300-¾)		
LNAV MDA	3960-1	311 (300-1)		
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC HOB	APP CRS	Rwy Ldg 8000
111.0	212°	TDZE 3649
Chan 47		Apt Elev 3661

VOR or TACAN RWY 22

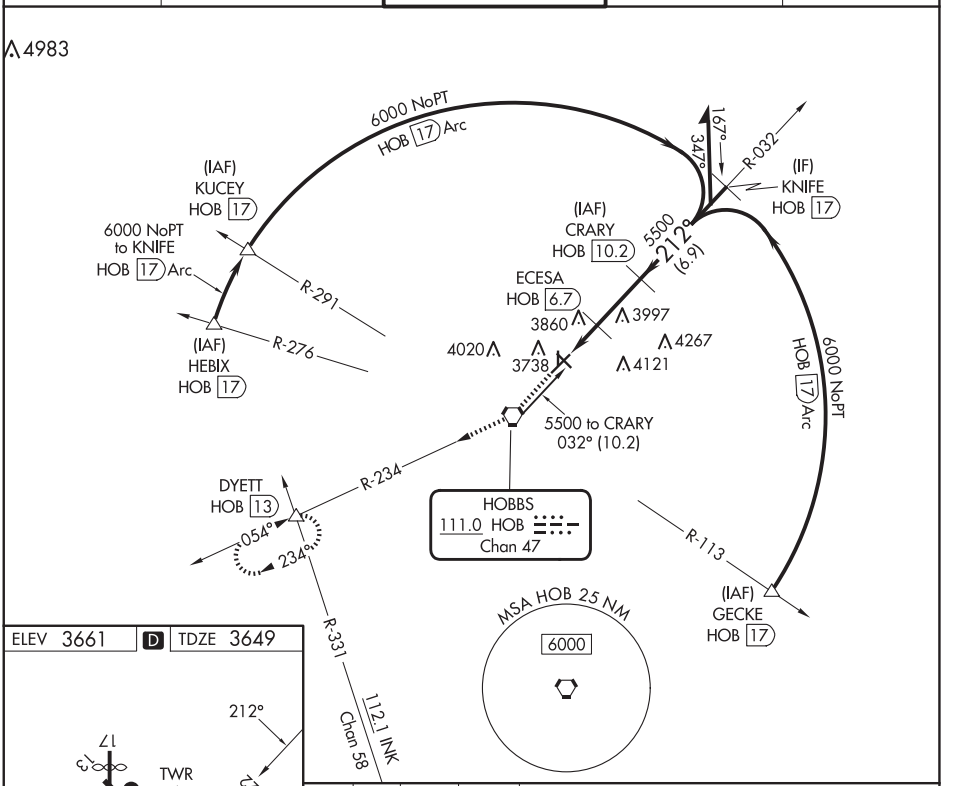
LEA COUNTY RGNL (HOB)

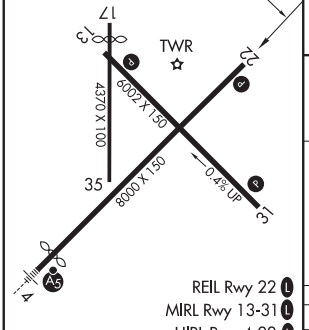
DME required.

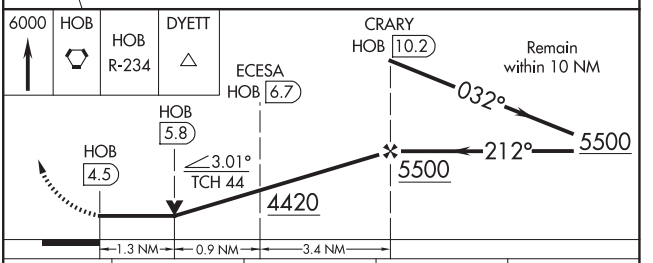
T A Circling Rwy 17, 35 NA at night.

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then on HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95







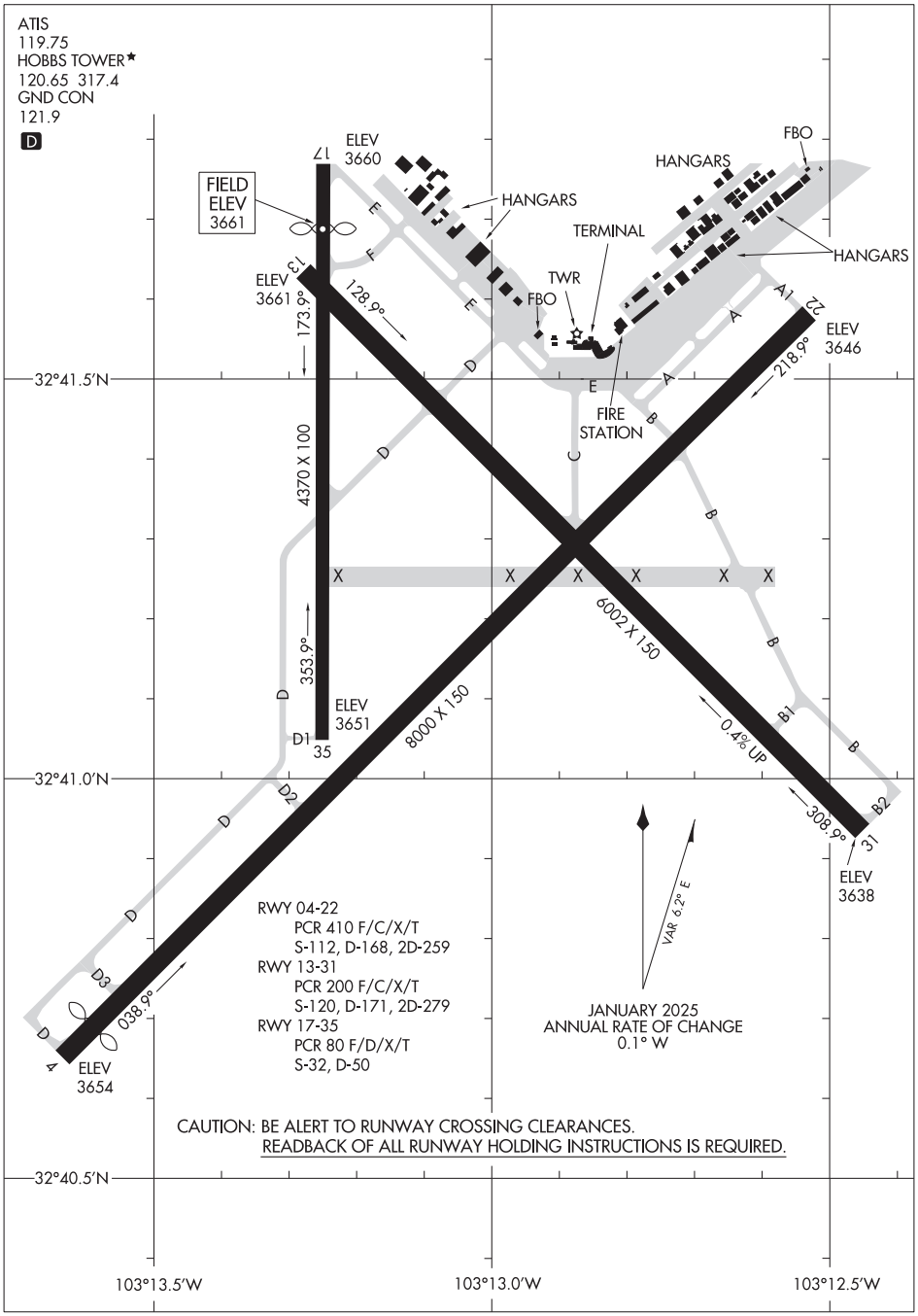
CATEGORY	A	B	C	D
S-22	4120-1 471 (500-1)		4120-1⅜ 471 (500-1⅜)	
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25163
AIRPORT DIAGRAM
AL-851 (FAA)
LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
HOBBS, NEW MEXICO
LEA COUNTY RGNL (HOB)
25163

ALAMOGORDO, NEW MEXICO

ILS or LOC X RWY 16

LOC I-MUK	APCH CRS	Rwy ldg 12,134 TDZE 4083 Arpt Elev 4093
108.9	158°	

AL-7 [USAF]

HOLLOMAN AFB (KHMN)

RADAR or DME required.

▼ * When ALS inop, increase vis to ¾ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn right and intercept HMN R-320 outbound to JOBAM and hold.

ATIS ★	ALBUQUERQUE CENTER	APP CON	TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 254.4	127.05 275.8	126.7 289.4

** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

When circling to Rwy 25 at Night, operations VGSI required, remain on or above VGSI glidepath until threshold.

CAUTION: When Rwy 22 VGSI inop, circling to Rwy 22 NA at night.

USAF Only: When Rwy 16 VGSI inop, straight-in Rwy 16 authorized at night with aircrew command approval.

INBOUND WEST: Airspace West Restricted. Expect routing via CORONA.

(IAF) ZOVOS HMN 22 13,000

HMN 22

11,000

182°

5298

6430

4475

8600

R-338

TOGIE HMN 17

HMN 17 Arc

HOLD 18,000 13,000

7600 (2)

LR-346

(IF) JEMTO HMN 15

4482

JULBO HMN 17

R-320

HOLD 10,000 7000

140°

265K

320°

6400 (4)

158°

338°

LAYKZ HMN 12

182°

265K

002°

HMN 17

CAPAR HMN 11

4570

5600 (5.2)

R-002

JOBAM HMN 12

MSA HMN 25 NM

11,000

CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: High terrain to East within 15 NM.

FETER HMN 5.8 RADAR

4324

4395

4449

5000

HOLLOMAN Chan 92 HMN

4305

4298

9505

9000

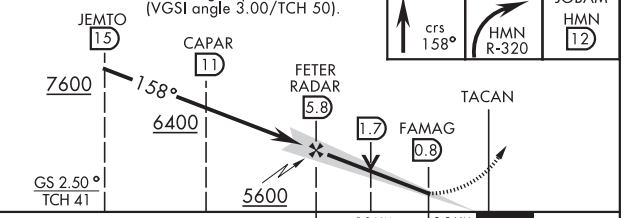
LOCALIZER 108.9 I-MUK

Unlit terrain 0' AGL/4082' MSL, 136' right of course.

CAUTION: ILS TCH 41'. Height group 4 (B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25) wheel crossing height 16'.

EMERG SAFE ALT 100 NM 14,200

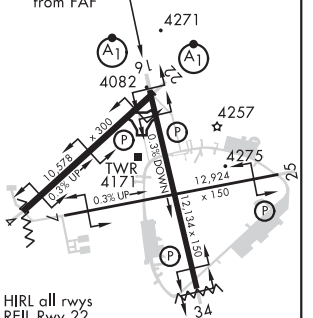
VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 50).



5000 crs 158°	7000 HMN R-320	JOBAM HMN 12

ELEV 4093 TDZE 4083

158° 5.5 NM from FAF



CATEGORY	A	B	C	D	E
S-ILS 16*	4283-½		200	(200-½)	
S-LOC 16**	4600-½ 517 (600-½)		4600-1	517	(600-1)
C CIRCLING	4640-1 547 (600-1)		4680-1½ 587 (600-1½)	4740-2 647 (700-2)	4780-2½ 687 (700-2½)

FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ALAMOGORDO, NEW MEXICO 32° 52'N-106° 06'W HOLLOMAN AFB (KHMN)

Amdt 4 11AUG22

ILS or LOC X RWY 16

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

23278

ALAMOGORDO, NEW MEXICO

RNAV (GPS) RWY 16

APCH CRS	Rwy ldg	12,134
158°	TDZE	4083
	Arpt Elev	4093

AL-7 (USAF)

HOLLOMAN AFB (KHMN)

RNP APCH-GPS

T * When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn direct JOBAM, do not exceed 265 KIAS until turn completion and hold.

ATIS★	ALBUQUERQUE CENTER	APP CON	TOWER★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 254.4	127.05 275.8	126.7 289.4

When VGSI inop, procedure NA at night.

CAUTION: When Rwy 22 VGSI inop, circling to Rwy 22 NA at night.

CAUTION: High terrain to East within 15 NM.

Cold temperature based on standard -30.00° C ISA deviaiton.

USAF Only: When VGSI inop, straight-in RWY 16 authorized at night with aircrew command approval.

Visibility Reduction by Helicopters NA.

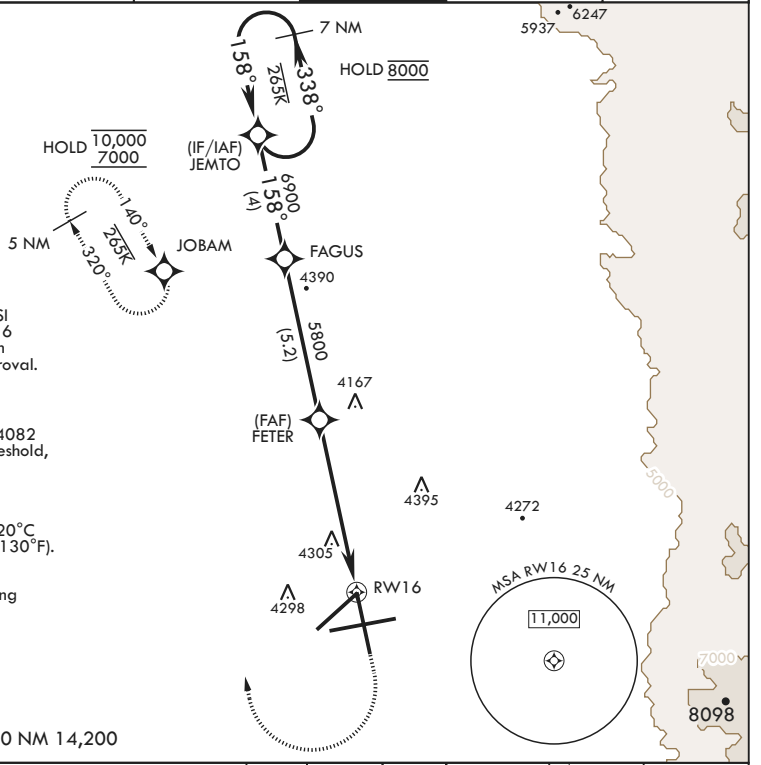
Unlit terrain 0 ft AGL/4082 ft MSL, 200 ft from threshold, 137 ft right of course.

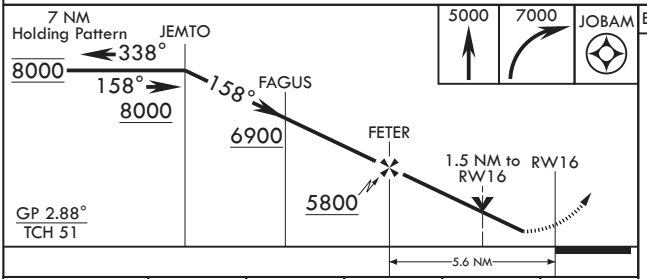
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F).

CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

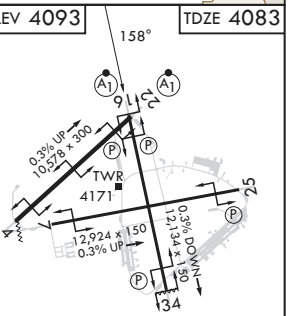
CAUTION: Circling to Rwy 4 NA at night.

EMERG SAFE ALT 100 NM 14,200





ELEV 4093 TDZE 4083



CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	4569-1		486	(500-1)	
LNAV MDA**	4600-¾	517 (600-¾)	4600-1	517	(600-1)
C CIRCLING	4640-1	547 (600-1)	4680-1½ 587 (600-1½)	4740-2 647 (700-2)	4780-2½ 687 (700-2½)

HIRL all Rwys
REIL Rwy 22

ALAMOGORDO, NEW MEXICO

Amdt 2 05OCT23

32°52'N - 106°06'W

HOLLOMAN AFB (KHMN)

RNAV (GPS) RWY 16

SW-1, 12 JUN 2025 to 07 AUG 2025

ALAMOGORDO, NEW MEXICO

RNAV (GPS) RWY 34

APCH CRS	Rwy ldg	12,134
338°	TDZE	4058
	Arpt Elev	4093

AL-7 (USAF)

HOLLOMAN AFB (KHMN)

RNP APCH. DME/DME RNP-0.3 NA.

GPS required

* When circling to Rwy 25 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

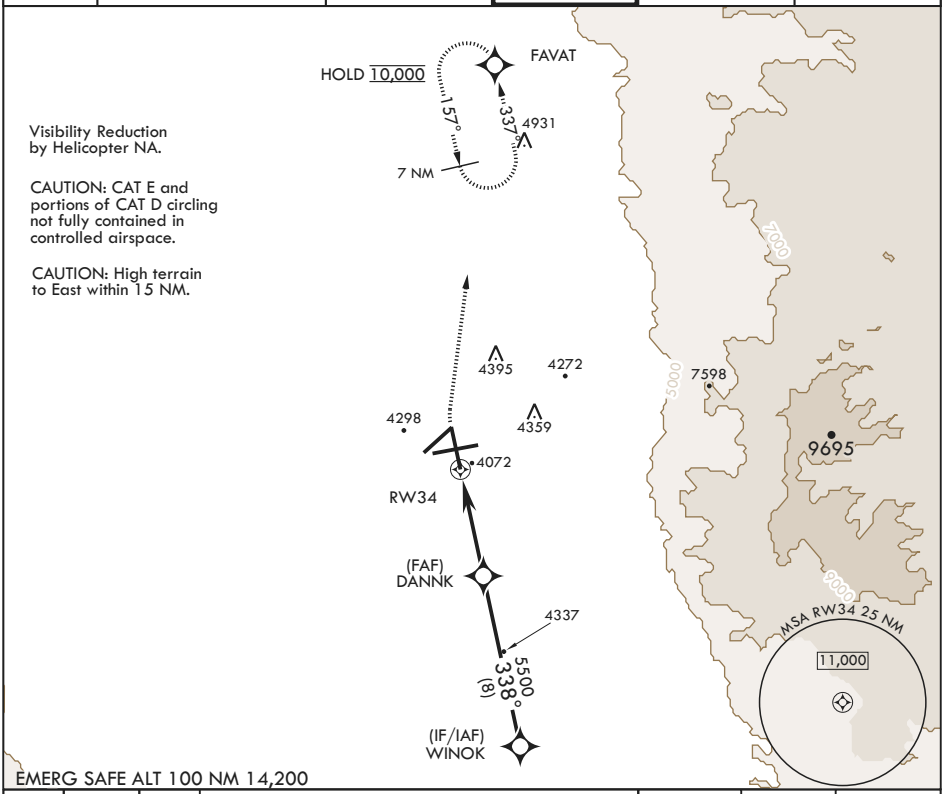
MISSED APPROACH: Climb to 4800 then climbing right turn to 10,000 direct FAVAT and hold, continue climb-in-hold to 10,000.

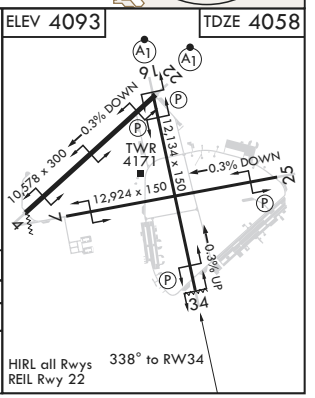
ATIS★	ALBUQUERQUE CENTER	APP CON	TOWER★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 254.4	127.05 275.8	126.7 289.4

Visibility Reduction by Helicopter NA.

CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: High terrain to East within 15 NM.





CATEGORY	A	B	C	D	E
LNAV MDA	4540-1	482 (500-1)	4540-1⅜	482	(500-1⅜)
C CIRCLING*	4640-1	547 (600-1)	4680-1½ 587 (600-1½)	4740-2 647 (700-2)	4780-2½ 687 (700-2½)

ALAMOGORDO, NEW MEXICO

32°52'N - 106°06'W

HOLLOMAN AFB (KHMN)

Amdt 2 14JUL22

RNAV (GPS) RWY 34

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

22139

AIRPORT DIAGRAM

HOLLOMAN AFB (KHMN)

AL-7 [USAF]

ALAMOGORDO, NEW MEXICO

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

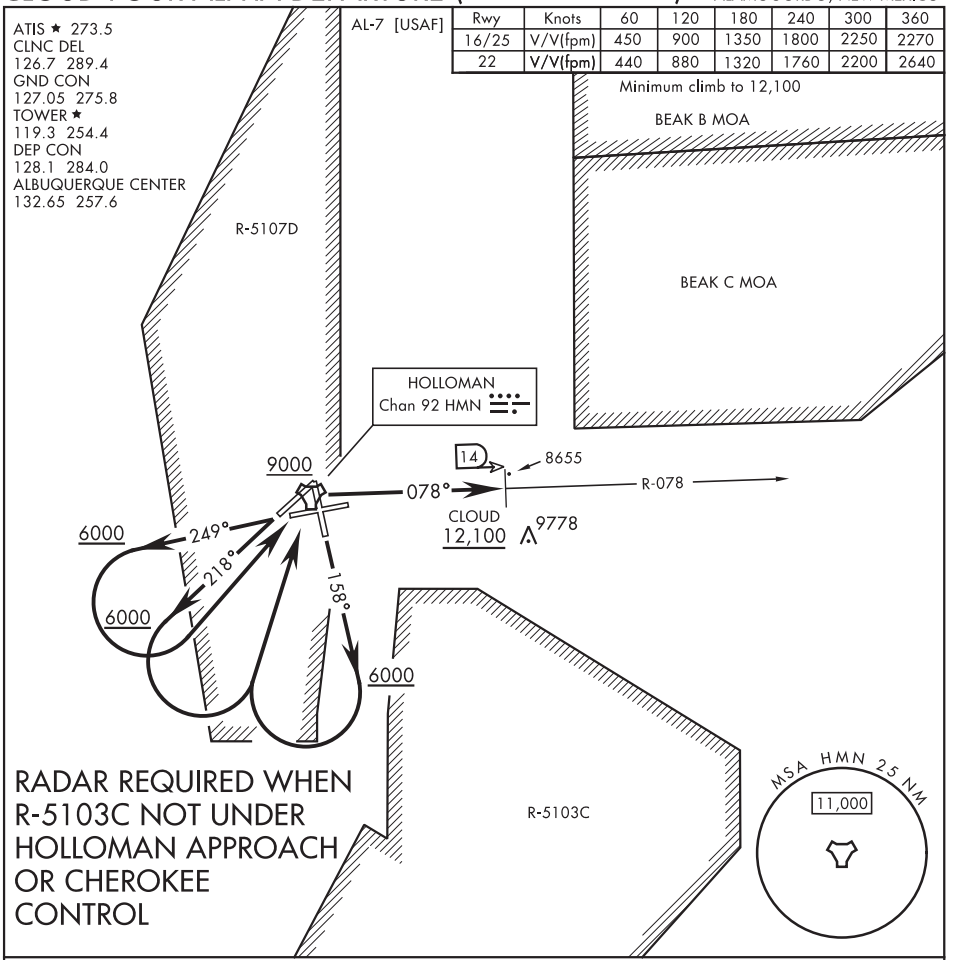
AIRPORT DIAGRAM

ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

CLOUD-FOUR ALPHA DEPARTURE (CLOUA4•CLOUD)

ALAMOGORDO, NEW MEXICO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track 158°. When leaving 6000 turn right direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

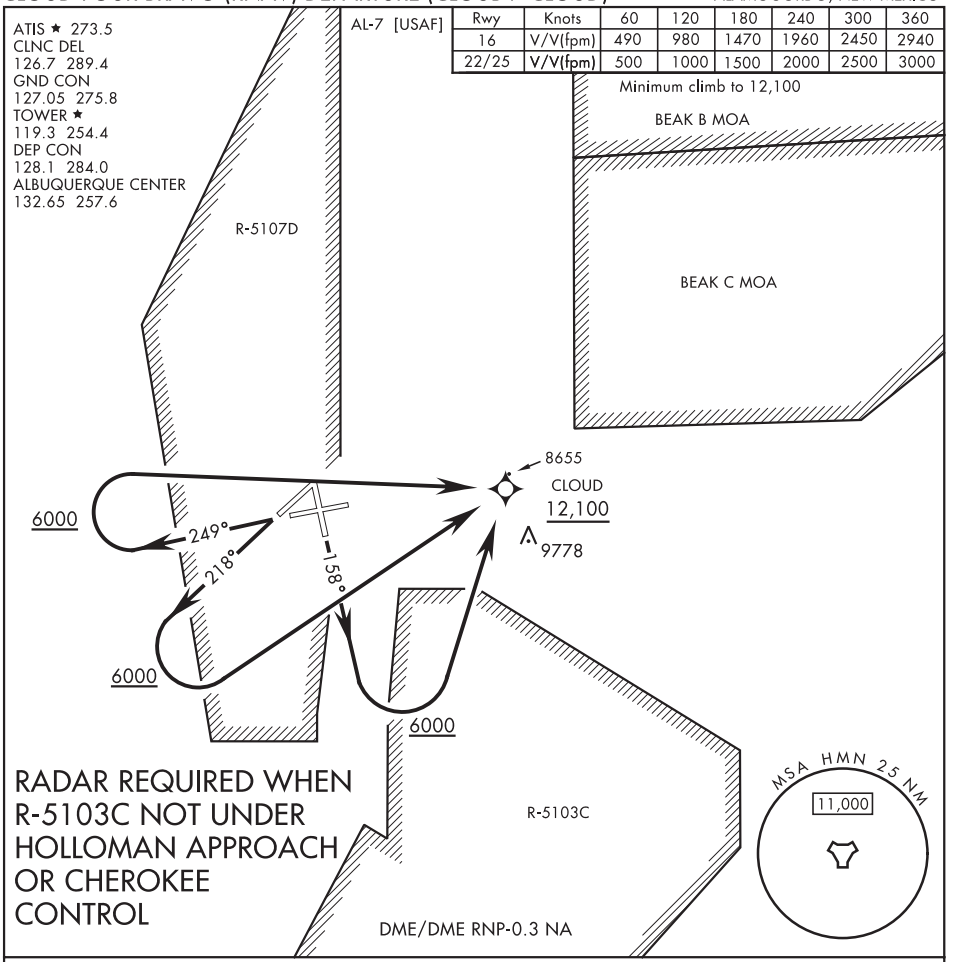
TAKEOFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKEOFF RWY 25: Climb on track 249 °. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

CLOUD-FOUR BRAVO (RNAV) DEPARTURE (CLOUB4•CLOUD)

ALAMOGORDO, NEW MEXICO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKEOFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKEOFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

DIEZL ONE DEPARTURE

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
TOWER ★
119.3 254.4
DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

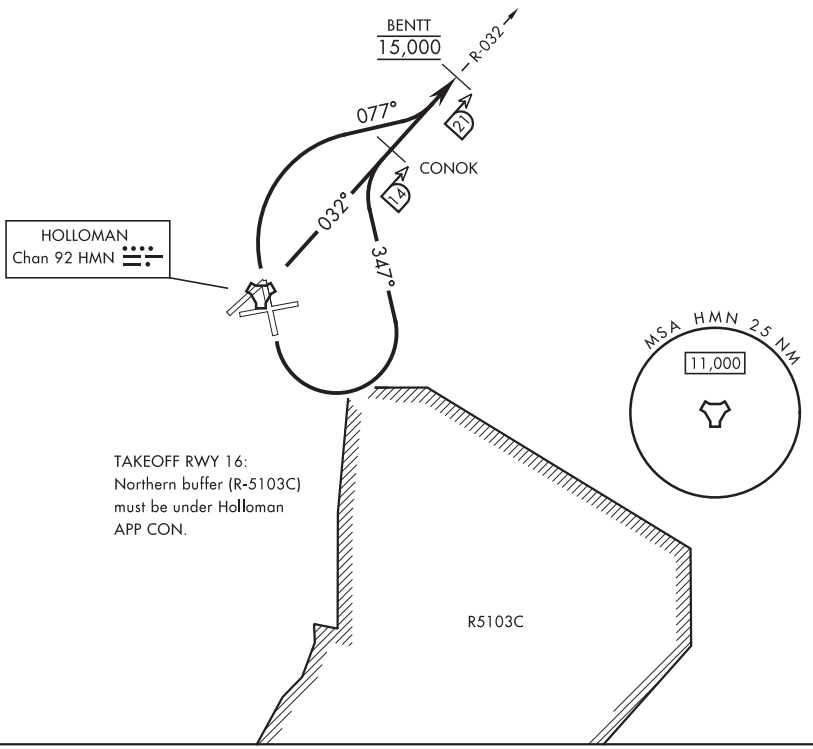
RADAR required

Rwy	Knots	60	120	180	240	300	360
04 ⓐ	V/V(fpm)	350	700	1050	1400	1750	2100
16 ⓑ	V/V(fpm)	492	984	1476	1968	2460	2952
34 ⓐ	V/V(fpm)	350	700	1050	1400	1750	2100

Minimum Climb Rate
ⓐ to 9300
ⓑ to 11,700

11,929

MILITARY USE ONLY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb direct BENTT, cross BENTT at 15,000.

TAKEOFF RWY 16: Climbing left turn to track 347°, intercept HMN R-032 direct CONOK, depart CONOK direct BENTT. Cross BENTT at 15,000.

TAKEOFF RWY 34: Climbing right turn on track 077°, intercept HMN R-032 direct BENTT, cross BENTT at 15,000.

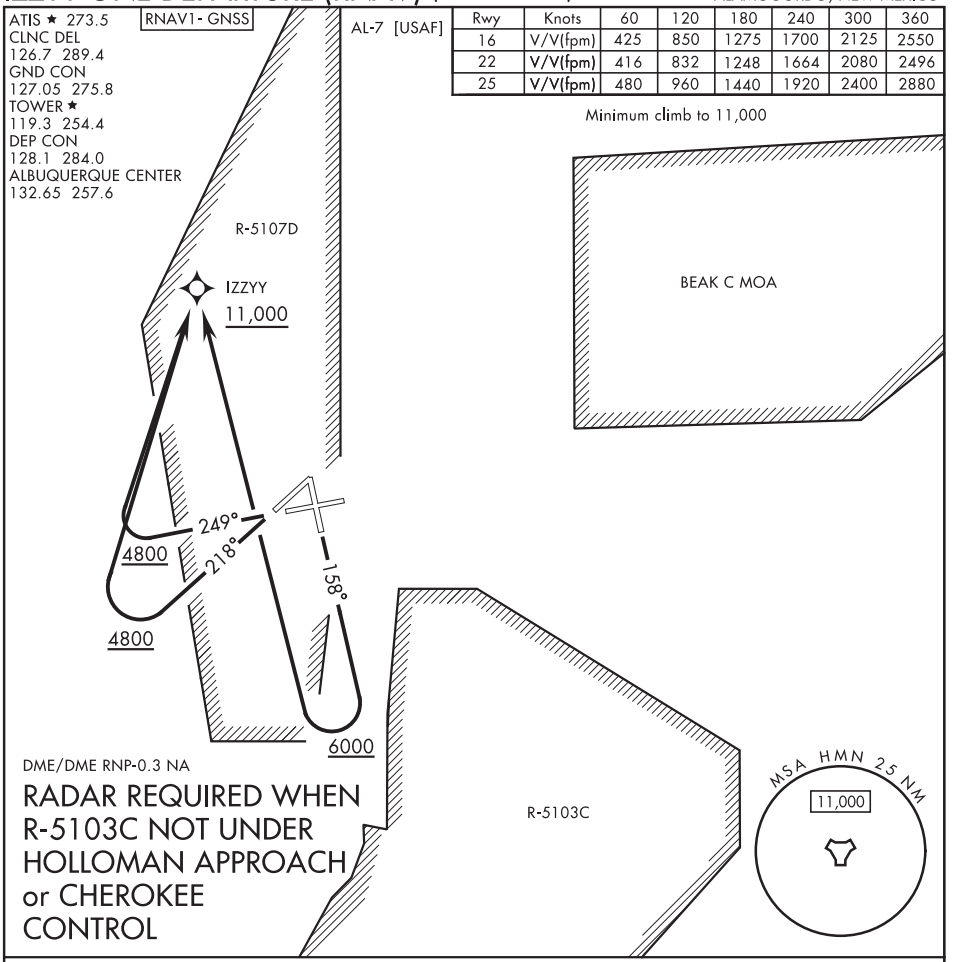
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

23222

HOLLOMAN AFB (KHMN)

IZZYY ONE DEPARTURE (RNAV) (IZZYY1•IZZYY)

ALAMOGORDO, NEW MEXICO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track 158° when leaving 6000 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

TAKEOFF RWY 22: Climb on track 218° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

TAKEOFF RWY 25: Climb on track 249° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

IZZYY ONE DEPARTURE (RNAV) (IZZYY1•IZZYY)

Amdt1 10AUG23

ALAMOGORDO, NEW MEXICO
HOLLOMAN AFB (KHMN)

SW-1, 12 JUN 2025 to 07 AUG 2025

OHDEE ONE DEPARTURE

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
TOWER ★
119.3 254.4
DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

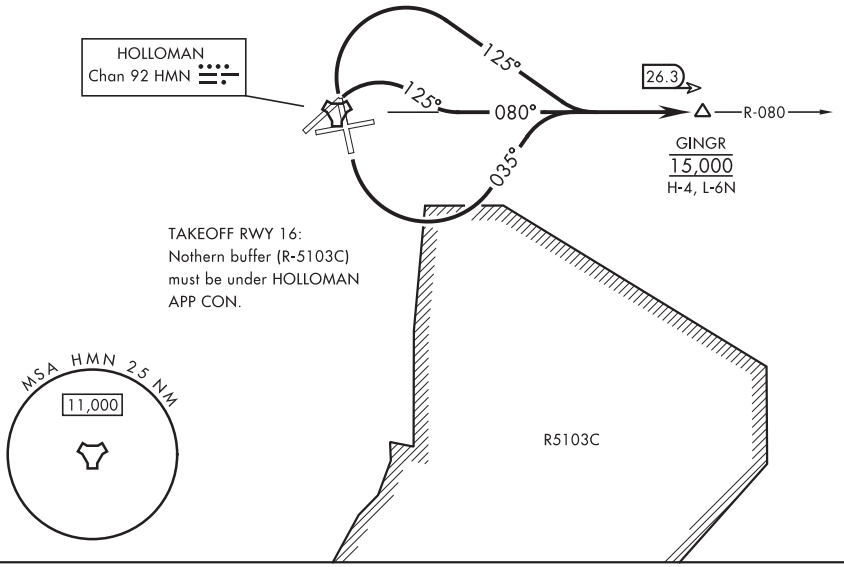
RADAR required

Rwy	Knots	60	120	180	240	300	360
04 ⓐ	V/V(fpm)	477	954	1431	1908	2385	2862
16 ⓑ	V/V(fpm)	501	1002	1503	2004	2505	3006
34 ⓐ	V/V(fpm)	458	916	1374	1832	2290	2748

Minimum Climb Rate
ⓐ to 11,500
ⓑ to 12,000

11,929

MILITARY USE ONLY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climbing right turn to track 125°, intercept HMN R-080 to GINGR. Cross GINGR at 15,000.

TAKEOFF RWY 16: Climbing left turn to track 035°, intercept HMN R-080 to GINGR. Cross GINGR at 15,000.

TAKEOFF RWY 34: Climbing right turn to track 125°, intercept HMN R-080 to GINGR. Cross GINGR at 15,000.

SW-1, 12 JUN 2025 to 07 AUG 2025

HOLYOKE, COLORADO | AL-6634 (FAA) | 22307

RNAV (GPS) RWY 14

HOLYOKE (HEQ)

APP CRS	Rwy Idg	5000
141°	TDZE	3730
	Apt Elev	3730

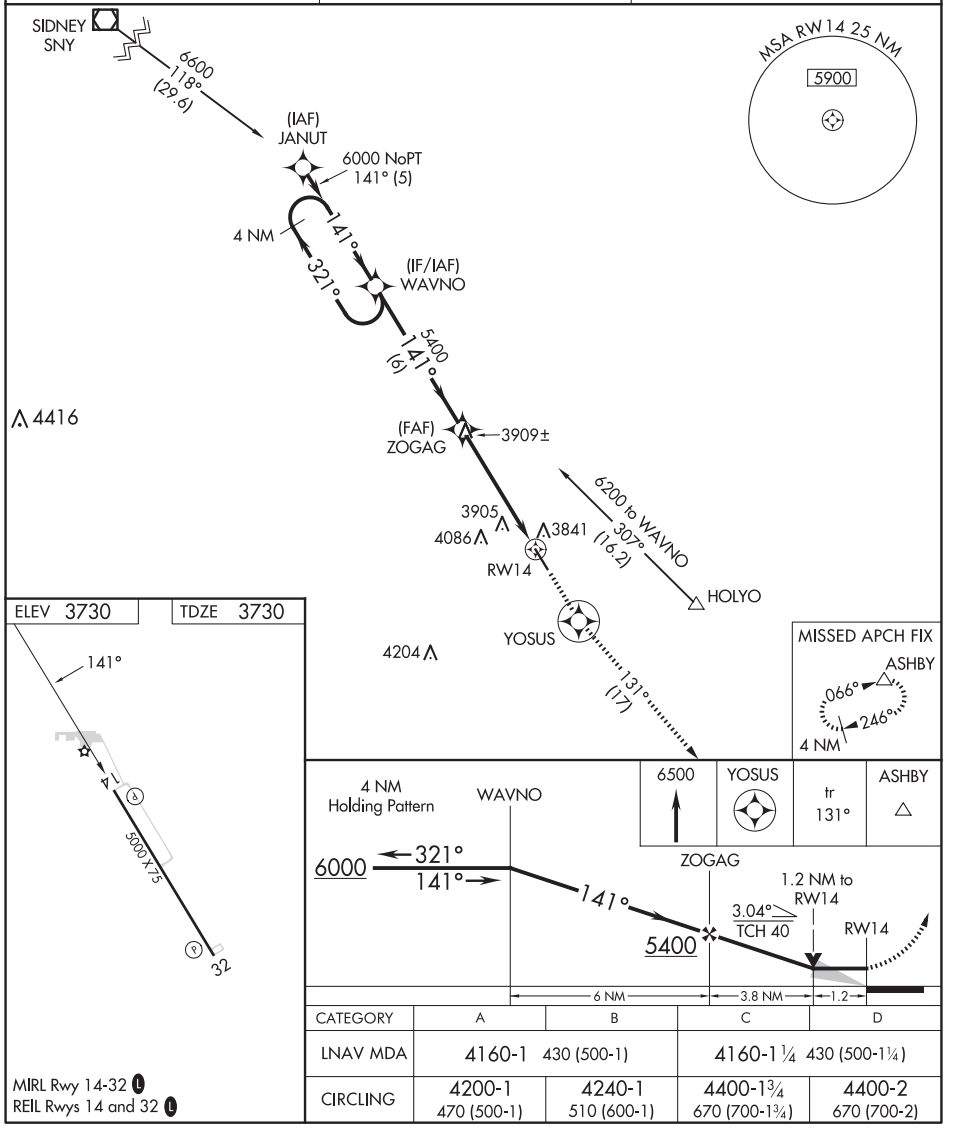
RNP APCH - GPS.

When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Fld altimeter setting: increase all MDAs 200 feet and increase visibility LNAV Cats C and D ½ SM and Circling Cats C and D ¾ SM. VDP NA when using Sidney Muni/Lloyd W Carr Fld altimeter setting.

NA

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4160-1 430 (500-1)		4160-1¼ 430 (500-1¼)	
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4400-1¾ 670 (700-1¾)	4400-2 670 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

HOLYOKE, COLORADO
Orig-H 03NOV22

40°34'N-102°16'W

HOLYOKE (HEQ)

RNAV (GPS) RWY 14

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32

HOLYOKE (HEQ)

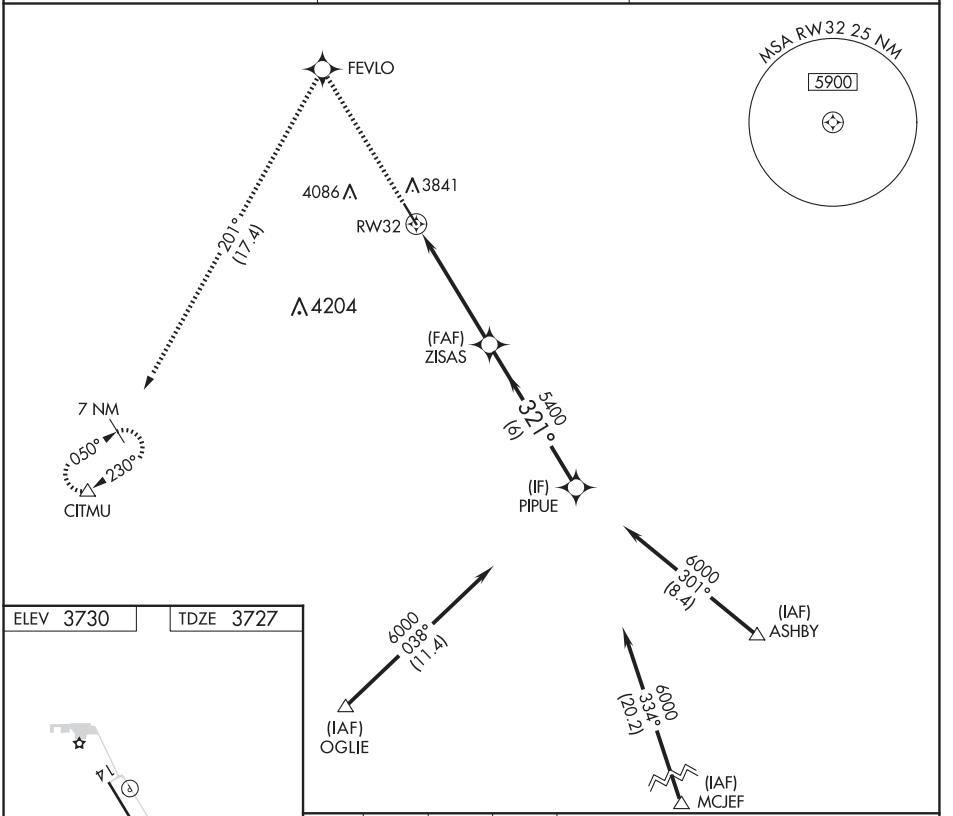
APP CRS	Rwy Idg	5000
321°	TDZE	3727
	Apt Elev	3730

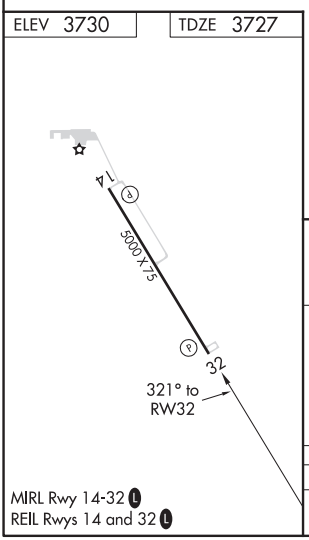
RNP APCH-GPS.

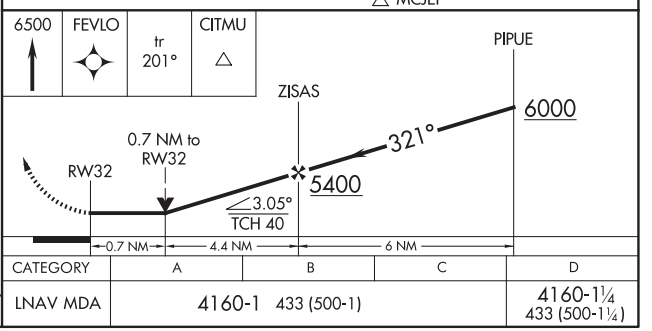
VDP NA when using Sidney Muni/Lloyd W. Carr Fld altimeter setting.
When local altimeter setting not received, use Sidney altimeter setting and increase all MDAs 200 feet and visibility Cat C/D ⅜ SM. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6500 direct FEVLO and on track 201° to CITMU and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4160-1 433 (500-1)			4160-1¼ 433 (500-1¼)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(HOLYO4.NACIK) 18312

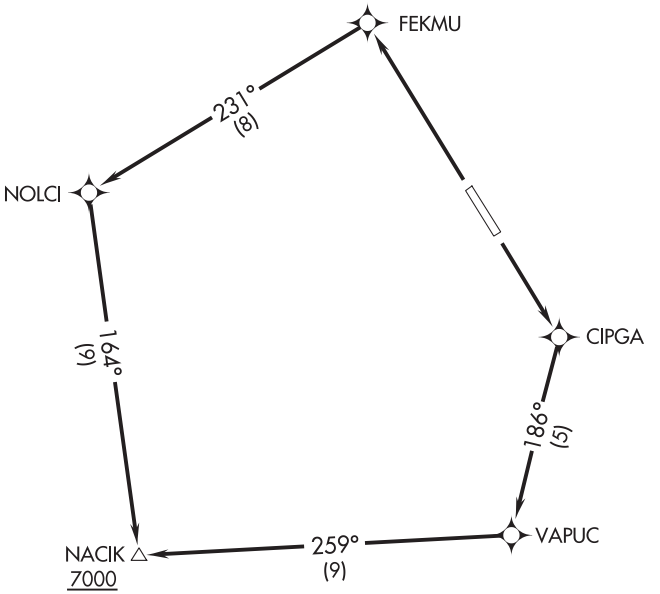
HOLYOKE FOUR DEPARTURE (RNAV)

AL-6634 (FAA)

HOLYOKE (HEQ)
HOLYOKE, COLORADO

AWOS-3
119.275
DENVER CENTER
118.475 225.4
UNICOM
122.7 (CTAF)

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: 300-1 or standard with minimum climb of 280' per NM to 4000.

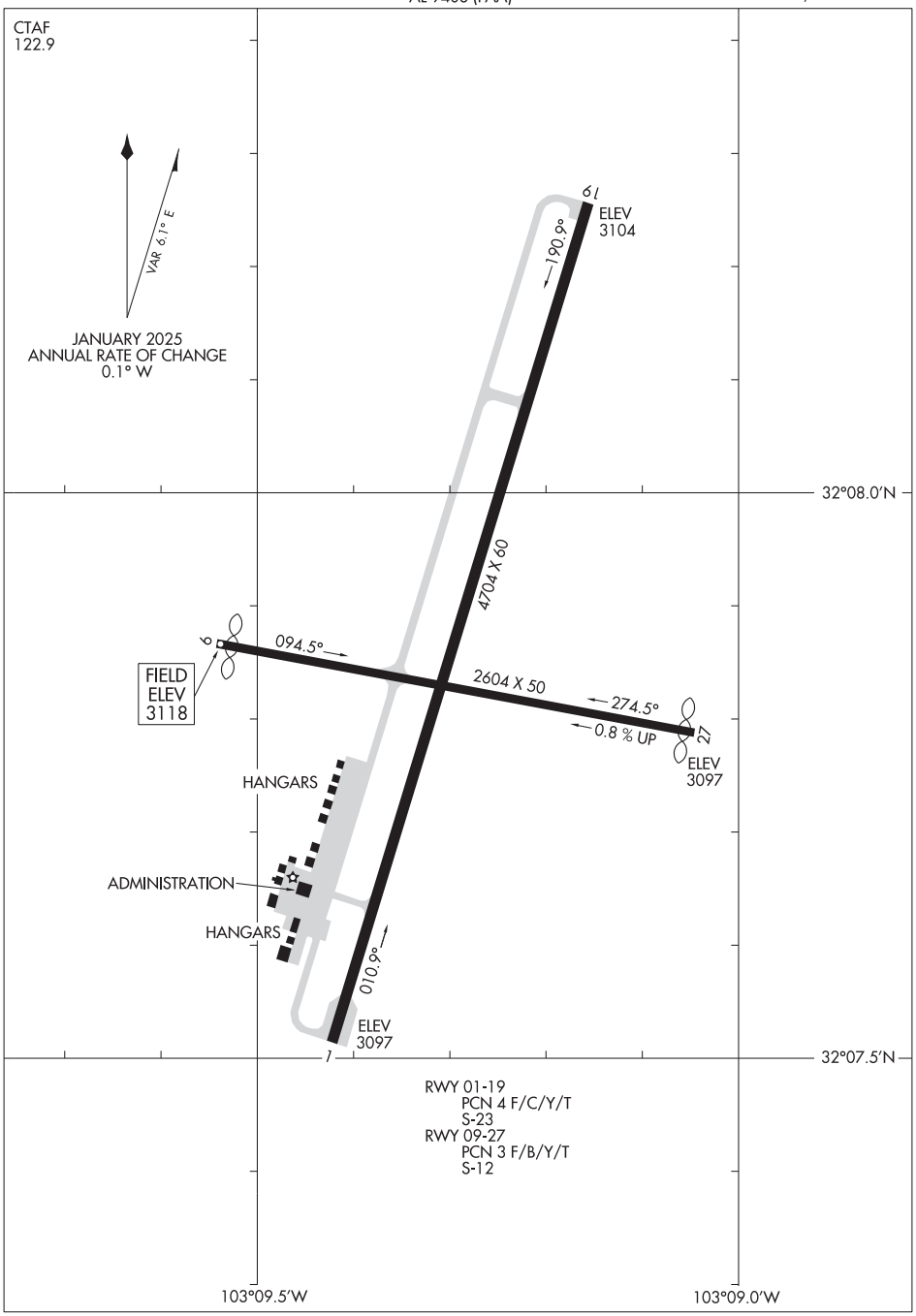
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb direct CIPGA, then on depicted route to cross NACIK at or above 7000.

TAKEOFF RUNWAY 32: Climb direct FEKMU, then on depicted route to cross NACIK at or above 7000.

SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

KREMMLING, COLORADO | AL-6734 (FAA) | 25163

RNAV (GPS) RWY 27

MC ELROY AIRFIELD (2ØV)

WAAS	APP CRS	Rwy Ldg	5540
CH 63040	275°	TDZE	7415
W27A		Apt Elev	7415

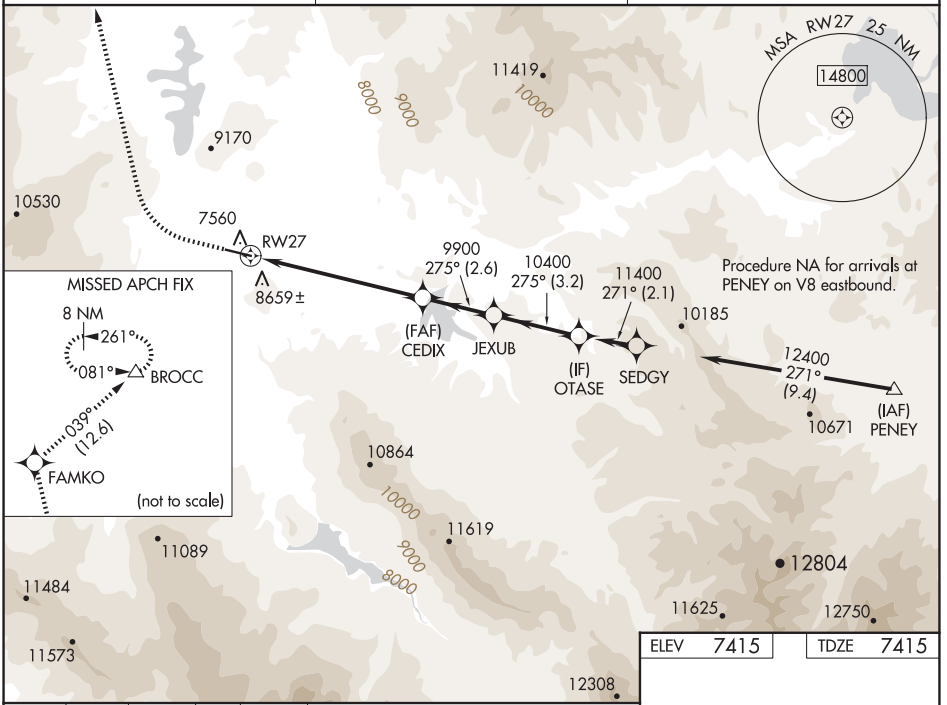
RNP APCH

T
A
-18°C

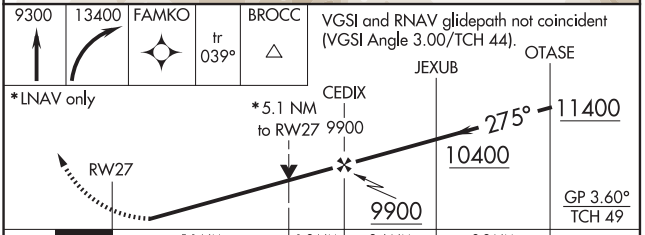
Circling to Rwy 9 NA at night. Circling NA south of Rwy 9-27. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 48°C.

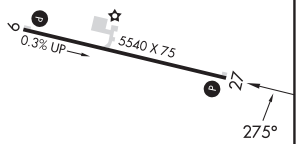
MISSED APPROACH: Climb to 9300 then climbing right turn to 13400 direct FAMKO and on track 039° to BROCC and hold. # Missed approach requires minimum climb of 405 feet per NM to 10000.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L



ELEV 7415 | TDZE 7415





CATEGORY	A	B	C	D
LPV DA #	8245-2½ 830 (900-2½)			NA
LPV DA	9021-6 1606 (1700-6)			NA
LNAV/VNAV DA	8819-5 1404 (1500-5)			NA
LNAV MDA	9100-1¼ 1685 (1700-1¼)	9100-1½ 1685 (1700-1½)	9100-3 1685 (1700-3)	NA
C CIRCLING	9100-1¼ 1685 (1700-1¼)	9100-1½ 1685 (1700-1½)	9220-3 1805 (1900-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
050°	TDZE	N/A
	Apt Elev	7411

RNAV (GPS)-B
MC ELROY AIRFIELD (2ØV)

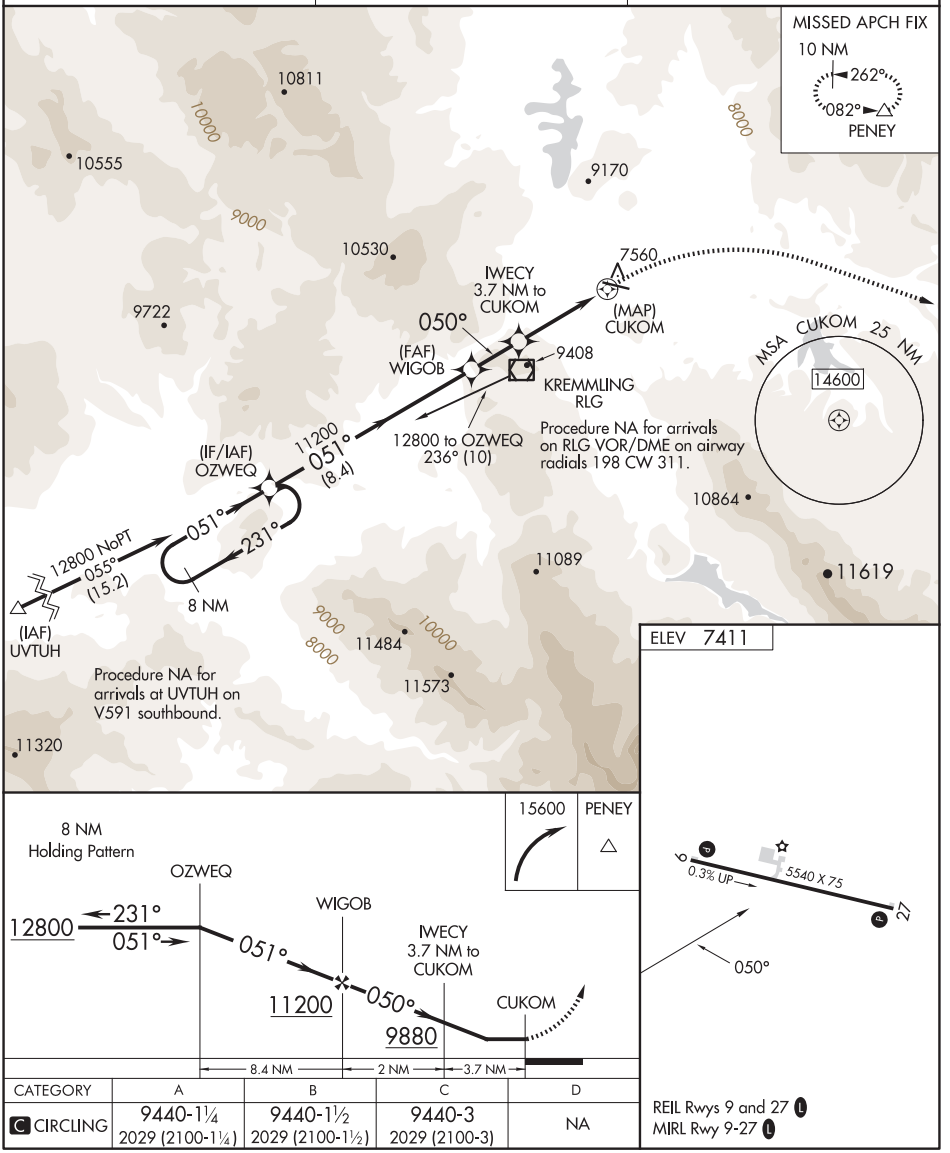
RNP APCH.

T
A
-18°C

When local altimeter setting not received, procedure NA.
Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 15600 direct PENEY and hold, continue climb-in-hold to 15600.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	9440-1¼ 2029 (2100-1¼)	9440-1½ 2029 (2100-1½)	9440-3 2029 (2100-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

KREMMLING, COLORADO

AL-6734 (FAA)

25163

VOR/DME-A

MC ELROY AIRFIELD (2ØV)

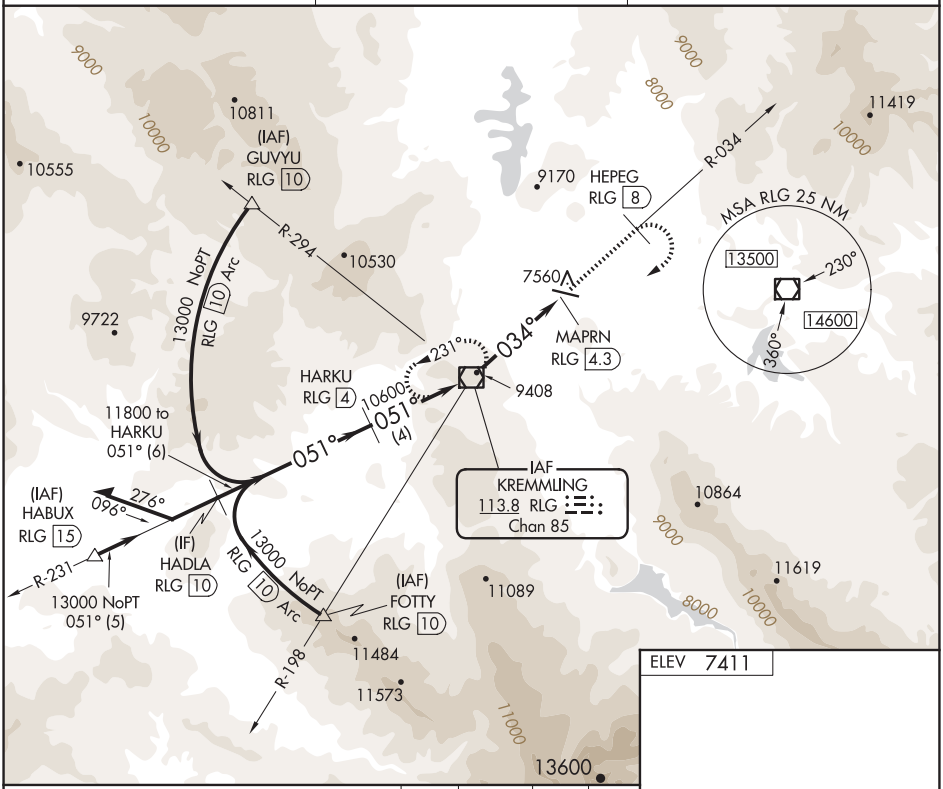
VOR/DME RLG	APP CRS	Rwy Ldg	N/A
113.8	034°	TDZE	N/A
Chan 85		Apt Elev	7411

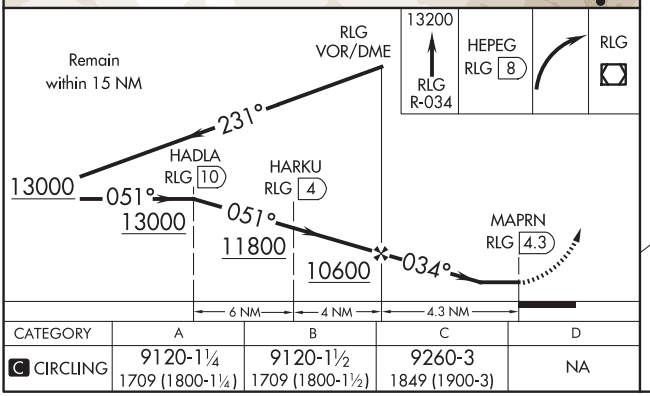
T
A
-18°C

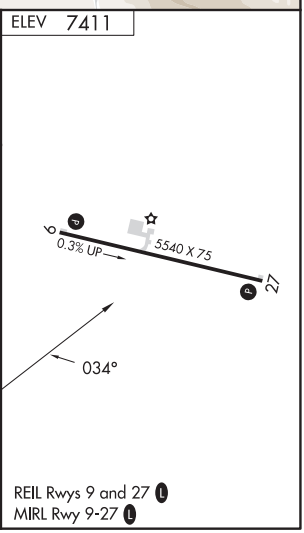
When local altimeter setting not received, procedure NA. Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climb to 13200 on RLG VOR/DME R-034 to HEPEG/RLG VOR/DME 8 DME then climbing right turn direct RLG VOR/DME and hold, continue climb-in-hold to 13200.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	9120-1¼ 1709 (1800-1¼)	9120-1½ 1709 (1800-1½)	9260-3 1849 (1900-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

KREMMLING, COLORADO
Amdt 3B 31JAN19

40°03'N-106°22'W

MC ELROY AIRFIELD (2ØV)

VOR/DME-A

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH **97613** **W08A**	APP CRS **081°**	Rwy Idg **6849** TDZE **4229** Apt Elev **4229**

RNAV (GPS) RWY 8

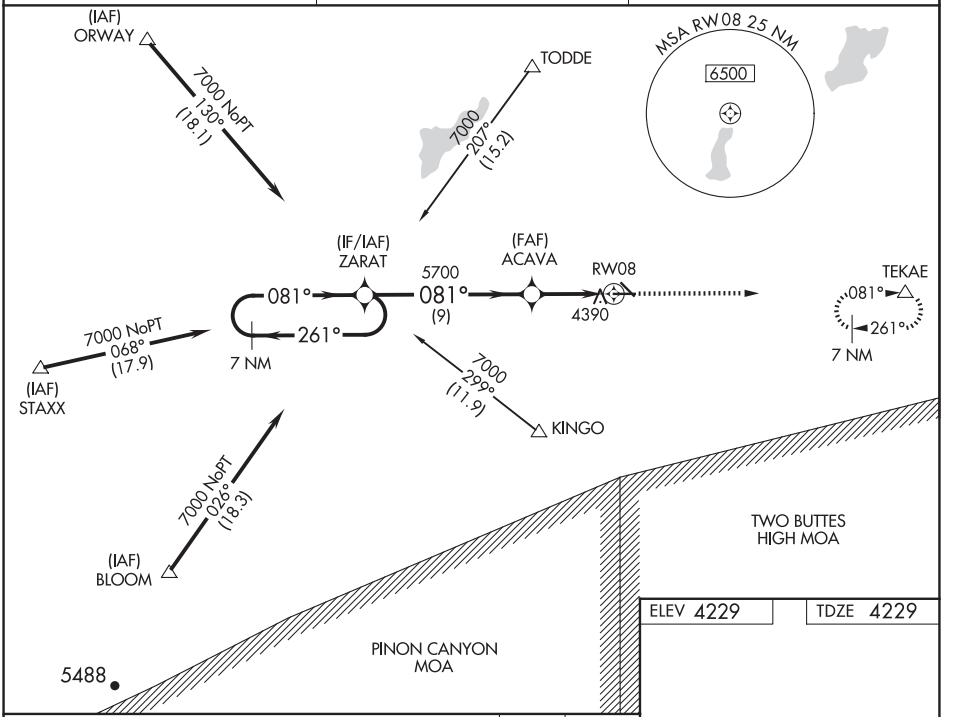
LA JUNTA MUNI (LHX)

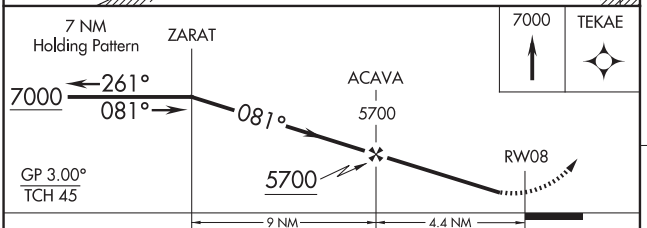
RNP APCH - GPS.

T A Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. When local altimeter setting not received, use Lamar altimeter setting: increase LPV DA to 4694 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 4904 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¾ SM. Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climb to 7000 direct TEKAE and hold.

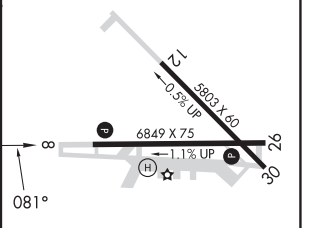
ASOS	DENVER CENTER	UNICOM
135.525	**128.375 379.95**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4528-7/8	299 (300-7/8)		
LNAV/VNAV DA	4738-1 3/8	509 (600-1 3/8)		
LNAV MDA	4700-1	471 (500-1)	4700-1 3/8	471 (500-1 3/8)
CIRCLING	4740-1	511 (600-1)	4740-1½ 511 (600-1½)	4860-2 631 (700-2)

ELEV 4229 TDZE 4229



REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26

LA JUNTA MUNI (LHX)

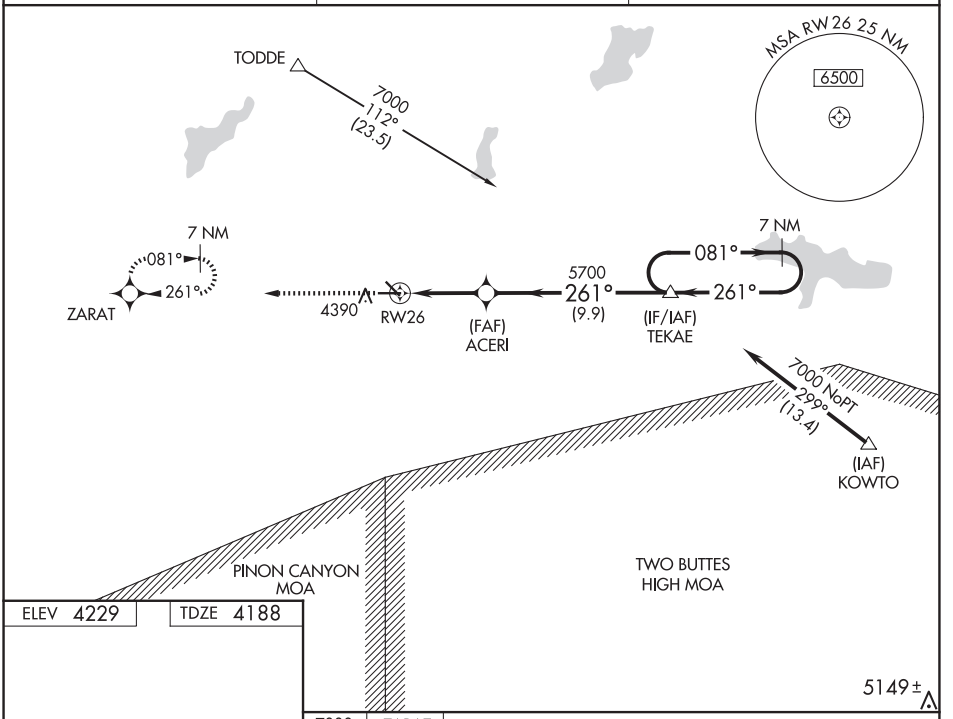
WAAS	APP CRS	Rwy Idg	6849
CH 93813	261°	TDZE	4188
W26A		Apt Elev	4229

RNP APCH - GPS.

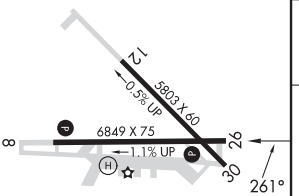
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting: increase LPV and LNAV/VNAV DAs to 4604 feet and all visibilities ⅜ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¾ SM. Circling Rwy 12, 30 NA at night.

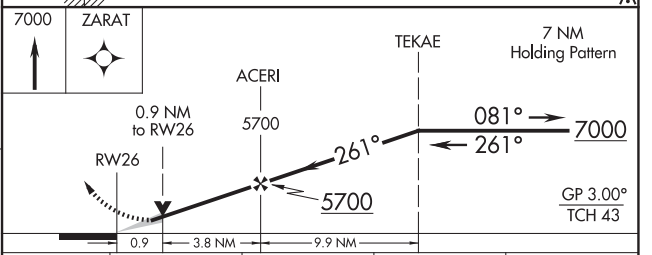
MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L



ELEV 4229 TDZE 4188





CATEGORY	A	B	C	D
LPV DA	4438-¾ 250 (300-¾)			
LNAV/VNAV DA	4438-¾ 250 (300-¾)			
LNAV MDA	4480-1 292 (300-1)		4480-⅞ 292 (300-⅞)	
CIRCLING	4740-1 511 (600-1)		4740-1½ 511 (600-1½)	4860-2 631 (700-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5001
CH 97429	083°	TDZE	3685
W08A		Apt Elev	3706

RNAV (GPS) RWY 8

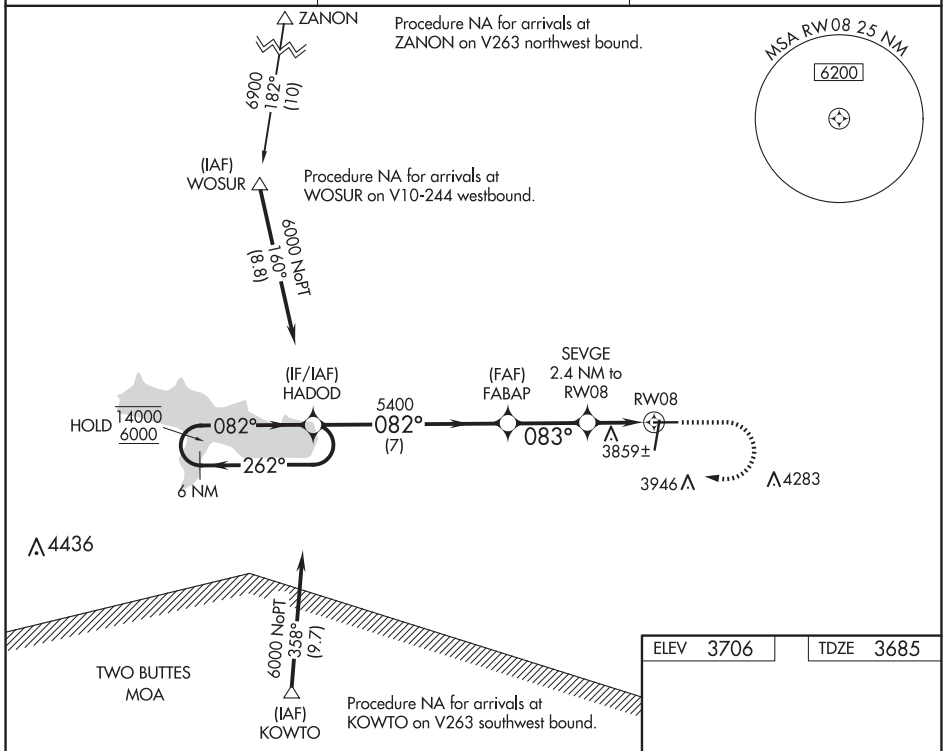
SOUTHEAST COLORADO RGNL (LAA)

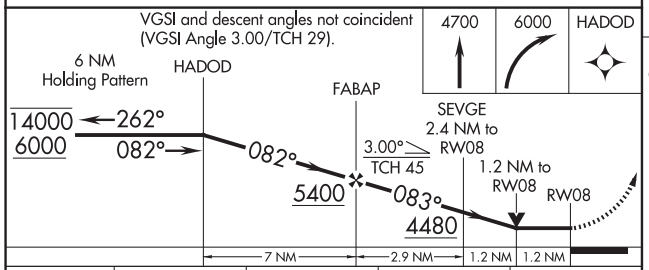
RNP APCH.

