

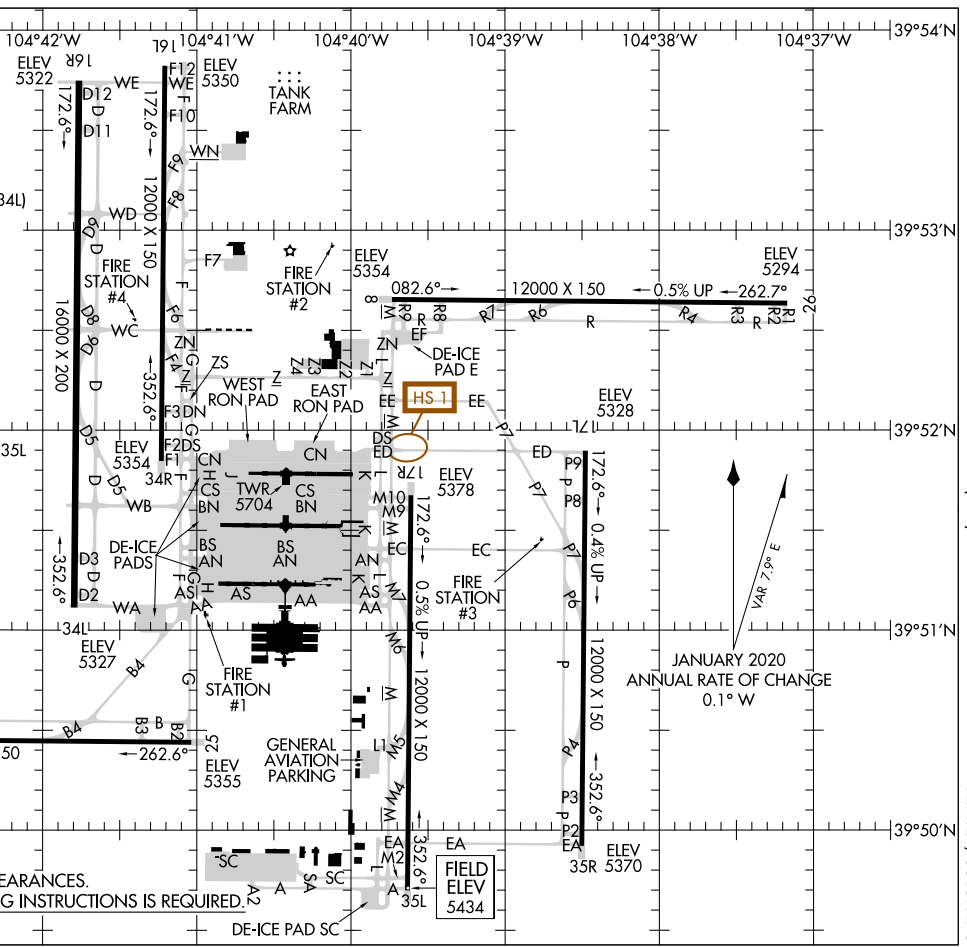
D-ATIS  
 ARR 125.6 379.9  
 DEP 134.025  
 DENVER TOWER  
 124.3 (RWY 17R-35L)  
 135.3 351.95 (RWY 16L-34R and 16R-34L)  
 128.75 273.55 (RWY 07-25)  
 132.35 239.275 (RWY 08-26 and 17L-35R)  
 322.45 (RWY 17R-35L)  
 GND CON  
 121.35 (WEST; RWY 07-25, RWY 16L-34R and 16R-34L)  
 379.175 (RWY 07-25, 16L-34R and 16R-34L)  
 121.85 377.1 (RWY 08-26, 17L-35R, and 17R-35L)  
 CLINC DEL  
 118.75  
 CPDLC  
 PDC

RWY 07-25, 08-26, 16L-34R, 16R-34L, 17L-35R, 17R-35L  
 PCN 92 R/B/W/T  
 S-116, D-240, 2D-515, 2D/2D2-1085

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

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

SW-1, 22 FEB 2024 to 21 MAR 2024



JANUARY 2020  
 ANNUAL RATE OF CHANGE  
 0.1° W

AL-9077 (FAA)

SW-1, 22 FEB 2024 to 21 MAR 2024

**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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

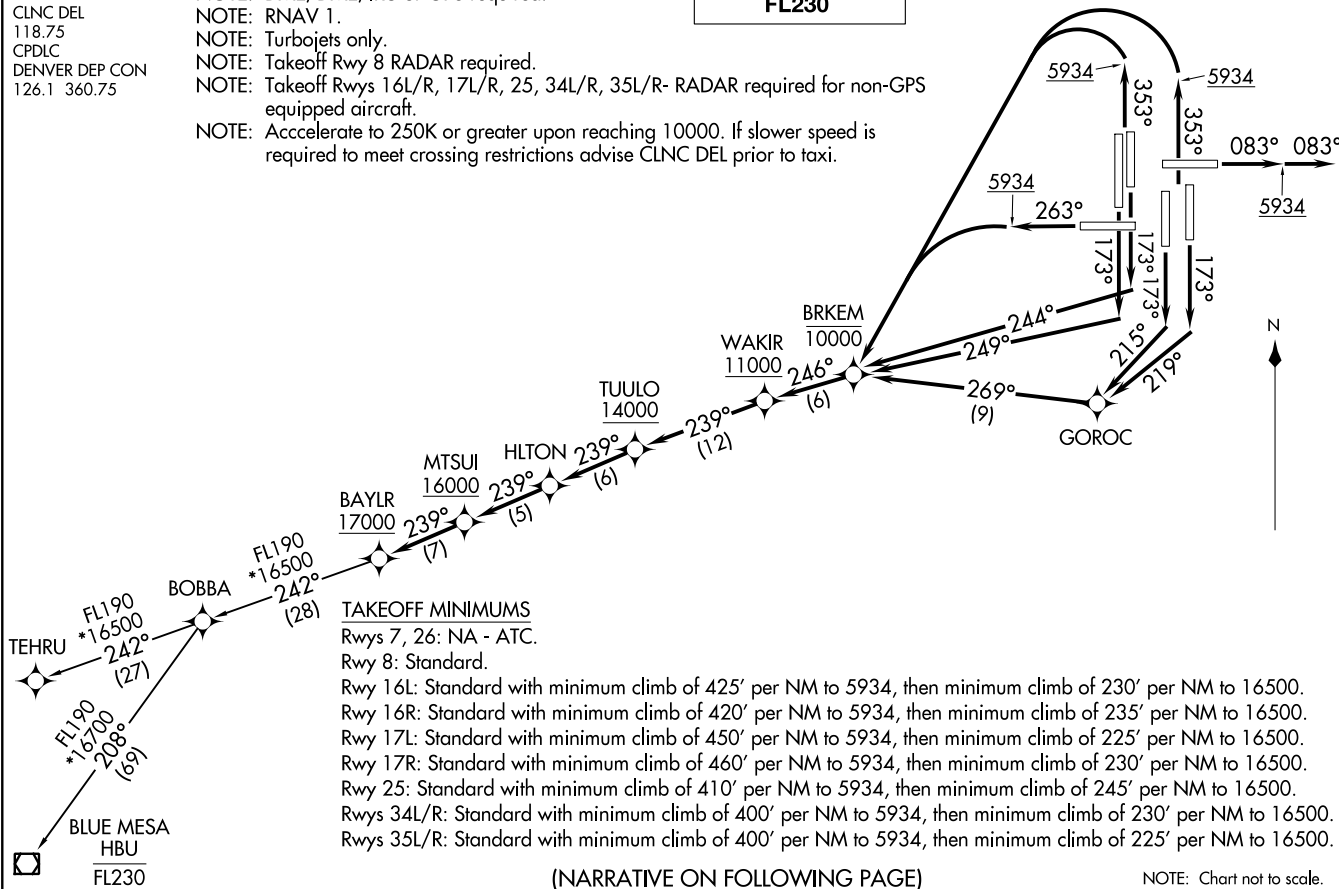


BAYLR SIX DEPARTURE (RNAV)  
(BAYLR6, BAYLR) 26MAR20

D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
126.1 360.75

NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: Turbojets only.  
NOTE: Takeoff Rwy 8 RADAR required.  
NOTE: Takeoff Rws 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



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DENVER, COLORADO  
DENVER INTL (DEN)

(BAYLR6, BAYLR) 20086  
BAYLR 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 WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 16L: Climb on heading 173° to intercept course 244° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 16R: Climb on heading 173° to intercept course 249° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 219° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to intercept course 215° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

. . . on track 239° to cross TUULO at or above 14000, then on track 239° to HLTON, then on track 239° to cross MTSUI at or above 16000, then on track 239° to cross BAYLR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (BAYLR6.HBU)

TEHRU TRANSITION (BAYLR6.TEHRU)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# CHUWY ONE DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

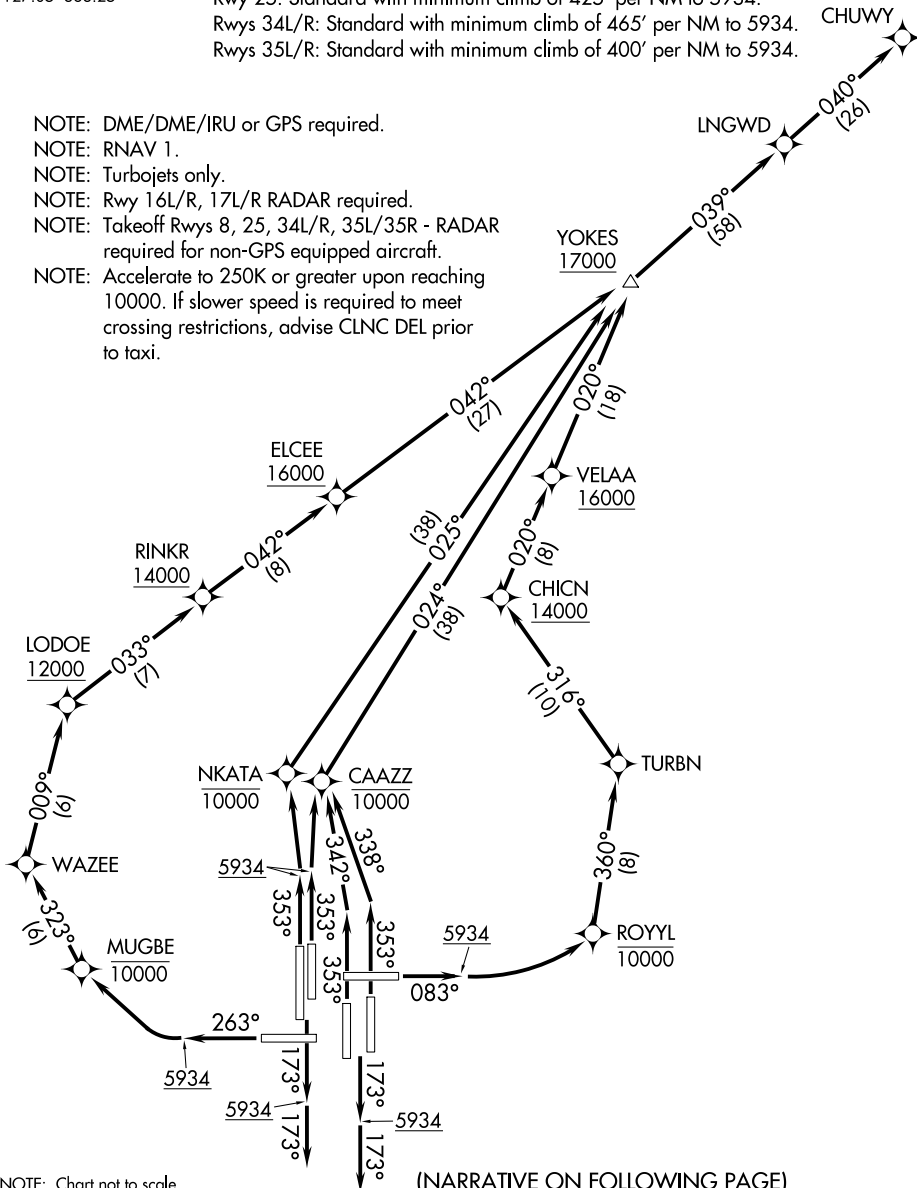
D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
127.05 363.25

### TAKEOFF MINIMUMS

- Rwys 7, 26: NA-ATC.
- Rwy 8: Standard with minimum climb of 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.

**TOP ALTITUDE:  
FL230**

- 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)

# CHUWY ONE DEPARTURE (RNAV)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



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.

SW-1, 22 FEB 2024 to 21 MAR 2024

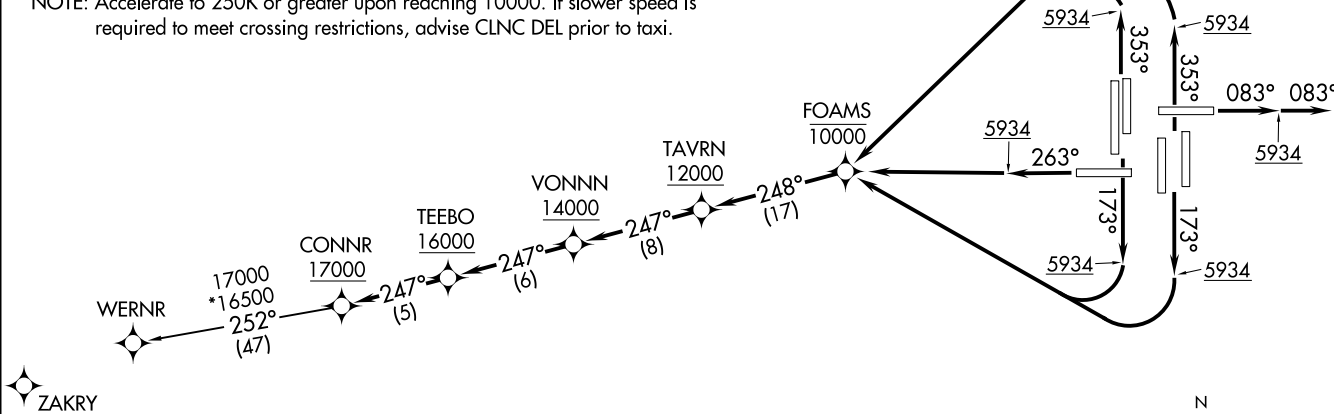
SW-1, 22 FEB 2024 to 21 MAR 2024

CONNR SEVEN DEPARTURE (RNAV)  
(CONNR7, CONNR) 26MAR20

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwy 8 RADAR required.
- NOTE: Takeoff Rws 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.

DENVER, COLORADO  
DENVER INTL (DEN)

(CONNR7, CONNR) 20086  
CONNR SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

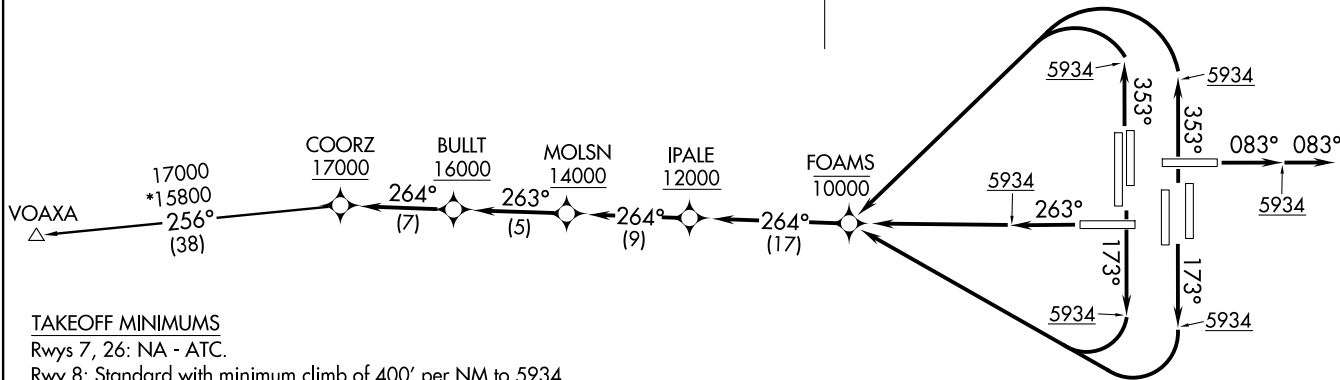
COORZ SIX DEPARTURE (RNAV)  
(COORZ6, COORZ) 26MAR20

DENVER, COLORADO  
DENVER INTL (DEN)

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwy 8, RADAR required.
- NOTE: Takeoff Rws 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 126.1  
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.

(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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



# DDRTH ONE DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

**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.

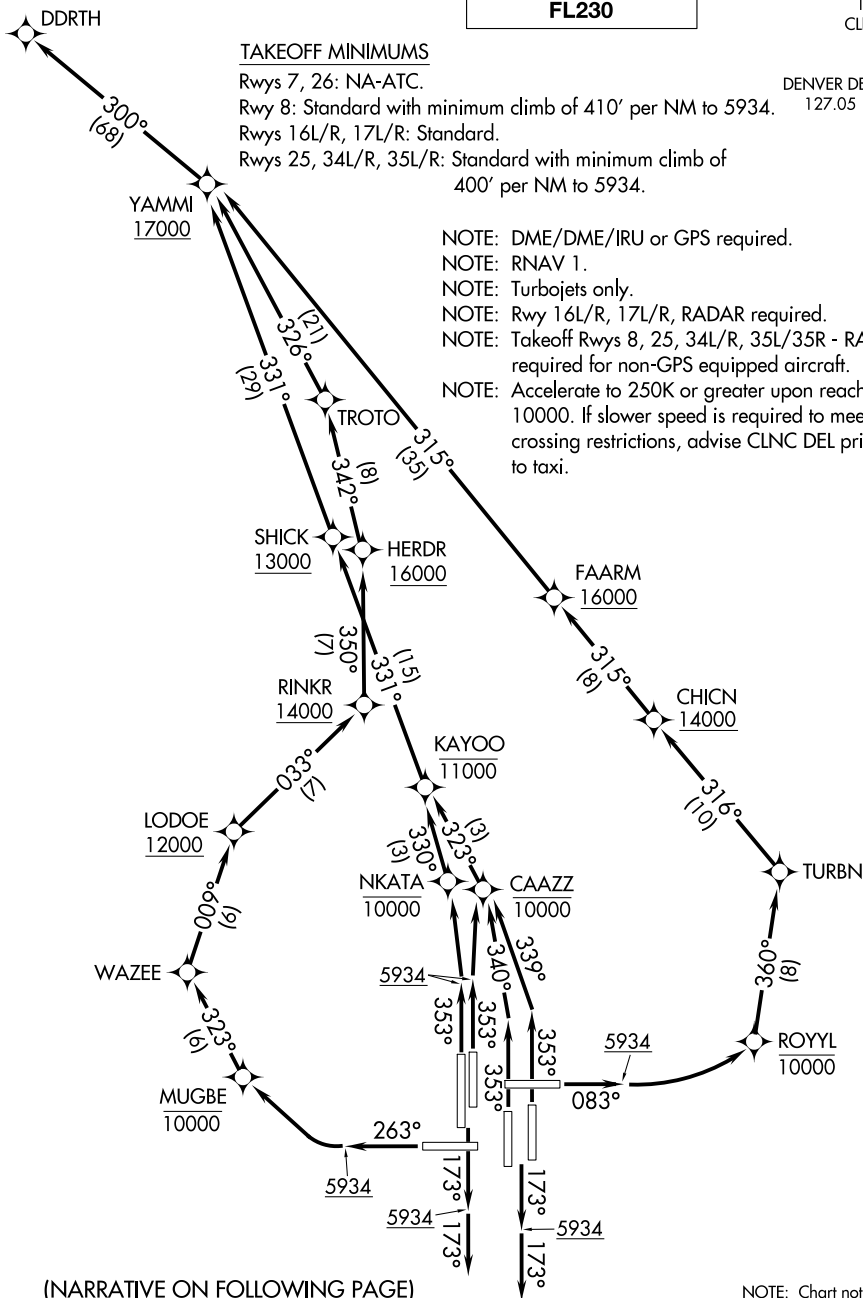
NOTE: RNAV 1.

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.

# DDRTH ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 315° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 342° to TROTO, then on track 326° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 330° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

. . . . on track 300° to DDRTH, maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

30JAN20

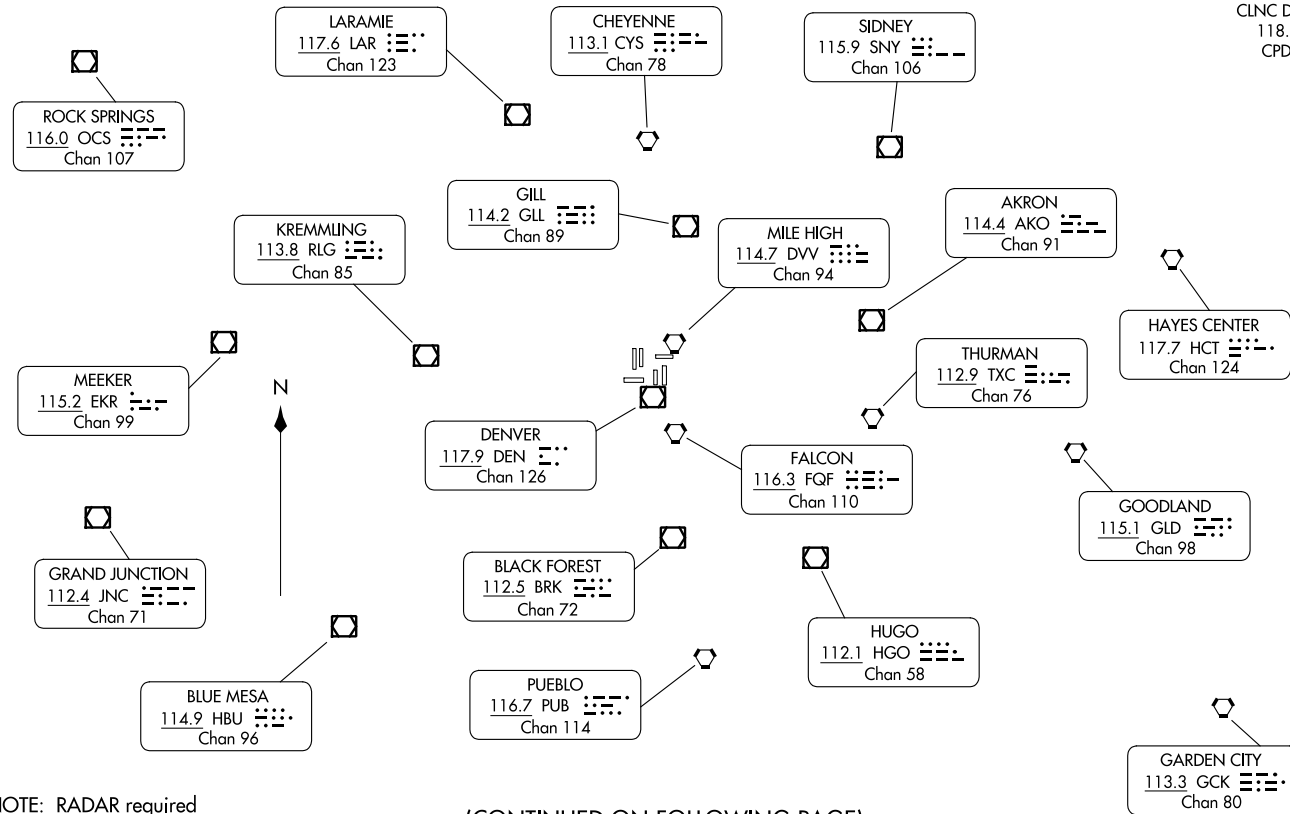
DENVER TWO DEPARTURE

TAKEOFF MINIMUMS

All runways: Standard.

**TOP ALTITUDE:  
10000**

DENVER DEP CON  
127.05 363.25  
D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC



NOTE: RADAR required  
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DENVER, COLORADO  
DENVER INTL (DEN)

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

**TOP ALTITUDE:  
FL230**

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.

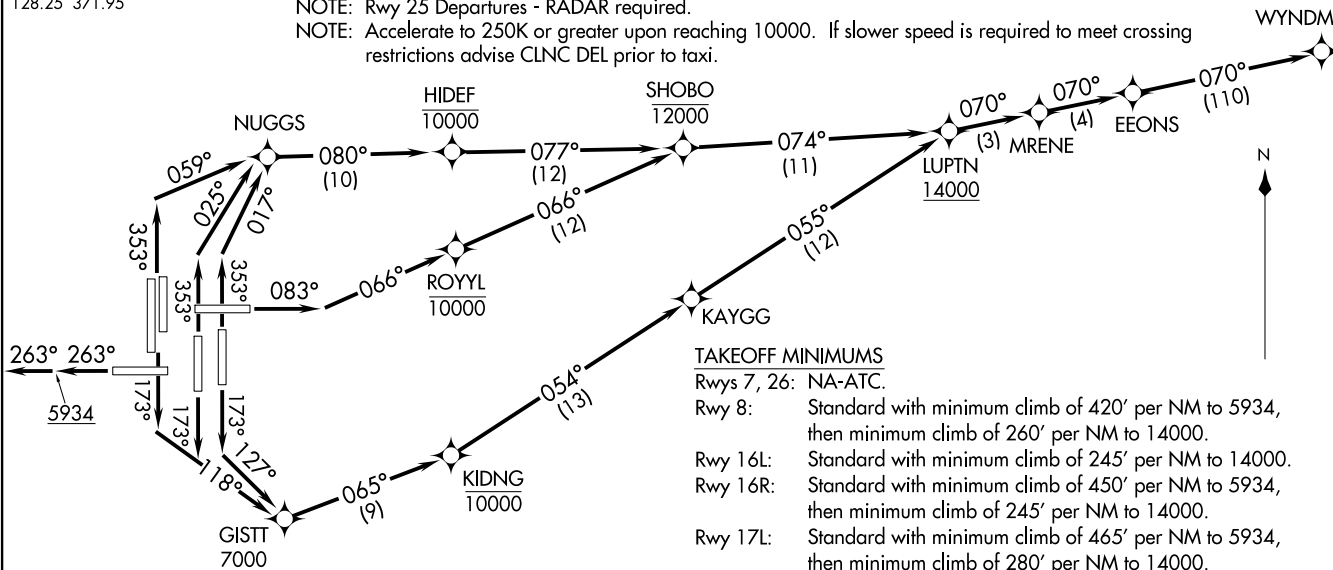
NOTE: Takeoff Rwy 8, 16L/R, 17L/R, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.

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.

**EEONS EIGHT DEPARTURE (RNAV)**  
(EEONS8.WYNDM) 17JUN21

**EEONS EIGHT DEPARTURE (RNAV)**  
(EEONS8.WYNDM) 21168



**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.

DENVER, COLORADO  
DENVER INTL (DEN)

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 066° to cross ROYYL at/below 10000, then on track 066° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at/above 7000, then on track 065° to cross KIDNG at/below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at/above 7000, then on track 065° to cross KIDNG at/below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EEONS, thence . . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 059° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

. . . . on depicted route to WYNDM, maintain FL230 or lower filed altitude. Expect higher filed altitude 10 minutes after departure.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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 Rwy 16L/R, 17L/R, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.

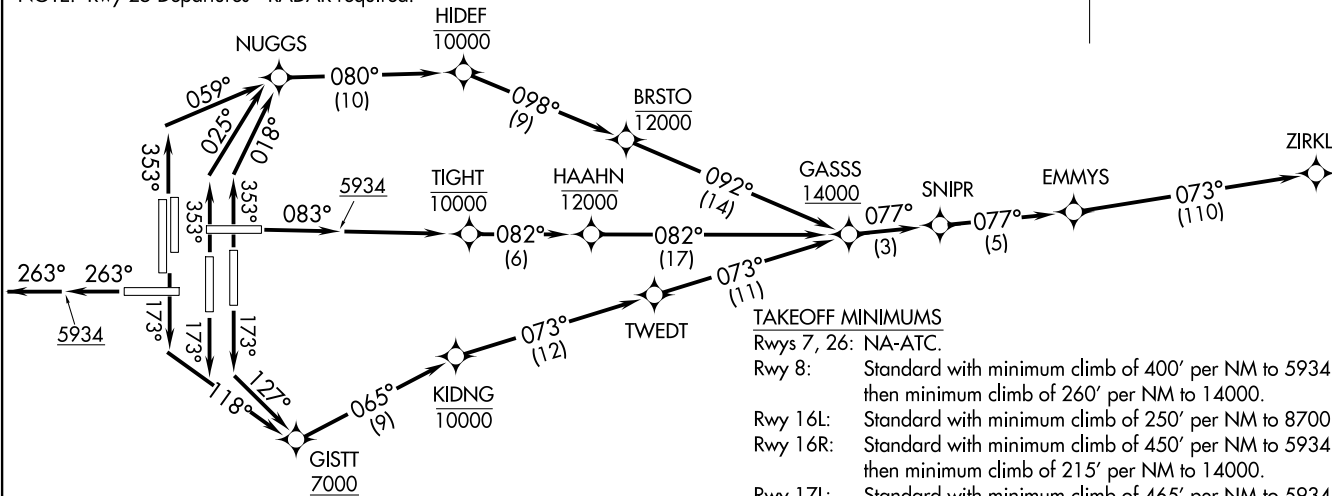
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

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)

(EMMYS8.ZIRKL) 21168  
EMMYS EIGHT DEPARTURE (RNAV)

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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



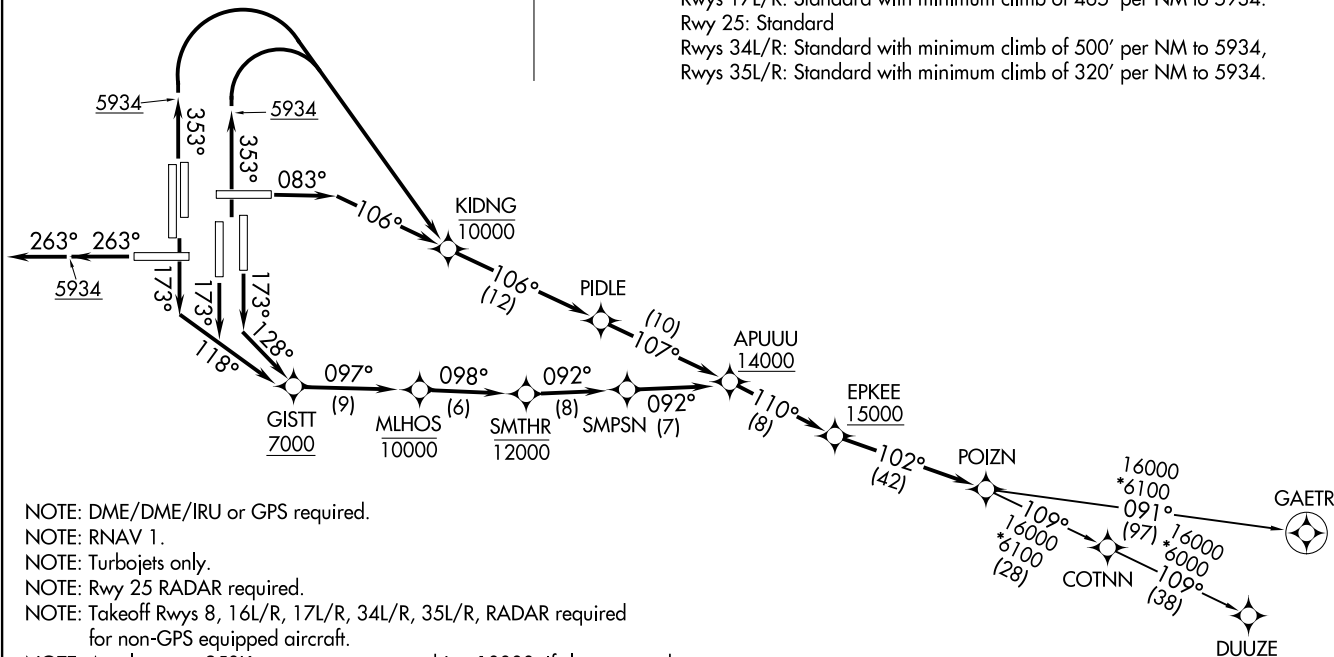
**TOP ALTITUDE:  
FL230**

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.