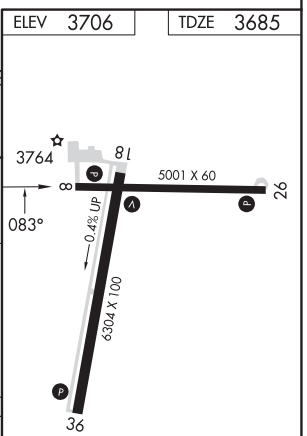
Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct HADOD and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	4080-1 395 (400-1)		4080-1⅛ 395 (400-1⅛)	
LNAV MDA	4120-1 435 (500-1)		4120-1¼ 435 (500-1¼)	

REIL Rwys 8, 26, 18, and 36 L
MIRL Rwys 8-26 and 18-36 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LAMAR, COLORADO | AL-5290 (FAA) | 21056

WAAS	APP CRS	Rwy Idg	6304
CH 86613	183°	TDZE	3695
W18A		Apt Elev	3706

RNAV (GPS) RWY 18

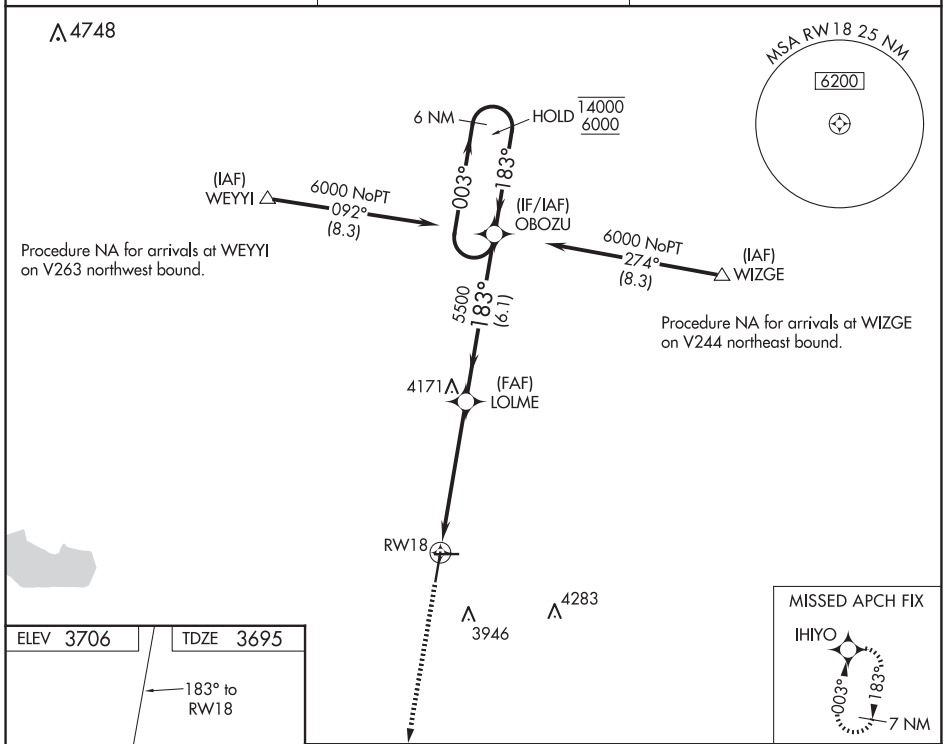
SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3945-1 250 (300-1)			
LNAV/VNAV DA	4014-1¼ 319 (400-1¼)			
LNAV MDA	4260-1 565 (600-1)		4260-1⅝ 565 (600-1⅝)	

LAMAR, COLORADO
Amdt 1E 25FEB21

38°04′N-102°41′W

SOUTHEAST COLORADO RGNL (LAA)
RNAV (GPS) RWY 18

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5001
263°	TDZE	3689
	Apt Elev	3706

RNAV (GPS) RWY 26

SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.

Rwy 26 helicopter visibility reduction below ¾ SM NA.

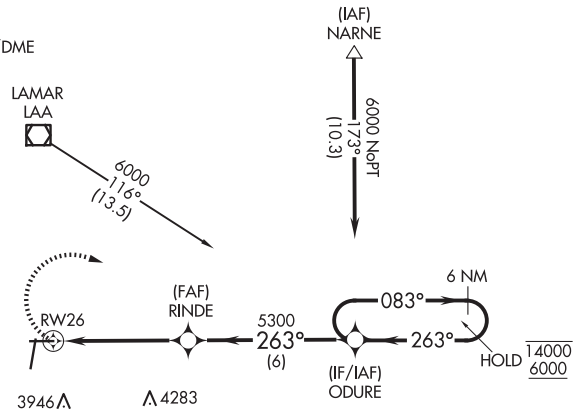
MISSED APPROACH: Climbing right turn to 6000 direct ODURE and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L

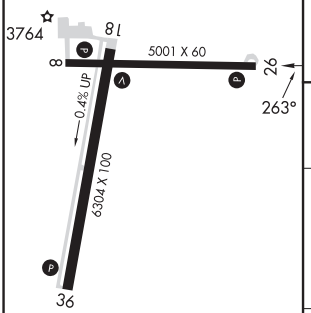
Procedure NA for arrivals at NARNE on V244 northeast bound.

4331

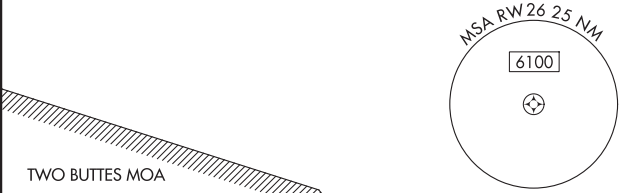
Procedure NA for arrival on LAA VOR/DME airway radials 048 CW 118.

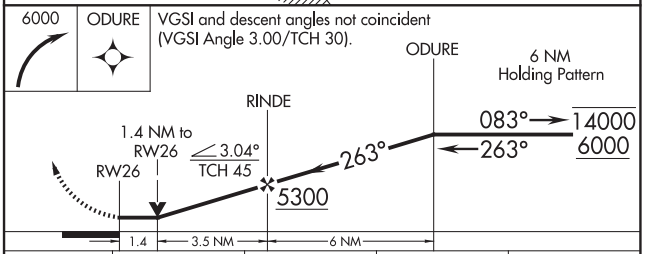


ELEV 3706 TDZE 3689



REIL Rwys 8, 26, 18, and 36 L
MIRL Rwys 8-26 and 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	4180-1	491 (500-1)	4180-1⅜ 491 (500-1⅜)	4180-1½ 491 (500-1½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	6304
CH 99400	003°	TDZE	3706
W36A		Apt Elev	3706

RNAV (GPS) RWY 36

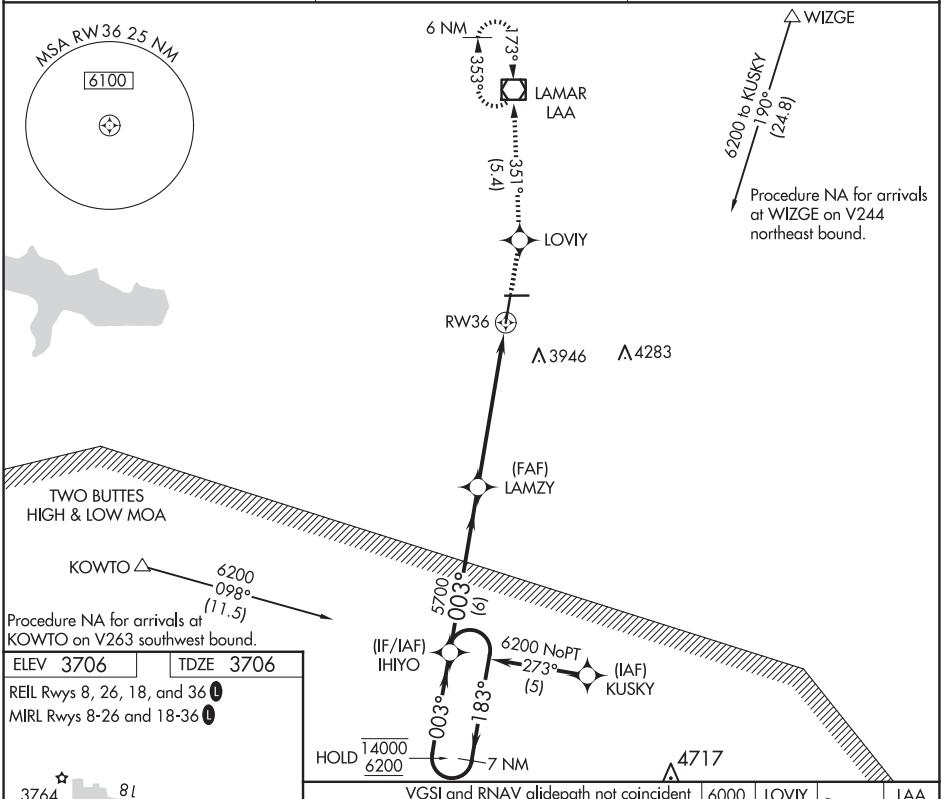
SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct LOVIY and left turn on track 351° to LAA VOR/DME and hold.

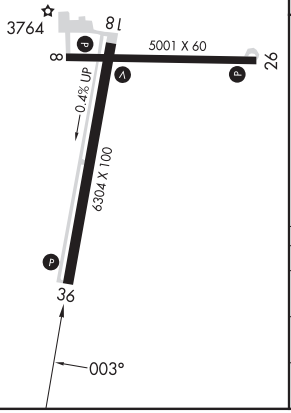
ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L

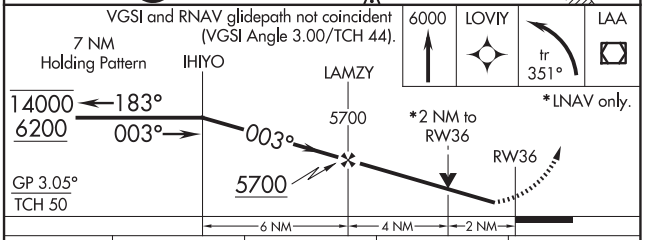


ELEV 3706	TDZE 3706

REIL Rwys 8, 26, 18, and 36 L

MIRL Rwys 8-26 and 18-36 L





CATEGORY	A	B	C	D
LPV DA	3956-1 250 (300-1)			
LNAV/VNAV DA	4250-2 544 (600-2)			
LNAV MDA	4400-1 694 (700-1)		4400-2 694 (700-2)	4400-2¼ 694 (700-2¼)

38°04'N-102°41'W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

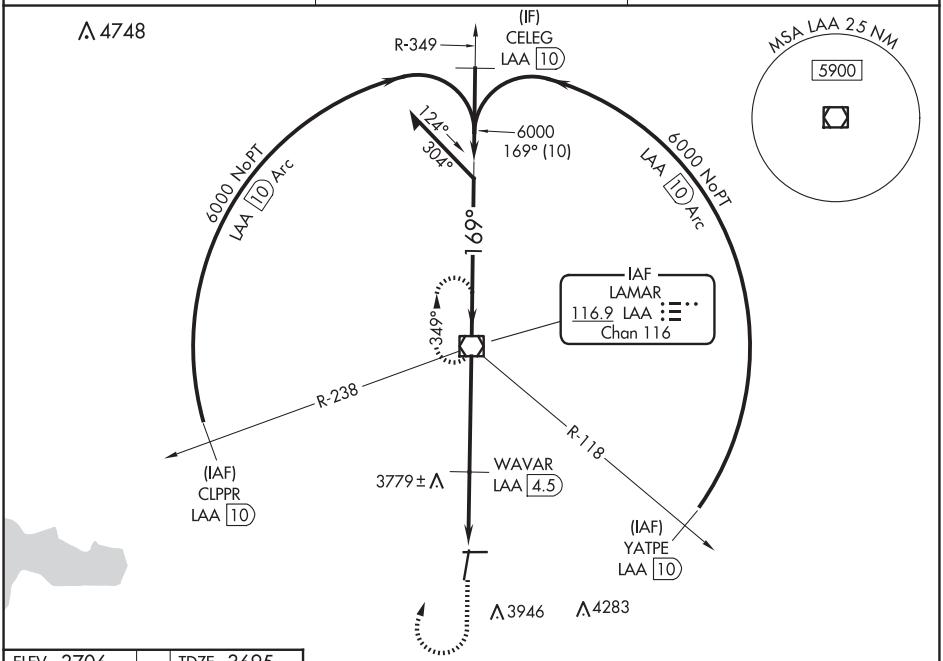
VOR/DME LAA	APP CRS	Rwy Idg	6304
116.9	169°	TDZE	3695
Chan 116		Apt Elev	3706

VOR RWY 18

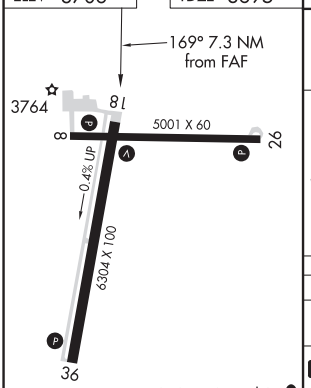
SOUTHEAST COLORADO RGNL (LAA)

MISSED APPROACH: Climb to 4600 then climbing right turn to 6000 direct LAA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF)

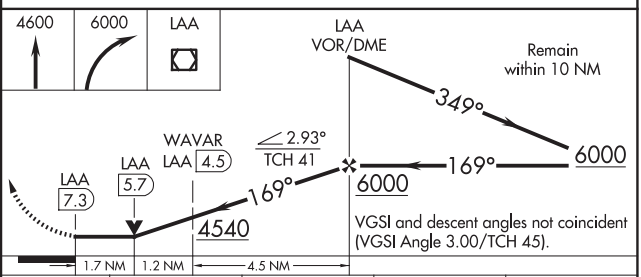


ELEV 3706 TDZE 3695



REIL Rwys 8, 26, 18, and 36 (L)
MIRL Rwys 8-26 and 18-36 (L)

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-18	4540-1 845 (900-1)	4540-1¼ 845 (900-1¼)	4540-2½ 845 (900-2½)	4540-2¾ 845 (900-2¾)
C CIRCLING	4540-1¼ 834 (900-1¼)		4540-2½ 834 (900-2½)	4540-2¾ 834 (900-2¾)
DME MINIMUMS				
S-18	4260-1 565 (600-1)		4260-1⅝ 565 (600-1⅝)	4260-1¾ 565 (600-1¾)
C CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LAMAR, COLORADO | AL-5290 (FAA) | 24081

VOR RWY 36

SOUTHEAST COLORADO RGNL (LAA)

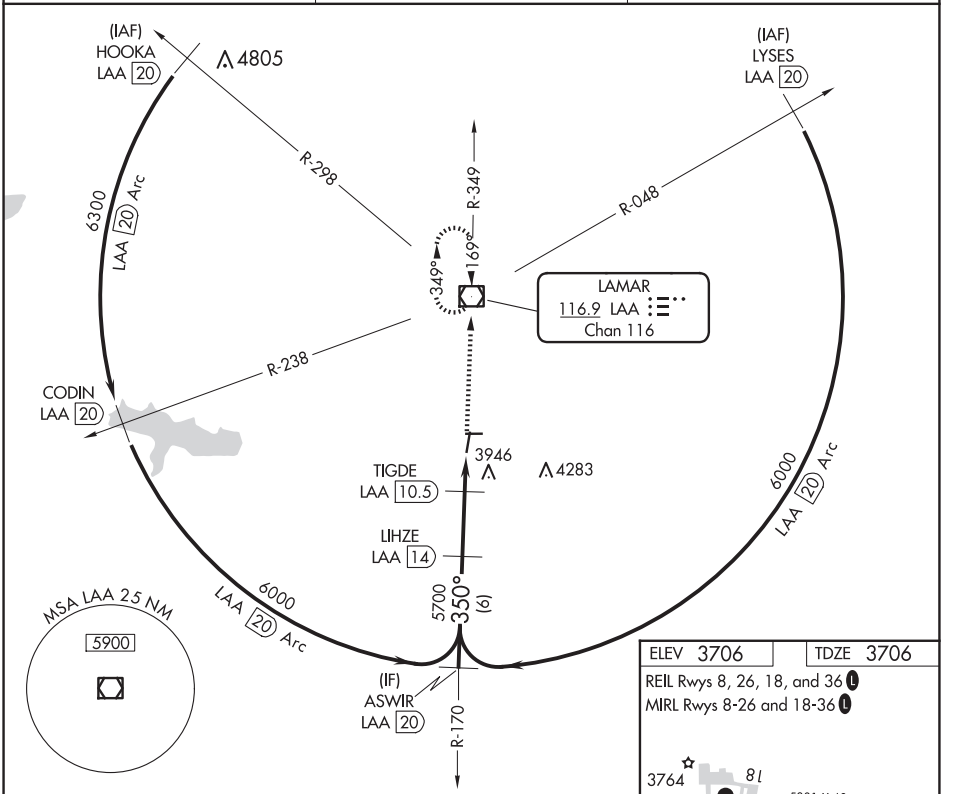
VOR/DME LAA	APP CRS	Rwy Idg	6304
116.9	350°	TDZE	3706
Chan 116		Apt Elev	3706

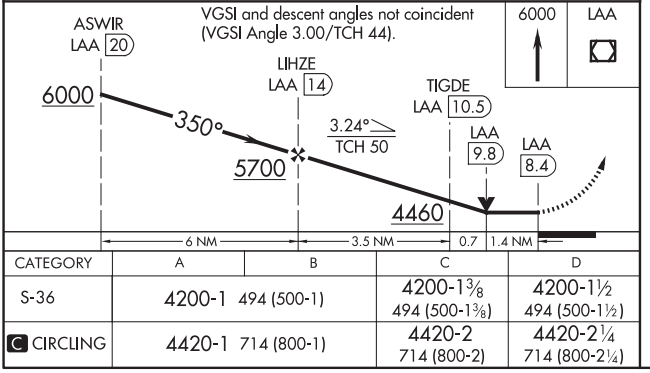
DME required.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

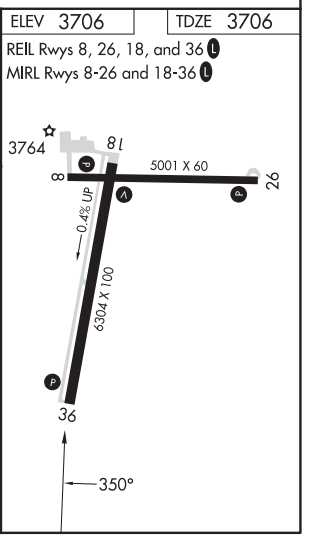
MISSED APPROACH: Climb to 6000 direct LAA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	4200-1 494 (500-1)		4200-1⅜ 494 (500-1⅜)	4200-1½ 494 (500-1½)
C CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)



LAMAR, COLORADO
Amdt 1D 25FEB21

38°04′N-102°41′W

SOUTHEAST COLORADO RGNL (LAA)

VOR RWY 36

SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-LRU	APP CRS	Rwy Ldg	7500
109.3	307°	TDZE	4444
Chan 30		Apt Elev	4457

ILS or LOC RWY 30

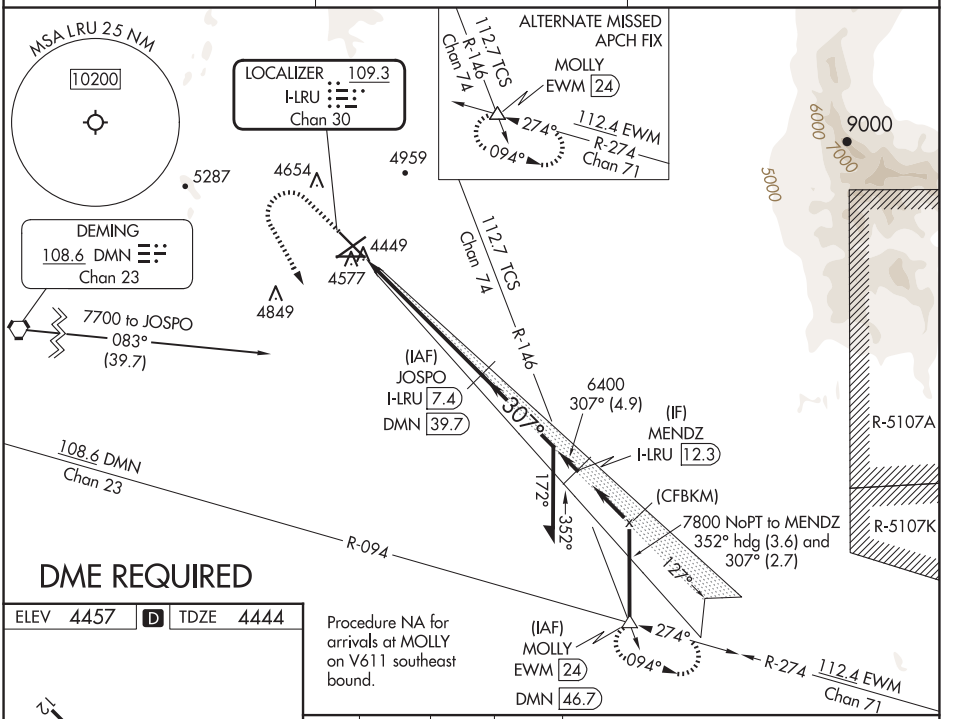
LAS CRUCES INTL (LRU)

T NA — DME required. When local altimeter setting not received, use Deming altimeter setting: increase DA to 4758 feet and all visibilities ⅛ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile. VDP NA when using Deming altimeter setting.

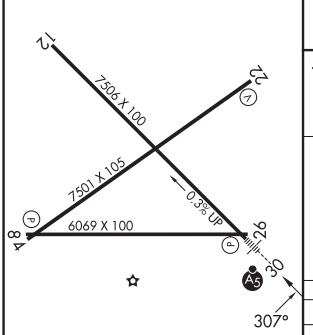
MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 on heading 139° and on DMN VORTAC R-094 to MOLLY INT/DMN 46.7 DME and hold, continue climb-in-hold to 9000.

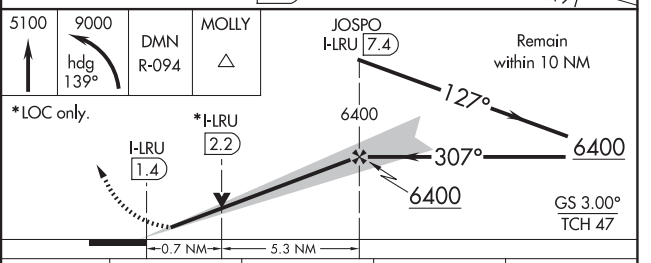
AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L



ELEV 4457 D TDZE 4444



REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L



CATEGORY	A	B	C	D
S-ILS 30	4644-½ 200 (200-½)			
S-LOC 30	4720-½ 276 (300-½)			
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93836 W12A	APP CRS 127°	Rwy Ldg 7506 TDZE 4457 Apt Elev 4457

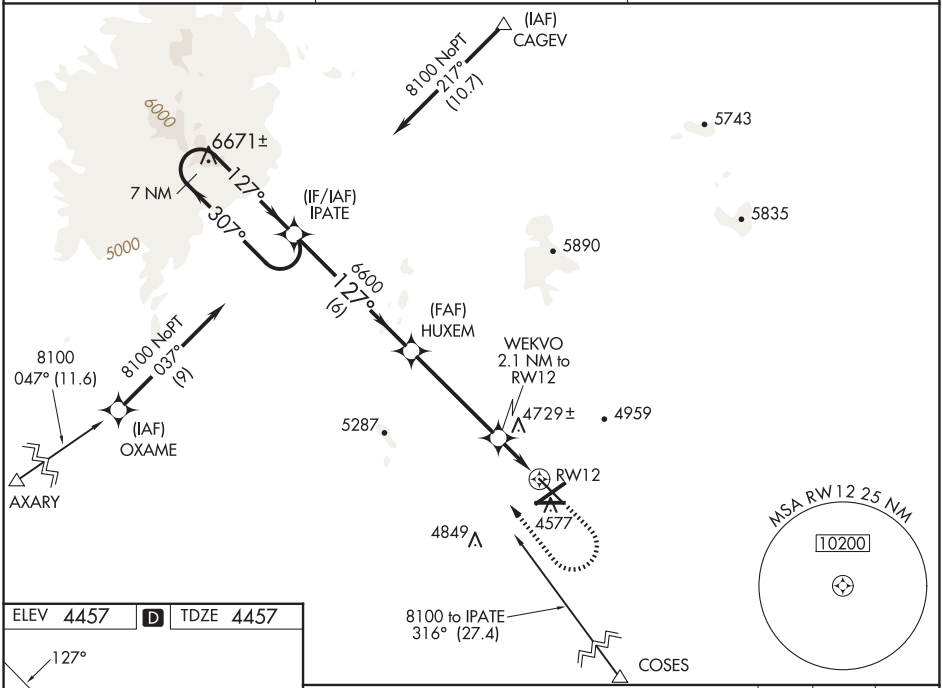
RNAV (GPS) RWY 12

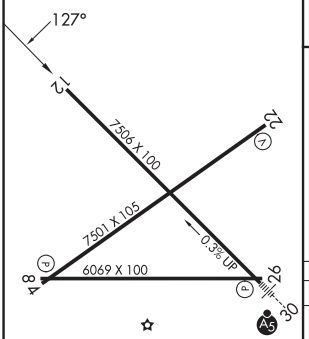
LAS CRUCES INTL (LRU)

T 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.
A When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4821 feet and LNAV/VNAV DA to 4824 feet and all visibilities ½ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

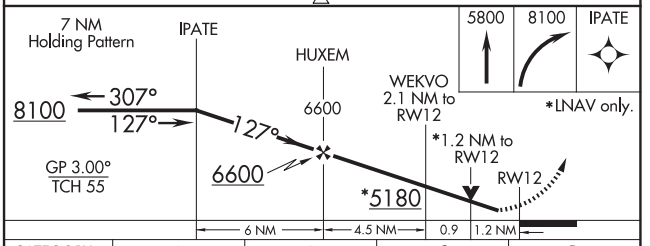
MISSED APPROACH: Climb to 5800 then climbing right turn to 8100 direct IPATE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L



CATEGORY	A	B	C	D
LPV DA	4707-¾ 250 (300-¾)			
LNAV/VNAV DA	4710-¾ 253 (300-¾)			
LNAV MDA	4900-1 443 (500-1)		4900-1⅜ 443 (500-1⅜)	
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	7500
CH 63136	307°	TDZE	4444
W30A		Apt Elev	4457

RNAV (GPS) RWY 30
LAS CRUCES INTL (LRU)

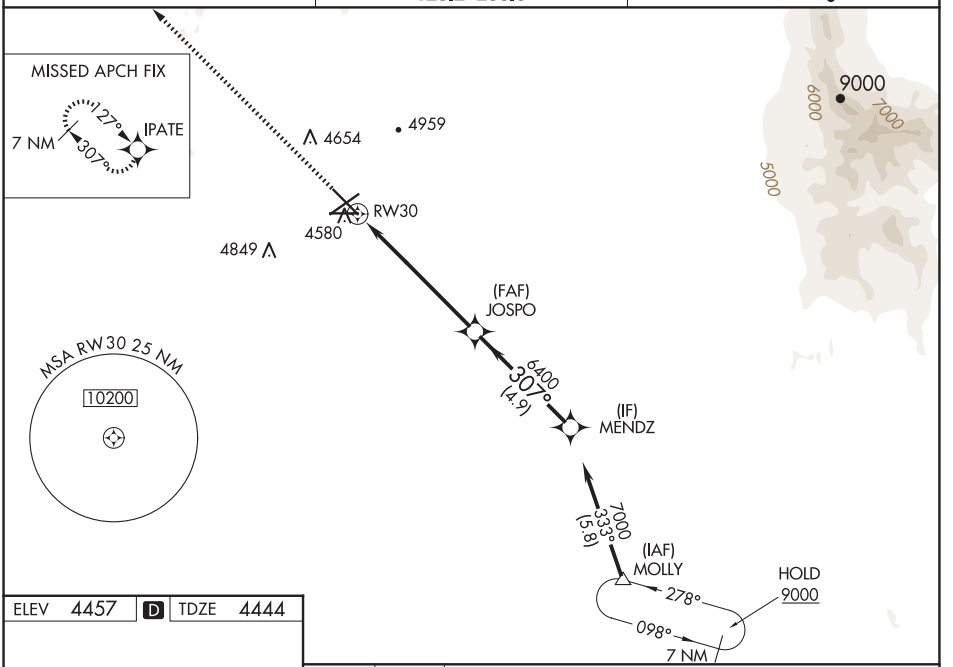
TAA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 51°C (124°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4758 feet, LNAV/VNAV DA to 4863 feet and all visibilities ⅜ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

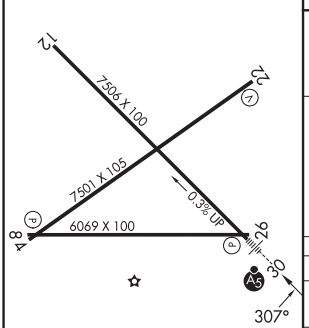
MALSR

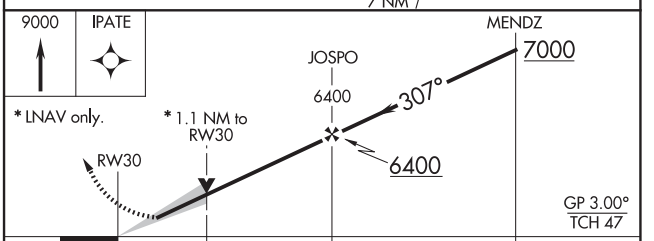
MISSED APPROACH: Climb to 9000 direct IPATE and hold, continue climb-in-hold to 9000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L



ELEV 4457 D TDZE 4444





CATEGORY	A	B	C	D
LPV DA	4644-½ 200 (200-½)			
LNAV/VNAV DA	4749-⅝ 305 (300-⅝)			
LNAV MDA	4840-½ 396 (400-½)		4840-⅝ 396 (400-⅝)	
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25163
AIRPORT DIAGRAM

AL-869 (FAA)

LAS CRUCES INTL (LRU)
LAS CRUCES, NEW MEXICO

AIRPORT DIAGRAM
25163

LAS CRUCES, NEW MEXICO
LAS CRUCES INTL (LRU)

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

LAS VEGAS MUNI (LVS)

APP CRS	Rwy Ldg	5006
022°	TDZE	6870
	Apt Elev	6877

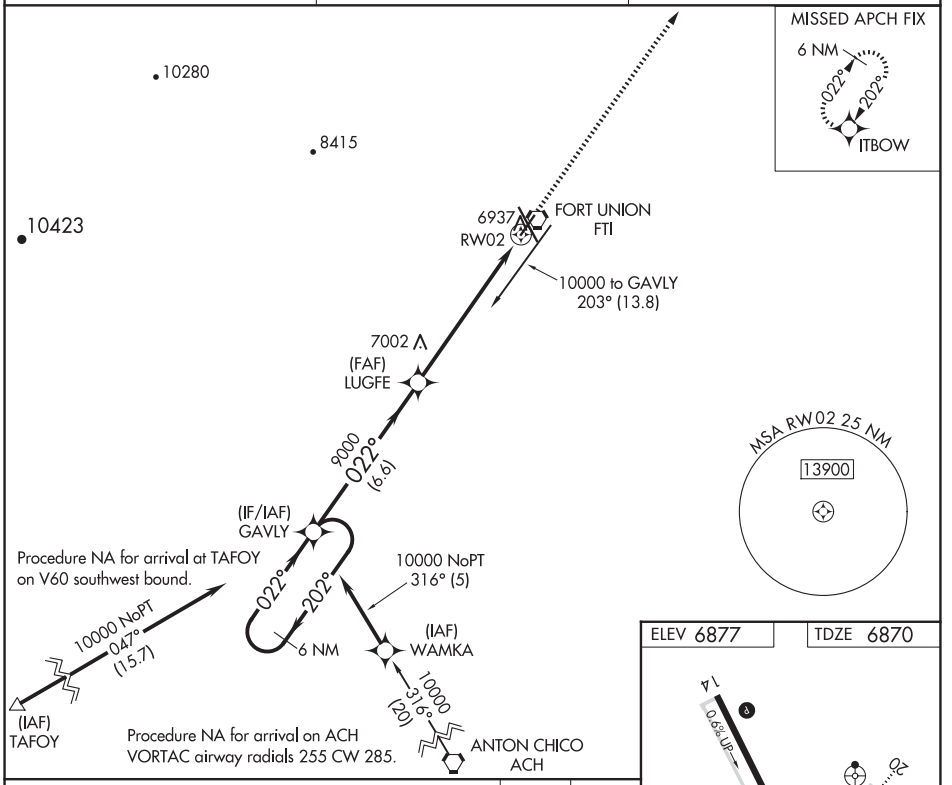
RNP APCH-GPS.

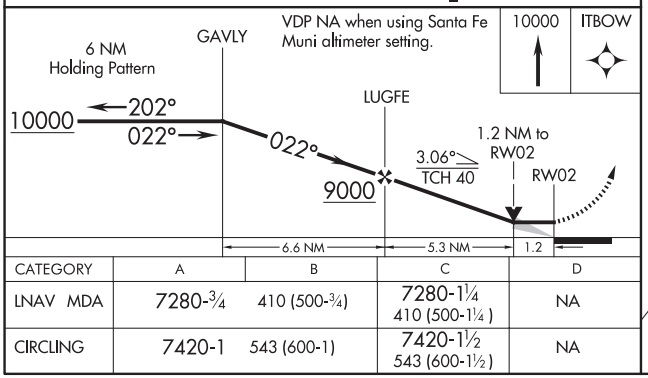
Inop table does not apply to Cat C. When local altimeter setting not received, use Santa Fe Rgnl altimeter setting and increase all MDAs 200 feet; increase LNAV Cat C visibility to 1⅝ SM and Circling Cat C visibility to 2¼ SM.

ODALS

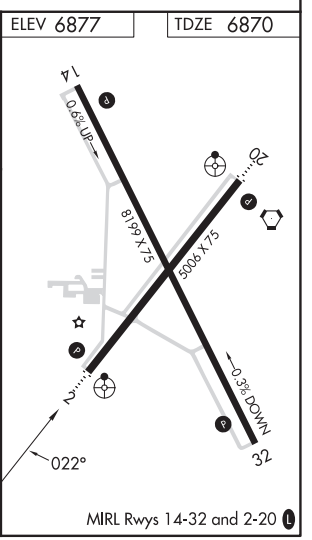
MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7280-¾	410 (500-¾)	7280-1¼ 410 (500-1¼)	NA
CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LAS VEGAS, NEW MEXICO | AL-228 (FAA) | 25163

RNAV (GPS) RWY 20

LAS VEGAS MUNI (LVS)

APP CRS	Rwy Ldg	5006
202°	TDZE	6867
	Apt Elev	6877

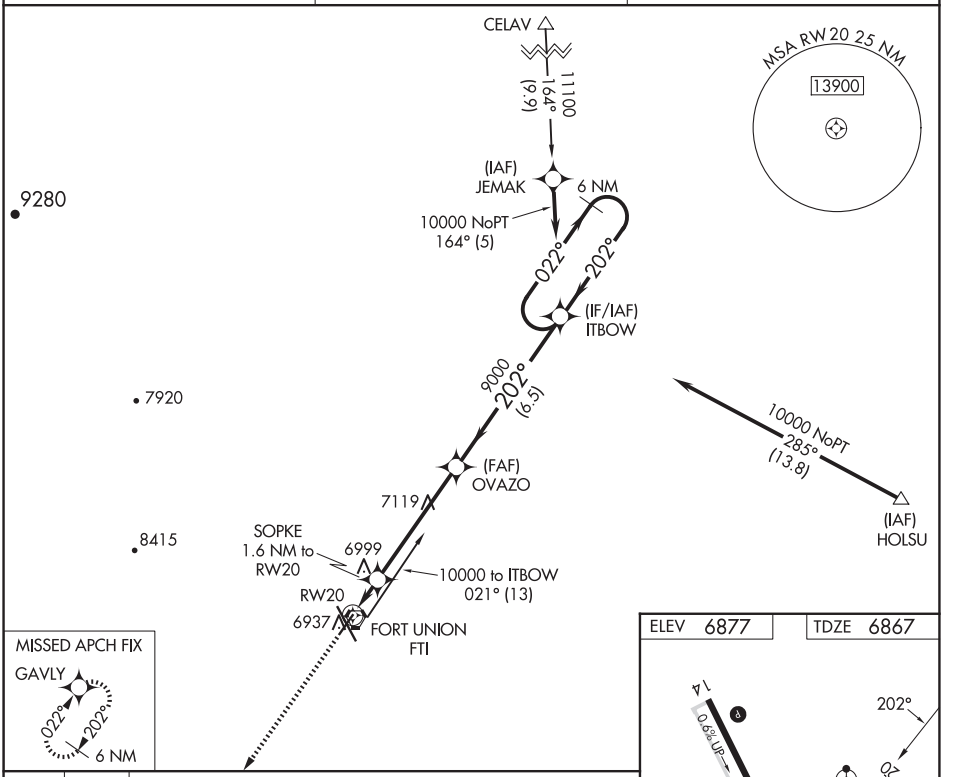
RNP APCH-GPS.

When local altimeter setting not received, use Santa Fe Rgnl altimeter setting and increase all MDAs 200 feet; increase LNAV Cat C visibility to 1⅝ SM and Circling Cat C visibility to 2¼ SM. Straight-in minimums NA when using Santa Fe Muni altimeter setting.

ODALS

MISSED APPROACH: Climb to 10000 direct GAVLY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7260-¾ 393 (400-¾)			NA
CIRCLING	7420-1 543 (600-1)		7420-1½ 543 (600-1½)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	8199
319°	TDZE	6877
	Apt Elev	6877

RNAV (GPS) RWY 32

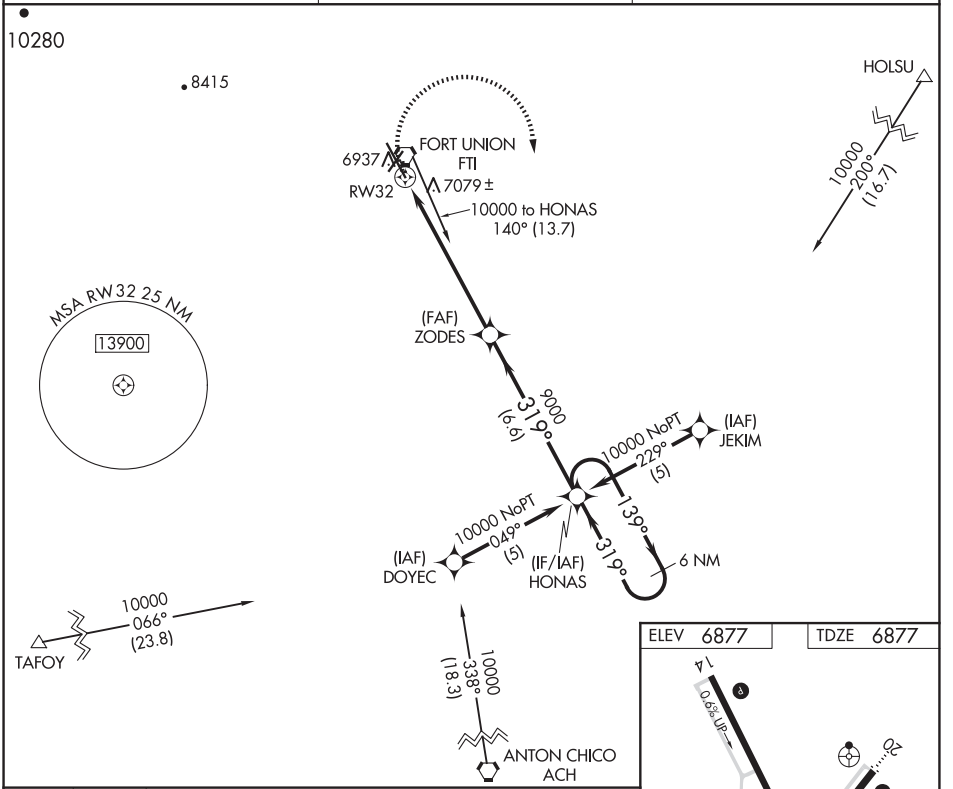
LAS VEGAS MUNI (LVS)

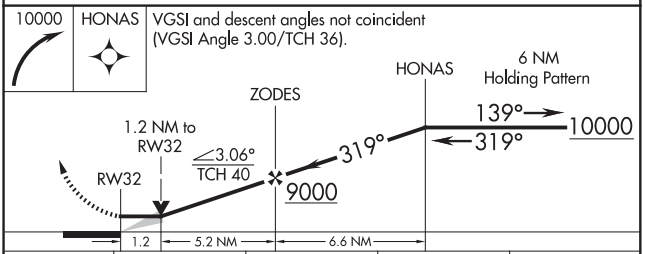
RNP APCH-GPS.

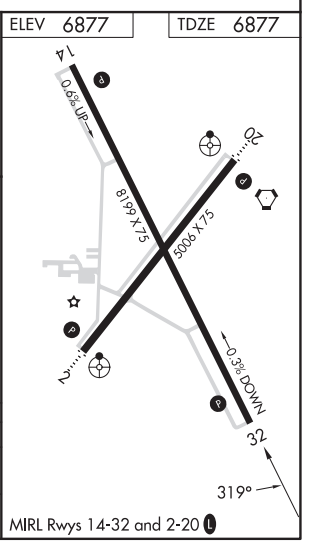
When local altimeter not received, used Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase LNAV Cat C visibility to 1⅞ SM and Circling Cat C visibility to 2¼ SM. VDP NA when using Santa Fe Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7320-1 443 (500-1)		7320-1¼ 443 (500-1¼)	NA
CIRCLING	7420-1 543 (600-1)		7420-1½ 543 (600-1½)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 20

LAS VEGAS MUNI (LVS)

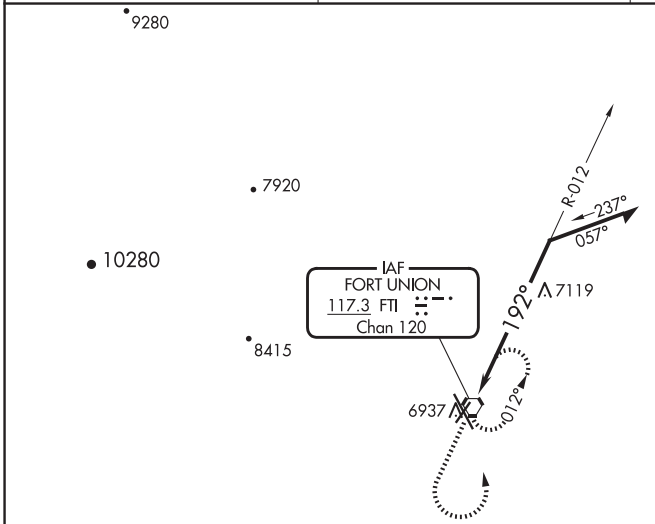
VORTAC FTI	APP CRS	Rwy Ldg	5006
117.3	192°	TDZE	6867
Chan 120		Apt Elev	6877

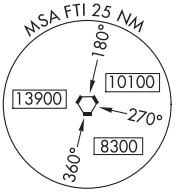
Inoperative table does not apply. When local altimeter not received, use Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase Circling Cat C visibility ¾ SM.

ODALS

MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

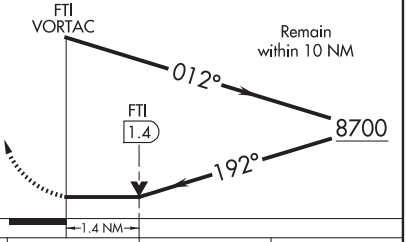
ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L



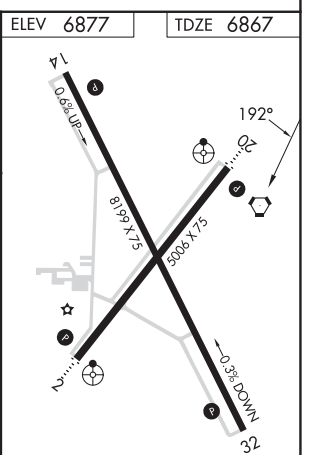


8000	9000	FTI

VDP NA when using Santa Fe Muni altimeter setting.



CATEGORY	A	B	C	D
S-20	7420-1	553 (600-1)	7420-1½ 553 (600-1½)	NA
C CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	6400
CH 63142	161°	TDZE	9934
W16A		Apt Elev	9934

RNAV (GPS) RWY 16

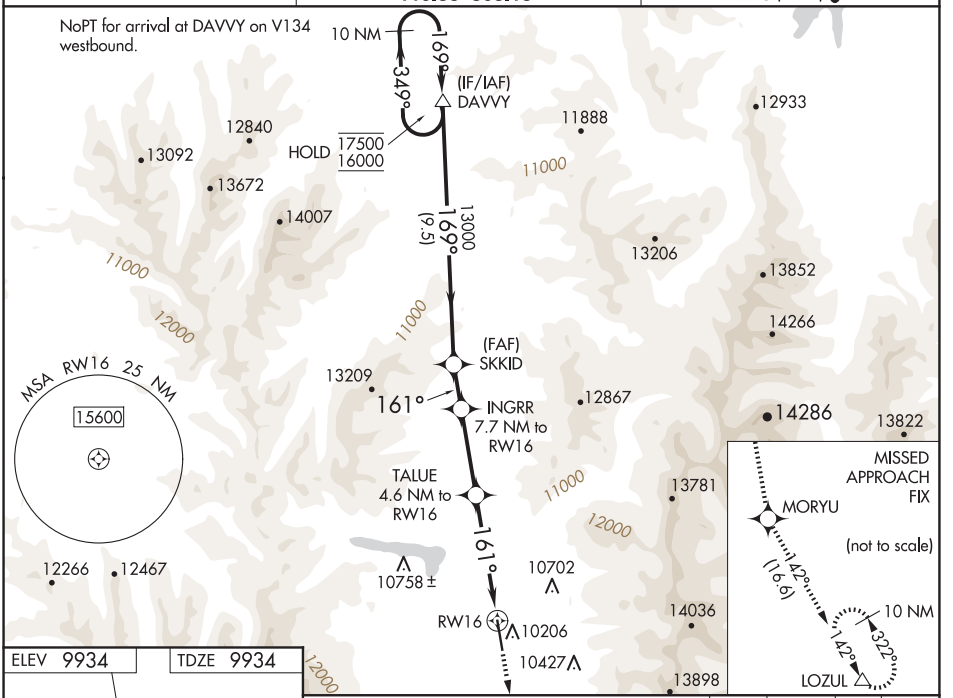
LAKE COUNTY (LXV)

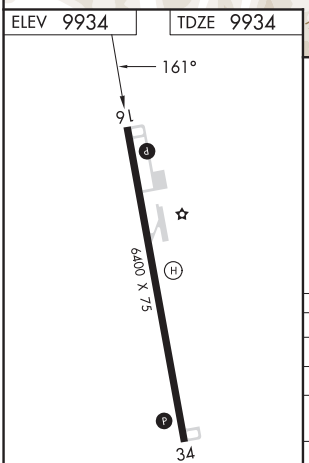
RNP APCH-GPS.

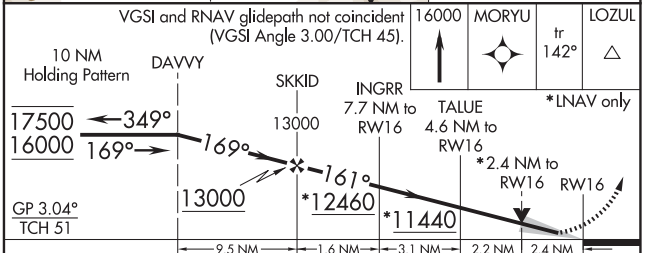
T A Baro-VNAV NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16000 direct MORYU and on track 142° to LOZUL and hold, continue climb-in-hold to 16000.
#Missed approach requires minimum climb of 240 feet per NM to 12500.

ASOS	DENVER CENTER	UNICOM
118.375	119.85 363.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA#	10184-1 250 (300-1)			NA
LPV DA	10546-1¾ 612 (700-1¾)			NA
LNAV/VNAV DA	10542-1¾ 608 (700-1¾)			NA
LNAV MDA	10740-1 806 (900-1)	10740-1¼ 806 (900-1¼)	10740-2½ 806 (900-2½)	NA
C CIRCLING	10740-1 806 (900-1)	11040-1½ 1106 (1200-1½)	12020-3 2086 (2100-3)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

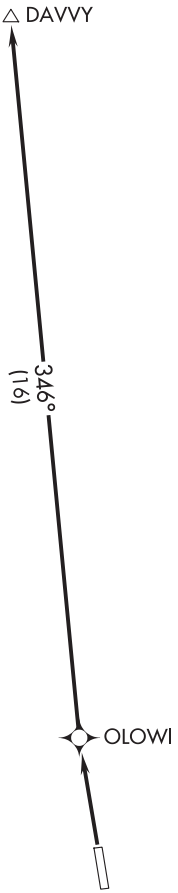
(DAVVY2.DAVVY) 19059

DAVVY TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9146 (FAA)

LAKE COUNTY (LXV)
LEADVILLE, COLORADO

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: NA, ATC.

Rwy 34: Standard with minimum climb of 337′ per NM to 13200.

TAKEOFF OBSTACLE NOTES

Rwy 34: Pole 10′ from DER, 26′ left of centerline, 2′ AGL/9932′ MSL.
Trees beginning 18′ from DER, 462′ right of centerline, up to 9949′ MSL.

NOTE: Chart not to scale.

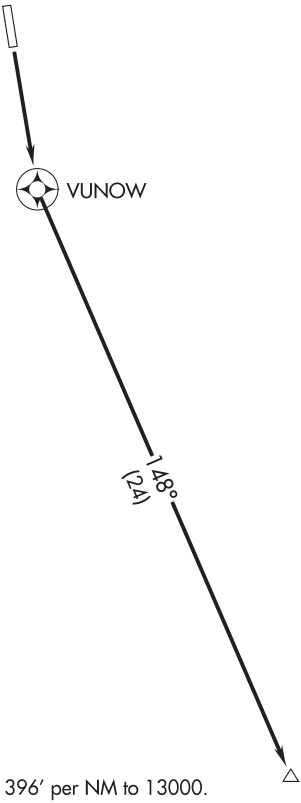
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb direct OLOWI, then on track 346° to DAVVY, then on assigned route, maintain 16000.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 16: Standard with minimum climb of 396′ per NM to 13000.
Rwy 34: NA, ATC.

TAKEOFF OBSTACLE NOTES
Rwy 16: Poles, signs beginning 9′ from DER, 17′ left of centerline, up to 2′ AGL/9926′ MSL.
Pole 10′ from DER, 17′ right of centerline, 2′ AGL/9926′ MSL.
Trees beginning 180′ from DER, 516′ left of centerline, up to 9948′ MSL.
Transmission line, poles beginning 499′ from DER, 632′ left of centerline, up to 101′ AGL/9989′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb direct VUNOW, then on track 148° to LOZUL, then on assigned route, maintain 16000.

SW-1, 12 JUN 2025 to 07 AUG 2025

LIMON, COLORADO | AL-10953 (FAA) | 25079

RNAV (GPS) RWY 16

LIMON MUNI (LIC)

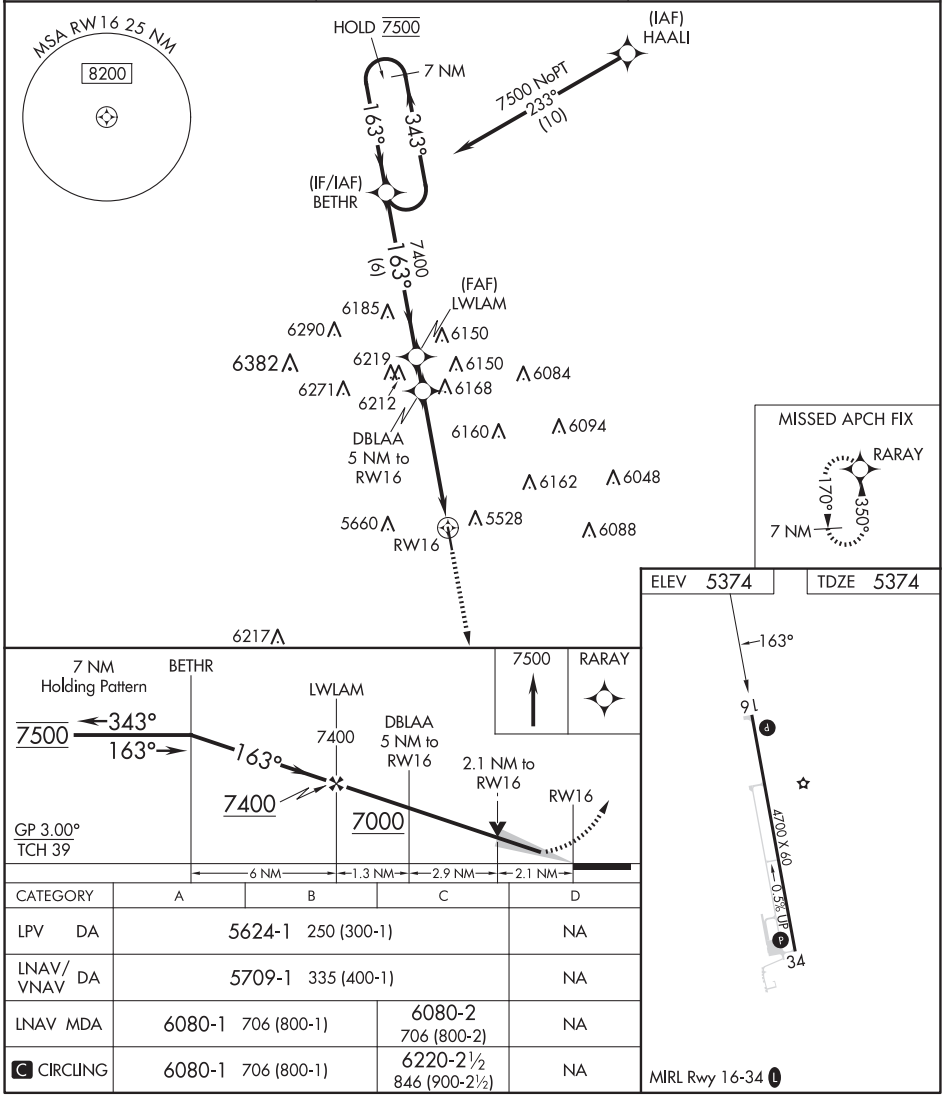
WAAS	APP CRS	Rwy Idg	4700
CH 56344	163°	TDZE	5374
W16A		Apt Elev	5374

RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Baro-VNAV and VDP NA when using CFO altimeter setting. When local altimeter setting not recieved, use CFO altimeter setting and increase LPV DA to 5760 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 5845 feet and all visibilities ⅜ SM. Increase all MDAs 140 feet and LNAV visibilities Cat B/C ½ SM, and Circling all visibilities ½ SM.

MISSED APPROACH: Climb to 7500 direct RARAY and hold.

ASOS	DENVER CENTER	CTAF
121.125	133.4 377.175	122.9 L



CATEGORY	A	B	C	D
LPV DA	5624-1 250 (300-1)			NA
LNAV/VNAV DA	5709-1 335 (400-1)			NA
LNAV MDA	6080-1 706 (800-1)		6080-2 706 (800-2)	NA
C CIRCLING	6080-1 706 (800-1)		6220-2½ 846 (900-2½)	NA

MIRL Rwy 16-34 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 34

LIMON MUNI (LIC)

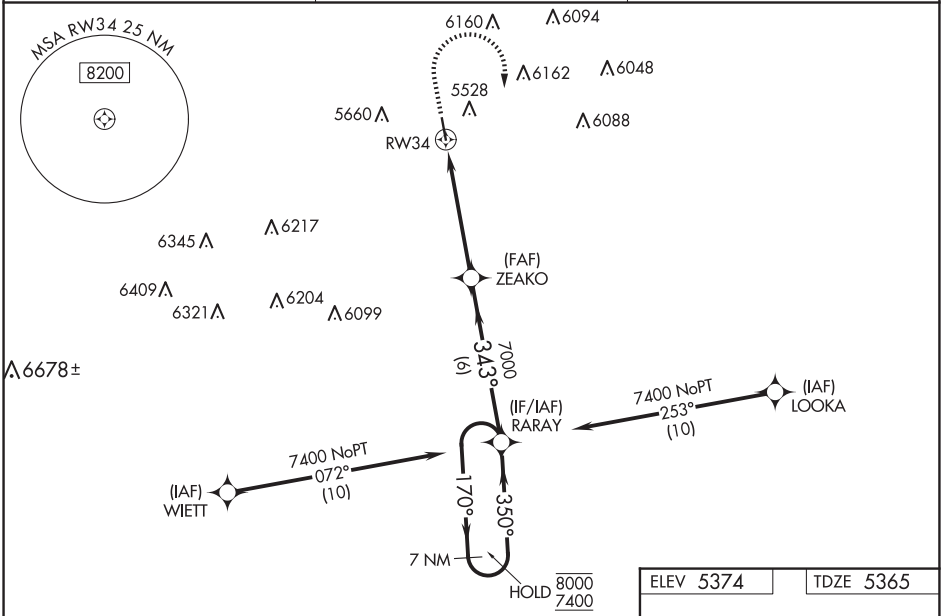
WAAS	APP CRS	Rwy Idg	4700
CH 42744	343°	TDZE	5365
W34A		Apt Elev	5374

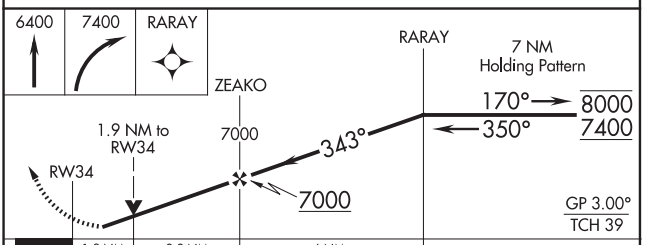
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using CFO altimeter setting. When local altimeter not received, use CFO altimeter setting and increase LPV DA to 5751 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 5960 feet and all visibilities ⅜ SM. Increase all MDAs 140 feet and LNAV visibility Cat B/C ¾ SM, and Circling visibility Cat B/C ½ SM.

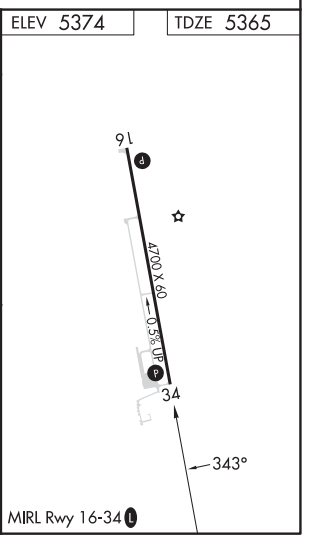
MISSED APPROACH: Climb to 6400, then climbing right turn to 7400 direct RARAY and hold.

ASOS	DENVER CENTER	CTAF
121.125	133.4 377.175	122.9 (L)





CATEGORY	A	B	C	D
LPV DA	5615-1 250 (300-1)			NA
LNAV/VNAV DA	5824-1⅜ 459 (500-1⅜)			NA
LNAV MDA	6000-1 635 (700-1)		6000-1¾ 635 (700-1¾)	NA
C CIRCLING	6000-1 626 (700-1)		6220-2½ 846 (900-2½)	NA



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LONGMONT, COLORADO

AL-9041 (FAA)

25163

RNAV (GPS) RWY 29

VANCE BRAND (LMO)

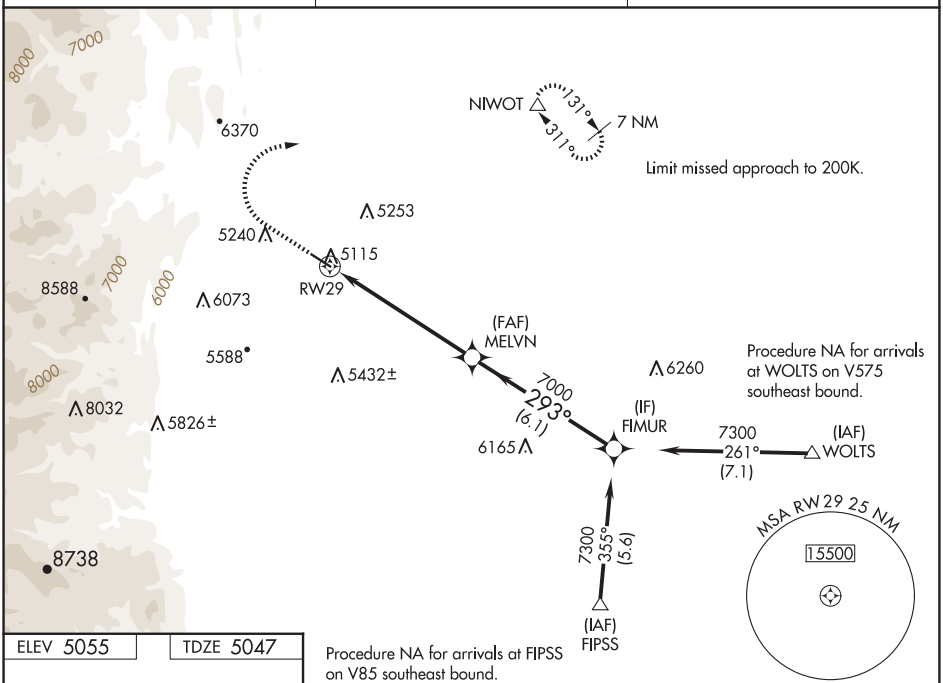
WAAS	APP CRS	Rwy Ldg	4799
CH 86834	293°	TDZE	5047
W29A		Apt Elev	5055

RNP APCH.

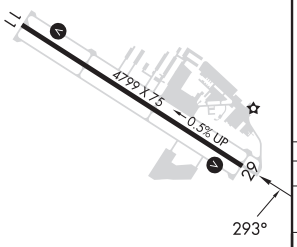
For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 5540 then climbing right turn to 7400 direct NIWOT and hold, continue climb-in-hold to 7400.

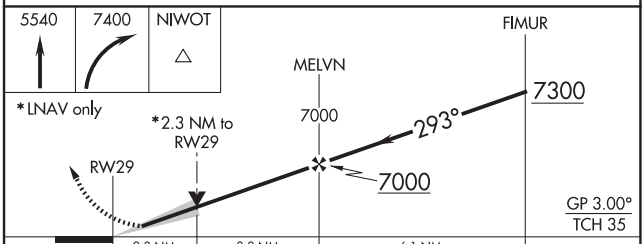
AWOS-3	DENVER APP CON	UNICOM
120.0	125.12 263.02	122.975 (CTAF) L



ELEV 5055	TDZE 5047



MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LPV DA	5338-⅞ 291 (300-⅞)			
LNAV/VNAV DA	5387-1 340 (400-1)			
LNAV MDA	5800-1 753 (800-1)	5800-1¼ 753 (800-1¼)	5800-2 753 (800-2)	
C CIRCLING	5800-1 745 (800-1)	5800-1¼ 745 (800-1¼)	5860-2¼ 805 (900-2¼)	6480-3 1425 (1500-3)

LONGMONT, COLORADO

Amdt 2B 12AUG21

40°10′N-105°10′W

VANCE BRAND (LMO)

RNAV (GPS) RWY 29

SW-1, 12 JUN 2025 to 07 AUG 2025

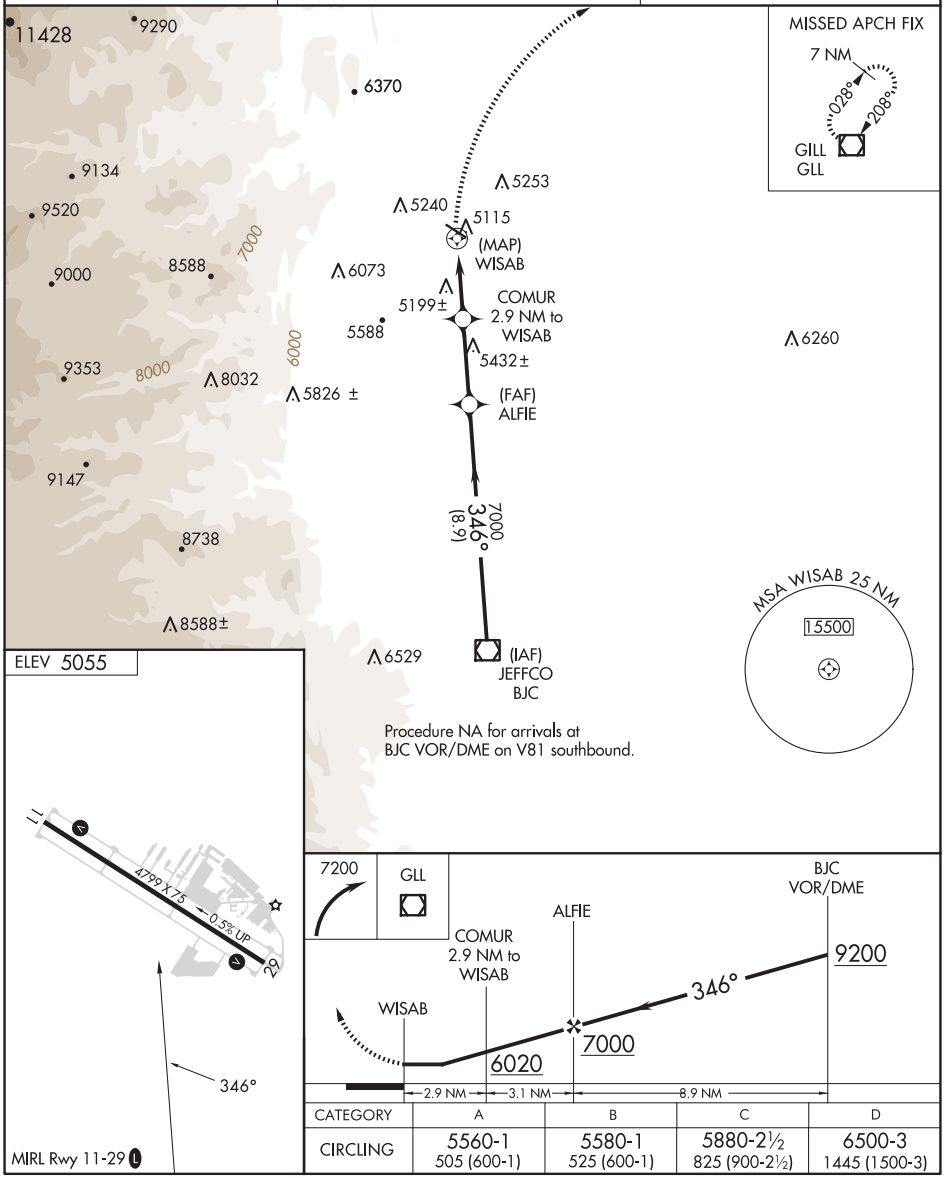
APP CRS	Rwy Ldg	N/A
346°	TDZE	N/A
	Apt Elev	5055

RNAV (GPS)-B
VANCE BRAND (LMO)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet; and increase Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7200 direct GLL VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	125.12 263.02	122.975 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5560-1 505 (600-1)	5580-1 525 (600-1)	5880-2½ 825 (900-2½)	6500-3 1445 (1500-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

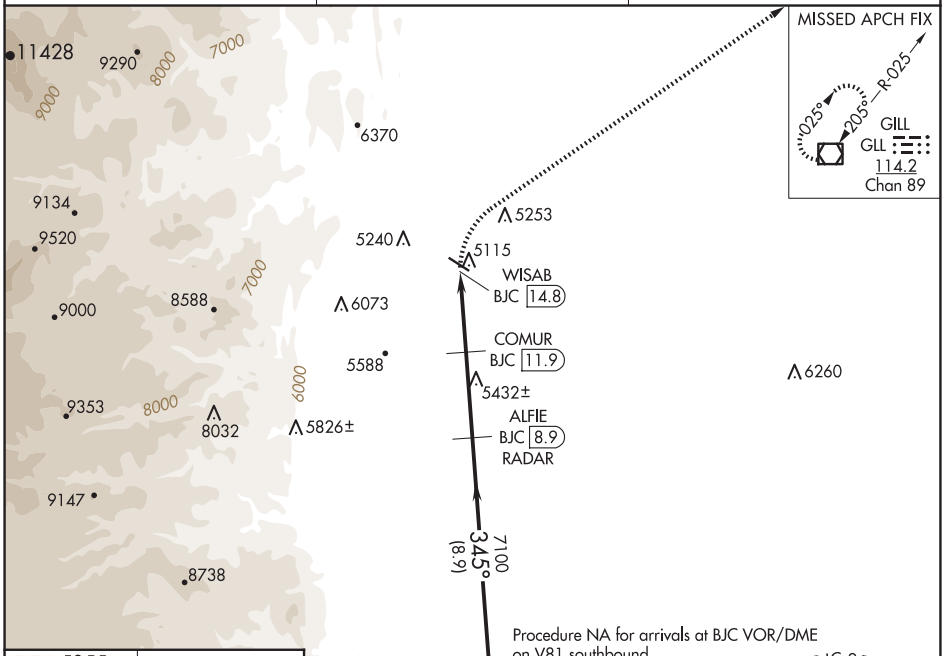
VOR/DME BJC	APP CRS	Rwy Ldg	N/A
115.4	345°	TDZE	N/A
Chan 101		Apt Elev	5055

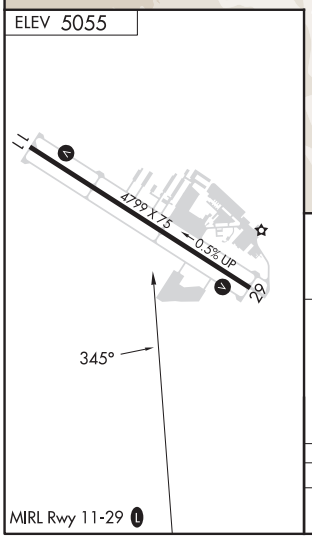
VOR/DME-A
VANCE BRAND (LMO)

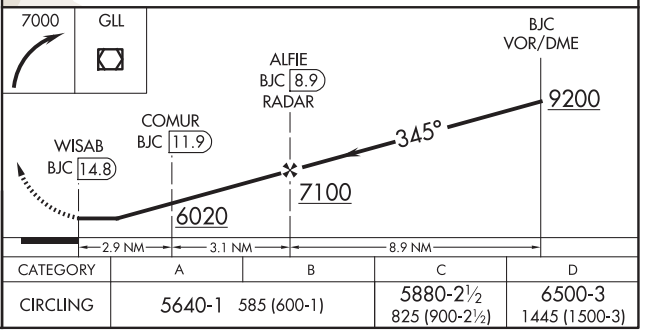
T A When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet; and increase Cat C visibility ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climbing right turn to 7000 direct GLL VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	125.12 263.02	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	5640-1	585 (600-1)	5880-2½ 825 (900-2½)	6500-3 1445 (1500-3)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

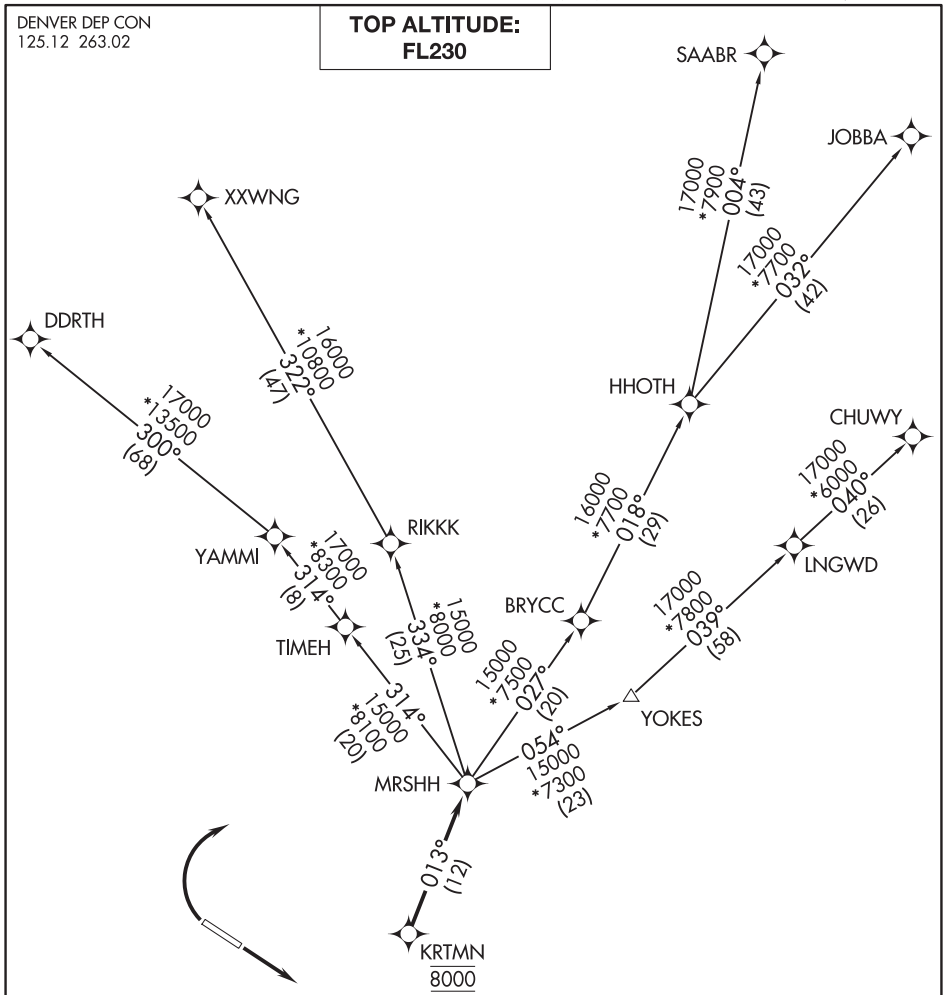
SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF MINIMUMS

Rwy 11: Standard.
Rwy 29: Standard with minimum climb of 370′ per NM to 8000.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

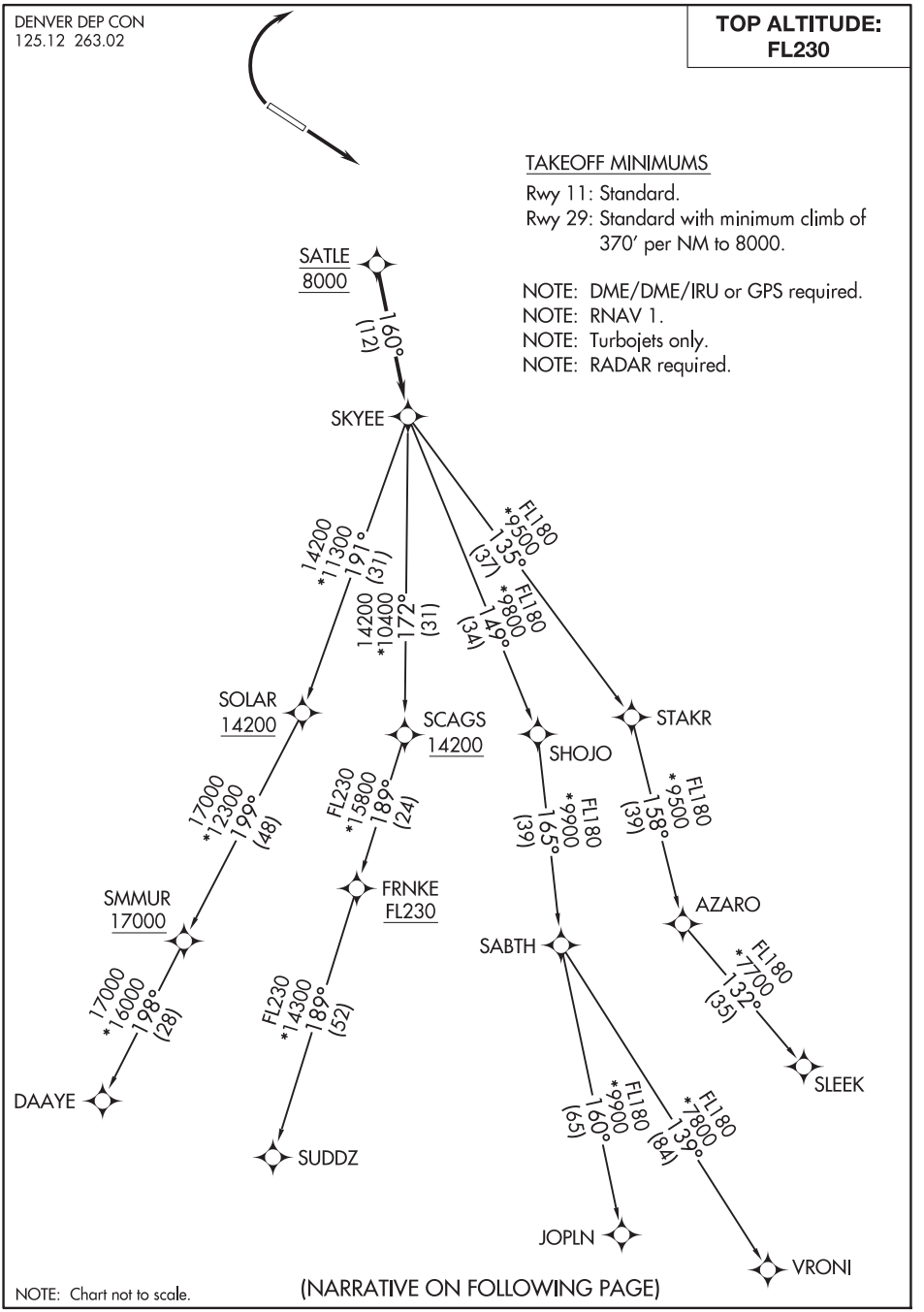
TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

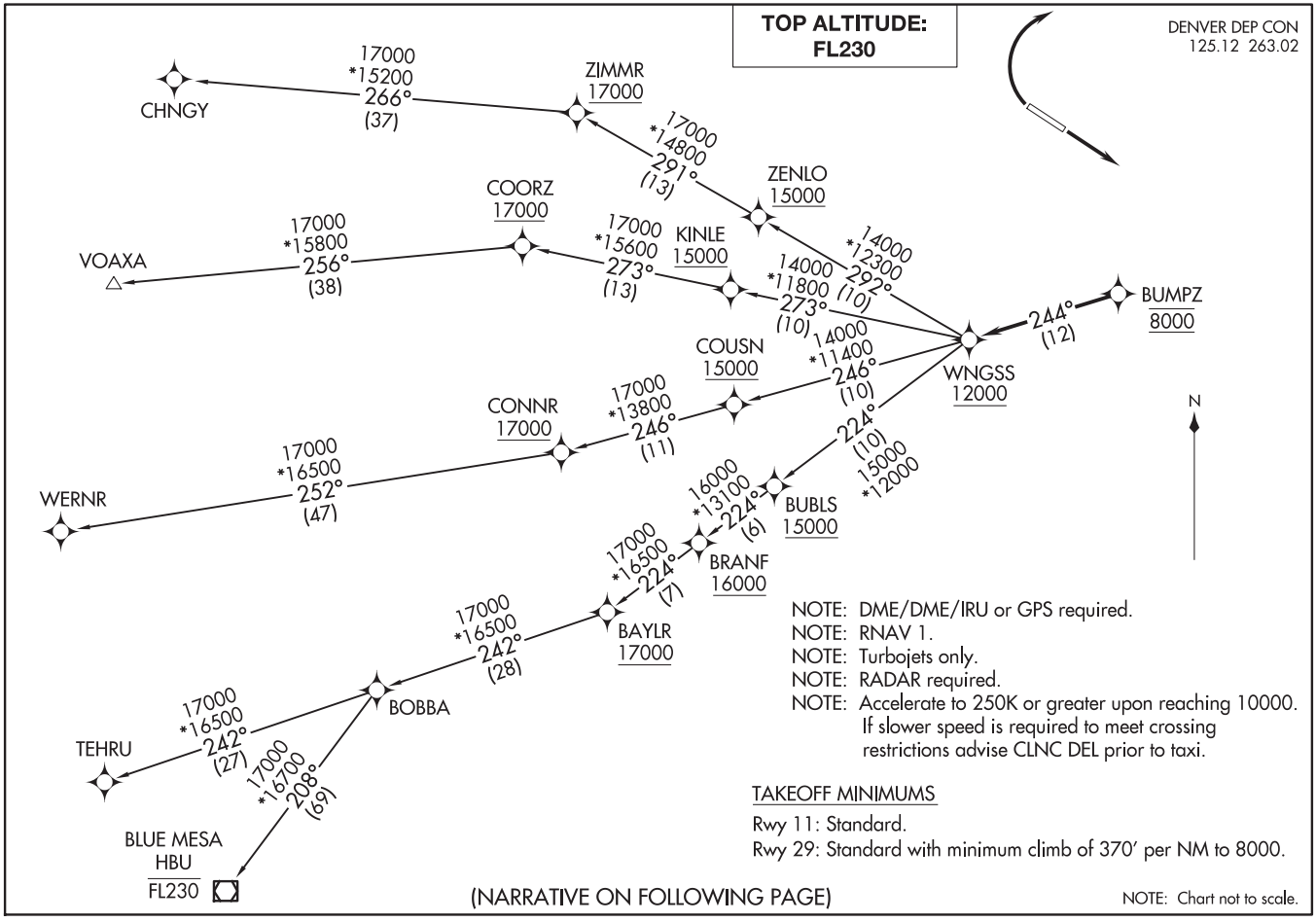
VRONI TRANSITION (SKYEE1.VRONI)

SW-1, 12 JUN 2025 to 07 AUG 2025

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

LONGMONT, COLORADO
VANCE BRAND (LMO)



WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 21168

AL-9041 (FAA)

VANCE BRAND (LMO)
LONGMONT, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 12 JUN 2025 to 07 AUG 2025

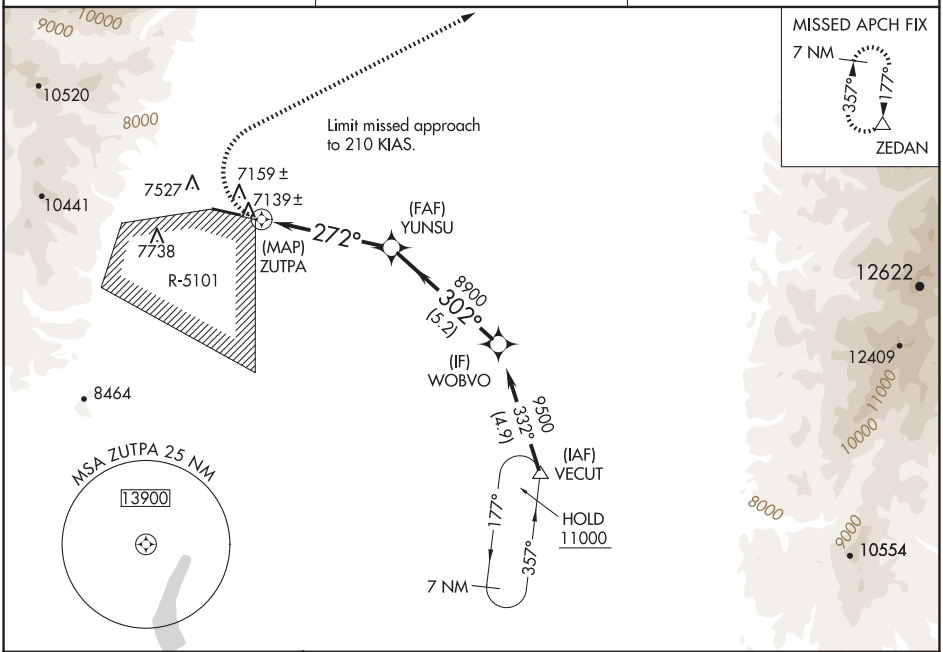
WAAS CH 82028 W27A	APP CRS 272°	Rwy Ldg 6000 TDZE 7126 Apt Elev 7171

RNAV (GPS) Y RWY 27
LOS ALAMOS (LAM)

When local altimeter setting not received, procedure NA. * LP and * LNAV missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

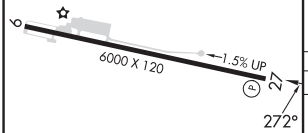
MISSED APPROACH: Climbing right turn to 11000 direct ZEDAN and hold.