**EPKKEE SEVEN DEPARTURE (RNAV)**  
(EPKKEE7.EPKKEE) 26MARCH

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: 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)

**EPKKEE7.EPKKEE)** 20142  
**EPKKEE SEVEN DEPARTURE (RNAV)**

AL-9077 (FAA)

**DENVER INTL (DEN)**  
DENVER, COLORADO

**DENVER, COLORADO**  
DENVER INTL (DEN)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then on heading 263° or as assigned by ATC, expect vectors to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

. . . . on track 102° to POIZN. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (EPKEE7.DUUZE)

GAETR TRANSITION (EPKEE7.GAETR)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

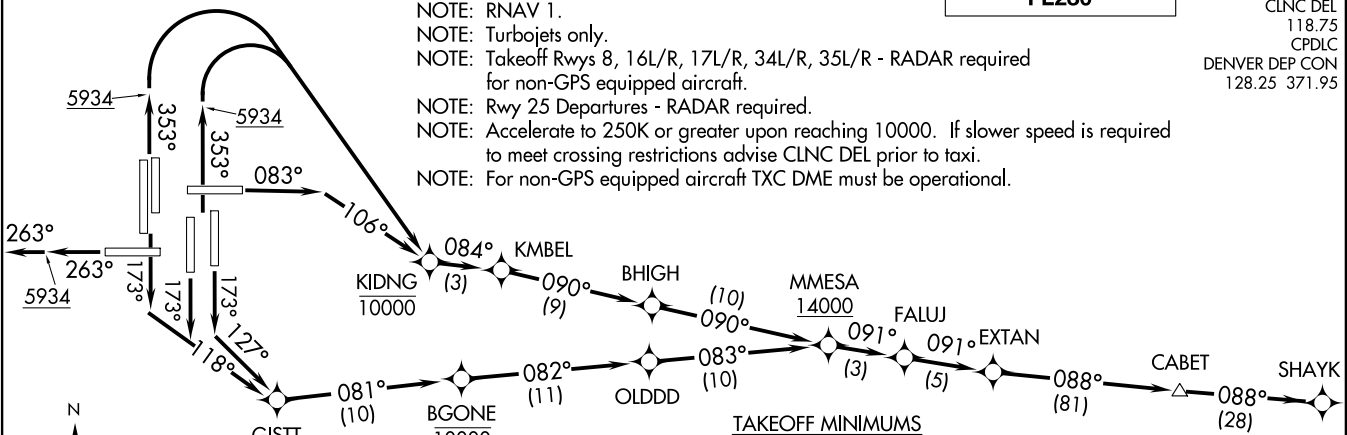
EXTAN SEVEN DEPARTURE (RNAV)  
(EXTAN7.SHAYK) 17JUN21

DENVER, COLORADO  
DENVER INTL (DEN)

**TOP ALTITUDE:  
FL230**

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/R - RADAR required for non-GPS equipped aircraft.  
NOTE: Rwy 25 Departures - RADAR required.  
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.  
NOTE: For non-GPS equipped aircraft TXC DME must be operational.



**TAKEOFF MINIMUMS**  
Rwys 7, 26: NA-ATC.  
Rwy 8: Standard with minimum climb of 500' per NM to 5934 then minimum climb of 260' per NM to 14000.  
Rwy 16L: Standard with minimum climb of 245' per NM to 14000.  
Rwy 16R: Standard with minimum climb of 450' per NM to 5934 then minimum climb of 225' per NM to 14000.  
Rwy 17L: Standard with minimum climb of 465' per NM to 5934 then minimum climb of 280' per NM to 14000.  
Rwy 17R: Standard with minimum climb of 465' per NM to 5934 then minimum climb of 250' per NM to 14000.  
Rwy 25: Standard with minimum climb of 400' per NM to 5934.  
Rwy 34L: Standard with minimum climb of 500' per NM to 5934 then minimum climb of 220' per NM to 14000.  
Rwy 34R: Standard with minimum climb of 500' per NM to 5934 then minimum climb of 230' per NM to 14000.  
Rwys 35L/R: Standard with minimum climb of 500' per NM to 5934 then minimum climb of 240' per NM to 14000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(EXTAN7.SHAYK) 21168  
EXTAN SEVEN DEPARTURE (RNAV)  
AL-9077 (FAA)  
DENVER INTL (DEN)  
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EXTAN, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

. . . . on depicted route to SHAYK, maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# HHOTH TWO DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

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.

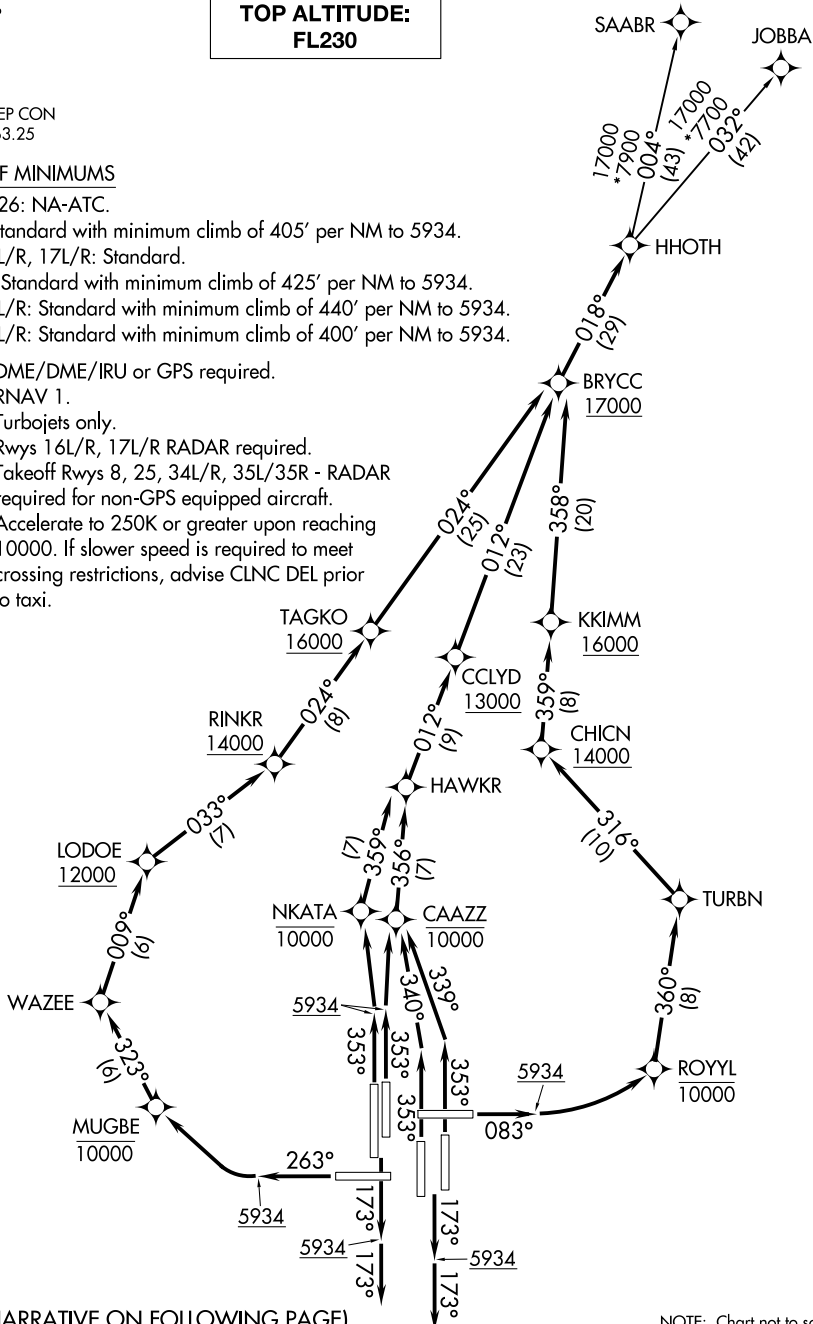
NOTE: RNAV 1.

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.

# HHOTH TWO DEPARTURE (RNAV)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

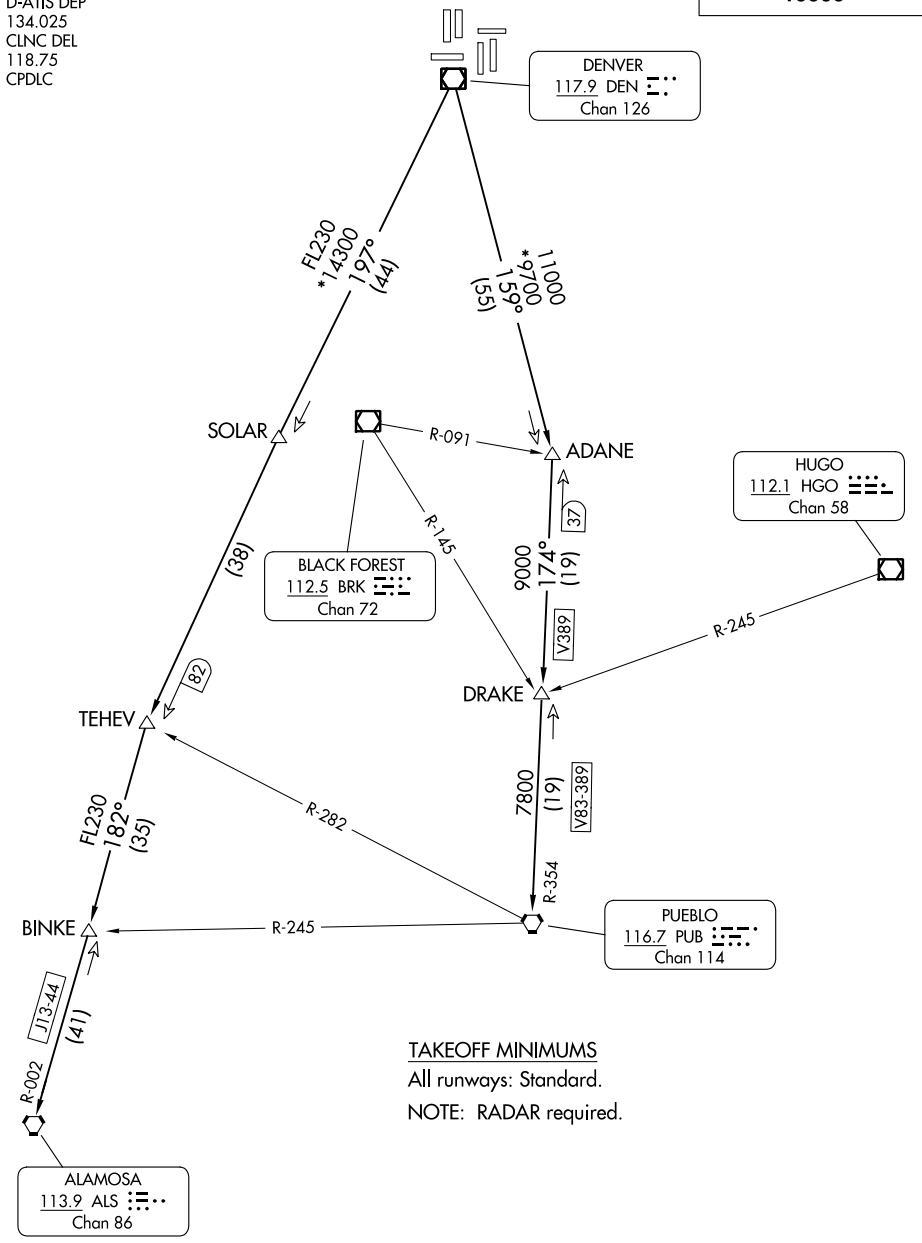
# PIKES TWO DEPARTURE

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

DENVER DEP CON  
128.45 251.075  
D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC

**TOP ALTITUDE:  
10000**



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



PLAINS ONE DEPARTURE  
(PLAIN1.DEN) 30/ANZ0

PLAINS ONE DEPARTURE  
23334

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

DENVER DEP CON  
128.25 371.95  
D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC

**TOP ALTITUDE:  
10000**

AKRON  
114.4 AKO  
Chan 91

THURMAN  
112.9 TXC  
Chan 76

DENVER  
117.9 DEN  
Chan 126

HAYES CENTER  
117.7 HCT  
Chan 124

MC COOK  
115.3 MCK  
Chan 100

GOODLAND  
115.1 GLD  
Chan 98

GARDEN CITY  
113.3 GCK  
Chan 80

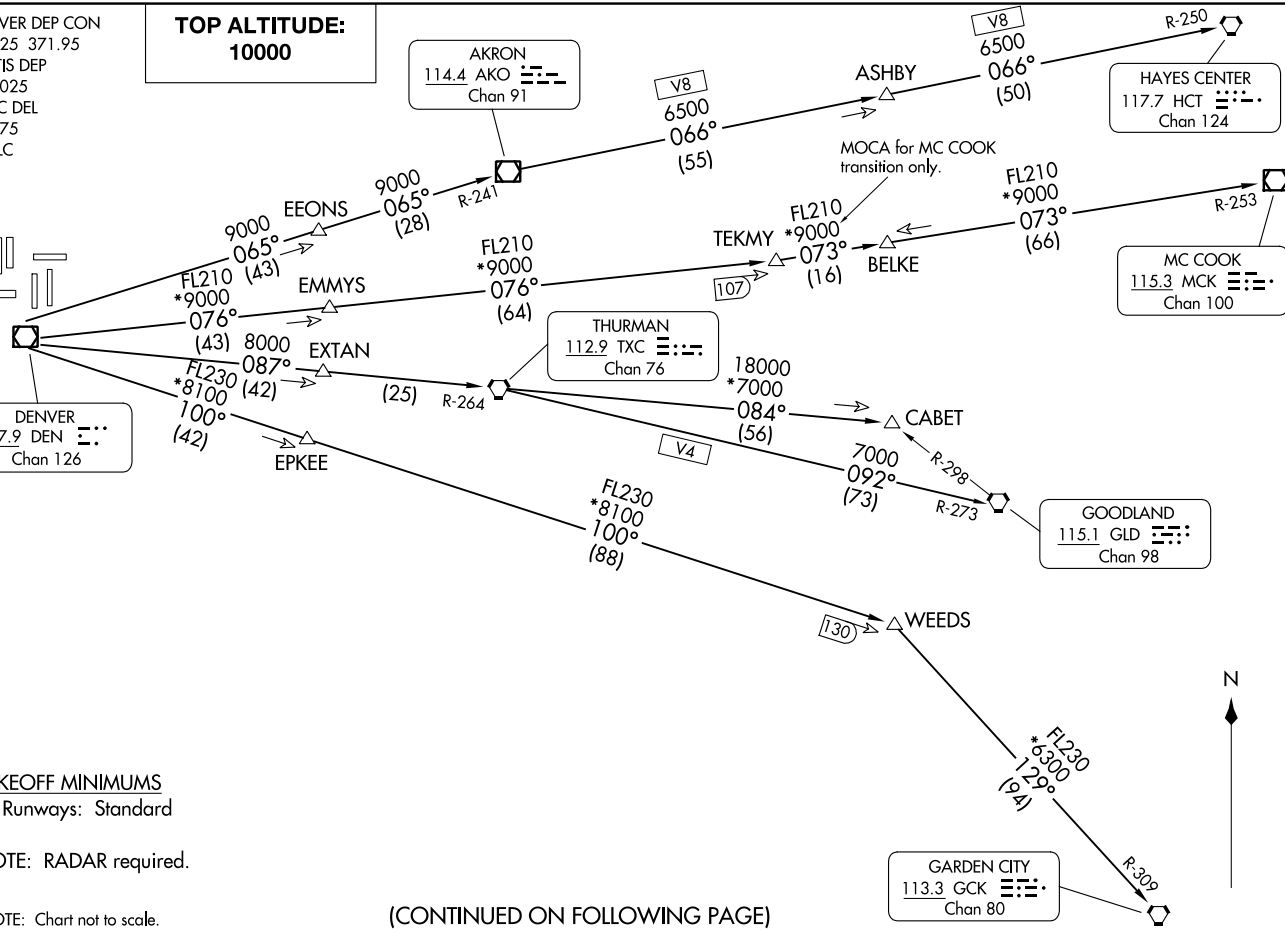


TAKEOFF MINIMUMS  
All Runways: Standard

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:

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

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

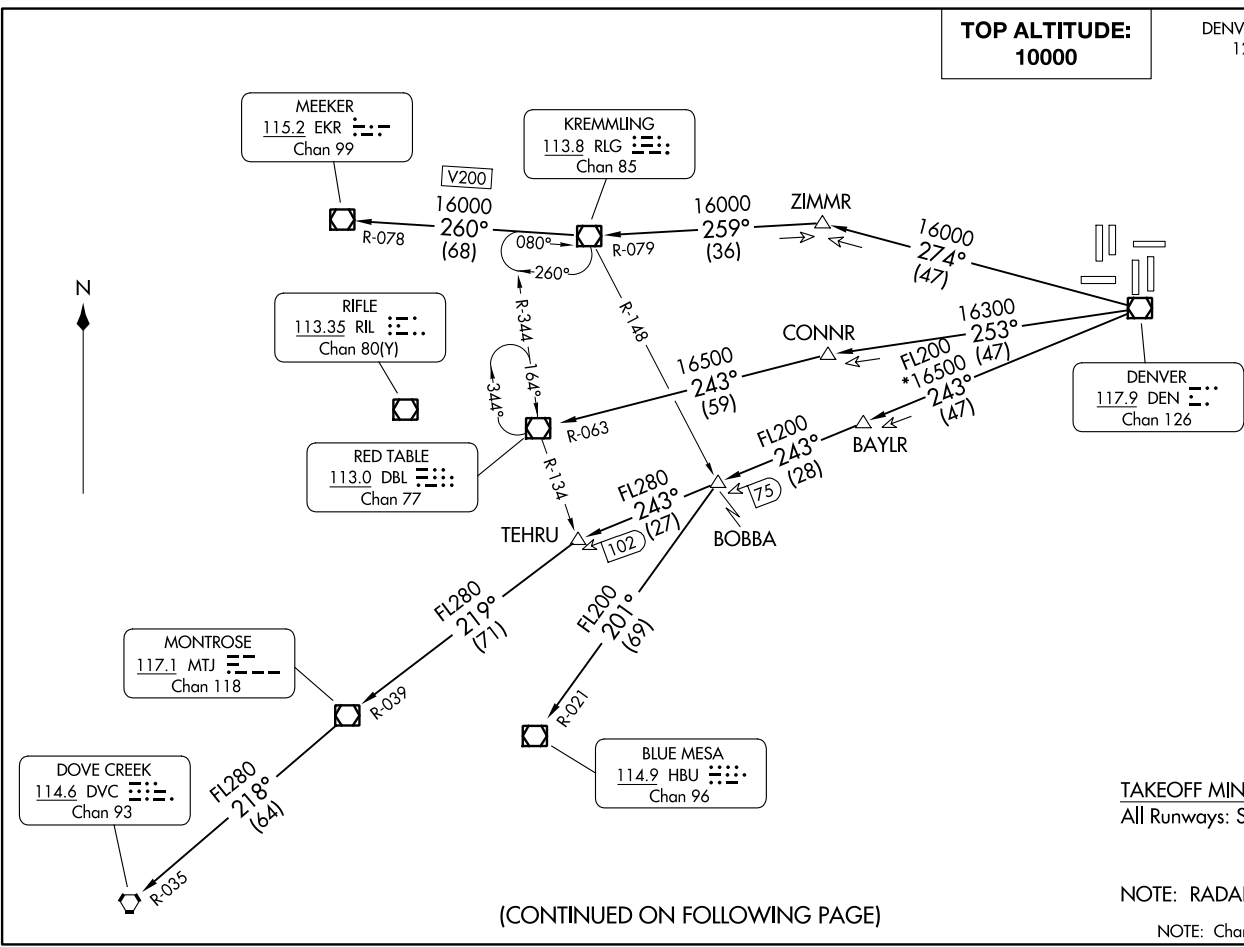
WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

DENVER DEP CON  
126.1 360.75  
D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC

**TOP ALTITUDE:  
10000**



(CONTINUED ON FOLLOWING PAGE)

TAKEOFF MINIMUMS  
All Runways: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCK15.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCK15.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

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

MEEKER TRANSITION (ROCK15.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.

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

RED TABLE TRANSITION (ROCK15.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

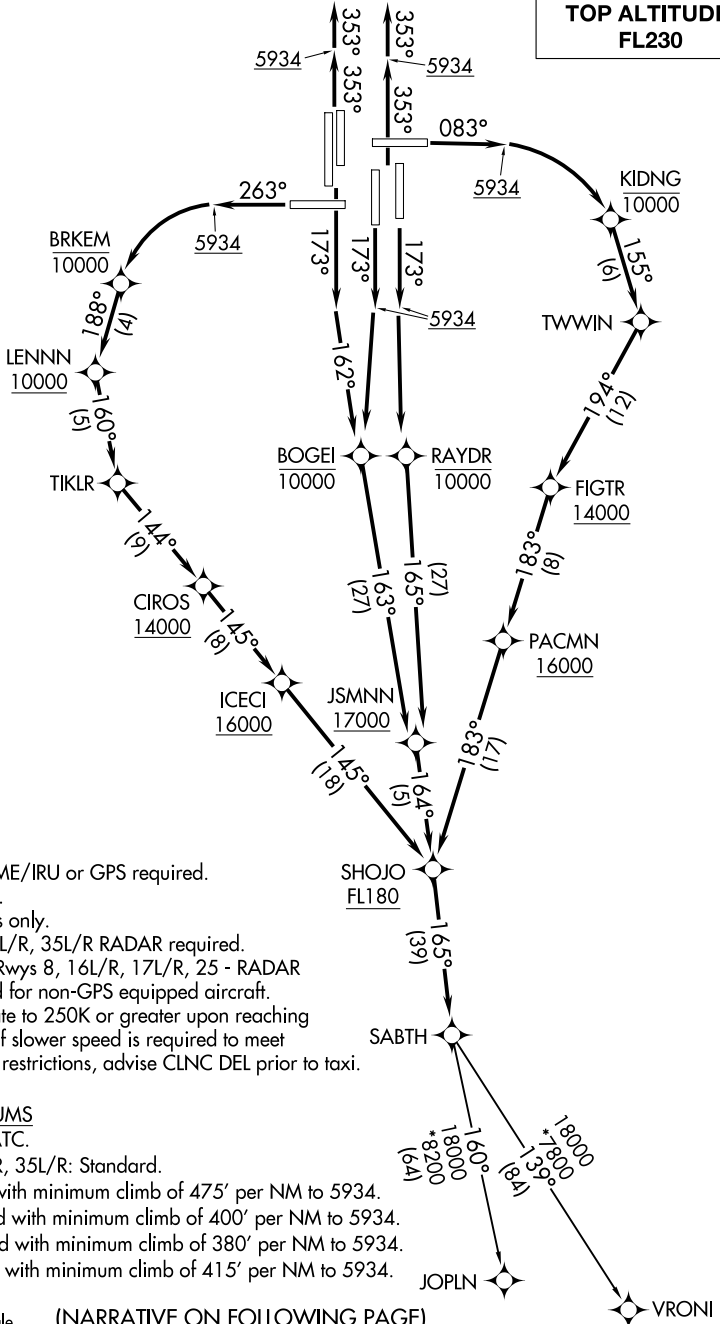
# SABTH TWO DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

**TOP ALTITUDE:  
FL230**

D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
128.45 251.075



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Rwy 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)

# SABTH TWO DEPARTURE (RNAV)

(SABTH2.SABTH) 10SEP20

DENVER, COLORADO  
DENVER INTL (DEN)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

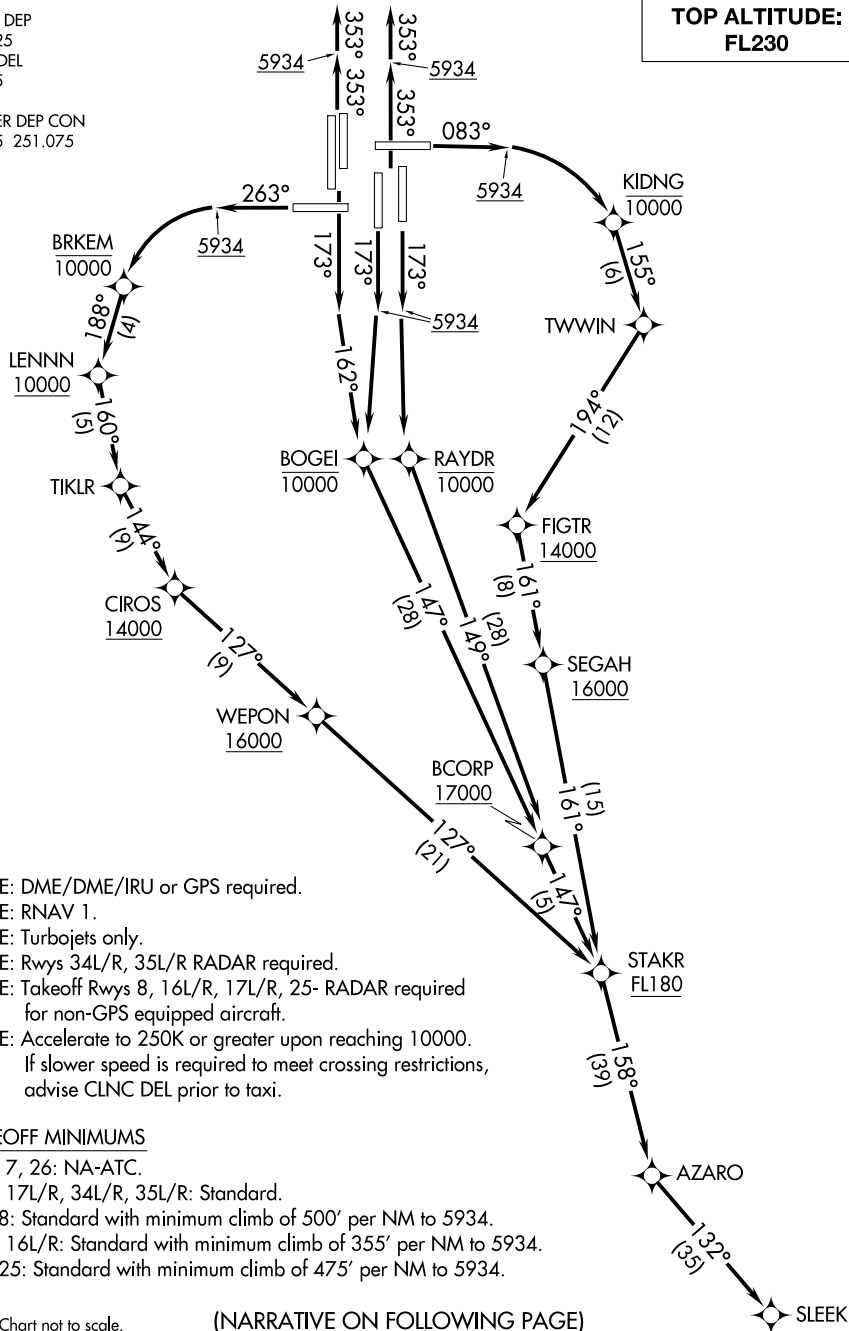
# SLEEK TWO DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

**TOP ALTITUDE:  
FL230**

D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
128.45 251.075



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Rwy 34L/R, 35L/R RADAR required.
- NOTE: Takeoff Rwy 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)

# SLEEK TWO DEPARTURE (RNAV)



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 SEGAAH 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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



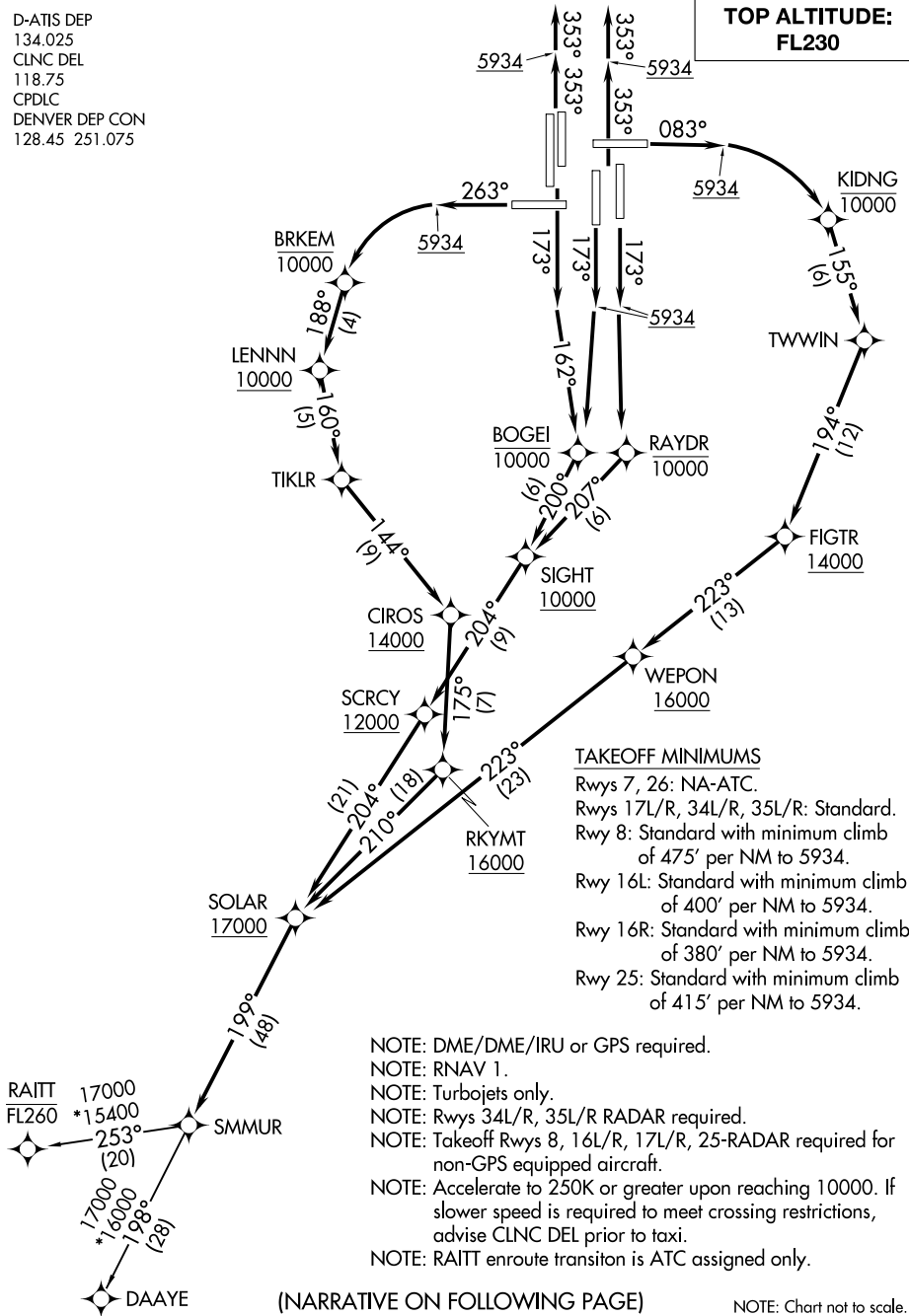
# SMMUR TWO DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
128.45 251.075

**TOP ALTITUDE:  
FL230**



### TAKEOFF MINIMUMS

- Rwys 7, 26: NA-ATC.
- Rwys 17L/R, 34L/R, 35L/R: Standard.
- Rwy 8: Standard with minimum climb of 475' per NM to 5934.
- Rwy 16L: Standard with minimum climb of 400' per NM to 5934.
- Rwy 16R: Standard with minimum climb of 380' per NM to 5934.
- Rwy 25: Standard with minimum climb of 415' per NM to 5934.

- 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.
- NOTE: RAITT enroute transition is ATC assigned only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# SMMUR TWO DEPARTURE (RNAV)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



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 WEAPON at or above 16000, then on track 223° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 207° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 210° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SOLAR at or above 17000, thence . . . .

. . . . on track 199° to SMMUR. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SMMUR2.DAAYE)

RAITT TRANSITION (SMMUR2.RAITT)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

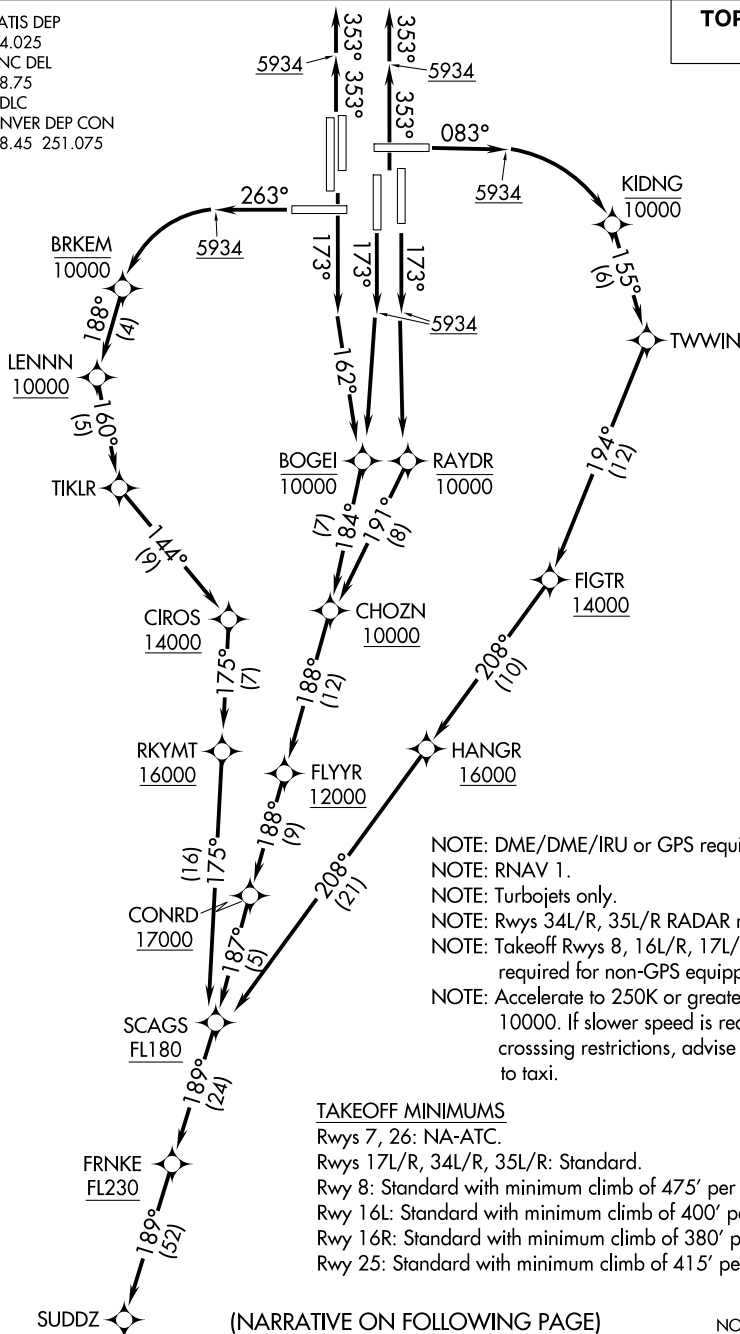
# SUDDZ ONE DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

**TOP ALTITUDE:  
FL230**

D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
128.45 251.075



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# SUDDZ ONE DEPARTURE (RNAV)



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.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# XXWNG ONE DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

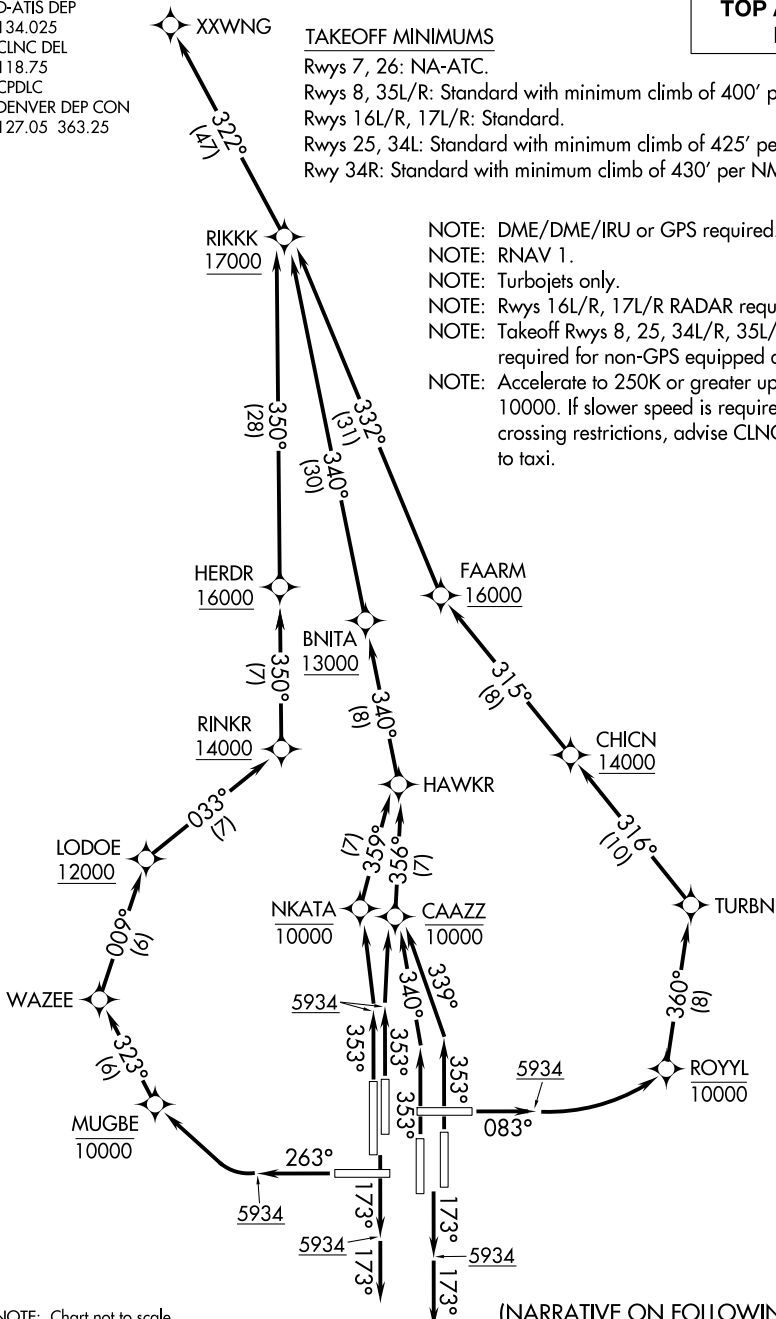
D-ATIS DEP  
134.025  
CLNC DEL  
118.75  
CPDLC  
DENVER DEP CON  
127.05 363.25

**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.  
Rwy 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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# XXWNG ONE DEPARTURE (RNAV)



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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024





DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned transition. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

CHEYENNE TRANSITION (YELLOW4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLOW4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLOW4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW4.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 (YELLOW4.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 (YELLOW4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



**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 of 400' per NM to 5934, then minimum climb of 220' per NM to 14000.

Rwy 16R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 225' per NM to 14800.

Rwy 17L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 210' per NM to 15500.

Rwy 17R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 14300.

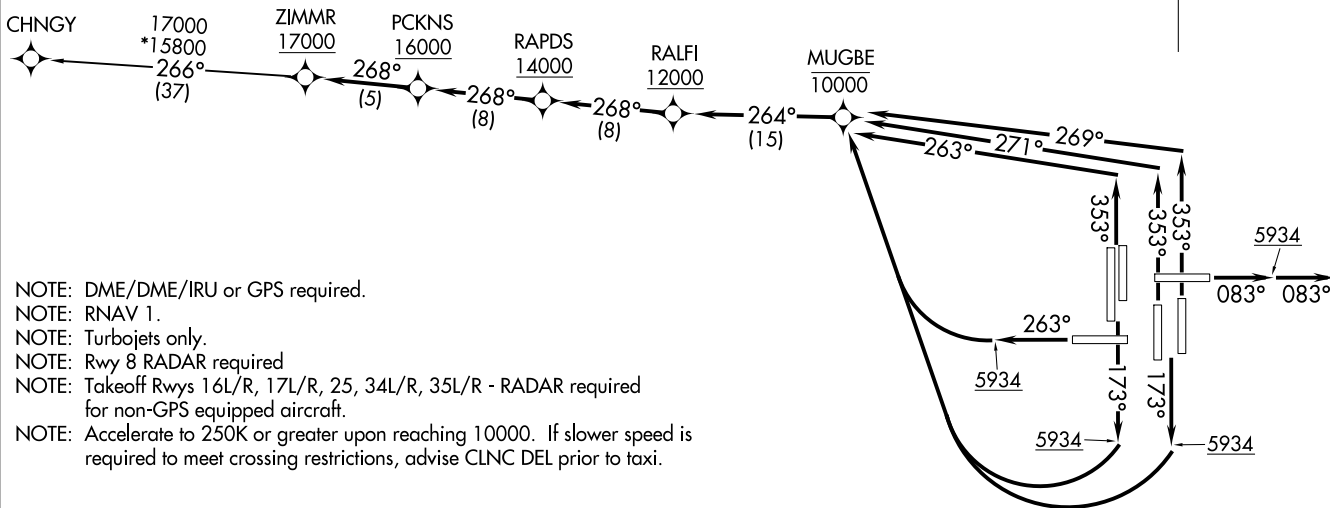
Rwy 25: Standard with minimum climb of 425' per NM to 5934, then minimum climb of 230' per NM to 15700.

Rwy 34L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 230' per NM to 14600.

Rwy 34R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 220' per NM to 15700.

Rwy 35L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 14000.

Rwy 35R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 210' per NM to 14500.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Rwy 8 RADAR required

NOTE: 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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ZIMMR THREE DEPARTURE (RNAV)  
(ZIMMR3.ZIMMR) 12AUG21

DENVER, COLORADO  
DENVER INTL (DEN)

(ZIMMR3.ZIMMR) 21224  
ZIMMR THREE 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 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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

## HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALAMOGORDO, NM HOLLOMAN AFB (HMN)	HS1	Twy R, Twy G, and Twy L have multiple hold lines for Rwy 07-25 and Rwy 04-22. Contact tower if confused or lost.
	HS2	Hold line on Twy /EOR A and Twy/EOR H have multiple POV access roads, possibility of high vehicle traffic.
	HS3	Hold line on Twy /EOR B and Twy C for Rwy 07-25 have multiple POV access roads, possibility of high vehicle traffic.
	HS4	Multiple hold lines at intersecting rwys. Landing/departing aircraft disregard hold lines, taxiing aircraft contact tower prior to crossing hold lines.
	HS5	Multiple hold lines where rwys intersect. Hold line also at Twy D. Contact tower if confused or lost.
	HS6	POV crossing controlled by tower. Hold line located on each side of Rwy 07-25. Possibility of high vehicular traffic.
ALBUQUERQUE, NM ALBUQUERQUE INTL SUNPORT (ABQ)	HS 1	Hold Position Marking on Twy E1 for Rwy 08.
	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 - acct rtneyl 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)

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 S on Twy D and instructed to cross Rwy 03 mistakenly turn onto Rwy 03. Pilots taxiing on Rwy 03 and instructed to hold short of Rwy 12R/30L fail to hold short. Hold line immediately after turn onto Rwy 03.
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.

LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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# ILS RWY 34L (CAT II & III)

DENVER INTL (DEN)

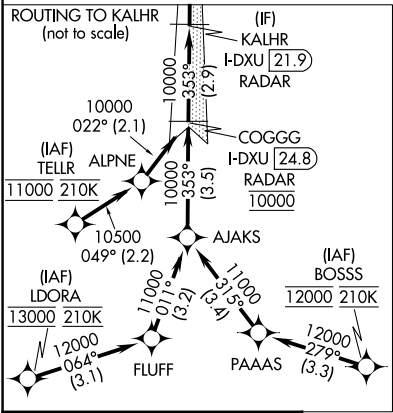
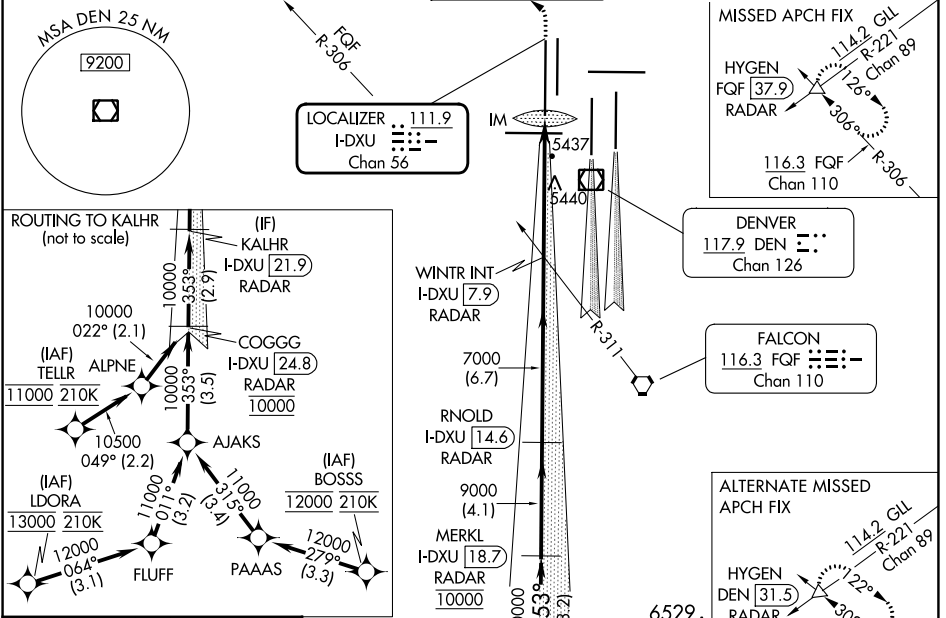
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

**CAUTION** 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.

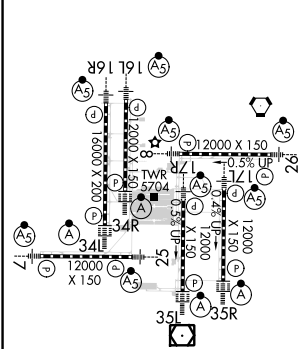
ALSF-2

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.

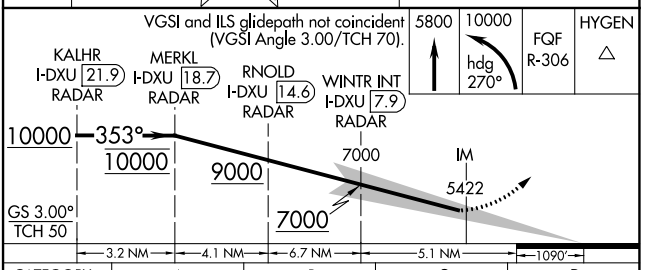
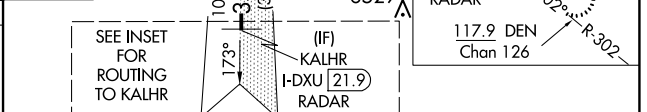
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH)	DENVER APP CON <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5327
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34L	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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Idg TDZE <b>5327</b> Apt Elev <b>5434</b>
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# ILS RWY 34L (SA CAT I)

DENVER INTL (DEN)

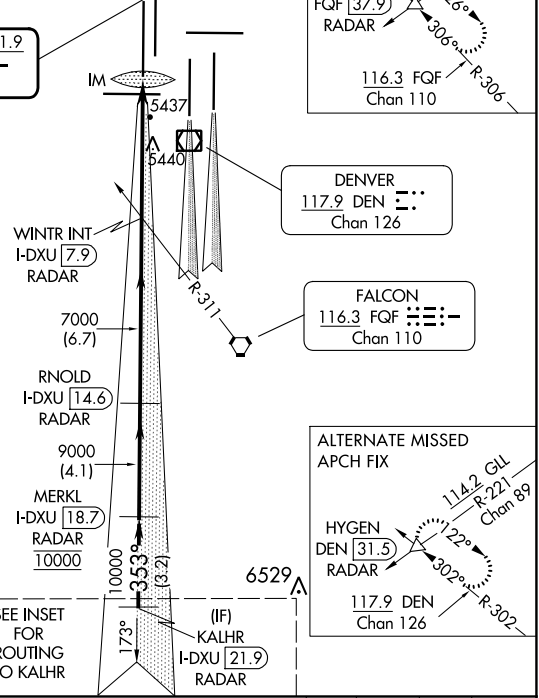
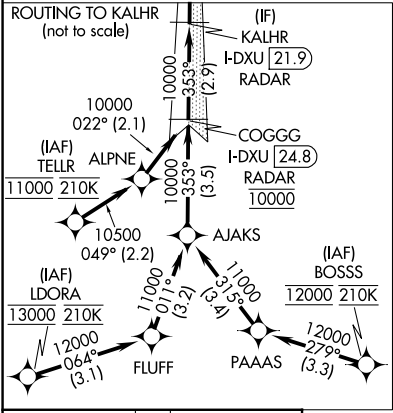
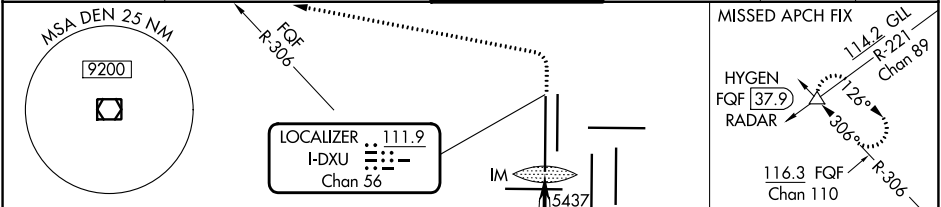
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized with Rwy 35L/R.

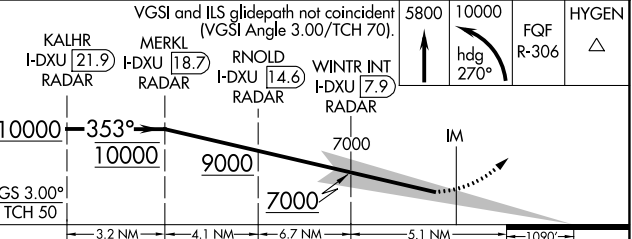
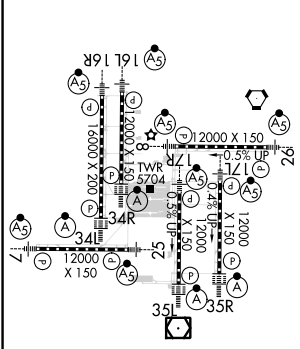
ALSF-2

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

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434 TDZE 5327



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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

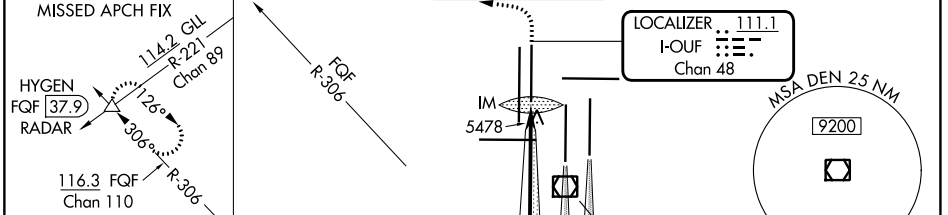
LOC/DME I-OUF <b>111.1</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5354</b> <b>5434</b>
Chan <b>48</b>			

# ILS RWY 34R (CAT II & III)

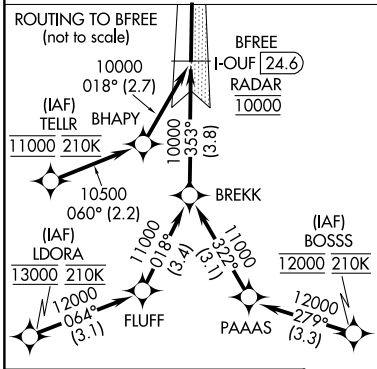
DENVER INTL (DEN)

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 FGF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

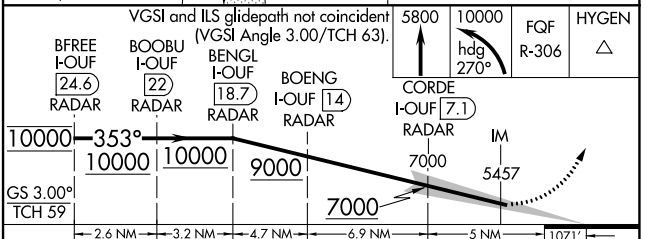
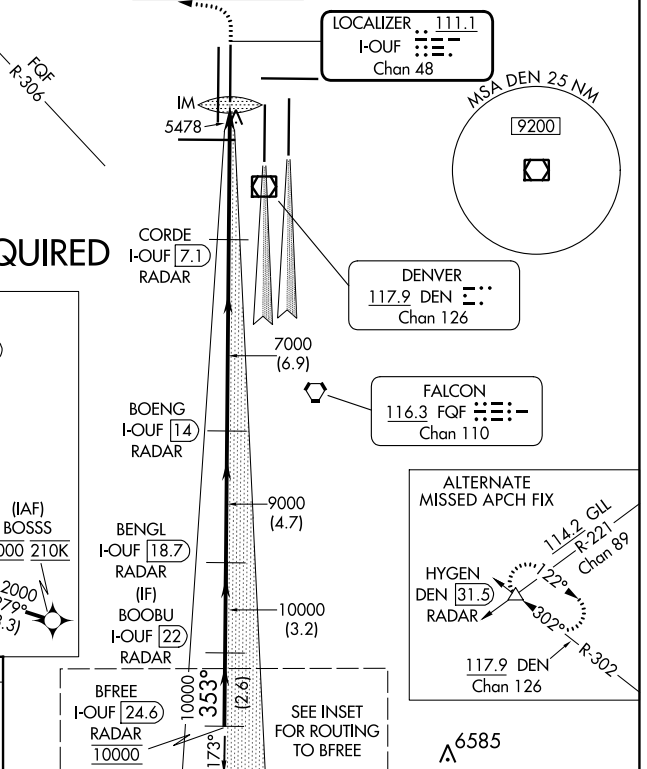
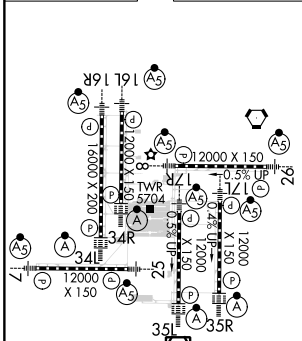
D-ATIS ARR <b>125.6 379.9</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b>	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
DEP <b>134.025</b>	(NORTH) (SOUTH)				



## RADAR or GPS REQUIRED



ELEV 5434	<b>D</b>	TDZE 5354
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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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-OUF <b>111.1</b> Chan <b>48</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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# ILS RWY 34R (SA CAT I)

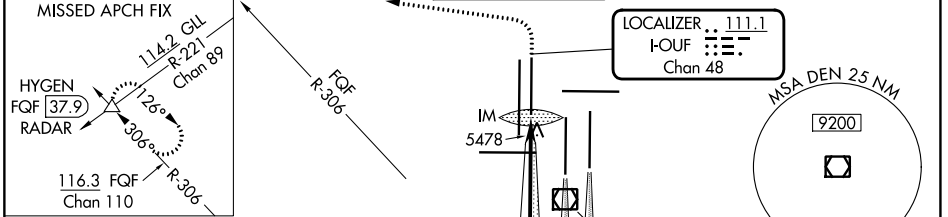
DENVER INTL (DEN)

Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.

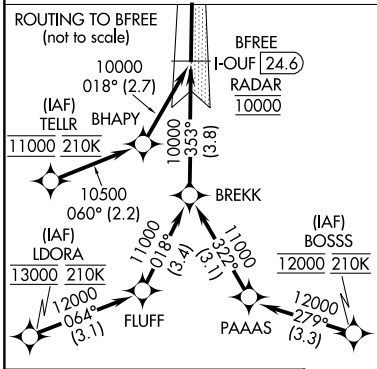


MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

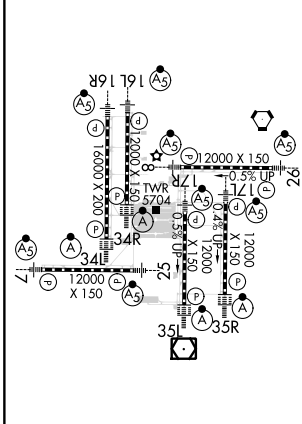
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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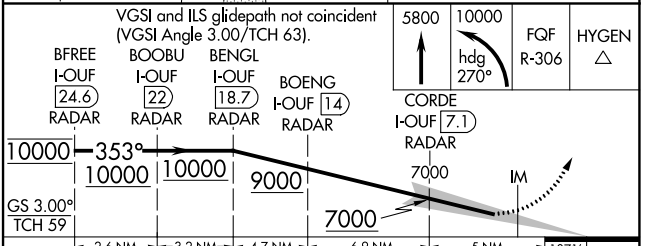
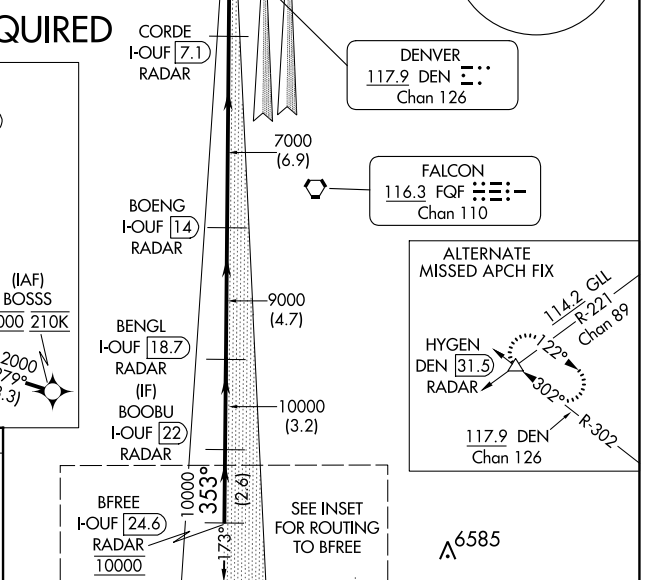
## RADAR or GPS REQUIRED



ELEV 5434	<b>D</b>	TDZE 5354
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34R	RA 175/14 150 DA 5504			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

RNAV 1-GPS or RADAR required for procedure entry.

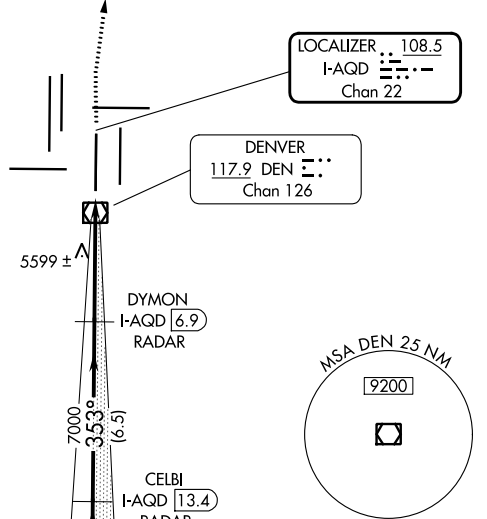
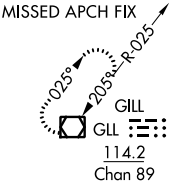
ALSF-2

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

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

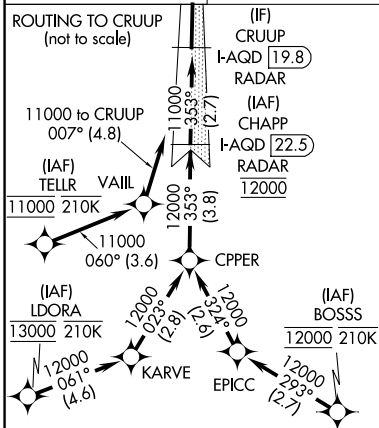
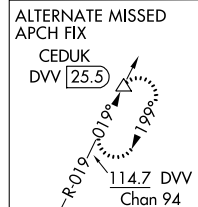
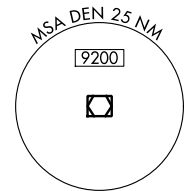


D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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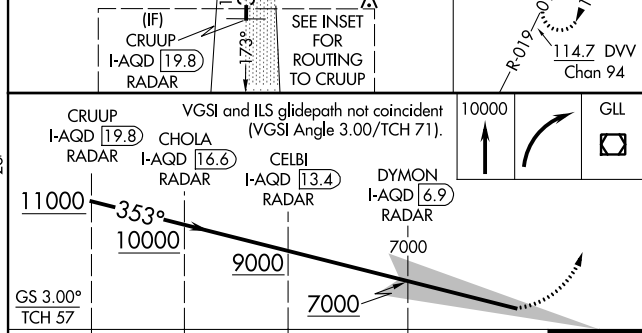
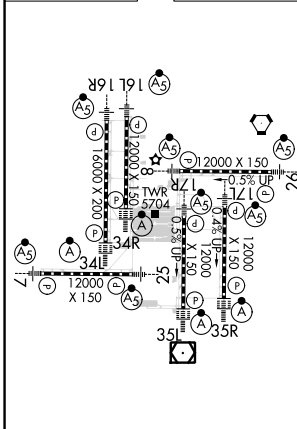


LOCALIZER 108.5  
I-AQD  
Chan 22

DENVER 117.9 DEN  
Chan 126



ELEV 5434 **D** TDZE 5434



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, 22 FEB 2024 to 21 MAR 2024

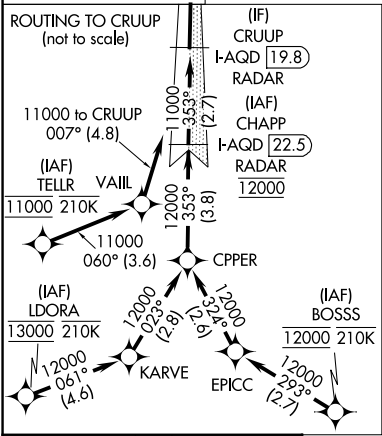
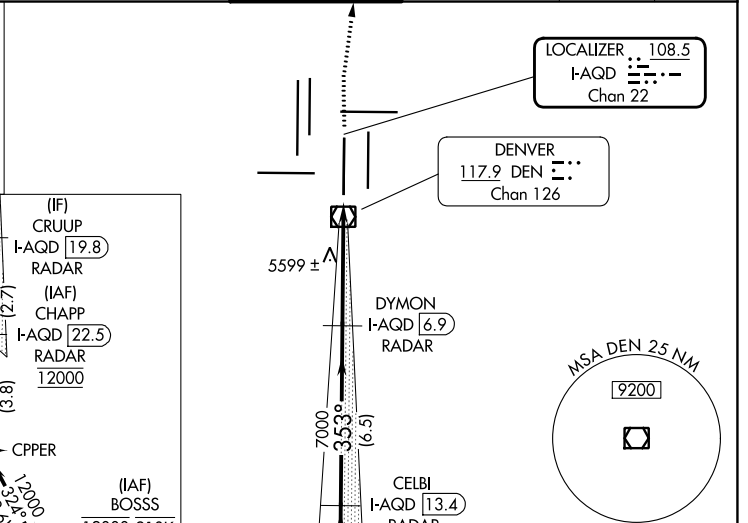
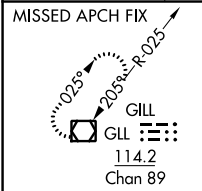
SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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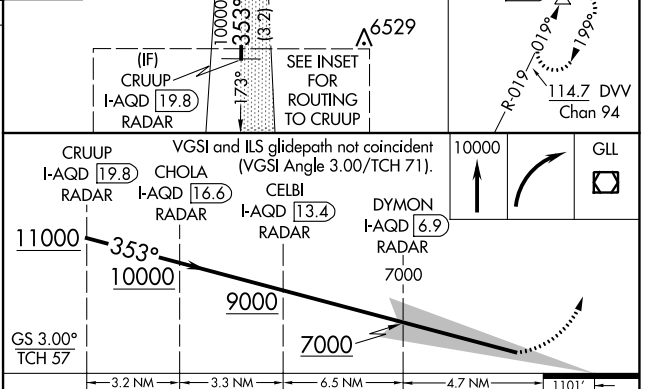
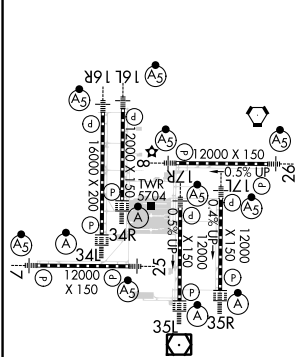
# ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

RNAV 1-GPS or RADAR required for procedure entry.		ALS-F2 	MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.		
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC



ELEV 5434	<b>D</b>	TDZE 5434
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CATEGORY	A	B	C	D
S-ILS 35L	RA 165/14 150 DA 5584			
<b>SA CATEGORY I ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>				

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



LOC/DME I-DPP <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>353°</b>	Rwy ldg <b>12000</b> TDZE <b>5370</b> Apt Elev <b>5434</b>
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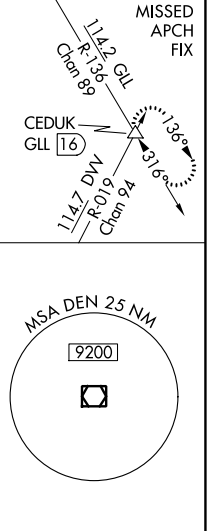
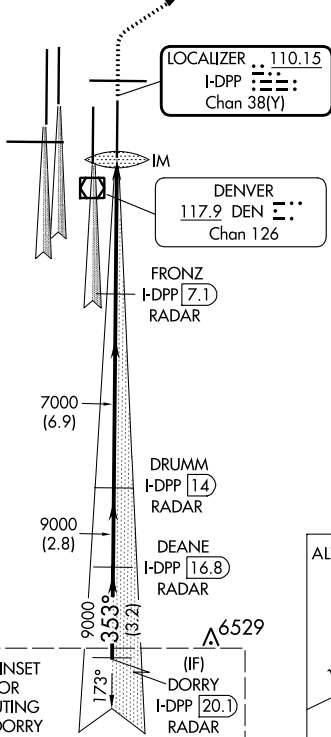
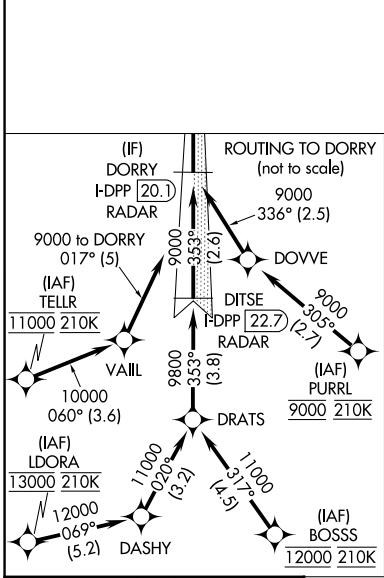
# ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

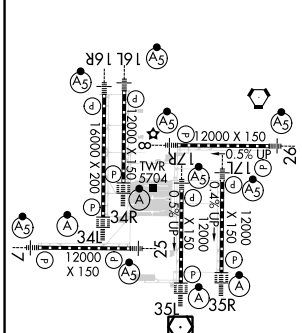
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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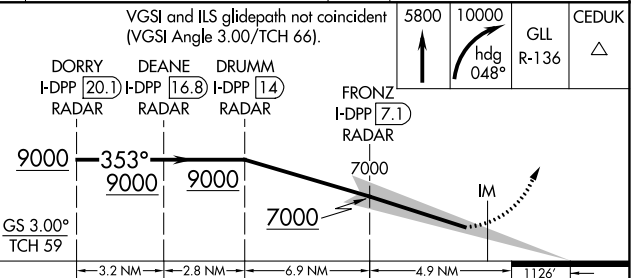
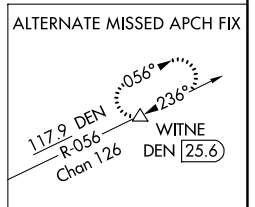
## RADAR or GPS REQUIRED