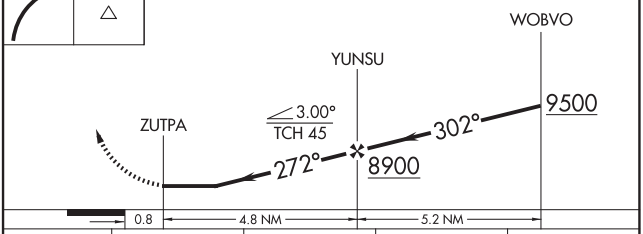
AWOS-3	ALBUQUERQUE CENTER	UNICOM
124.175	132.8 346.35	123.0 (CTAF) L



ELEV 7171 TDZE 7126

11000 ZEDAN





CATEGORY	A	B	C	D
LP MDA*	7580-1 454 (500-1)		7580-1⅜ 454 (500-1⅜)	NA
LP MDA	7700-1 574 (600-1)		7700-1⅞ 574 (600-1⅞)	NA
LNAV MDA*	7640-1 514 (500-1)		7640-1⅝ 514 (500-1⅝)	NA
LNAV MDA	7880-1 754 (800-1)	7880-1¼ 754 (800-1¼)	7880-2½ 754 (800-2½)	NA
CIRCLING	NA			

REIL Rwy 27 L
MIRL Rwy 9-27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOS ALAMOS, NEW MEXICO | AL-10276 (FAA) | 25163

WAAS CH 56329 W27B	APP CRS 272°	Rwy Ldg 6000 TDZE 7126 Apt Elev 7171

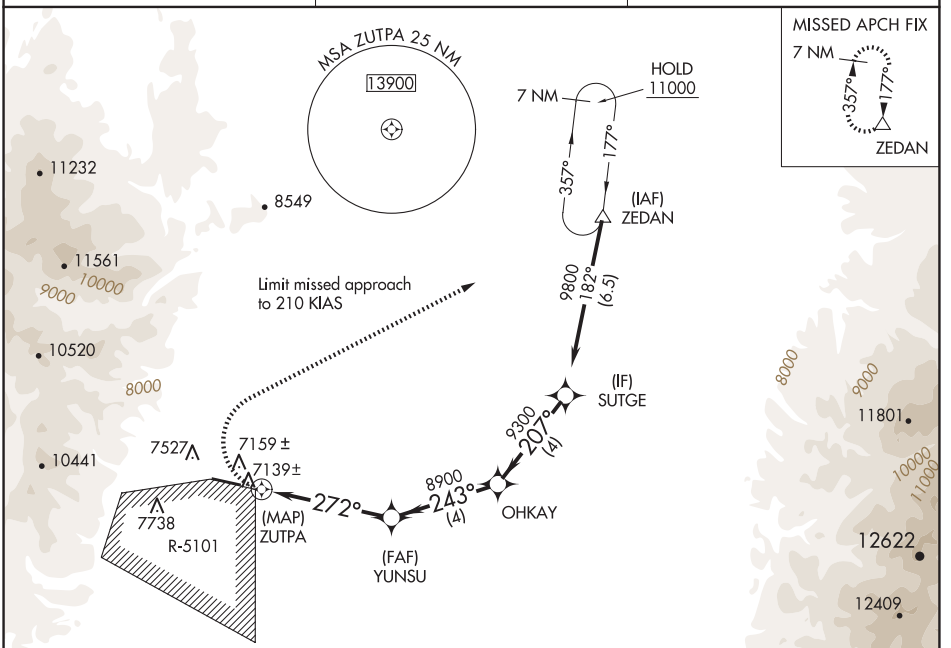
RNAV (GPS) Z RWY 27

LOS ALAMOS (LAM)

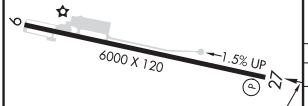
When local altimeter setting not received, procedure NA. *LP and *LNAV missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 11000 direct ZEDAN and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
124.175	132.8 346.35	123.0 (CTAF) L



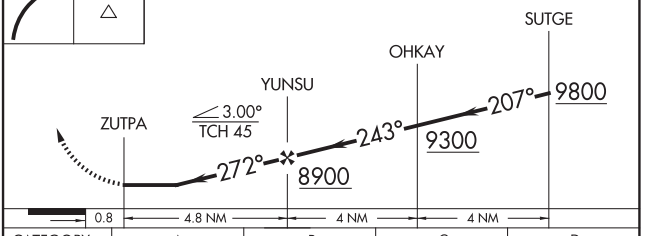
ELEV 7171 | TDZE 7126



REIL Rwy 27 L

MIRL Rwy 9-27 L

11000	ZEDAN



CATEGORY	A	B	C	D
LP MDA*	7580-1 454 (500-1)		7580-1⅜ 454 (500-1⅜)	NA
LP MDA	7700-1 574 (600-1)		7700-1⅞ 574 (600-1⅞)	NA
LNAV MDA*	7640-1 514 (500-1)		7640-1⅝ 514 (500-1⅝)	NA
LNAV MDA	7880-1 754 (800-1)	7880-1¼ 754 (800-1¼)	7880-2½ 754 (800-2½)	NA
CIRCLING	NA			

LOS ALAMOS, NEW MEXICO
Orig-A 05MAR15

35°53'N-106°16'W

LOS ALAMOS (LAM)

RNAV (GPS) Z RWY 27

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3

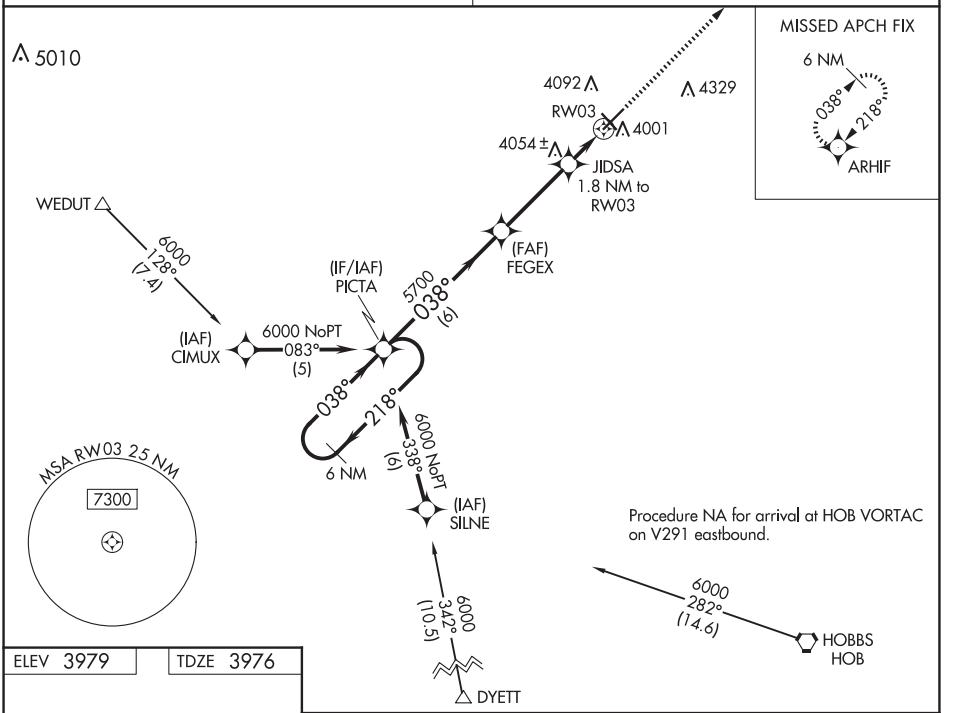
LEA COUNTY/ZIP FRANKLIN MEML (E06)

WAAS	APP CRS	Rwy Idg	6001
CH 70436	038°	TDZE	3976
W03A		Apt Elev	3979

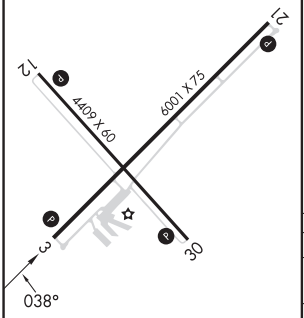
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 3, 12, 30 NA.

MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

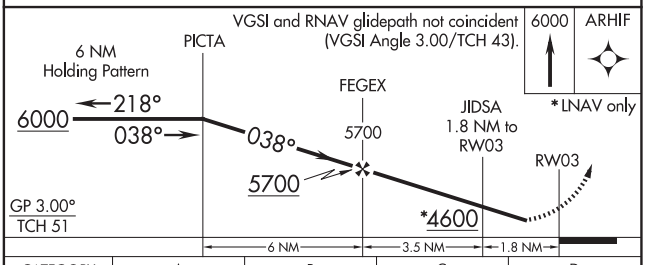
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L



ELEV 3979 TDZE 3976



MIRL Rwys 3-21 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	4314-1⅛ 338 (400-1⅛)			NA
LNAV/VNAV DA	4314-1⅛ 338 (400-1⅛)			NA
LNAV MDA	4400-1 424 (500-1)		4400-1¼ 424 (500-1¼)	NA
C CIRCLING	4480-1 501 (600-1)		4720-2¼ 741 (800-2¼)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOVINGTON, NEW MEXICO | AL-6951 (FAA) | 22027

WAAS	APP CRS	Rwy Idg	6001
CH 45636	218°	TDZE	3972
W21A		Apt Elev	3979

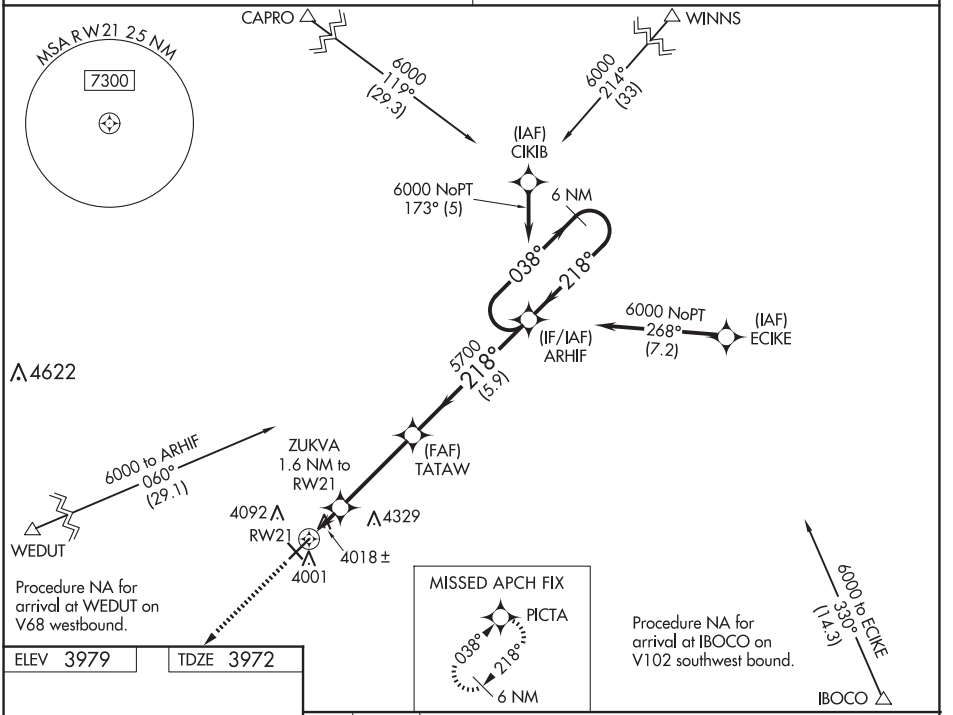
RNAV (GPS) RWY 21

LEA COUNTY/ZIP FRANKLIN MEML (E06)

T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting, when not received, procedure NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 3, 12, 30 NA.

MISSED APPROACH: Climb to 6000 direct PICTA and hold.

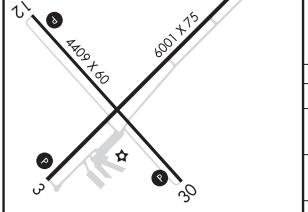
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L

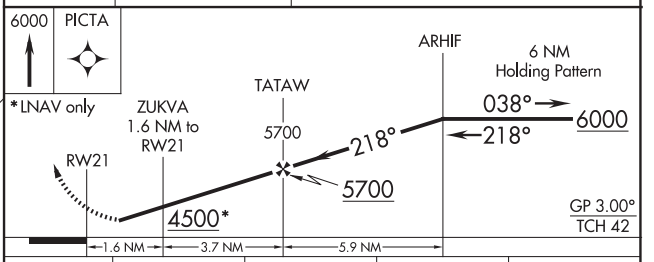


SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

ELEV 3979 | TDZE 3972



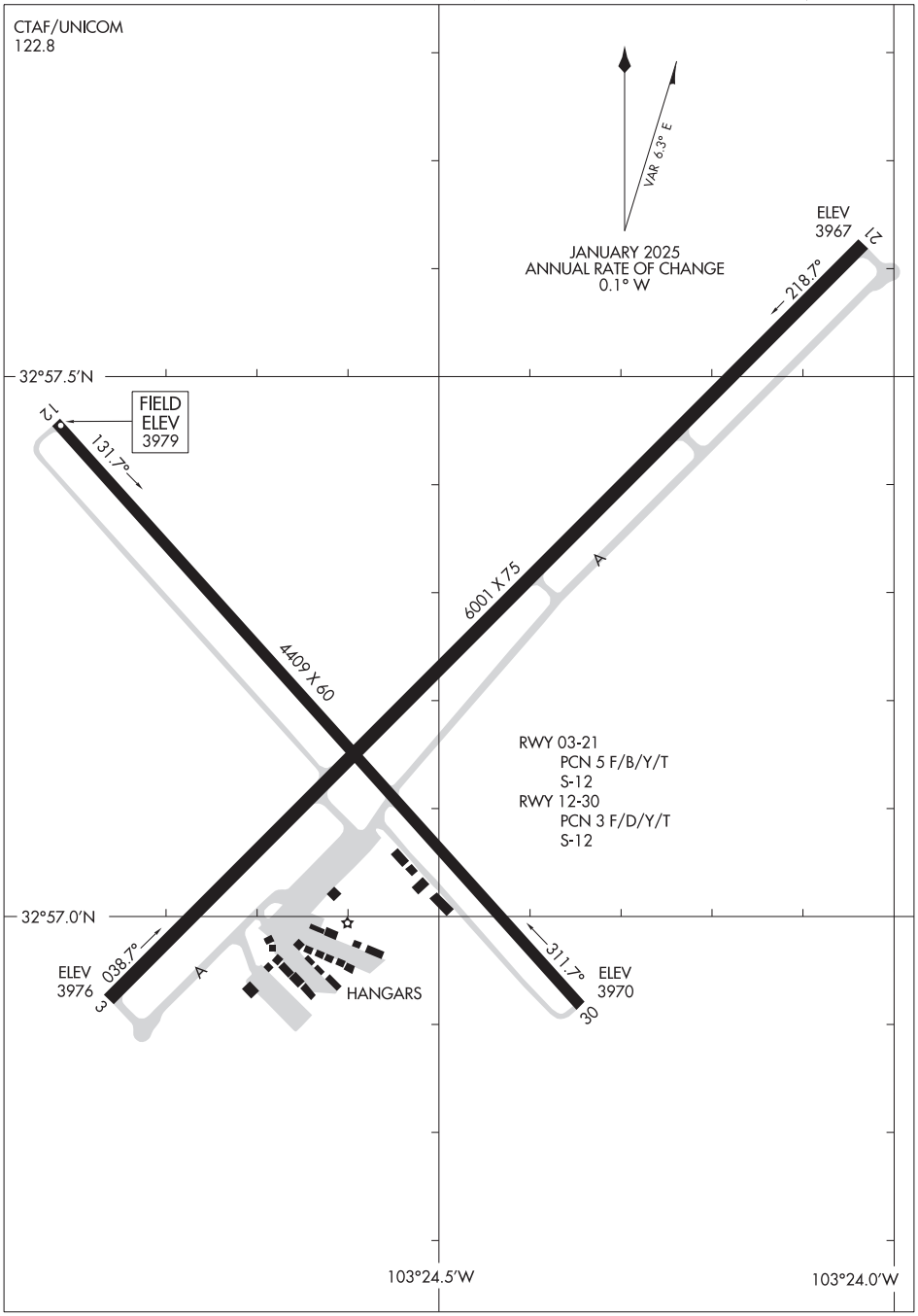


CATEGORY	A	B	C	D
LPV DA	4310-1⅛ 338 (400-1⅛)			NA
LNAV/VNAV DA	4310-1⅛ 338 (400-1⅛)			NA
LNAV MDA	4360-1 388 (400-1)		4360-1⅛ 388 (400-1⅛)	NA
C CIRCLING	4480-1 501 (600-1)		4720-2¼ 741 (800-2¼)	NA

LOVINGTON, NEW MEXICO
Amdt 1A 21JUL16

32°57′N-103°25′W

LEA COUNTY/ZIP FRANKLIN MEML (E06)
RNAV (GPS) RWY 21



SW-1, 12 JUN 2025 to 07 AUG 2025

MEEKER, COLORADO AL-6601 (FAA) 25163

APP CRS	Rwy Ldg	6503
030°	TDZE	6381
	Apt Elev	6415

RNAV (GPS) RWY 3

MEEKER COULTER FLD (EEO)

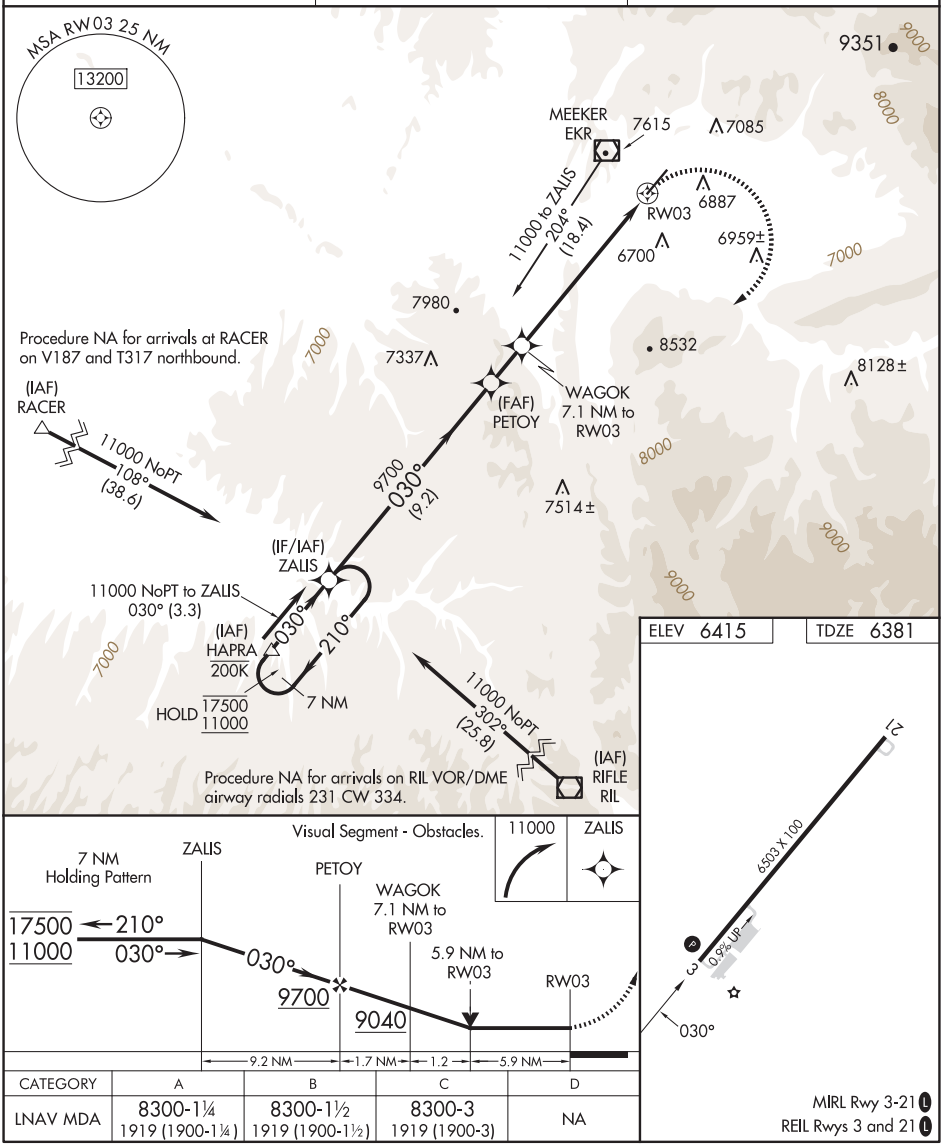
RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

-22°C

MISSED APPROACH: Climbing right turn to 11000 direct ZALIS and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	8300-1¼ 1919 (1900-1¼)	8300-1½ 1919 (1900-1½)	8300-3 1919 (1900-3)	NA

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

MEEKER, COLORADO

Amdt 4 16MAY24

40°03′N-107°53′W

APP CRS	Rwy Ldg	N/A
131°	TDZE	N/A
	Apt Elev	6415

RNAV (GPS)-B

MEEKER COULTER FLD (EEO)

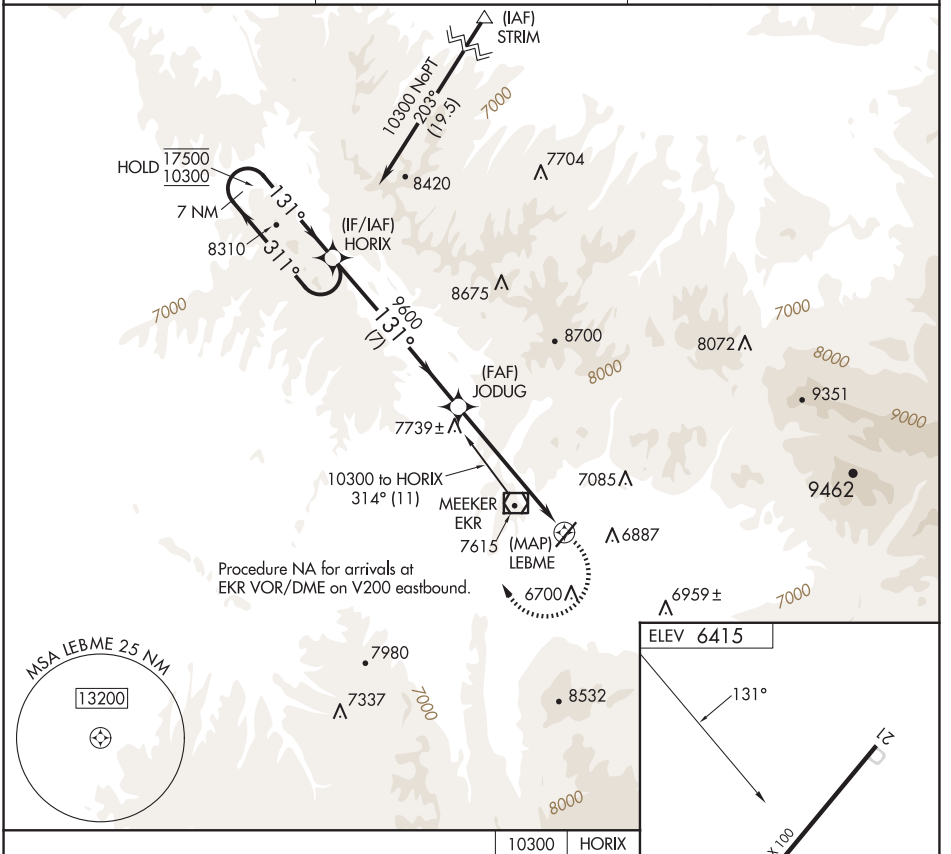
RNP APCH - GPS.

Circling NA west of Rwy 3-21. Rwy 21 helicopter visibility reduction below 1 SM NA. Circling Rwy 21 NA at night.

-22°C

MISSED APPROACH: Climbing right turn to 10300 direct HORIX and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	8260-1¼ 1845 (1900-1¼)	8260-1½ 1845 (1900-1½)	8620-3 2205 (2300-3)	NA

MIRL Rwy 3-21 (L)
REIL Rwys 3 and 21 (L)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

MEEKER, COLORADO | AL-6601 (FAA) | 25163

VOR-A

MEEKER COULTER FLD (EEO)

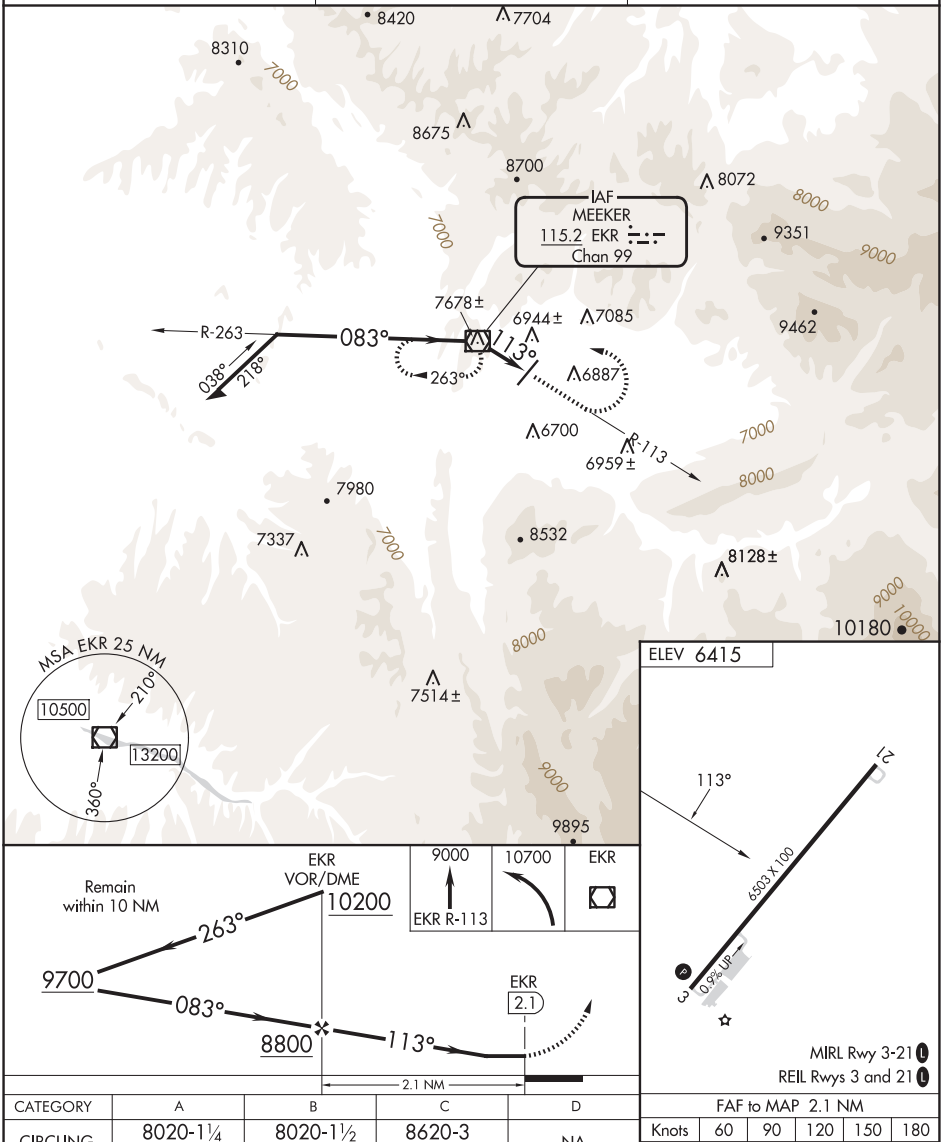
VOR/DME EKR	APP CRS	Rwy Ldg	N/A
115.2	113°	TDZE	N/A
Chan 99		Apt Elev	6415

T
A
-22°C

Circling NA west of Rwy 3-21. Rwy 21 helicopter visibility reduction below 1 SM NA. Circling Rwy 21 NA at night.

MISSED APPROACH: Climb to 9000 on EKR VOR/DME R-113 then climbing left turn to 10700 direct EKR VOR/DME and hold, continue climb in hold to 10700.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	8020-1¼ 1605 (1700-1¼)	8020-1½ 1605 (1700-1½)	8620-3 2205 (2300-3)	NA

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20

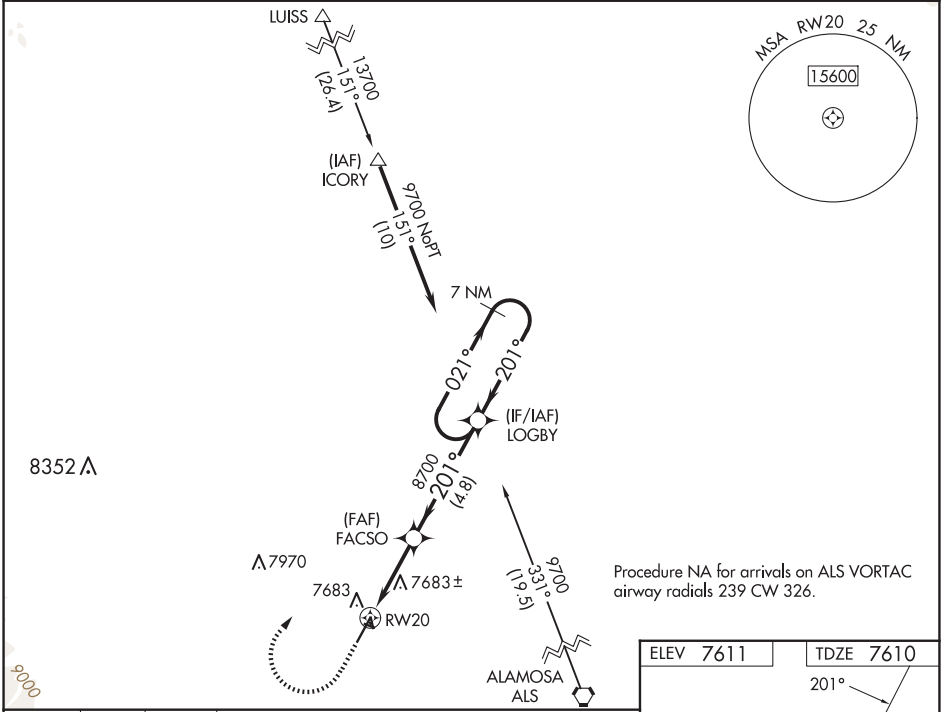
MONTE VISTA MUNI (MVI)

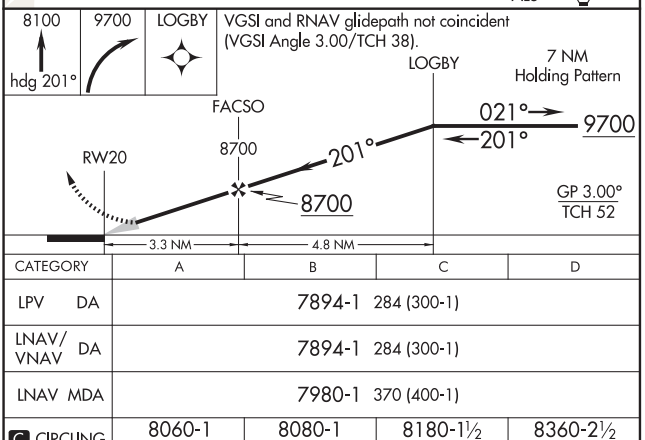
WAAS	APP CRS	Rwy Ldg	5902
CH 45840	201°	TDZE	7610
W20A		Apt Elev	7611

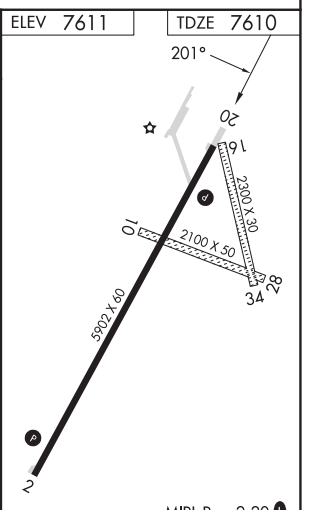
T NA — Circling NA to Rwys 10, 28, 16 and 34. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Alamosa altimeter setting.

MISSED APPROACH: (Do not exceed 190K until LOGBY) Climb to 8100 on heading 201° then climbing right turn to 9700 direct LOGBY and hold.

ALS AWOS-3	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7894-1 284 (300-1)			
LNAV/VNAV DA	7894-1 284 (300-1)			
LNAV MDA	7980-1 370 (400-1)			
C CIRCLING	8060-1 449 (500-1)	8080-1 469 (500-1)	8180-1½ 569 (600-1½)	8360-2½ 749 (800-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

MONTE VISTA, COLORADO | AL-6427 (FAA) | 25163

APP CRS	Rwy Ldg	N/A
306°	TDZE	N/A
	Apt Elev	7611

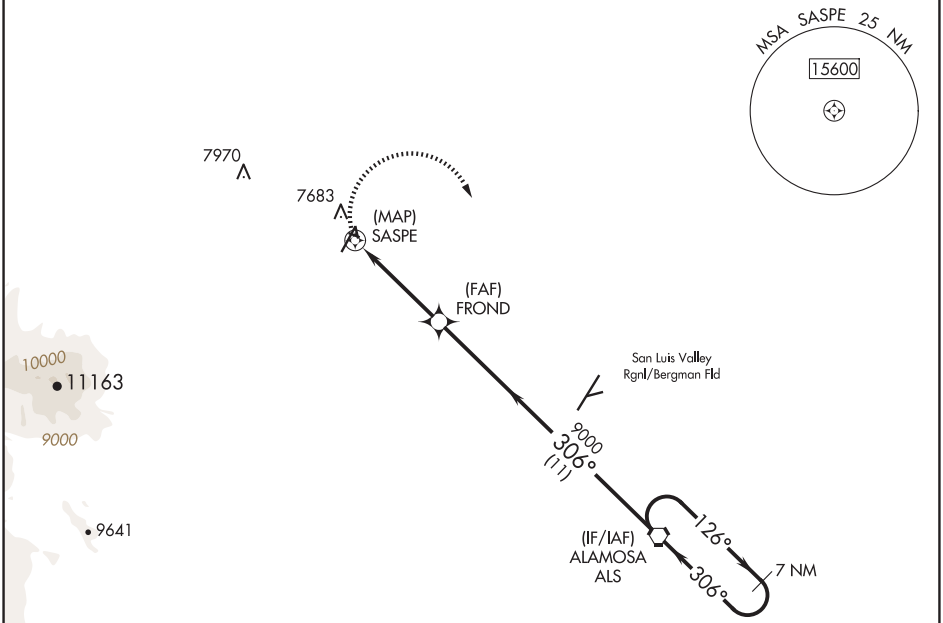
RNAV (GPS)-B

MONTE VISTA MUNI (MVI)

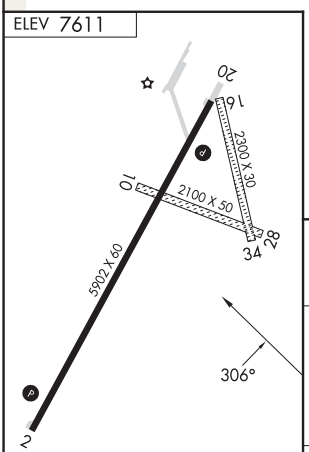
T NA — DME/DME RNP-0.3 NA.
Use Alamosa altimeter setting.
Circling NA to Rwys 10, 28, 16, and 34.

MISSED APPROACH: Climbing right turn to 11600 direct ALS VORTAC and hold.

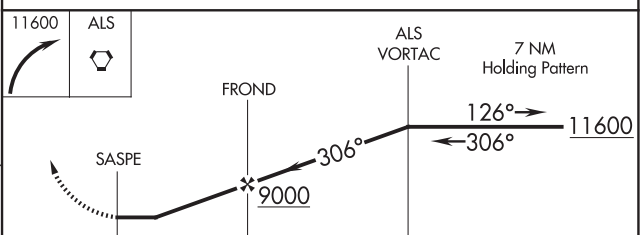
ALS AWOS-3	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L



NoPT for arrival on ALS VORTAC airway radials 061 CW 173.



MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
C CIRCLING	8080-1 469 (500-1)		8180-1½ 569 (600-1½)	8360-2½ 749 (800-2½)

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

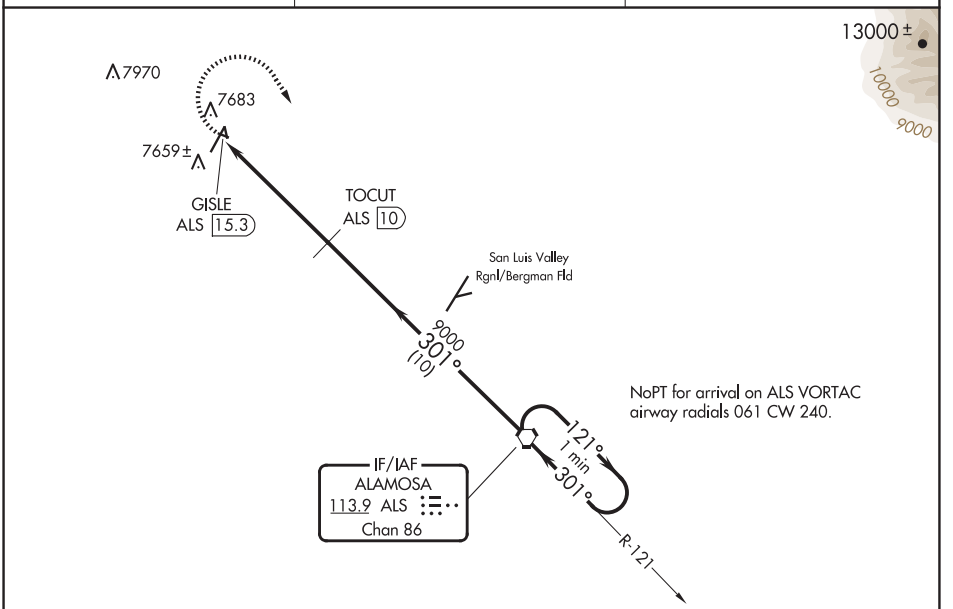
VORTAC ALS	APP CRS	Rwy Ldg	N/A
113.9	301°	TDZE	N/A
Chan 86		Apt Elev	7611

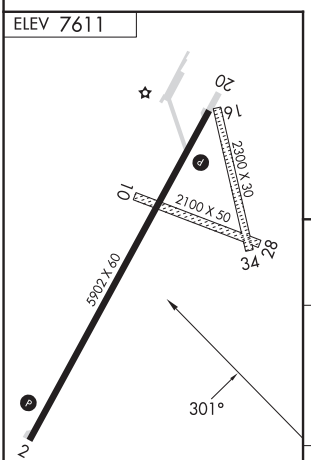
VOR/DME-A
MONTE VISTA MUNI (MVI)

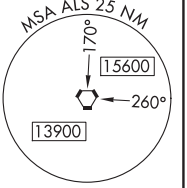
T NA — Circling NA to Rwys 10, 28, 16 and 34. Use Alamosa altimeter setting.

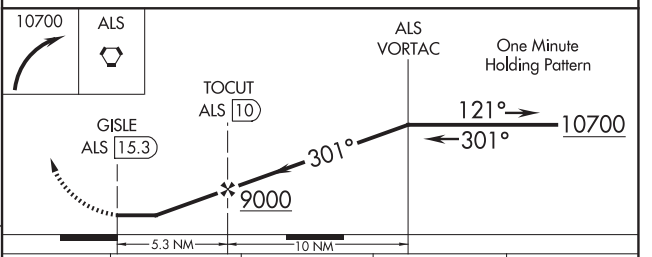
MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALS AWOS-3	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF)









CATEGORY	A	B	C	D
C CIRCLING	8080-1 469 (500-1)	8080-1 469 (500-1)	8180-1½ 569 (600-1½)	8360-2½ 749 (800-2½)

MIRL Rwy 2-20 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

MONTROSE, COLORADO | AL-668 (FAA) | 25163

ILS or LOC RWY 17

MONTROSE RGNL (MTJ)

LOC I-MTJ	APP CRS	Rwy Ldg	10000
111.3	168°	TDZE	5708
		Apt Elev	5759

RNP APCH - GPS. From DIRDY, MYERS, GEJYU.

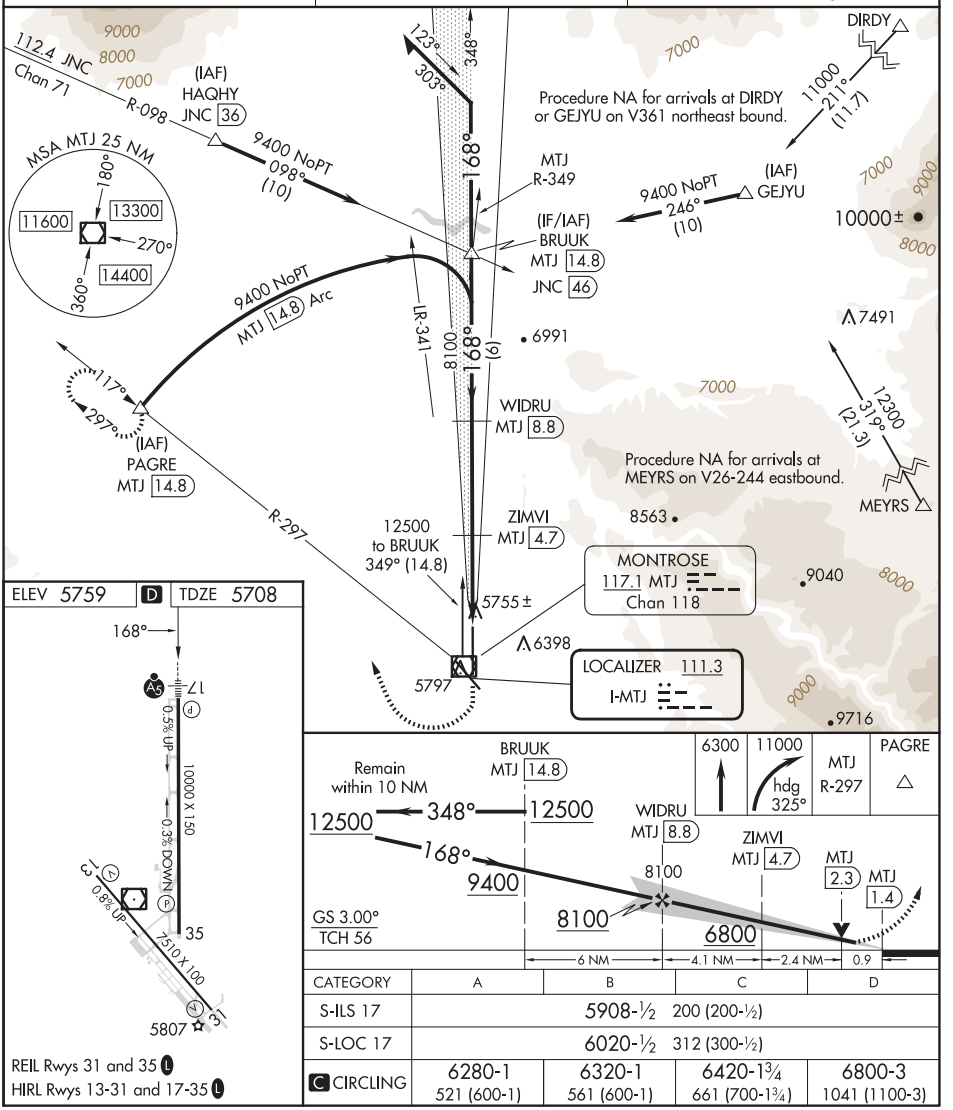
DME required.

T A NA Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME from MTJ VOR/DME. DME use requires simultaneous reception of I-MTJ and MTJ. For inop ALS, increase S-LOC 17 Cat C/D visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 6300 then climbing right turn to 11000 on heading 325° and MTJ VOR/DME R-297 to PAGRE/ MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 17	5908-½ 200 (200-½)			
S-LOC 17	6020-½ 312 (300-½)			
C CIRCLING	6280-1 521 (600-1)	6320-1 561 (600-1)	6420-1¾ 661 (700-1¾)	6800-3 1041 (1100-3)

MONTROSE, COLORADO
Amdt 3A 12JUN25

38°31′N-107°54′W

MONTROSE RGNL (MTJ)

ILS or LOC RWY 17

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	7510
CH 97344	127°	TDZE	5723
W13A		Apt Elev	5759

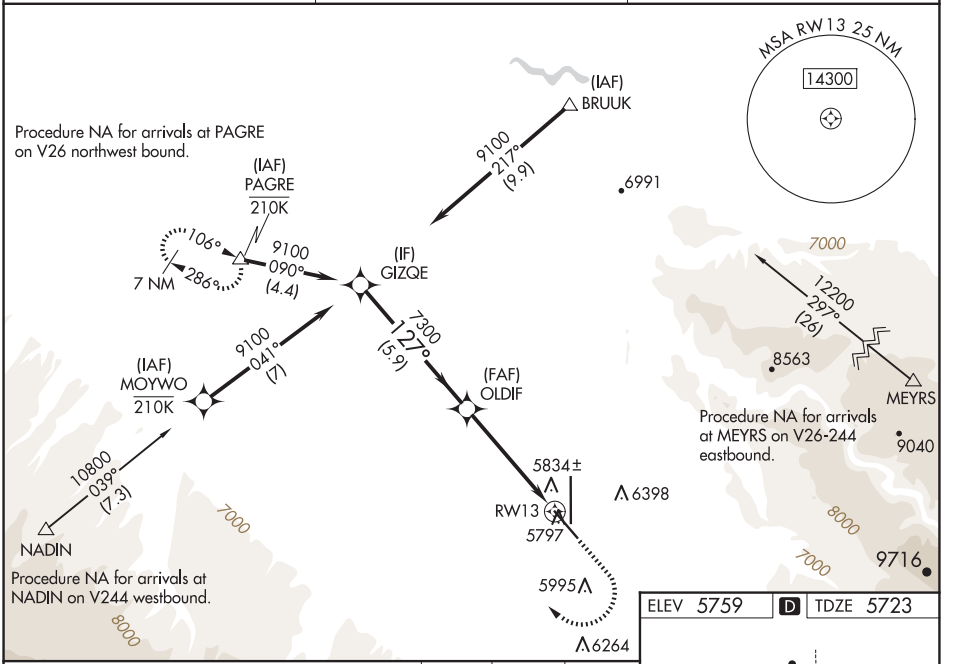
RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

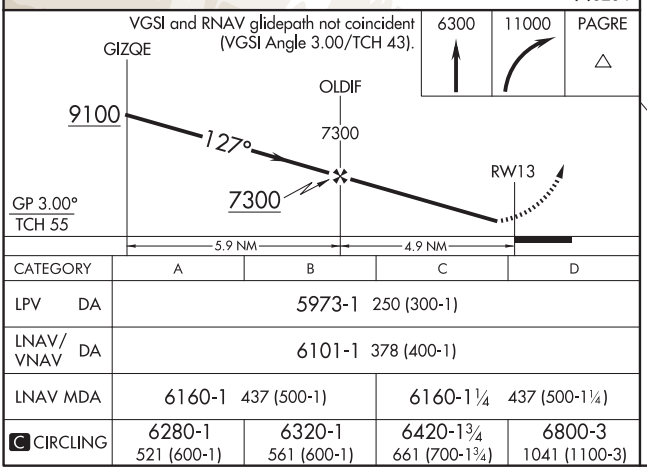
RNP APCH - GPS.

T A Rwy 13 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Straight-in/Circling Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: (Do not exceed 200K until PAGRE) Climb to 6300 (6440 when using AJZ altimeter setting) then climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

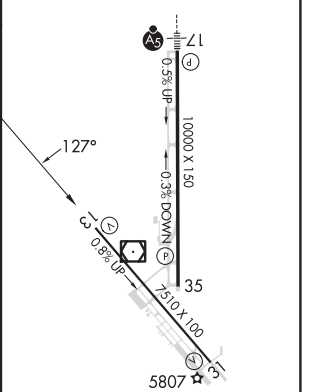
ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5973-1 250 (300-1)			
LNAV/VNAV DA	6101-1 378 (400-1)			
LNAV MDA	6160-1 437 (500-1)		6160-1¼ 437 (500-1¼)	
C CIRCLING	6280-1 521 (600-1)	6320-1 561 (600-1)	6420-1¾ 661 (700-1¾)	6800-3 1041 (1100-3)

ELEV 5759 D TDZE 5723



REIL Rwys 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

MONTROSE, COLORADO AL-668 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	10000
CH 40411	168°	TDZE	5708
W17A		Apt Elev	5759

RNAV (GPS) RWY 17

MONTROSE RGNL (MTJ)

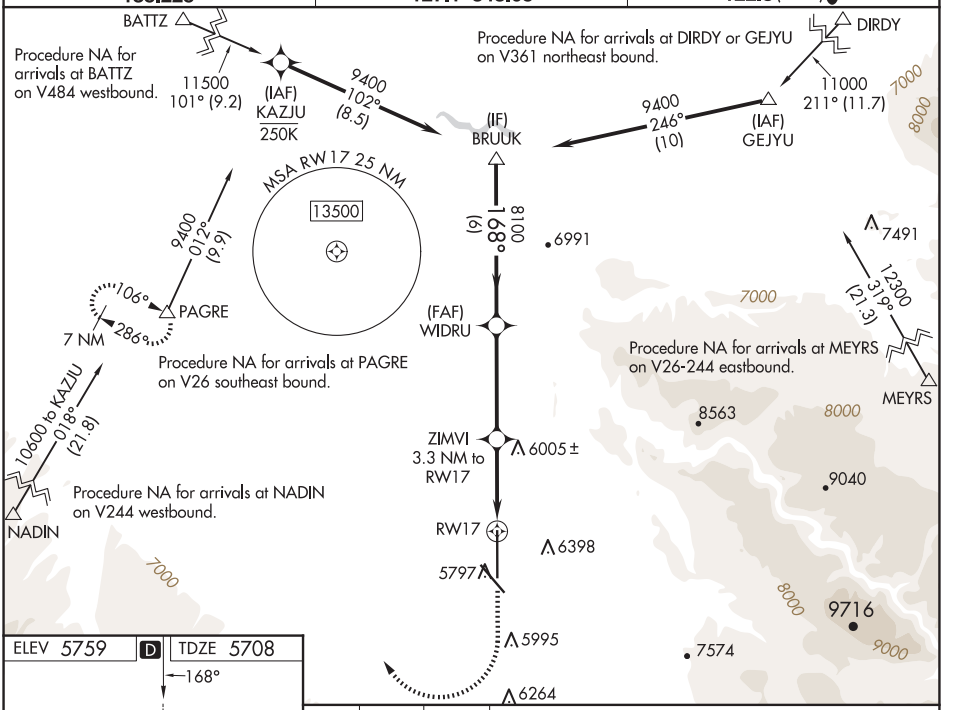
RNP APCH - GPS.

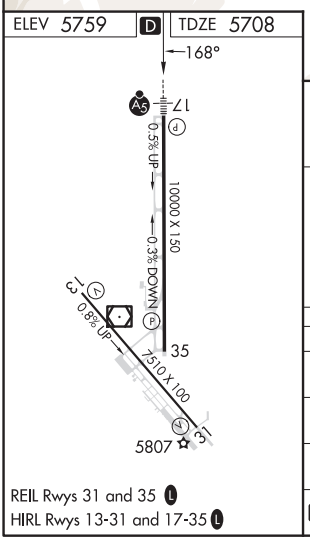
T A Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Baro-VNAV NA.

MALSR

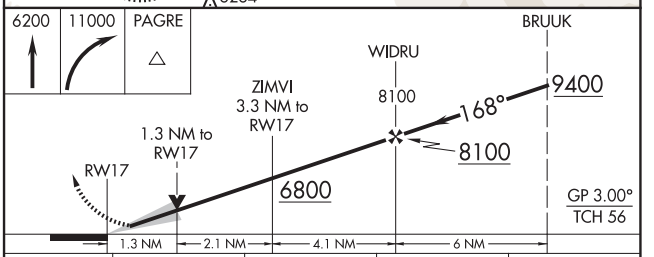
MISSED APPROACH: (Do not exceed 250K until PAGRE) Climb to 6200 then climbing right turn to 11000 direct PAGRE and hold, continue climb in hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L





REIL Rwys 31 and 35 L
HIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	5908-½ 200 (200-½)			
LNAV/VNAV DA	6136-¾ 428 (400-¾)			
LNAV MDA	6160-½ 452 (500-½)		6160-¾ 452 (500-¾)	
C CIRCLING	6280-1 521 (600-1)	6320-1 561 (600-1)	6420-1¾ 661 (700-1¾)	6800-3 1041 (1100-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	10000
340°	TDZE	5734
	Apt Elev	5759

RNAV (GPS) RWY 35

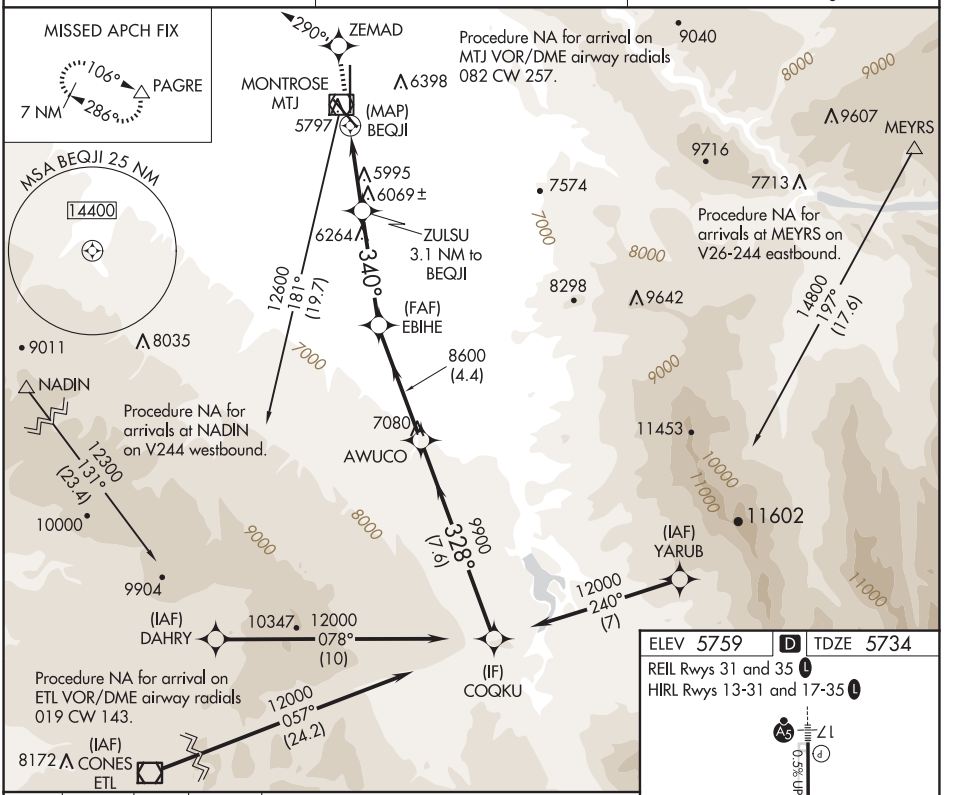
MONTROSE RGNL (MTJ)

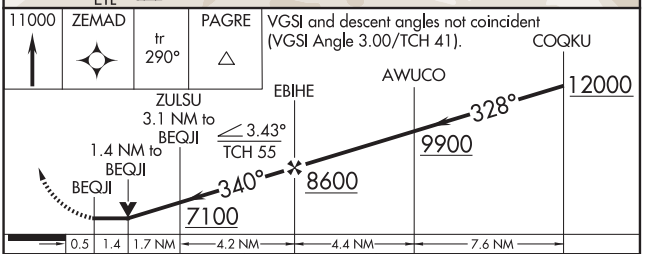
RNP APCH-GPS.

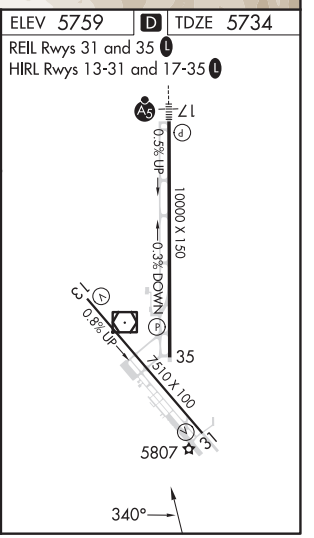
When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 31 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling NA east of Rwy 17 and northeast of Rwy 31. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD on track 290° to PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	6380-1 646 (700-1)		6380-1¾ 646 (700-1¾)	6380-2 646 (700-2)
CIRCLING	6380-1 621 (700-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6800-3 1041 (1100-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME MTJ	APP CRS	Rwy Ldg	7510
117.1	117°	TDZE	5723
Chan 118		Apt Elev	5759

VOR RWY 13

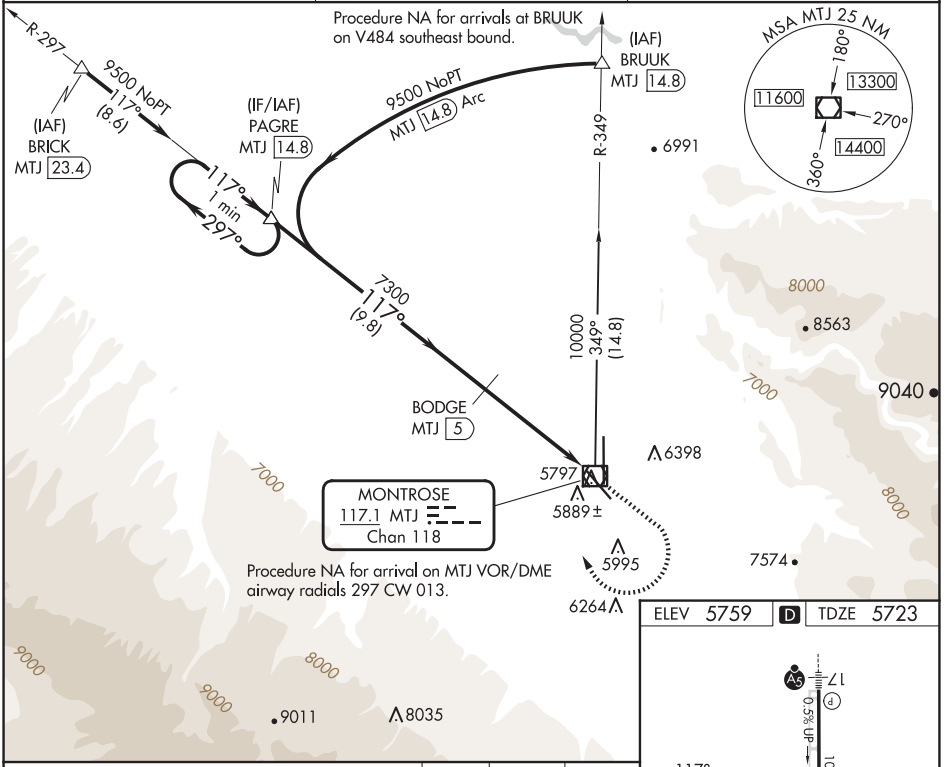
MONTROSE RGNL (MTJ)

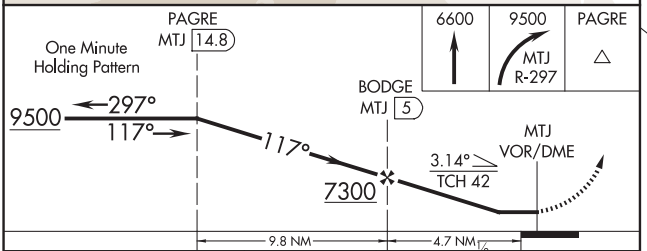
DME required.