ELEV 5434 TDZE 5370



SEE INSET FOR ROUTING TO DORRY



CATEGORY	A	B	C	D
S-ILS 35R	RA 161/14 150 DA 5520			

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024






LOC/DME I-BXP <b>110.15</b> Chan 38 (Y)	APP CRS <b>173°</b>	Rwy ldg <b>12000</b> TDZE <b>5339</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 17L

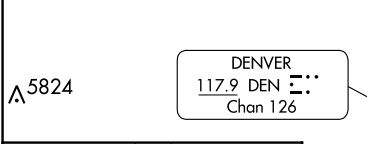
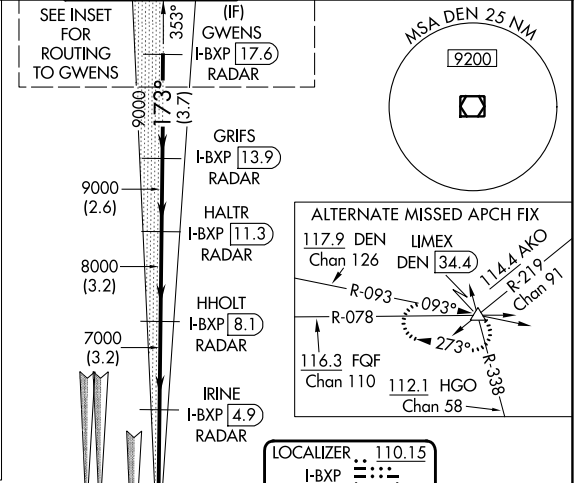
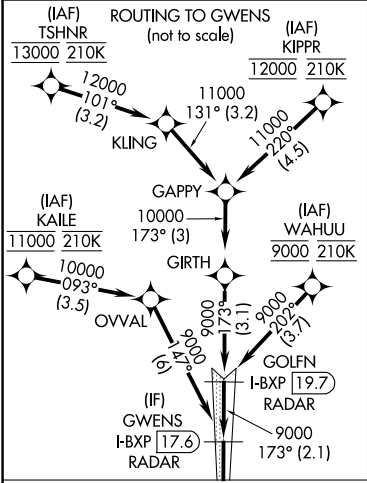
DENVER INTL (DEN)

**▼** For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500. S-LOC 17L DME or RADAR required. Simultaneous approaches authorized with Rwy 17R and 16L/16R.  
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

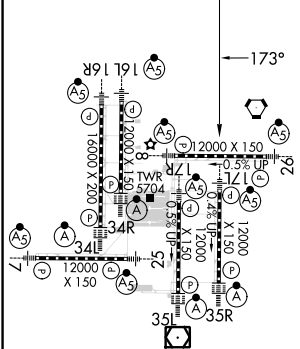
**MALSR**  


**MISSED APPROACH:** Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5339
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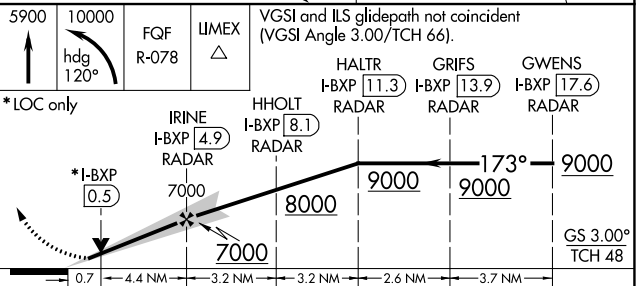


HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

## RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS 17L		# 5539/24 200 (200-½)		
S-LOC 17L		5620/24 281 (200-½)		

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-ACX <b>108.5</b> Chan <b>22</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5392</b> Apt Elev <b>5434</b>
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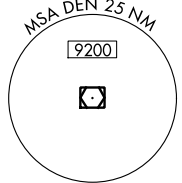
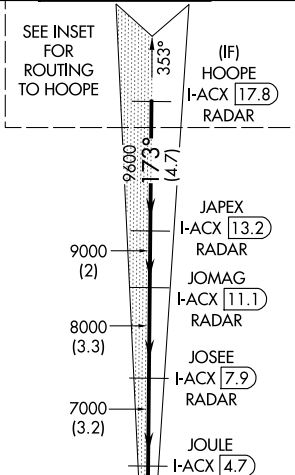
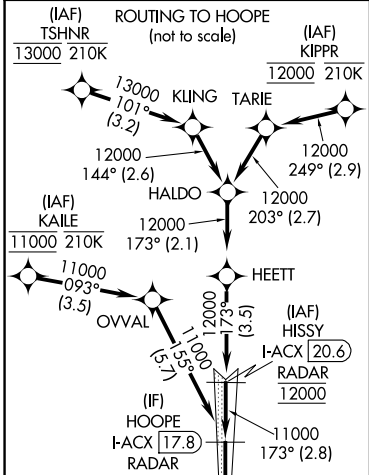
# ILS or LOC RWY 17R

DENVER INTL (DEN)

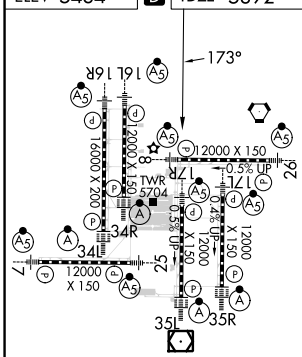
DME or RADAR required for LOC only.  
RNAV 1-GPS or RADAR required for procedure entry.  
Simultaneous approach authorized. For inop ALS, increase S-17R LOC Cat C/D visibility to RVR 5500.

**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 ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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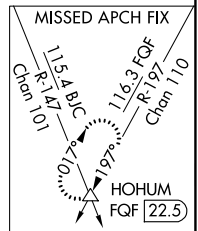


**A5824**  
ELEV 5434 **D** TDZE 5392

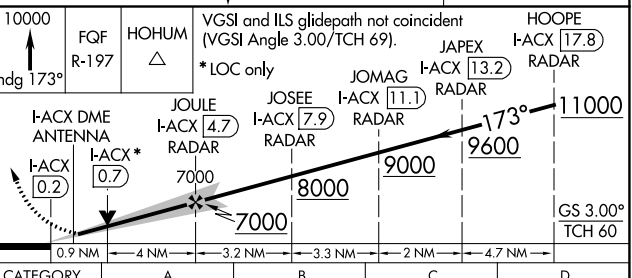


**LOCALIZER 108.5**  
I-ACX  
Chan 22

DENVER  
**117.9 DEN**  
Chan 126



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



FAF to MAP 4.9 NM	3000	2000	1000	0	
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



LOC/DME I-ERP <b>111.55</b> Chan <b>52(Y)</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5355</b> Apt Elev <b>5434</b>
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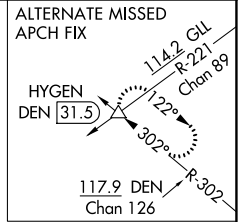
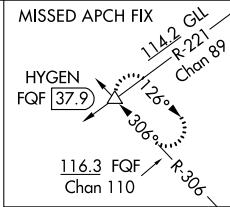
# ILS or LOC RWY 25

DENVER INTL (DEN)

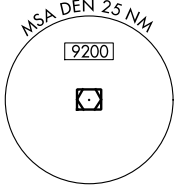
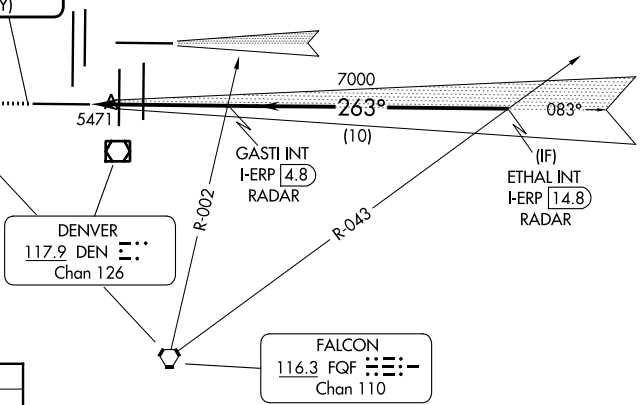
**Simultaneous approach authorized with Rwy 26. For inoperative MALSR, increase S-LOC 25 Cat C and D visibility to RVR 5500. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALSR** MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

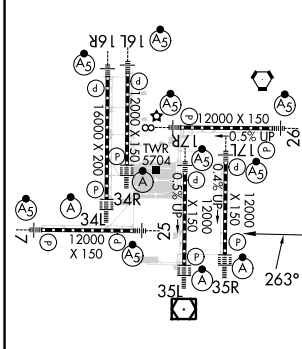
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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**LOCALIZER .. 111.55**  
I-ERP **---**  
Chan **52(Y)**



ELEV <b>5434</b>	<b>D</b>	TDZE <b>5355</b>
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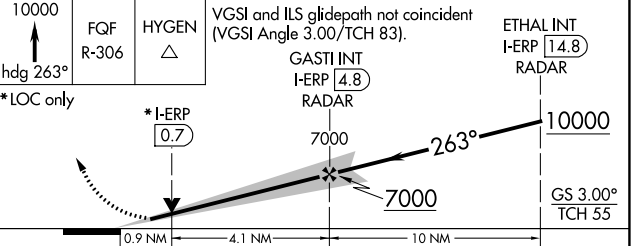


HIRL all Rwys  
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

## △ 6270 ± RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 25 **	5555/24 200 (200-½)			
S-LOC 25	5720/24	365 (300-½)	5720/35	365 (300-⅝)

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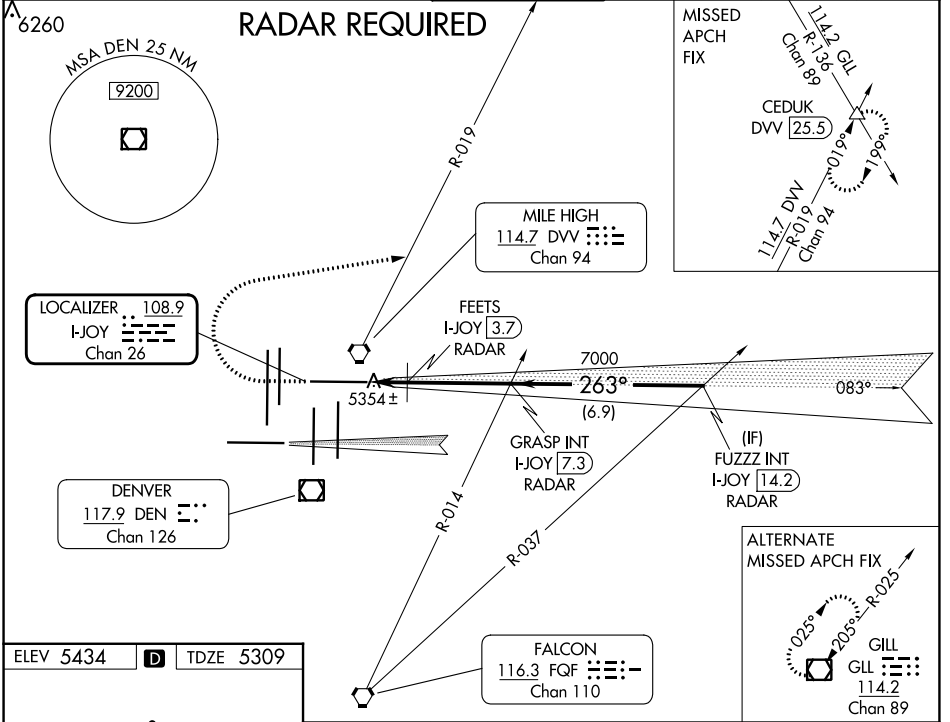
LOC/DME I-JOY <b>108.9</b> Chan 26	APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev <b>12000</b> <b>5309</b> <b>5434</b>
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# ILS or LOC RWY 26

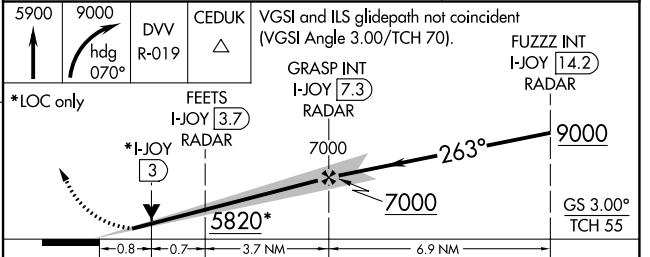
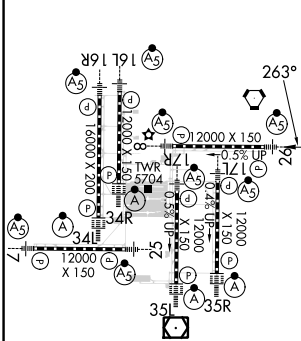
DENVER INTL (DEN)

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.		
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D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5309
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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)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-DXU <b>111.9</b> Chan 56	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>16000</b> <b>5327</b> <b>5434</b>
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# ILS or LOC RWY 34L

DENVER INTL (DEN)

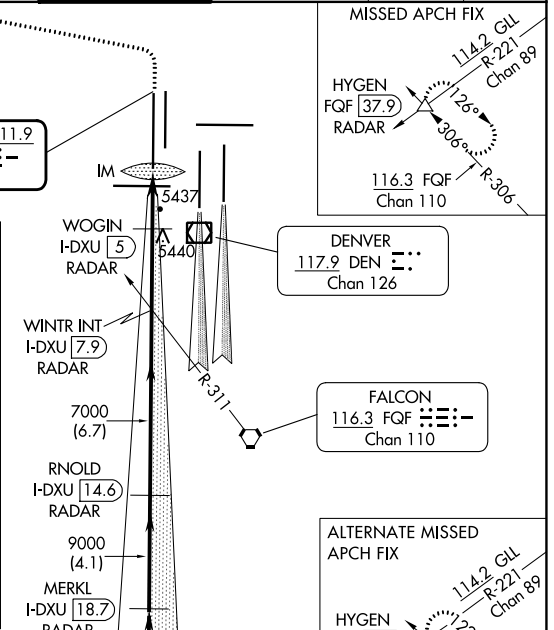
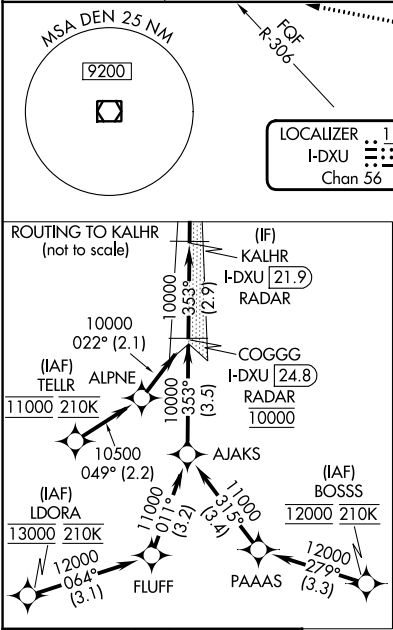
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSS, TELL: RNAV-1 GPS required. DME or RADAR required.

Simultaneous approach authorized with Rwy 35L/R. For inop ALS, increase S-LOC Cat C and D visibility to RVR 5500.

ALSF-2

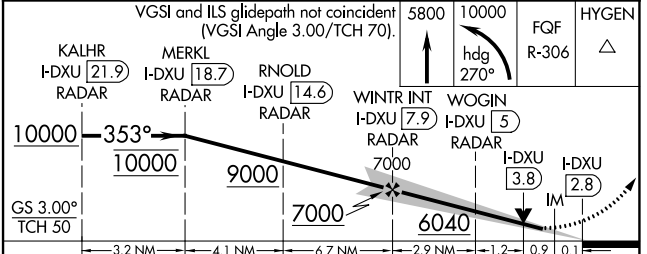
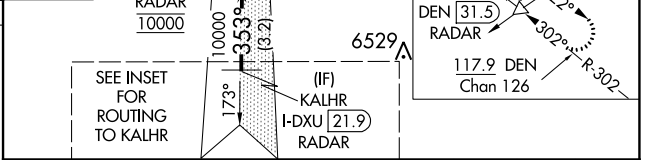
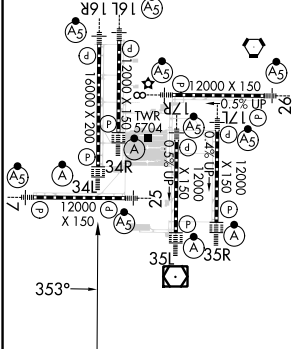
MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434 TDZE 5327

HIRL all Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-½)			
S-LOC 34L	5700/24	373 (300-½)	5700/35	373 (300-¾)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-OUF <b>111.1</b> Chan 48	APP CRS <b>353°</b>	Rwy Idg TDZE <b>5354</b> Apt Elev <b>5434</b>
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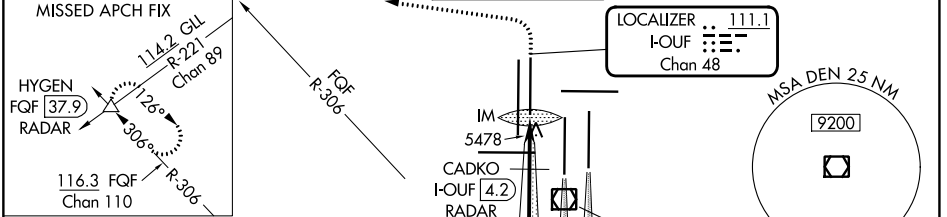
# ILS or LOC RWY 34R

DENVER INTL (DEN)

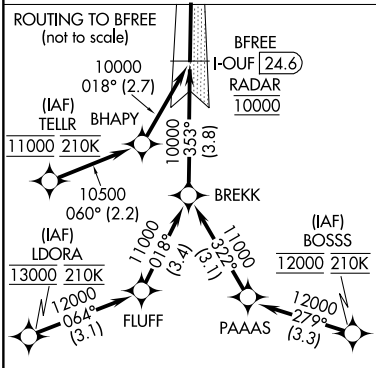
**⚠ MISSED APCH FIX** S-LOC 34R DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cat C/D visibility to RVR 5500.

**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.

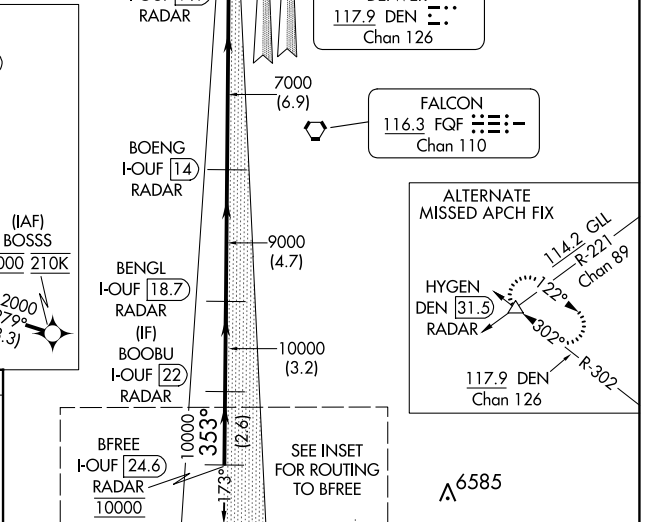
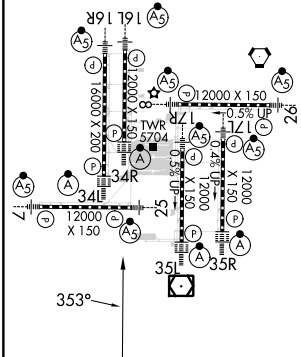
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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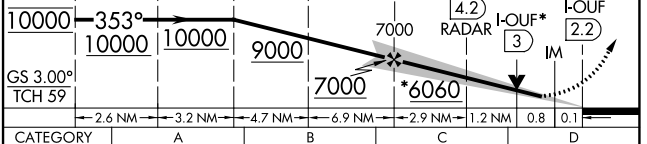
## RADAR or GPS REQUIRED



ELEV 5434	<b>D</b>	TDZE 5354
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R		
HIRL all Rwy's		



BFREE I-OUF 24.6 RADAR 10000	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	FQF R-306	HYGEN Δ
*LOC only							



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40
S-ILS 34R	5554/18 200 (200-½)				
S-LOC 34R	5700/24 346 (300-½)		5700/30 346 (300-¾)		

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SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-AQD <b>108.5</b> Chan <b>22</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 35L

DENVER INTL (DEN)

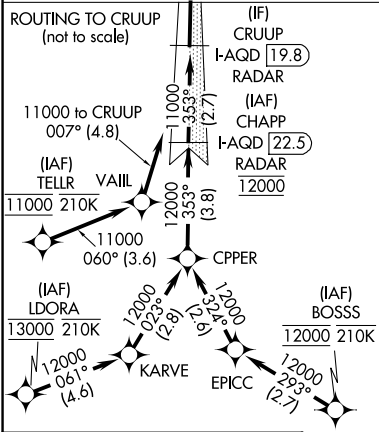
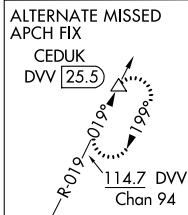
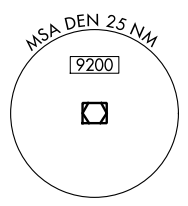
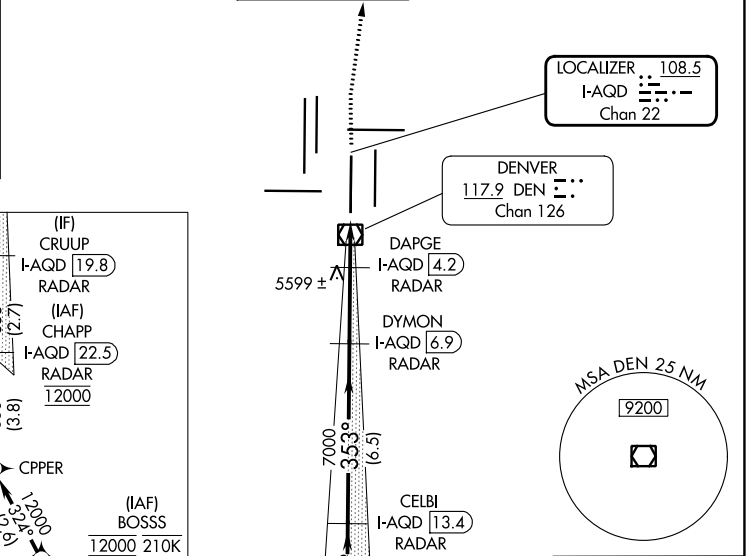
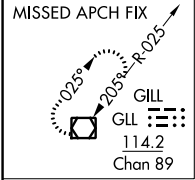
DME or RADAR required for LOC only.  
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

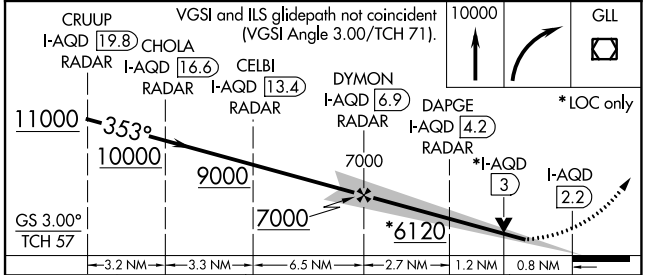
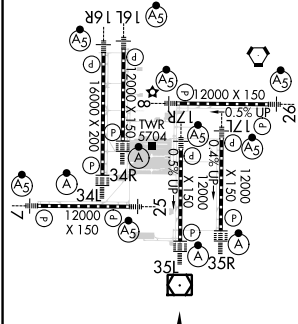
MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434 TDZE 5434

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



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34
S-ILS 35L	5634/18 200 (200-½)				
S-LOC 35L	5760/24	326 (400-½)	5760/26	326 (400-½)	

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-DPP <b>110.15</b> Chan <b>38(Y)</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5370</b> Apt Elev <b>5434</b>
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# ILS or LOC RWY 35R

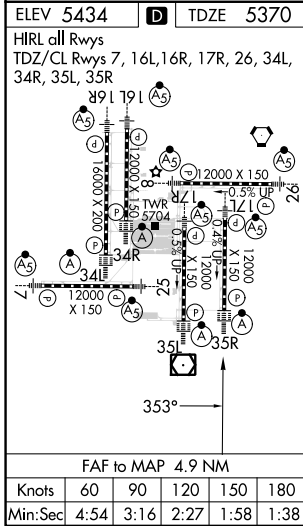
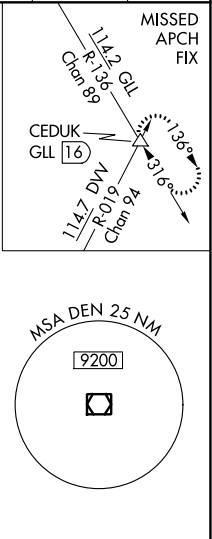
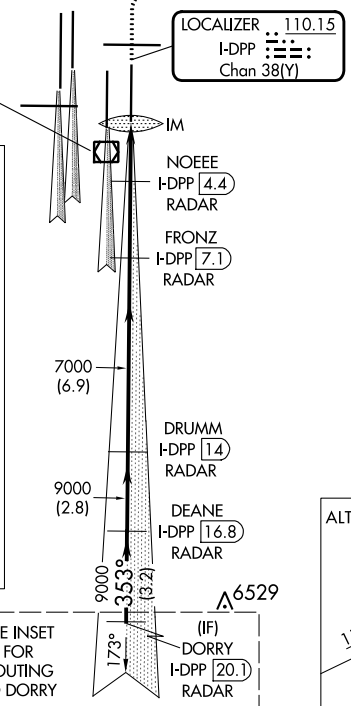
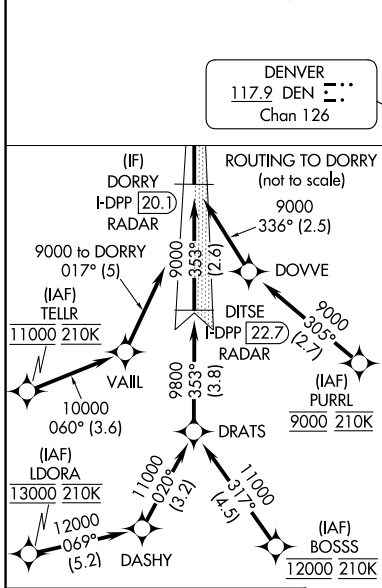
DENVER INTL (DEN)

**▽** S-LOC 35R DME or RADAR required.  
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ALSF-2 <b>(A)</b>	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.
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## RADAR or GPS REQUIRED



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

DORRY I-DPP [20.1] RADAR	DEANE I-DPP [16.8] RADAR	DRUMM I-DPP [14] RADAR	FRONZ I-DPP [7.1] RADAR	NOEEE I-DPP [4.4] RADAR	CEDUK
<p>9000 → 353° → 9000 → 9000 → 7000 → 316° → 7000</p> <p>GS 3.00° TCH 59</p> <p>*6120</p> <p>IM</p> <p>I-DPP [2.2]</p> <p>I-DPP [3.1]</p>					
3.2 NM	2.8 NM	6.9 NM	2.7 NM	1.3 NM	0.9 NM
0.1 NM					
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)		

\* LOC only

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SW-1, 22 FEB 2024 to 21 MAR 2024


# ILS or LOC RWY 7

DENVER INTL (DEN)

LOC/DME I-DZG <b>111.55</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5352</b> <b>5434</b>
Chan <b>52(Y)</b>			

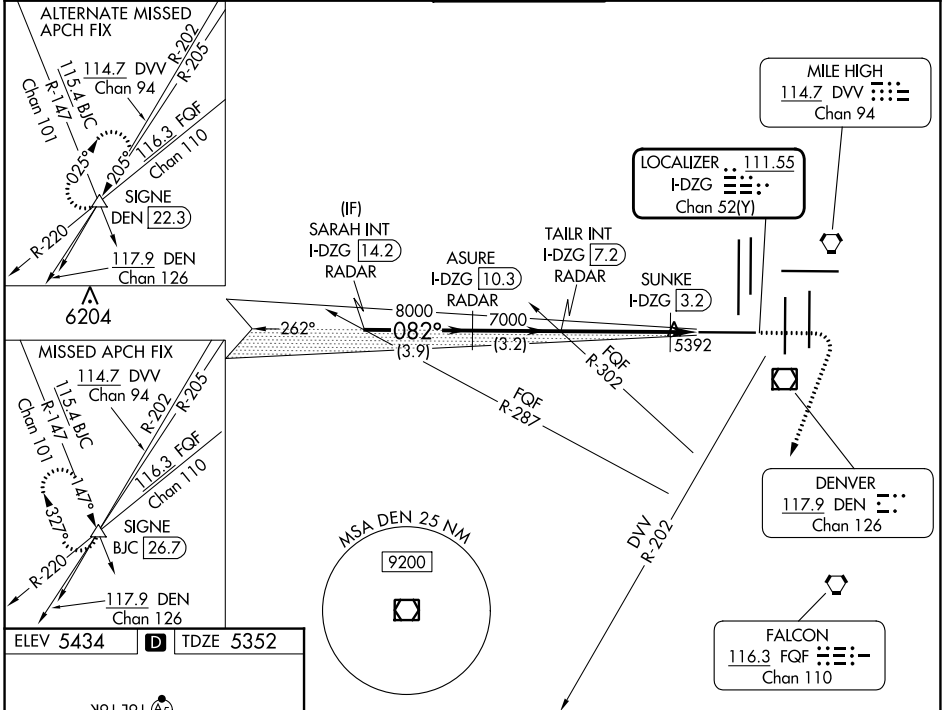
RADAR required for procedure entry.

For inop ALS, increase SUNKE fix Cat C/D visibility to RVR 4500. Simultaneous approach authorized.

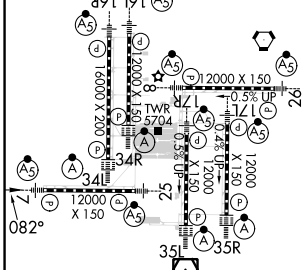
MALSR 

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 ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5352
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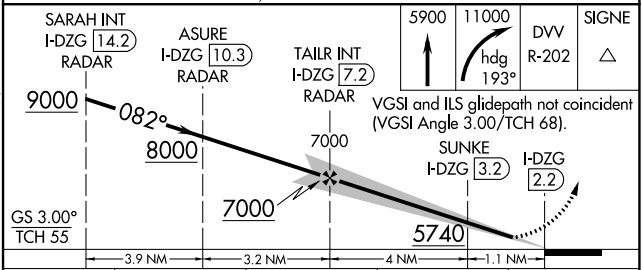


TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

HIRL all Rwys

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 7		5552/18	200 (200-½)	
S-LOC 7	5740/24	388 (400-½)		5740/35 388 (400-⅝)
SUNKE FIX MINIMUMS				
S-LOC 7	5660/24 308 (300-½)			

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-FUI <b>108.9</b> Chan 26	APP CRS <b>083°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5354</b> <b>5434</b>
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# ILS or LOC RWY 8

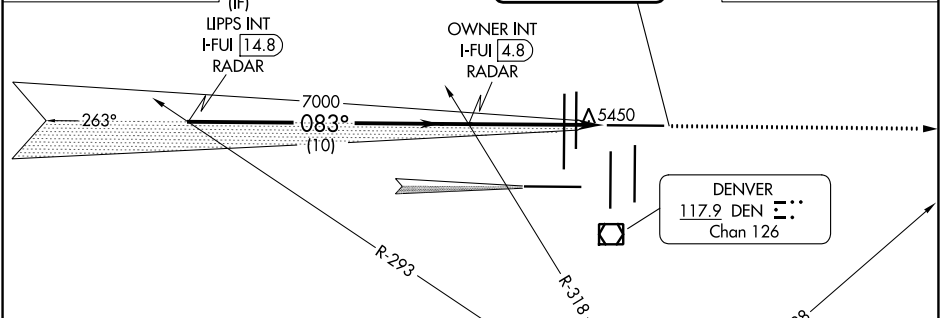
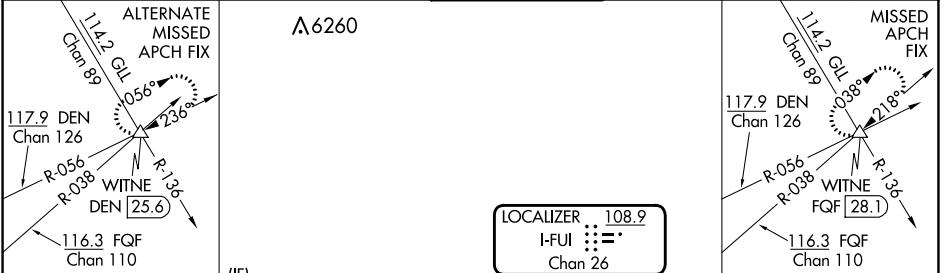
DENVER INTL (DEN)

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.

MALSRR 

MISSED APPROACH: Climb to 10000 on heading 083° and on FGF VORTAC R-038 to WITNE INT/FGF 28.1 DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

## RADAR REQUIRED

ELEV 5434 **D** TDZE 5354

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

FAF to MAP 5 NM


Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MSA DEN 25 NM **9200**


LIPPS INT I-FUI **14.8** RADAR

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

OWNER INT I-FUI **4.8** RADAR

10000  hdg 083°

FGF R-038

WITNE 

\*LOC only

GS 3.00° TCH 52

CATEGORY	A	B	C	D
S-ILS 8**	5554/24 200 (200-1/2)			
S-LOC 8	5700/24	346 (300-1/2)	5700/30	346 (300-5/8)




# RNAV (RNP) Z RWY 16L

DENVER INTL (DEN)

APP CRS	Rwy Idg	<b>12000</b>
<b>173°</b>	TDZE	<b>5357</b>
	Apt Elev	<b>5434</b>

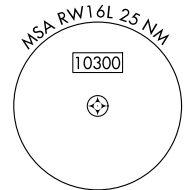
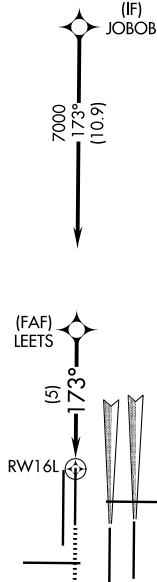
▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance 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.

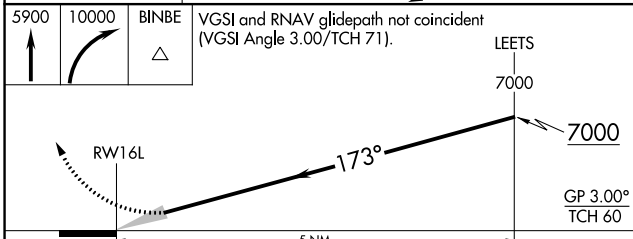
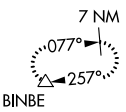
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR <b>125.6 379.9</b>	<b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	<b>135.3 351.95</b>	<b>121.35 379.175</b>	<b>118.75</b>	
DEP <b>134.025</b>					

## RADAR REQUIRED

A 6260



### MISSED APCH FIX



CATEGORY	A	B	C	D
RNP 0.10 DA	5617/24		260 (200-½)	
RNP 0.30 DA	5683/32		326 (300-¾)	

## AUTHORIZATION REQUIRED

ELEV	5434	D	TDZE	5357
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R,  
17R, 26, 34L, 34R, 35L, 35R

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024




APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5339</b> Apt Elev <b>5434</b>
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# RNAV (RNP) Z RWY 17L

DENVER INTL (DEN)

**GPS required.** For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. 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**

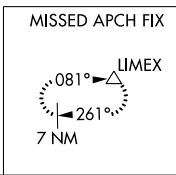
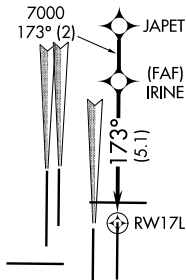
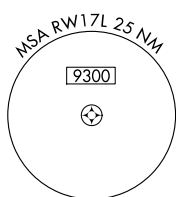
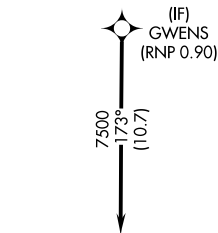


**MISSED APPROACH:** Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

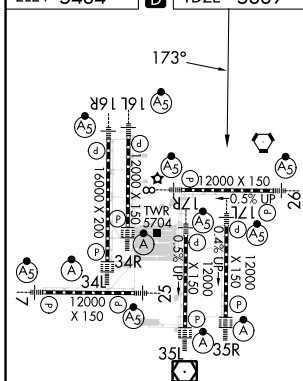
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

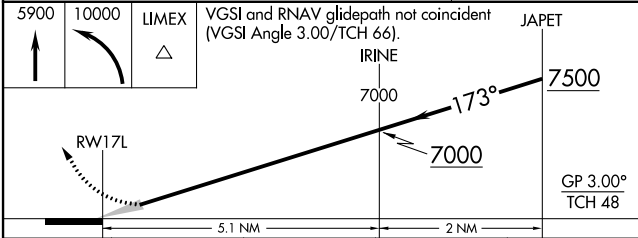
△ 6260



ELEV 5434	<b>D</b>	TDZE 5339
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA		5600/24	261 (200-½)	
RNP 0.30 DA		5716/40	377 (300-¾)	


## AUTHORIZATION REQUIRED

APP CRS <b>173°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5392</b>
	Apt Elev <b>5434</b>

# RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

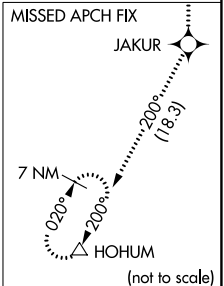
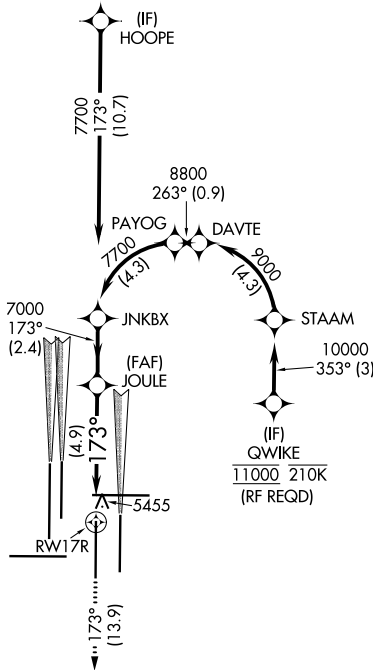
**▽** GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$  mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).

**MALSR**  
  
**MISSED APPROACH:** Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

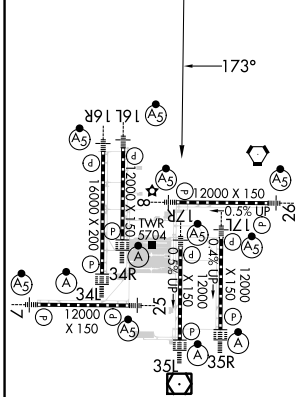
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

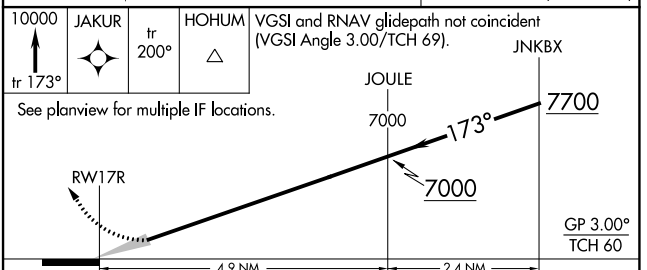
A 6260



ELEV 5434	<b>D</b>	TDZE 5392
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HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R,  
 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA	5722/32 330 (300- $\frac{5}{8}$ )			
RNP 0.30 DA	5894/60 502 (500-1 $\frac{1}{4}$ )			

## AUTHORIZATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

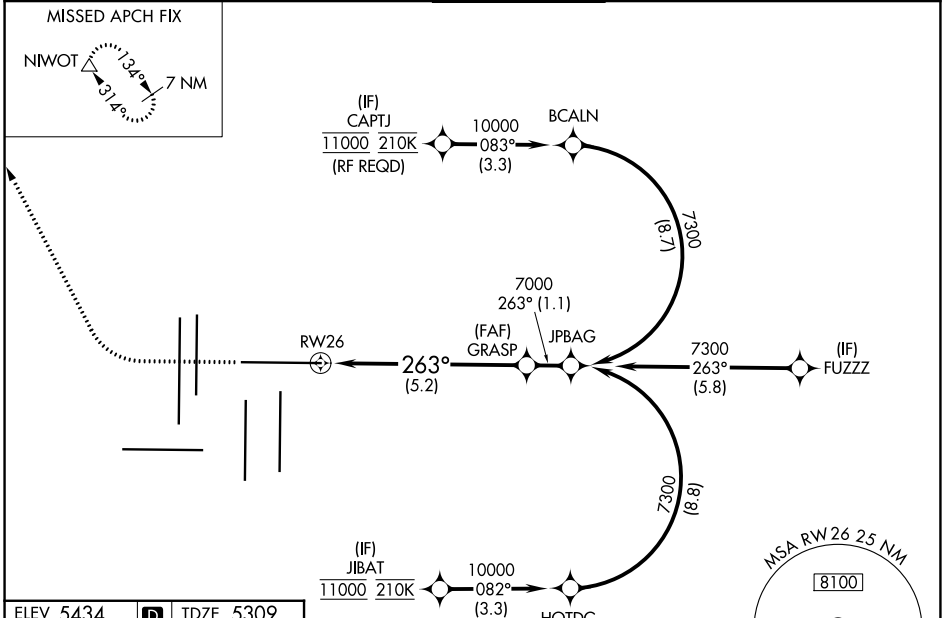
APP CRS <b>263°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5309</b>
	Apt Elev <b>5434</b>

# RNAV (RNP) Z RWY 26

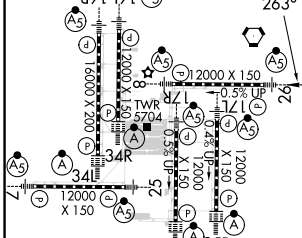
DENVER INTL (DEN)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 6000 then climbing right turn to 10000 direct NIWOT and hold.
<p>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.</p>		

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5309
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A5733				
6000	10000	NIWOT		
VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 70).				
RWY26				
See planview for multiple IF locations.				
5.2 NM				
CATEGORY	A	B	C	D
RNP 0.15 DA	5566/24		257 (200-½)	
RNP 0.30 DA	5611/24		302 (200-½)	

<b>AUTHORIZATION REQUIRED</b>				
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SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

# RNAV (RNP) Z RWY 34L

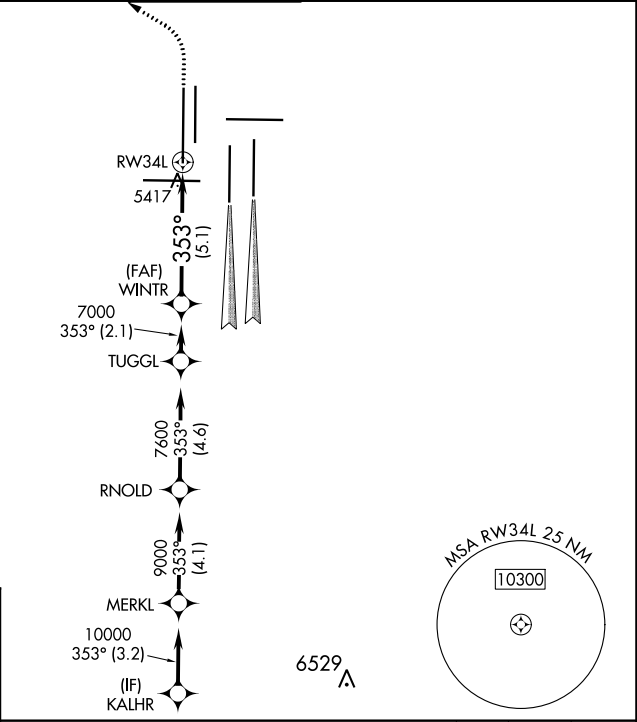
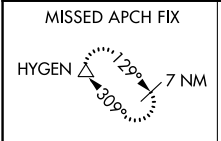
DENVER INTL (DEN)

APP CRS <b>353°</b>	Rwy Idg <b>16000</b>
	TDZE <b>5327</b>
	Apt Elev <b>5434</b>

▼ 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 HYGEM and hold.

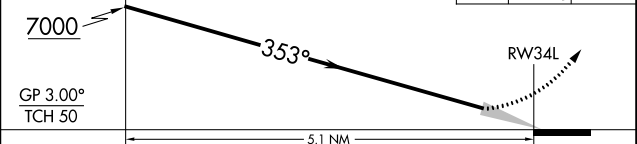
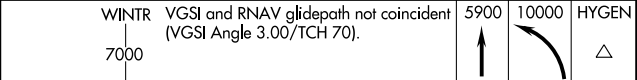
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

ELEV 5434 **D** TDZE 5327

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



CATEGORY	A	B	C	D
RNP 0.10 DA		5587/24	260 (200-½)	
RNP 0.20 DA		5720/45	393 (300-¾)	
RNP 0.30 DA		5782/60	455 (400-1¼)	

## AUTHORIZATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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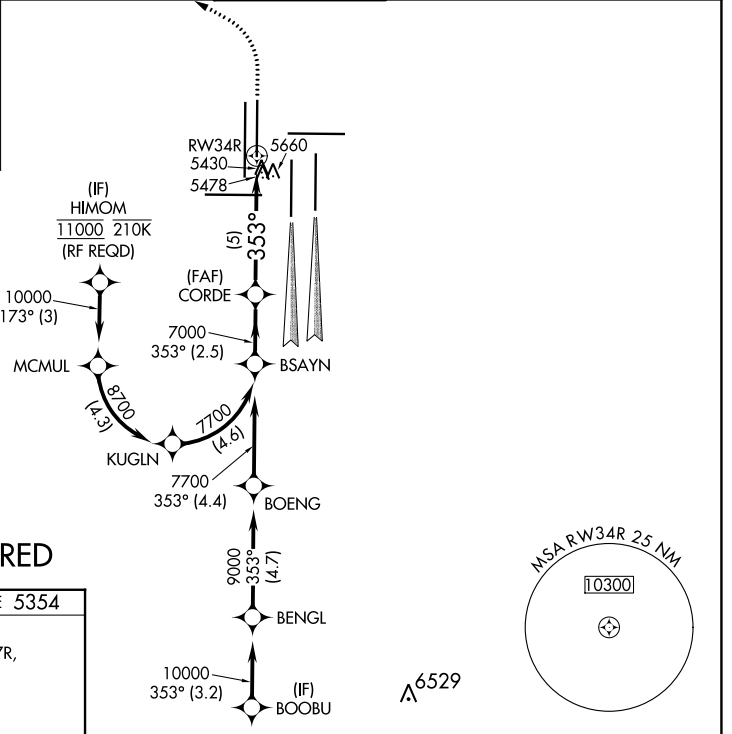
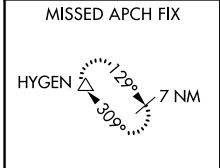
# RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.20 all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 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 ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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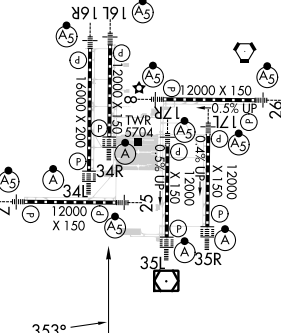
SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

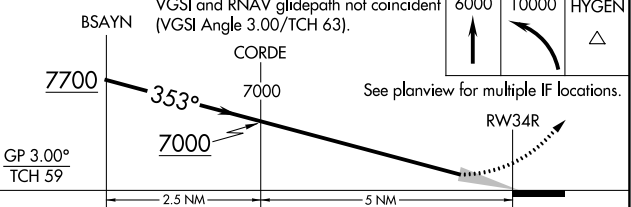
## RADAR REQUIRED

ELEV 5434	<b>D</b>	TDZE 5354
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HIRL all Rwys  
 TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



BSAYN VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 63).



GP 3.00° TCH 59	2.5 NM	5 NM		
CATEGORY	A	B	C	D
RNP 0.10 DA		5739/40	385 (400-¾)	
RNP 0.20 DA		5849/60	495 (500-1¼)	
RNP 0.30 DA		5980-1 ½	626 (600-1½)	

**AUTHORIZATION REQUIRED**

APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5434</b> <b>5434</b>
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# RNAV (RNP) Z RWY 35L

DENVER INTL (DEN)

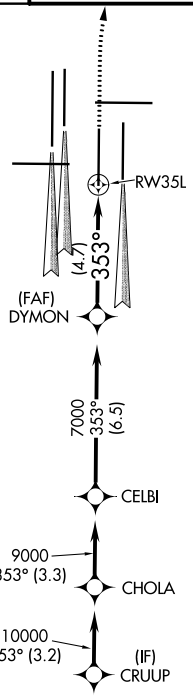
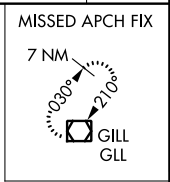
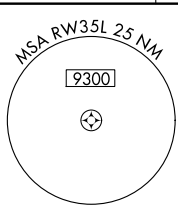
**▽** For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (115°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



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

D-ATIS	DENVER APP CON		DENVER TOWER		GND CON	CLNC DEL	CPDLC
ARR <b>125.6 379.9</b>	<b>119.3 307.3</b>	<b>120.35 379.3</b>	<b>124.3 322.45</b>		<b>121.85 377.1</b>	<b>118.75</b>	
DEP <b>134.025</b>	(NORTH)	(SOUTH)					



## RADAR REQUIRED

ELEV 5434	<b>D</b>	TDZE 5434
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

DYMON	7000	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).		10000	GLL
7000	353°	RW35L			
GP 3.00°	TCH 57	4.7 NM			
CATEGORY	A	B	C	D	
RNP 0.10 DA		5695/24	261 (300-1/2)		
RNP 0.30 DA		5760/32	326 (400-5/8)		

## AUTHORIZATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024



APP CRS <b>353°</b>	Rwy Idg <b>12000</b>
	TDZE <b>5370</b>
	Apt Elev <b>5434</b>

# RNAV (RNP) Z RWY 35R

DENVER INTL (DEN)

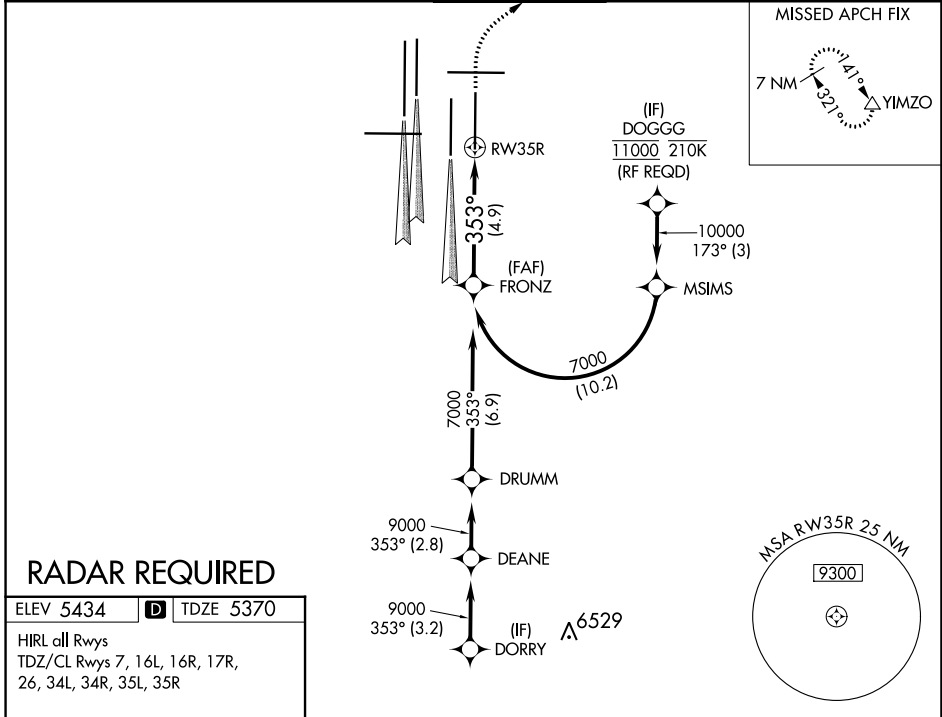
**▽** For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



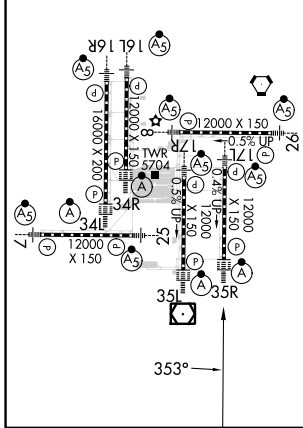
MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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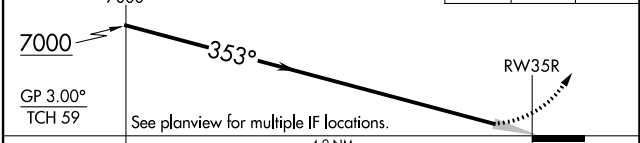
## RADAR REQUIRED

ELEV 5434	<b>D</b>	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 (200-1/2)	
RNP 0.30 DA		5702/32	332 (300-5/8)	

## AUTHORIZATION REQUIRED

SW-1, 22 FEB 2024 to 21 MAR 2024

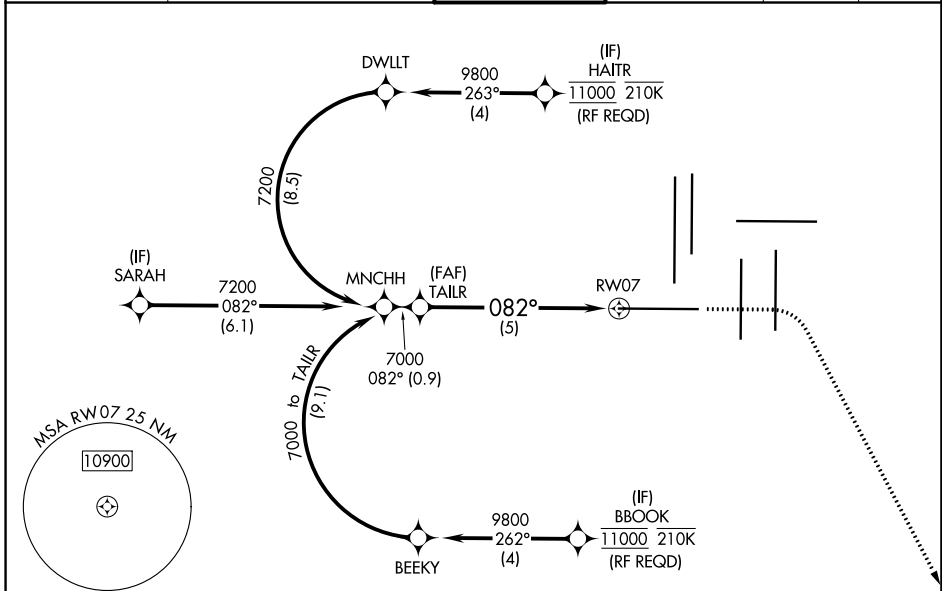
SW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>12000</b> <b>5352</b> <b>5434</b>
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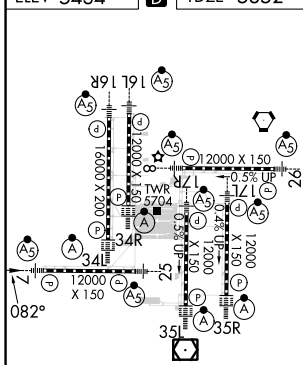
# RNAV (RNP) Z RWY 7

DENVER INTL (DEN)

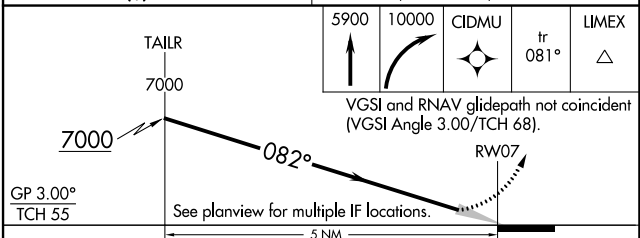
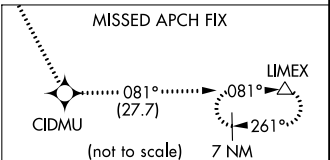
RNP AR APCH.		MALSR		MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and track 081° to LIMEX and hold.	
▼ Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 6000.					
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC



ELEV 5434	<b>D</b>	TDZE 5352
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.15 DA		5602/24	250 (200-½)	
RNP 0.30 DA		5753/40	401 (400-¾)	

**AUTHORIZATION REQUIRED**

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>99307</b> <b>W16A</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5357</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 16L

DENVER INTL (DEN)

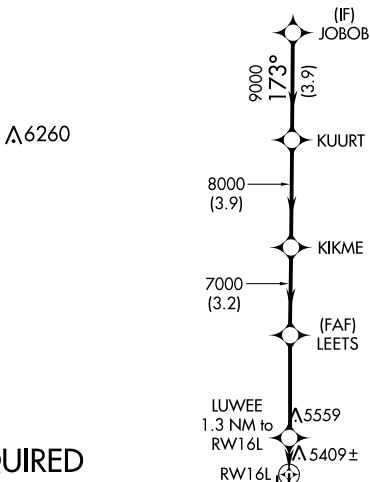
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats, and LNAV Cats C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR



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

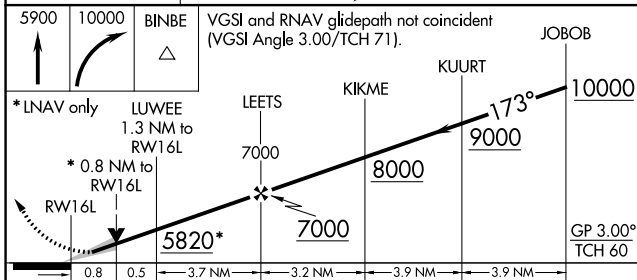
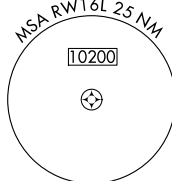
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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△6260

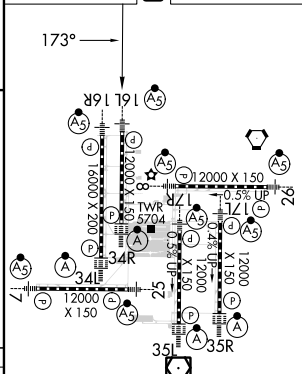
## RADAR REQUIRED

MISSED APCH FIX



5900	10000	BINBE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).			
*LNAV only	LUTWEE 1.3 NM to RW16L	LEETS	KIKME	KUURT	JOBOB	10000
0.8	0.5	3.7 NM	3.2 NM	3.9 NM	3.9 NM	GP 3.00° TCH 60
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)			

ELEV 5434 **D** TDZE 5357



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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

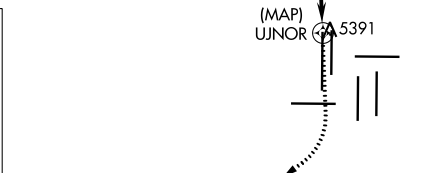
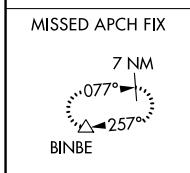
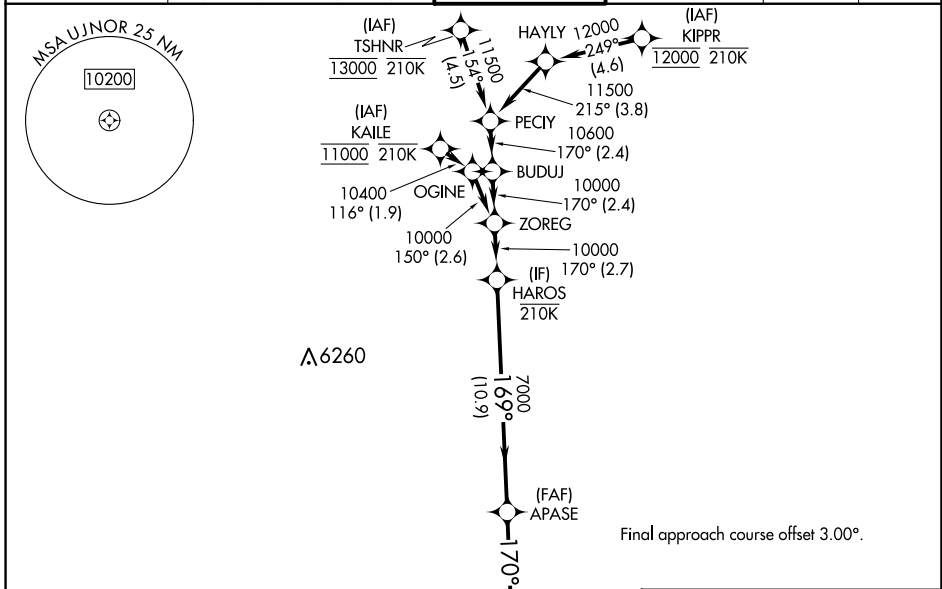
WAAS CH <b>53546</b> <b>W16B</b>	APP CRS <b>170°</b>	Rwy Idg <b>16000</b> TDZE <b>5326</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 16R

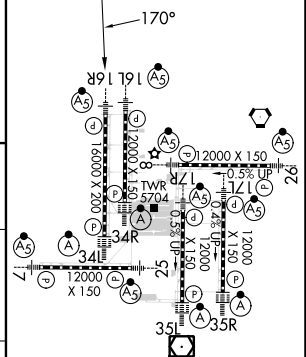
DENVER INTL (DEN)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 5900, then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.
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D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5326
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GP 3.00° TCH 55	10000	7000	5900	10000	BINBE
	10.9 NM	4.3 NM	0.8 NM		
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)		

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024


WAAS CH <b>81830</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5339</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALS R 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.