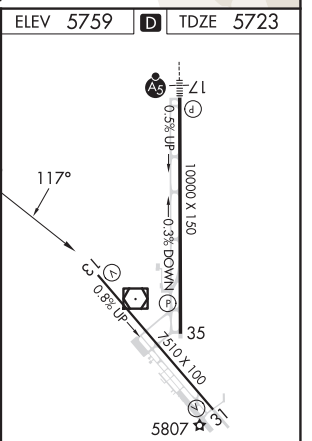
T A Straight-in Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 13 helicopter visibility reduction below 1 SM NA. Circling Rwy 31 NA at night. Circling NA east of Rwy 17 and northeast of Rwy 31. When local altimeter setting not received, use Delta altimeter setting: increase all MDAs 140 feet and visibility S-13 Cats C and D ½ SM and Circling Cat C ¼ SM.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 on MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L



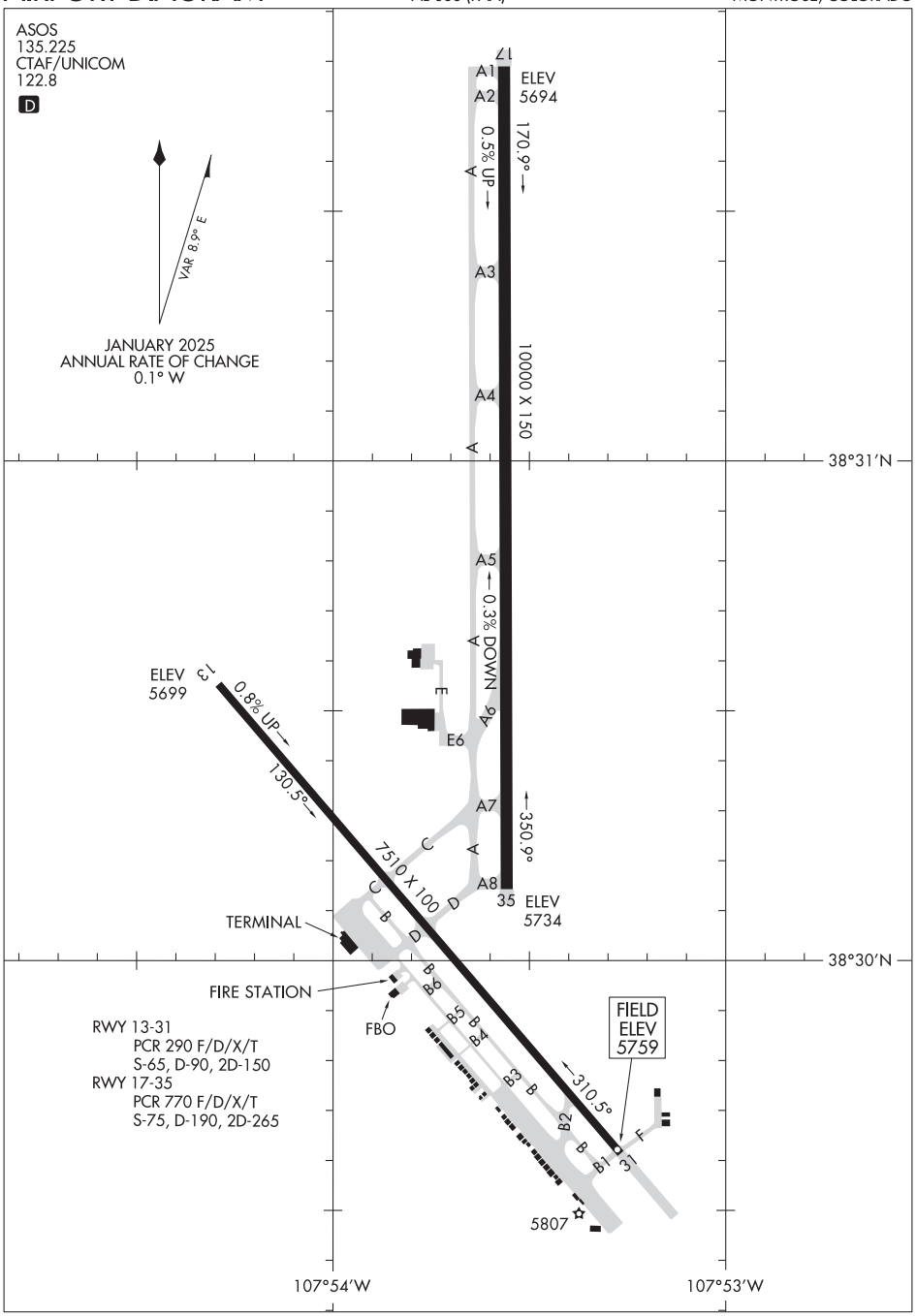




CATEGORY	A	B	C	D
S-13	6140-1 417 (400-1)		6140-1⅛ 417 (400-1⅛)	
CIRCLING	6280-1 521 (600-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6800-3 1041 (1100-3)

REIL Rwys 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

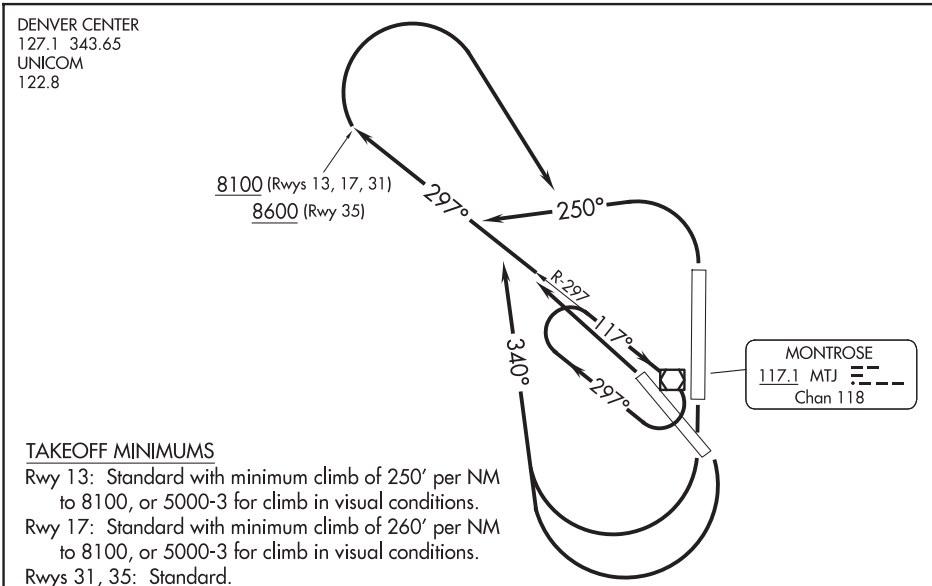
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025


ASOS
135.225
CTAF/UNICOM
122.8
D
VAR 8.9° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
17
A1
A2
ELEV
5694
0.5% UP
170.9°
A
A3
10000 X 150
A4
38°31'N
A5
0.3% DOWN
A6
E
E6
ELEV
5699
C1
0.8% UP
130.5°
A7
350.9°
C
7510 X 100
D
A8
35
ELEV
5734
TERMINAL
38°30'N
FIRE STATION
FBO
RWY 13-31
PCR 290 F/D/X/T
S-65, D-90, 2D-150
RWY 17-35
PCR 770 F/D/X/T
S-75, D-190, 2D-265
FIELD
ELEV
5759
310.5°
5807
107°54'W
107°53'W

(MTJ2.MTJ) 23334

MONTROSE TWO DEPARTURE (OBSTACLE)

MONTROSE RGNL (MTJ)
AL-668 (FAA) MONTROSE, COLORADO



TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 8100, or 5000-3 for climb in visual conditions.
Rwy 17: Standard with minimum climb of 260′ per NM to 8100, or 5000-3 for climb in visual conditions.
Rwys 31, 35: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 17: Road with vehicle beginning 12′ from DER, 258′ left of centerline up to 15′ AGL/5748′ MSL. Multiple trees beginning 134′, from DER, 436′ left of centerline, up to 25′ AGL/5745′ MSL. Sign 23′ from DER, 307′ right of centerline, 16′ AGL/5736′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .
Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

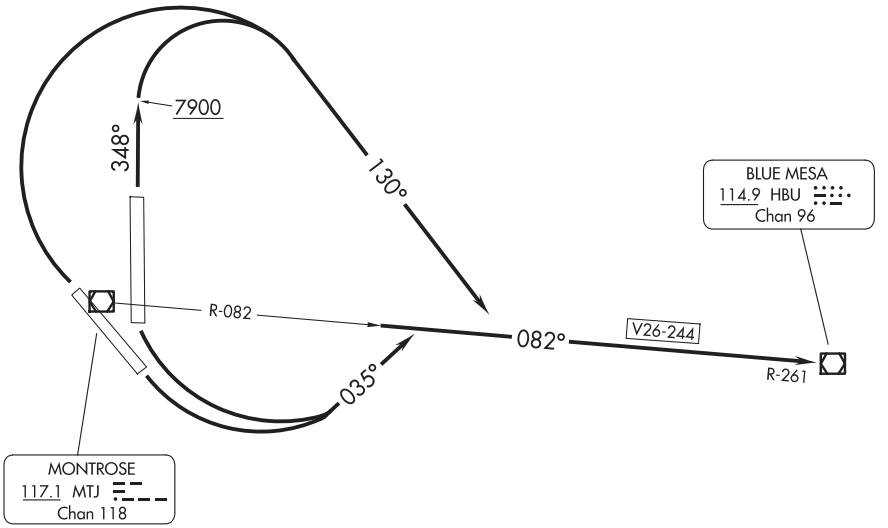
TAKEOFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE: 12500

DENVER CENTER
127.1 343.65
UNICOM
122.8



TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 450′ per NM to 11300.
Rwy 17: Standard with minimum climb of 420′ per NM to 11300.
Rwy 31: Standard with minimum climb of 450′ per NM to 11300.
Rwy 35: Standard with minimum climb of 460′ per NM to 11300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKEOFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKEOFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

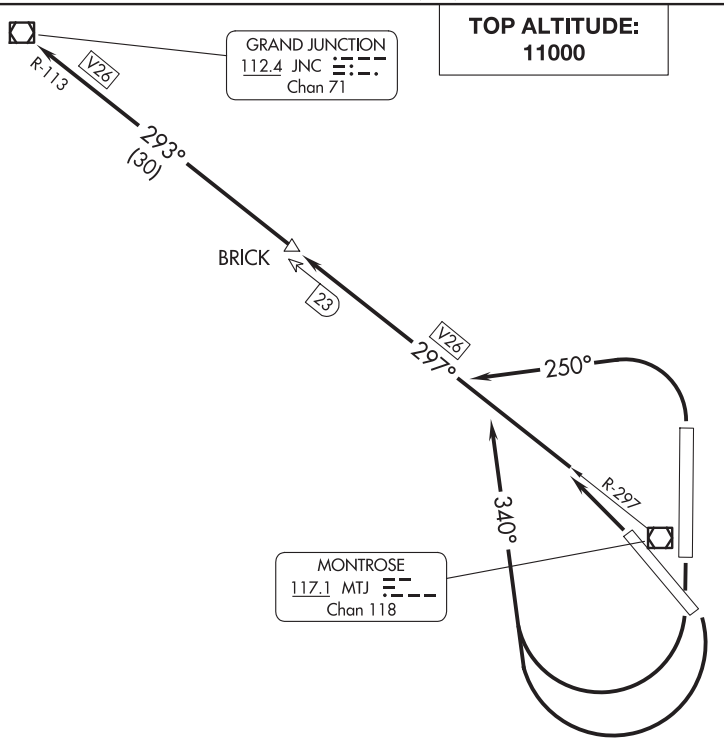
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(BRICK4.JNC) 23334

BRICK FOUR DEPARTURE

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

AL-668 (FAA)



NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 7900.
Rwy 17: Standard with minimum climb of 260′ per NM to 7800.
Rwys 31, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 11000 on heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, thence. . . .

TAKEOFF RUNWAY 31: Climbing left turn to 11000 on MTJ R-297 to BRICK/MTJ 23 DME, thence . . . .

TAKEOFF RUNWAY 35: Climbing left turn to 11000 on heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, thence . . . .

. . . . on V26 to JNC VOR/DME.

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 8

MORIARTY MUNI (ØE0)

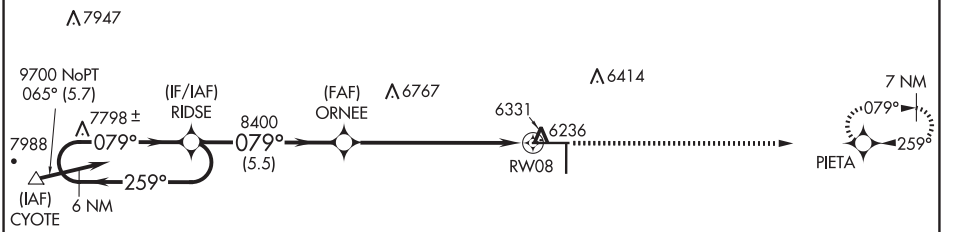
WAAS CH 86239 W08A	APP CRS 079°	Rwy Idg 7702 TDZE 6204 Apt Elev 6204

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C.
Circling Rwy 17, 35 NA at night.
Rwy 8 helicopter visibility reduction below ¾ SM NA.

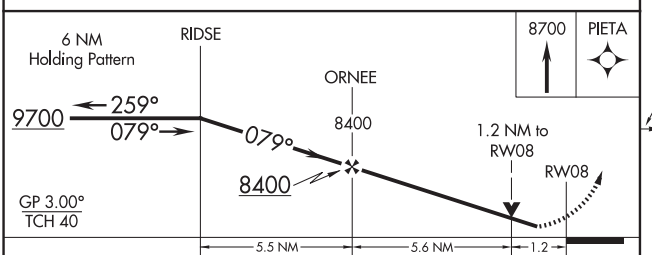
MISSED APPROACH: Climb to 8700 direct PIETA and hold.

AWOS-3	ALBUQUERQUE CENTER	CTAF
118.05	133.65 284.6	122.9 L



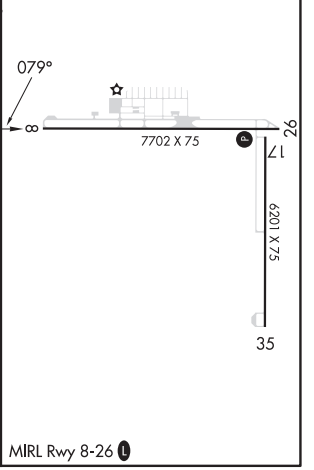
Procedure NA for arrivals at CYOTE on V60 southwest bound and V234, V291 westbound.





CATEGORY	A	B	C	D
LPV DA	6454-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	6481-⅞ 277 (300-⅞)			NA
LNAV MDA	6640-1 436 (500-1)		6640-1¼ 436 (500-1¼)	NA
C CIRCLING	6660-1 456 (500-1)	6680-1 476 (500-1)	6780-1½ 576 (600-1½)	NA

ELEV 6204 TDZE 6204



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

MORIARTY, NEW MEXICO | AL-308 (FAA) | 24221

RNAV (GPS) RWY 26

MORIARTY MUNI (ØE Ø)

WAAS	APP CRS	Rwy Idg	7702
CH 40039	259°	TDZE	6193
W26A		Apt Elev	6204

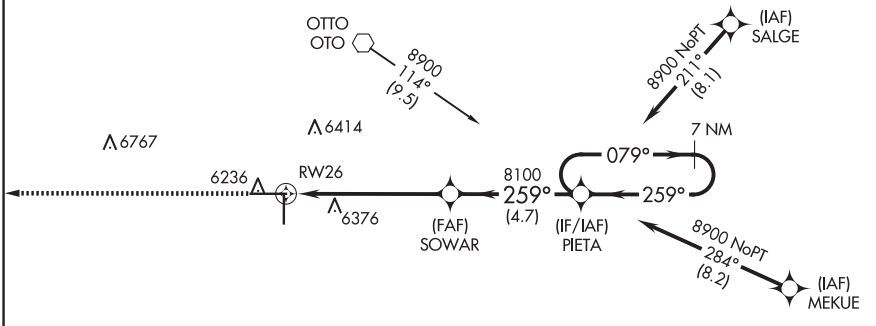
RNP APCH - GPS.

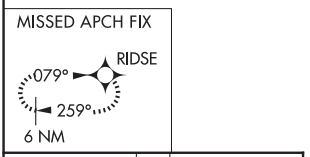
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 17, 35 NA at night.

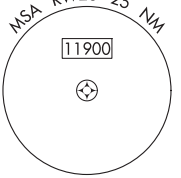
MISSED APPROACH: Climb to 9700 direct RIDSE and hold, continue climb-in-hold to 9700.

AWOS-3	ALBUQUERQUE CENTER	CTAF
118.05	133.65 284.6	122.9 L

Procedure NA for arrival on OTO VOR airway radials 035 CW 150.

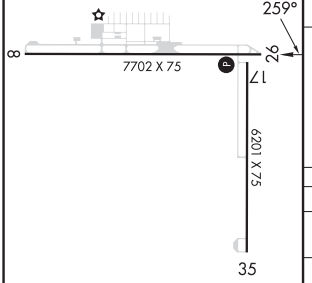


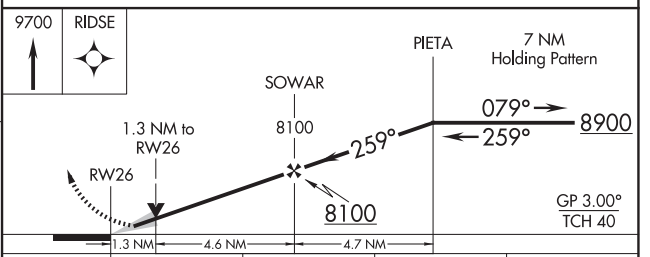




7565

ELEV 6204 | TDZE 6193





CATEGORY	A	B	C	D
LPV DA	6443-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	6443-⅞ 250 (300-⅞)			NA
LNAV MDA	6640-1 447 (500-1)		6640-1⅜ 447 (500-1⅜)	NA
C CIRCLING	6660-1 456 (500-1)	6680-1 476 (500-1)	6780-1½ 576 (600-1½)	NA

MIRL Rwy 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
126°	TDZE	N/A
	Apt Elev	5945

RNAV (GPS)-A
HOPKINS FLD (AIB)

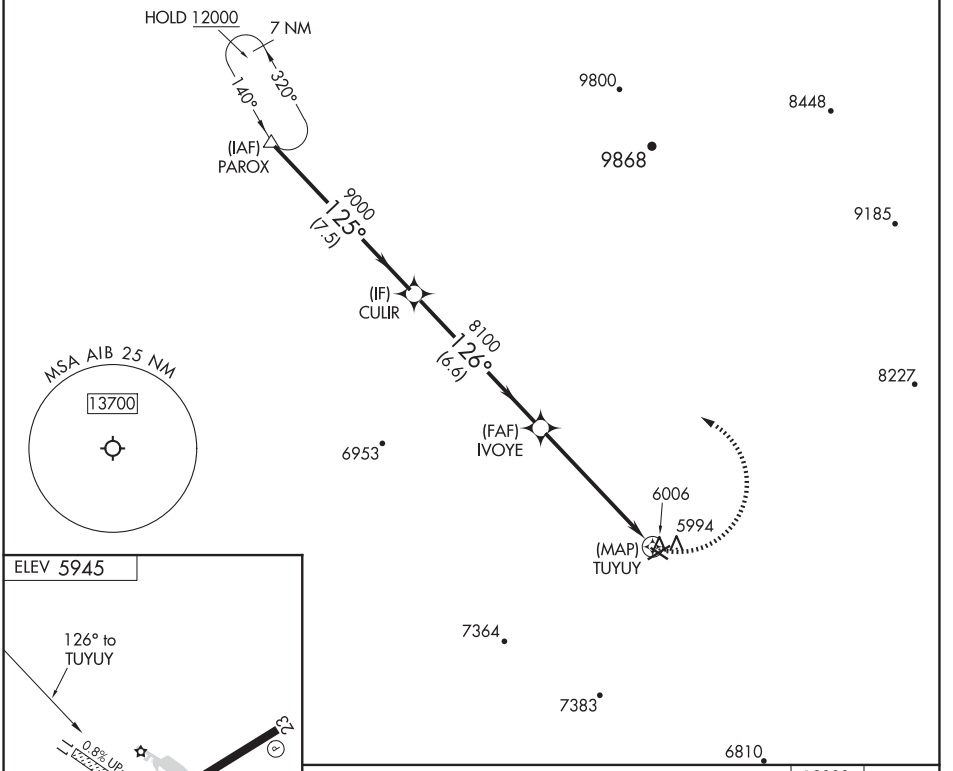
RNP APCH-GPS.

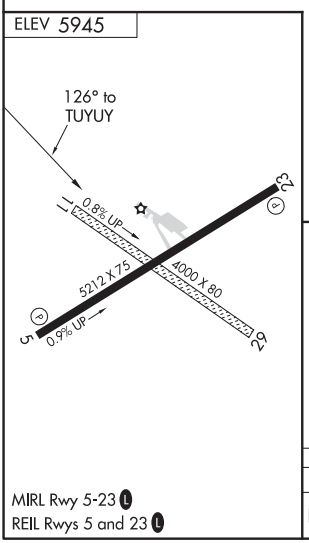
Circling NA to Rwys 11 and 29. Circling Rwy 23 NA at night. When local altimeter setting not received, procedure NA.

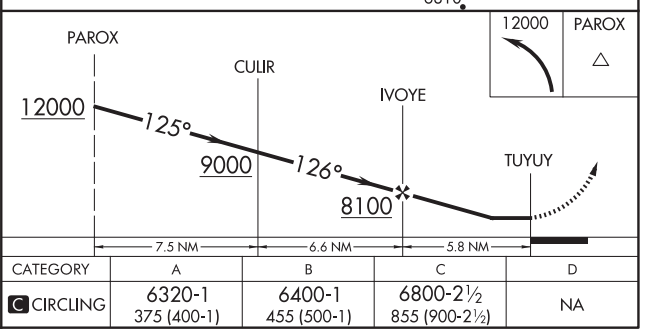
MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

AWOS-3	DENVER CENTER	UNICOM
132.525	127.1	122.8 (CTAF) L

All arrivals on V244 descend to 12000 in PAROX holding pattern before departing PAROX.
NoPT for arrival at PAROX on V391 southbound.







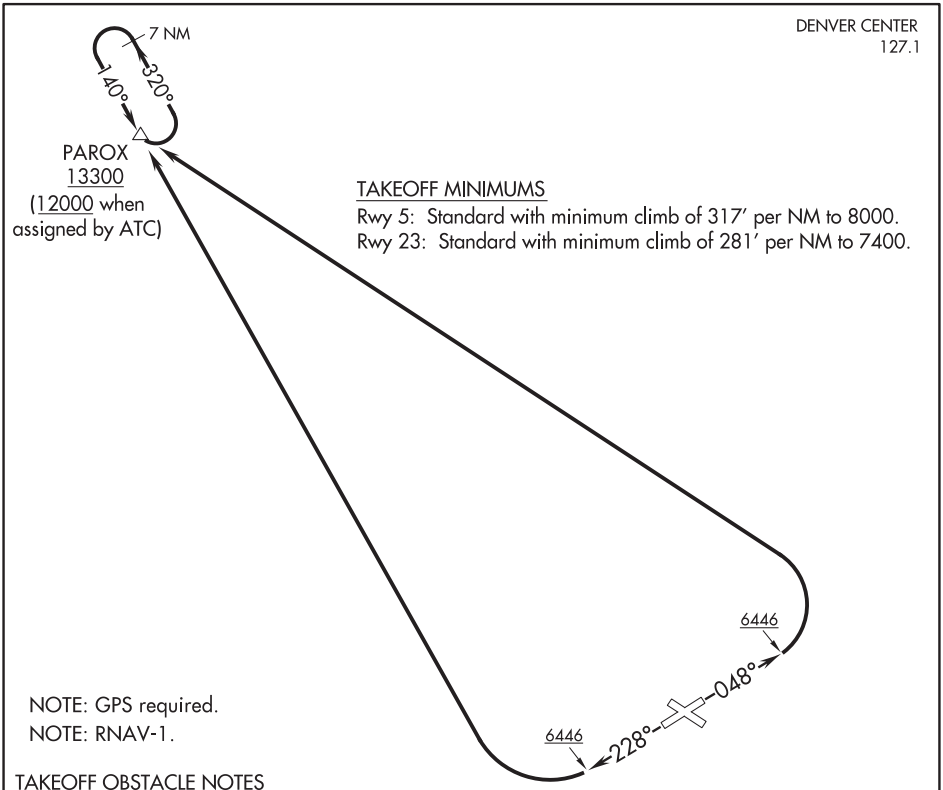
CATEGORY	A	B	C	D
C CIRCLING	6320-1 375 (400-1)	6400-1 455 (500-1)	6800-2½ 855 (900-2½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

NUCLA TWO DEPARTURE (OBSTACLE) (RNAV)

SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF OBSTACLE NOTES

Rwy 5: Tree 5′ from DER, 187′ left of centerline, 5950′ MSL.
Vehicle on road and vegetation beginning 10′ from DER, 175′ right of centerline, up to 5964′ MSL.
Vehicle on road and trees beginning 49′ from DER, 87′ left of centerline, up to 5955′ MSL.
Vehicle on road, 167′ from DER, 102′ left of centerline, 5959′ MSL.
Vehicle on road and trees beginning 230′ from DER, 8′ right of centerline, up to 5965′ MSL.
Vehicle on road 269′ from DER, 42′ left of centerline, 5960′ MSL.

Rwy 23: Vehicle on raod and trees beginning 9′ from DER, 27′ right of centerline, up to 5910′ MSL.
Pole 11′ from DER, 27′ left of centerline, 5900′ MSL.
Vehicle on road 19′ from DER, 329′ left of centerline, 5906′ MSL.
Vehicle on road and trees beginning 30′ from DER, 82′ left of centerline, up to 5913′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 6446, then climbing left turn to 13300 direct PAROX, thence . . .

TAKEOFF RUNWAY 23: Climb on heading 228° to 6446, then climbing right turn to 13300 direct PAROX, thence . . .

. . . climb in PAROX holding pattern to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding on course.

WAAS	APP CRS	Rwy Idg 8100
CH 58238	354°	TDZE 7637
W01A		Apt Elev 7664

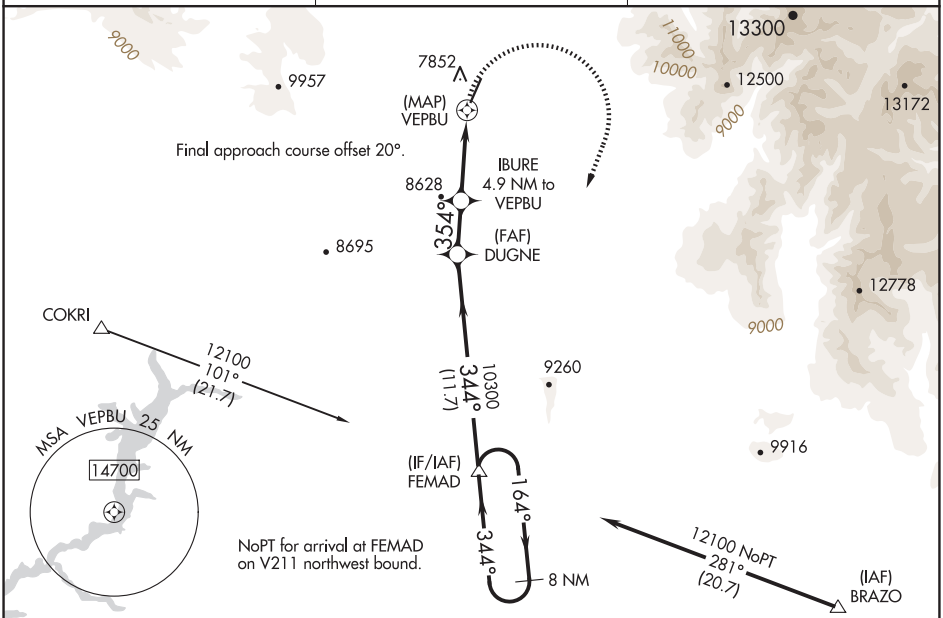
RNAV (GPS) RWY 1

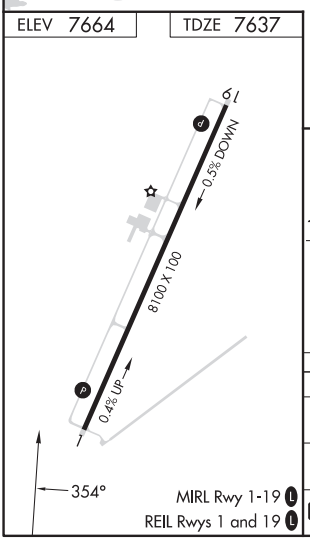
STEVENS FLD (PSO)

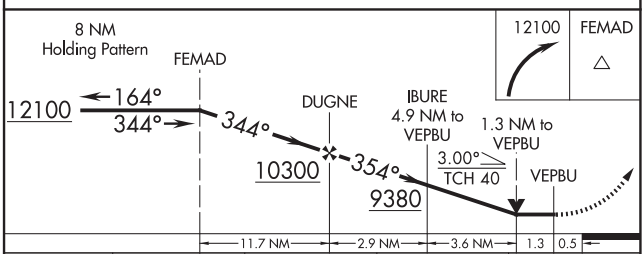
Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Durango altimeter setting and increase all MDA 220 feet and LP and LNAV visibility Cat B ¼ mile and Cat C ¾ mile, and Circling Cats A/B ¼ mile.

MISSED APPROACH: Climbing right turn to 12100 direct FEMAD and hold.

AWOS-3PT	DENVER CENTER	UNICOM
127.175	118.575 348.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	8240-1	603 (600-1)	8240-1¾ 603 (600-1¾)	NA
LNAV MDA	8280-1	643 (700-1)	8280-1⅞ 643 (700-1⅞)	NA
C CIRCLING	8420-1 756 (800-1)	8480-1¼ 816 (900-1¼)	8940-3 1276 (1300-3)	NA

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SW-1, 12 JUN 2025 to 07 AUG 2025

PORTALES, NEW MEXICO AL-5862 (FAA) 25051

APP CRS	Rwy Idg	5700
014°	TDZE	4078
	Apt Elev	4078

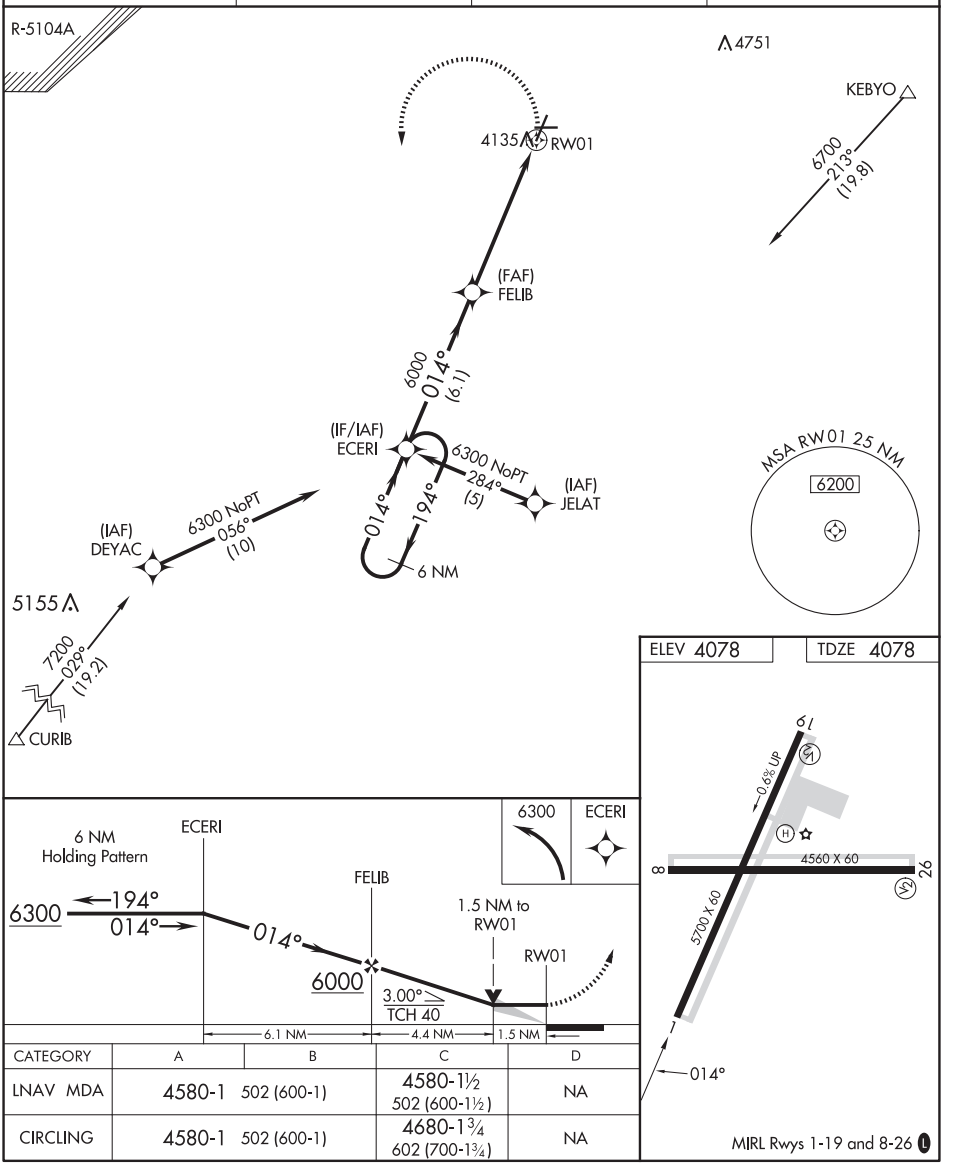
RNAV (GPS) RWY 1

PORTALES MUNI (PRZ)

T A DME/DME RNP- 0.3 NA. VDP NA when using Clovis Rgnl altimeter setting. When local altimeter setting not received, use Clovis Rgnl altimeter setting and increase all MDAs 80 feet; increase Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
118.175	118.425 352.1	119.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA
CIRCLING	4580-1	502 (600-1)	4680-1¾ 602 (700-1¾)	NA

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SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 8R

PUEBLO MEML (PUB)

LOC I-PUB	APP CRS	Rwy Idg	10496
109.5	080°	TDZE	4671
		Apt Elev	4729

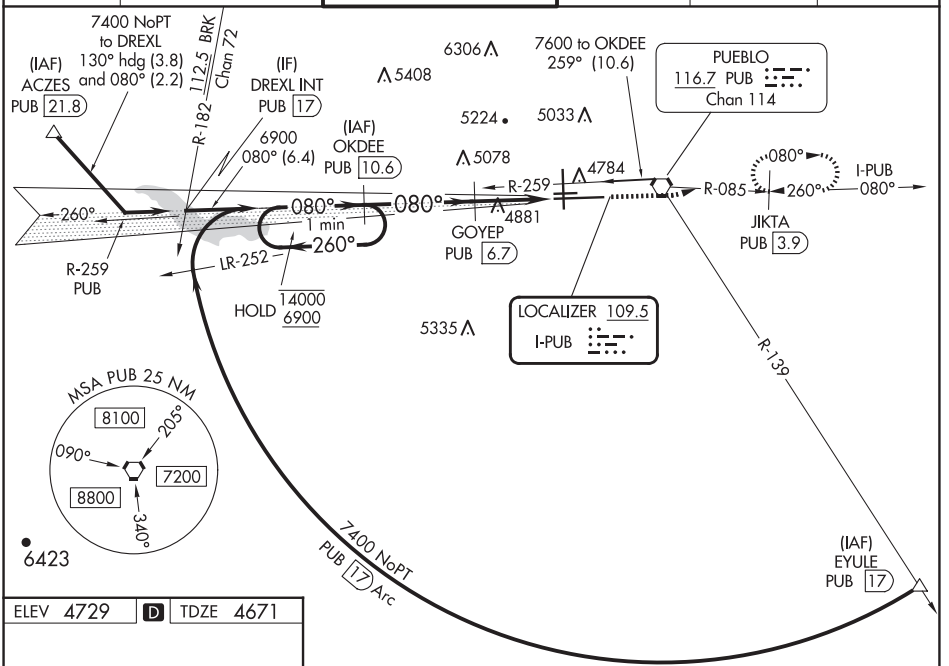
DME required.

T A Circling NA for Cat E west of Rwy 17-35. Autopilot coupled approach NA below 4950. Procedure turn NA for Cat E aircraft. DME from PUB VORTAC, simultaneous reception of I-PUB and PUB DME required. For inop ALS, increase S-ILS 8R Cat E visibility to ¾ SM and S-LOC 8R Cat E visibility to 1½ SM.

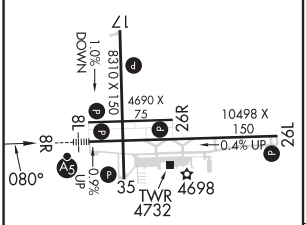
MALSR

MISSED APPROACH: Climb to 7000 on heading 070° and on PUB VORTAC R-085 to JIKTA/ PUB 3.9 DME and hold, continue climb-in-hold to 7000.

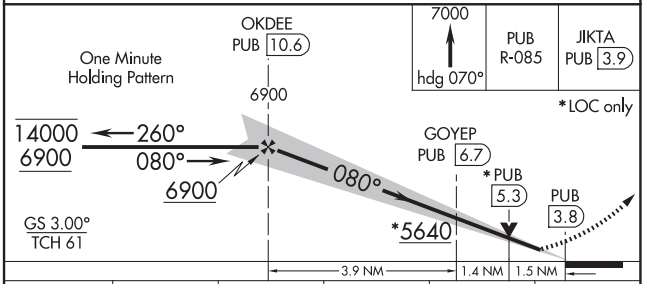
ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



ELEV 4729 D TDZ 4671



HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L



CATEGORY	A	B	C	D	E
S-ILS 8R	4871-½ 200 (200-½)				
S-LOC 8R	5200-½ 529 (500-½)		5200-1 529 (500-1)		
C CIRCLING	5340-1 611 (700-1)		5580-2½ 851 (900-2½)	5800-3 1071 (1100-3)	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 26L

PUEBLO MEML (PUB)

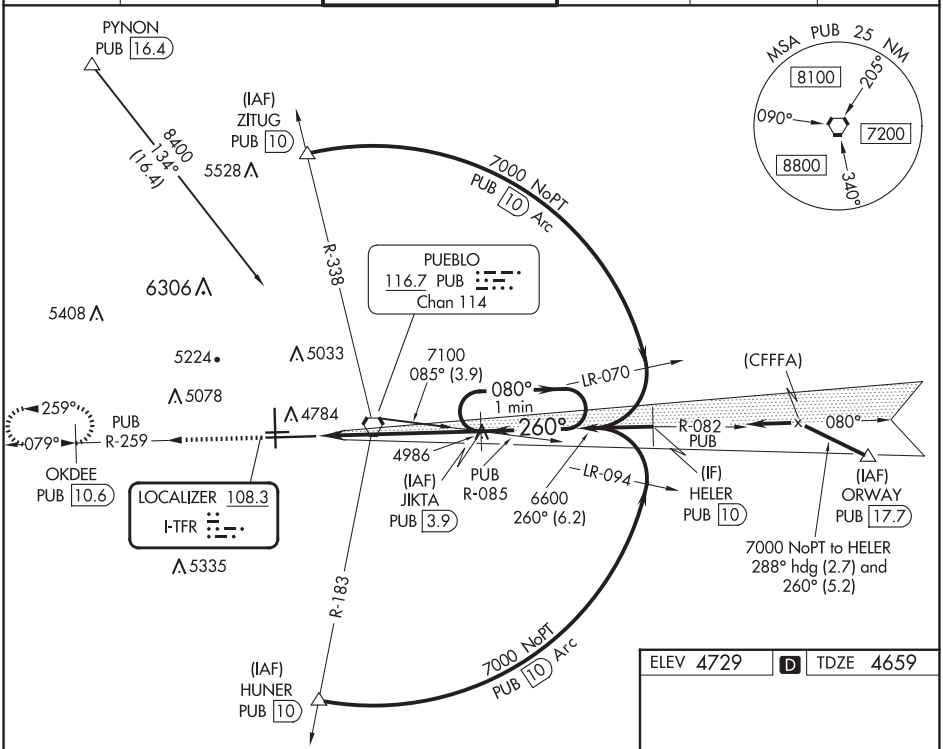
LOC I-TFR	APP CRS	Rwy Idg	10496
108.3	260°	TDZE	4659
		Apt Elev	4729

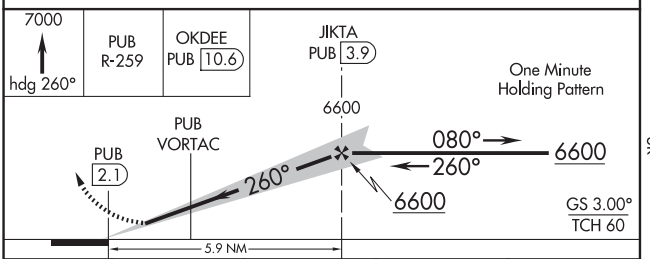
DME required. RADAR required for procedure entry at PYNON.

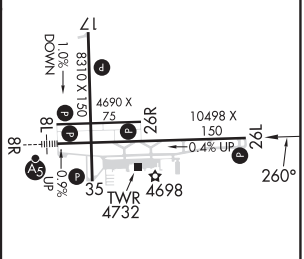
DME from PUB VORTAC, simultaneous reception of I-TFR and PUB DME required.

MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







ELEV 4729 D TDZE 4659

CATEGORY	A	B	C	D
S-ILS 26L	4859-¾ 200 (200-¾)			
S-LOC 26L	5160-1 501 (500-1)		5160-1⅜ 501 (500-1⅜)	
C CIRCLING	5340-1 611 (700-1)		5580-2½ 851 (900-2½)	5800-3 1071 (1100-3)

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

38°17′N-104°30′W

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 8R

PUEBLO MEML (PUB)

WAAS	APP CRS	Rwy Idg	10496
CH 70531	080°	TDZE	4671
W08A		Apt Elev	4729

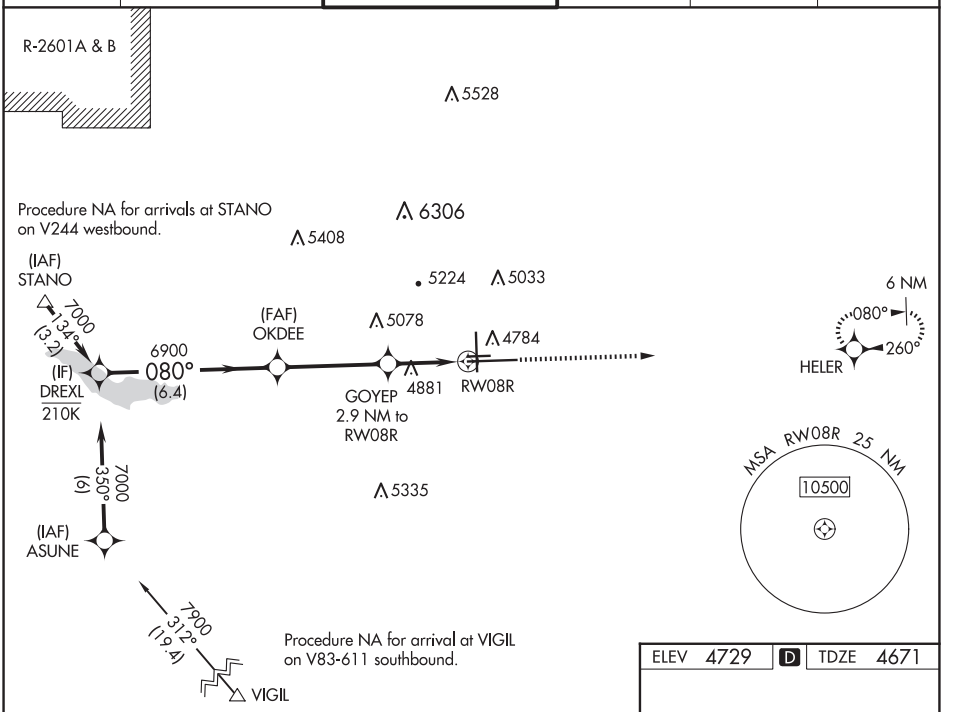
RNP APCH-GPS.

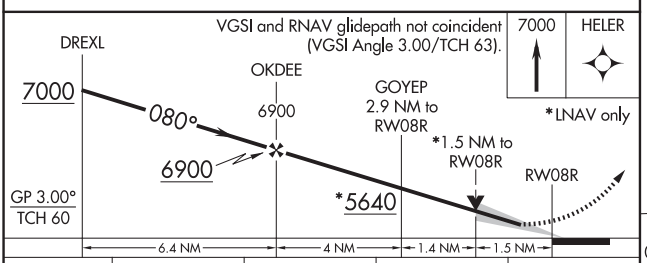
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 7/8 SM.

MALSR

MISSED APPROACH: Climb to 7000 direct HELER and hold.

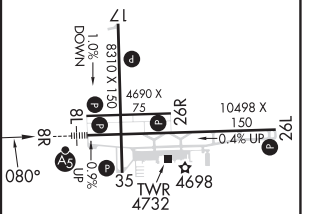
ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95





CATEGORY	A	B	C	D
LPV DA	4871- ½ 200 (200- ½)			
LNAV/VNAV DA	4982- ½ 311 (300- ½)			
LNAV MDA	5200- ½ 529 (500- ½)		5200-1 529 (500-1)	
C CIRCLING	5340-1 611 (700-1)		5580-2 ½ 851 (900-2 ½)	5800-3 1071 (1100-3)

ELEV 4729 D TDZE 4671



HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

PUEBLO, COLORADO AL-334 (FAA) 25051

RNAV (GPS) RWY 17

PUEBLO MEML (PUB)

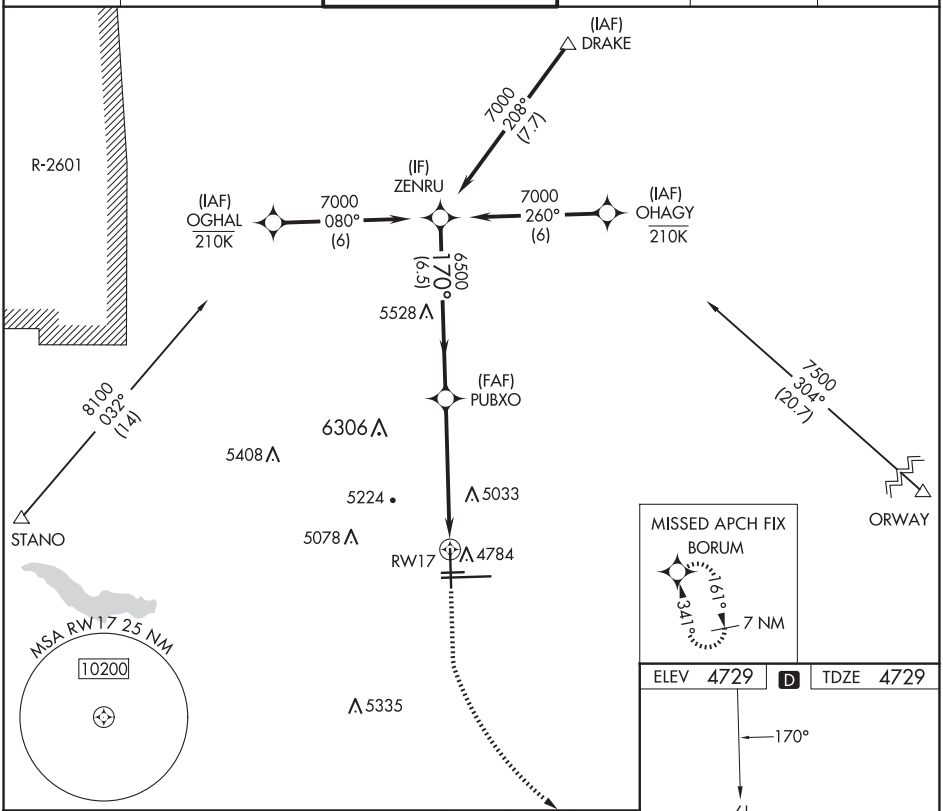
APP CRS	Rwy Idg	8308
170°	TDZE	4729
	Apt Elev	4729

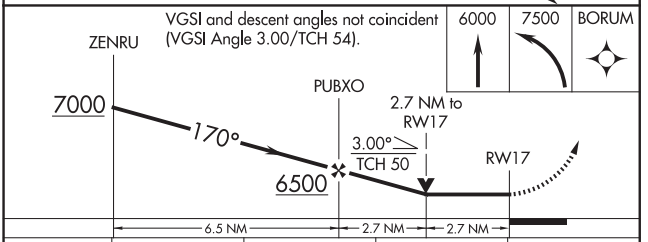
RNP APCH-GPS.

T A Rwy 17 helicopter reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	5640-1¼ 911 (1000-1¼)		5640-2½ 911 (1000-2½)	
C CIRCLING	5640-1¼ 911 (1000-1¼)		5640-2¾ 911 (1000-2¾)	5800-3 1071 (1100-3)

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

PUEBLO, COLORADO
Orig-B 08SEP22

38°17′N-104°30′W

PUEBLO MEML (PUB)

RNAV (GPS) RWY 17

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53531 W26A	APP CRS 260°	Rwy Idg 10496 TDZE 4659 Apt Elev 4729

RNAV (GPS) RWY 26L

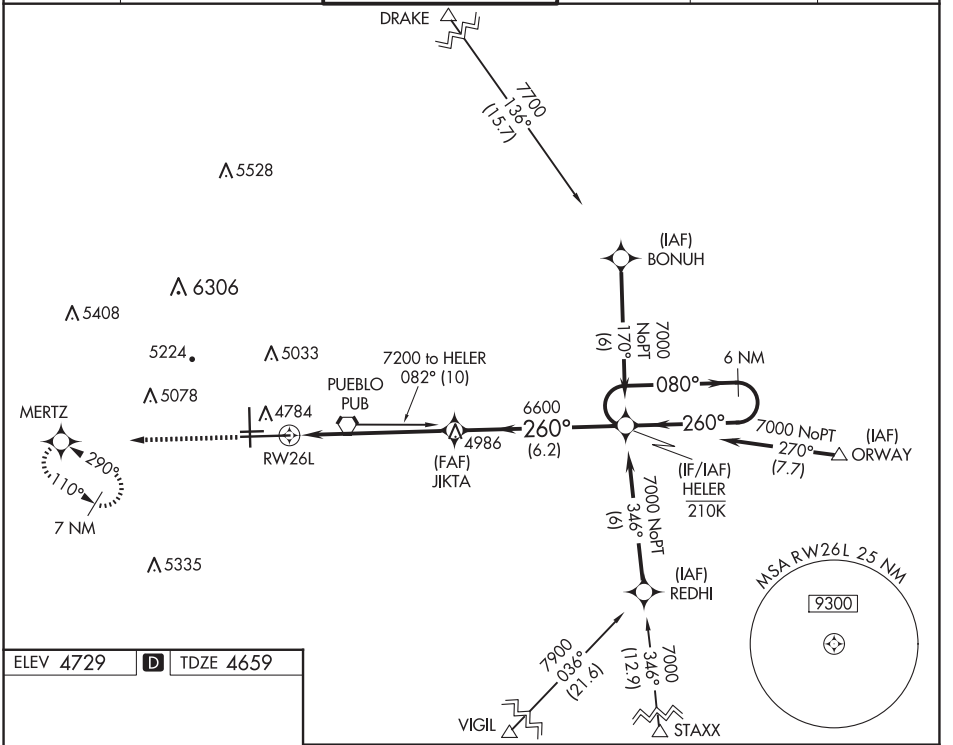
PUEBLO MEML (PUB)

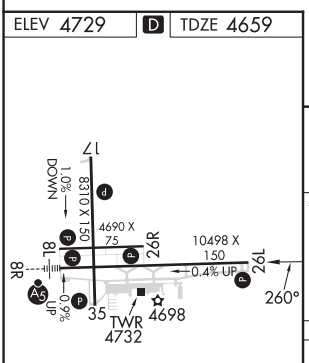
RNP APCH-GPS.

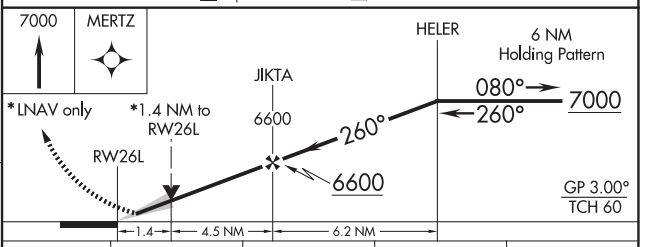
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	4859-¾ 200 (200-¾)			
LNAV/VNAV DA	4979-1 320 (300-1)			
LNAV MDA	5100-1 441 (400-1)		5100-1⅜ 441 (400-1⅜)	
C CIRCLING	5340-1 611 (700-1)		5580-2½ 851 (900-2½)	5800-3 1071 (1100-3)

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

PUEBLO, COLORADO AL-334 (FAA) 25051

RNAV (GPS) RWY 35

PUEBLO MEML (PUB)

WAAS CH 42721 W35A	APP CRS 350°	Rwy Idg 8308 / TDZE 4677 / Apt Elev 4729

RNP APCH-GPS.

T A

MISSED APPROACH: Climb to 5140 then climbing right turn to 7500 direct OHAGY and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95

Procedure NA for arrivals at STANO on V244 westbound.

STANO

7500 137° (17.2)

5408 5224 5033 5078 4784 4821 RW35 4719± WIVOD 3 NM to RW35 5335 (FAF) PUCUB 5809±

MISSED APCH FIX

7 NM 070° 350° OHAGY

Procedure NA for arrivals at ORWAY on V10-V244 eastbound.

ORWAY

7100 226° (18.5)

6300 350° (9.5)

(IAF) BUZRO 210K 7100 080° (6)

(IF) ESIFE

7100 260° (6) (IAF) BORUM 210K

7100 359° (9.3)

(IAF) VIGIL

Procedure NA for arrivals at VIGIL on V83-611 southbound.

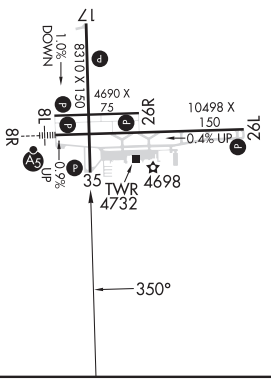
MSA RW35 25 NM 10300

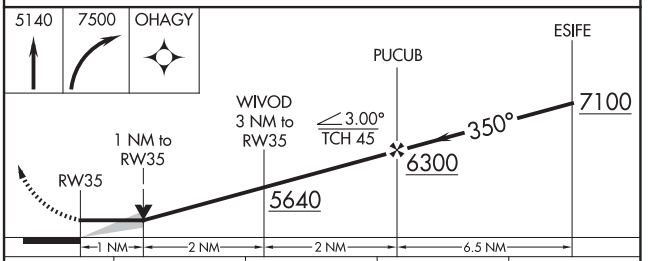
ELEV 4729 D TDZE 4677

HIRL Rwy 8R-26L L

MIRL Rwys 17-35 and 8L-26R L

REIL Rwys 8L, 17, 26L, 26R and 35 L





CATEGORY	A	B	C	D
LP MDA	5020-1 343 (300-1)			
LNAV MDA	5120-1 443 (400-1)		5120-1⅜ 443 (400-1⅜)	
C CIRCLING	5340-1 611 (700-1)		5580-2½ 851 (900-2½)	5800-3 1071 (1100-3)

PUEBLO, COLORADO

Orig-C 08SEP22

38°17′N-104°30′W

PUEBLO MEML (PUB)

RNAV (GPS) RWY 35

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC PUB	APP CRS	Rwy Idg	10496
116.7	252°	TDZE	4659
Chan 114		Apt Elev	4729

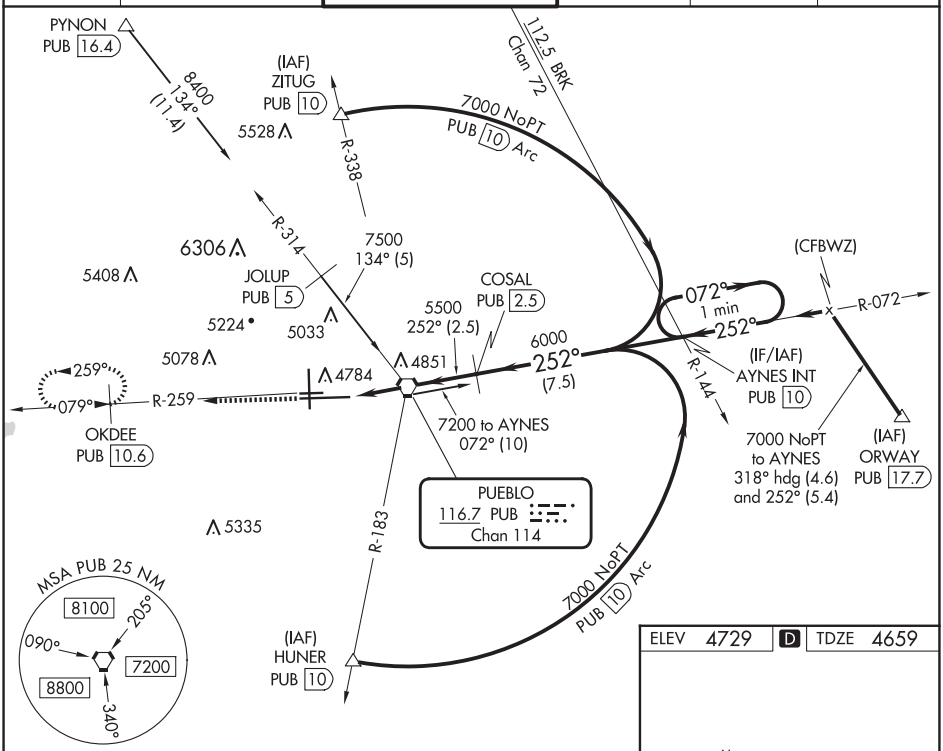
VOR RWY 26L

PUEBLO MEML (PUB)

DME required. RADAR required for procedure entry at PYNON.

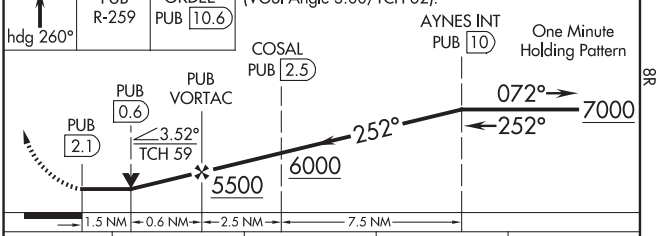
MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95

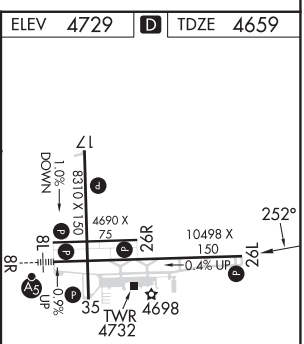


7000 hdg 260°	PUB R-259	OKDEE PUB 10.6

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 62).



CATEGORY	A	B	C	D
S-26L	5120-1	461 (400-1)	5120-1⅜ 461 (400-1⅜)	NA
C CIRCLING	5340-1	611 (700-1)	NA	



HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-334 (FAA)

PUEBLO MEML (PUB)

PUEBLO, COLORADO

AIRPORT DIAGRAM

25107

PUEBLO, COLORADO

PUEBLO MEML (PUB)

SW-1, 12 JUN 2025 to 07 AUG 2025

TAKEOFF MINIMUMS
Rwy 8L, 26R: NA, Environmental.
Rwy 8R, 17, 26L: Standard.
Rwy 35: 400-2¼ or Standard with minimum climb of 343' per NM to 5200.

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8R: Climb on assigned heading between 020° CW 100° to 7000 or assigned altitude. Thence. . . .

TAKEOFF RUNWAY 17: Climb on assigned heading between 150° CW 190° to 7000 or assigned altitude. Thence. . . .

TAKEOFF RUNWAY 26L: Climb on assigned heading between 240° CW 275° to 7000 or assigned altitude. Thence. . . .

TAKEOFF RUNWAY 35: Climb on assigned heading between 010° CW 040° to 7000 or assigned altitude. Thence. . . .

. . . . expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000' (Rwy 26L departure will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

WAAS CH **99541** **W07A** | APP CRS **067°** | Rwy Ldg **6409** TDZE **5249** Apt Elev **5278**

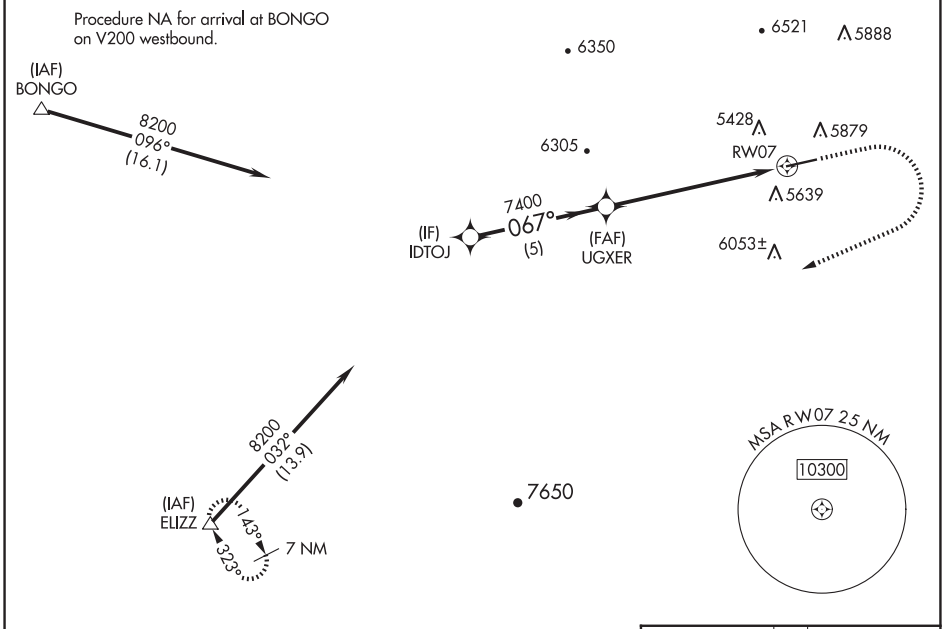
RNAV (GPS) RWY 7

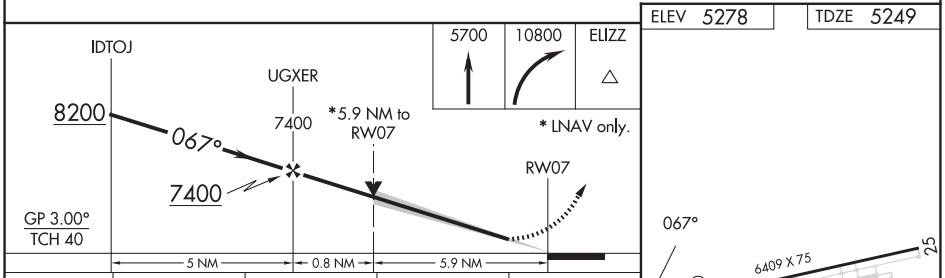
RANGELY (4VØ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). Circling Rwy 25 NA at night. DME/DME RNP-0.3 NA. -17°C

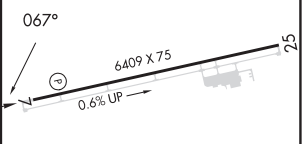
MISSED APPROACH: Climb to 5700 then climbing right turn to 10800 direct ELIZZ and hold.
Missed approach requires a minimum climb of 425 feet per NM to 8200 feet.

AWOS-3PT	DENVER CENTER	UNICOM
119.025	**134.5 327.8**	**122.8** (CTAF) L





ELEV 5278 TDZE 5249



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
LPV DA#	5599-1 350 (400-1)			NA
LPV DA	6013-2½ 764 (800-2½)			NA
LNAV/VNAV DA	6041-2½ 792 (800-2½)			NA
LNAV MDA	7180-1¼ 1931 (2000-1¼)	7180-1½ 1931 (2000-1½)	7180-3 1931 (2000-3)	NA
C CIRCLING	7180-1¼ 1902 (2000-1¼)	7180-1½ 1902 (2000-1½)	7180-3 1902 (2000-3)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RANGELY, COLORADO AL-9058 (FAA) 25163

RNAV (GPS) RWY 25

RANGELY (4VØ)

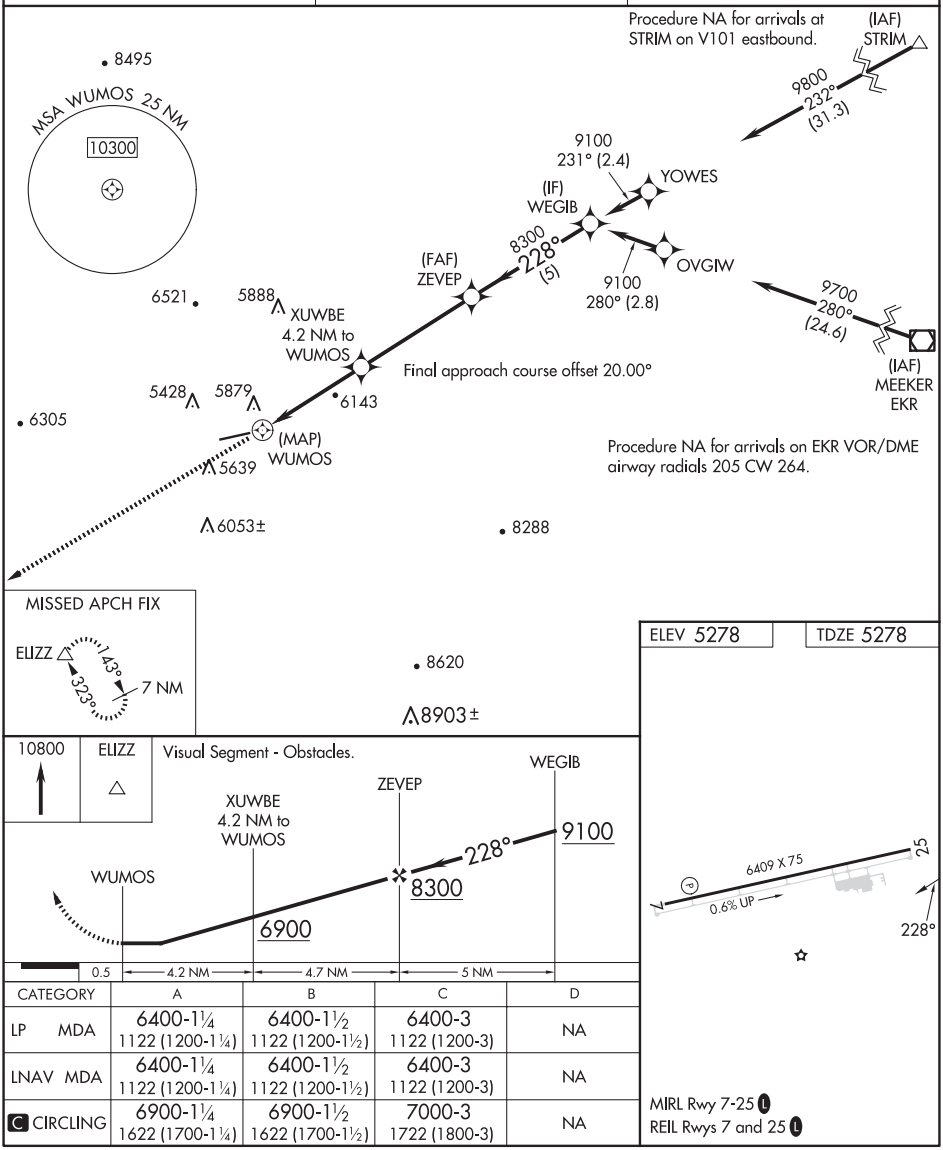
WAAS	APP CRS	Rwy Ldg	6409
CH 93741	228°	TDZE	5278
W25A		Apt Elev	5278

RNP APCH - GPS.

Rwy 25 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.
-17°C

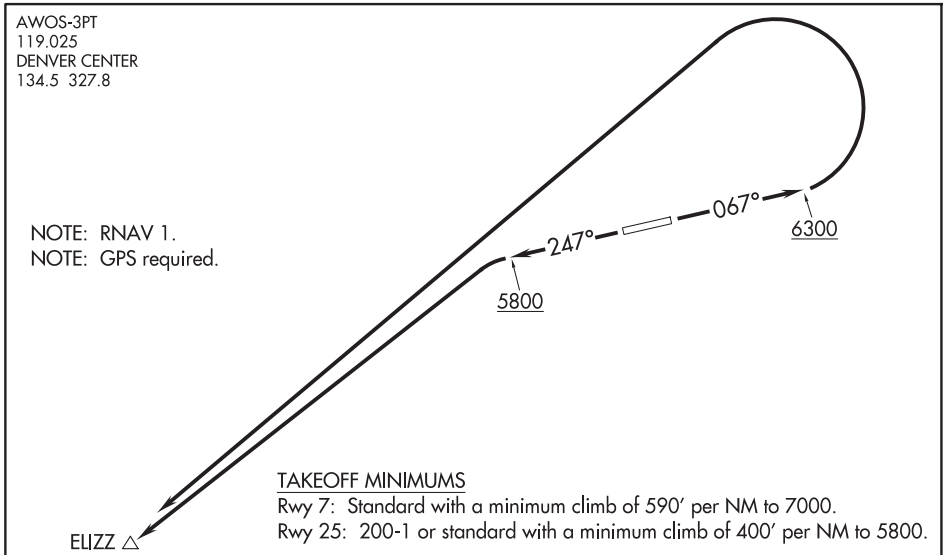
MISSED APPROACH: Climb to 10800 direct ELIZZ and hold, continue climb-in hold to 10800.

AWOS-3PT	DENVER CENTER	UNICOM
119.025	134.5 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	6400-1¼ 1122 (1200-1¼)	6400-1½ 1122 (1200-1½)	6400-3 1122 (1200-3)	NA
LNAV MDA	6400-1¼ 1122 (1200-1¼)	6400-1½ 1122 (1200-1½)	6400-3 1122 (1200-3)	NA
C CIRCLING	6900-1¼ 1622 (1700-1¼)	6900-1½ 1622 (1700-1½)	7000-3 1722 (1800-3)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025



TAKEOFF MINIMUMS
Rwy 7: Standard with a minimum climb of 590′ per NM to 7000.
Rwy 25: 200-1 or standard with a minimum climb of 400′ per NM to 5800.

TAKEOFF OBSTACLE NOTES

Rwy 7: Fence, navaid, vertical point beginning 23′ from DER, 16′ right of centerline, up to 6′ AGL/5294′ MSL.
Tree, navaid beginning 32′ from DER, 78′ left of centerline, up to 5281′ MSL.
Pole, wind indicator beginning 80′ from DER, 258′ left of centerline, up to 18′ AGL/5297′ MSL.
Fence, traverse way beginning 352′ from DER, 234′ right of centerline, up to 1′ AGL/5297′ MSL.
Poles beginning 476′ from DER, 581′ left of centerline, up to 26′ AGL/5304′ MSL.
Pole 755′ from DER, 584′ left of centerline, 37′ AGL/5309′ MSL.
Terrain beginning 1.1 NM from DER, 1777′ left of centerline, up to 5633′ MSL.
Terrain 1.2 NM from DER, 2529′ right of centerline, 5539′ MSL.
Terrain, trees beginning 1.3 NM from DER, 1414′ right of centerline, up to 5623′ MSL.
Trees, terrain beginning 1.8 NM from DER, 1414′ right of centerline, up to 5806′ MSL.
Trees beginning 1.9 NM from DER, 626′ right of centerline, up to 5950′ MSL.
Trees, terrain beginning 2 NM from DER, 407′ right of centerline, up to 6007′ MSL.
Terrain beginning 2.1 NM from DER, 1070′ left of centerline, up to 5769′ MSL.
Trees, terrain beginning 2.1 NM from DER, 396′ right of centerline, up to 6119′ MSL.
Trees, terrain beginning 2.2 NM from DER, 954′ left of centerline, up to 5853′ MSL.
Trees beginning 2.3 NM from DER, 393′ right of centerline, up to 6158′ MSL.
Trees, terrain beginning 2.3 NM from DER, 616′ left of centerline, up to 6018′ MSL.
Trees beginning 2.4 NM from DER, 424′ left of centerline, up to 6084′ MSL.

Rwy 25: Vegetation 86′ from DER, 363′ left of centerline, 5250′ MSL.
Vegetation beginning 141′ from DER, 382′ left of centerline, up to 5277′ MSL.
Vegetation 326′ from DER, 491′ left of centerline, 5281′ MSL.
Poles, vegetation, building beginning 424′ from DER, 404′ left of centerline, up to 26′ AGL/5286′ MSL.
Trees 2551′ from DER, 306′ right of centerline, 5302′ MSL.
Tree 2589′ from DER, 80′ right of centerline, 5303′ MSL.
Building 3590′ from DER, 1369′ left of centerline, 29′ AGL/5332′ MSL.
Tower 3451′ from DER, 1406′ left of centerline, 103′ AGL/5408 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 067° to 6300 then climbing left turn direct ELIZZ, thence. . . .
TAKEOFF RUNWAY 25: Climb heading 247° to 5800 then climbing left turn direct ELIZZ, thence. . . .
. . . .proceed on course.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RATON, NEW MEXICO AL-920 (FAA) 21336

APP CRS	Rwy Idg	7615
024°	TDZE	6346
	Apt Elev	6352

RNAV (GPS) RWY 2

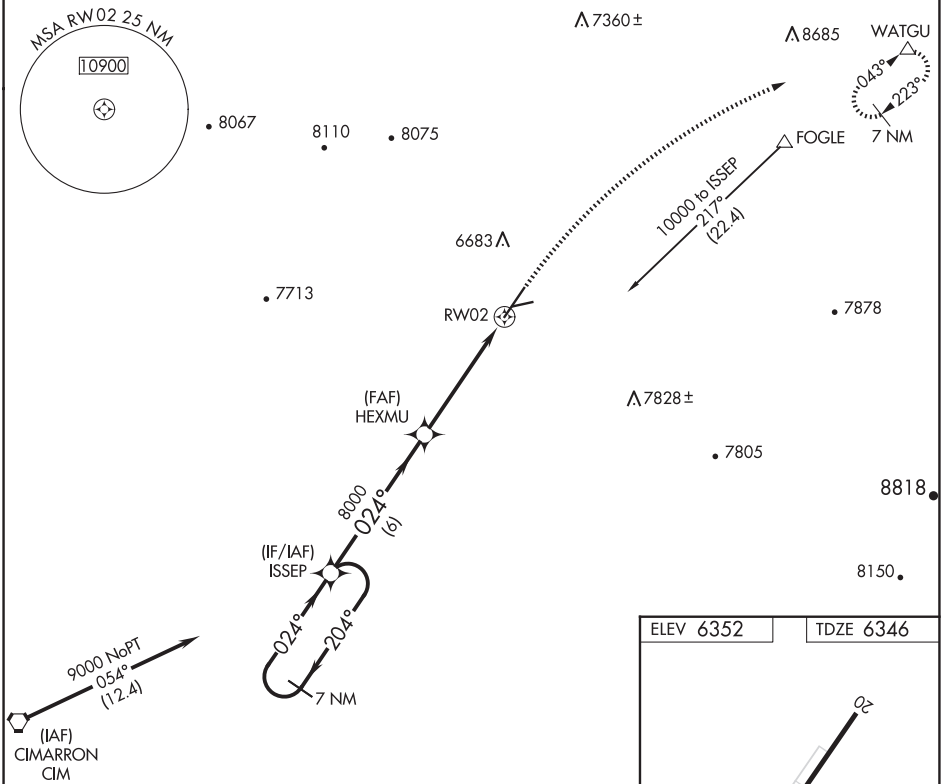
RATON MUNI/CREWS FLD (RTN)

RNP APCH-GPS.

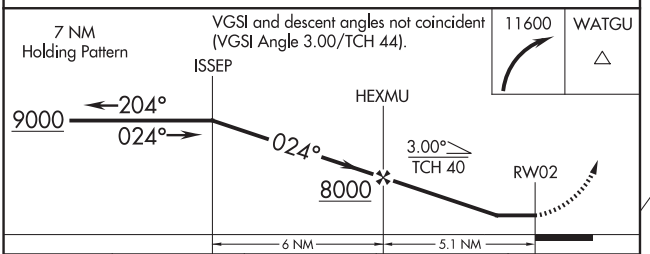
Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 11600 direct WATGU and hold, continue climb-in-hold to 11600.

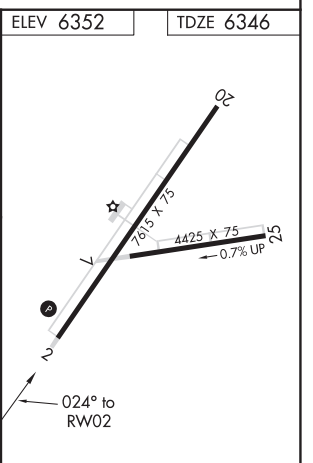
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L



Procedure NA for arrivals at CIM VORTAC on V611 south bound.



CATEGORY	A	B	C	D
LNAV MDA	7020-1 674 (700-1)		7020-2 674 (700-2)	



MIRL Rwys 2-20 and 7-25 L

RATON, NEW MEXICO
Orig-D 02DEC21

36°44'N-104°30'W

RATON MUNI/CREWS FLD (RTN)

RNAV (GPS) RWY 2

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 25

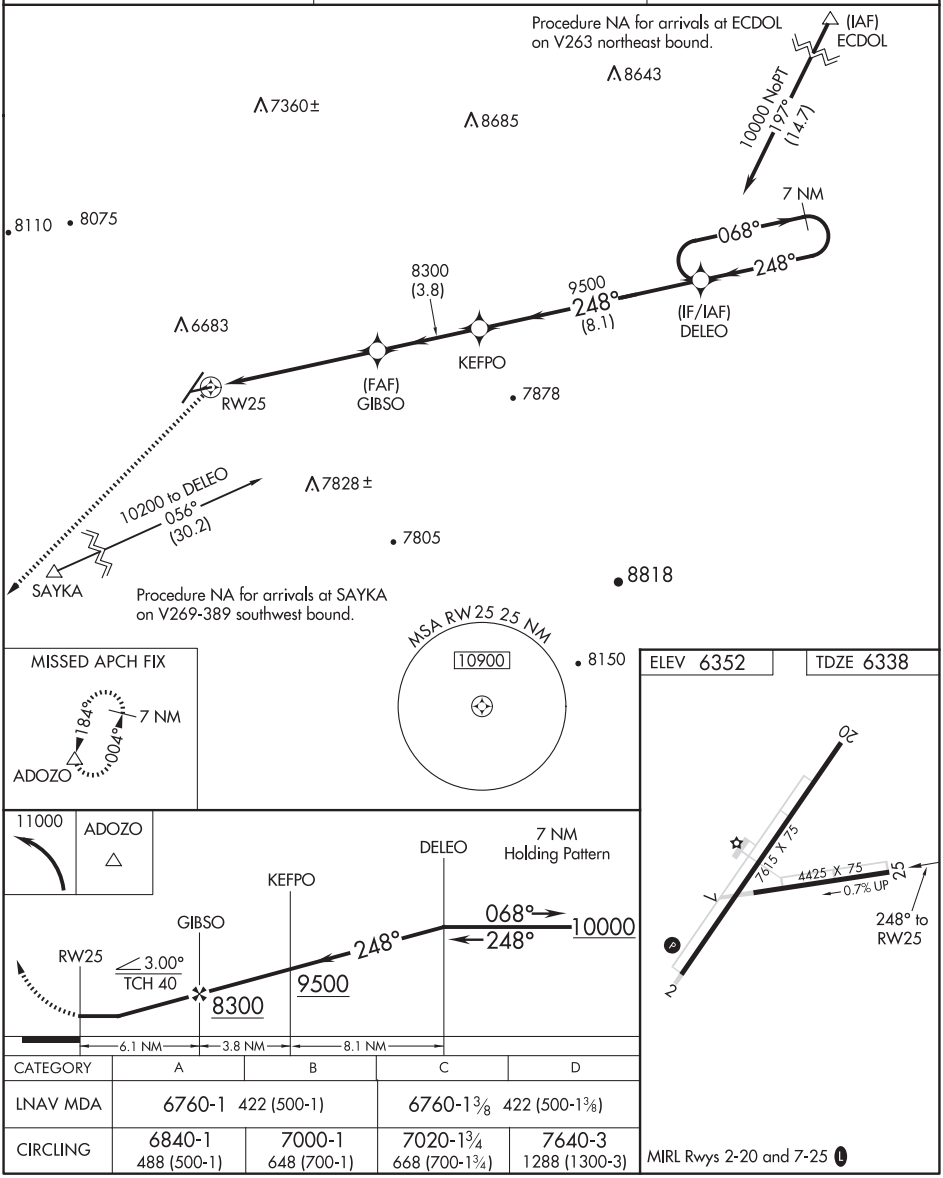
RATON MUNI/CREWS FLD (RTN)

APP CRS	Rwy Idg	4425
248°	TDZE	6338
	Apt Elev	6352

Circling NA for Cats C/D west of Rwy 2-20.
DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 11000 direct ADOZO and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	6760-1 422 (500-1)		6760-1⅜ 422 (500-1⅜)	
CIRCLING	6840-1 488 (500-1)	7000-1 648 (700-1)	7020-1¾ 668 (700-1¾)	7640-3 1288 (1300-3)

MIRL Rwys 2-20 and 7-25 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

LOC/DME I-RIL	APP CRS	Rwy Ldg	7000
110.9	258°	TDZE	5537
Chan 46		Apt Elev	5537

ILS RWY 26

RIFLE GARFIELD COUNTY (RIL)

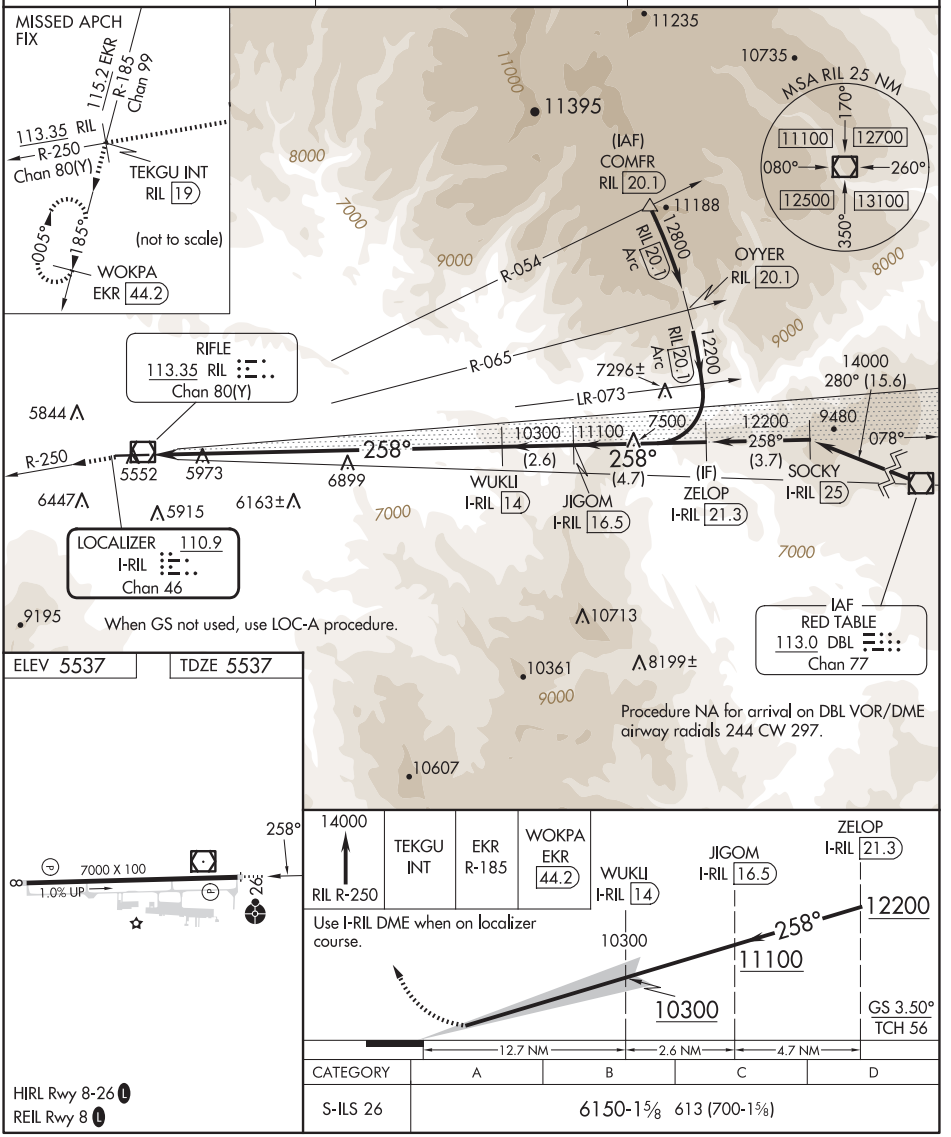
DME required.

-13°C

ODALS

MISSED APPROACH: Climb to 14000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-185 to WOKPA/EKR 44.2 DME and hold. Missed approach requires minimum climb of 420 feet per NM to 9600; if unable to meet climb gradient, see LOC-A.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537	TDZE 5537

CATEGORY	A	B	C	D
S-ILS 26	6150-1⅝ 613 (700-1⅝)			

HIRL Rwy 8-26 L
REIL Rwy 8 L

RIFLE, COLORADO
Amdt 6 20FEB25

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)
ILS RWY 26

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	7000
259°	TDZE	5537
	Apt Elev	5537

RNAV (RNP) Y RWY 26

RIFLE GARFIELD COUNTY (RIL)

RNP AR APCH - GPS. Authorization required. From TRUEL or SLOLM: RF.

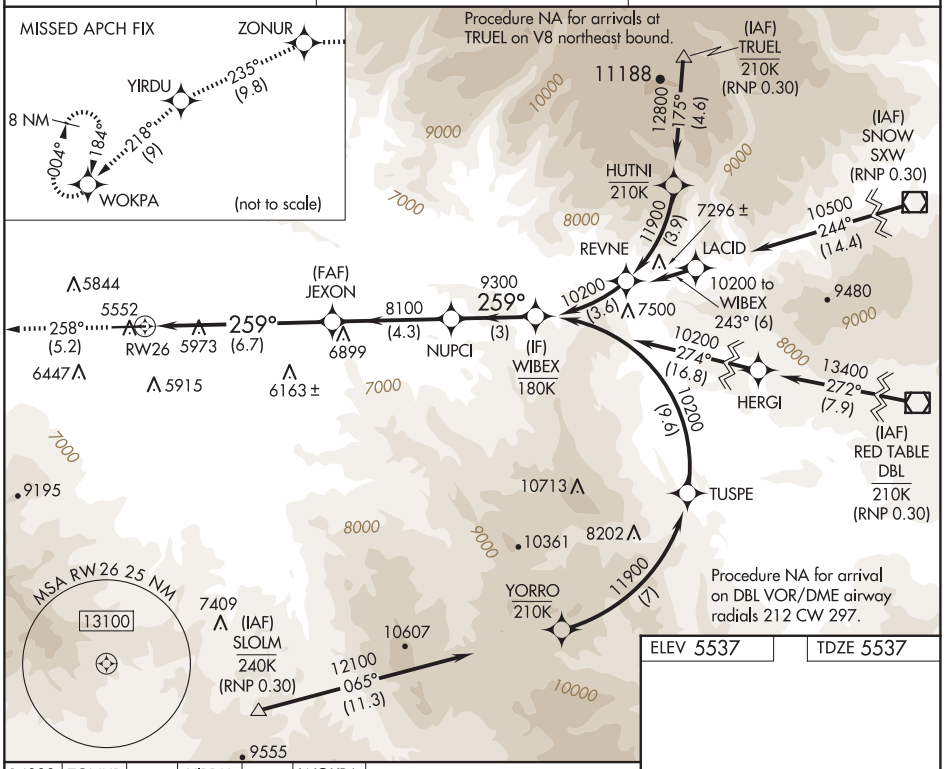
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 35°C. Inop table does not apply. When VGSI inop, procedure NA at night.

-13°C

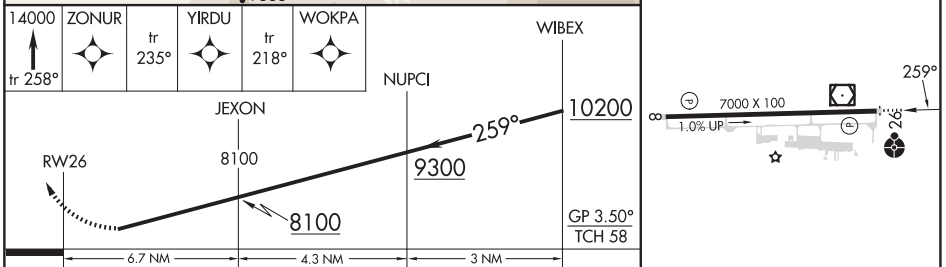
ODALS

MISSED APPROACH: Climb to 14000 on track 258° to ZONUR and on track 235° to YIRDU and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537	TDZE 5537



CATEGORY	A	B	C	D
RNP 0.30 DA	6395-2½ 858 (900-2½)			

AUTHORIZATION REQUIRED

HIRL Rwy 8-26 L
REIL Rwys 8 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RIFLE, COLORADO AL-6741 (FAA) 25163

APP CRS	Rwy Ldg	7000
078°	TDZE	5498
	Apt Elev	5537

RNAV (RNP) Z RWY 8

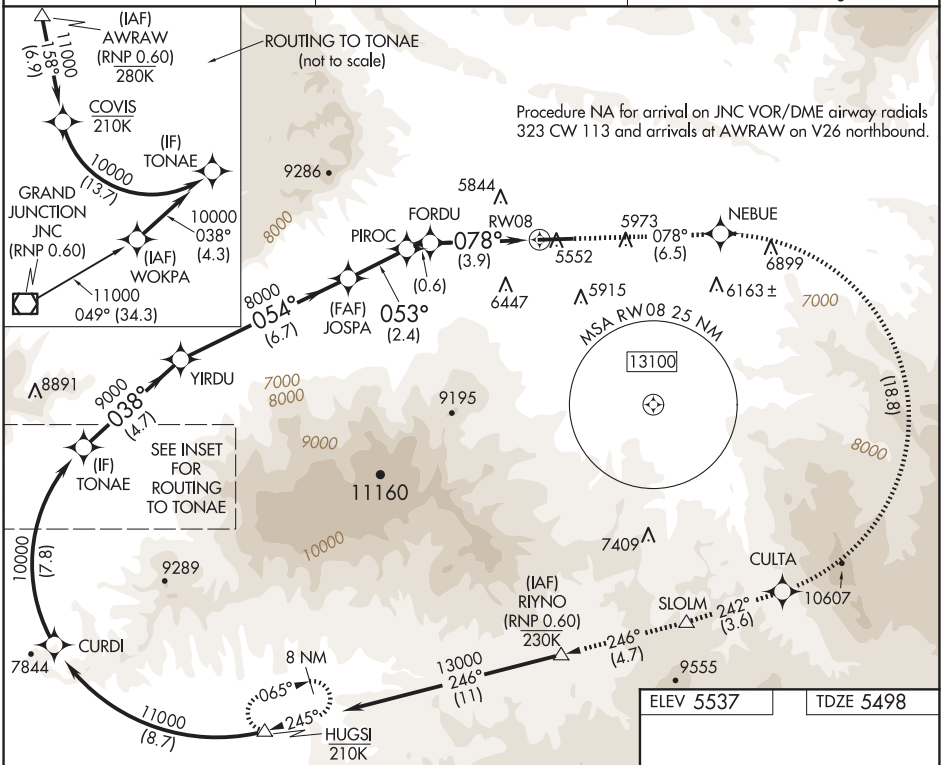
RIFLE GARFIELD COUNTY (RIL)

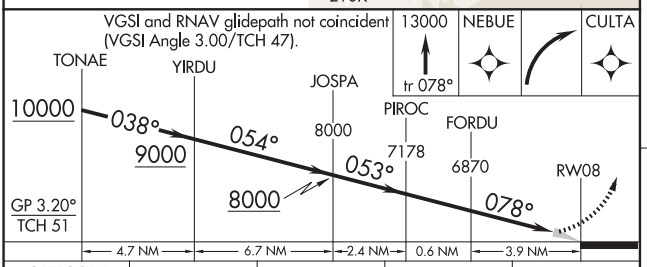
T A -13°C

RF and GPS required. Procedure NA for wingspans greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 54°C (130°F).
*Missed approach requires minimum climb of 425 feet per NM to 11300.
**Missed approach requires minimum climb of 425 feet per NM to 10000; if unable, see RNAV (GPS) Y RWY 8.

MISSED APPROACH: Climb to 13000 on track 078° to NEBUE, right turn to CULTA, and track 242° to SLOLM and track 246°to RIYNO and track 246° to HUGSI and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L





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

ELEV 5537 TDZE 5498



HIRL Rwy 8-26 L
REIL Rwy 8 L

RIFLE, COLORADO
Amdt 1B 17AUG17

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)
RNAV (RNP) Z RWY 8

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	7000
259°	TDZE	5537
	Apt Elev	5537

RNAV (RNP) Z RWY 26

RIFLE GARFIELD COUNTY (RIL)

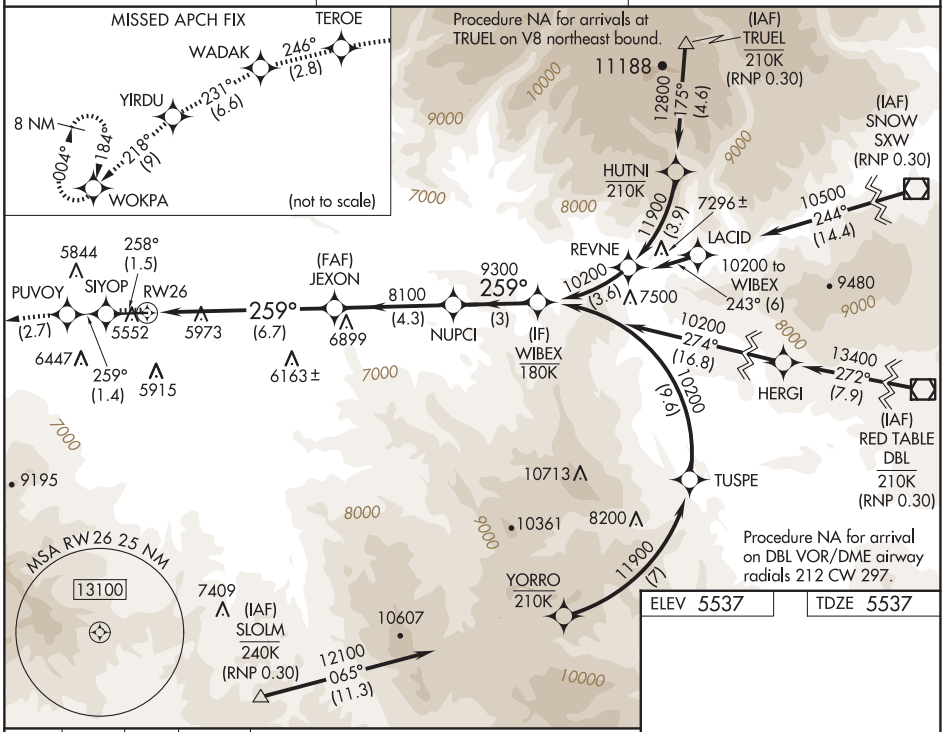
RNP AR APCH - GPS, RF, min RNP 0.30. Authorization required. Missed approach requires RNP <1.00.

T A -13°C For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 35°C. When VGSI inop, procedure NA at night. Inop table does not apply to RNP 0.30. For inop ALS, increase RNP 0.10 Cats A and B visibility to 1⅜ SM.

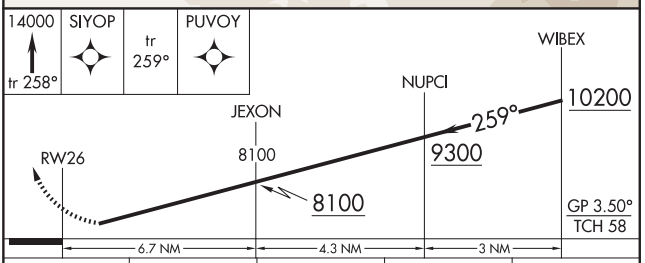
ODALS

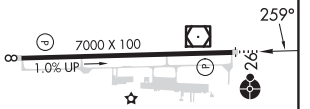
MISSED APPROACH: Climb to 14000 on track 258° to SIYOP and on track 259° to PUVOY left turn to TEROE and on track 246° to WADAK and on track 231° to YIRDU and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.
*Missed approach requires minimum climb of 415 feet per NM to 6800.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537	TDZE 5537





CATEGORY	A	B	C	D
RNP 0.10 DA*	6006-1¼	469 (500-1¼)		
RNP 0.30 DA	6387-2½	850 (900-2½)		

AUTHORIZATION REQUIRED

HIRL Rwy 8-26 L
REIL Rwys 8 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

APP CRS	Rwy Ldg	7000
259°	TDZE	5537
	Apt Elev	5537

RNAV (GPS) W RWY 26

RIFLE GARFIELD COUNTY (RIL)

RNP APCH - GPS.

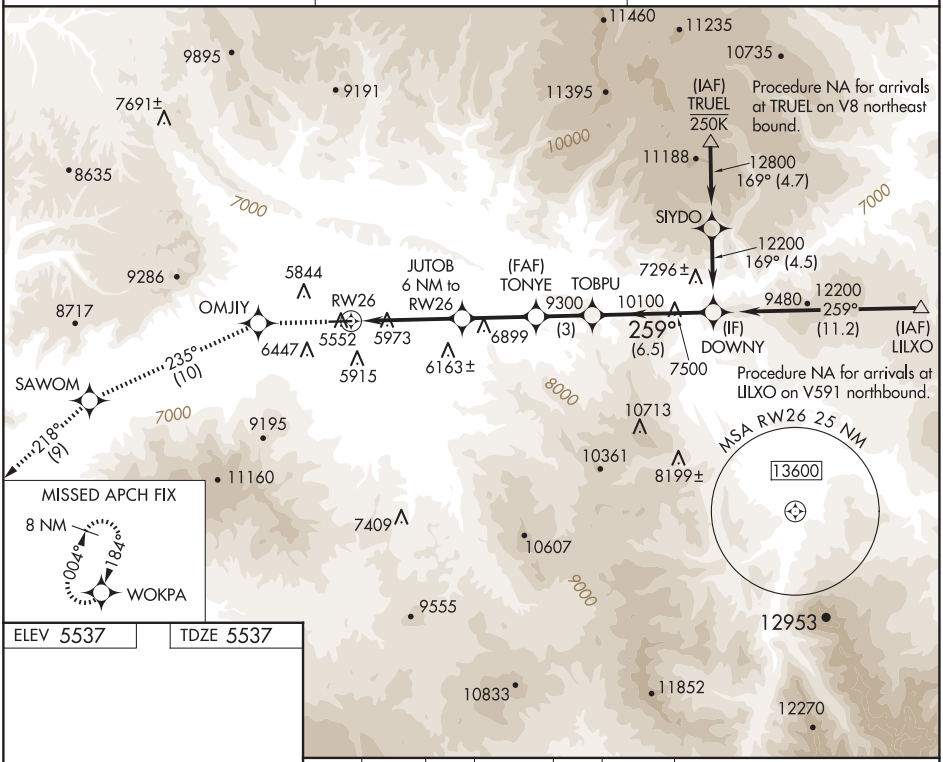
Rwy 26 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. Circling NA south of Rwy 8-26 at night.

-13°C

ODALS

MISSED APPROACH: Climb to 14000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	7220-1¼ 1683 (1700-1¼)	7220-1½ 1683 (1700-1½)	7220-3 1683 (1700-3)	
CIRCLING	7220-1¼ 1683 (1700-1¼)	7220-1½ 1683 (1700-1½)	7220-3 1683 (1700-3)	8100-3 2563 (2600-3)

HIRL Rwy 8-26 L

REIL Rwy 8 L

RIFLE, COLORADO
Amdt 2 15JUN23

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) W RWY 26

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	7000
CH 93708	259°	TDZE	5537
W26A		Apt Elev	5537

RNAV (GPS) X RWY 26

RIFLE GARFIELD COUNTY (RIL)

RNP APCH - GPS.

NA

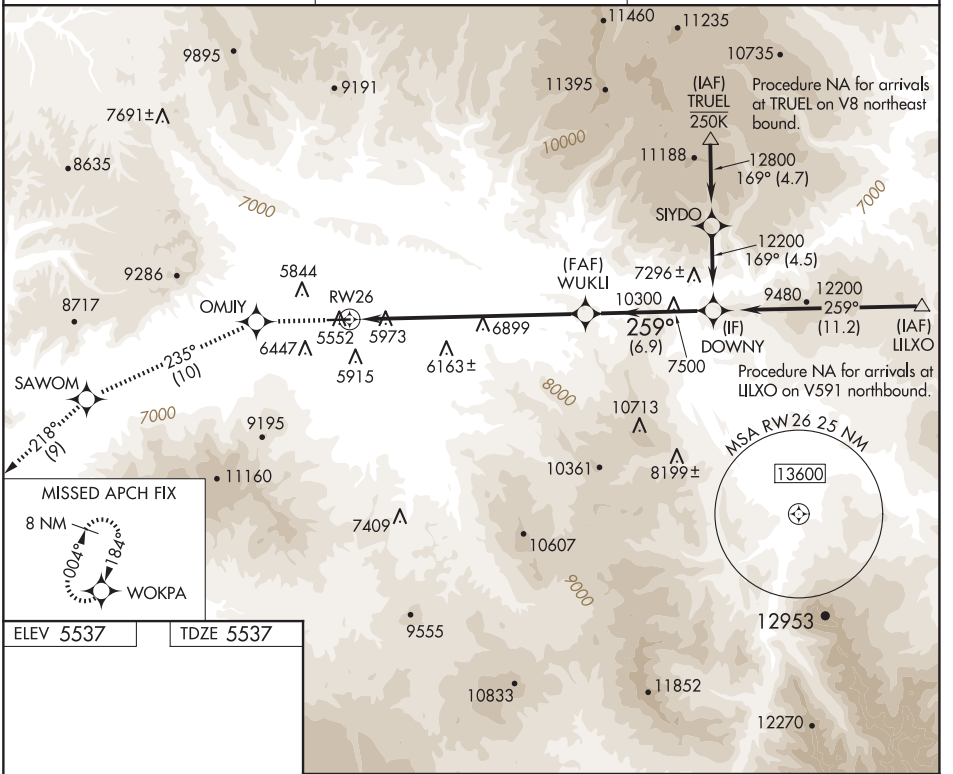
-13°C

For inop ALS, increase LPV all Cats visibility to 2½ SM.

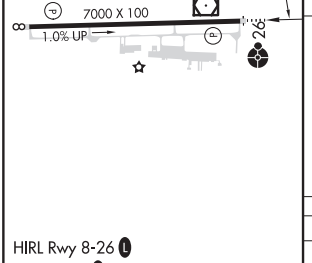
ODALS

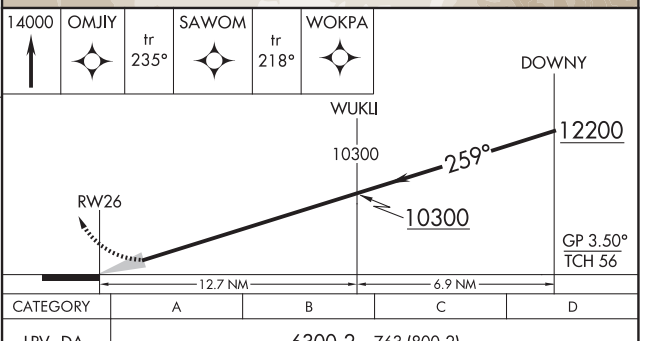
MISSED APPROACH: Climb to 14000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 14000. Missed approach requires a minimum climb gradient of 290 feet per NM to 9600 feet; if unable to meet climb gradient, see RNAV (GPS) W RWY 26.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537 TDZE 5537





CATEGORY	A	B	C	D
LPV DA	6300-2 763 (800-2)			

HIRL Rwy 8-26 L

REIL Rwy 8 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RIFLE, COLORADO AL-6741 (FAA) 25163

APP CRS	Rwy Ldg	7000
068°	TDZE	5498
	Apt Elev	5537

RNAV (GPS) Y RWY 8

RIFLE GARFIELD COUNTY (RIL)

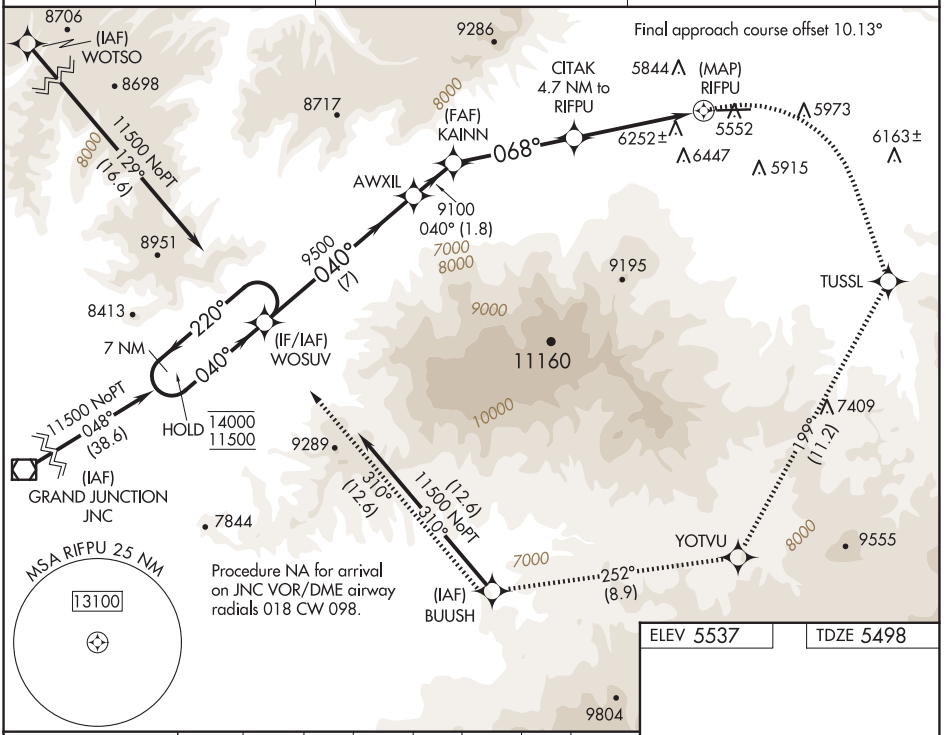
RNP APCH - GPS.

Circling NA south of Rwy 8-26 at night.

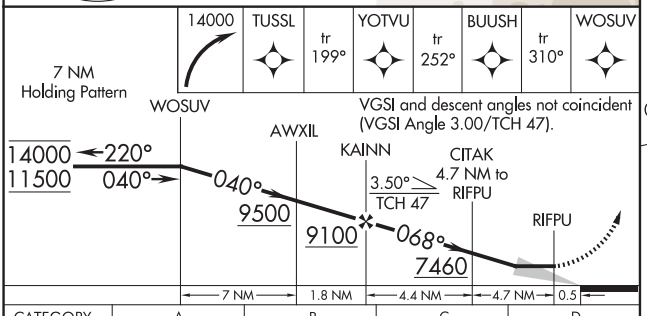
-13°C

MISSED APPROACH: Climbing right turn to 14000 direct TUSSL and on track 199° to YOTVU and on track 252° to BUUSH and on track 310° to WOSUV and hold, continue climb-in-hold to 14000.

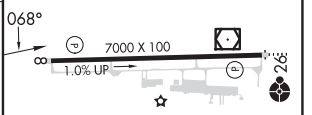
ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537 TDZE 5498



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47).



CATEGORY	A	B	C	D
LNAV MDA	7420-1¼ 1922 (1900-1¼)	7420-1½ 1922 (1900-1½)	7420-3 1922 (1900-3)	
CIRCLING	7420-1¼ 1883 (1900-1¼)	7420-1½ 1883 (1900-1½)	7420-3 1883 (1900-3)	8100-3 2563 (2600-3)

HIRL Rwy 8-26 L

REIL Rwy 8 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RIL	APP CRS	Rwy Ldg	N/A
110.9	258°	TDZE	N/A
Chan 46		Apt Elev	5537

LOC-A

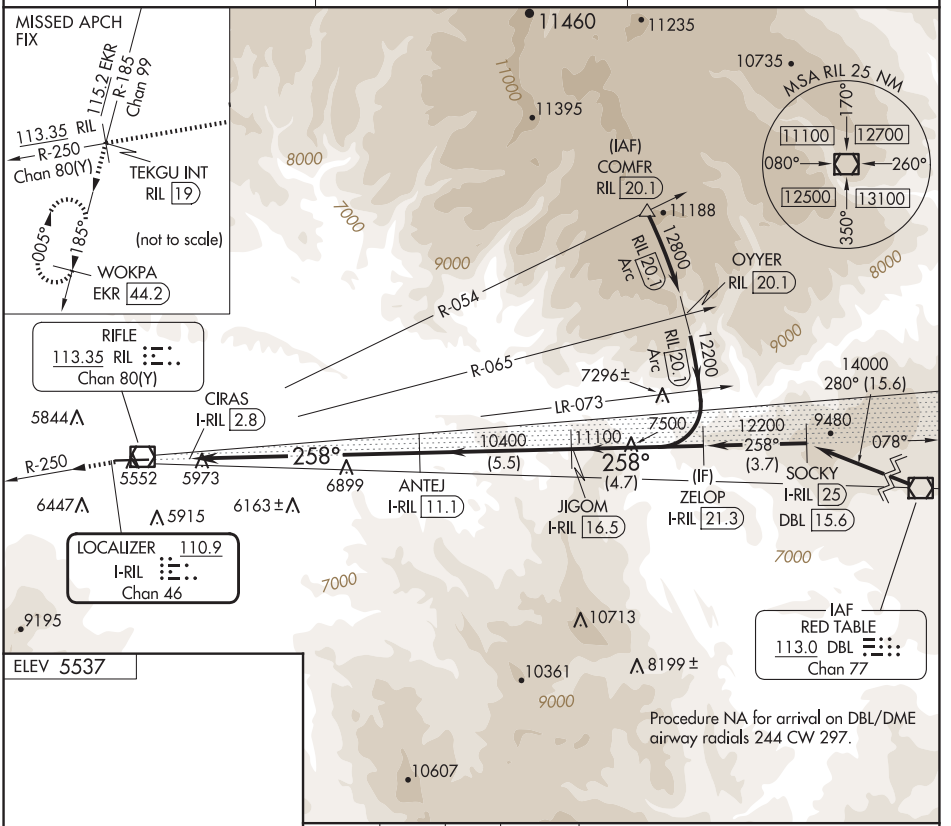
RIFLE GARFIELD COUNTY (RIL)

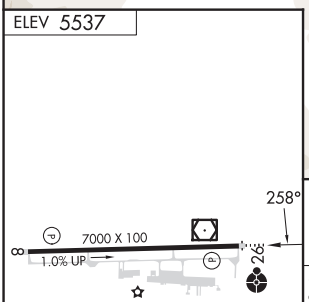
DME required.

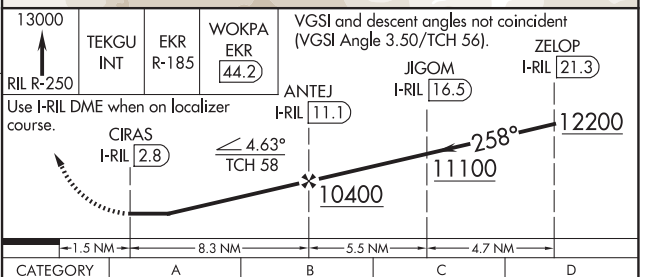
T A -13°C Circling NA south of Rwy 8-26 at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 13000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-185 to WOKPA/EKR 44.2 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	7920-1¾	2383 (2400-1¾)	7920-3 2383 (2400-3)	NA

HIRL Rwy 8-26 L
REIL Rwy 8 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

VOR/DME RIL	APP CRS	Rwy Ldg	N/A
113.35	126°	TDZE	N/A
Chan 80 (Y)		Apt Elev	5537

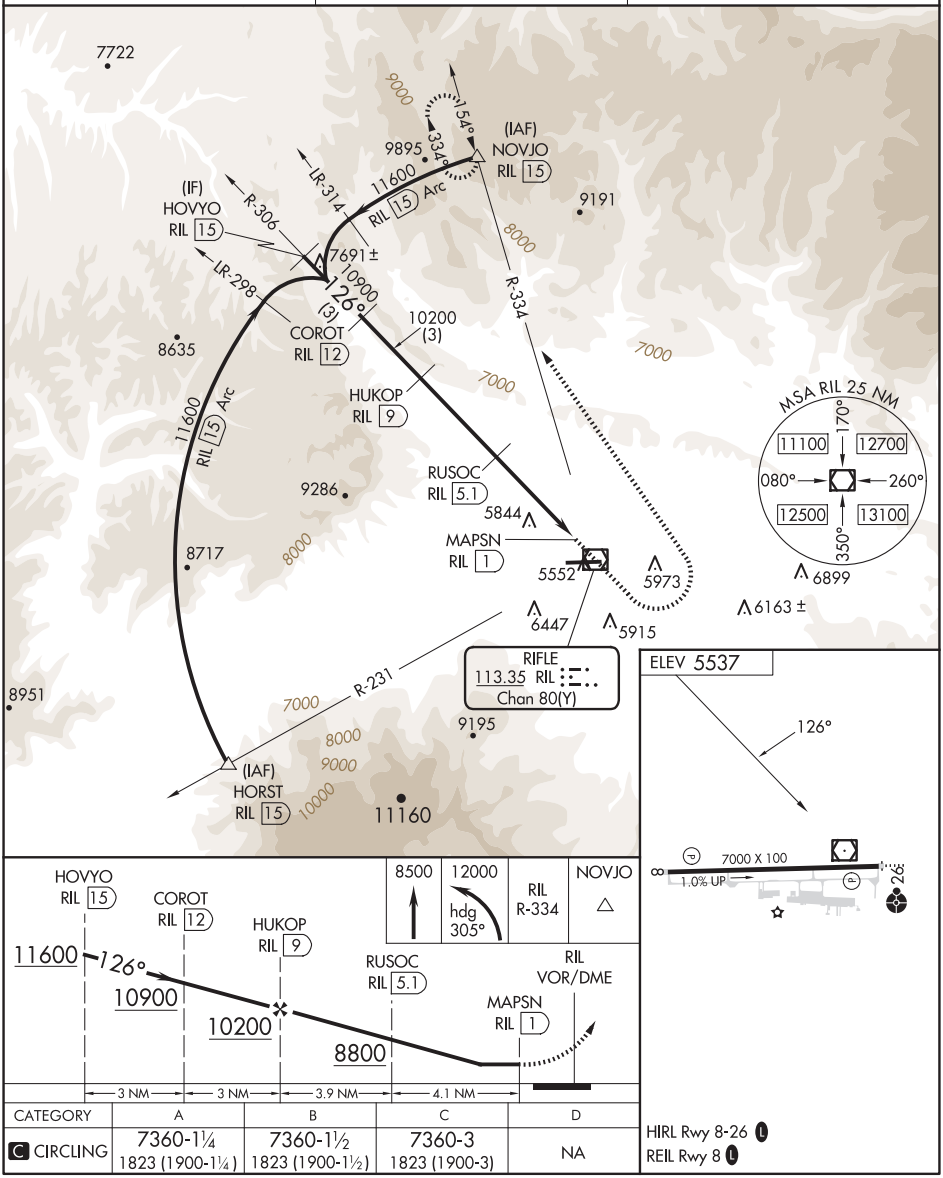
VOR/DME-C

RIFLE GARFIELD COUNTY (RIL)

T A -13°C — Circling NA south of Rwy 8-26 at night.

MISSED APPROACH: Climb to 8500 then climbing left turn 12000 on heading 305° and RIL VOR/DME R-334 to NOVJO/15 DME and hold, continue climb-in-hold to 12400.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



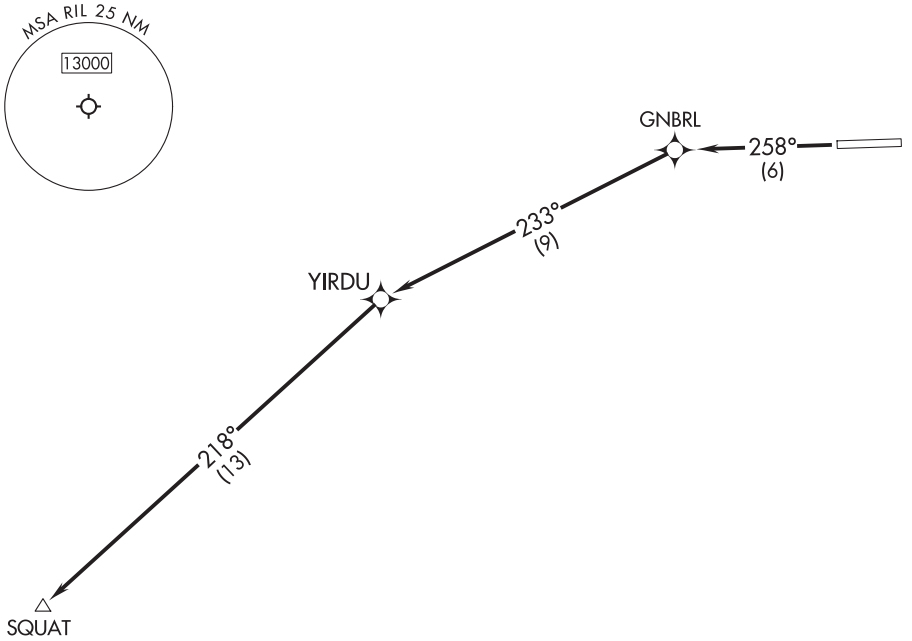
CATEGORY	A	B	C	D
C CIRCLING	7360-1¼ 1823 (1900-1¼)	7360-1½ 1823 (1900-1½)	7360-3 1823 (1900-3)	NA

HIRL Rwy 8-26 L
REIL Rwy 8 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

DENVER CENTER
134.95 327.075

RNAV 1 - GPS



SW-1, 12 JUN 2025 to 07 AUG 2025

TAKEOFF MINIMUMS

Rwy 26: Standard with minimum climb of 431′ per NM to 9800.

TAKEOFF OBSTACLE NOTES

Rwy 26: Vehicles on road 37′ from DER, 267′ left of centerline, up to 5481′ MSL.
Pole 1419′ from DER, 615′ left of centerline, 5507′ MSL.
Transmission line and pole beginning 1502′ from DER, 701′ left of centerline, up to 129′ AGL/5559′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26: Climb on course 258° to GNBRL, then on track 233° to YIRDU, then on track 218° to SQUAT, maintain 10600 or as assigned.

(EDUKY5.EDUKY) 18060

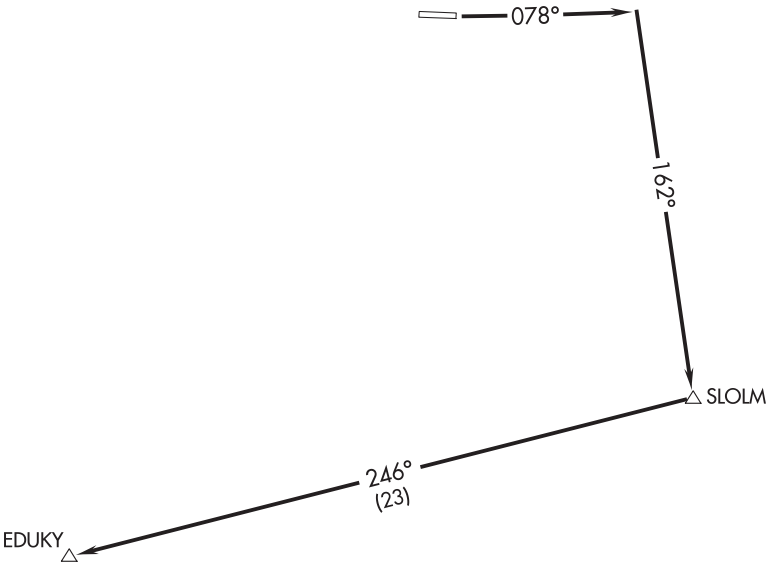
EDUKY FIVE DEPARTURE (RNAV)

AL-6741 (FAA)

RIFLE GARFIELD COUNTY (RIL)
RIFLE, COLORADO

DENVER CENTER
134.95 327.075

TOP ALTITUDE: 14000



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 26: NA- ATC.
Rwy 8: Standard with a minimum climb of 396′ per NM to 11100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to intercept course 162° to SLOLM, then on track 246° to EDUKY, thence. . . .

. . . .on assigned route, maintain 14000, expect clearance to assigned altitude 10 minutes after departure.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

UYRIG FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to intercept course 064° to TALJE, then on track 090° to UYRIG, thence. . . .

. . . .on transition or assigned route. Maintain 14000, expect clearance to assigned altitude 10 minutes after departure.

RED TABLE TRANSITION (UYRIG5.DBL)

SNOW TRANSITION (UYRIG5.SXW)

NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 26: NA - ATC.

Rwy 8: Standard with minimum climb of 335' per NM to 10000.

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

ROSWELL, NEW MEXICO | AL-354 (FAA) | 24249

ILS Z or LOC Z RWY 21

ROSWELL AIR CENTER (ROW)

LOC/DME I-ROW	APP CRS	Rwy Idg	13000
109.9	215°	TDZE	3633
Chan 36		Apt Elev	3671

ADF or DME required.

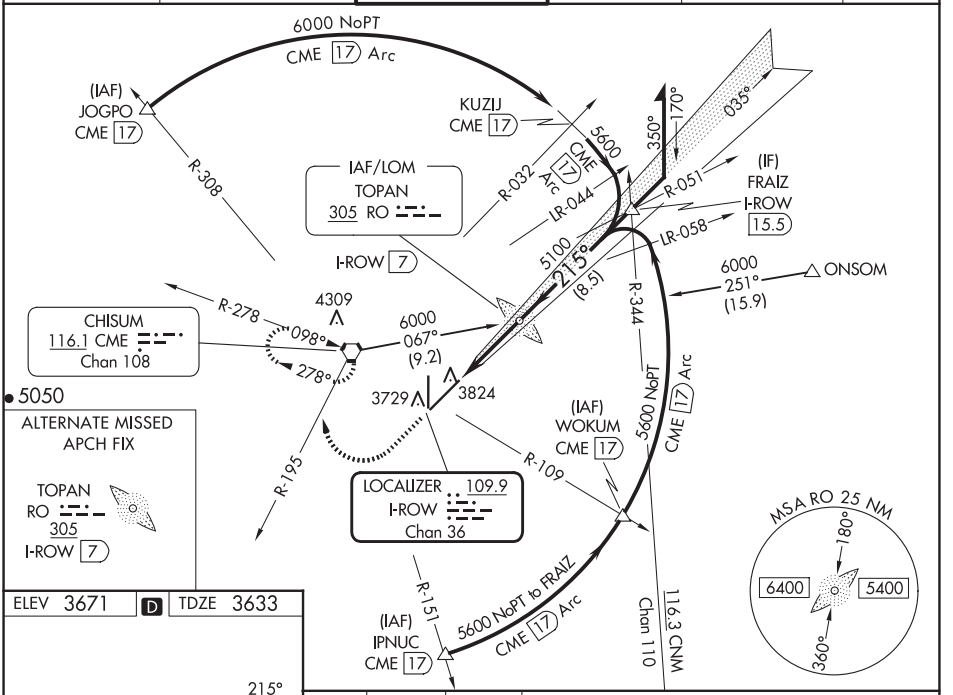
VDP NA when using Artesia altimeter setting. When local altimeter setting not received, use Artesia altimeter setting: increase DA to 3913 feet; increase all MDAs 80 feet and S-LOC 21 visibility Cat C/D ⅜ SM and Circling visibility Cat D 1¼ SM. For inop ALS when using Artesia altimeter setting, increase ILS all Cats visibility to ⅞ SM and LOC Cats C/D to 1⅜ SM.

ASR

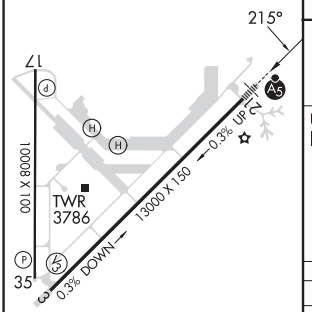
MALSR

MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 on CME VORTAC R-195 to CME VORTAC and hold, continue climb-in-hold to 6000.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95



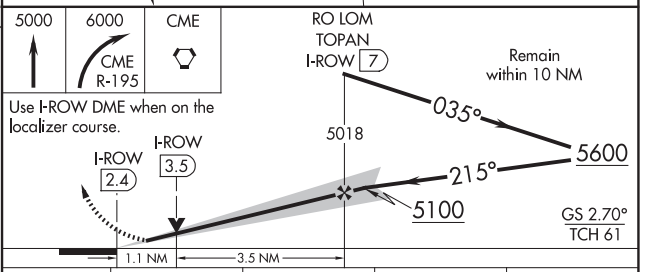
ELEV 3671 D TDZE 3633



MIRL Rwy 3-21
MIRL Rwy 17-35 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 21	3833-½ 200 (200-½)			
S-LOC 21	4020-½ 387 (400-½)		4020-⅝ 387 (400-⅝)	
C CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4300-2 629 (700-2)

ROSWELL, NEW MEXICO
Amdt 18C 03NOV22

33°18'N-104°32'W

ROSWELL AIR CENTER (ROW)

ILS Z or LOC Z RWY 21

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	13000
CH 50202	035°	TDZE	3667
W03A		Apt Elev	3671

RNAV (GPS) RWY 3
ROSWELL AIR CENTER (ROW)

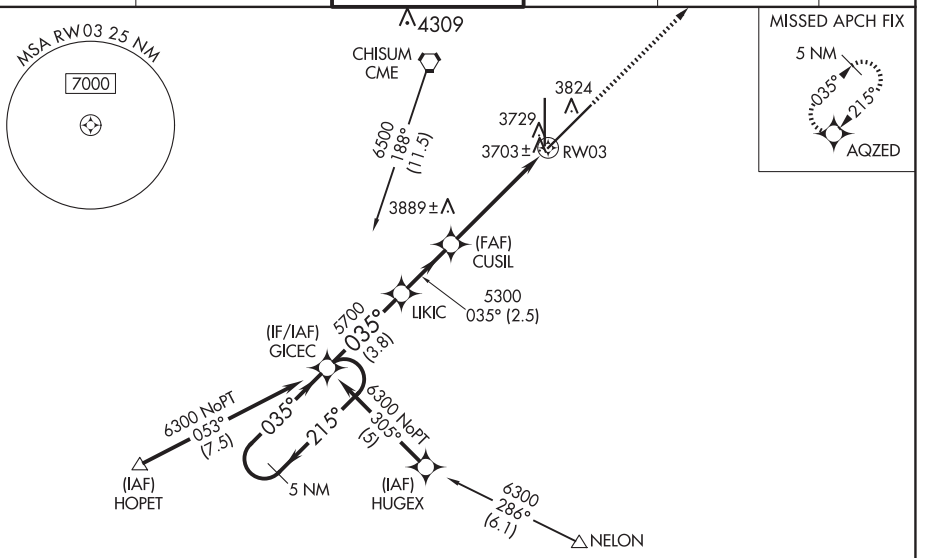
RNP APCH - GPS.

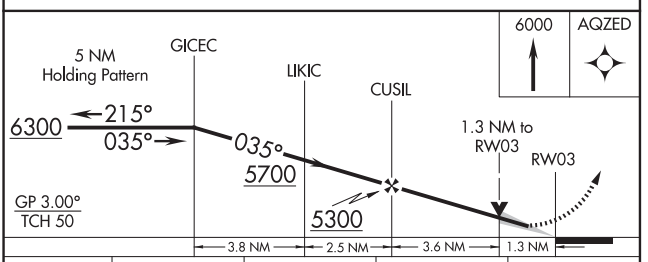
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C . When local altimeter setting not received, Use Artesia altimeter setting: increase LPV DA to 3997 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4067 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and LNAV visibility Cat C ⅜ SM, Cat D ⅛ SM and Circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct AQZED and hold.

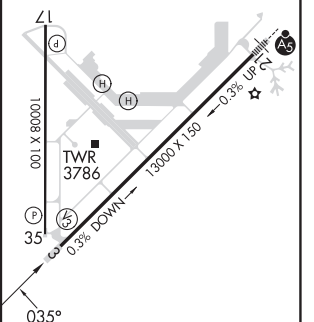
ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) 233.7	121.9 348.6	132.875 282.25	122.95





CATEGORY	A	B	C	D
LPV DA	3917-¾ 250 (300-¾)			
LNAV/VNAV DA	3987-1 320 (400-1)			
LNAV MDA	4140-1 473 (500-1)		4140-1¼ 473 (500-1¼)	4140-1½ 473 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4300-2 629 (700-2)

ELEV 3671 D TDZE 3667



MIRL Rwy 3-21
MIRL Rwy 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ROSWELL, NEW MEXICO | AL-354 (FAA) | 24249

RNAV (GPS) RWY 17

ROSWELL AIR CENTER (ROW)

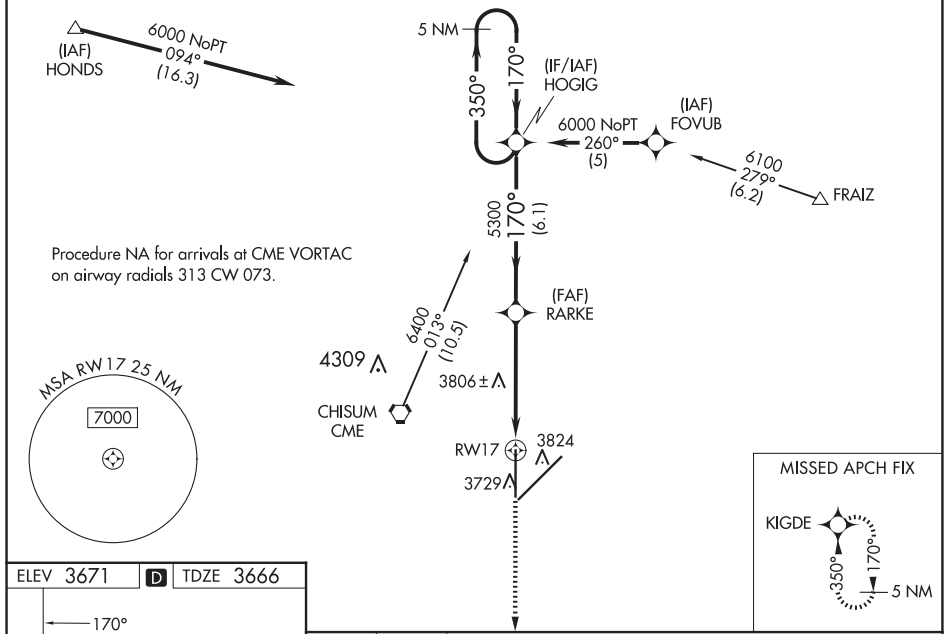
WAAS	APP CRS	Rwy Idg	10008
CH 65702	170°	TDZE	3666
W17A		Apt Elev	3671

RNP APCH - GPS.

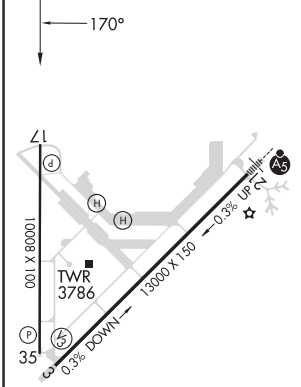
T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C . When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3996 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4083 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

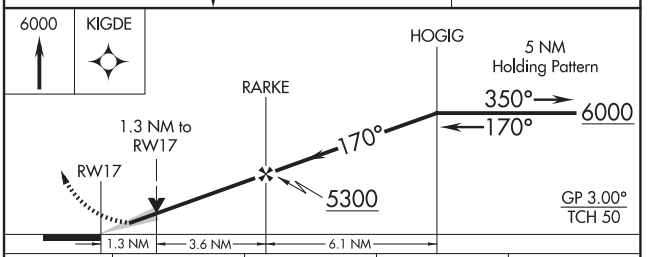
ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) Ⓛ 233.7	121.9 348.6	132.875 282.25	122.95



ELEV 3671 Ⓓ TDZE 3666



MIRL Rwy 3-21
MIRL Rwy 17-35 Ⓛ



CATEGORY	A	B	C	D
LPV DA	3916-¾ 250 (300-¾)			
LNAV/VNAV DA	4003-1¼ 337 (400-1¼)			
LNAV MDA	4120-1 454 (500-1)		4120-1¼ 454 (500-1¼)	4120-1½ 454 (500-1½)
CIRCLING	4140-1¼ 469 (500-1¼)		4140-1½ 469 (500-1½)	4300-2 629 (700-2)

ROSWELL, NEW MEXICO
Orig-B 06OCT22

33°18′N-104°32′W

ROSWELL AIR CENTER (ROW)

RNAV (GPS) RWY 17

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

ROSWELL AIR CENTER (ROW)

WAAS CH 69302 W21A	APP CRS 215°	Rwy Idg 13000 TDZE 3633 Apt Elev 3671

RNP APCH-GPS.

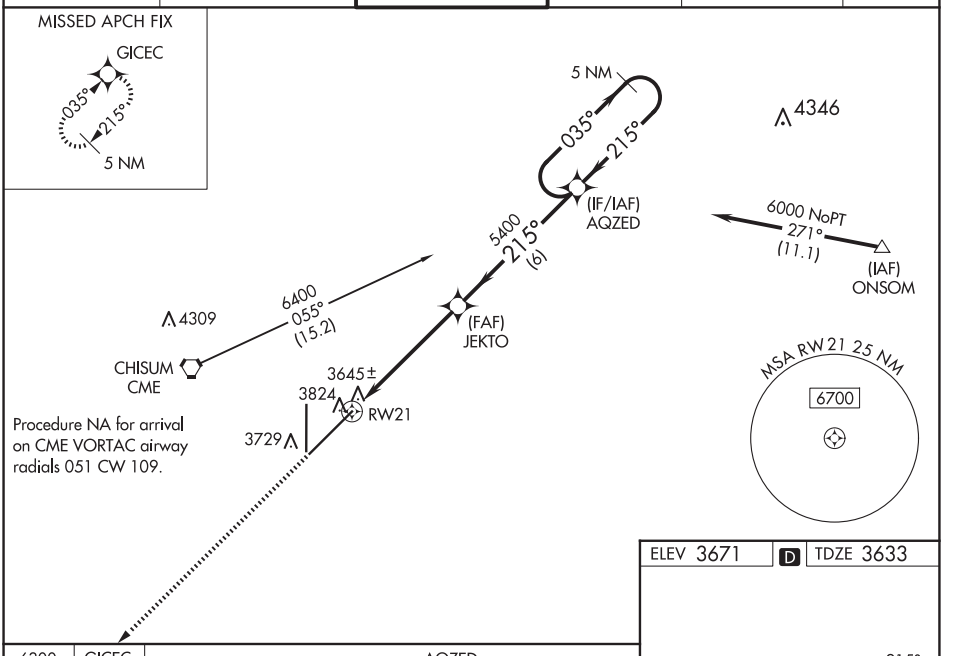
ASR

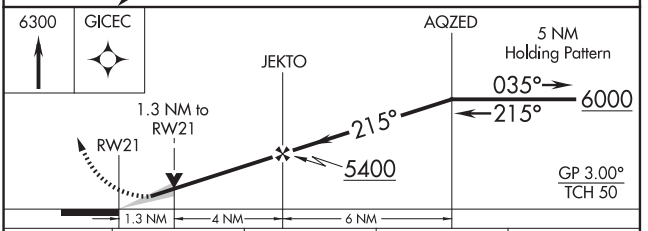
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3979 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 4075 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV Cat C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting. For inop ALS, increase LPV all Cats visibility to ⅞ SM, and LNAV/VNAV all Cats visibility to 1 SM. For inop ALS when using Artesia altimeter setting, increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats visibility to 1⅜ SM.

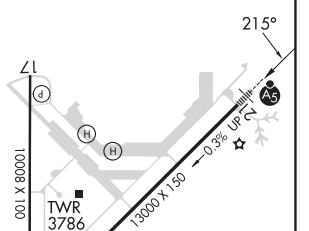
MALSR

MISSED APPROACH: Climb to 6300 direct GICEC and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3899-½ 266 (300-½)			
LNAV/VNAV DA	3995-⅝ 362 (400-⅝)			
LNAV MDA	4080-½ 447 (500-½)		4080-⅞ 447 (500-⅞)	
CIRCLING	4140-1¼ 469 (500-1¼)		4140-1½ 469 (500-1½)	4300-2 629 (700-2)

MIRL Rwy 3-21
MIRL Rwy 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ROSWELL, NEW MEXICO AL-354 (FAA) 24249

WAAS	APP CRS	Rwy Idg 10008
CH 70402	350°	TDZE 3671
W35A		Apt Elev 3671

RNAV (GPS) RWY 35

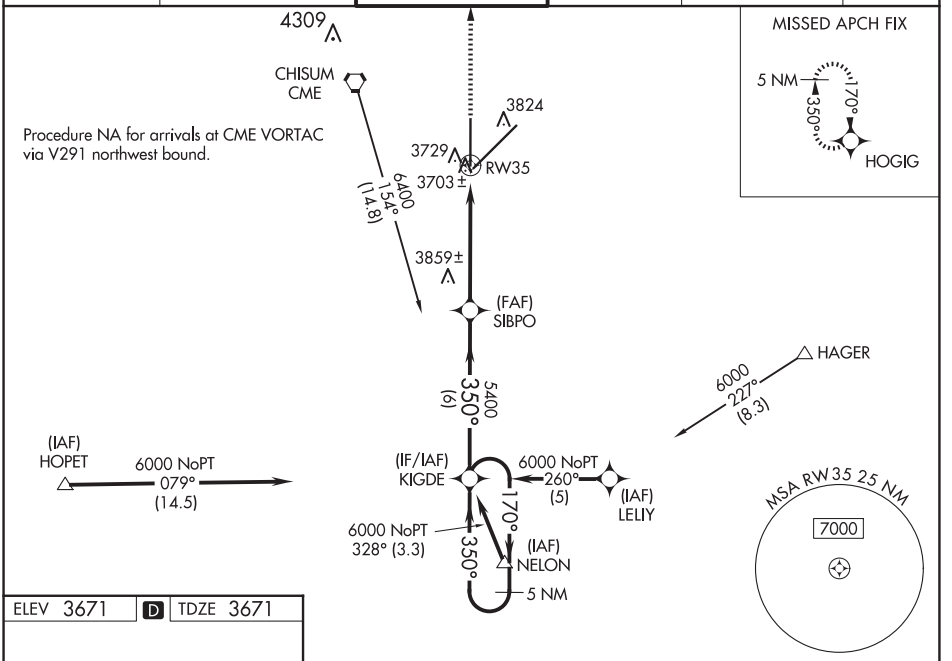
ROSWELL AIR CENTER (ROW)

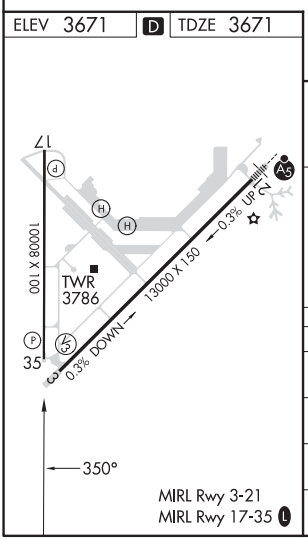
RNP APCH - GPS.

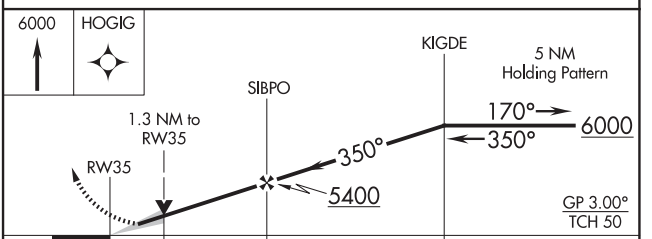
T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 4001 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4033 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM, and Circling Cat D ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3921-¾ 250 (300-¾)			
LNAV/VNAV DA	3953-1 282 (300-1)			
LNAV MDA	4120-1 449 (500-1)		4120-1¼ 449 (500-1¼)	4120-1½ 449 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4300-2 629 (700-2)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ROW	APP CRS	Rwy Idg	13000
109.9	035°	TDZE	3667
Chan 36		Apt Elev	3671

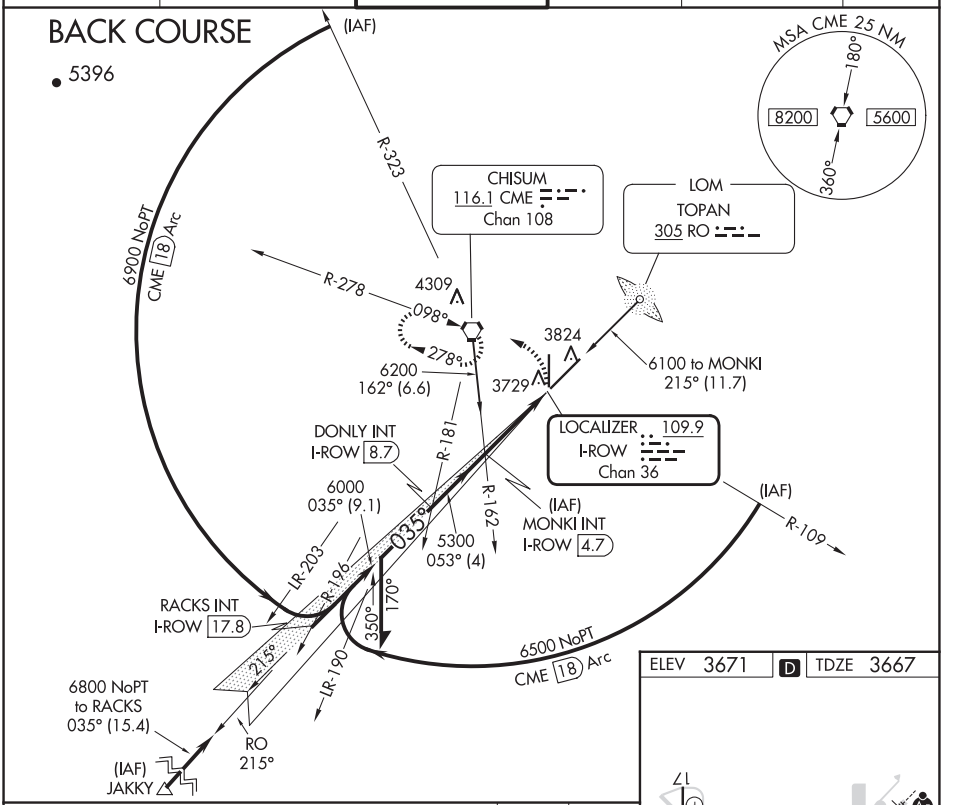
LOC BC RWY 3

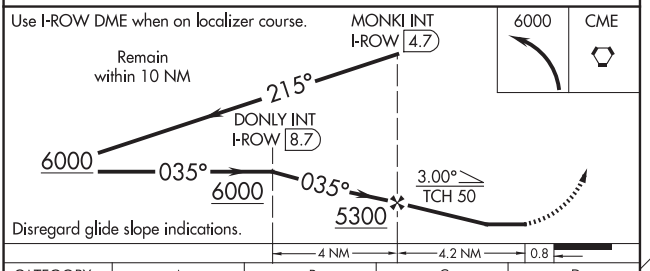
ROSWELL AIR CENTER (ROW)

ASR

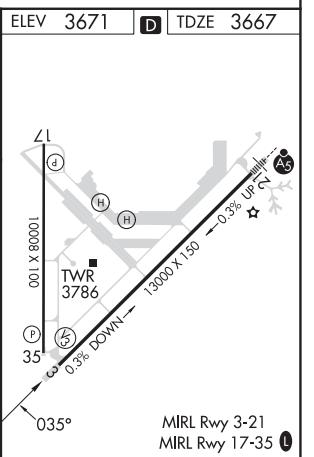
MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95





CATEGORY	A	B	C	D
S-3	4100-1	433 (500-1)	4100-1¼ 433 (500-1¼)	4100-1½ 433 (500-1½)
CIRCLING	4140-1	469 (500-1)	4140-1½ 469 (500-1½)	4300-2 629 (700-2)



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

ROSWELL, NEW MEXICO | AL-354 (FAA) | 24249

VOR-B

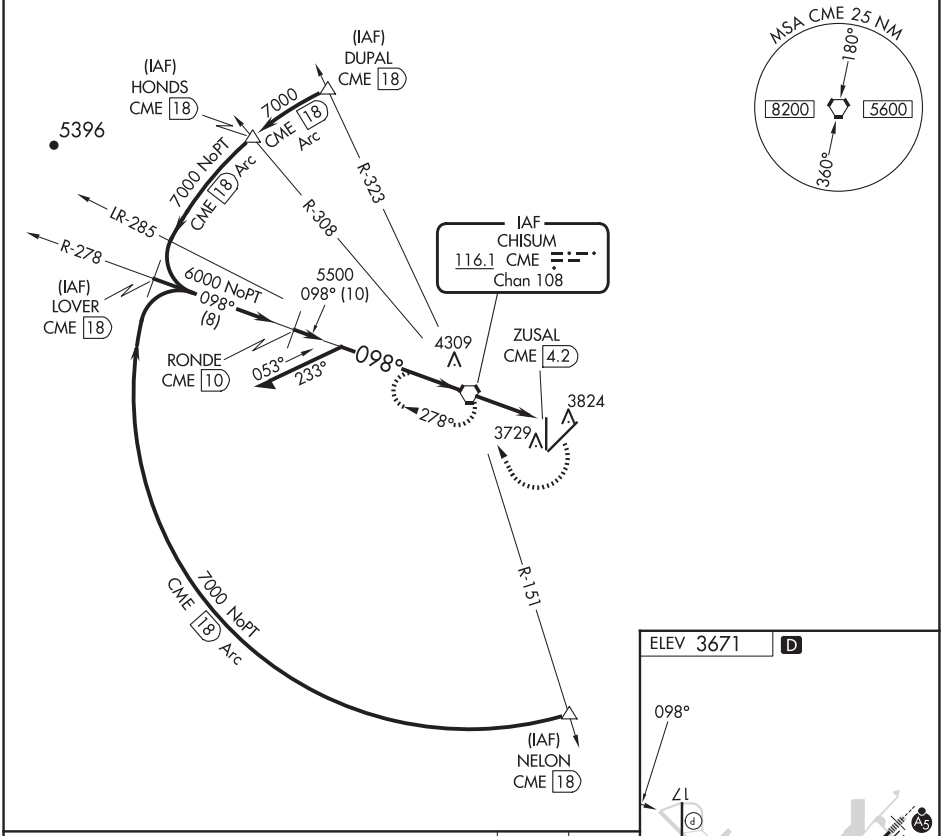
ROSWELL AIR CENTER (ROW)

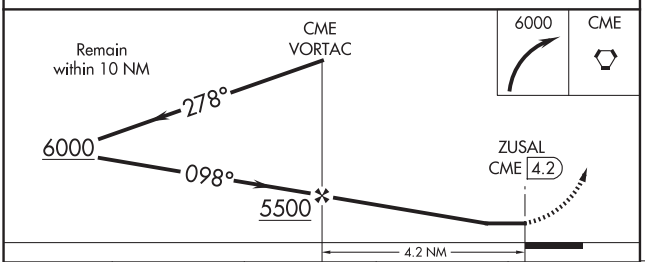
VORTAC CME	APP CRS	Rwy Idg	N/A
116.1	098°	TDZE	N/A
Chan 108		Apt Elev	3671

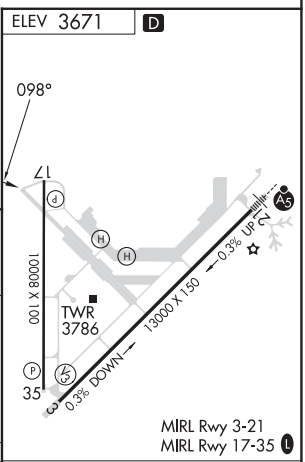
ASR — If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
CIRCLING	4140-1	469 (500-1)	4140-1½	4300-2
			469 (500-1½)	629 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RUIDOSO, NEW MEXICO | AL-6922 (FAA) | 24109

LOC/DME I-SRR	APP CRS	Rwy Idg	8120
110.7	241°	TDZE	6771
Chan 44		Apt Elev	6814

ILS or LOC RWY 24

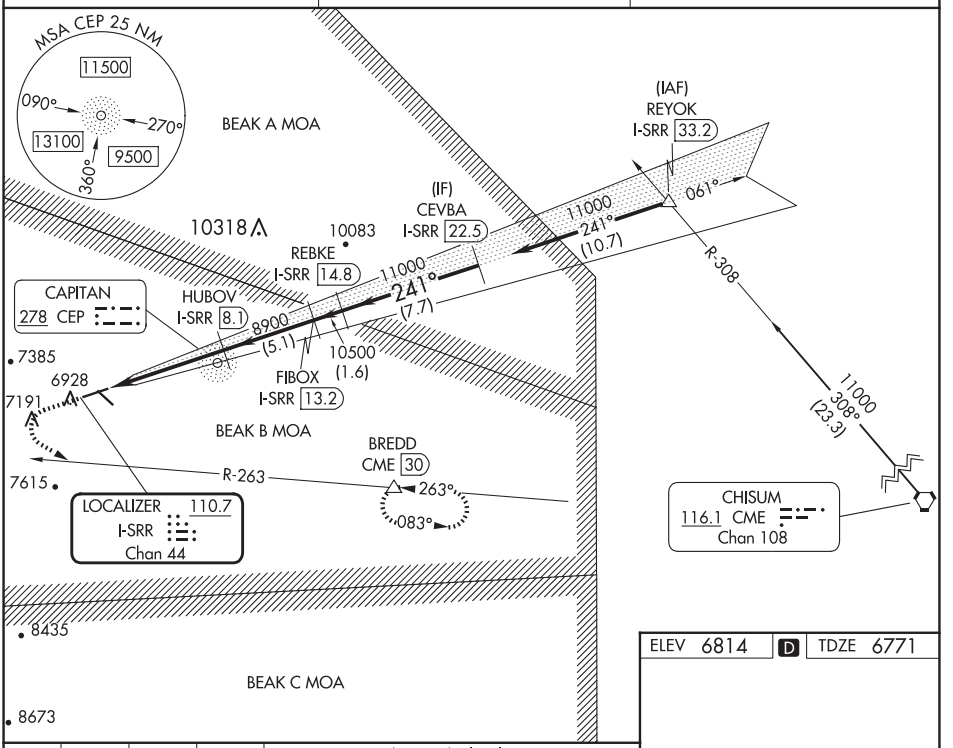
SIERRA BLANCA RGNL (SRR)

DME required.