MALS R

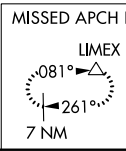
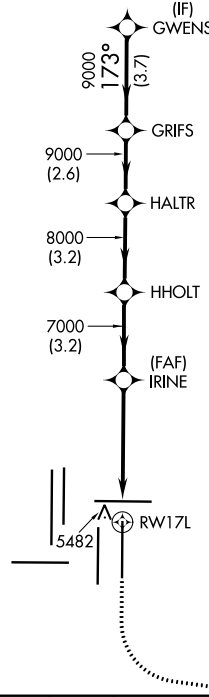
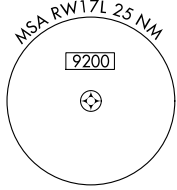


MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

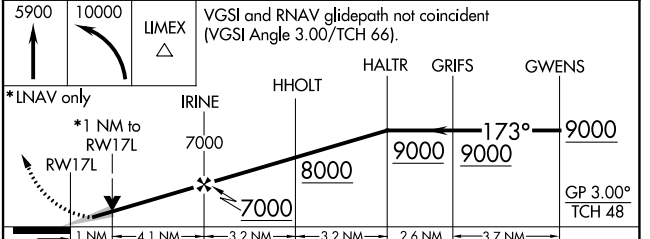
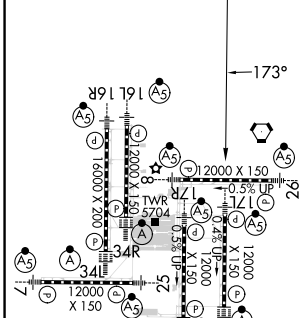
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH)	<b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

Λ 6260



ELEV 5434	<b>D</b>	TDZE 5339
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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)	

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>93529</b> <b>W17B</b>	APP CRS <b>173°</b>	Rwy Idg <b>12000</b> TDZE <b>5392</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1¼ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

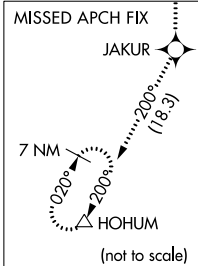
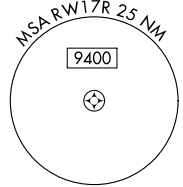
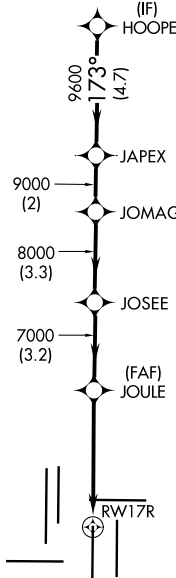


**MISSED APPROACH:**  
Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

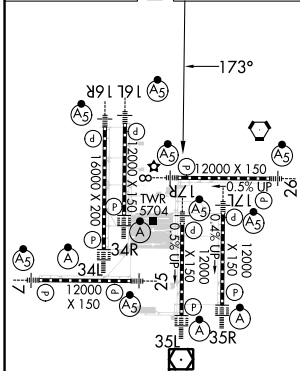
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

△ 6260



ELEV <b>5434</b>	<b>D</b>	TDZE <b>5392</b>
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

10000	JAKUR	tr 200°	HOHUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).				HOPE
*RNAV only		*1.6 NM to RWY17R		JOULE	JOSEE	JOMAG	JAPEX	11000
RWY17R		7000	8000	9000	9600	173°		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)	

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>40428</b> <b>W25A</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5355</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 25

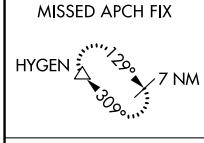
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

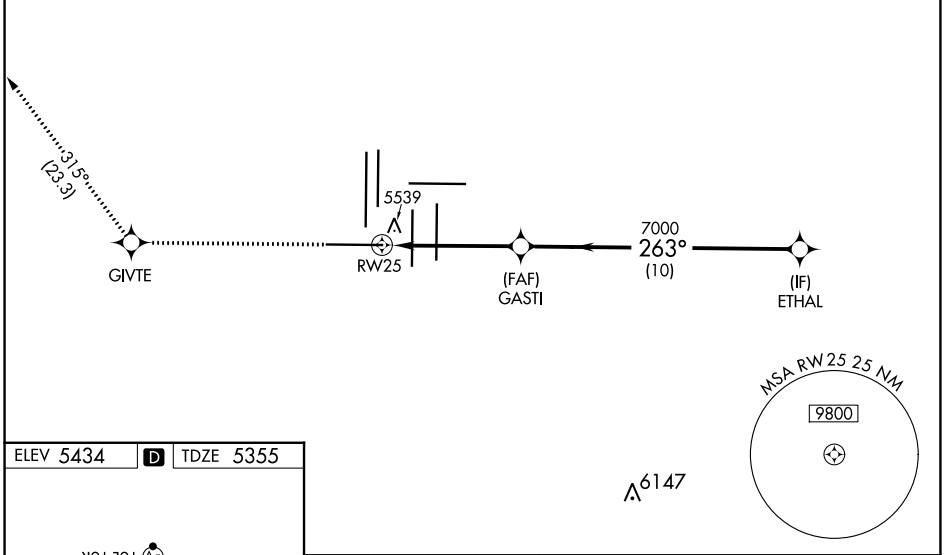
MALSR 

MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

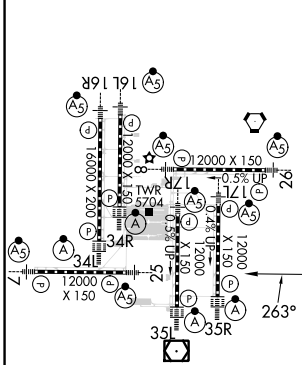
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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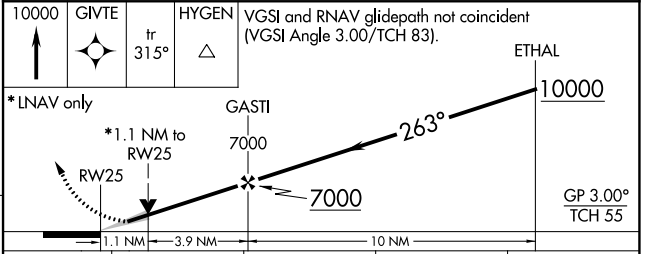
## RADAR REQUIRED



ELEV 5434	<b>D</b>	TDZE 5355
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA#	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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

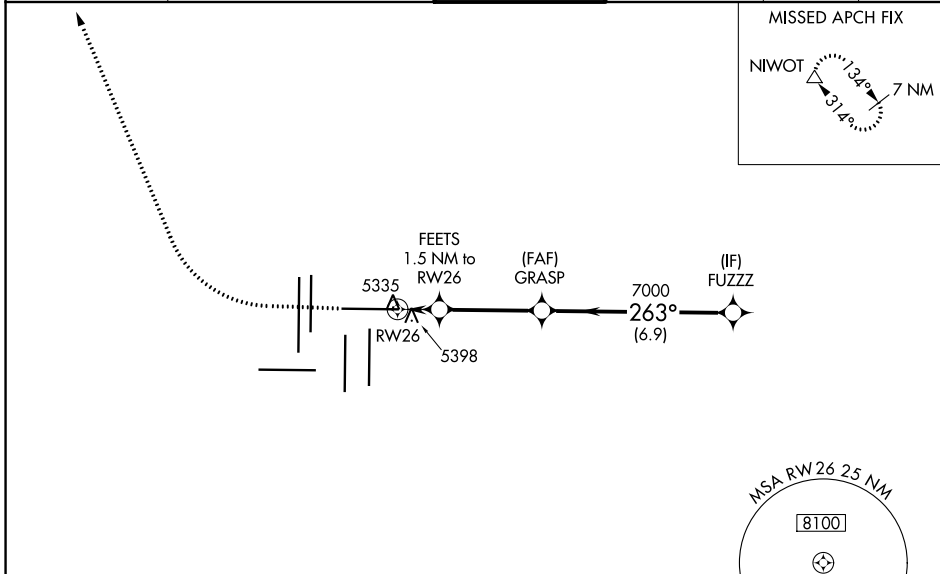
WAAS CH <b>58128</b> <b>W26A</b>	APP CRS <b>263°</b>	Rwy Idg <b>12000</b> TDZE <b>5309</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 26

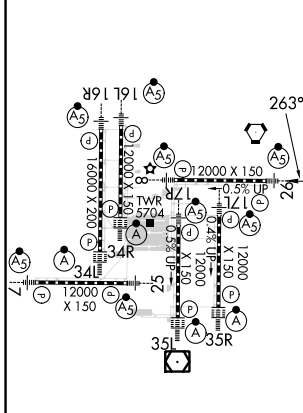
DENVER INTL (DEN)

RNP APCH. RADAR required.	MALSR 	MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.
<p>▼ 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.</p>		

D-ATIS ARR <b>125.6</b> <b>379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3</b> <b>307.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35</b> <b>239.275</b>	GND CON <b>121.85</b> <b>377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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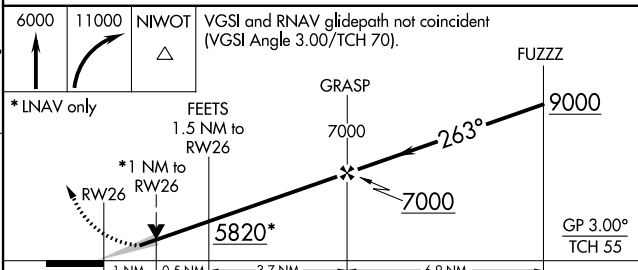


ELEV 5434	<b>D</b>	TDZE 5309
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R,  
26, 34L, 34R, 35L, 35R

M 6147		MSA RW26 2.5 NM 8100	
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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)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

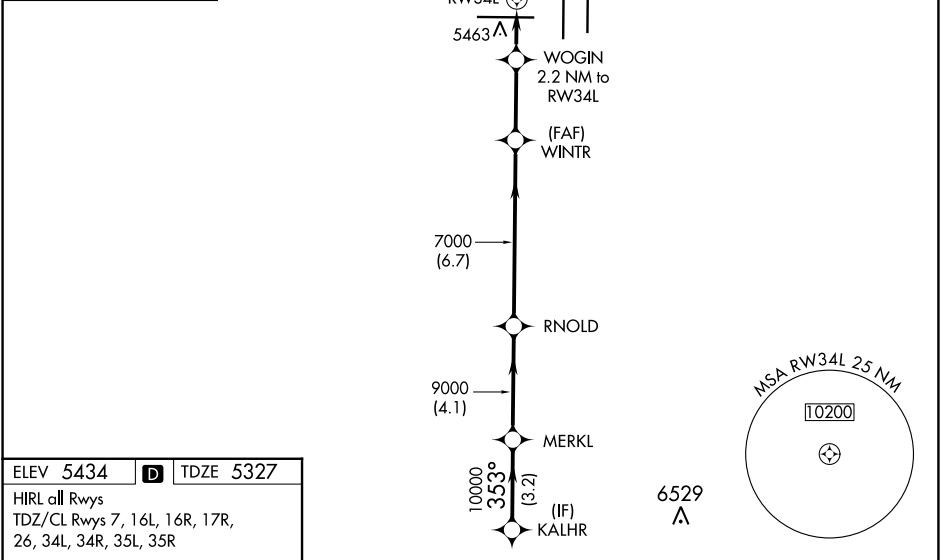
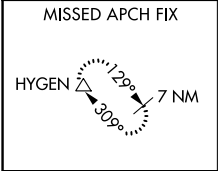


WAAS CH <b>45619</b> <b>W34A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>5327</b> Apt Elev <b>5434</b>	<b>16000</b>
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# RNAV (GPS) Y RWY 34L

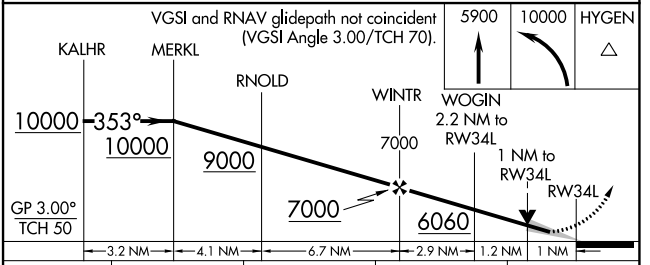
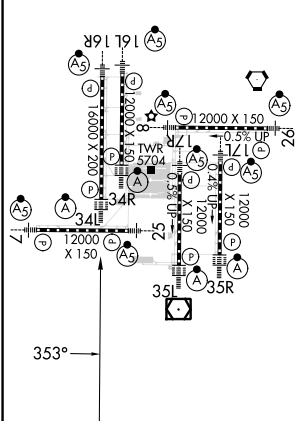
DENVER INTL (DEN)

RNP APCH-GPS.		ALSF-2		MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.		
<p>▼ 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.</p>						
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)		DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC



ELEV 5434	<b>D</b>	TDZE 5327
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HIRL all Rwys  
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
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 (300-¾)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

DENVER, COLORADO

AL-9077 (FAA)

23334

WAAS CH <b>90318</b> W34B	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 34R

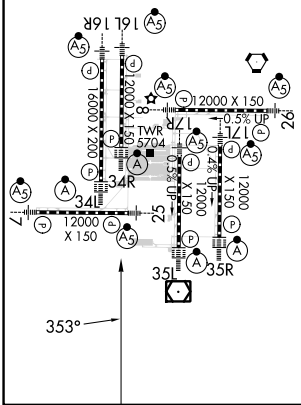
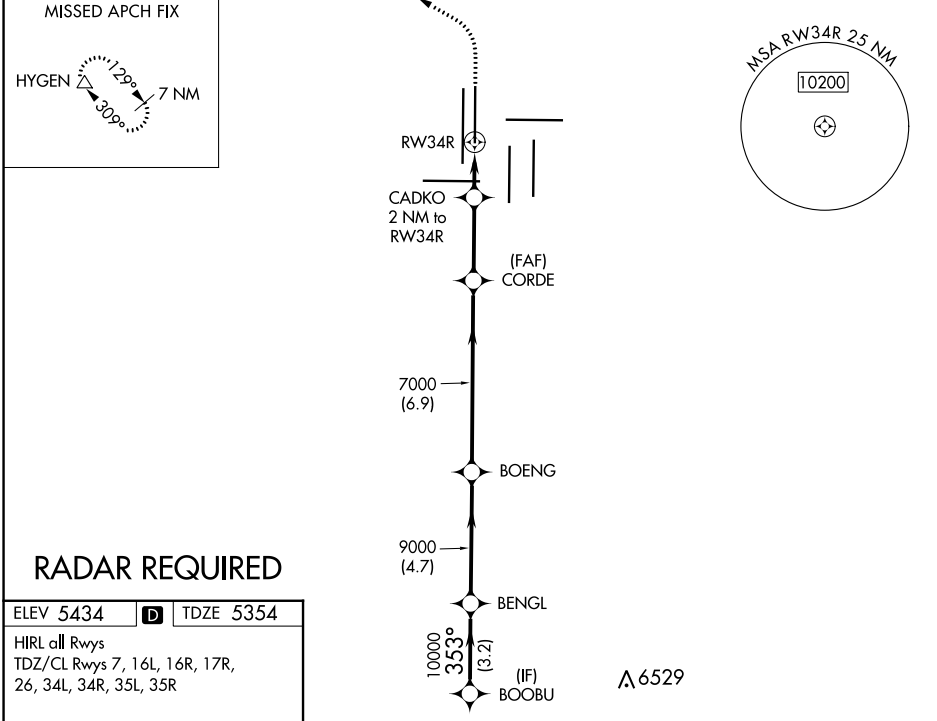
DENVER INTL (DEN)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALS-F-2

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

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH) <b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>135.3 351.95</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

BOOBU	BENG	BOENG	CORDE	CADKO 2 NM to RWY 34R	HYGEN
10000	353°	10000	9000	7000	6000
GP 3.00°	TCH 59				
← 3.2 NM		← 4.7 NM	← 6.9 NM	← 3 NM	← 2 NM
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)	

\*LNAV only

\*6040

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

DENVER, COLORADO  
Amdt 2B 12OCT17

39°52'N-104°40'W

DENVER INTL (DEN)  
**RNAV (GPS) Y RWY 34R**

WAAS CH <b>53419</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5434</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 35L

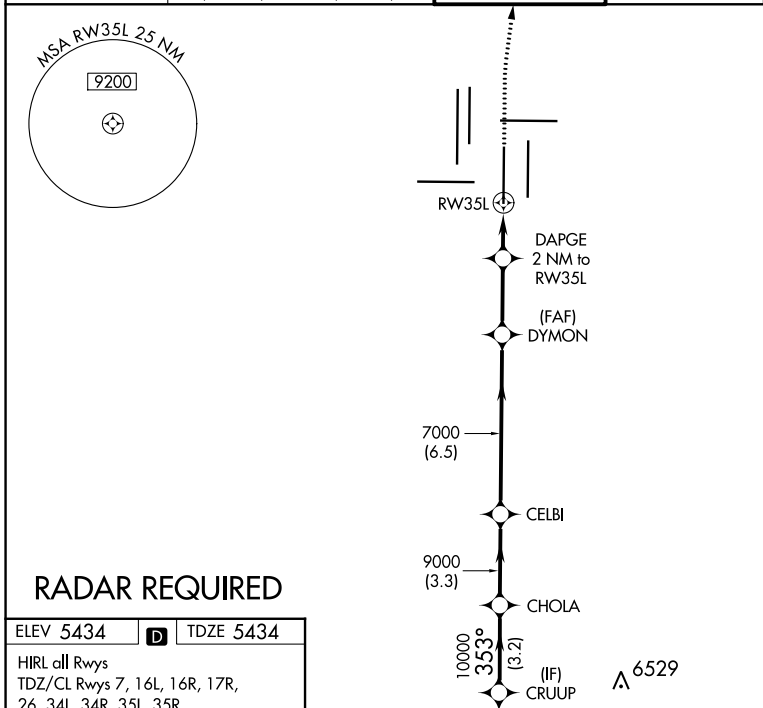
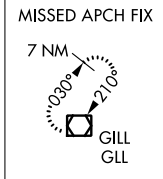
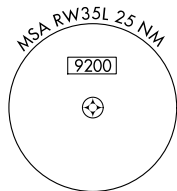
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



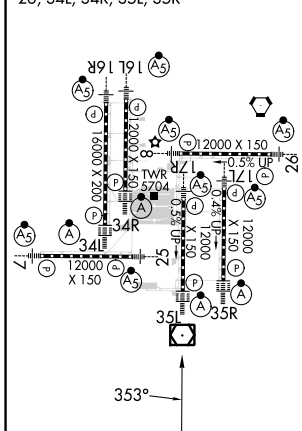
MISSED APPROACH:  
Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>124.3 322.45</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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## RADAR REQUIRED

ELEV 5434	<b>D</b>	TDZE 5434
HIRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R		



CRUUP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).			10000	GLL
11000	353°	10000	9000	7000	DAPGE 2 NM to RW35L
GP 3.00°					*0.9 NM to RW35L
TCH 57					*6120
	→3.2 NM→	→3.3 NM→	→6.5 NM→	→2.7 NM→	→1.1 NM→
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 (400-¾)	

SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>45719</b> <b>W35B</b>	APP CRS <b>353°</b>	Rwy Idg <b>12000</b> TDZE <b>5370</b> Apt Elev <b>5434</b>
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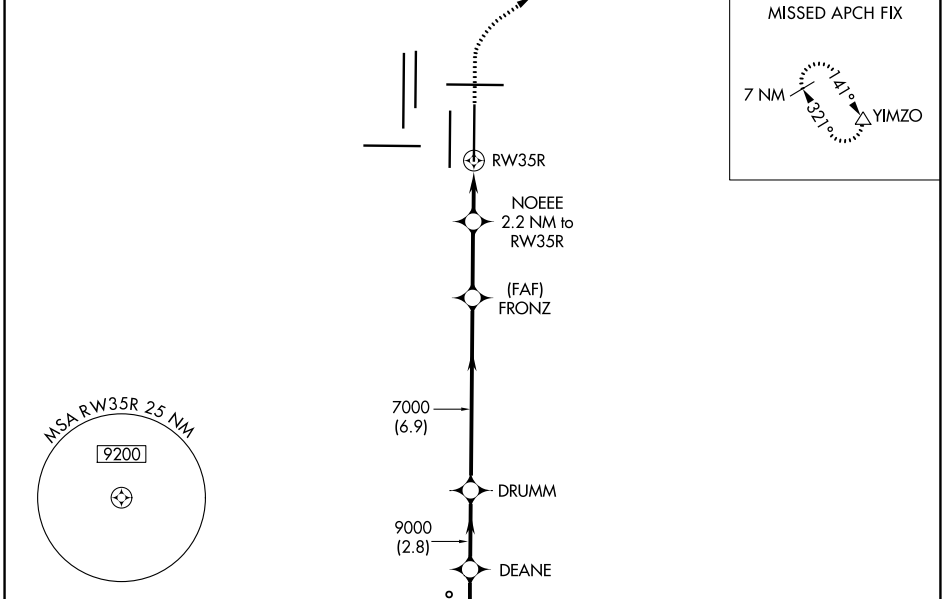
# RNAV (GPS) Y RWY 35R

DENVER INTL (DEN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

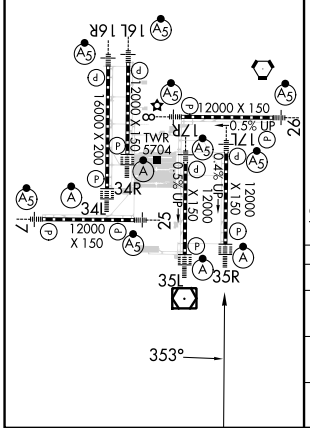
ALSF-2  
 MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct YIMZO and hold.

D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3</b> (NORTH)	<b>120.35 379.3</b> (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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ELEV 5434	<b>D</b>	TDZE 5370
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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  
 ↑ ↗ △

DORRY	DEANE	DRUMM	FRONZ	NOEEE	*LNAV only.
9000	9000	9000	7000	2.2 NM to RW35R	
GP 3.00°	353°	353°	61.20°	*1.1 NM to RW35R	
TCH 59					
	3.2 NM	2.8 NM	6.9 NM	2.7 NM	1.1 NM 1.1 NM

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)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

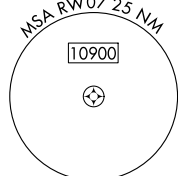
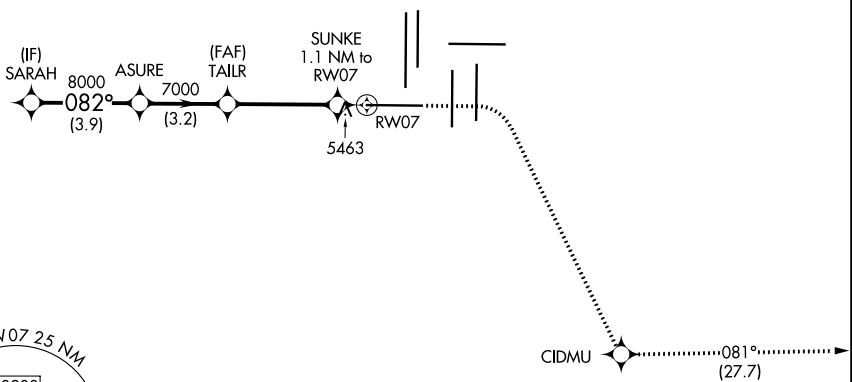
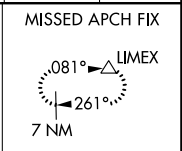
WAAS CH <b>87128</b> <b>W07A</b>	APP CRS <b>082°</b>	Rwy Idg <b>12000</b> TDZE <b>5352</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 7

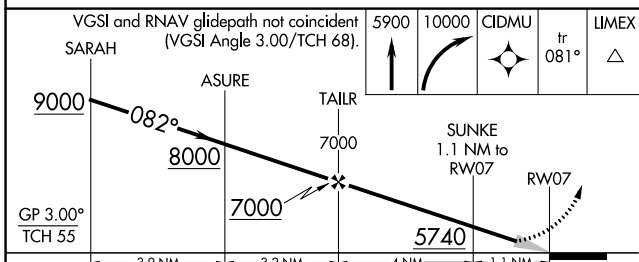
DENVER INTL (DEN)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.
<p>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.</p>		

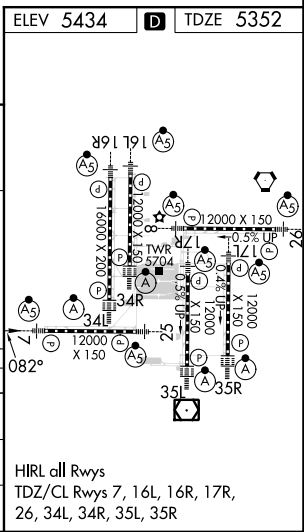
D-ATIS ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>128.75 273.55</b>	GND CON <b>121.35 379.175</b>	CLNC DEL <b>118.75</b>	CPDLC
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△ 6270±



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 (300-¾)



SW-1, 22 FEB 2024 to 21 MAR 2024


SW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>82228</b> <b>W08A</b>	APP CRS <b>082°</b>	Rwy Idg <b>12000</b> TDZE <b>5354</b> Apt Elev <b>5434</b>
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# RNAV (GPS) Y RWY 8

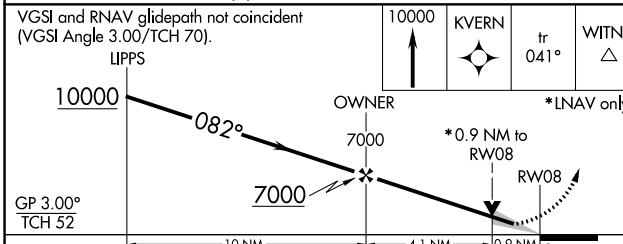
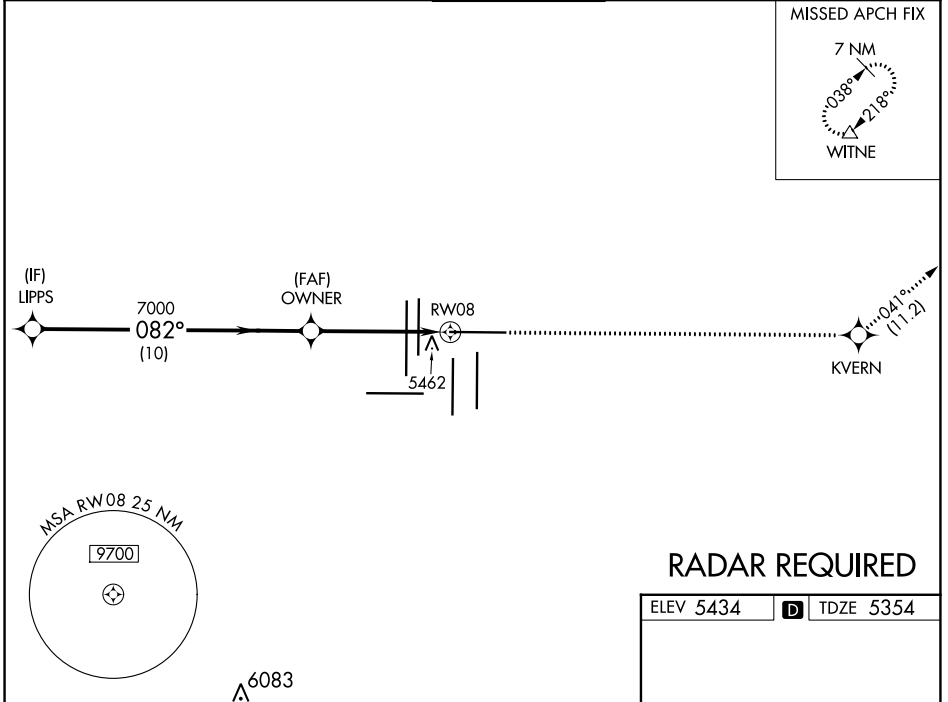
DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 47°C (117°F). Simultaneous approach authorized with Rwy 7. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to RVR 5500. # 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 ARR <b>125.6 379.9</b> DEP <b>134.025</b>	DENVER APP CON <b>119.3 307.3 120.35 379.3</b> (NORTH) (SOUTH)	DENVER TOWER <b>132.35 239.275</b>	GND CON <b>121.85 377.1</b>	CLNC DEL <b>118.75</b>	CPDLC
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MISSED APCH FIX

7 NM, 038°, 218° WITNE

**RADAR REQUIRED**

ELEV 5434	<input checked="" type="checkbox"/> TDZE 5354
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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 Rwy's  
TDZ/CL Rwy's 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

24053

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

### AKRON, CO

#### COLORADO PLAINS RGNL (AKO)

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

ORIG 07MAY09 (09127) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

**Rwy 29**, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL.

Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

### ALAMOGORDO, NM

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

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

AMDT 2 22APR21 (21112) (FAA)

##### TAKEOFF MINIMUMS:

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

**Rwy 22**, NA - Airspace.

##### DEPARTURE PROCEDURE:

**Rwy 4**, use CORONA DEPARTURE.

### ALAMOSA, CO

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

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

AMDT 4C 05NOV20 (21168) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 2**, climbing right turn, thence...

**Rwy 20**, climbing left turn, thence...

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

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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## ALBUQUERQUE, NM

### ALBUQUERQUE INTL SUNPORT (ABQ)

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

AMDT 7 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.

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

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

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## ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 25SEP08 (21168) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15**, NA-Terrain.

DEPARTURE PROCEDURE:

**Rwy 33**, use SARDD DEPARTURE.

## BELEN, NM

BELEN RGNL (BRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

**Rwys 13, 31**, NA - Environmental.

**Rwy 3**, std. w/min. climb of 350' per NM to 12000, or 3300-3 for VCOA.

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

VCOA:

**Rwys 3, 21**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Belen

Regional Airport at or above 8400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

## BUCKLEY SFB (KBKF)

AURORA, CO

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

02DEC21 (21336) (USAF)

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

## BUENA VISTA, CO

CENTRAL COLORADO RGNL (AEJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

**Rwy 33**, NA-Terrain.

DEPARTURE PROCEDURE:

**Rwy 15**, use PUEBLO (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, electrical system 8' from DER, 27' left of centerline, 1' AGL/7905' MSL.

Fence 68' from DER, 473' right of centerline, 9' AGL/7910' MSL.

Vehicles on road beginning 85' from DER, 505' right of centerline, up to 7917' MSL.

## BURLINGTON, CO

KIT CARSON COUNTY (ITR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## CANNON AFB (KCVS),

CLOVIS, NM

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256)

Diverse departure authorized all runways.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, terrain 0' from DER, 500' left of cntrln, 4305' MSL.

Terrain 1061' from DER, 784' left of cntrln, 4329' MSL.

Terrain 1064' from DER, 772' left of cntrln, 4327' MSL.

Terrain 1187' from DER, 818' left of cntrln, 4327' MSL.

Terrain 267' from DER, 567' left of cntrln, 4304' MSL.

**Rwy 13**, terrain 0' from DER, 500' left of cntrln, 4280' MSL.

Terrain 276' from DER, 532' left of cntrln, 4281' MSL.

**Rwy 22**, terrain 0' from DER, 500' right of cntrln, 4283' MSL.

Terrain 537' from DER, 640' left of cntrln, 4295' MSL.

Terrain 554' from DER, 648' left of cntrln, 4292' MSL.

**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.

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

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

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## 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. Rwsys 26, 32L, for climb in visual conditions, cross Cavern City Air Trml at or above 4400 before proceeding on course.

Rwy 32R, Climb heading 341° to 4100 before turning left.

##### TAKEOFF OBSTACLE NOTES:

Rwy 3, bushes beginning 65' from DER, 344' right of centerline, up to 6' AGL/3254' MSL.

Vehicle on road 388' from DER, 514' right of centerline, 15' AGL/3260' MSL.

Rwy 8, pole 604' from DER, 192' right of centerline, 26' AGL/3264' MSL.

Rwy 14L, bush 110' from DER, 216' left of centerline, 4' AGL/3246' MSL.

Localizer 164' from DER, 458' right of centerline, 8' AGL/3250' MSL.

Vehicle on road 398' from DER, 121' left of centerline, 15' AGL/3257' MSL.

Pole 398' from DER, 129' left of centerline, 20' AGL/3265' MSL.

Pole 520' from DER, 27' right of centerline, 24' AGL/3269' MSL.

Vehicle on road 720' from DER, 462' right of centerline, 15' AGL/3260' MSL.

Pole 837' from DER, 444' right of centerline, 26' AGL/3299' MSL.

Rwy 26, bush 107' from DER, 193' left of centerline, 6' AGL/3276' MSL.

Rwy 32R, fence 43' from DER, 333' left of centerline, 4' AGL/3273' MSL.

## CLAYTON, NM

### CLAYTON MUNI AIRPARK (CAO)

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

AMDT 1A 31JAN19 (19031) (FAA)

##### TAKEOFF MINIMUMS:

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

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

##### DEPARTURE PROCEDURE:

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

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

##### TAKEOFF OBSTACLE NOTES:

Rwy 2, sign 2' from DER, 201' left of centerline, 4' AGL/4971' MSL.

Fence 5' from DER, 418' left of centerline, 4' AGL/4972' MSL.

Fence 183' from DER, 513' left of centerline, 7' AGL/4975' MSL.

Rwy 12, vegetation 15' from DER, on centerline, 4948' MSL.

Rwy 20, general utility 9' from DER, 123' right of centerline, 4' AGL/4967' MSL.

Fence 33' from DER, 484' right of centerline, 6' AGL/4971' MSL.

Rwy 30, terrain 5' from DER, 242' left of centerline, 4968' MSL.

Electrical system, sign beginning 21' from DER, 123' left of centerline, up to 4' AGL/4971' MSL.

Vegetation 88' from DER, 172' right of centerline, 4969' MSL.

Vegetation beginning 102' from DER, 365' right of centerline, up to 4970' MSL.

Vegetation 181' from DER, 153' right of centerline, 4972' MSL.

Vegetation 183' from DER, 283' right of centerline, 4973' MSL.

Vegetation 194' from DER, 323' left of centerline, 4972' MSL.

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

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

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## 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.

## 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.

CONT

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

24053

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

24053

## COLORADO SPRINGS, CO (CON'T)

### MEADOW LAKE (FLY) (CON'T)

**Rwy 33 (CON'T)**, tree 4510' from DER, 1244' left of centerline, 7013' MSL.  
Tree 4788' from DER, 1254' left of centerline, 7017' MSL.  
Tree 4799' from DER, 1068' left of centerline, 7019' MSL.  
Tree 4978' from DER, 1015' left of centerline, 7020' MSL.  
Building 5309' from DER, 1895' left of centerline, 38' AGL/7024' MSL.  
Spire and building beginning 5363' from DER, 287' left of centerline, up to 66' AGL/7036' MSL.  
Buildings beginning 1.1 NM from DER, 2240' left of centerline, up to 36' AGL/7068' MSL.  
Building 1.2 NM from DER, 2417' left of centerline, 36' AGL/7069' MSL.

## CORTEZ, CO

### CORTEZ MUNI (CEZ)

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

AMDT 3 08APR10 (10098) (FAA)

#### DEPARTURE PROCEDURE:

Use LEDVE DEPARTURE.

## CRAIG, CO

### CRAIG-MOFFAT (CAG)

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

AMDT 4 05APR12 (12096) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

**Rwy 7**, climb direct to CHE VOR/DME, or for climb in visual conditions, cross Craig-Moffat Airport at or above 8500 then proceed on CHE R-247 to CHE VOR/DME, thence .....

**Rwy 25**, climbing right turn to intercept CHE VOR/DME radial 265 to CHE VOR/DME, or for climb in visual conditions, Cross Craig-Moffat Airport at or above 8500 then proceed on CHE R-247 to CHE VOR/DME, thence ....

.... Aircraft departing CHE VOR/DME on radials 214° CW 296° climb on course. All other aircraft climb in holding pattern (hold NW, right turns, 108° inbound) to cross CHE VOR/DME at or above; radials 297° CW 076° 11500, radials 077° CW 114° 10200, radials 115° CW 213° 11600. When executing VCOA, notify ATC prior to departure.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, vertical structure 108' from DER, 288' left of centerline, 18' AGL/6202' MSL.

Multiple trees beginning 450' from DER, 211' left and right of centerline, up to 100' AGL/6276' MSL.

Vehicles on road 104' from DER, 513' right to left of centerline, up to 15' AGL/6214' MSL.

**Rwy 25**, vehicles on multiple roads beginning 5' from DER, 118' left and right of centerline, up to 15' AGL/6333' MSL.

Fence 14' from DER, 499' right of centerline, 5' AGL/6190' MSL.

Navigation aid 39' from DER, 93' right of centerline, 4' AGL/6189' MSL.

Tree 362' from DER, 435' right of centerline, 100' AGL/6203' MSL.

Multiple trees beginning 1457' from DER, 450' left of centerline, up to 100' AGL/6338' MSL.

Multiple poles 796' from DER, 625' left of centerline, up to 40' AGL/6285' MSL.

Terrain beginning 1941' from DER, 927' left of centerline, up to 6337' MSL.

Multiple buildings beginning 5509' from DER, 552' left of centerline, up to 15' AGL/6338' MSL.

## DEL NORTE, CO

### ASTRONAUT KENT ROMINGER (RCV)

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

ORIG 12OCT17 (17285) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

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

## DELTA, CO

### BLAKE FLD (AJZ)

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

ORIG-B 10AUG23 (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 23.4 DME, climb-in-hold (hold NW, RT, 117° inbound) to cross BRICK at or above 11300.