Autopilot coupled approach NA below 7200. Circling NA Rwy 12 NA at night. When local altimeter setting not received, procedure NA.

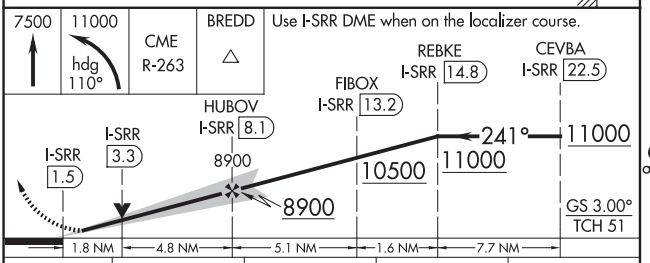
MISSED APPROACH: Climb to 7500 then climbing left turn to 11000 on heading 110° and on CME VORTAC R-263 to BREDD/CME 30 DME and hold, continue climb-in-hold to 11000.

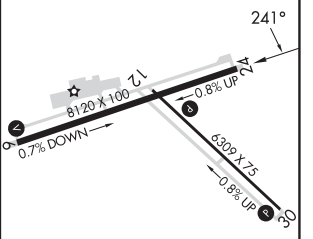
AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.475	132.65 257.6	122.8 (CTAF) L



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025





CATEGORY	A	B	C	D
S-ILS 24	6974-¾ 203 (200-¾)			
S-LOC 24	7340-1 569 (600-1)		7340-1⅝ 569 (600-1⅝)	
CIRCLING	7340-1 526 (600-1)		7600-2¼ 786 (800-2¼)	7860-3 1046 (1100-3)

REIL Rwys 12 and 30 L

MIRL Rwys 6-24 and 12-30 L

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

WAAS	APP CRS	Rwy Idg	8120
CH 53420	241°	TDZE	6771
W24A		Apt Elev	6814

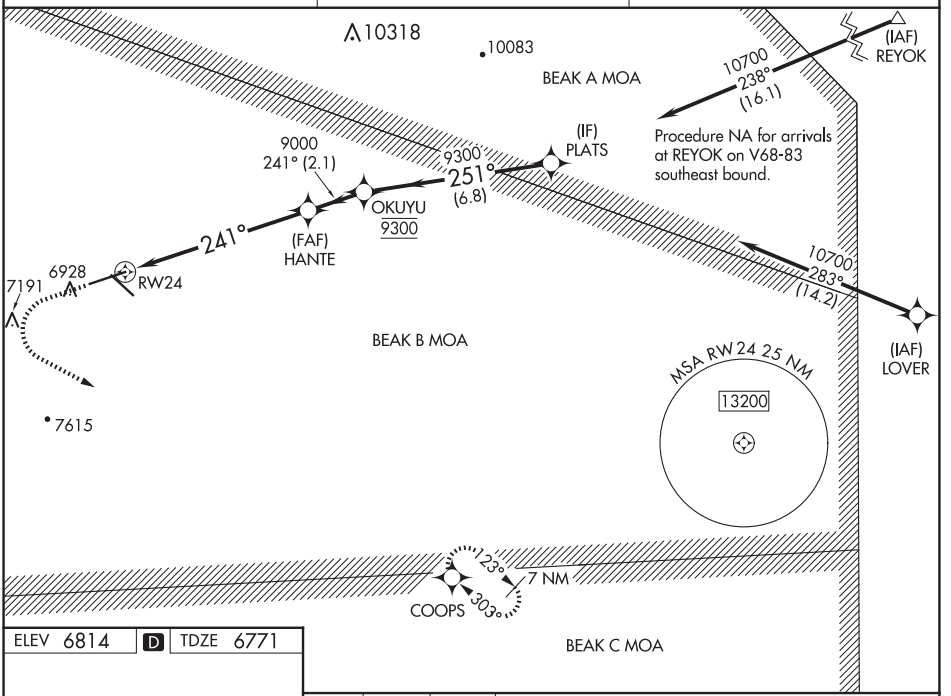
RNAV (GPS) RWY 24
SIERRA BLANCA RGNL (SRR)

RNP APCH - GPS.

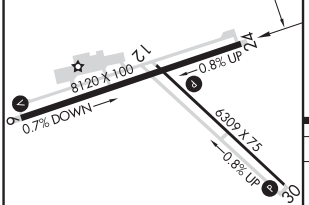
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling Rwy 12 NA at night.

MISSED APPROACH: Climb to 7500 then climbing left turn to 10000 direct COOPS and hold.

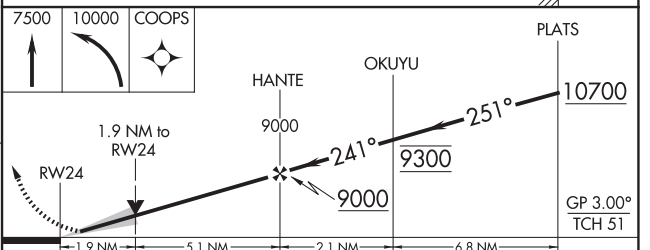
AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.475	132.65 257.6	122.8 (CTAF) L



ELEV 6814 D TDZ 6771



REIL Rwys 12 and 30 L
MIRL Rwys 6-24 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	6971-¾ 200 (200-¾)			
LNAV/VNAV DA	7220-1⅜ 449 (500-1⅜)			
LNAV MDA	7380-1 609 (600-1)		7380-1¾ 609 (600-1¾)	
CIRCLING	7380-1 566 (600-1)		7600-2¼ 786 (800-2¼)	7860-3 1046 (1100-3)

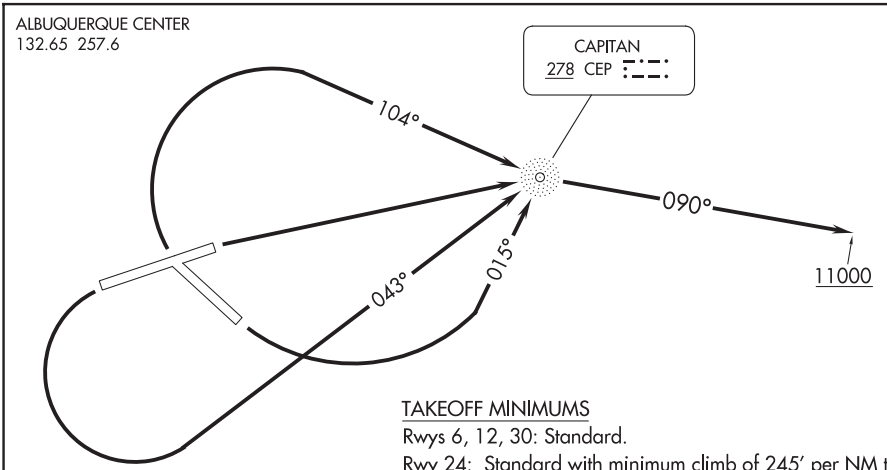
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(CAP2.CEP) 24081

CAPITAN TWO DEPARTURE (OBSTACLE)

AL-6922 (FAA)

SIERRA BLANCA RGNL (SRR)
RUIDOSO, NEW MEXICO



TAKEOFF MINIMUMS

Rwys 6, 12, 30: Standard.

Rwy 24: Standard with minimum climb of 245′ per NM to 8300 or 1200-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 12: Terrain, 9′ from DER, 5′ right of centerline, 6722′ MSL.
Trees, beginning 61′ from DER, 146′ left of centerline, up to 6727′ MSL.
Tree, 99′ from DER, 125′ right of centerline, 6725′ MSL.

Rwy 24: Tree, 648′ from DER, 264′ right of centerline, 11′ AGL/6832′ MSL.
Trees, beginning 747′ from DER, 300′ left of centerline, up to 15′ AGL/6835′ MSL.
Vehicle on road, 940′ from DER, 39′ left of centerline, up to 15′ AGL/6854′ MSL.
Pole, 4427′ from DER, 942′ left of centerline, 45′ AGL/6925′ MSL.

Rwy 30: Sign, 47′ from DER, 60′ right of centerline, 6774′ MSL.
Sign, 72′ from DER, 197′ left of centerline, up to 2′ AGL/6779′ MSL.
Vehicle on road, 436′ from DER, 253′ right of centerline, 15′ AGL/6787′ MSL.
Tree, 692′ from DER, 179′ left of centerline, 6796′ MSL.
Building, tree, beginning 753′ from DER, 308′ left of centerline, up to 30′ AGL/6808′ MSL.
Pole, 1092′ from DER, 433′ left of centerline, 76′ AGL/6845′ MSL.
Pole, 1201′ from DER, 633′ left of centerline, 67′ AGL/6847′ MSL.
Pole, 1693′ from DER, 908′ left of centerline, 69′ AGL/6853′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 12: Climbing left turn to intercept course 015° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 24: Climbing left turn to intercept course 043° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn to intercept course 104° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

VCOA RUNWAY 24: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sierra Blanca Rgnl at or above 7900 then direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
288°	TDZE	N/A
	Apt Elev	7523

RNAV (GPS)-A

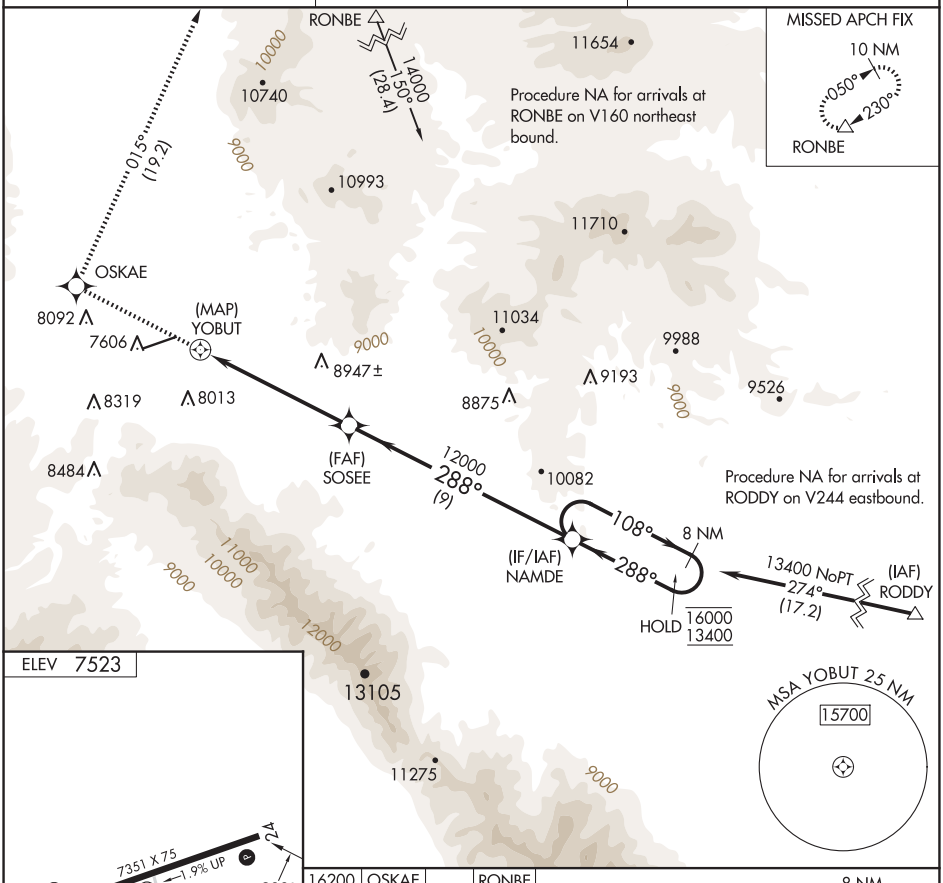
SALIDA/HARRIETT ALEXANDER FLD (ANK)

RNP APCH.

Circling to Rwy 6 NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16200 direct OSKAE and on track 015° to RONBE and hold, continue climb-in-hold to 16200.

AWOS-3PT	DENVER CENTER	UNICOM
133.85	128.375 379.95	122.7 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	9720-1¼ 2197 (2200-1¼)	9720-1½ 2197 (2200-1½)	NA	

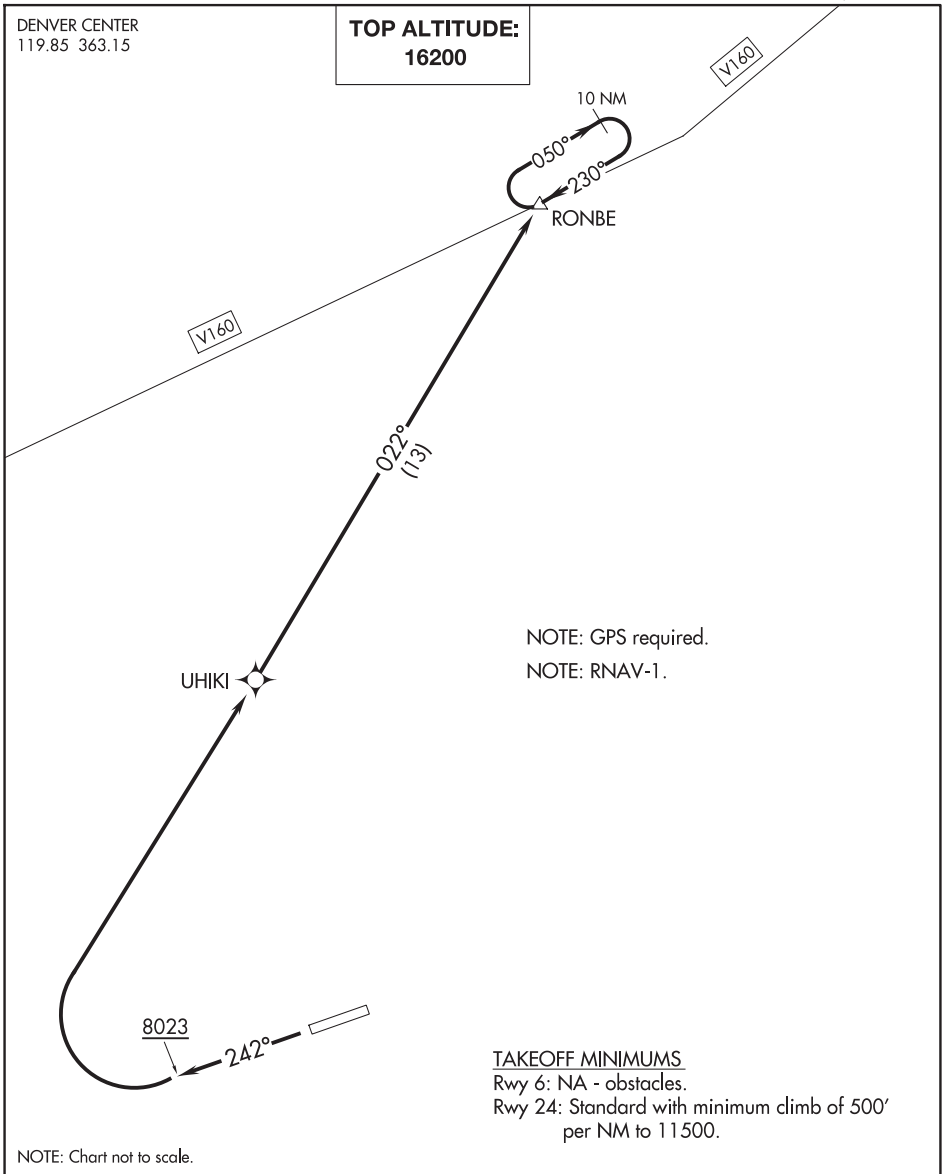
MIRL Rwy 6-24 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(RONBE2.RONBE) 22307

RONBE TWO DEPARTURE (RNAV)

SALIDA HARRIETT ALEXANDER FLD (ANK)
AL-10345 (FAA)
SALIDA, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

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 TWO DEPARTURE (RNAV)

SALIDA, COLORADO
SALIDA HARRIETT ALEXANDER FLD (ANK)

(RONBE2.RONBE) 15AUG19

ILS or LOC RWY 2

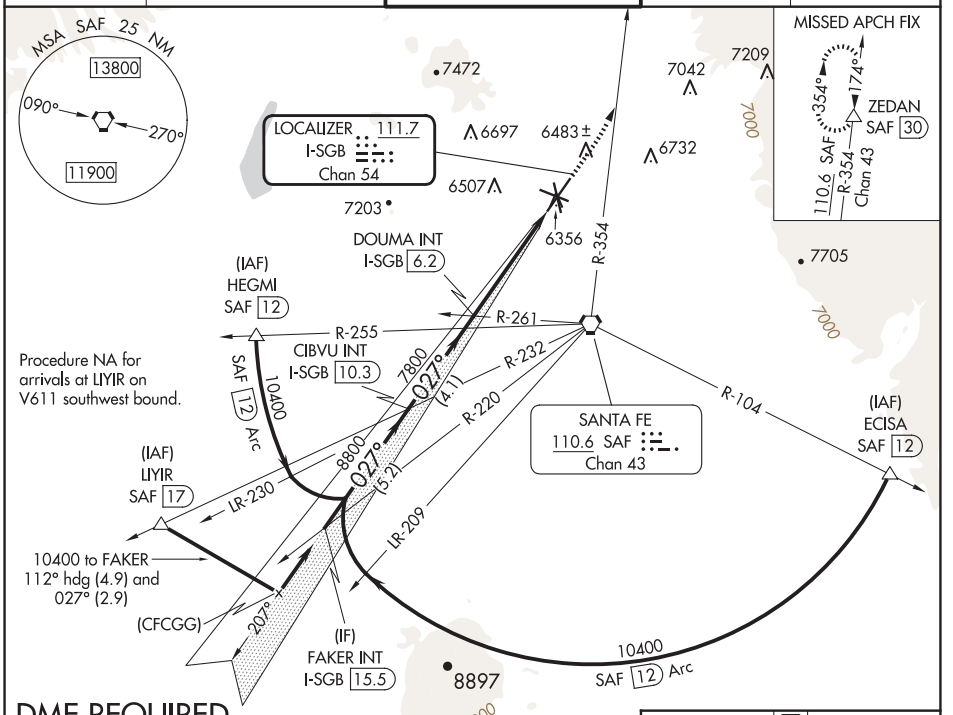
SANTA FE RGNL (SAF)

LOC/DME I-SGB	APP CRS	Rwy Ldg	8366
111.7	027°	TDZE	6303
Chan 54		Apt Elev	6349

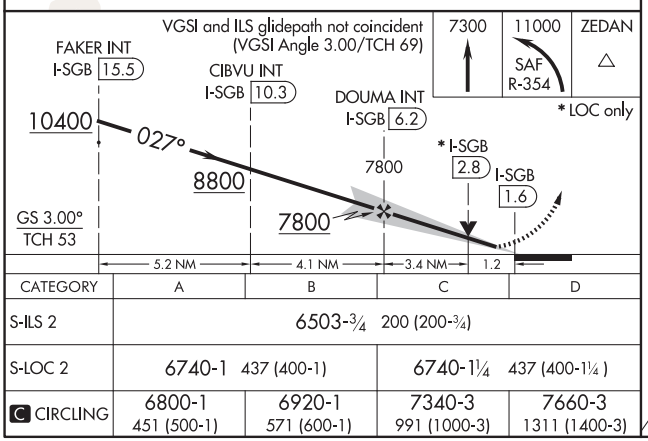
T A DME required.

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



DME REQUIRED

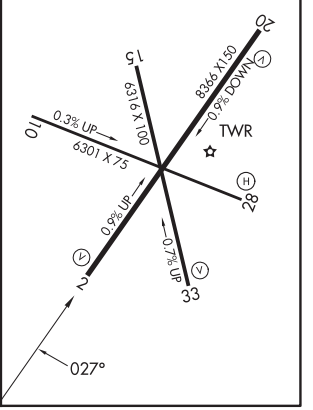


CATEGORY	A	B	C	D
S-ILS 2	6503-¾ 200 (200-¾)			
S-LOC 2	6740-1 437 (400-1)		6740-1¼ 437 (400-1¼)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

ELEV 6349 D TDZE 6303

REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 L



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

RNAV (GPS) RWY 2

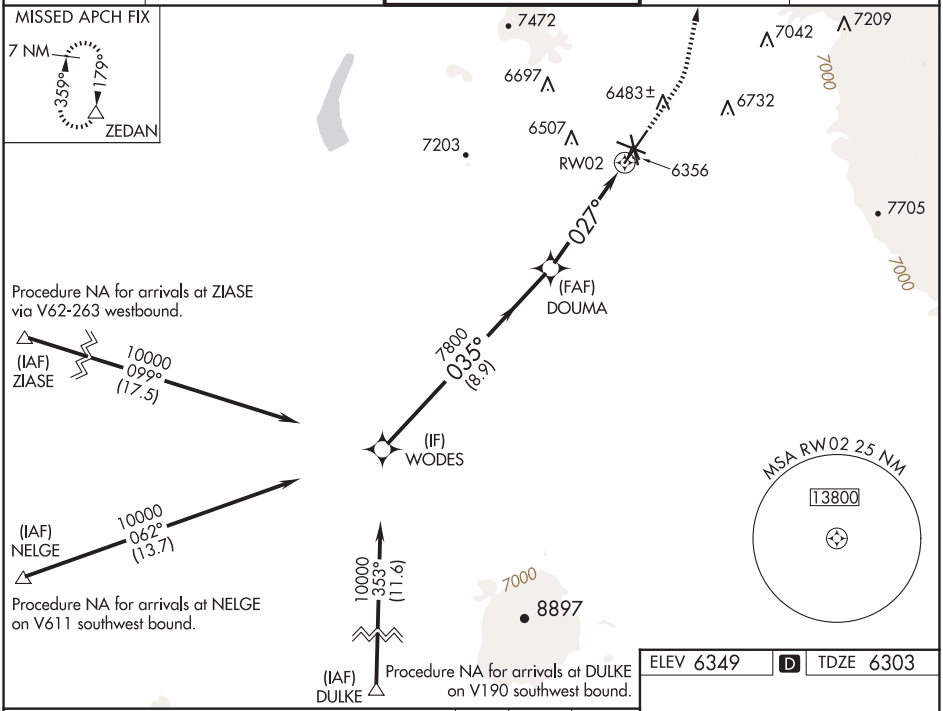
SANTA FE RGNL (SAF)

WAAS	APP CRS	Rwy Ldg	8366
CH 63039	027°	TDZE	6303
W02A		Apt Elev	6349

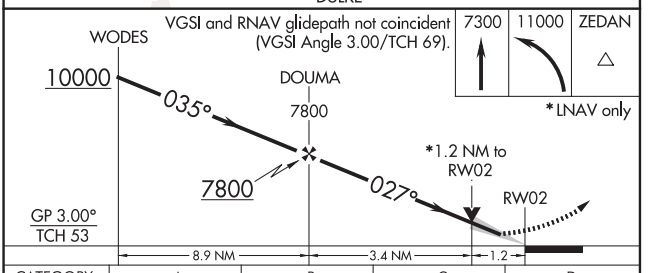
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 direct ZEDAN and hold.

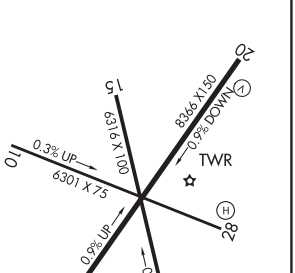
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



ELEV 6349 | D | TDZE 6303



CATEGORY	A	B	C	D
LPV DA	6503-¾ 200 (200-¾)			
LNAV/VNAV DA	6553-⅞ 250 (300-⅞)			
LNAV MDA	6740-1 437 (400-1)		6740-1¼ 437 (400-1¼)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)



REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L

SANTA FE, NEW MEXICO
Amdt 1 05JAN17

35°37'N-106°05'W

SANTA FE RGNL (SAF)

RNAV (GPS) RWY 2

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 15

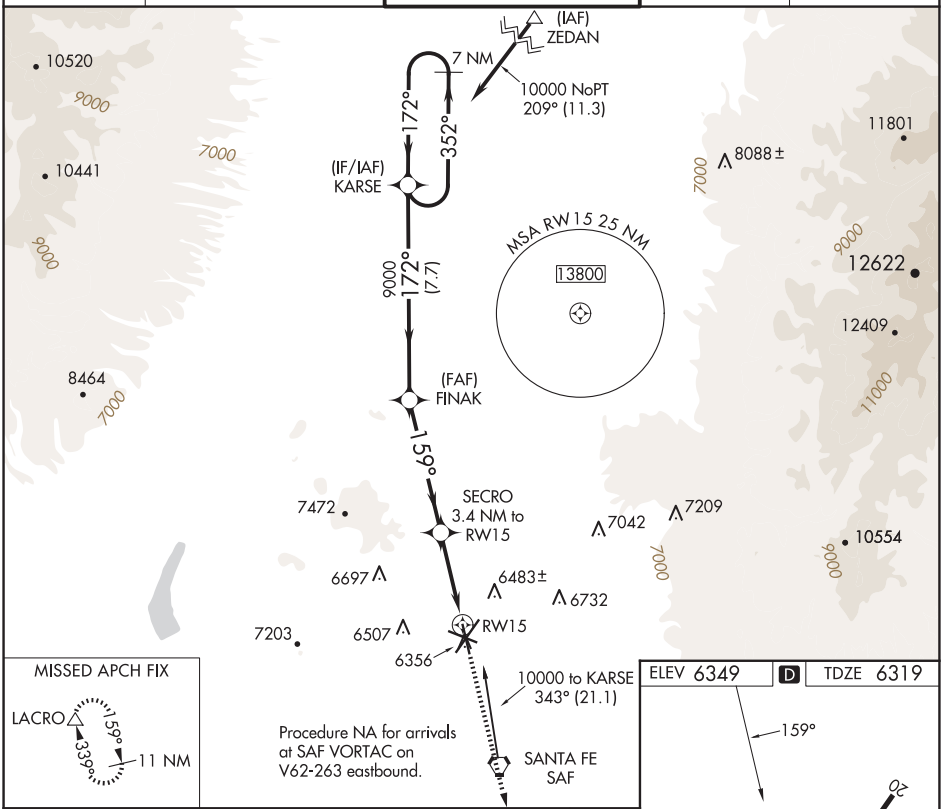
SANTA FE RGNL (SAF)

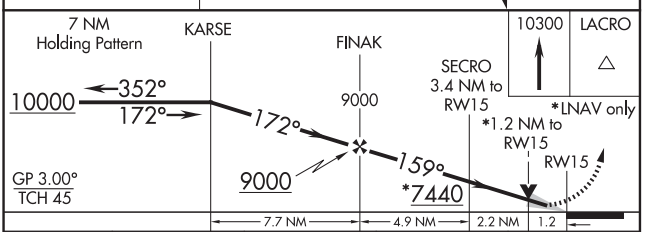
WAAS	APP CRS	Rwy Ldg	5221
CH 87039	159°	TDZE	6319
W15A		Apt Elev	6349

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

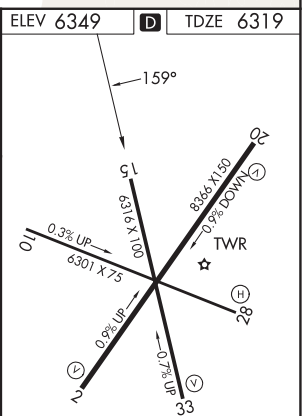
MISSED APPROACH: Climb to 10300 direct LACRO and hold, continue climb-in-hold to 10300.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	6569-¾ 250 (300-¾)			
LNAV/VNAV DA	6569-¾ 250 (300-¾)			
LNAV MDA	6740-1 421 (400-1)		6740-1¼ 421 (400-1¼)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)



REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

APP CRS	Rwy Ldg	8366
192°	TDZE	6349
	Apt Elev	6349

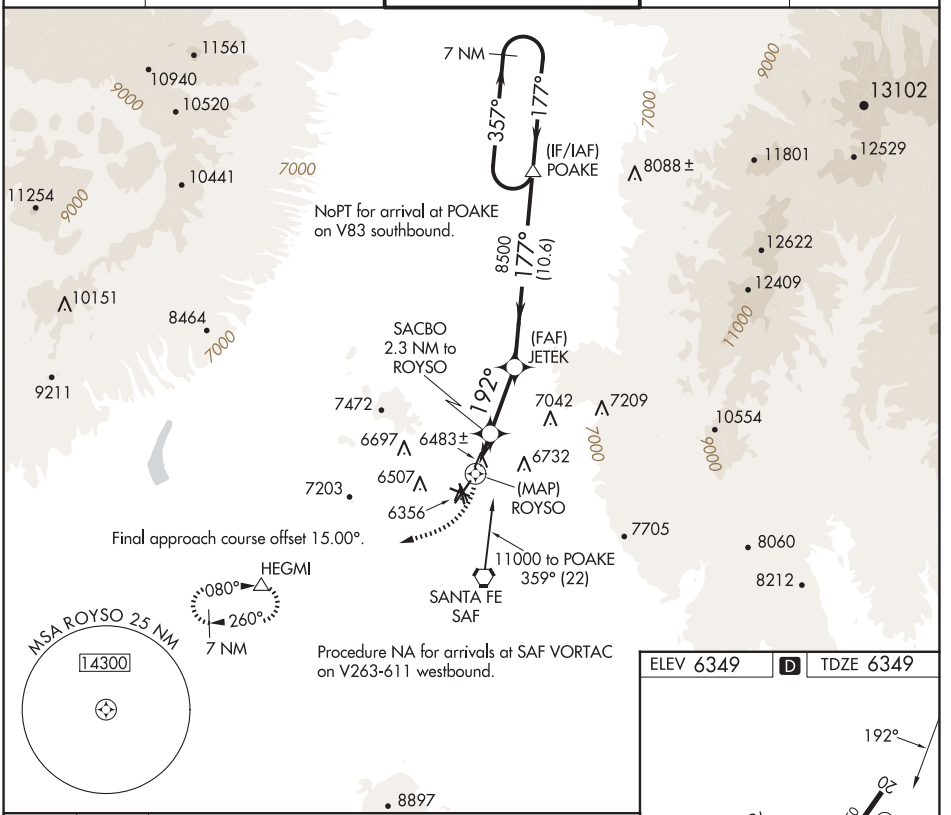
RNAV (GPS) RWY 20

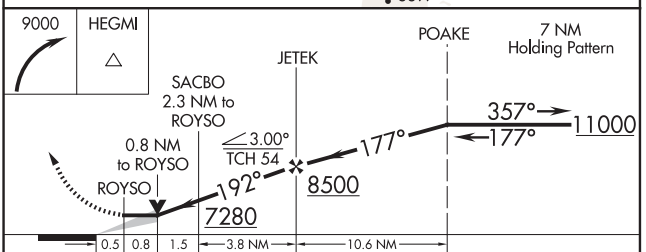
SANTA FE RGNL (SAF)

T A — DME/DME RNP-0.3 NA.

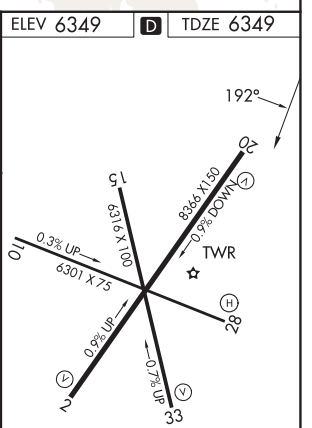
MISSED APPROACH: Climbing right turn to 9000 direct HEGMI and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95





CATEGORY	A	B	C	D
LNAV MDA	6800-1	451 (500-1)	6800-1⅜	451 (500-1⅜)
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)



REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L

SANTA FE, NEW MEXICO
Amdt 1 05JAN17

35°37'N-106°05'W

SANTA FE RGNL (SAF)

RNAV (GPS) RWY 20

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 28

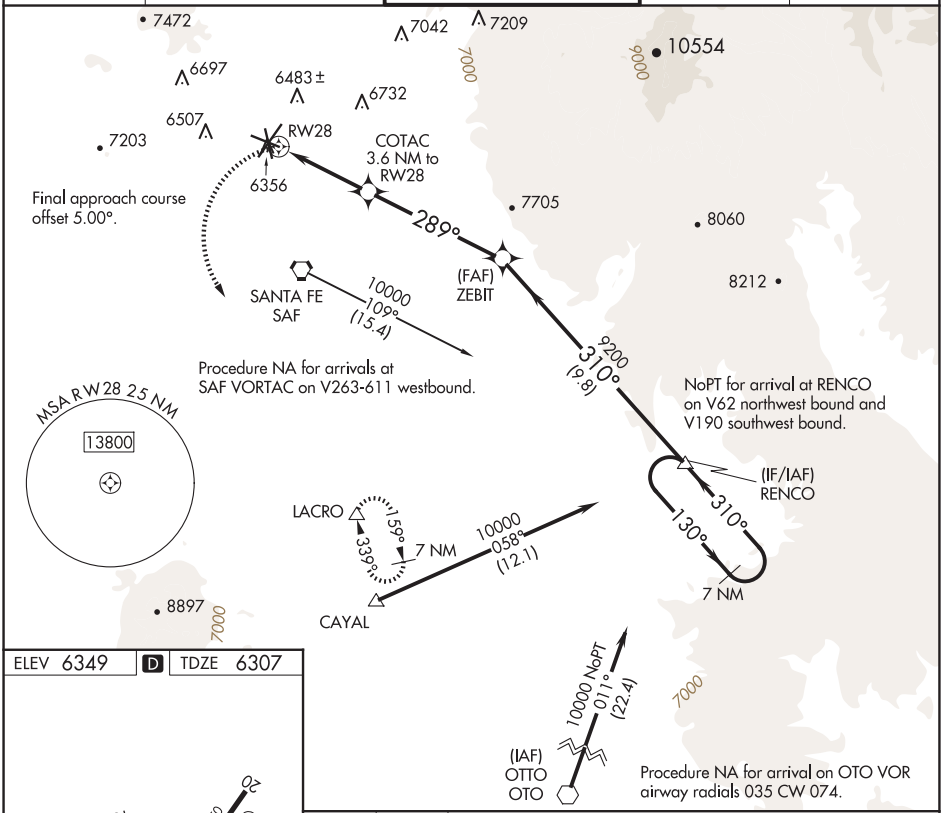
SANTA FE RGNL (SAF)

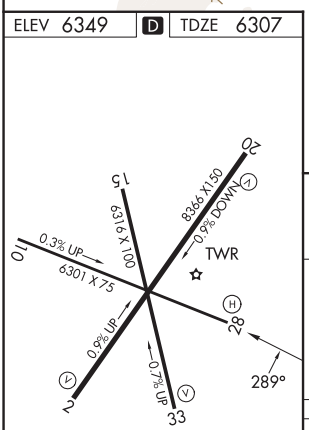
APP CRS	Rwy Ldg	6301
289°	TDZE	6307
	Apt Elev	6349

T A — DME/DME RNP-0.3 NA.

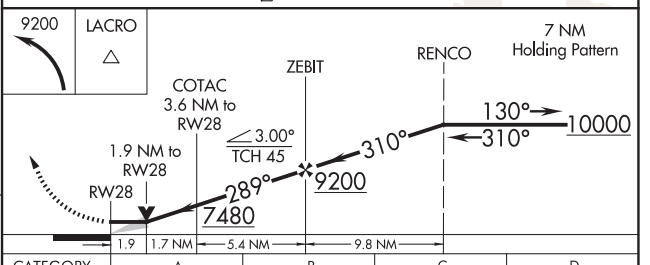
MISSED APPROACH: Climbing left turn to 9200 direct LACRO and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95





REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	6960-1	653 (700-1)	6960-1⅞	653 (700-1⅞)
C CIRCLING	6960-1	611 (700-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

RNAV (GPS) RWY 33

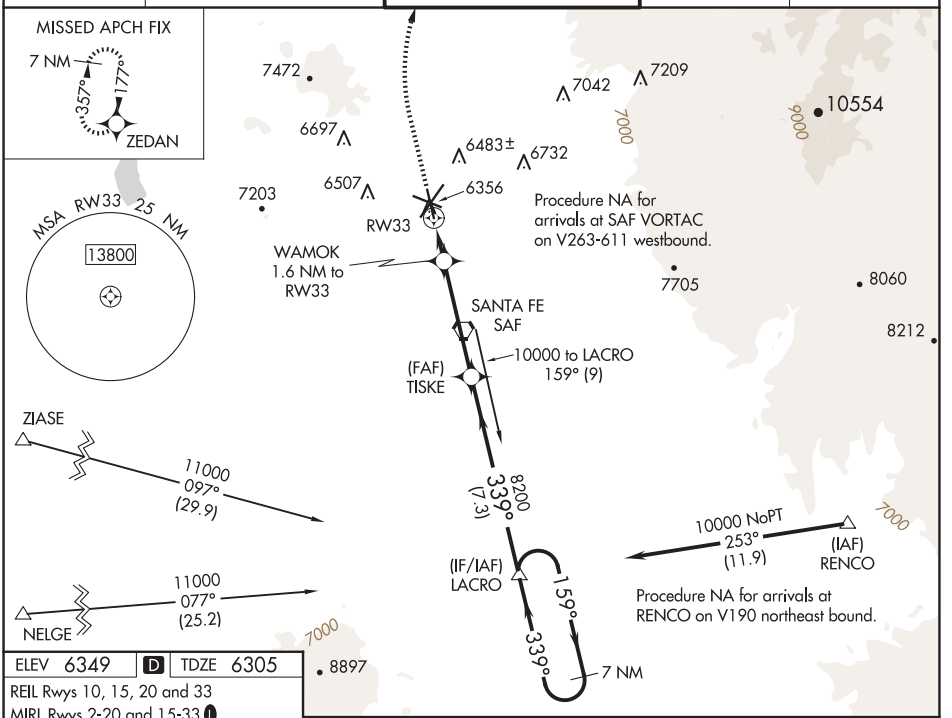
SANTA FE RGNL (SAF)

WAAS CH 69539 W33A	APP CRS 339°	Rwy Ldg 6316 TDZE 6305 Apt Elev 6349

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 43°C (110°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6800 then climbing right turn to 11000 direct ZEDAN and hold.

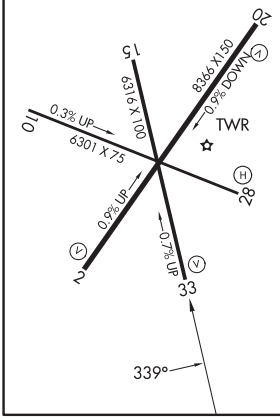
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) (L) 239.3	121.7	122.95

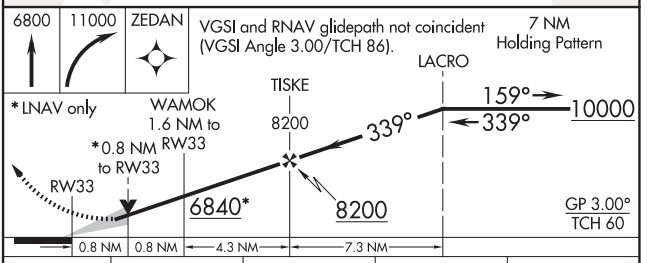


ELEV 6349 | D | TDZE 6305

REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 (L)





CATEGORY	A	B	C	D
LPV DA	6555-⅞ 250 (300-⅞)			
LNAV/VNAV DA	6555-⅞ 250 (300-⅞)			
LNAV MDA	6620-1 315 (300-1)		6620-⅞ 315 (300-⅞)	
(C) CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

SANTA FE, NEW MEXICO
Amdt 1 05JAN17

35°37'N-106°05'W

SANTA FE RGNL (SAF)

RNAV (GPS) RWY 33

SW-1, 12 JUN 2025 to 07 AUG 2025

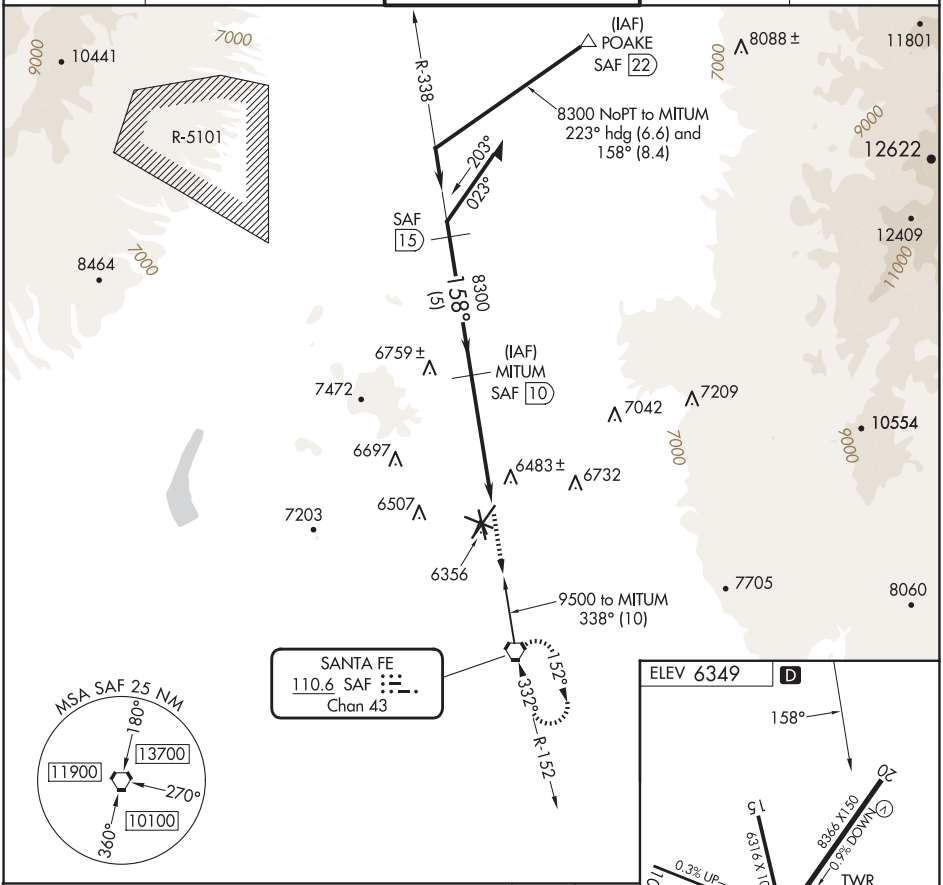
VORTAC SAF	APP CRS	Rwy Ldg	N/A
110.6	158°	TDZE	N/A
Chan 43		Apt Elev	6349

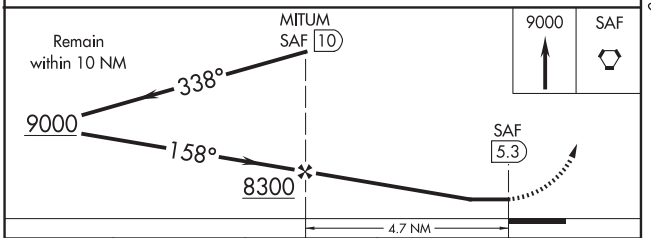
VOR/DME-A
SANTA FE RGNL (SAF)

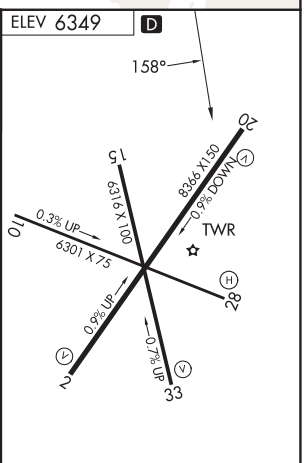
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Los Alamos altimeter setting: increase all MDAs 160 feet.

MISSED APPROACH: Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	6960-1	611 (700-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

VOR RWY 33

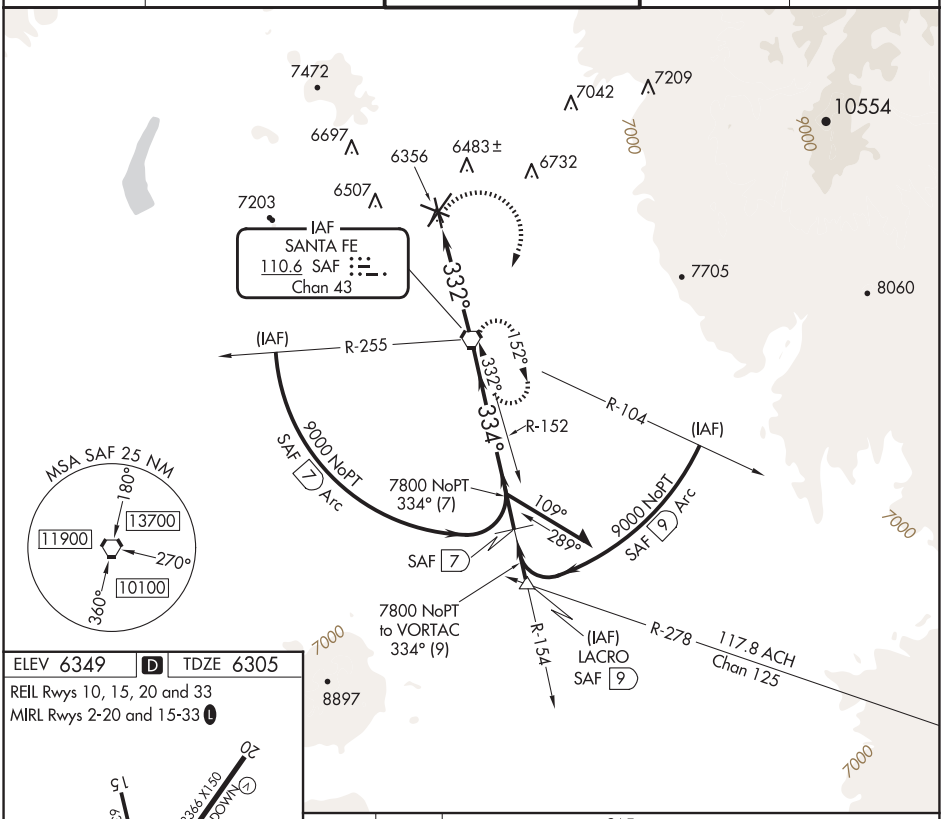
SANTA FE RGNL (SAF)

VORTAC SAF	APP CRS	Rwy Ldg	6316
110.6	332°	TDZE	6305
Chan 43		Apt Elev	6349

When Control Tower closed, obtain local altimeter setting on unicom; when not received, use Los Alamos altimeter setting: increase all MDAs 160 feet and S-33 visibility Cat C/D ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

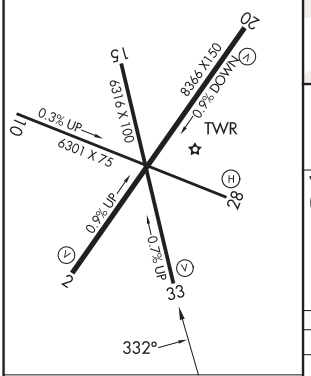
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



ELEV 6349 D TDZE 6305

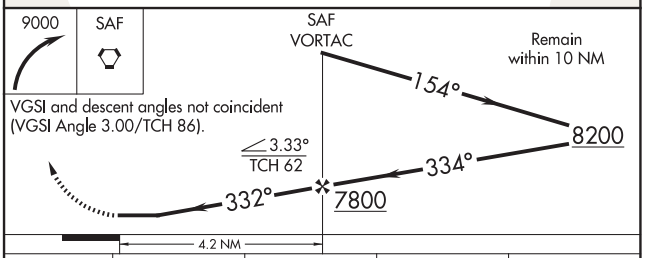
REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 L



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



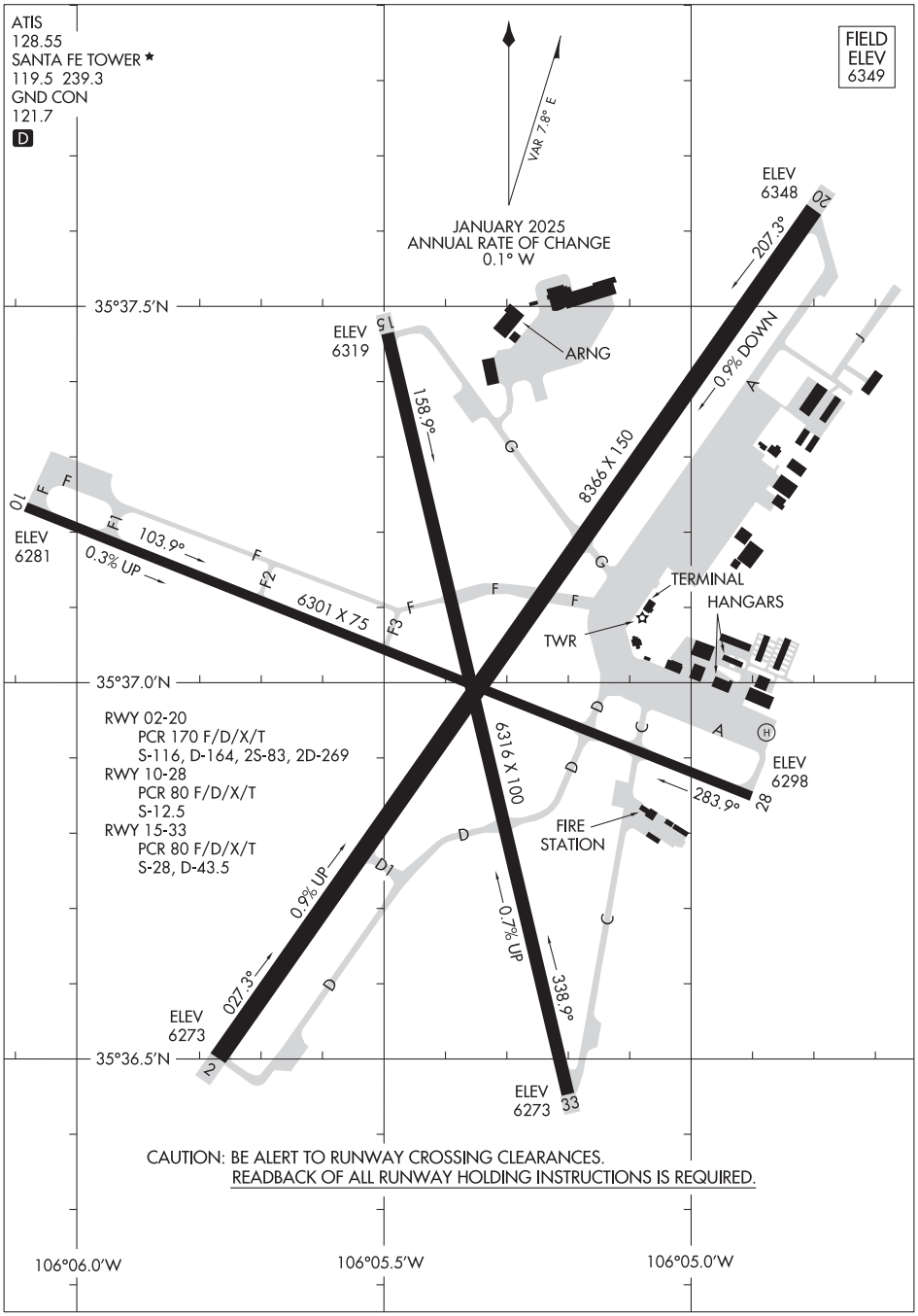
CATEGORY	A	B	C	D
S-33	6720-1 415 (400-1)		6720-1¼ 415 (400-1¼)	
CIRCLING	6840-1 491 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

SANTA FE, NEW MEXICO
Amdt 9C 06OCT22

35°37'N-106°05'W

SANTA FE RGNL (SAF)
VOR RWY 33

SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025

(POAKE2.POAKE) 23334

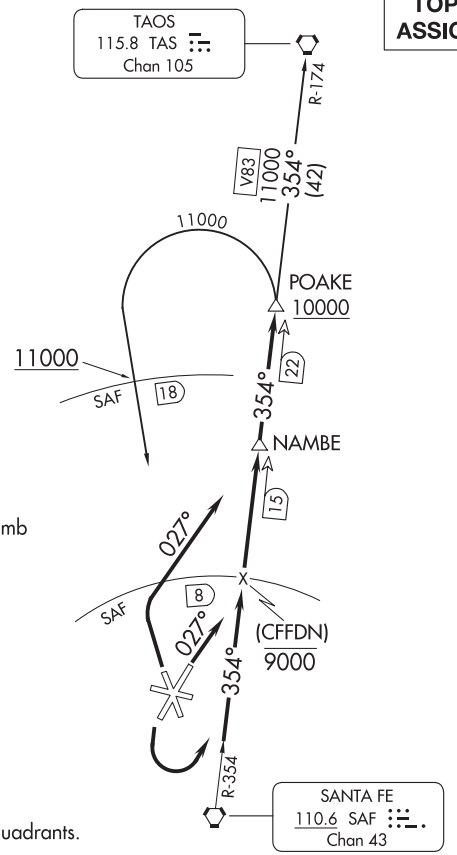
POAKE TWO DEPARTURE

AL-548 (FAA)

SANTA FE RGNL (SAF)
SANTA FE, NEW MEXICO

TOP ALTITUDE: ASSIGNED by ATC

ALBUQUERQUE CENTER
132.8 346.35
ATIS
128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3



TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 220′ per NM to 7300.
Rwy 20, 30: Standard.

CAUTION: Mountainous terrain all quadrants.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRPTION

TAKEOFF RUNWAY 2: Climb heading 027° thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn to heading 027° thence. . . . .

. . . .Intercept and proceed on SAF R-354 to POAKE DME fix. Cross 8 DME ARC north of SAF VORTAC at or below 9000. Cross POAKE DME fix at or above 10000. Then on (transition) or (assigned route).

SANTA FE TRANSITION (POAKE2.SAF): From POAKE DME fix left turn direct SAF VORTAC. Cross 18 DME north of SAF VORTAC at/above 11000′.

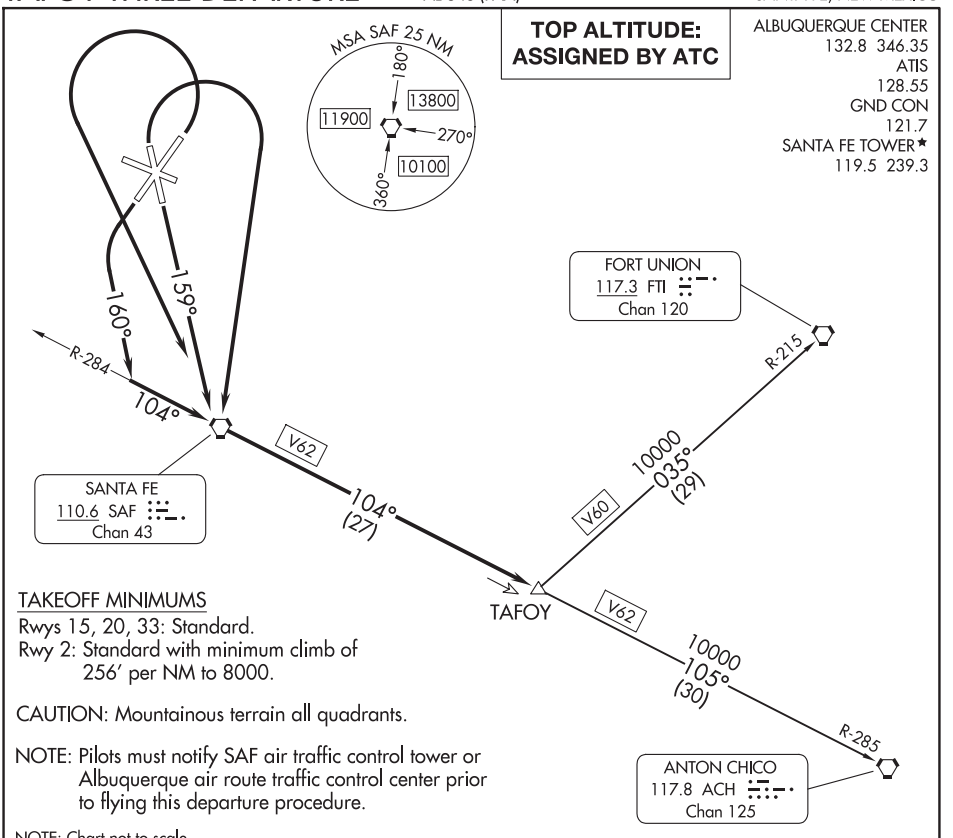
TAOS TRANSITION (POAKE2.TAS): From POAKE DME fix via SAF R-354 and TAS R-174 to TAS VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025

TAFOY THREE DEPARTURE

AL-548 (FAA)

SANTA FE, NEW MEXICO



TAKEOFF MINIMUMS

Rwys 15, 20, 33: Standard.
Rwy 2: Standard with minimum climb of 256′ per NM to 8000.

CAUTION: Mountainous terrain all quadrants.

NOTE: Pilots must notify SAF air traffic control tower or Albuquerque air route traffic control center prior to flying this departure procedure.

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn direct SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 159° direct SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn on heading 160° to intercept SAF VORTAC R-284 to SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn direct SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

. . . .on assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude ten minutes after departure.

ANTON CHICO TRANSITION (TAFOY3.ACH): From over TAFOY on ACH R-285 to ACH VORTAC.

FORT UNION TRANSITION (TAFOY3.FTI): From over TAFOY on FTI R-215 to FTI VORTAC.

(ZIASE5.ZIASE) 24025

ZIASE FIVE DEPARTURE

SANTA FE RGNL (SAF)
SANTA FE, NEW MEXICO

AL-548 (FAA)

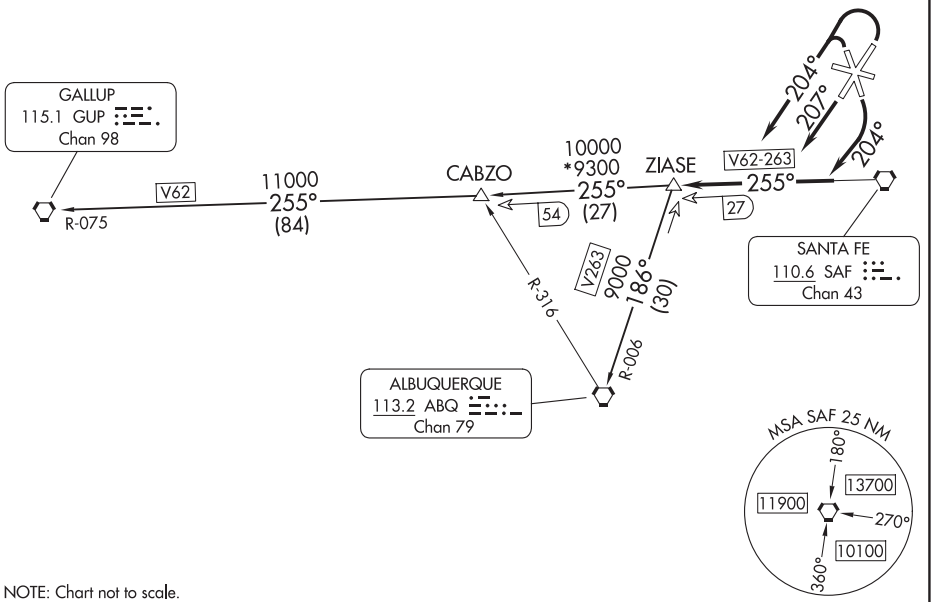
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

ALBUQUERQUE CENTER
132.8 346.35
ATIS
128.55
GND CON
121.7
SANTA FE TOWER★
119.5 239.3

CAUTION: Mountainous terrain all quadrants.

TAKEOFF MINIMUMS
Rwys 10, 28: NA - ATC.
Rwys 15, 20: Standard.
Rwy 2: Standard with minimum climb of 235′ per NM to 8200.
Rwy 33: Standard with minimum climb of 310′ per NM to 8200.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 33: Climbing left turn to heading 204° thence. . . . .
TAKEOFF RUNWAY 15: Climbing right turn to heading 204° thence. . . . .
TAKEOFF RUNWAY 20: Climb on heading 207° thence. . . . .

. . . . .intercept and proceed on SAF R-255 to ZIASE INT, then on assigned transition. Maintain ATC assigned altitude.

ALBUQUERQUE TRANSITION (ZIASE5.ABQ): From over ZIASE INT on ABQ R-006 to ABQ VORTAC.

GALLUP TRANSITION (ZIASE5.GUP): From over ZIASE INT on SAF R-255 and GUP R-075 to GUP VORTAC.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	9550
101°	TDZE	4112
	Apt Elev	4113

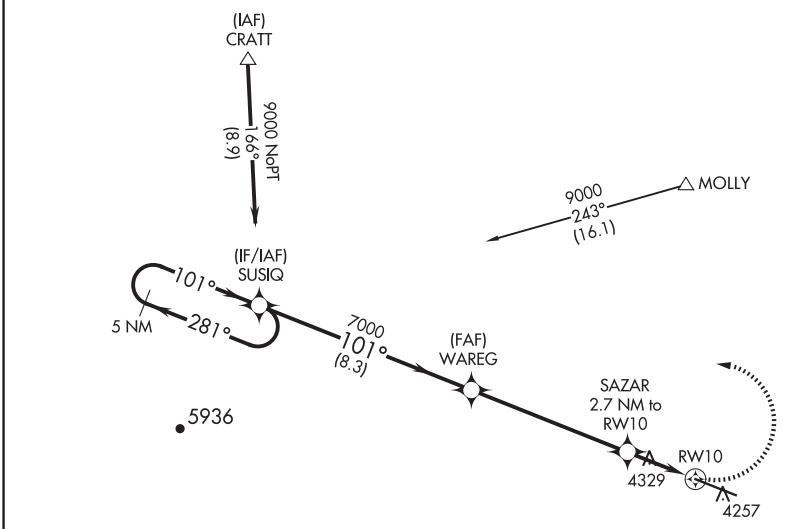
RNAV (GPS) RWY 10

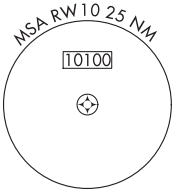
DONA ANA COUNTY INTL JETPORT (DNA)

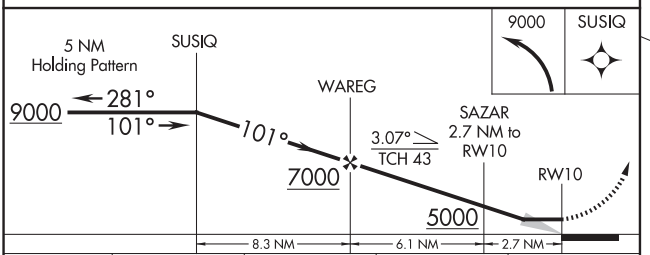
T NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use El Paso Intl altimeter setting.

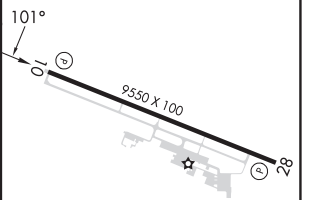
MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

AWOS-3PT	EL PASO APP CON	AUNICOM
124.175	119.15	122.725 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	4700-1	588 (600-1)	4700-1¾	588 (600-1¾)
C CIRCLING	4760-1	647 (700-1)	4760-1¾ 647 (700-1¾)	4760-2 647 (700-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SILVER CITY, NEW MEXICO | AL-793 (FAA) | 25163

RNAV (GPS) RWY 8

GRANT COUNTY (SVC)

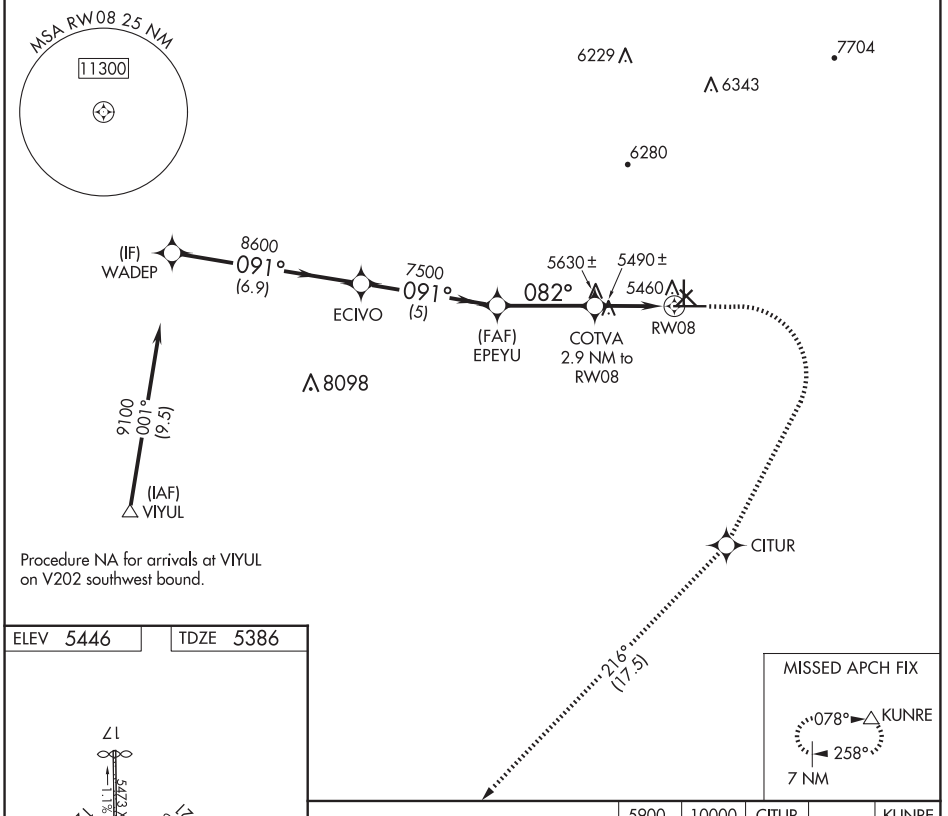
APP CRS	Rwy Ldg	6803
082°	TDZE	5386
	Apt Elev	5446

RNP APCH-GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA.

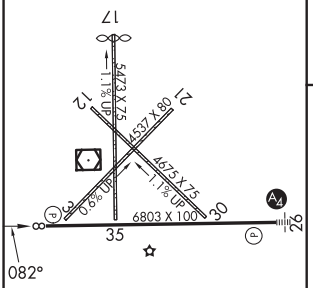
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CITUR and on track 216° to KUNRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L

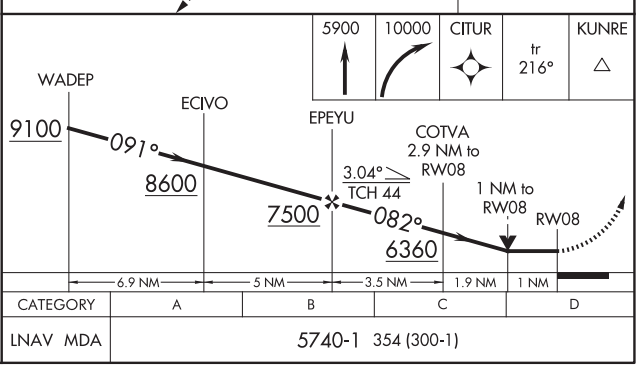


Procedure NA for arrivals at VIYUL on V202 southwest bound.

ELEV 5446	TDZE 5386



REIL Rwy 8 L
MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	5740-1 354 (300-1)			

SILVER CITY, NEW MEXICO
Amdt 1 19MAY22

32°38'N-108°09'W

GRANT COUNTY (SVC)
RNAV (GPS) RWY 8

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	6803
CH 87100	262°	TDZE	5380
W26A		Apt Elev	5446

RNAV (GPS) RWY 26
GRANT COUNTY (SVC)

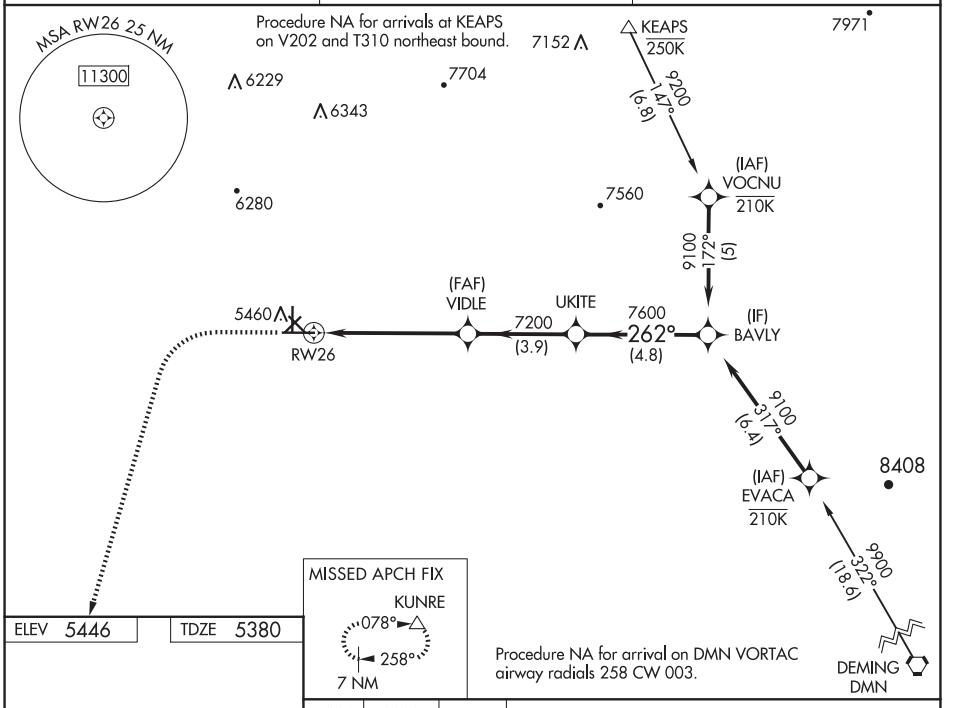
RNP APCH-GPS.

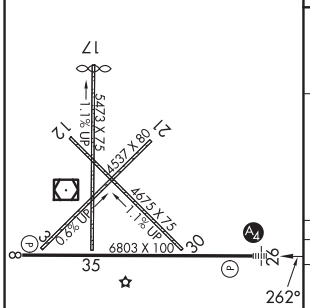
T A Circling NA to Rwys 3, 12, 17, 21, 30 and 35. Inop table does not apply to LPV and LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

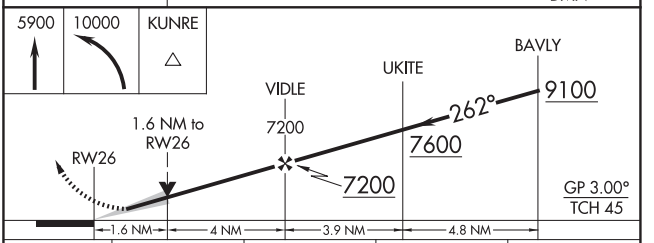
MALS A/4

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct KUNRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5630-¾ 250 (200-¾)			
LNAV/VNAV DA	5630-¾ 250 (200-¾)			
LNAV MDA	5940-¾ 560 (500-¾)		5940-1⅜ 560 (500-1⅜)	
C CIRCLING	5940-1 494 (500-1)	5960-1 514 (600-1)	6100-1¾ 654 (700-1¾)	6740-3 1294 (1300-3)

REIL Rwy 8 L
MIRL Rwy 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SILVER CITY, NEW MEXICO | AL-793 (FAA) | 25163

LOC RWY 26

GRANT COUNTY (SVC)

LOC/DME I-SVC	APP CRS	Rwy Ldg	6803
111.7	262°	TDZE	5380
Chan 54		Apt Elev	5446

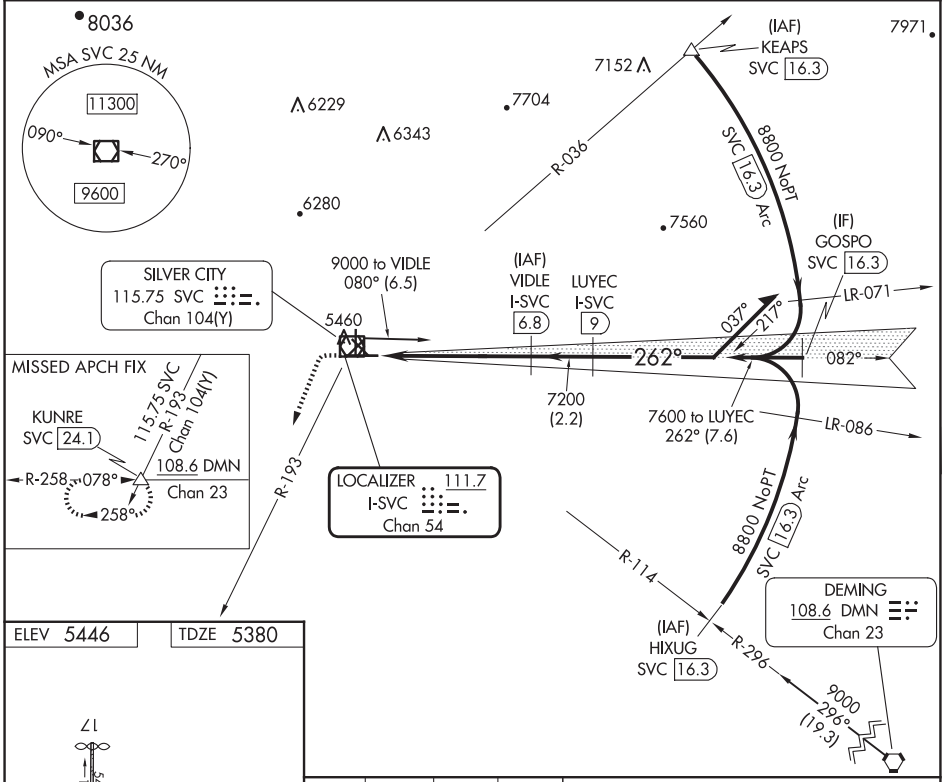
DME required.