#### CON'T

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

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

24053

## DELTA, CO (CON'T)

### BLAKE FLD (AJZ) (CON'T)

#### TAKEOFF OBSTACLE NOTES:

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

## DEMING, NM

### DEMING MUNI (DMN)

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

AMDT 3 23FEB23 (23054) (FAA)

#### DEPARTURE PROCEDURE:

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

## 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.

CON'T

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

24053

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

24053

## DENVER, CO (CON'T)

### CENTENNIAL (APA) (CON'T)

**Rwy 10 (CON'T)**, 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.

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.

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

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

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

24053

## DENVER, CO (CON'T)

### 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.

## 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.

CON'T

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

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

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## DENVER, CO (CON'T)

### ROCKY MOUNTAIN METRO (BJC) (CON'T)

- Rwy 30L (CON'T)**, pole, vehicle on road, tree and terrain beginning 1413' from DER, 715' left of centerline, up to 5736' MSL.  
Tree and vehicle on road beginning 2761' from DER, 1094' left of centerline, up to 32' AGL/5754' MSL.  
**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 8 12DEC13 (13346) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

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

## ERIE, CO

### ERIE MUNI (EIK)

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

AMDT 2A 21OCT10 (10294) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

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

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

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## 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

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

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

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## GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 25SEP08 (08269) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwys 11, 29**, use MONUMENT DEPARTURE.

## GRANTS, NM

GRANTS-MILAN MUNI (GNT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20APR23 (23110) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31**, NA-Obstacles.**Rwy 13**, 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.

CON'T

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

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

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## GUNNISON, CO (CON'T)

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

#### TAKEOFF OBSTACLE NOTES:

- Rwy 6**, trees beginning 123' from DER, 478' right of centerline, up to 18' AGL/7697' MSL.
- Vehicles on road 137' from DER, 529' left of centerline, 15' AGL/7693' MSL.
- Trees beginning 1761' from DER, 109' left of centerline, up to 7745' MSL.
- Trees beginning 4899' from DER, 792' left of centerline, up to 7821' MSL.
- Poles beginning 1 NM from DER, 1906' left of centerline, up to 38' AGL/7850' MSL.
- Grd and trees beginning 1.4 NM from DER, 1520' left of centerline, up to 8034' MSL.
- Pole 1.5 NM from DER, 359' right of centerline, 26' AGL/7933' MSL.
- Power transmission line, vehicles on road, grd, beginning 1.7 NM from DER, 1200' left of centerline, up to 8105' MSL.
- Vehicles on road 1.9 NM from DER, 2288' left of centerline, 15' AGL/8070' MSL.
- Rwy 24**, vehicles on road 570' from DER, 537' right of centerline, 15' AGL/7674' MSL.
- Trees beginning 757' from DER, 603' left of centerline, up to 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

ORIG-A 18OCT12 (12292) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

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

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

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## HOLLOMAN AFB (KHMN)

ALAMOGORDO, NM

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29DEC22 (22363) (USAF)

TAKEOFF MINIMUMS:

**Rwy 4**, std. w/min. climb of 278' per NM to 14,100.**Rwy 16**, std. w/min. climb of 224' per NM to 14,100.**Rwy 22**, std. w/min. climb of 255' per NM to 14,100.**Rwy 25**, std. w/min. climb of 255' per NM to 14,100.**Rwy 34**, std. w/min. climb of 253' per NM to 14,100.

DEPARTURE PROCEDURE:

**Rwy 4**, climb on hdg between 320° CW to 340° from DER.**Rwy 16**, climb on hdg between 160° CW to 210° from DER.**Rwy 22**, climb on hdg between 180° CW to 217° from DER.**Rwy 25**, climb on hdg between 290° CW to 340° from DER.**Rwy 34**, climb on hdg between 320° CW to 350° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, terrain 63' from DER, 517' right of centerline, 4088' MSL.**Rwy 16**, bldg 62' from DER, 270' right of centerline, 10' AGL/4059' MSL.

Bldg 57' from DER, 270' left of centerline, 10' AGL/4060' MSL.

**Rwy 22**, terrain 0' from DER, 369' left of centerline, 4058' MSL.**Rwy 25**, terrain 0' from DER, 25' right of centerline, 4052' MSL.

Acut 121' from DER, 232' left of centerline, 20' AGL/4069' MSL

## DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 19MAY22 (22139) (USAF)

**Rwy 4**, hdg as assigned by ATC; required min. climb of 278' per NM to 12,000.**Rwy 16**, hdg as assigned by ATC; required min. climb of 229' per NM to 12,000.**Rwy 22**, hdg as assigned by ATC; required min. climb of 266' per NM to 12,000.**Rwy 25**, hdg as assigned by ATC; required min. climb of 264' per NM to 12,000.**Rwy 34**, hdg as assigned by ATC; required min. climb of 257' per NM to 12,000.

## HOLYOKE, CO

HOLYOKE (HEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwy 32**, 3000-1 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.

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

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

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## 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.

## LAS CRUCES, NM

LAS CRUCES INTL (LRU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18AUG16 (16231) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, bush beginning 67' from DER, 169' right of centerline, up to 8' AGL/4458' MSL.

Tree, bush, vegetation beginning 122' from DER, 180' right of centerline, up to 10' AGL/4460' MSL.

Tree, bush, pole, lt support structure beginning 8' from DER, 29' left of centerline, up to 4459' MSL.

Bush beginning 187' from DER, 372' left of centerline, up to 4462' MSL.

Tree, bush, vegetation beginning 192' from DER, 331' left of centerline, up to 4462' MSL.

Bush, tree beginning 347' from DER, 219' left of centerline, up to 4463' MSL.

Tree 463' from DER, 427' left of centerline, 4464' MSL.

Tree 480' from DER, 254' left of centerline, 4465' MSL.

Tree 520' from DER, 251' left of centerline, 4467' MSL.

**Rwy 8**, pole, lt support structure, bush beginning 12' from DER, 29' left of centerline, up to 9' AGL/4437' MSL.

Bush beginning 46' from DER, 428' left of centerline, up to 4439' MSL.

Bush 87' from DER, 487' left of centerline, 4440' MSL.

Bush beginning 188' from DER, 371' left of centerline, up to 5' AGL/4443' MSL.

Bush 240' from DER, 359' left of centerline, 4444' MSL.

Trees beginning 360' from DER, 504' left of centerline, up to 4448' MSL.

Tree 542' from DER, 643' left of centerline, 4451' MSL.

**Rwy 12**, bush beginning 106' from DER, 351' right of centerline, up to 4443' MSL.**Rwy 22**, bush 30' from DER, 489' right of centerline, 4440' MSL.

Bush 5' from DER, 365' left of centerline, 4439' MSL.

Pole, lt support structure beginning 11' from DER, 30' right of centerline, up to 3' AGL/4437' MSL.

Tree, bush beginning 31' from DER, 352' left of centerline, up to 4441' MSL.

Tree, bush beginning 126' from DER, 221' left of centerline, up to 9' AGL/4444' MSL.

**Rwy 26**, vegetation, lt support structure, pole beginning 4' from DER, 30' right of centerline, up to 5' AGL/4440' MSL.

Bush beginning 24' from DER, 358' right of centerline, up to 4444' MSL.

Tree, bush beginning 38' from DER, 245' right of centerline, up to 4445' MSL.

Tree, bush beginning 43' from DER, 173' right of centerline, up to 8' AGL/4446' MSL.

Tree, bush, vegetation beginning 147' from DER, 260' right of centerline, up to 11' AGL/4449' MSL.

Bush 27' from DER, 451' left of centerline, 4439' MSL.

**Rwy 30**, tree 12' from DER, 276' right of centerline, 4463' MSL.

Tree, bush beginning 15' from DER, 290' right of centerline, up to 10' AGL/4465' MSL.

Tree 52' from DER, 429' right of centerline, 11' AGL/4466' MSL.

Trees beginning 135' from DER, 279' right of centerline, up to 13' AGL/4468' MSL.

Trees beginning 97' from DER, 318' left of centerline, up to 4466' MSL.

Trees beginning 230' from DER, 316' left of centerline, up to 4467' MSL.

Tree 420' from DER, 544' left of centerline, 4468' MSL.

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

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

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## 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, 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.

#### CON'T

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

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

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## LONGMONT, CO (CON'T)

### VANCE BRAND (LMO) (CON'T)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 11**, sign 21' from DER, 204' left of centerline, 2' AGL/5032' MSL.  
 Traverse way 203' from DER, 470' left of centerline, 5041' MSL.  
 Tree 311' from DER, 518' left of centerline, 5042' MSL.  
 Tree, building beginning 674' from DER, 528' right of centerline, up to 5059' MSL.  
 Tree, pole beginning 842' from DER, 577' right of centerline, up to 5062' MSL.  
 Tree 1812' from DER, 683' left of centerline, 5077' MSL.  
**Rwy 29**, terrain 12' from DER, 227' left of centerline, 5056' MSL.  
 Tree 54' from DER, 320' right of centerline, 5058' MSL.  
 Tree 82' from DER, 154' left of centerline, 5071' MSL.  
 Trees beginning 92' from DER, 112' left of centerline, up to 23' AGL/5082' MSL.  
 Tree 1056' from DER, 248' right of centerline, 5093' MSL.  
 Trees beginning 1088' from DER, 371' right of centerline, up to 77' AGL/5139' MSL.  
 Trees beginning 1203' from DER, 20' right of centerline, up to 80' AGL/5144' MSL.  
 Tree 1633' from DER, 612' left of centerline, 5102' MSL.  
 Trees beginning 1757' from DER, 554' left of centerline, up to 5126' MSL.  
 Tree 2095' from DER, 176' left of centerline, 5127' MSL.  
 Tree 2518' from DER, 773' right of centerline, 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 1 05JUN08 (21196) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

**Rwys 3, 21**, for climb in visual conditions: cross Meeker Coulter Fld airport at or above 10500 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 21**, multiple trees beginning 843' from DER, 20' left of centerline, up to 100' AGL/7190' MSL.

Multiple trees beginning 227' from DER, 187' right of centerline, up to 100' AGL/6862' MSL.

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## 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.

## 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**, windssock 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.

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## 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.

## 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.

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## 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.

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

24053


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


24053

**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.

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.

CON'T

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024


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


24053

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

24053

## SALIDA, CO (CON'T)

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

**Rwy 24 (CON'T)**, trees beginning 2.4 NM from DER, 4102' right of centerline, up to 100' AGL/7835' MSL.  
Trees beginning 2.4 NM from DER, 3959' left of centerline, up to 100' AGL/7920' MSL.

## SANTA FE, NM

### SANTA FE RGNL (SAF)

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

##### AMDT 4A 24MAY18 (23222) (FAA)

###### TAKEOFF MINIMUMS:

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

###### DEPARTURE PROCEDURE:

**Rwys 2, 10, 33**, climbing right turn direct SAF VORTAC, thence...

**Rwy 15**, 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.

## 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.

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

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

24053

## 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.

CON'T

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

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

24053

## TAOS, NM (CON'T)

### TAOS RGNL (SKX) (CON'T)

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

## TELLURIDE, CO

### TELLURIDE RGNL (TEX)

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

AMDT 3 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9**, NA-obstacles.

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 27**, terrain 174' from DER, 335' left of centerline, 9090' MSL.

Terrain 286' from DER, 288' left of centerline, 9076' MSL.

Fence 32' from DER, 430' left of centerline, 10' AGL/9106' MSL.

Fence 154' from DER, 423' right of centerline, 15' AGL/9068' MSL.

Fence 292' from DER, 422' right of centerline, 18' AGL/9065' MSL.

Tree 32' from DER, 420' left of centerline, 72' AGL/9111' MSL.

Tree 67' from DER, 495' left of centerline, 88' AGL/9126' MSL.

Tree 70' from DER, 498' left of centerline, 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.

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

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

24053

## 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.

22 FEB 2024 to 21 MAR 2024

22 FEB 2024 to 21 MAR 2024

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

24053

SW-1

AALE THREE ARRIVAL (RNAV) 07OCT21  
(AALE,AALE3)

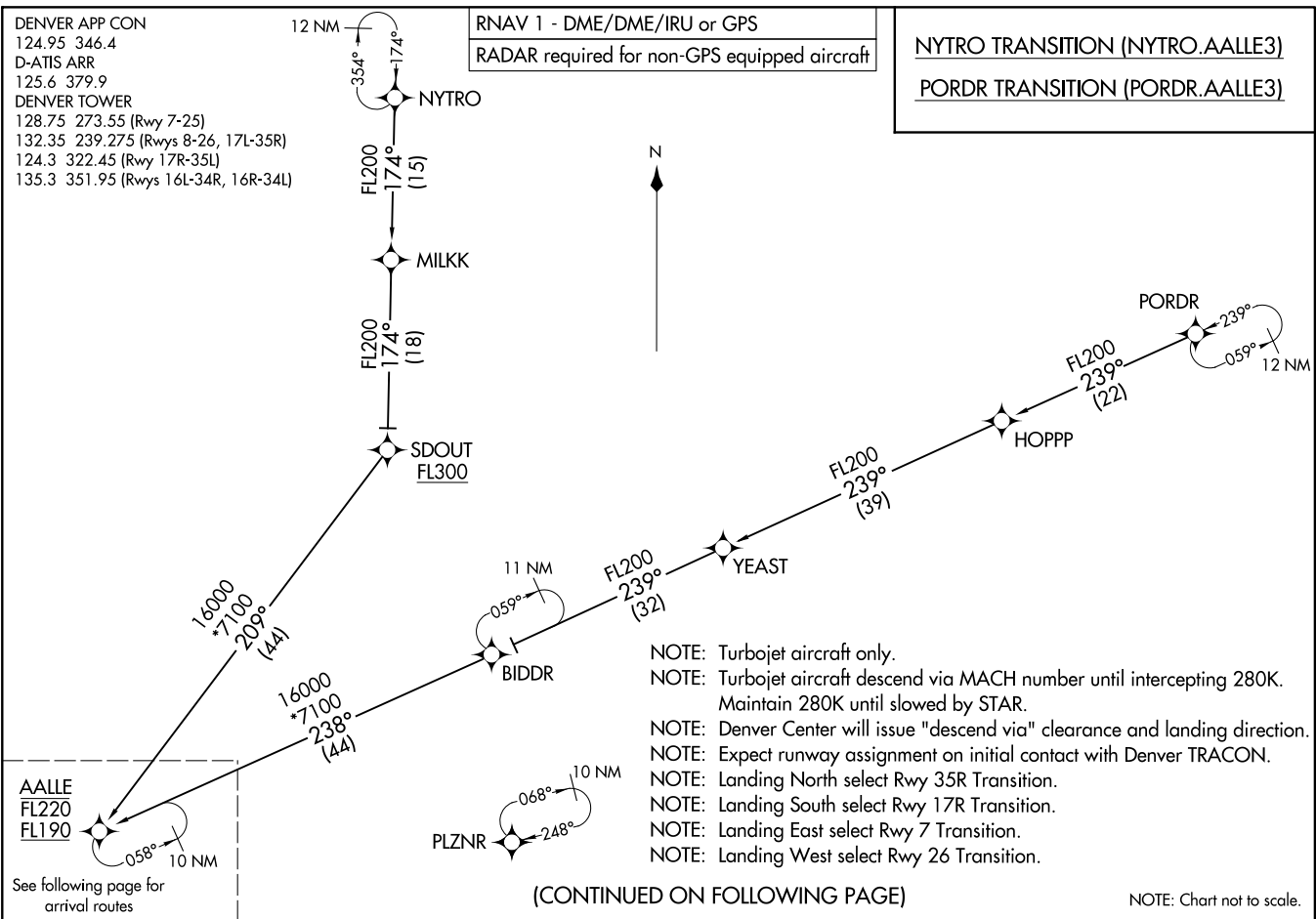
AALE THREE ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO  
DENVER INTL (DEN)

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 for non-GPS equipped aircraft

NYTRO TRANSITION (NYTRO.AALE3)  
PORDR TRANSITION (PORDR.AALE3)



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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(AALE,AALE3) 23110  
AALE THREE ARRIVAL (RNAV) Transition Routes

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO



AALIE THREE ARRIVAL (RNAV) Arrival Routes  
 (AALIE, AALIE3) 07OCT21

DENVER, COLORADO  
 DENVER INTL (DEN)

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 for non-GPS equipped aircraft

AALIE  
 FL220  
 FL190

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

HIGUN  
 14000 210K

HEDDD  
 FL210 250K  
 16000

CRUNK  
 14000

Ldg Rwys 25 and 26

DEELO  
 17000  
 15000

JEPHF  
 15000 250K  
 13000

FULLA  
 15000 250K  
 13000

HAITR  
 11000 210K

Ldg Rwys 7 and 8

FFFAT

DOGGG  
 11000 210K  
 Ldg Rwys 35L/R

HIMOM  
 11000 210K  
 Ldg Rwys 34L/R

GRILA

NOTE: Chart not to scale.

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

(NARRATIVE ON FOLLOWING PAGE)

(AALIE, AALIE3) 23110  
 AALIE THREE ARRIVAL (RNAV) Arrival Routes  
 AL-9077 (FAA)

DENVER INTL (DEN)  
 DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

From AALLE on track 231° to cross HEDDD between 16000 and FL210 and at 250K.

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

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

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

LANDING RUNWAYS 34L/R: From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 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 17R, when DEN is landing north, execute the ILS RWY 35R.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

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)



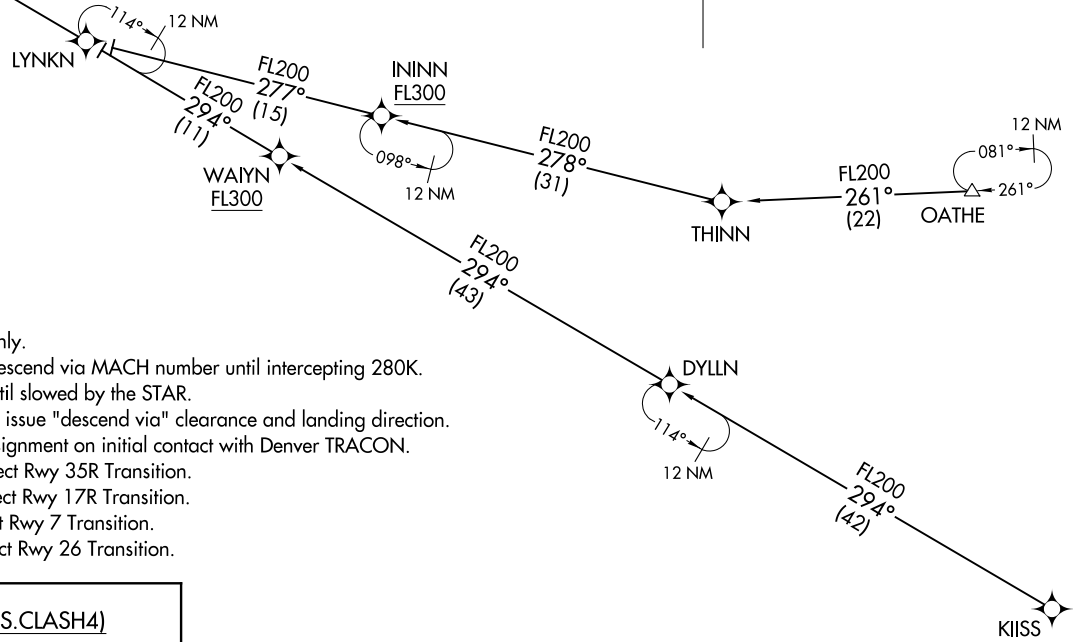
See following page  
 for arrival routes

CLASH  
 FL220  
 FL190

10 NM

113°

15000  
 \*7900  
 293°  
 (28)



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

KIISS TRANSITION (KIISS.CLASH4)

OATHE TRANSITION (OATHE.CLASH4)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

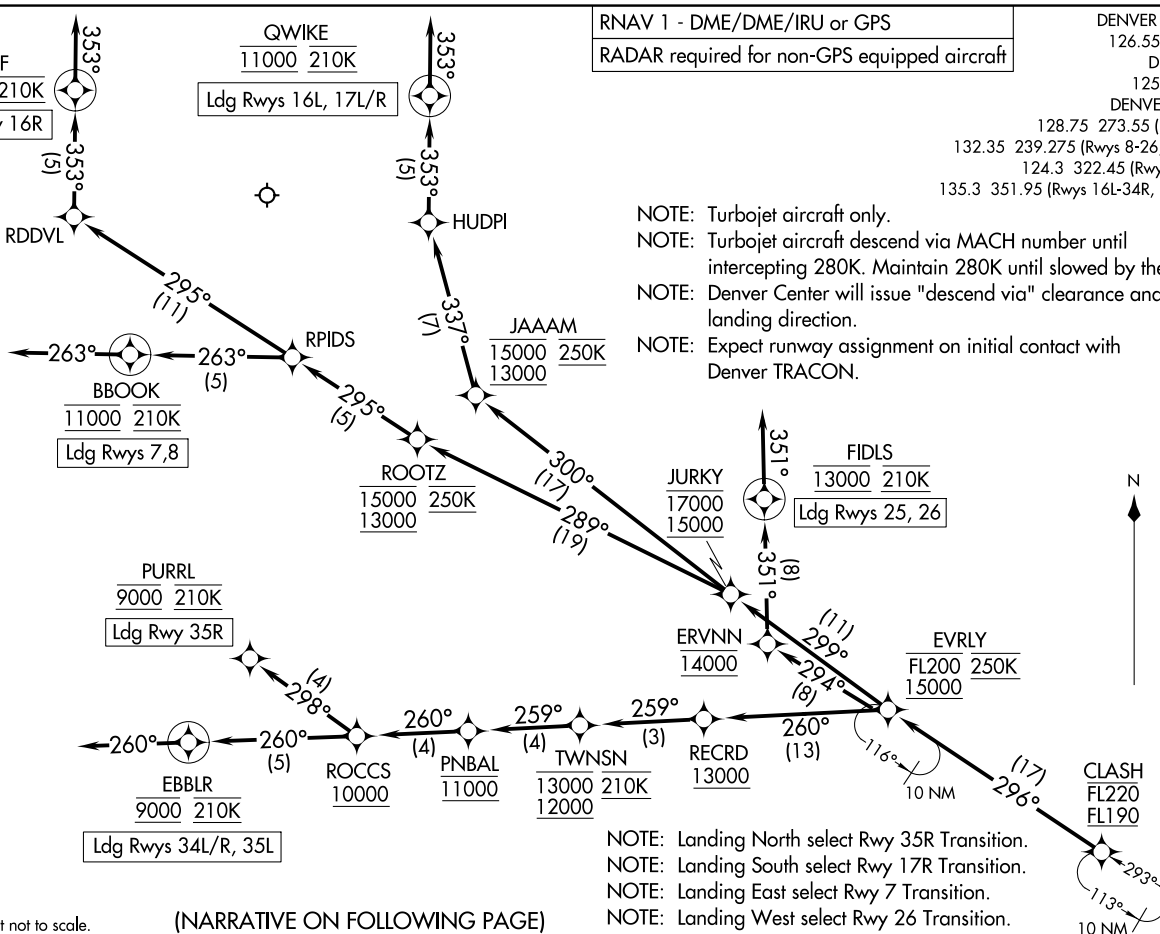
CLASH FOUR ARRIVAL (RNAV) Transition Routes  
 (CLASH.CLASH4) 07OCT21  
 DENVER, COLORADO  
 DENVER INTL (DEN)

(CLASH.CLASH4) 23110  
 CLASH FOUR ARRIVAL (RNAV) Transition Routes  
 AL-9077 (FAA)  
 DENVER INTL (DEN)  
 DENVER, COLORADO

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)

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

- NOTE: Turbojet aircraft only.
- NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR.
- NOTE: Denver Center will issue "descend via" clearance and landing direction.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

- 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.

ARRIVAL ROUTE DESCRIPTION

From CLASH on track 296° to cross EVRLY between 15000 and FL200 and at 250K.

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

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

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

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

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

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

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

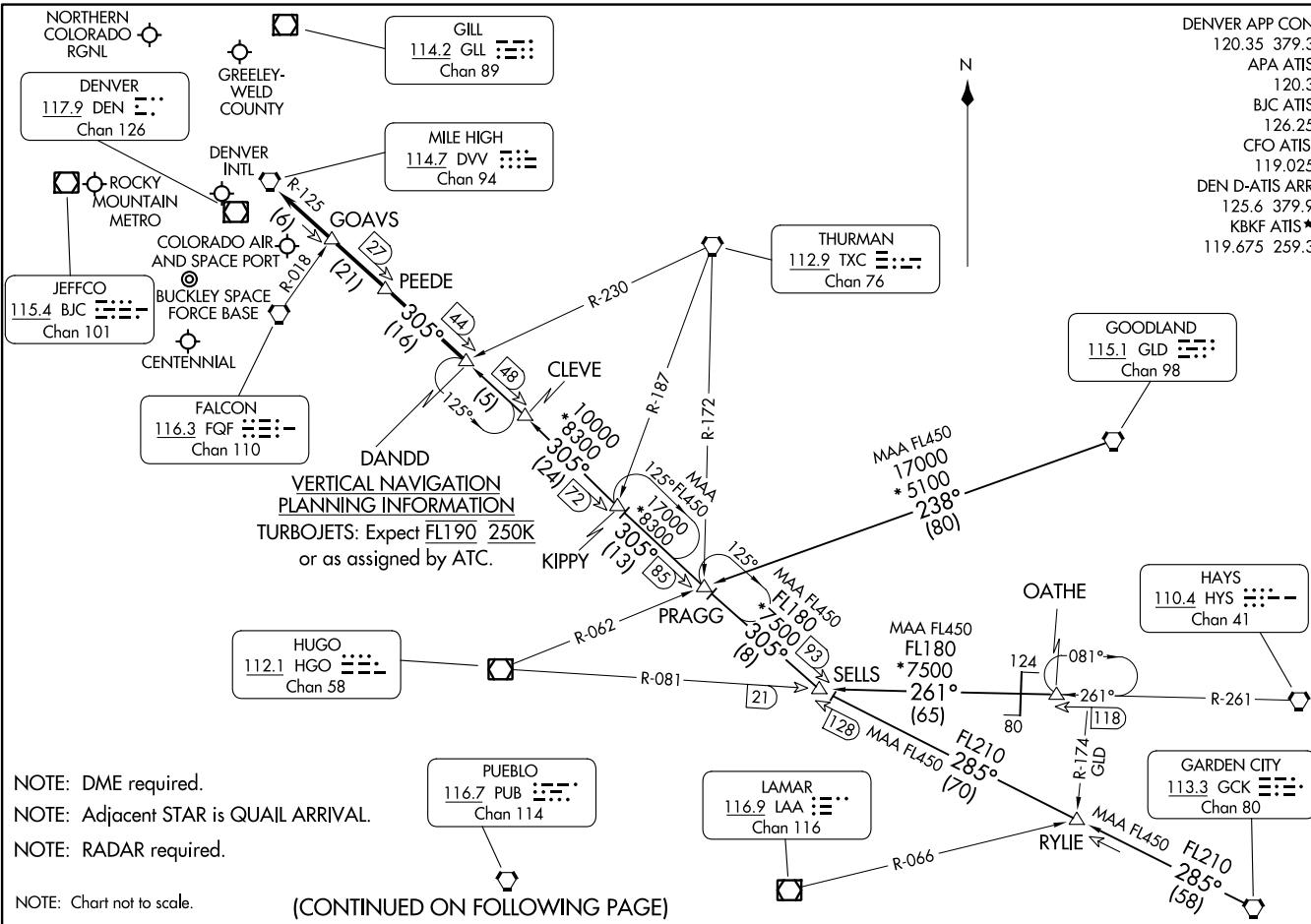
DANDD ONE ARRIVAL  
(DANDD.DANDD1) 30ANZ0

(DANDD.DANDD1) 23334  
DANDD ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

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



**VERTICAL NAVIGATION  
 PLANNING INFORMATION**  
 TURBOJETS: Expect FL190 250K  
 or as assigned by ATC.

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

(CONTINUED ON FOLLOWING PAGE)

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.

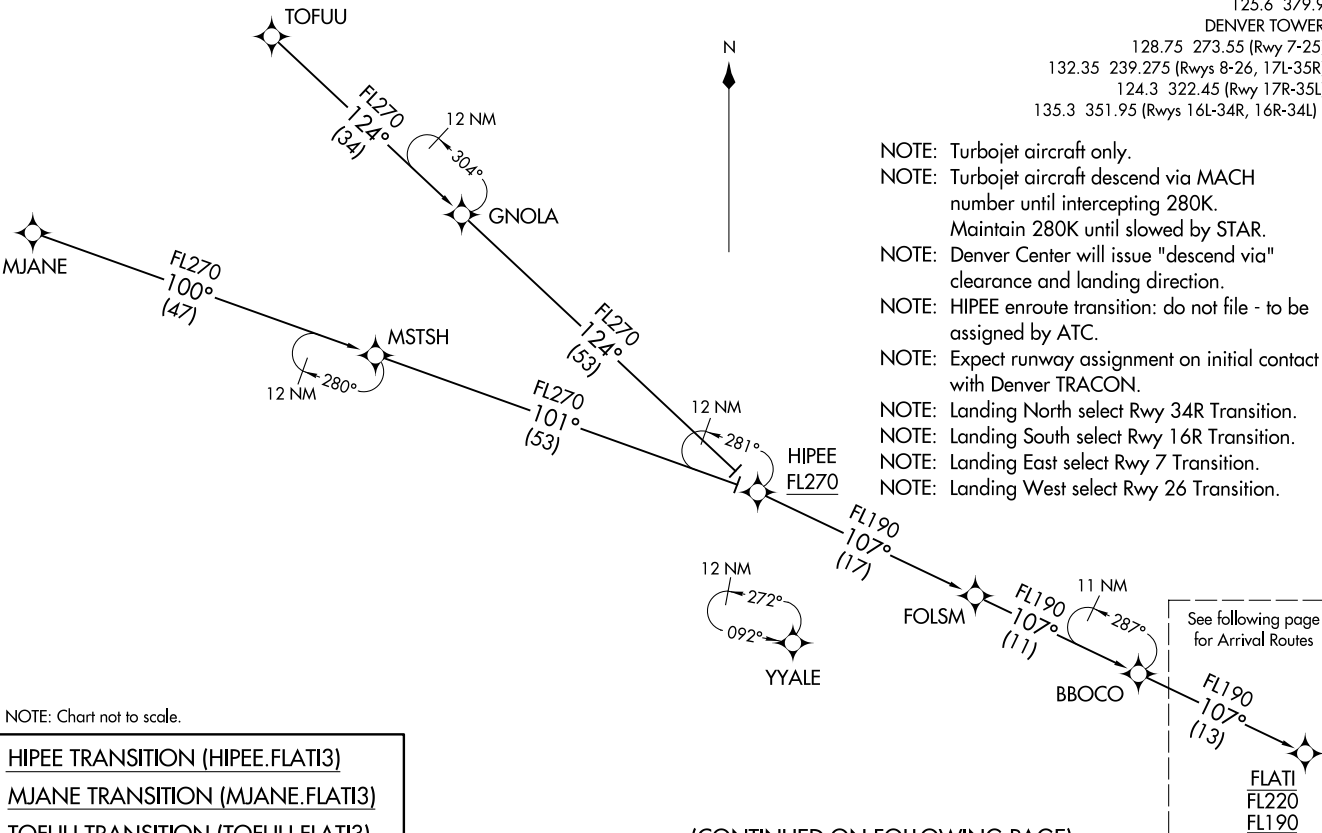
SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

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

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



NOTE: Chart not to scale.