T A NA Circling NA to Rwys 3, 12, 17, 21, 30 and 35.

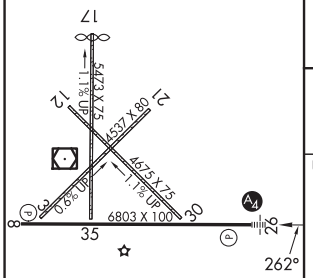
MALS A4

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 190° and SVC VOR/DME R-193 to KUNRE INT/SVC VOR/DME 24.1 DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L

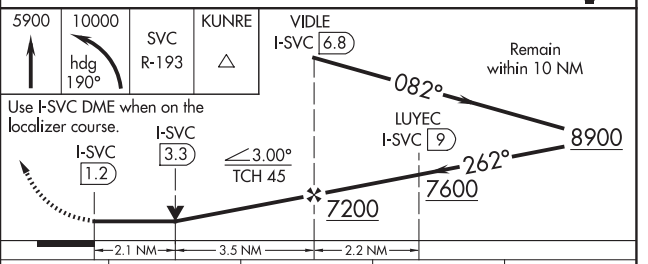


ELEV 5446 | TDZE 5380



5900	10000 hdg 190°	SVC R-193	KUNRE △

Use I-SVC DME when on the localizer course.



CATEGORY	A	B	C	D
S-26	6100-¾ 720 (700-¾)		6100-1¾ 720 (700-1¾)	
C CIRCLING	6100-1 654 (700-1)		6100-2 654 (700-2)	6740-3 1294 (1300-3)

REIL Rwy 8 L
MIRL Rwy 8-26 L

SILVER CITY, NEW MEXICO
Amdt 6 14JUL22

32°38′N-108°09′W

GRANT COUNTY (SVC)

LOC RWY 26

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

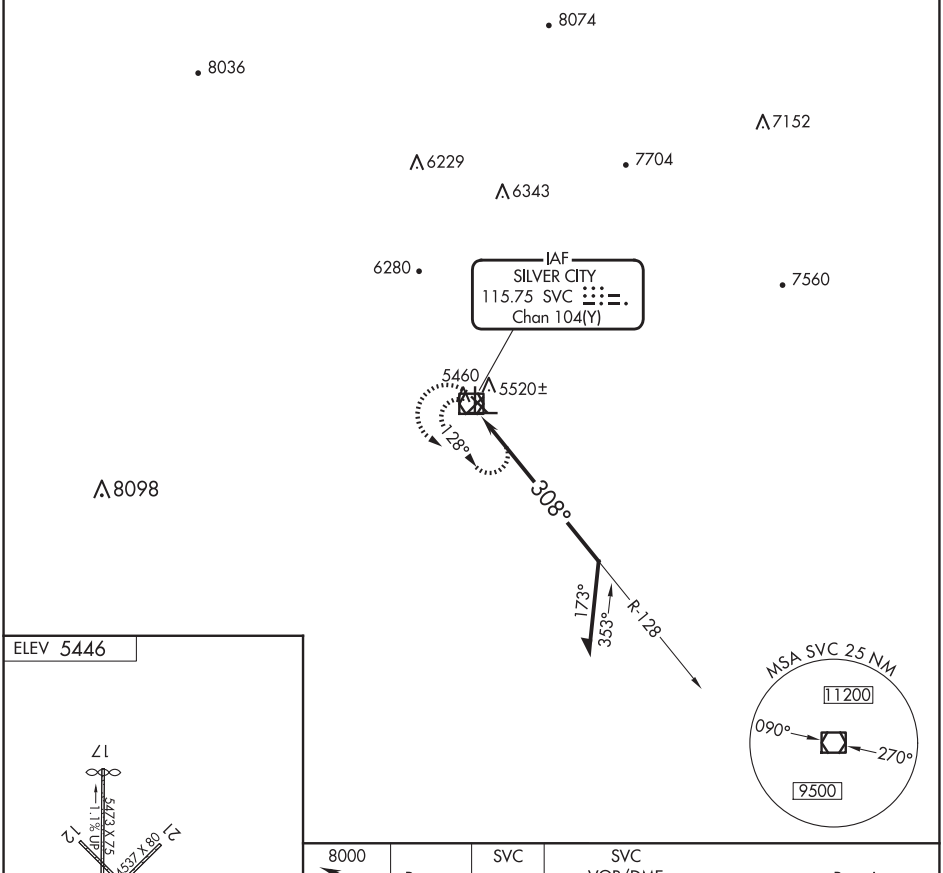
VOR/DME SVC	APP CRS	Rwy Ldg	N/A
115.75	308°	TDZE	N/A
Chan 104 (Y)		Apt Elev	5446

VOR-A
GRANT COUNTY (SVC)

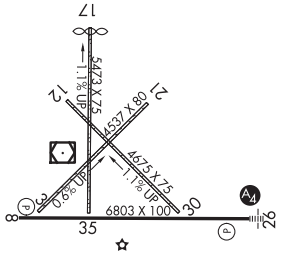
When local altimeter setting not received, procedure NA.
Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128, then reverse course to SVC VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L



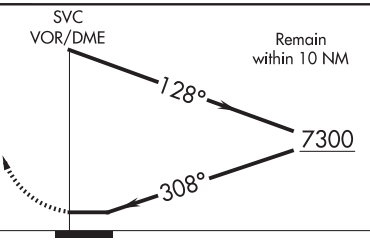
ELEV 5446



REIL Rwy 8 L
MIRL Rwy 8-26 L

308°

8000	Reverse Course	SVC
SVC R-128		



CATEGORY	A	B	C	D
CIRCLING	5940-1 494 (500-1)	5960-1 514 (600-1)	6100-1¾ 654 (700-1¾)	6740-3 1294 (1300-3)

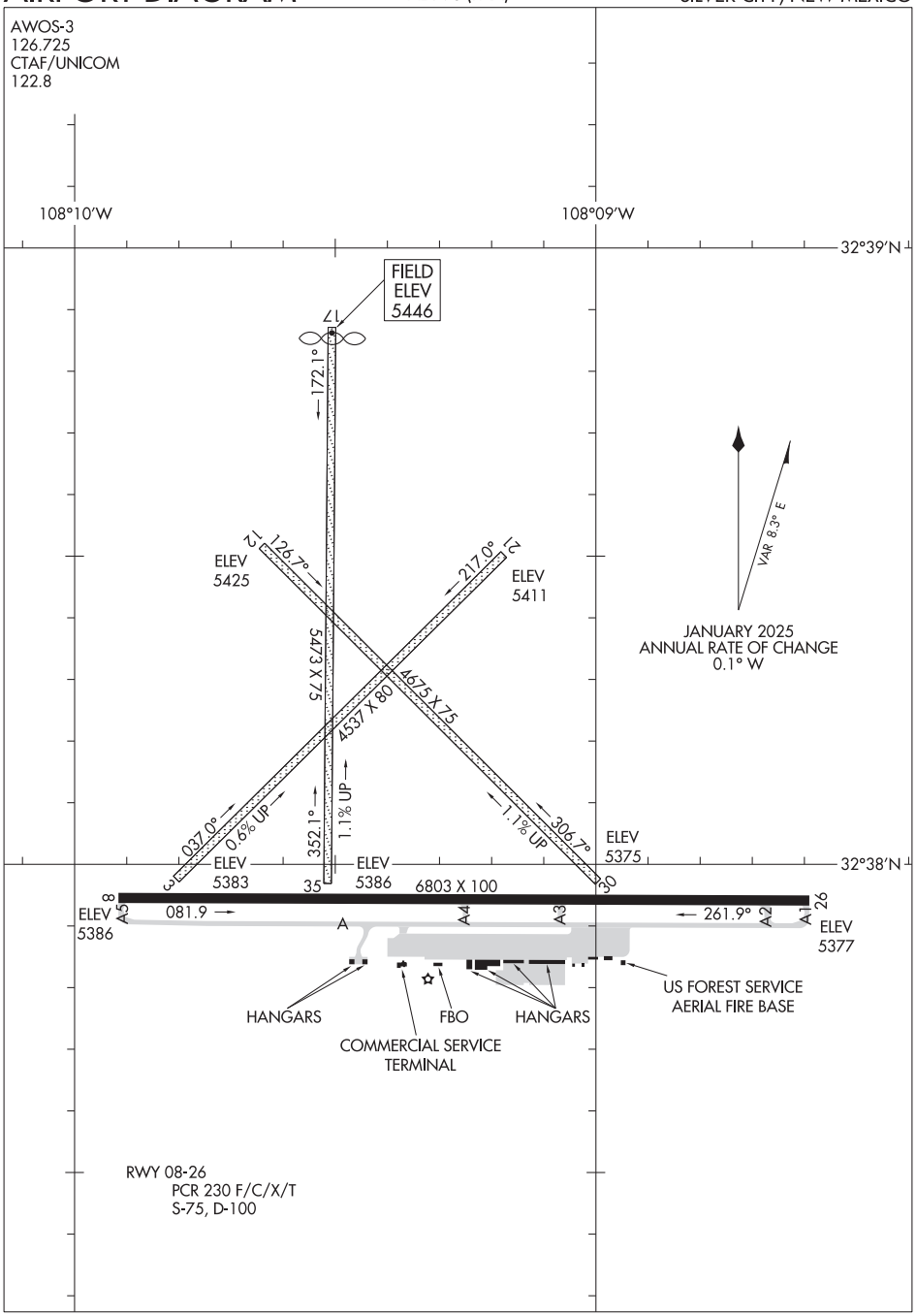
SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

AL-793 (FAA)

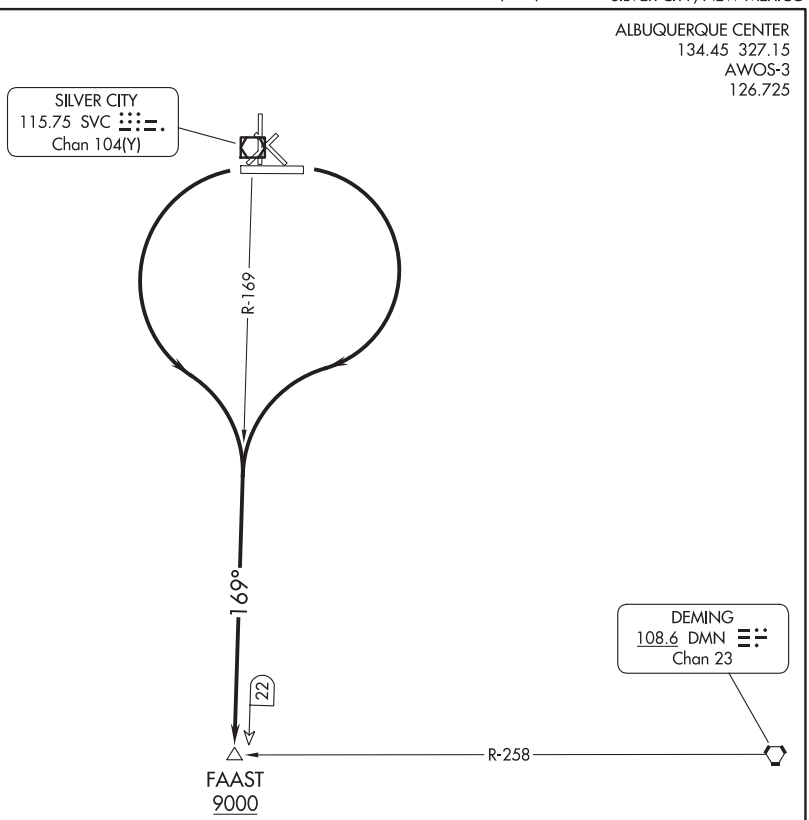
GRANT COUNTY (SVC)
SILVER CITY, NEW MEXICO



SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25163

SILVER CITY, NEW MEXICO
GRANT COUNTY (SVC)



TAKEOFF MINIMUMS

Rwys 3, 12, 17, 21, 30, 35: NA-Environmental.
Rwys 8, 26: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 8: Vegetation beginning 225′ from DER, 436′ left of centerline, 13′ AGL/5390′ MSL.
Rwy 26: Trees beginning 45′ from DER, 452′ left of centerline, up to 8′ AGL/5390′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn to intercept the SVC VOR/DME R-169 to FAAST. Cross FAAST at or above 9000 before proceeding on course.

TAKEOFF RUNWAY 26: Climbing left turn to intercept the SVC VOR/DME R-169 to FAAST. Cross FAAST at or above 9000 before proceeding on course.

SW-1, 12 JUN 2025 to 07 AUG 2025

SOCORRO, NEW MEXICO | AL-550 (FAA) | 25163

RNAV (GPS) RWY 33

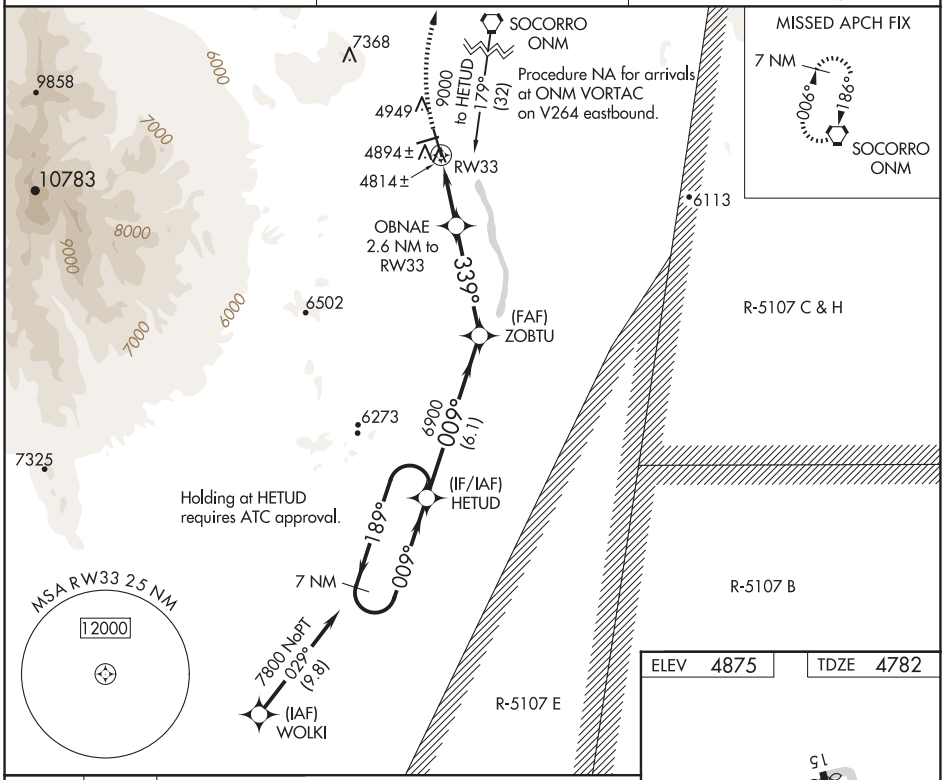
SOCORRO MUNI (ONM)

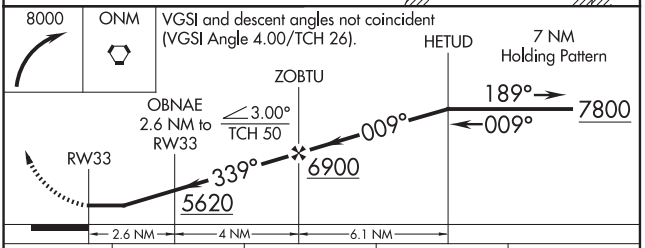
WAAS	APP CRS	Rwy Ldg	5659
CH 65927	339°	TDZE	4782
W33A		Apt Elev	4875

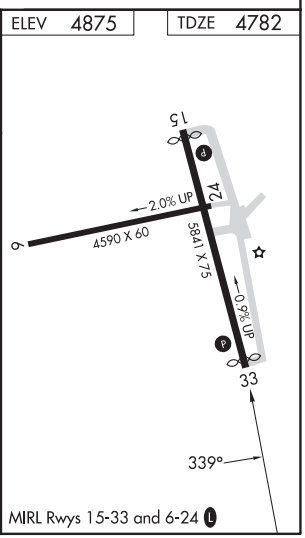
When VGSI inop, Circling Rwy 15 NA at night. When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 15-33. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 8000 direct ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	5080-1 298 (300-1)			NA
LNAV MDA	5160-1 378 (300-1)		5160-1⅛ 378 (300-1⅛)	NA
CIRCLING	5320-1 445 (500-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA

SOCORRO, NEW MEXICO
Amdt 1A 05MAR15

34°01′N-106°54′W

SOCORRO MUNI (ONM)
RNAV (GPS) RWY 33

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC ONM 116.8 Chan 115	APP CRS 179°	Rwy Ldg N/A TDZE N/A Apt Elev 4875

VOR/DME-A

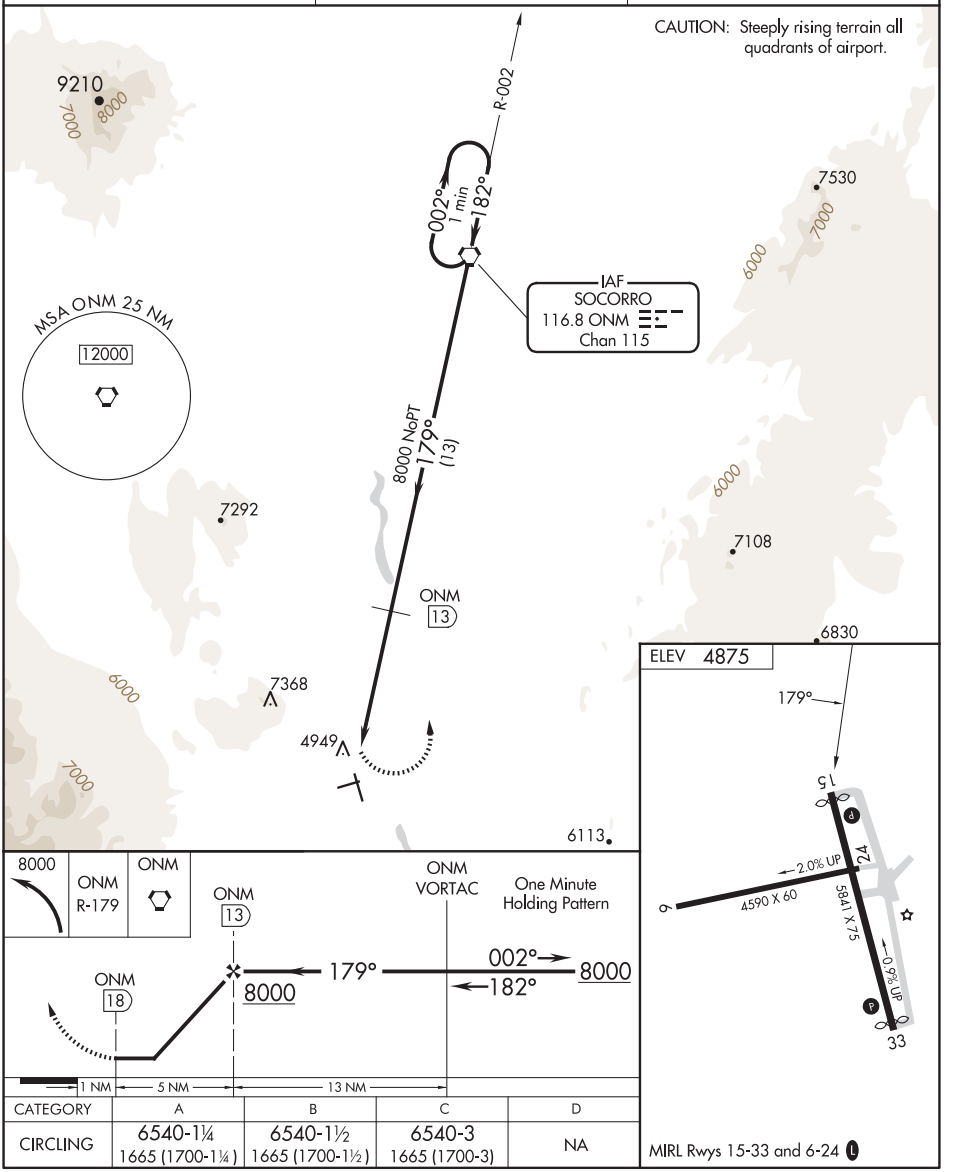
SOCORRO MUNI (ONM)

T
ANA

When local altimeter not available, procedure not authorized.
Circling not authorized west of Rwy 15-33.
If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.

MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1665 (1700-1¼)	6540-1½ 1665 (1700-1½)	6540-3 1665 (1700-3)	NA

MIRL Rwys 15-33 and 6-24 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD, COLORADO | AL-10312 (FAA) | 23110

RNAV (GPS) RWY 17

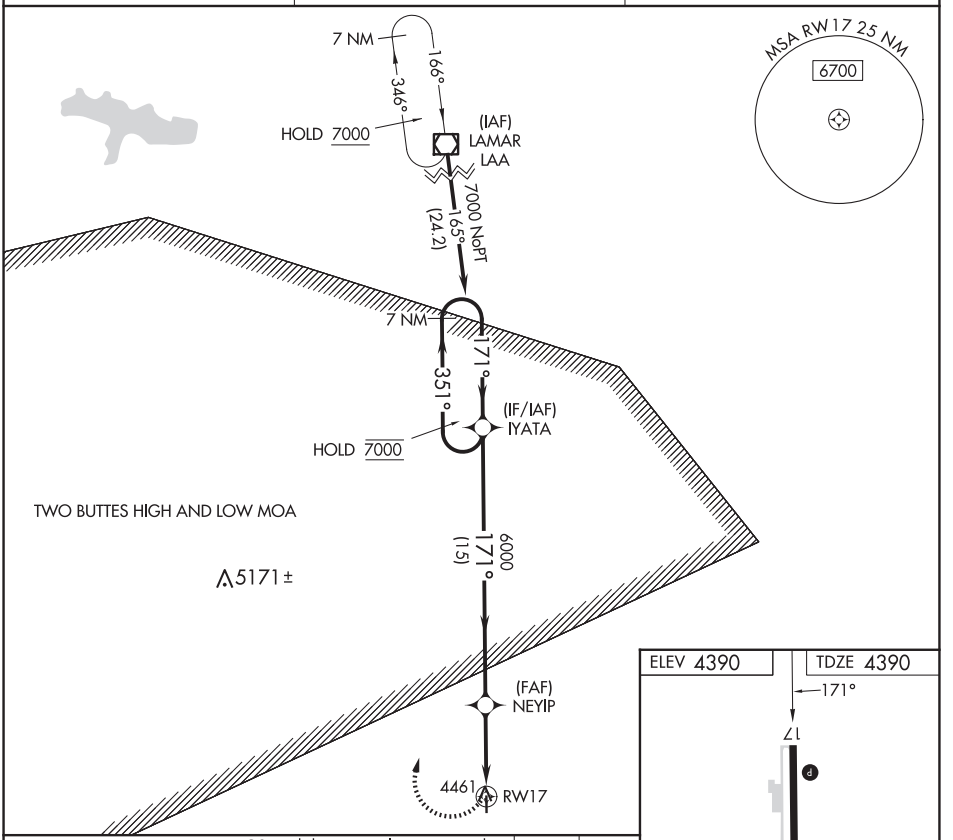
SPRINGFIELD MUNI (8V7)

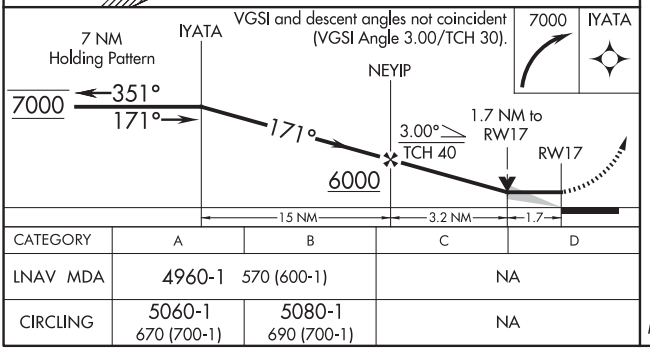
APP CRS	Rwy Idg	5000
171°	TDZE	4390
	Apt Elev	4390

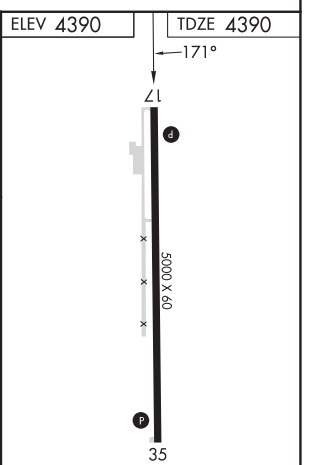
RNP APCH - GPS.

MISSED APPROACH: Climbing right turn to 7000 direct IYATA and hold, continue climb-in-hold to 7000.

AWOS-3PT	DENVER CENTER	CTAF
118.975	133.4 377.175	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	4960-1	570 (600-1)	NA	
CIRCLING	5060-1 670 (700-1)	5080-1 690 (700-1)	NA	

MIRL Rwy 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	3852
340°	TDZE	6881
	Apt Elev	6882

RNAV (GPS) Z RWY 32

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

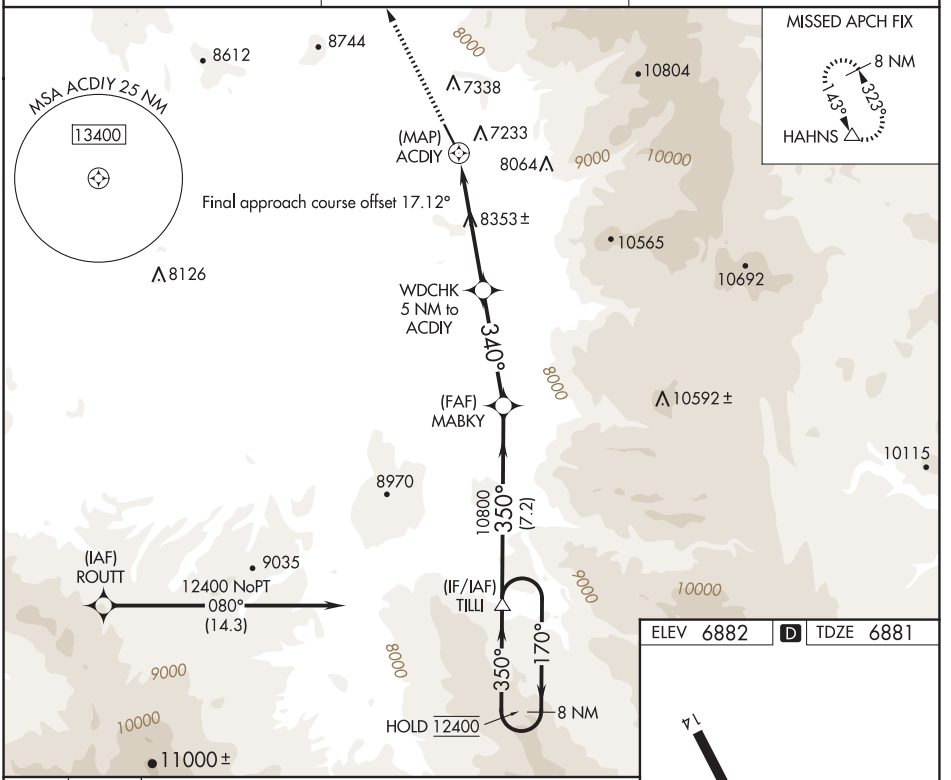
RNP APCH - GPS.

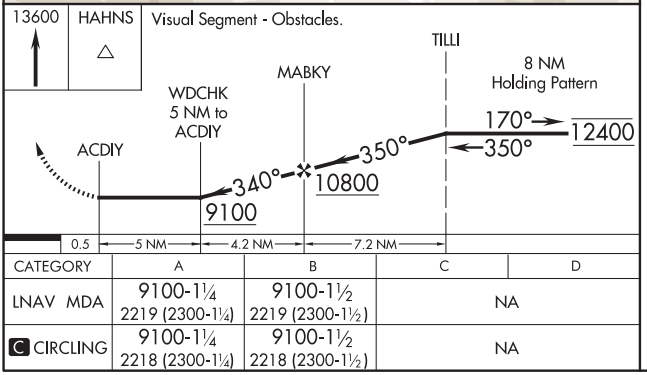
Circling NA northeast of Rwy 14-32. Rwy 32 helicopter visibility reduction below 1 SM NA. Rwy 32 Straight-in minimums NA at night. Circling Rwy 32 NA at night.

-25°C

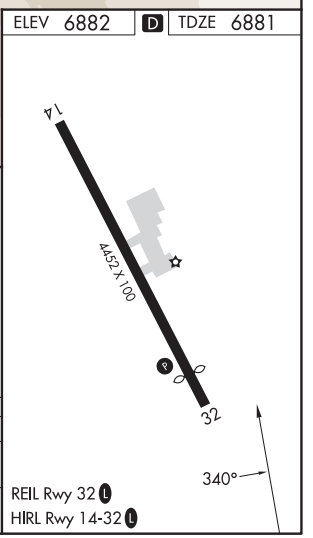
MISSED APPROACH: Climb to 13600 direct HAHNS and hold, continue climb-in-hold to 13600.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	9100-1¼ 2219 (2300-1¼)	9100-1½ 2219 (2300-1½)	NA	
C CIRCLING	9100-1¼ 2218 (2300-1¼)	9100-1½ 2218 (2300-1½)	NA	



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

STEAMBOAT SPRINGS, COLORADO | AL-6404 (FAA) | 25163

RNAV (GPS)-E

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

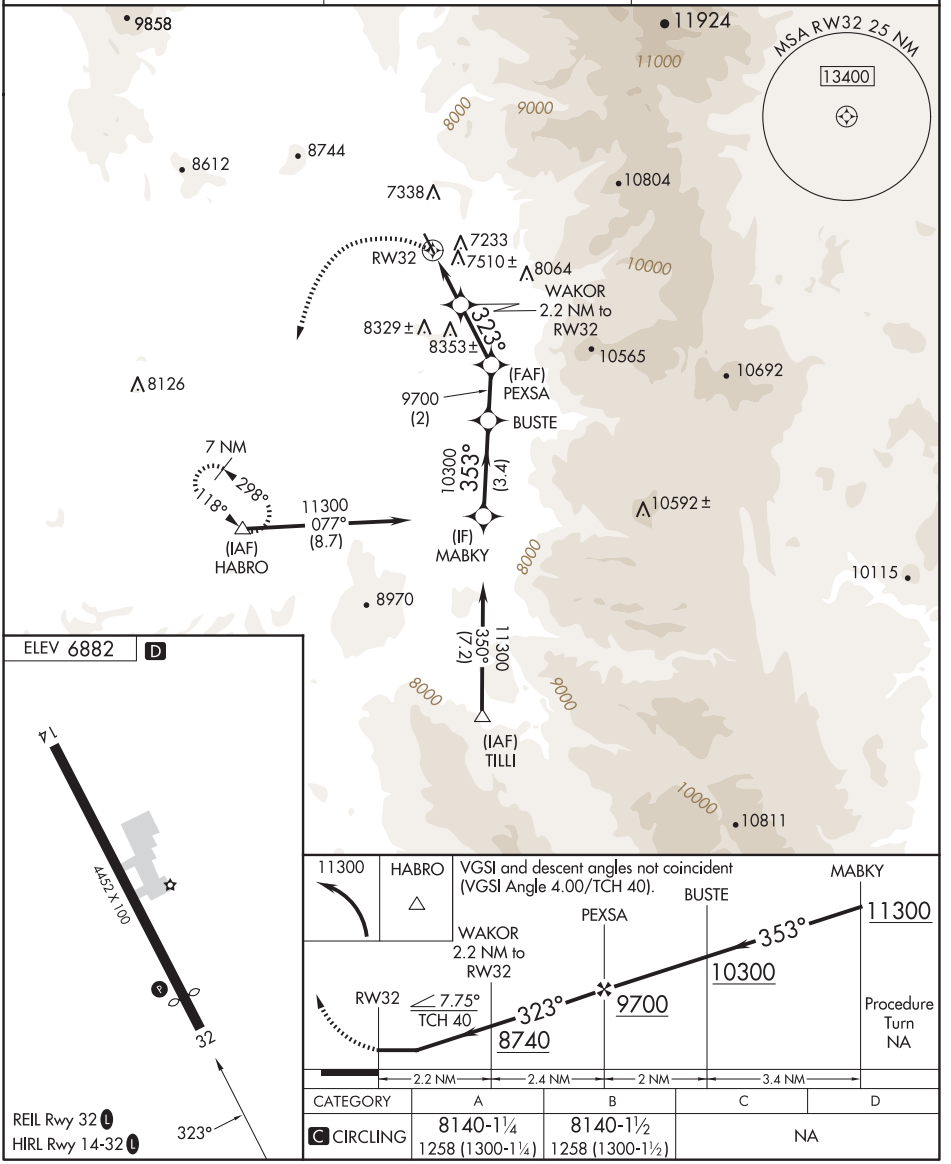
APP CRS	Rwy Ldg	N/A
323°	TDZE	N/A
	Apt Elev	6882

T
NA
-25°C

Circling NA northeast of Rwy 14-32.
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME BQZ	APP CRS	Rwy Ldg	N/A
112.2	352°	TDZE	N/A
Chan 59		Apt Elev	6882

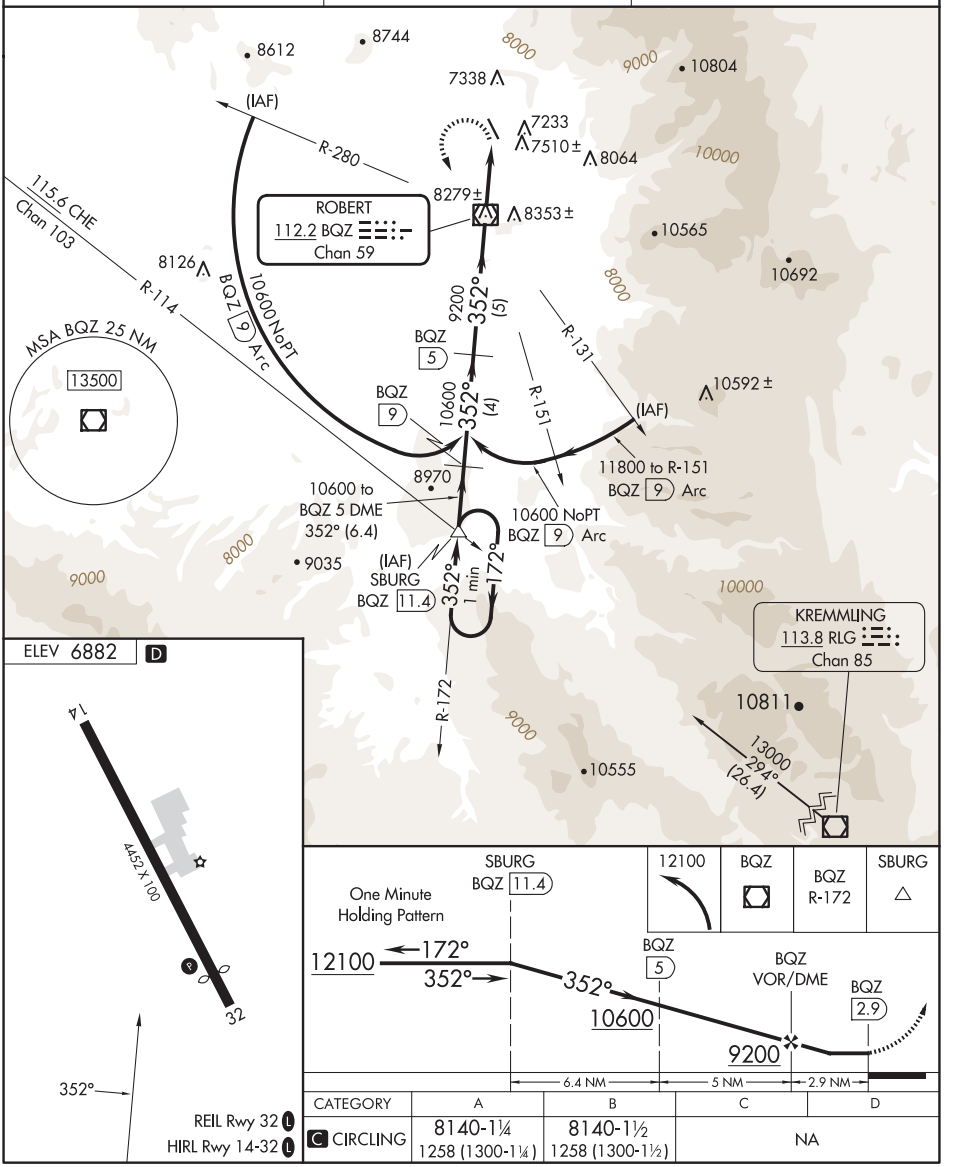
VOR/DME-C

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

T A -25°C When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet. Procedure NA at night. Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then on BQZ VOR/DME R-172 to SBURG INT/BQZ 11.4 DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	8140-1¼ 1258 (1300-1¼)	8140-1½ 1258 (1300-1½)	NA	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

STERLING, COLORADO | AL-6348 (FAA) | 20142

WAAS CH 56330 W15A	APP CRS 155°	Rwy Idg 5201 TDZE 4038 Apt Elev 4038

RNAV (GPS) RWY 15

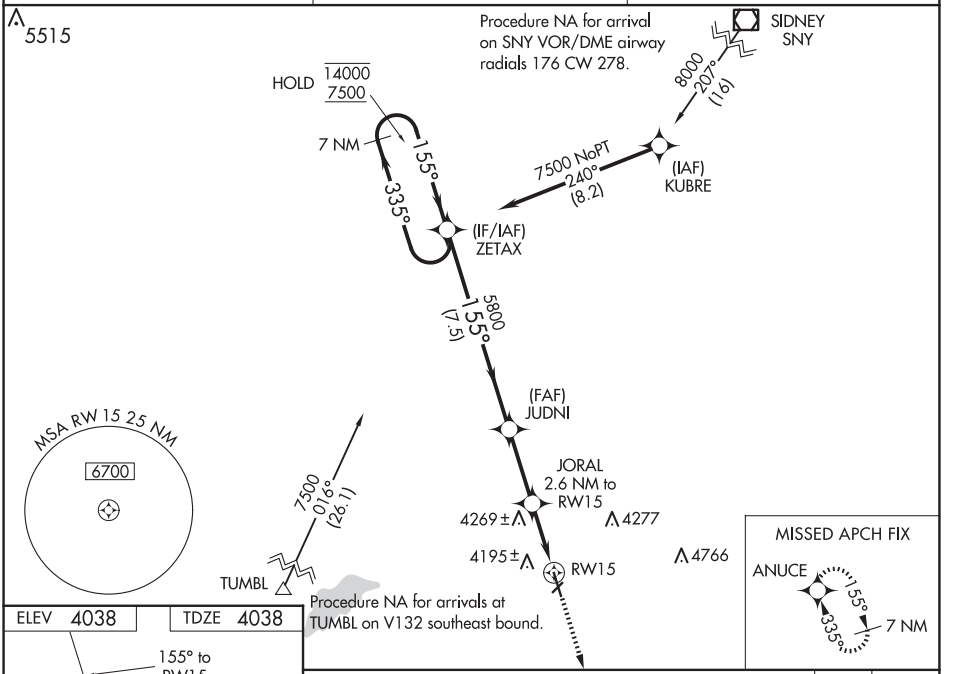
STERLING MUNI (STK)

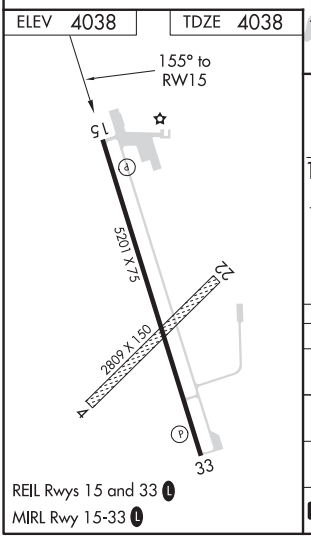
RNP APCH.

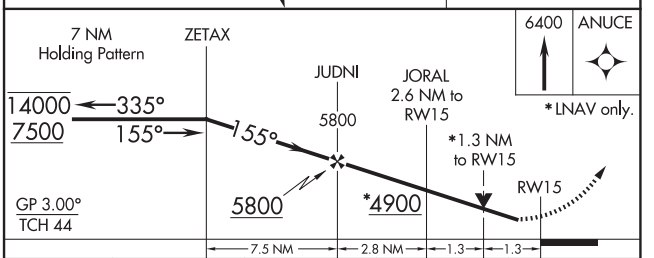
Circling NA to Rwys 4 and 22. Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6400 direct ANUCE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4288-1 250 (300-1)			
LNAV/VNAV DA	4288-1 250 (300-1)			
LNAV MDA	4480-1 442 (500-1)		4480-1⅜ 442 (500-1⅜)	
C CIRCLING	4520-1 482 (500-1)	4580-1 542 (600-1)	4620-1½ 582 (600-1½)	4720-2¼ 682 (700-2¼)

STERLING, COLORADO
Orig-C 21MAY20

40°37'N-103°16'W

STERLING MUNI (STK)

RNAV (GPS) RWY 15

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 33

STERLING MUNI (STK)

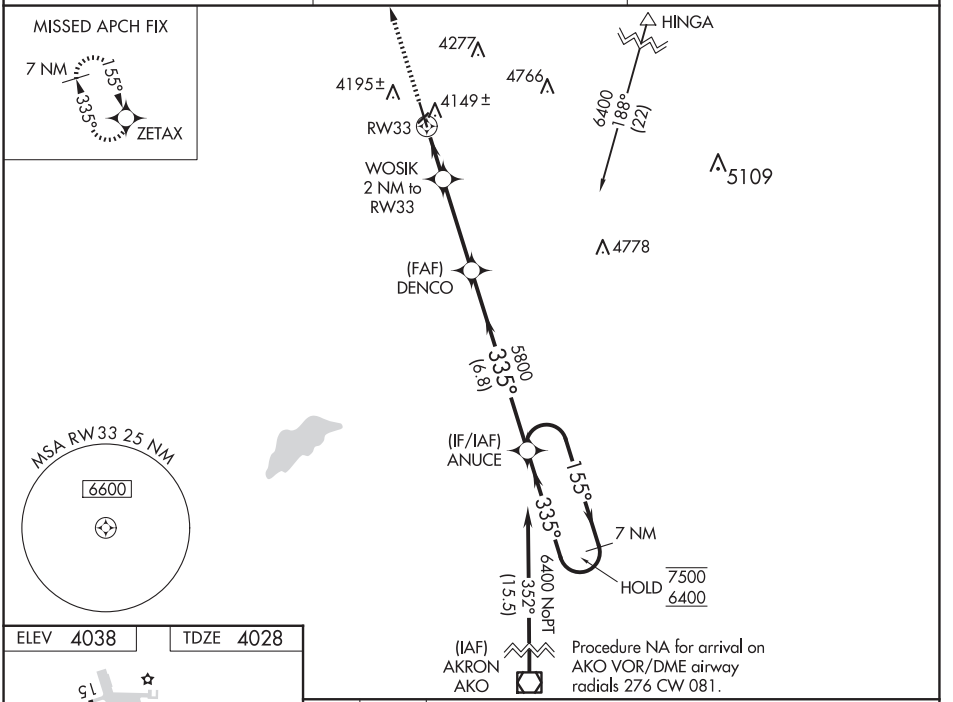
WAAS CH 65730 W33A	APP CRS 335°	Rwy Idg 5201 / TDZE 4028 / Apt Elev 4038

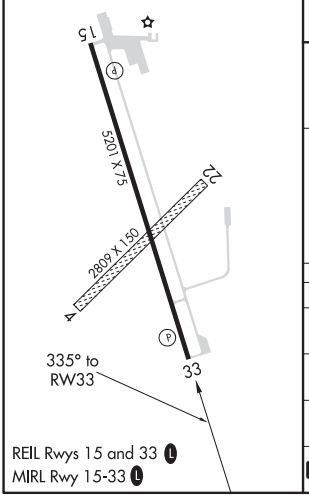
RNP APCH.

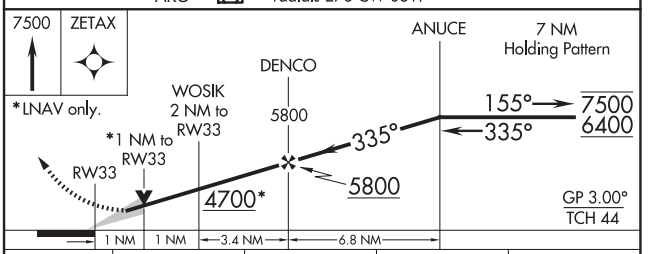
Circling NA to Rwys 4 and 22.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH:
Climb to 7500 direct ZETAX and hold, continue climb-in-hold to 7500.

AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4278-¾ 250 (300-¾)			
LNAV/VNAV DA	4332-1 304 (300-1)			
LNAV MDA	4400-1 372 (400-1)			
C CIRCLING	4520-1 482 (500-1)	4580-1 542 (600-1)	4620-1½ 582 (600-1½)	4720-2¼ 682 (700-2¼)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

TAOS, NEW MEXICO AL-5863 (FAA) 25163

APP CRS	Rwy Ldg	5504
045°	TDZE	7070
	Apt Elev	7095

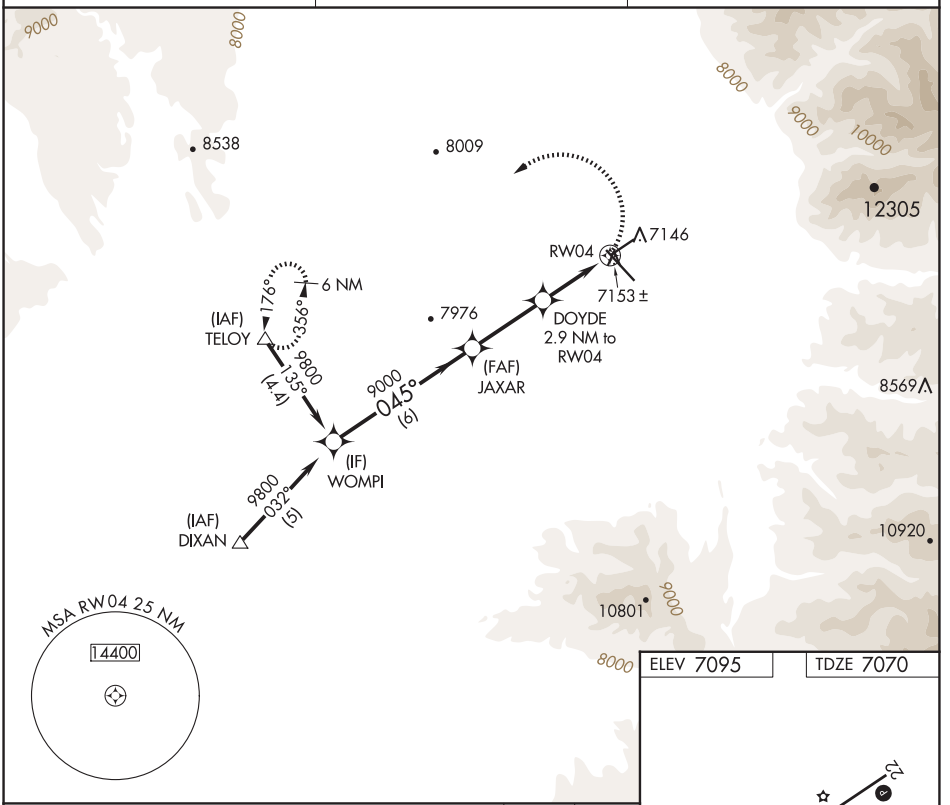
RNAV (GPS) RWY 4

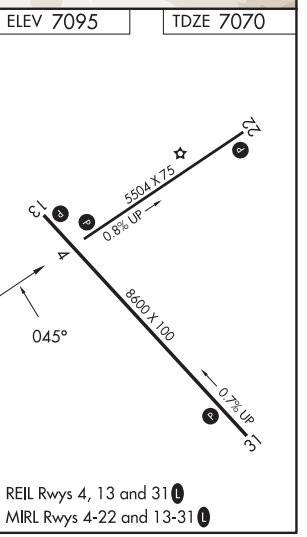
TAOS RGNL (SKX)

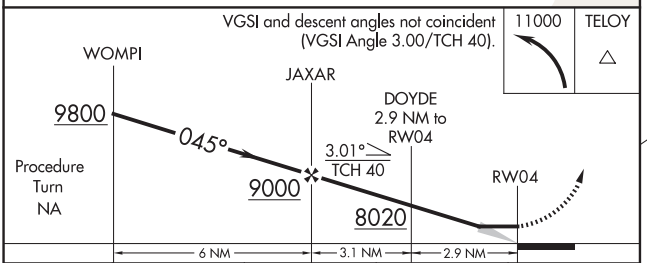
DME/DME RNP-0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11000 direct TELOY and hold.

AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
132.975	132.8 346.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7480-1 412 (400-1)		7480-1¼ 412 (400-1¼)	
C CIRCLING	7600-1 505 (600-1)	7640-1 545 (600-1)	7920-2½ 825 (900-2½)	8020-3 925 (1000-3)

REIL Rwys 4, 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	8600
CH 97441	126°	TDZE	7057
W13A		Apt Elev	7095

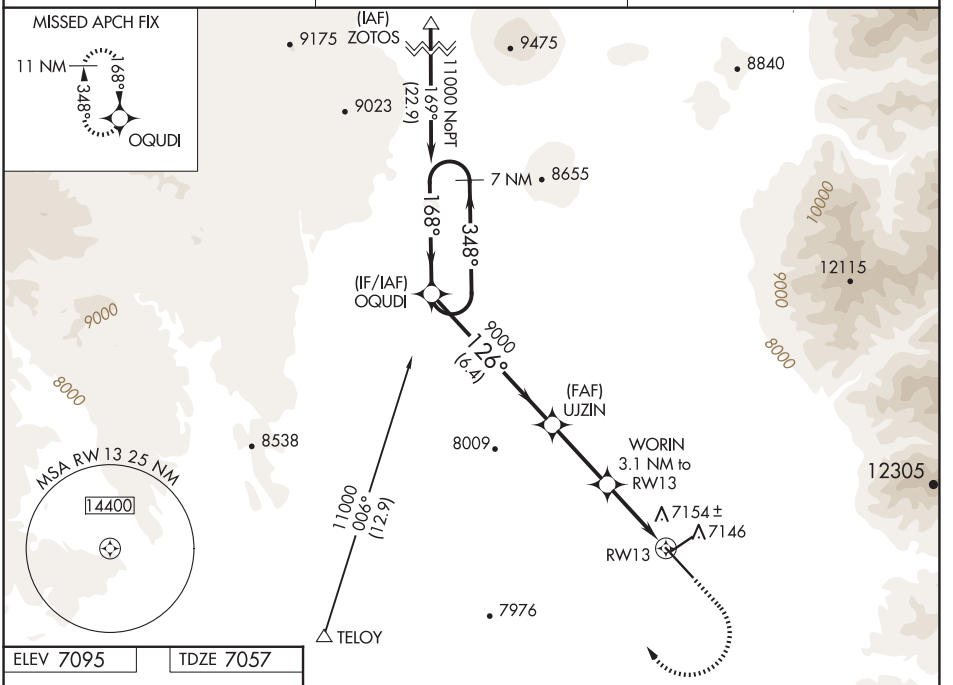
RNAV (GPS) RWY 13

TAOS RGNL (SKX)

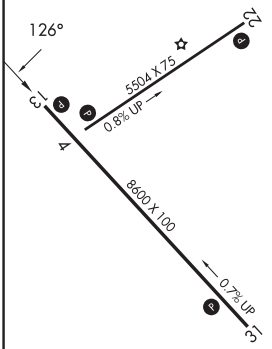
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 250K until OQUDI) Climb to 7800 then climbing right turn to 12400 direct OQUDI and hold, continue climb-in-hold to 12400.

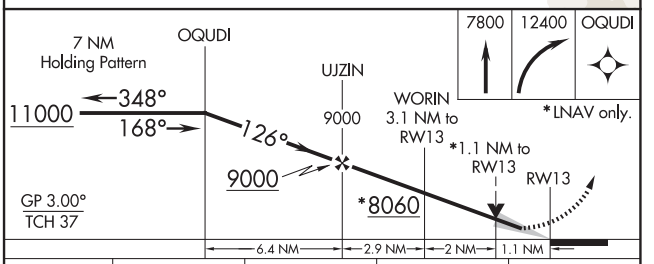
AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
132.975	132.8 346.35	122.8 (CTAF) L



ELEV 7095	TDZE 7057



REIL Rwys 4, 13 and 31 L
MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	7258-¾ 200 (200-¾)			
LNAV/VNAV DA	7346-⅞ 288 (300-⅞)			
LNAV MDA	7420-1 362 (400-1)			
C CIRCLING	7600-1 505 (600-1)	7640-1 545 (600-1)	7920-2½ 825 (900-2½)	8020-3 925 (1000-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

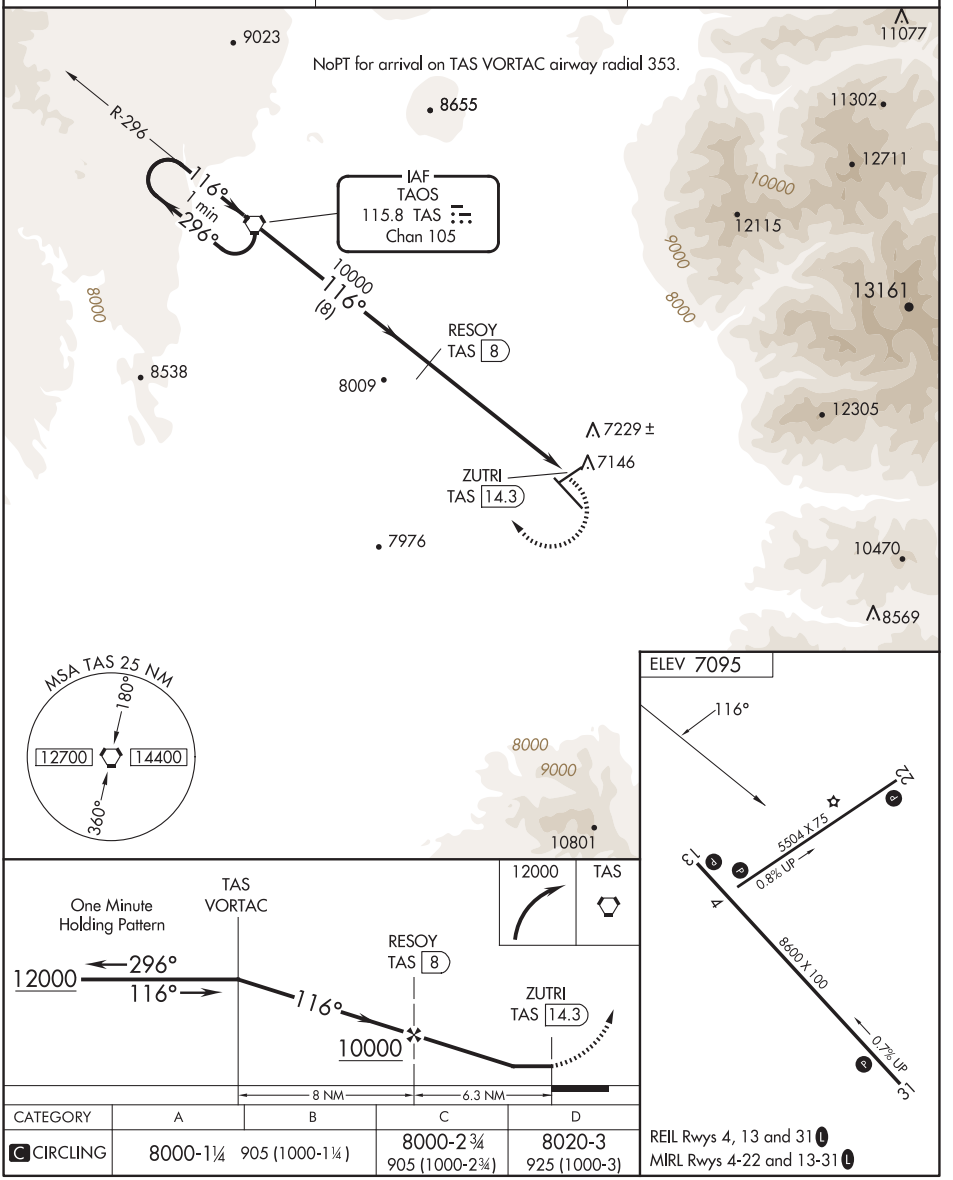
VORTAC TAS	APP CRS	Rwy Ldg	N/A
115.8	116°	TDZE	N/A
Chan 105		Apt Elev	7095

VOR/DME-B

TAOS RGNL (SKX)

MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.

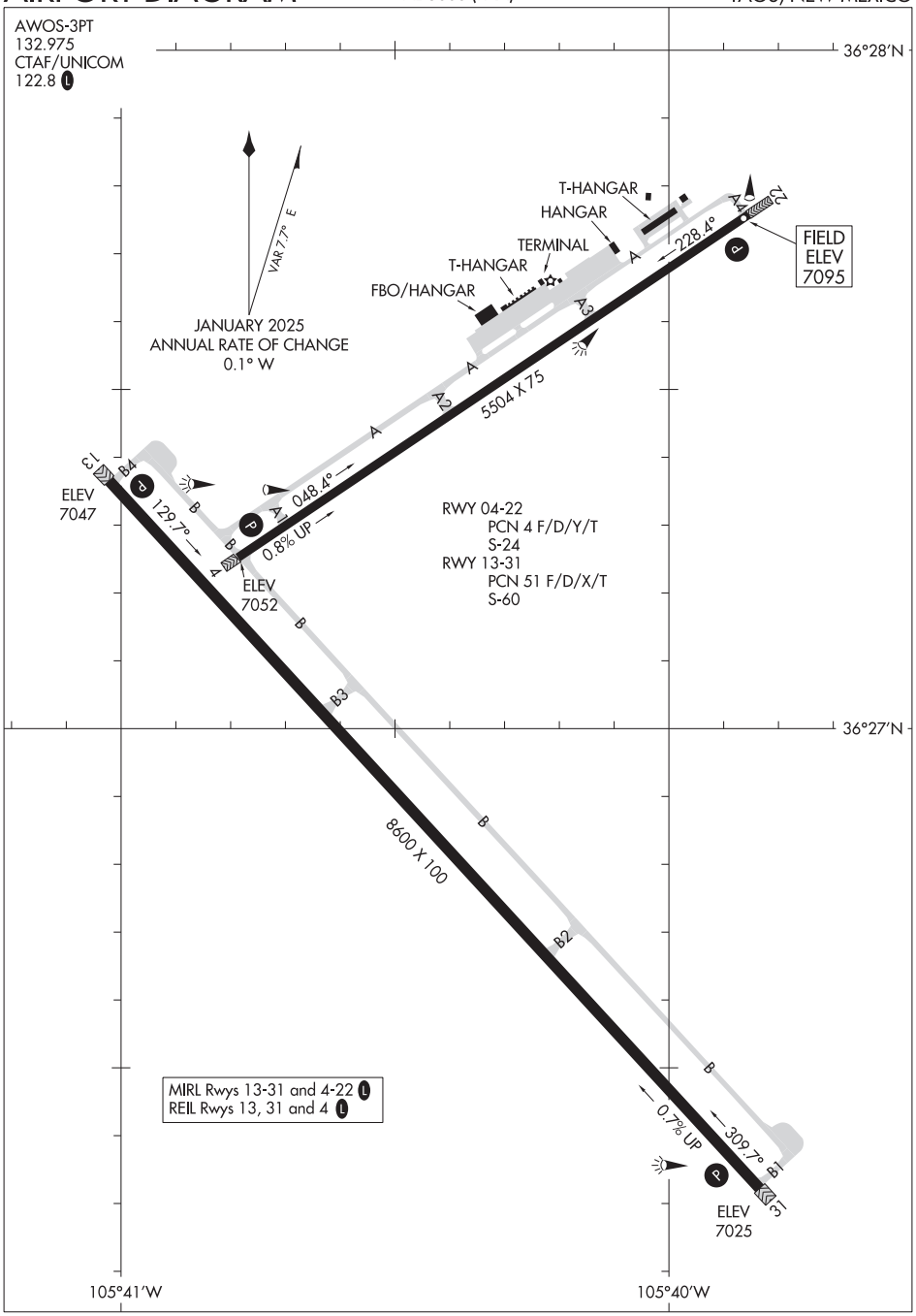
AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
132.975	132.8 346.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	8000-1¼ 905 (1000-1¼)		8000-2¾ 905 (1000-2¾)	8020-3 925 (1000-3)

REIL Rwys 4, 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	6911
CH **82621**	**096°**	TDZE	9038
W09A		Apt Elev	9070

RNAV (GPS) Y RWY 9

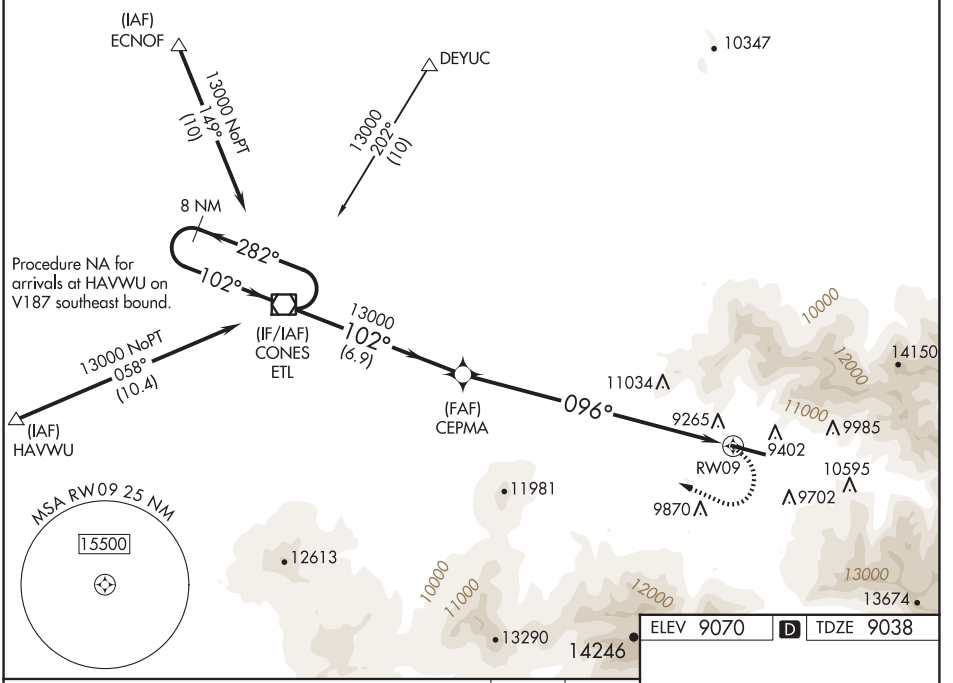
TELLURIDE RGNL (TEX)

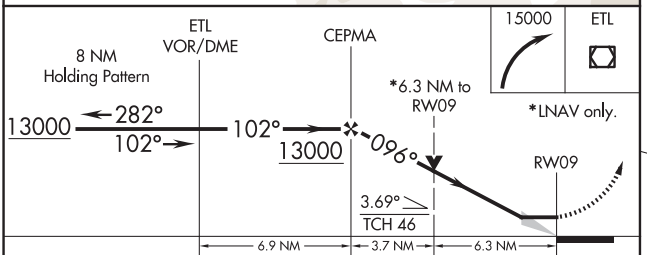
T A -17°C

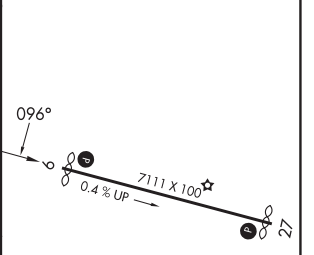
Circling NA at night. When local altimeter setting not received, procedure NA.
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
#Missed approach requires a minimum climb of 380 feet per NM to 12500.

MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

AWOS-3	DENVER CENTER	UNICOM
118.325	**125.35 354.05**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LP MDA	11500-1¼ 2462 (2500-1¼)	11500-1½ 2462 (2500-1½)	NA	
LNAV MDA#	11900-1¼ 2862 (2900-1¼)	11900-1½ 2862 (2900-1½)	NA	
LNAV MDA	12140-1¼ 3102 (3100-1¼)	12140-1½ 3102 (3100-1½)	NA	
C CIRCLING	12140-1¼ 3070 (3100-1¼)	12140-1½ 3070 (3100-1½)	NA	

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	6911
CH **82637**	**096°**	TDZE	**9038**
W09B		Apt Elev	**9070**

RNAV (GPS) Z RWY 9

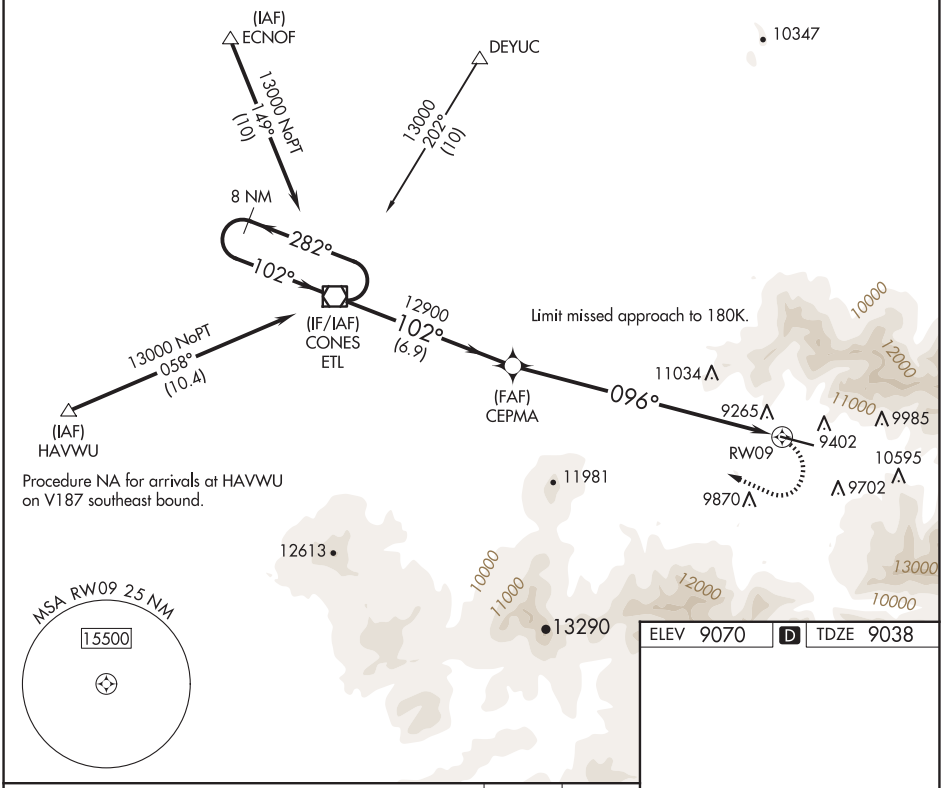
TELLURIDE RGNL (TEX)

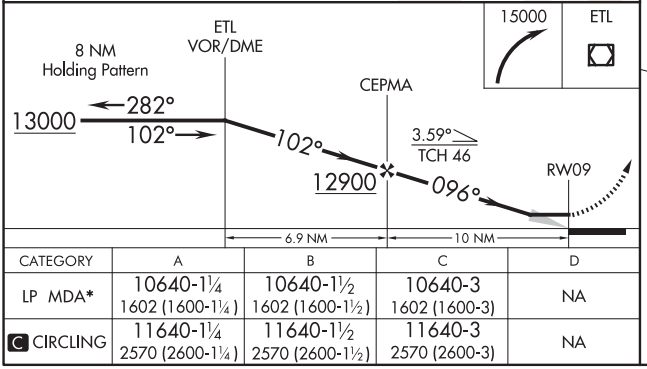
T A -17°C

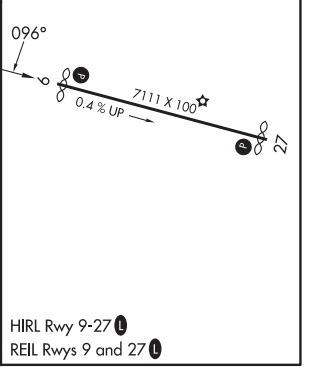
Circling NA at night. When local altimeter setting not received, procedure NA. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
*Missed approach requires a minimum climb of 380 feet per NM to 12500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 9.

MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

AWOS-3	DENVER CENTER	UNICOM
118.325	**125.35 354.05**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LP MDA*	10640-1¼ 1602 (1600-1¼)	10640-1½ 1602 (1600-1½)	10640-3 1602 (1600-3)	NA
C CIRCLING	11640-1¼ 2570 (2600-1¼)	11640-1½ 2570 (2600-1½)	11640-3 2570 (2600-3)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-TEX	APP CRS	Rwy Ldg	6911
109.3	093°	TDZE	9037
Chan 30		Apt Elev	9070

LOC RWY 9

TELLURIDE RGNL (TEX)

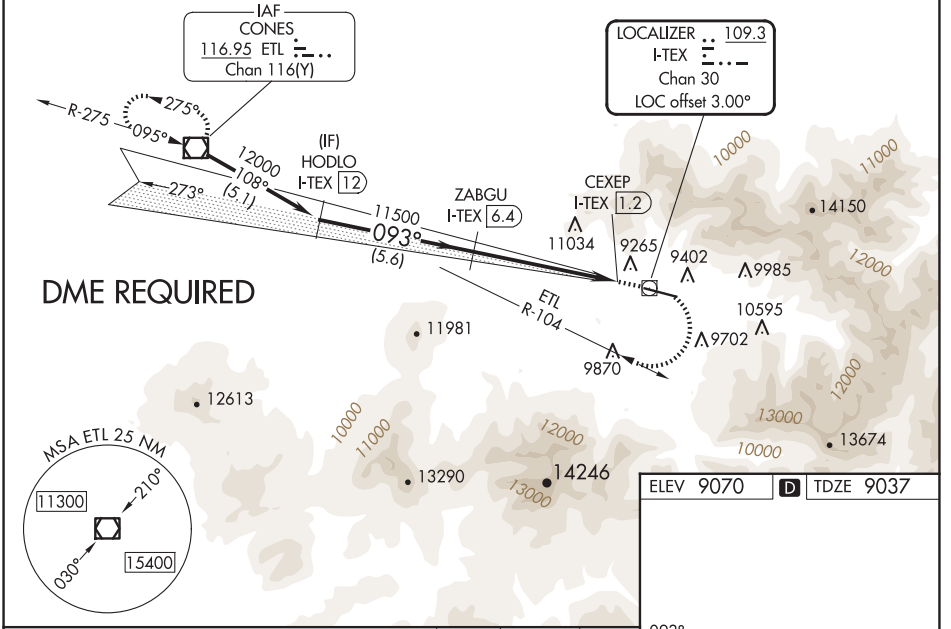
T A -17°C

Circling NA north of Rwy 9-27.
Circling NA at night.
DME required.

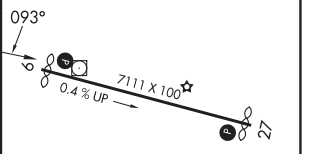
MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 on ETL R-104 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L

Procedure NA for arrivals at ETL VOR/DME on V382 northwest bound.



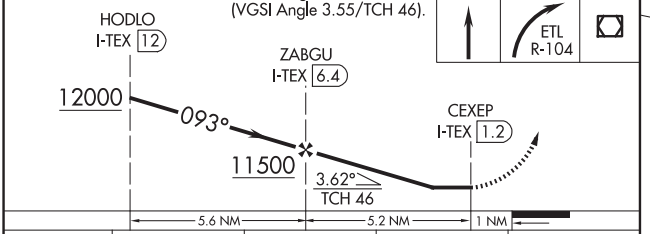
ELEV 9070 D TDZE 9037



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

VGSI and descent angles not coincident (VGSI Angle 3.55/TCH 46).

11800	13500	ETL
	ETL R-104	



CATEGORY	A	B	C	D
S-9	11340-1¼ 2303 (2300-1¼)	11340-1½ 2303 (2300-1½)	NA	
C CIRCLING	11340-1¼ 2270 (2300-1¼)	11340-1½ 2270 (2300-1½)	NA	

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME ETL 116.95 Chan 116(Y)	APP CRS 095°	Rwy Ldg N/A TDZE N/A Apt Elev 9070

VOR/DME-A
TELLURIDE RGNL (TEX)

T A -17°C

Circling NA north of Rwy 9-27.
Procedure NA at night.

MISSED APPROACH: Immediate climbing right turn to 14000 via ETL VOR/DME R-095 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L

SW-1, 12 JUN 2025 to 07 AUG 2025

NoPT for arrival on ETL VOR/DME airway radials 235 CW 019.

IF/IAF CONES 116.95 ETL Chan 116(Y)

R-275 275° 1 min 095° 12500 095° (6.8)

IKHAF ETL 6.8

MAPSY ETL 11.6

10347 14150 12022± 11034 9265 9402 9985 11981 9870 9702 10595 12613 13290 14246 12340 13674

10000 12000 11000 13000

MSA ETL 25 NM
11300 210° 030° 15500

ELEV 9070 D

095° 7111 X 100 0.4 % UP 27

One Minute Holding Pattern

ETL VOR/DME

IKHAF ETL 6.8

12500 275° 095° 095° 12500

MAPSY ETL 11.6

14000 ETL R-095 ETL

6.8 NM 4.8 NM 5.2 NM

CATEGORY	A	B	C	D
C CIRCLING	12420-6 3350 (3400-6)		NA	

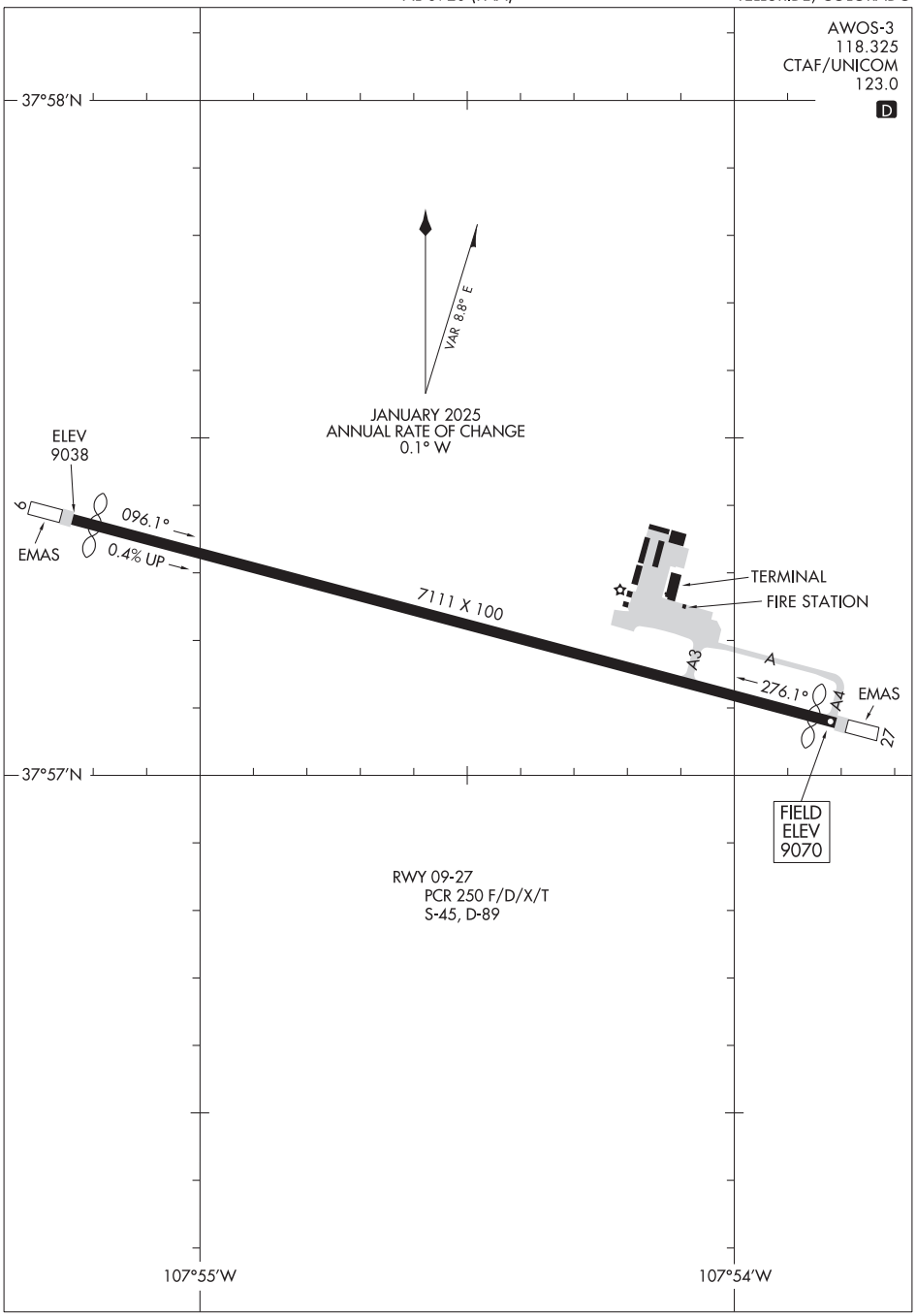
HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

25163

AIRPORT DIAGRAM

AL-6920 (FAA)

TELLURIDE RGNL (TEX)
TELLURIDE, COLORADO



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

TELLURIDE, COLORADO
TELLURIDE RGNL (TEX)

25163

APP CRS	Rwy Idg	5500
035°	TDZE	5757
	Apt Elev	5762

RNAV (GPS) RWY 3
PERRY STOKES (TAD)

RNP APCH.

Circling NA to Rwys 9 and 27. VDP NA when using Pueblo Meml altimeter setting. When local altimeter setting not received, use Pueblo Meml altimeter setting and increase all MDAs 300 feet; increase LNAV Cats A/B visibility ¼ SM and Cats C/D visibility 1 SM and Circling Cats A/B visibility ¼ SM, Cat C 1 SM, and Cat D ½ SM.

MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L

MISSED APCH FIX
7 NM 166° 346° JOGEL

6439 8416 7631 7323 7453 6430 9627 7511 9620 8218 8015 8719

RW03 YUBVU 3.8 NM to RW03 WAXOX 7.4 NM to RW03 (FAF) JOSAT 035° 9000 045° (9)

(IF) HARVO (IAF) TATKE 10400 077° (4.6)

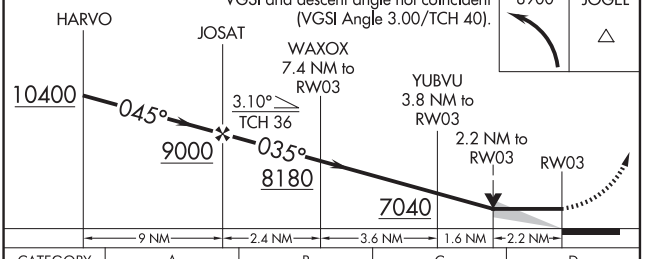
Procedure NA for arrivals at TATKE on V611 southbound.

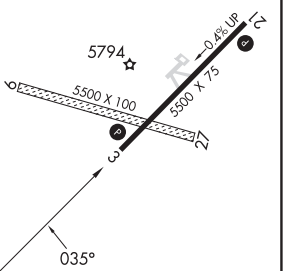
MSA RW03 25 NM 13900

ELEV 5762 TDZE 5757

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 40).

8900 JOGEL





CATEGORY	A	B	C	D
LNAV MDA	6500-1 743 (800-1)	6500-1¼ 743 (800-1¼)	6500-2 743 (800-2)	
C CIRCLING	6500-1 738 (800-1)	6500-1¼ 738 (800-1¼)	6500-2 738 (800-2)	6560-2½ 798 (800-2½)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

TRINIDAD, COLORADO AL-427 (FAA) 23222

APP CRS	Rwy Idg	5500
215°	TDZE	5757
	Apt Elev	5762

RNAV (GPS) RWY 21

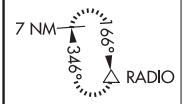
PERRY STOKES (TAD)

Circling NA to Rwys 9 and 27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pueblo altimeter setting and increase all MDA 300 feet: increase LNAV Cat C/D visibility ⅝ SM, Circling Cat B/D visibility ¼ SM and Circling Cat C visibility 1 SM. VDP NA when using Pueblo altimeter setting.

MISSED APPROACH: Climb to 6200 then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L

MISSED APCH FIX



6939

Procedure NA for arrival at RADIO on V389 north bound and on V210 west bound.

(IAF) RADIO

7500 143° (10.3)

346° (13)

TUNEE

7400 143° (10.3)

JOGEL

Procedure NA for arrival at BLOOM on V210 northeast bound and on V81 north bound.

(IAF) BLOOM

7400 187° (25.8)

MSA R W21 25 NM

13400

6439

(IF) GOERS

7400 215° (5)

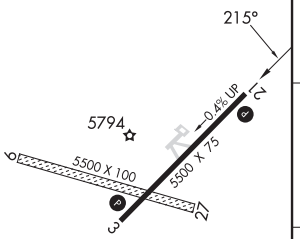
(FAF) PREYS

GAUGE 2.4 NM to RW21

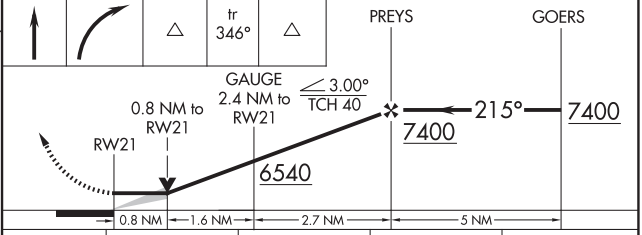
5754±

RW21

ELEV 5762 TDZE 5757



6200	10000	JOGEL	tr 346°	RADIO



CATEGORY	A	B	C	D
LNAV MDA	6020-1 263 (300-1)			
C CIRCLING	6180-1 418 (500-1)	6300-1 538 (600-1)	6340-1½ 578 (600-1½)	6580-2¾ 818 (900-2¾)

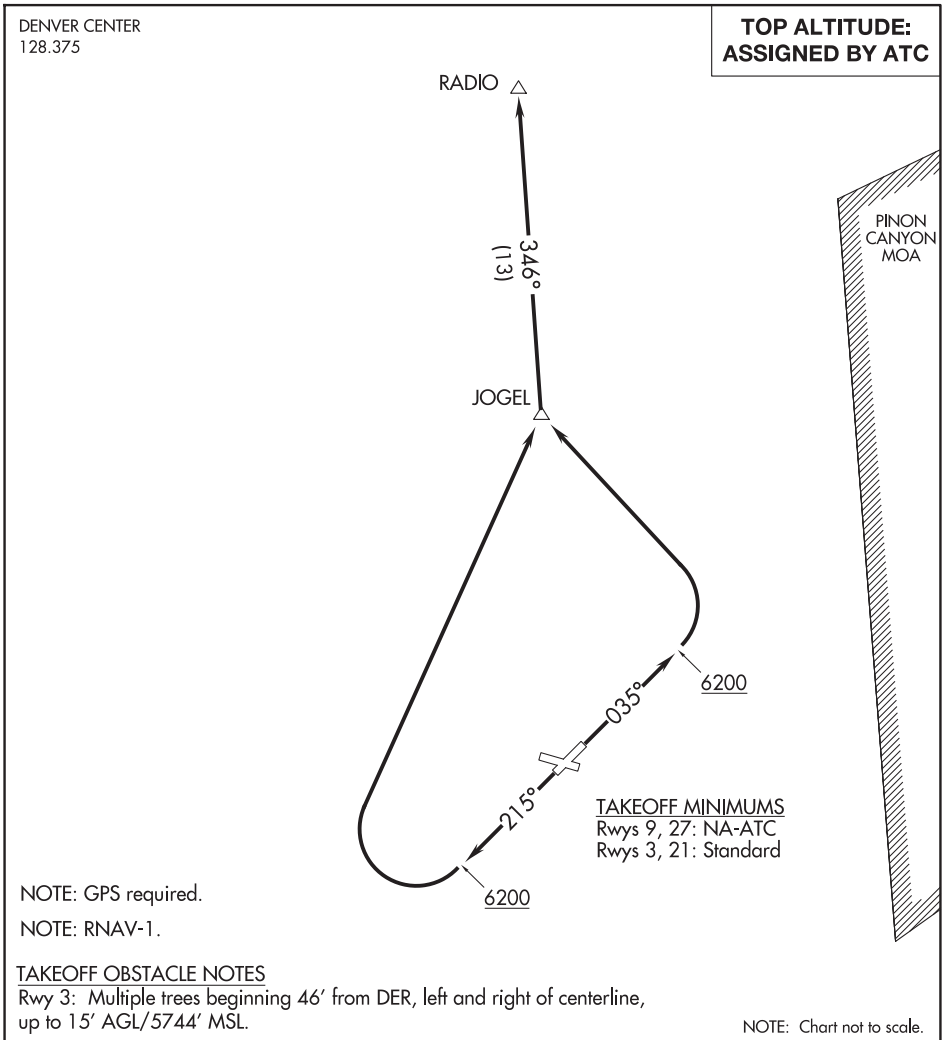
MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)



SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 035° to 6200, then climbing left turn to 10000 direct JOGEL and on track 346° to RADIO.
TAKEOFF RUNWAY 21: Climb heading 215° to 6200, then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO.

LOST COMMUNICATIONS:
If not in contact with Denver ARTCC at 10000 or assigned altitude if lower, continue climb to assigned altitude and thence on assigned route.

APP CRS	Rwy Idg	N/A
007°	TDZE	N/A
	Apt Elev	4862

RNAV (GPS)-A

TRUTH OR CONSEQUENCES MUNI (TCS)

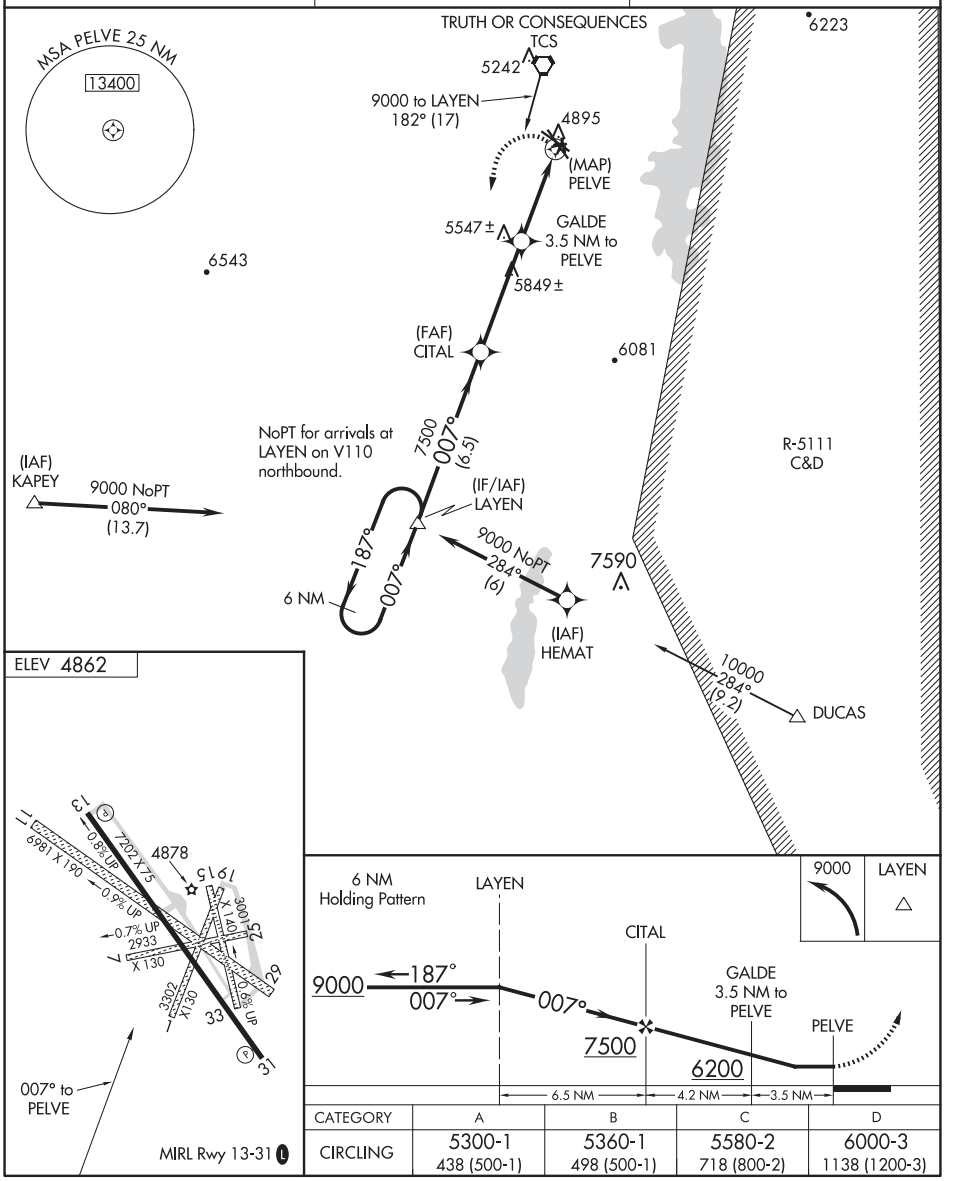
RNP APCH-GPS.

DUCAS transition NA when R-5111 A-D active.

NA Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

MISSED APPROACH: Climbing left turn to 9000 direct LAYEN WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.675	128.2 285.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5300-1 438 (500-1)	5360-1 498 (500-1)	5580-2 718 (800-2)	6000-3 1138 (1200-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC TCS	APP CRS	Rwy Idg	N/A
112.7	162°	TDZE	N/A
Chan 74		Apt Elev	4862

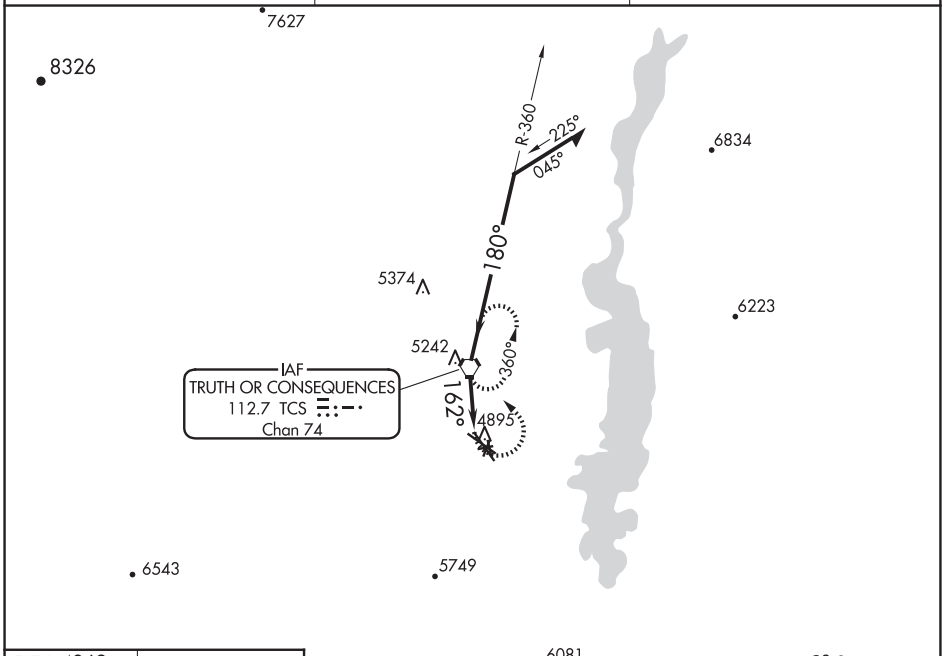
VOR-A

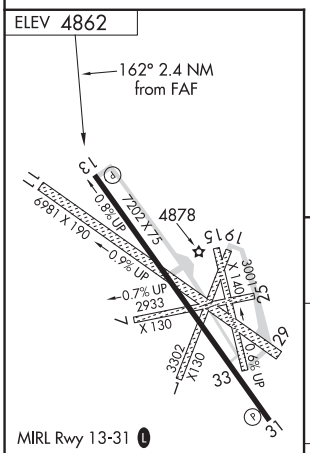
TRUTH OR CONSEQUENCES MUNI (TCS)

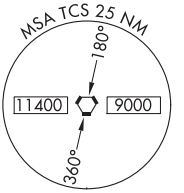
Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

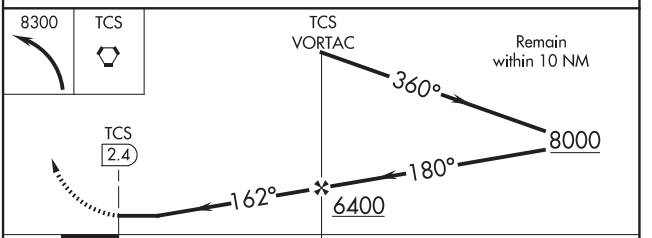
MISSED APPROACH: Climbing left turn to 8300 direct TCS VORTAC and hold, continue climb-in-hold to 8300.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.675	128.2 285.5	122.8 (CTAF)









FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	5560-1 698 (700-1)		5580-2 718 (800-2)	6000-3 1138 (1200-3)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	7104
033°	TDZE	4043
	Apt Elev	4065

RNAV (GPS) RWY 3

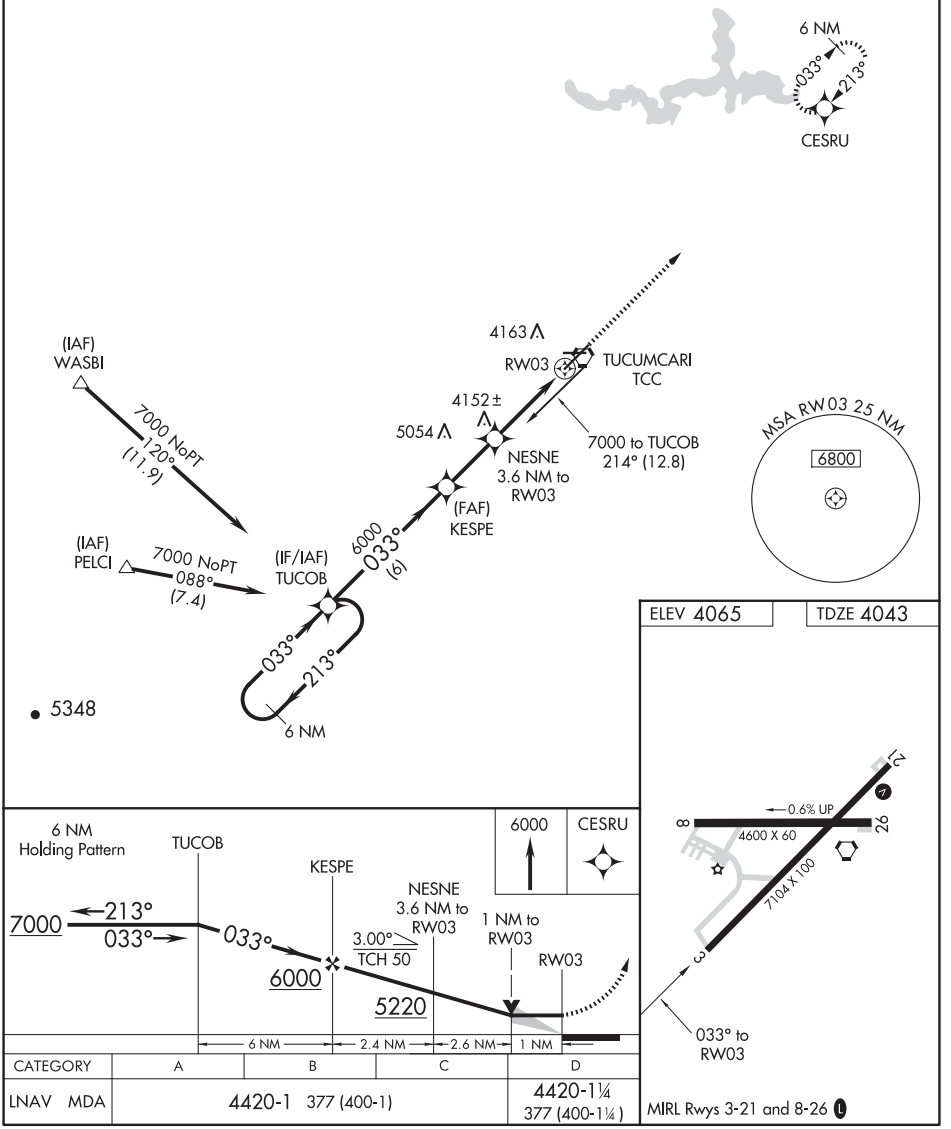
TUCUMCARI MUNI (TCC)

RNP APCH.

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	4420-1 377 (400-1)			4420-1¼ 377 (400-1¼)

35°11′N-103°36′W

SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	7104
213°	TDZE	4047
	Apt Elev	4065

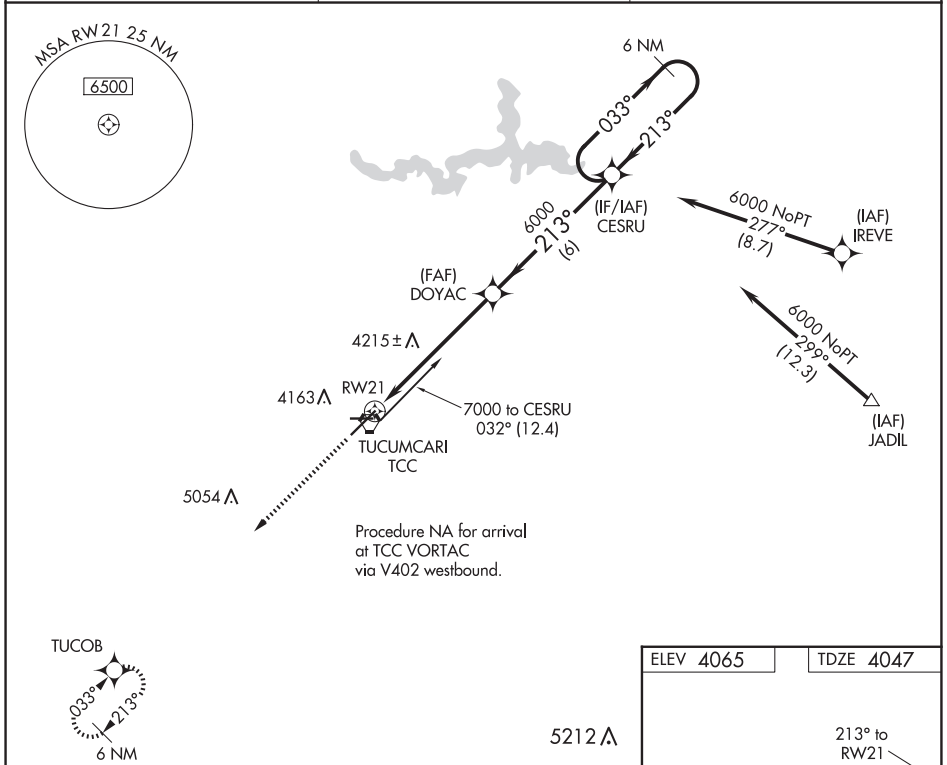
RNAV (GPS) RWY 21

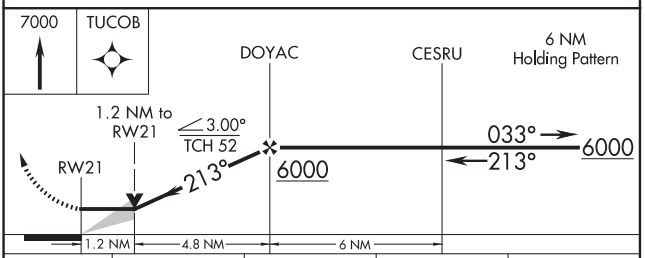
TUCUMCARI MUNI (TCC)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.
If local altimeter setting not received, procedure NA.

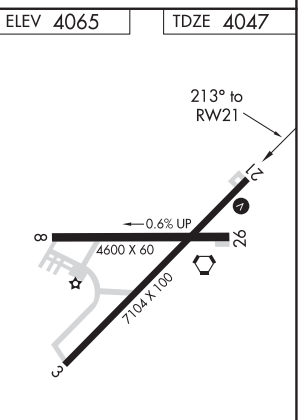
MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
C CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4640-2 575 (600-2)



MIRL Rwys 3-21 and 8-26 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26

TUCUMCARI MUNI (TCC)

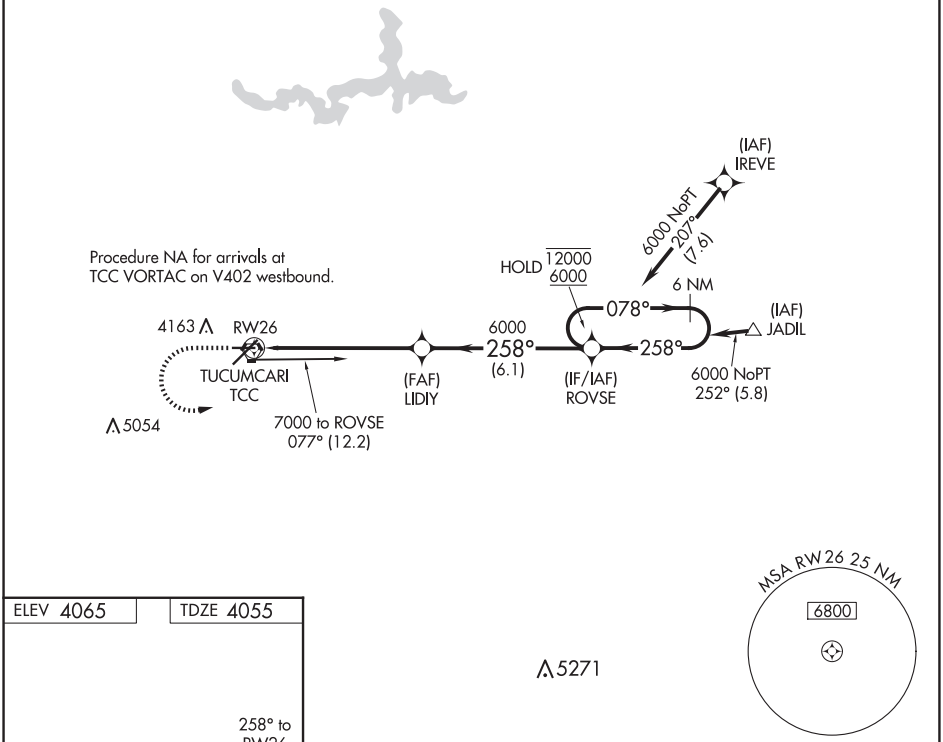
APP CRS	Rwy Idg	4600
258°	TDZE	4055
	Apt Elev	4065

RNP APCH.

Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6500 direct ROVSE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	4600-1 545 (600-1)		4600-1⅝ 545 (600-1⅝)	
C CIRCLING	4600-1 535 (600-1)		4600-1⅝ 535 (600-1⅝)	4640-2 575 (600-2)

MIRL Rwys 3-21 and 8-26

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

VORTAC TCC	APP CRS	Rwy Idg	7104
113.6	201°	TDZE	4047
Chan 83		Apt Elev	4065

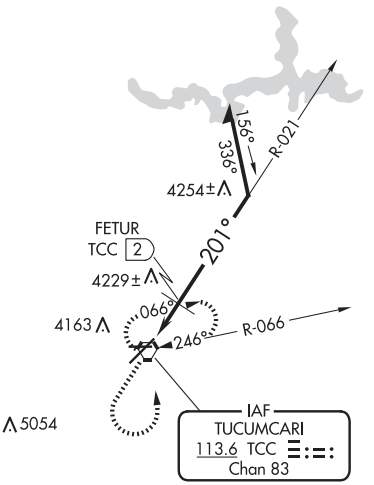
VOR RWY 21

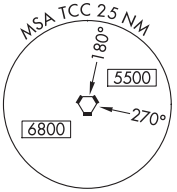
TUCUMCARI MUNI (TCC)

If local altimeter setting not received, procedure NA. Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.

MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

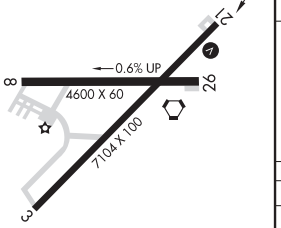
ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L





ELEV 4065 TDZE 4047

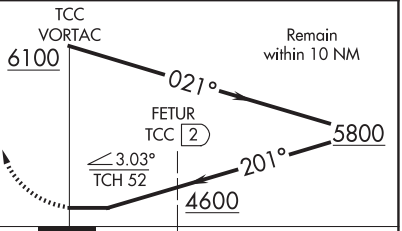
201° to VORTAC



MIRL Rwys 3-21 and 8-26 L

5229

5100	6100	TCC



CATEGORY	A	B	C	D
S-21	4600-1	553 (600-1)	4600-1½ 553 (600-1½)	4600-1¾ 553 (600-1¾)
C CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4640-2 575 (600-2)
FETUR FIX MINIMUMS				
S-21	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
C CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4640-2 575 (600-2)

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

WALDEN-JACKSON COUNTY (33V)

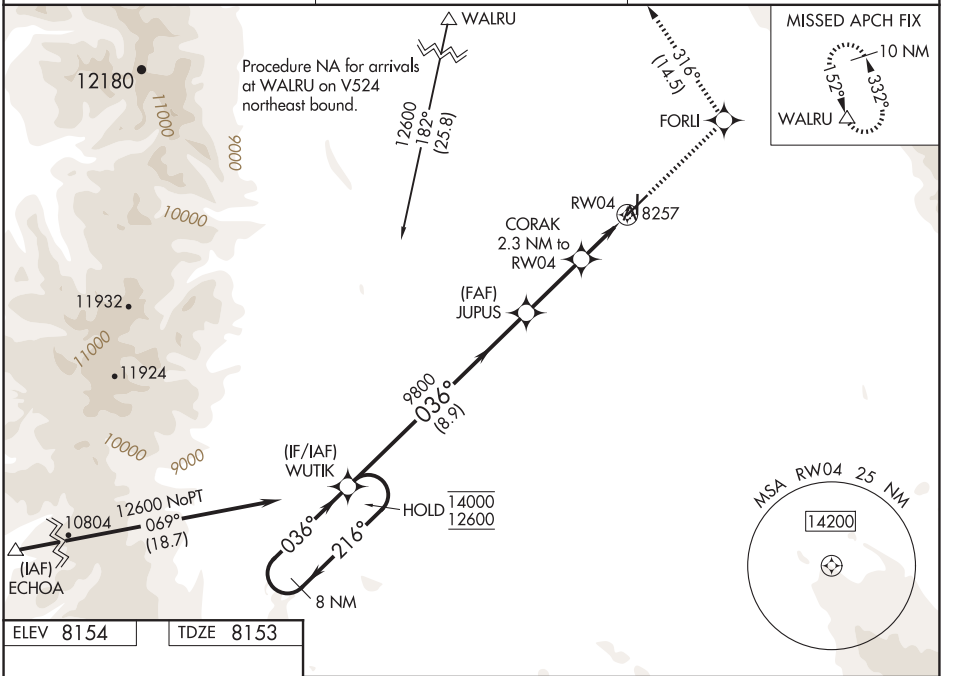
WAAS	APP CRS	Rwy Ldg	5900
CH 78442	036°	TDZE	8153
W04A		Apt Elev	8154

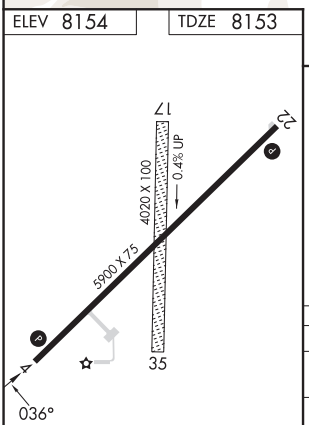
RNP APCH.

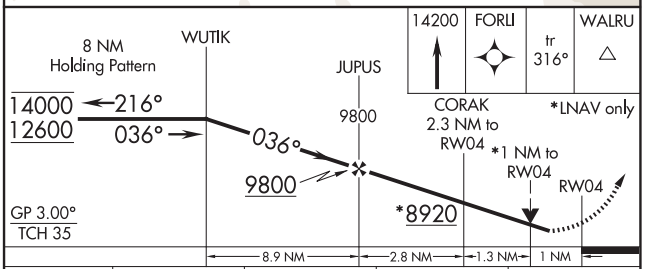
Circling NA to Rwys 17 and 35. Circling NA southeast of Rwy 4-22. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

MISSED APPROACH: (Do not exceed 200K until FORLI) Climb to 14200 direct FORLI and track 316° to WALRU and hold, continue climb-in-hold to 14200.

AWOS-3	DENVER CENTER	CTAF
118.625	126.5 371.85	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	8403-1 250 (300-1)			NA
LNAV/VNAV DA	8407-1 254 (300-1)			NA
LNAV MDA	8520-1 367 (400-1)			NA
(C) CIRCLING	8520-1 366 (400-1)	8620-1 466 (500-1)	8820-1¾ 666 (700-1¾)	NA

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
152°	TDZE	N/A
	Apt Elev	8153

RNAV (GPS)-A

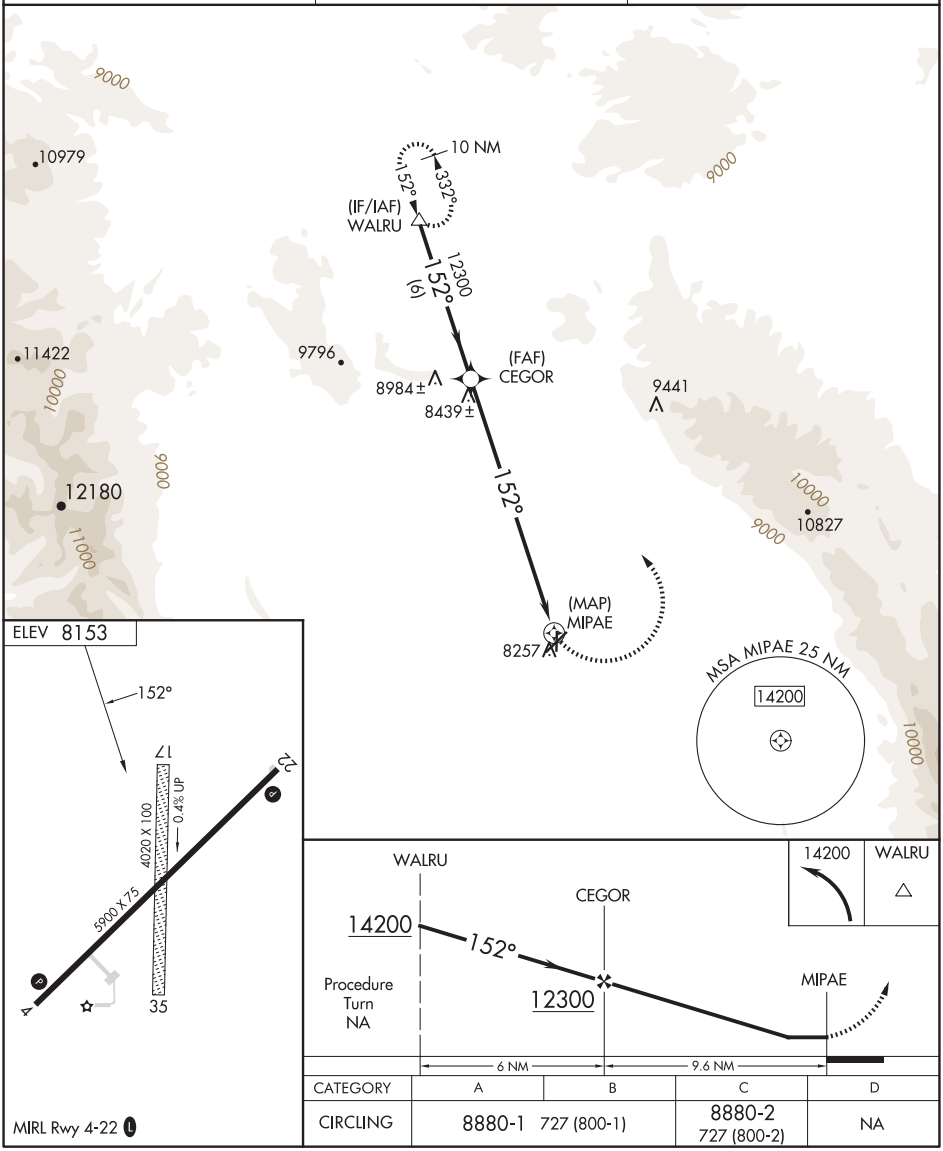
WALDEN-JACKSON COUNTY (33V)

NA

When local altimeter setting not received, procedure NA. Circling NA southeast of Rwy 4-22. Circling to Rwy 17 and 35 NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

AWOS-3	DENVER CENTER	CTAF
118.625	126.5 371.85	122.9 L



CATEGORY	A	B	C	D
CIRCLING	8880-1 727 (800-1)		8880-2 727 (800-2)	NA

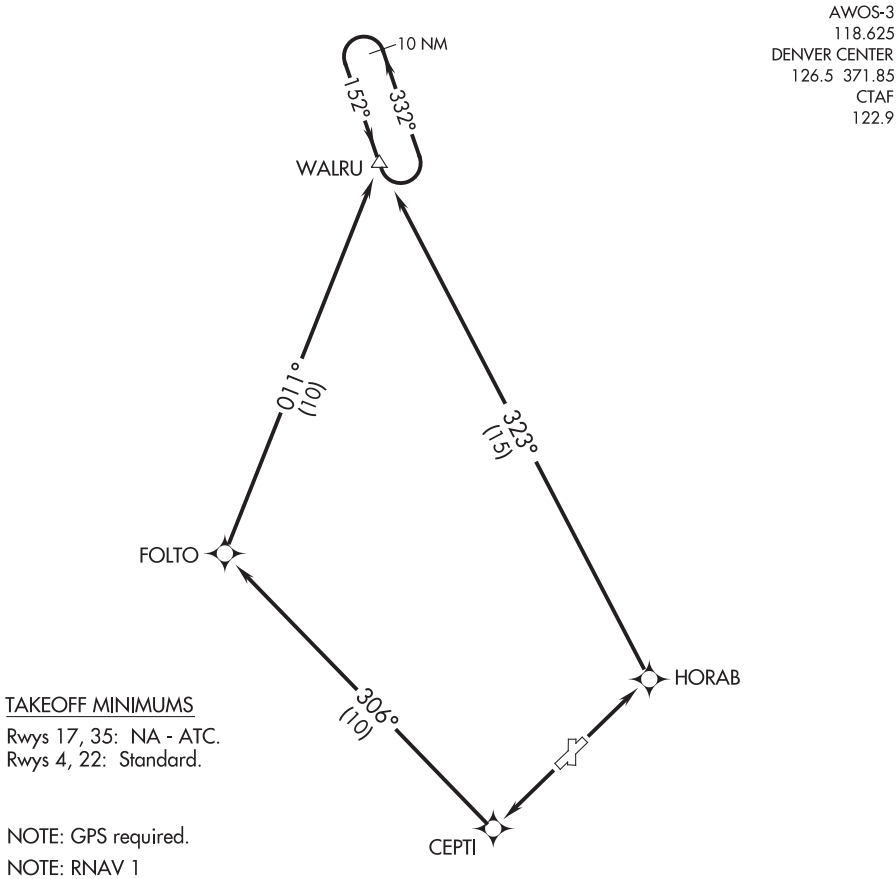
MIRL Rwy 4-22 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

(WALRU1.WALRU) 23278

WALRU ONE DEPARTURE (OBSTACLE) (RNAV)

WALDEN-JACKSON COUNTY (33V)
AL-10349 (FAA)
WALDEN, COLORADO



TAKEOFF MINIMUMS
Rwys 17, 35: NA - ATC.
Rwys 4, 22: Standard.

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF OBSTACLE NOTE
Rwy 22: Pole 570′ from DER, 339′ right of centerline, 58′ AGL/8174′ MSL.

NOTE: Chart not to scale.

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

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.

WAAS	APP CRS	Rwy Ldg	4502
CH 61031	086°	TDZE	6046
W09A		Apt Elev	6056

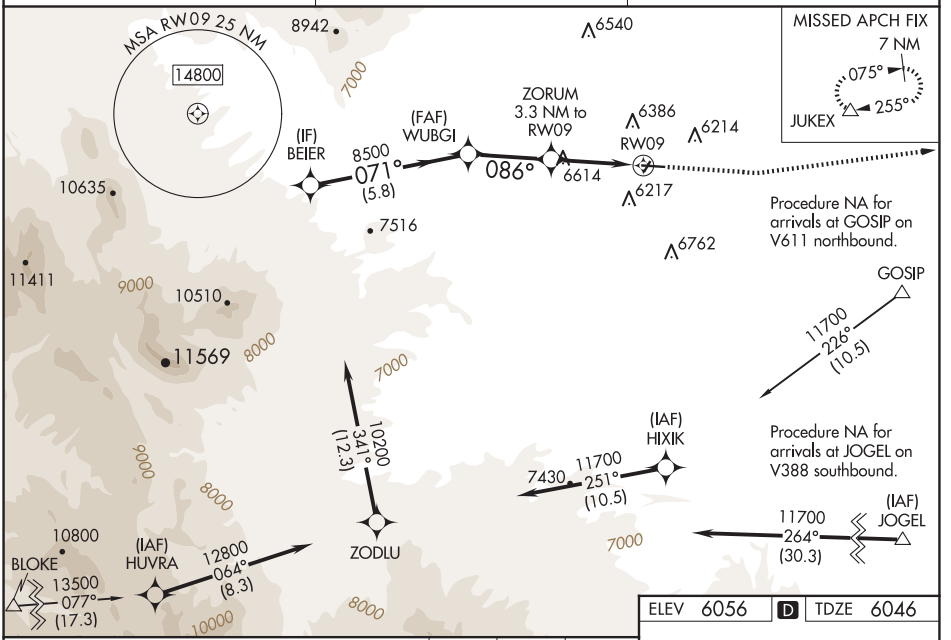
RNAV (GPS) RWY 9

SPANISH PEAKS AIRFIELD (4V1)

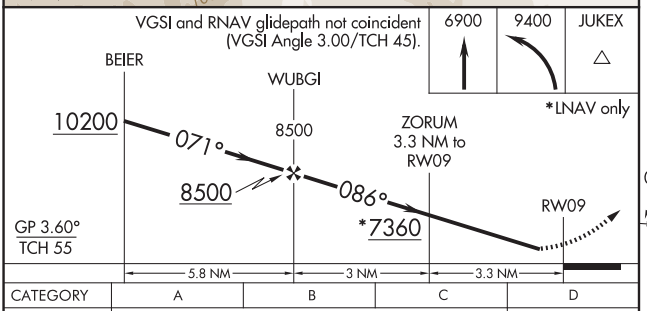
Baro-VNAV NA when using Trinidad altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -26°C (-14°F) or above 36°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 9 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Trinidad altimeter setting and increase all DA 119 feet and MDA 120 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats A-B and Circling Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile.

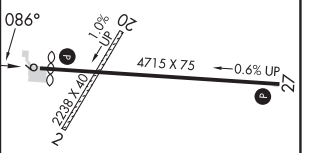
MISSED APPROACH: Climb to 6900 then climbing left turn to 9400 direct JUKEX and hold.

AWOS-3PT	DENVER CENTER	UNICOM
123.6	128.375 379.95	122.8 (CTAF) L



ELEV 6056 D TDZE 6046





CATEGORY	A	B	C	D
LPV DA	6347-1 301 (300-1)			NA
LNAV/VNAV DA	6606-1⅝ 560 (600-1⅝)			NA
LNAV MDA	6880-1 834 (900-1)	6880-1¼ 834 (900-1¼)	6880-2½ 834 (900-2½)	NA
C CIRCLING	6880-1¼ 824 (900-1¼)		7080-3 1024 (1100-3)	NA

MIRL Rwy 9-27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 27

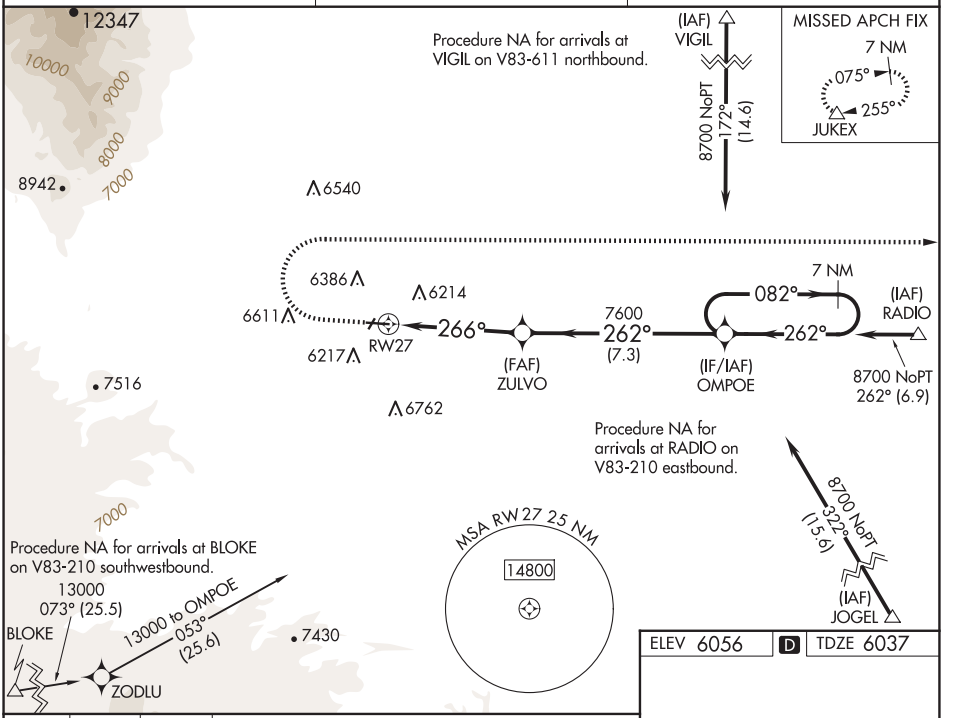
SPANISH PEAKS AIRFIELD (4V1)

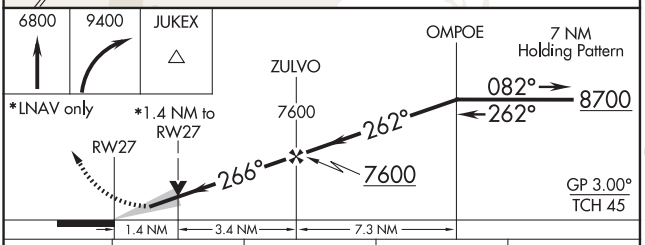
WAAS	APP CRS	Rwy Ldg	4712
CH 86831	266°	TDZE	6037
W27A		Apt Elev	6056

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trinidad altimeter setting and increase all DA 119 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile. Baro-VNAV and VDP NA when using Trinidad altimeter setting.

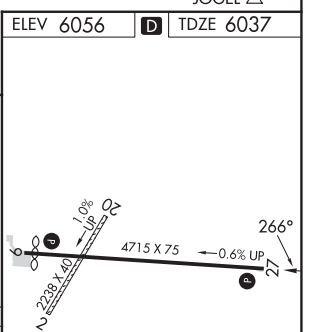
MISSED APPROACH: Climb to 6800 then climbing right turn to 9400 direct JUKEX and hold.

AWOS-3PT	DENVER CENTER	UNICOM
123.6	128.375 379.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	6287-1 250 (300-1)			
LNAV/VNAV DA	6525-1⅜ 488 (500-1⅜)			
LNAV MDA	6520-1 483 (500-1)		6520-1⅜ 483 (500-1⅜)	
C CIRCLING	6720-1 664 (700-1)		7080-3 1024 (1100-3)	7120-3 1064 (1100-3)

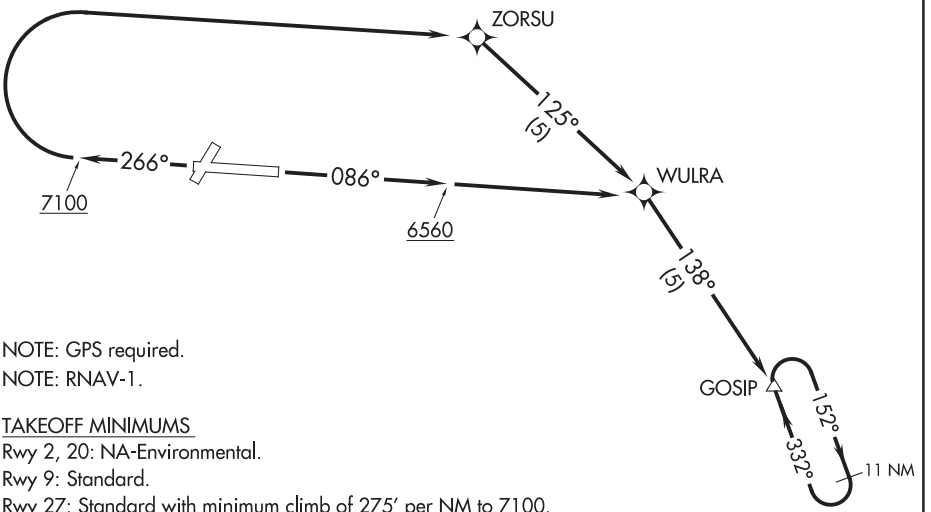


MIRL Rwy 9-27 L

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

GOSIP ONE DEPARTURE (OBSTACLE) (RNAV)

DENVER APP CON
128.375 379.95



NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 2, 20: NA-Environmental.
Rwy 9: Standard.
Rwy 27: Standard with minimum climb of 275′ per NM to 7100.

TAKEOFF OBSTACLE NOTES
Rwy 9: Fence 70′ from DER, 186′ left of centerline, 12′ AGL/6022′ MSL. Tree 17′ from DER, 210′ right of centerline, 10′ AGL/6020′ MSL.
Rwy 27: Multiple buildings and poles beginning 162′ from DER, 327′ left of centerline, up to 44′ AGL/6084′ MSL. Pole 812′ from DER, 386′ left of centerline, 27′ AGL/6077′ MSL. Poles 1183′ from DER, 402′ left of centerline, 29′ AGL/6079′ MSL. Tanks and pump 150′ from DER, 222′ left of centerline, 27′ AGL/6067′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on course 086° to 6560 then direct WULRA, then on depicted route to GOSIP, Thence . . . .

TAKEOFF RUNWAY 27: Climb on course 266° to 7100 then climbing right turn direct ZORSU, then on depicted route, Thence . . . .

. . . . all aircraft climb in GOSIP holding pattern to cross GOSIP at or above MEA/MCA for direction of flight before proceeding on course.

SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17

WRAY MUNI (2V5)

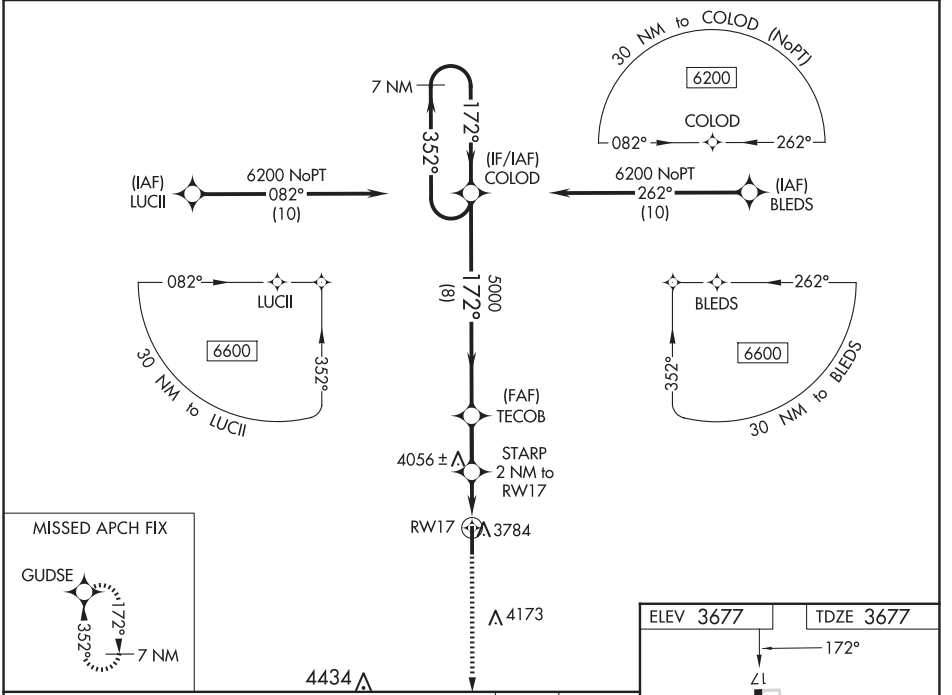
WAAS	APP CRS	Rwy Idg	5399
CH 70641	172°	TDZE	3677
W17A		Apt Elev	3677

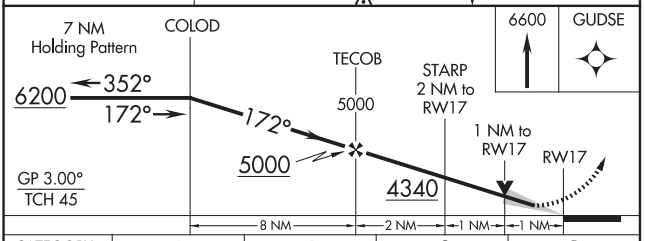
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 53°C. Baro-VNAV and VDP NA when using Imperial altimeter setting. When local altimeter setting not received, use Imperial altimeter setting and increase LPV DA to 4020 feet, increase LNAV/VNAV DA to 4088 feet and all visibilities ⅛ SM. Increase all MDAs 160 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM, Cat D ¼ SM.

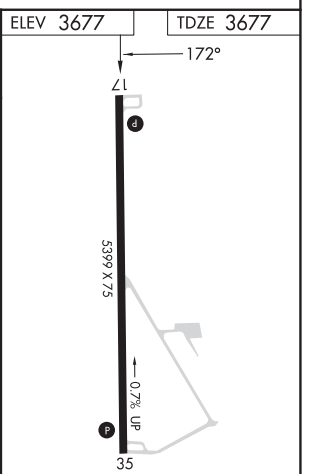
MISSED APPROACH: Climb to 6600 direct GUDSE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.25	132.7 226.675	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3877-1 200 (200-1)			
LNAV/VNAV DA	3945-1 268 (300-1)			
LNAV MDA	4040-1 363 (400-1)			
C CIRCLING	4100-1 423 (500-1)	4140-1 463 (500-1)	4540-2½ 863 (900-2½)	4540-2¾ 863 (900-2¾)



REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 87041 W35A	APP CRS 352°	Rwy Idg 5399 TDZE 3653 Apt Elev 3677

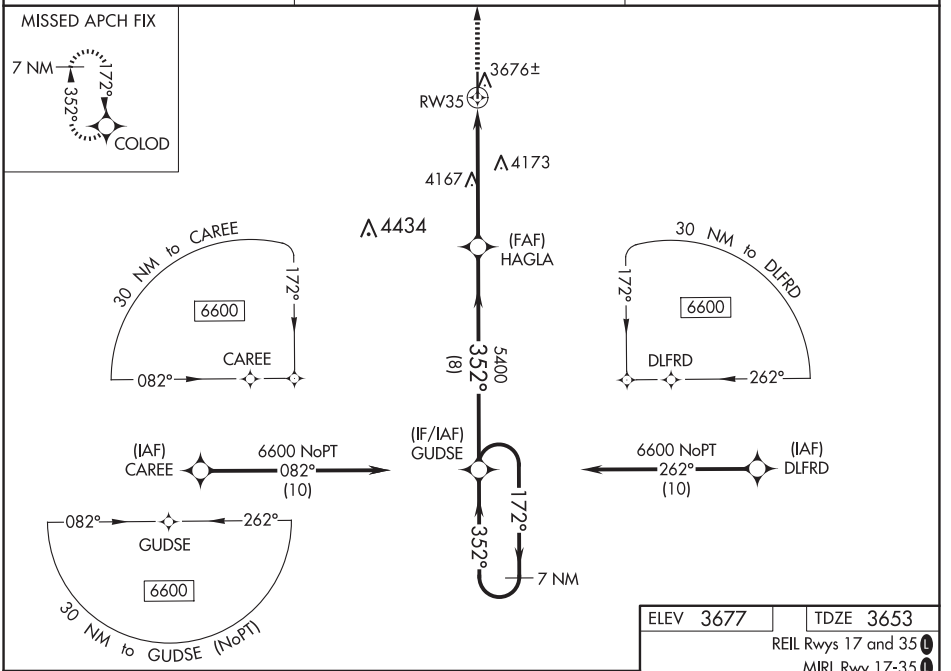
RNAV (GPS) RWY 35

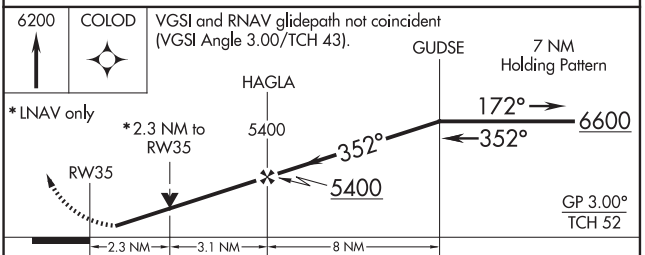
WRAY MUNI (2V5)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (127°F). Baro-VNAV and VDP NA when using Imperial altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting is not received use Imperial altimeter setting: increase LPV DA to 4047 and visibility to 1⅛ SM and LNAV/VNAV DA to 4088 and visibility to 1¼ SM; increase all MDAs 140 feet and visibility Cats A, D ¼ SM, Cat C ½ SM.

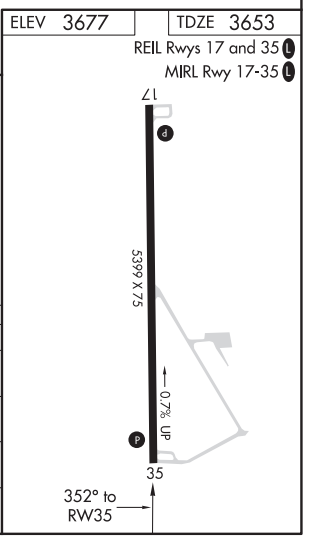
MISSED APPROACH: Climb to 6200 direct COLOD and hold.

AWOS-3	DENVER CENTER	UNICOM
118.25	132.7 226.675	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3903-1 250 (300-1)			
LNAV/VNAV DA	3945-1 292 (300-1)			
LNAV MDA	4420-1 767 (800-1)	4420-1¼ 767 (800-1¼)	4420-2½ 767 (800-2½)	
C CIRCLING	4420-1 743 (800-1)	4420-1¼ 743 (800-1¼)	4540-2½ 863 (900-2½)	4540-2¾ 863 (900-2¾)



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SW-1, 12 JUN 2025 to 07 AUG 2025

YUMA, COLORADO | AL-11429 (FAA) | 20254

WAAS	APP CRS	Rwy Idg	4201
CH 56541	167°	TDZE	4132
W16A		Apt Elev	4138

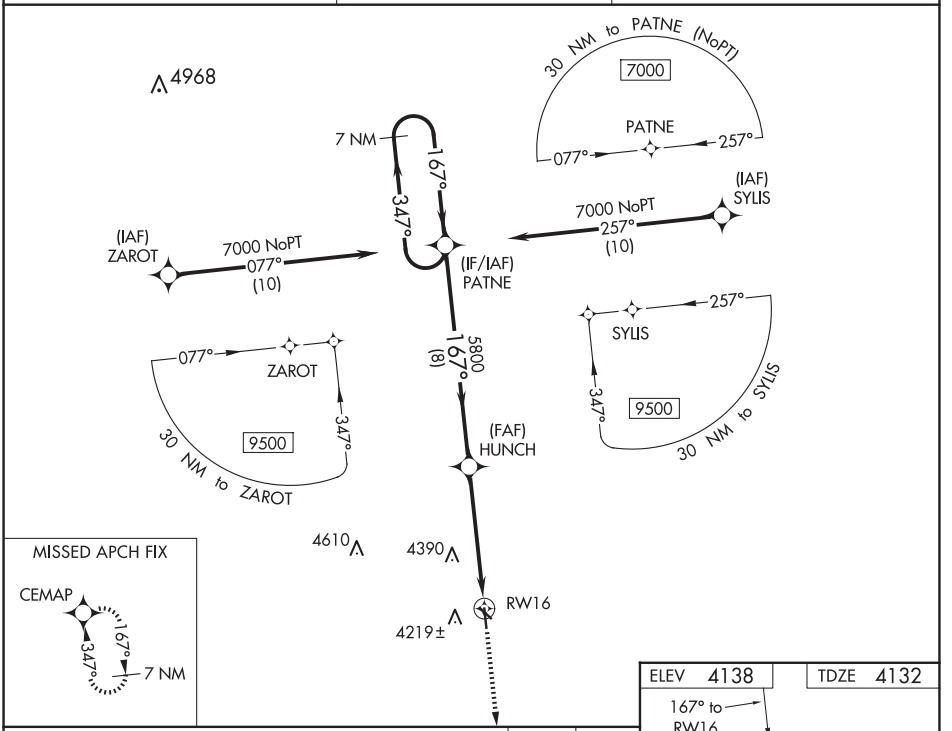
RNAV (GPS) RWY 16

YUMA MUNI (2V6)

T Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Rwy 16 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

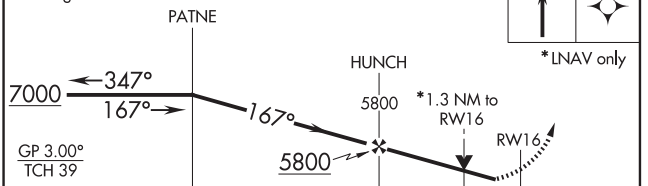
MISSED APPROACH: Climb to 7000 direct CEMAP and hold.

AWOS-3	DENVER CENTER	UNICOM
135.375	133.95 317.55	122.8 (CTAF) L



MISSED APCH FIX

7 NM Holding Pattern



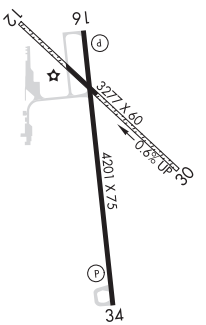
7000 CEMAP

*LNAV only

CATEGORY	A	B	C	D
LPV DA	4382-1 250 (300-1)			NA
LNAV/VNAV DA	4452-1 320 (400-1)			NA
LNAV MDA	4580-1 448 (500-1)		4580-1⅜ 448 (500-1⅜)	NA
C CIRCLING	4620-1 482 (500-1)	4640-1 502 (600-1)	4700-1½ 562 (600-1½)	NA

ELEV 4138 | TDZE 4132

167° to RW16



REIL Rwys 16 and 34 L
MIRL Rwy 16-34

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 34

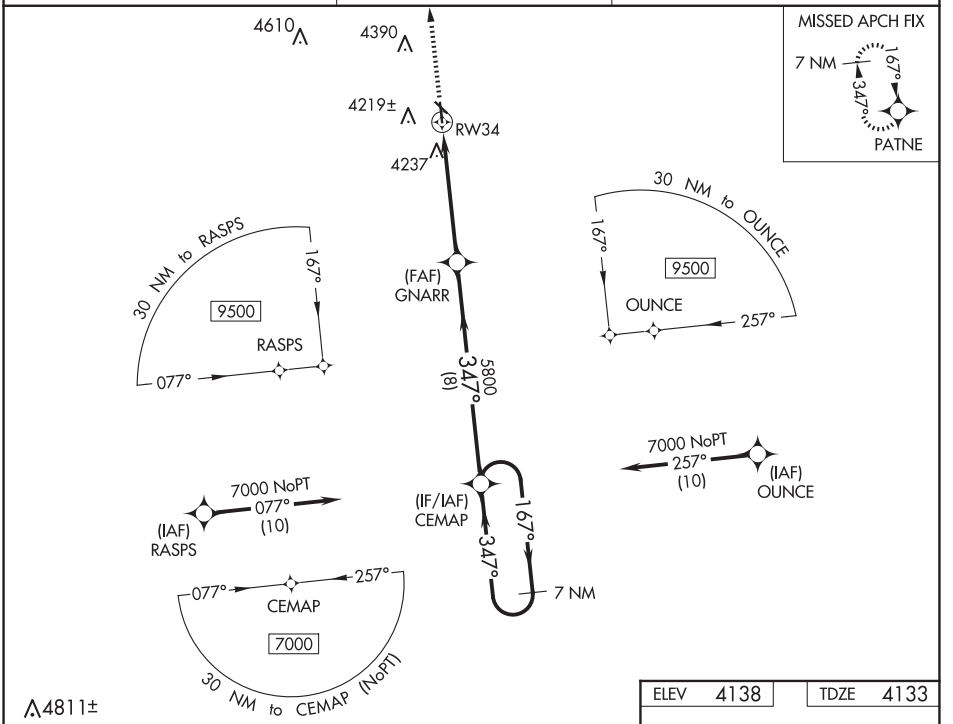
YUMA MUNI (2V6)

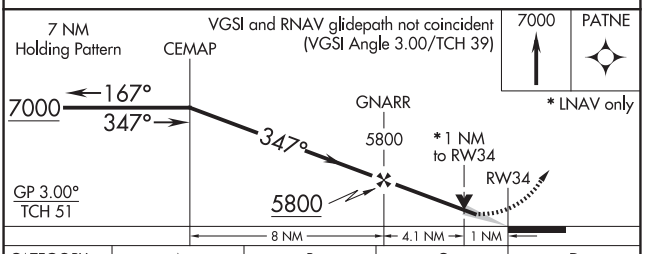
WAAS	APP CRS	Rwy Idg	4201
CH 61241	347°	TDZE	4133
W34A		Apt Elev	4138

Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct PATNE and hold.

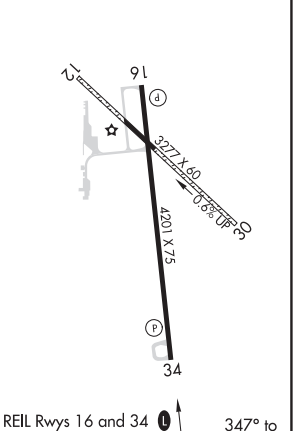
AWOS-3	DENVER CENTER	UNICOM
135.375	133.95 317.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4333-1 200 (200-1)			NA
LNAV/VNAV DA	4383-1 250 (300-1)			NA
LNAV MDA	4500-1 367 (400-1)			NA
C CIRCLING	4620-1 482 (500-1)	4640-1 502 (600-1)	4700-1½ 562 (600-1½)	NA

ELEV 4138 TDZE 4133



SW-1, 12 JUN 2025 to 07 AUG 2025
SW-1, 12 JUN 2025 to 07 AUG 2025

INTENTIONALLY

LEFT

BLANK

SW-1, 12 JUN 2025 to 07 AUG 2025

SW-1, 12 JUN 2025 to 07 AUG 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

FAA Product ID: BTPSW1

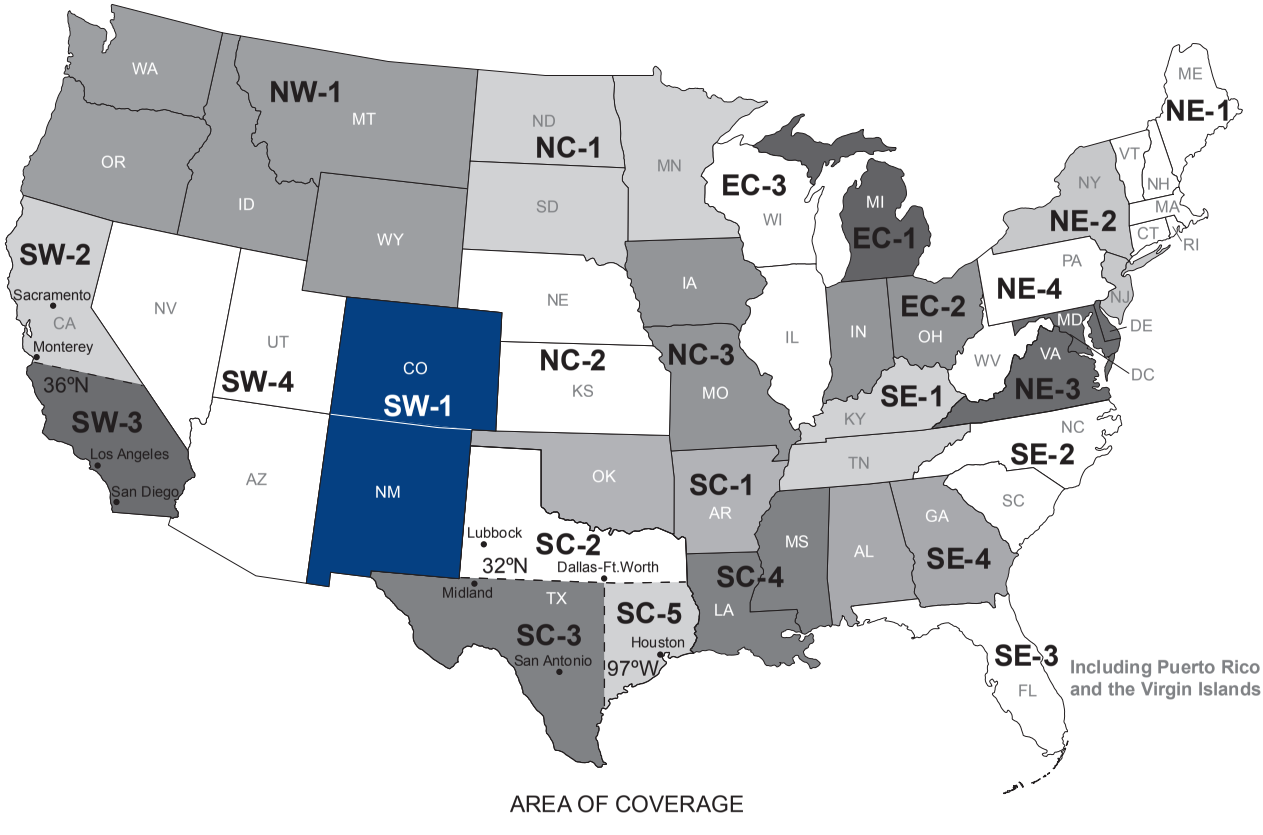
NSN 7641015059597

NGA REF. NO. OK-10-2859

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EFF. DATE 25163

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