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

(CONTINUED ON FOLLOWING PAGE)

FLATI THREE ARRIVAL (RNAV) Transition Routes  
 (FLATI.FLATI3) 07OCT21

DENVER, COLORADO  
 DENVER INTL (DEN)

(FLATI.FLATI3) 23110  
 FLATI THREE ARRIVAL (RNAV) Transition Routes  
 AL-9077 (FAA)

DENVER INTL (DEN)  
 DENVER, COLORADO



(FLATI.FLATI3) 23110

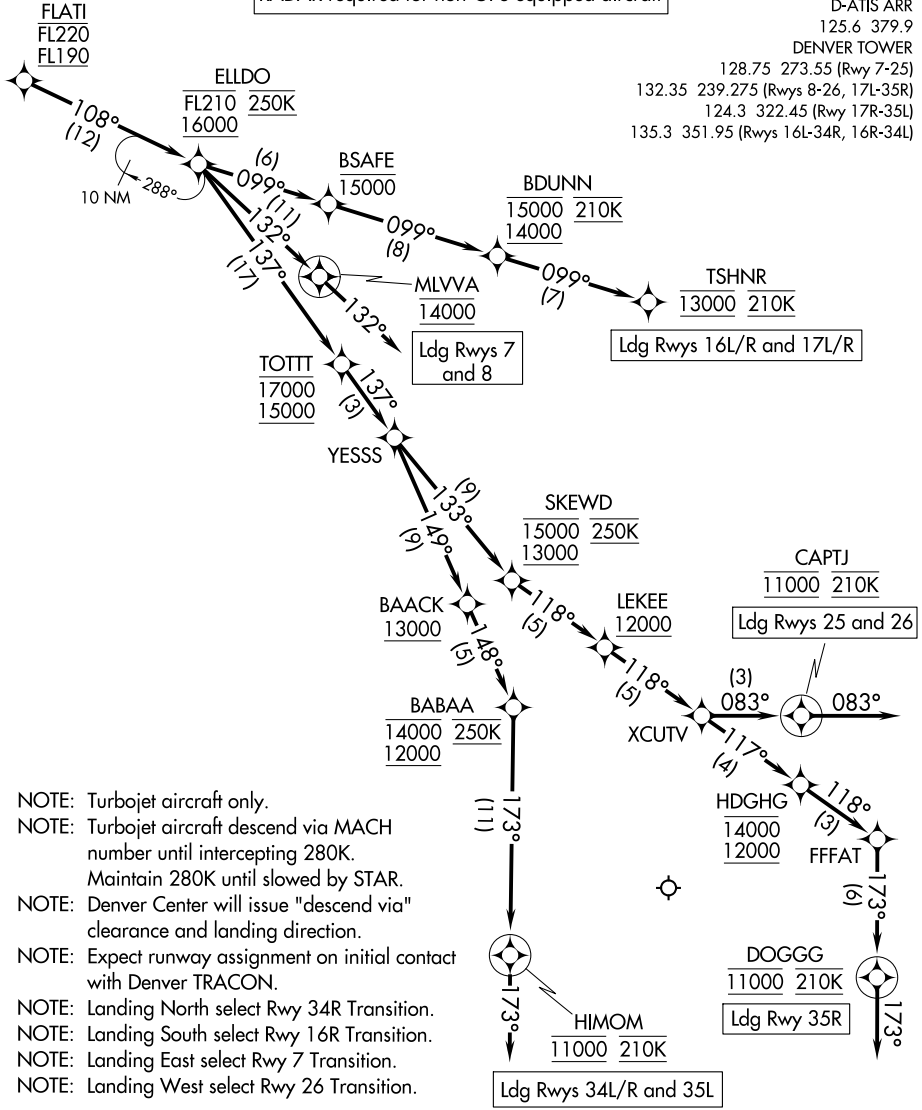
AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

# FLATI THREE ARRIVAL (RNAV) Arrival Routes

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

DENVER APP CON  
119.3 307.3  
D-ATIS ARR  
125.6 379.9  
DENVER TOWER  
128.75 273.55 (Rwys 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)



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# FLATI THREE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO  
DENVER INTL (DEN)

(FLATI.FLATI3) 07OCT21

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

LANDR THREE ARRIVAL  
(LANDR.LANDR3) 20APR23

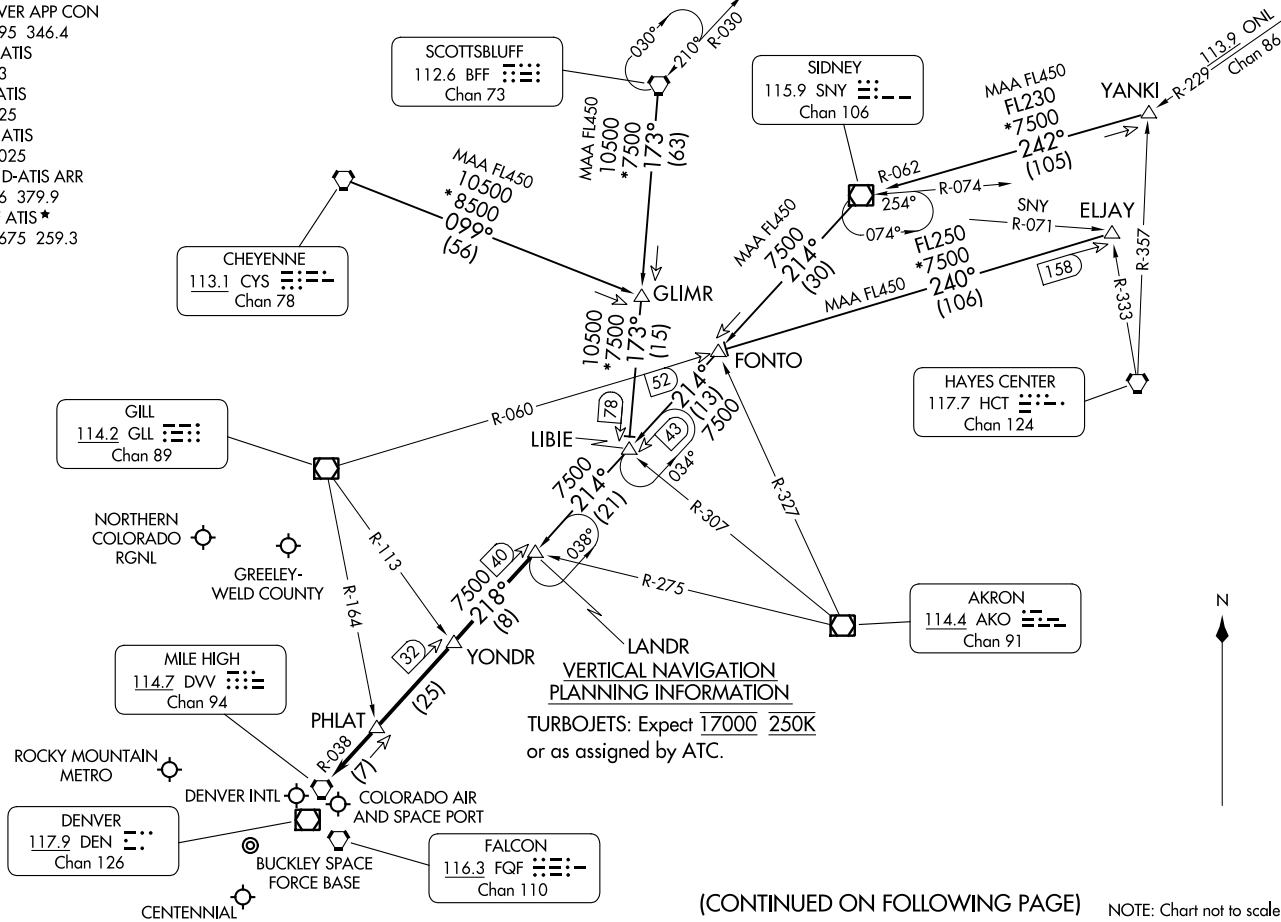
(LANDR.LANDR3) 23334  
LANDR THREE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

DENVER APP CON  
124.95 346.4  
APA ATIS  
120.3  
BJC ATIS  
126.25  
CFO ATIS  
119.025  
DEN D-ATIS ARR  
125.6 379.9  
KBKF ATIS\*  
119.675 259.3

DENVER, COLORADO



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# LARKS THREE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

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

GILL  
 114.2 GLL  
 Chan 89

NORTHERN  
 COLORADO  
 RGNL

GREELEY-  
 WELD COUNTY

DENVER  
 117.9 DEN  
 Chan 126

ROCKY  
 MOUNTAIN  
 METRO

DENVER  
 INTL  
 COLORADO  
 AIR AND  
 SPACE  
 PORT

JEFFCO  
 115.4 BJC  
 Chan 101

BUCKLEY  
 SPACE FORCE  
 BASE

CENTENNIAL

RED TABLE  
 113.0 DBL  
 Chan 77

**LARKS  
 TURBOJET VERTICAL NAVIGATION  
 PLANNING INFORMATION**

Expect 17000 250K  
 or as assigned by ATC.

PAYDD

FALCON  
 116.3 FGF  
 Chan 110

HUUGE

RED TABLE  
 113.0 DBL  
 Chan 77

TERRO

MURFE

BLACK FOREST  
 112.5 BRK  
 Chan 72

BLUE MESA  
 114.9 HBU  
 Chan 96

HICKY

MAA FL450  
 FL200  
 339°  
 (123)

KANON

MAA FL450  
 FL200  
 267°  
 (74)

PUEBLO  
 116.7 PUB  
 Chan 114

17000  
 \*16500  
 053°  
 (50)

FL280  
 040°  
 (28)

MAA FL450  
 FL310  
 022°  
 (30)

PAPPA

LOPEC

MAA FL450  
 FL310  
 022°  
 (100)

RATTLESNAKE  
 115.3 RSK  
 Chan 100

ALAMOSA  
 113.9 ALS  
 Chan 86

NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# LARKS THREE ARRIVAL

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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

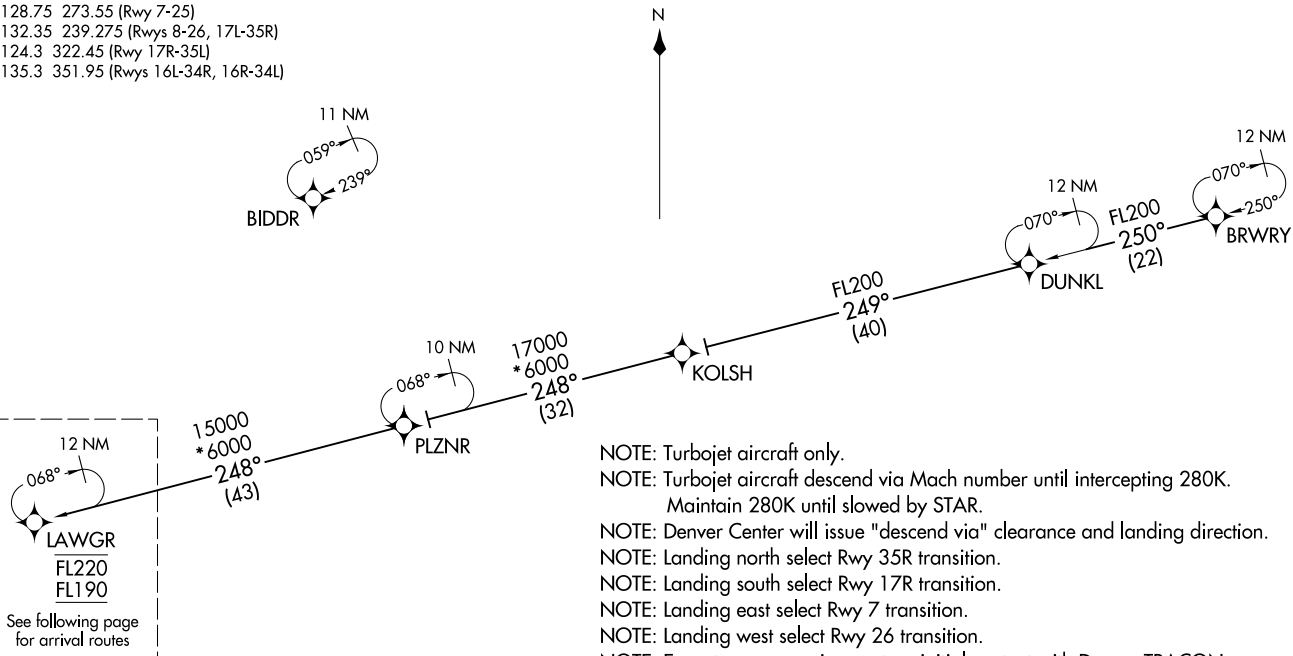
LAWGR THREE ARRIVAL (RNAV) (LAWGR.LAWGR3) 07OCT21

LAWGR THREE ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO DENVER INTL (DEN)

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 for non-GPS equipped aircraft



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

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

BRWRY TRANSITION (BRWRY.LAWGR3)

(LAWGR.LAWGR3) 23110

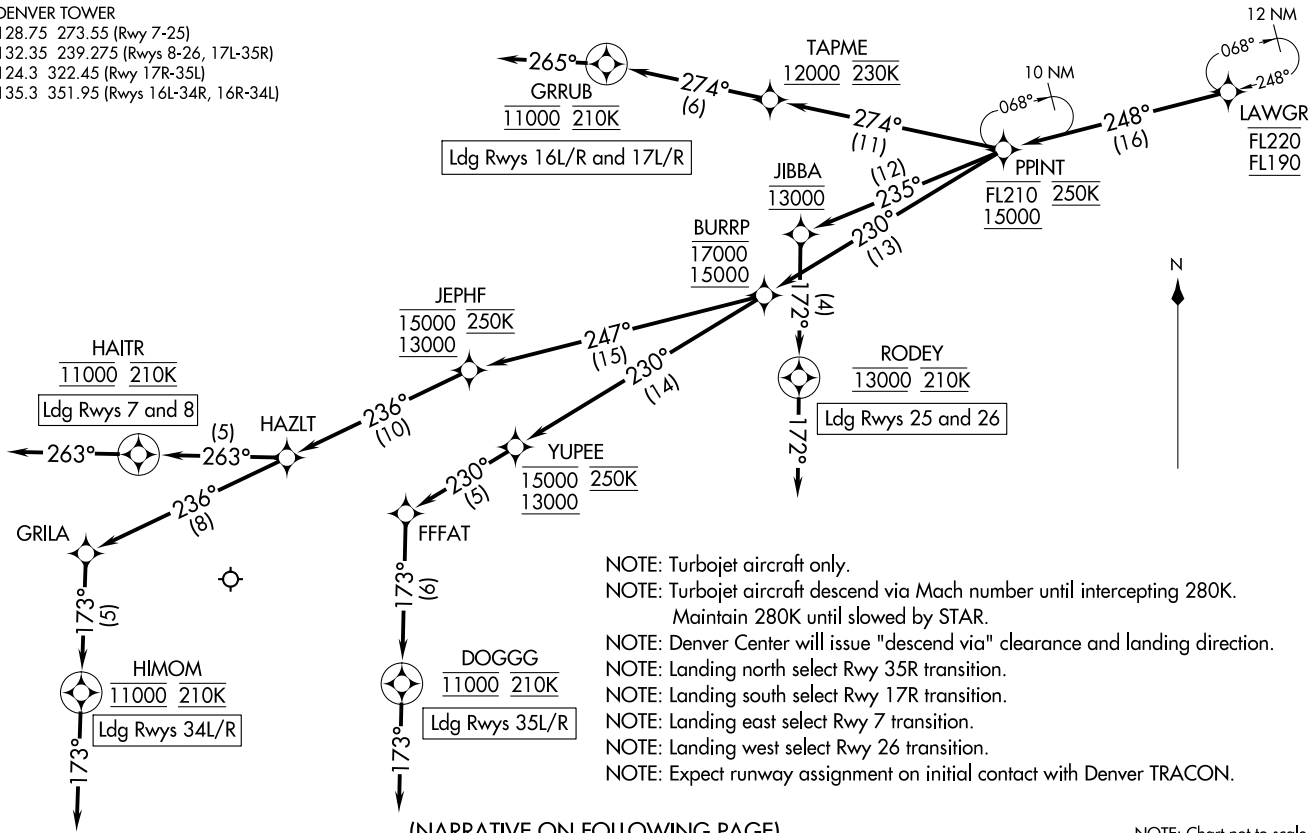
AL-9077 (FAA) Transition Routes

DENVER INTL (DEN) DENVER, COLORADO

LAWGR THREE ARRIVAL (RNAV) Arrival Routes  
(LAWGR.LAWGR3) 07OCT121

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 for non-GPS equipped aircraft



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DENVER COLORADO  
DENVER INTL (DEN)  
DENVER COLORADO

(LAWGR.LAWGR3) 23110  
LAWGR THREE ARRIVAL (RNAV) Arrival Routes

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER COLORADO



ARRIVAL ROUTE DESCRIPTION

From LAWGR on track 248° to cross PPINT between 15000 and FL210 and at 250K.

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

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

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

LANDING RUNWAYS 34L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 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.

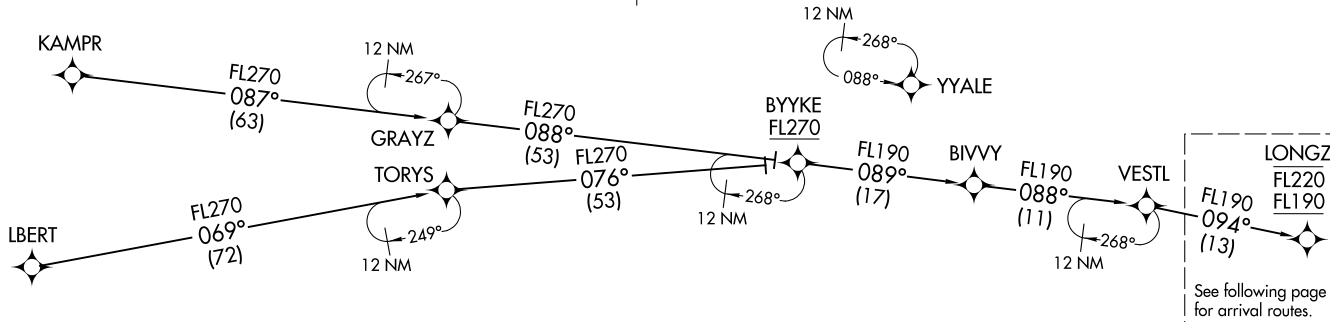
SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

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)

N



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

BYYKE TRANSITION (BYYKE.LONGZ2)  
KAMPR TRANSITION (KAMPR.LONGZ2)  
LBERT TRANSITION (LBERT.LONGZ2)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LONGZ TWO ARRIVAL (RNAV) Transition Routes  
 (LONGZ.LONGZ2) 07OCT21

DENVER, COLORADO  
 DENVER INTL (DEN)

(LONGZ.LONGZ2) 23110  
 LONGZ TWO ARRIVAL (RNAV) Transition Routes  
 AL-9077 (FAA)

DENVER INTL (DEN)  
 DENVER, COLORADO

LONGZ TWO ARRIVAL (RNAV) (LONGZ, LONGZ2) 070CT21

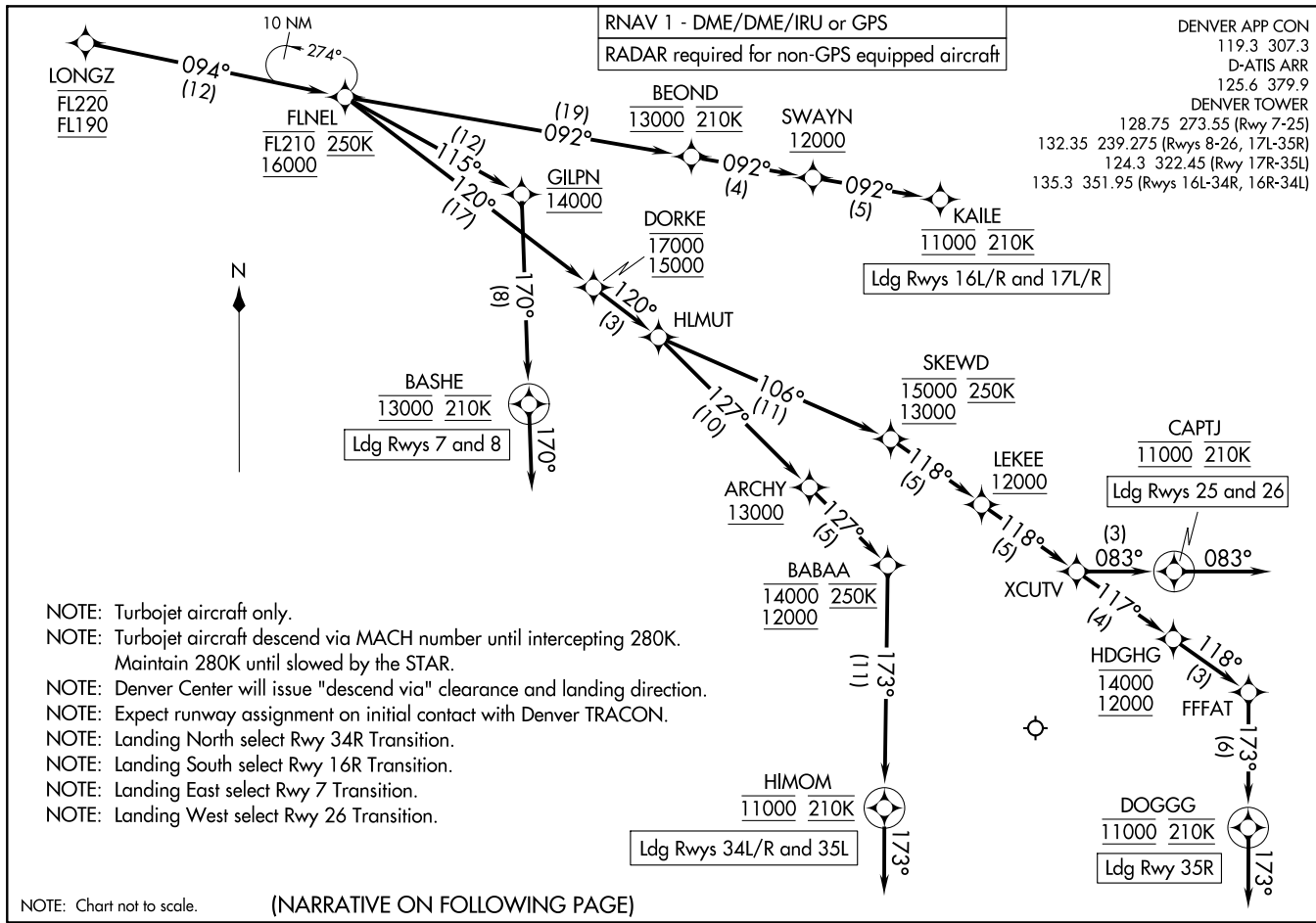
LONGZ TWO ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO DENVER INTL (DEN)

(LONGZ, LONGZ2) 23110

AL-9077 (FAA) Arrival Routes

DENVER INTL (DEN) DENVER, COLORADO



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

(N11XX.N11XX3) 23110

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

# N11XX THREE ARRIVAL (RNAV) Transition Routes

RNAV 1 - DME/DME/IRU or GPS

RADAR required for non-GPS equipped aircraft

DENVER APP CON

126.55 269.525

D-ATIS ARR

125.6 379.9

DENVER TOWER

128.75 273.55 (Rwy 7-25)

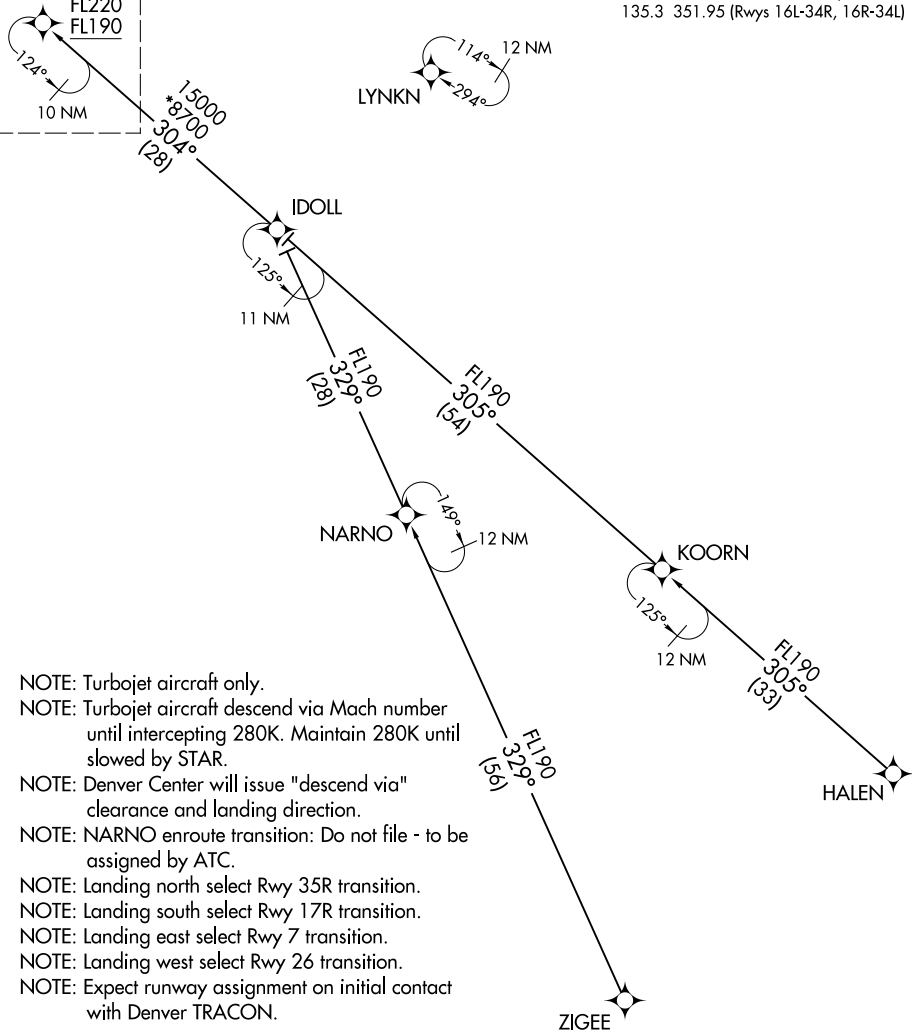
132.35 239.275 (Rwys 8-26, 17L-35R)

124.3 322.45 (Rwy 17R-35L)

135.3 351.95 (Rwys 16L-34R, 16R-34L)

See following page  
for arrival routes

N11XX  
FL220  
FL190



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

HALEN TRANSITION (HALEN.N11XX3)

NARNO TRANSITION (NARNO.N11XX3)

ZIGEE TRANSITION (ZIGEE.N11XX3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# N11XX THREE ARRIVAL (RNAV) Transition Routes

(N11XX.N11XX3) 07OCT21

DENVER, COLORADO  
DENVER INTL (DEN)

(N11XX.N11XX3) 23110

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

# N11XX THREE ARRIVAL (RNAV) Arrival Routes

RNAV 1 - DME/DME/IRU or GPS

RADAR required for non-GPS equipped aircraft

DENVER APP CON

126.55 269.525

D-ATIS ARR

125.6 379.9

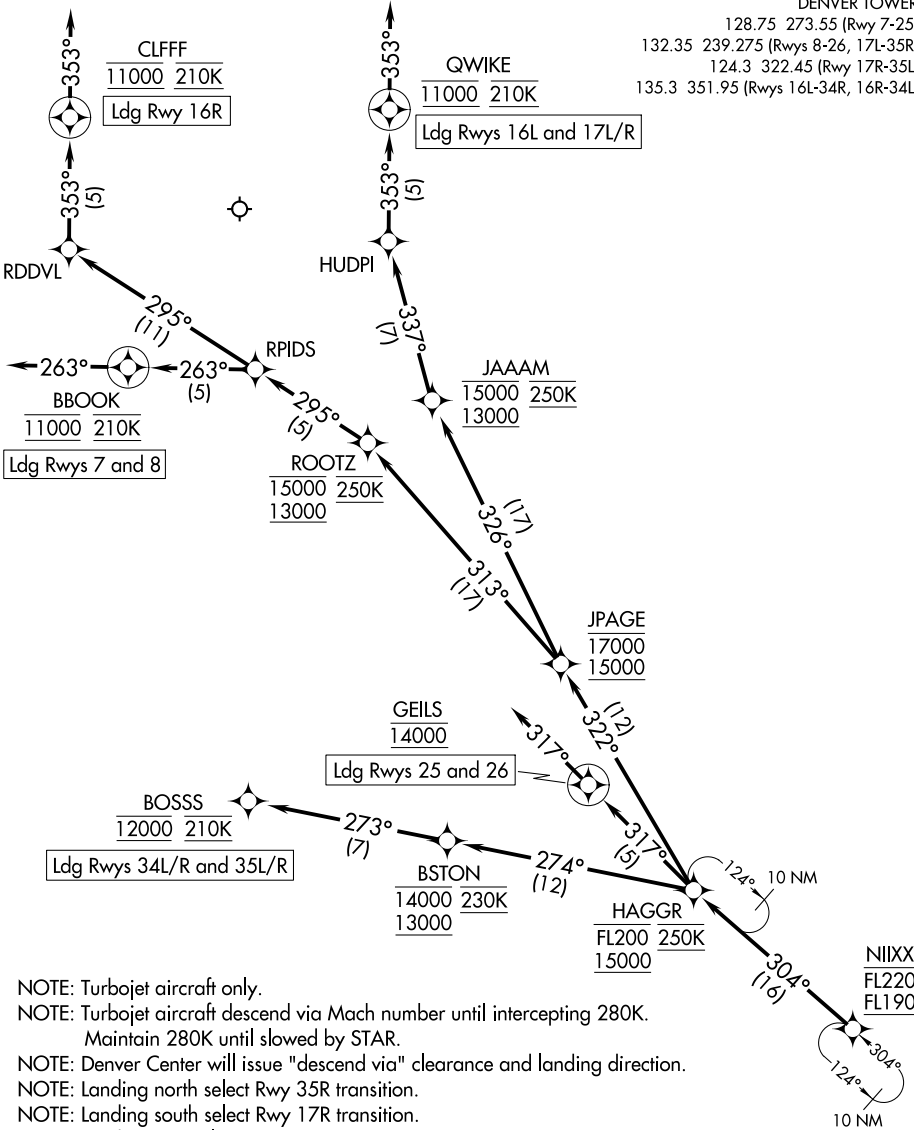
DENVER TOWER

128.75 273.55 (Rwys 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)



SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# N11XX THREE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO  
DENVER INTL (DEN)

(N11XX.N11XX3) 07OCT21

ARRIVAL ROUTE DESCRIPTION

From N11XX on track 304° to cross HAGGR between 15000 and FL200 and at 250K.

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

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

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

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

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

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

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

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

POWER ONE ARRIVAL  
(POWDR.POWDR1) 30JAN20

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

GILL  
114.2 GLL  
Chan 89

NORTHERN  
COLORADO  
RGNL

GREELEY-WELD  
COUNTY

MILE HIGH  
114.7 DVV  
Chan 94

ROCKY  
MOUNTAIN  
METRO

DENVER  
INTL

DENVER  
117.9 DEN  
Chan 126

COLORADO AIR AND  
SPACE PORT

BUCKLEY  
SPACE FORCE  
BASE

FALCON  
116.3 FQF  
Chan 110

CENTENNIAL

POWDR  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOJETS: Expect FL190 250K  
or as assigned by ATC.

KREMMLING  
113.8 RLG  
Chan 85

RED TABLE  
113.0 DBL  
Chan 77

FL270  
\*13000  
082°  
(60)

GRAND JUNCTION  
112.4 JNC  
Chan 71

FL200  
\*16400  
038°  
(35)

BLUE MESA  
114.9 HBU  
Chan 96



NOTE: DME required.  
NOTE: Adjacent STAR is LARKS ARRIVAL.  
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DENVER, COLORADO

(POWDR.POWDR1) 23334  
POWER ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



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.

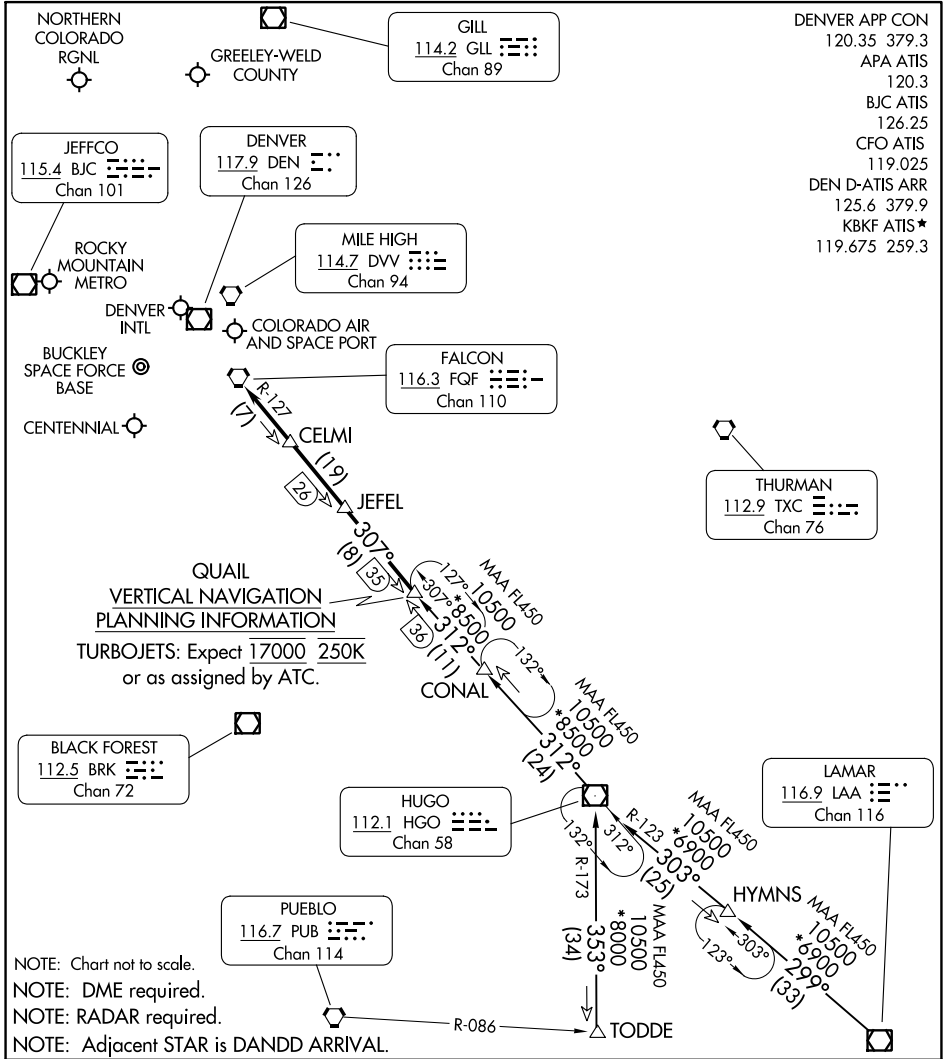
SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

# 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. . .

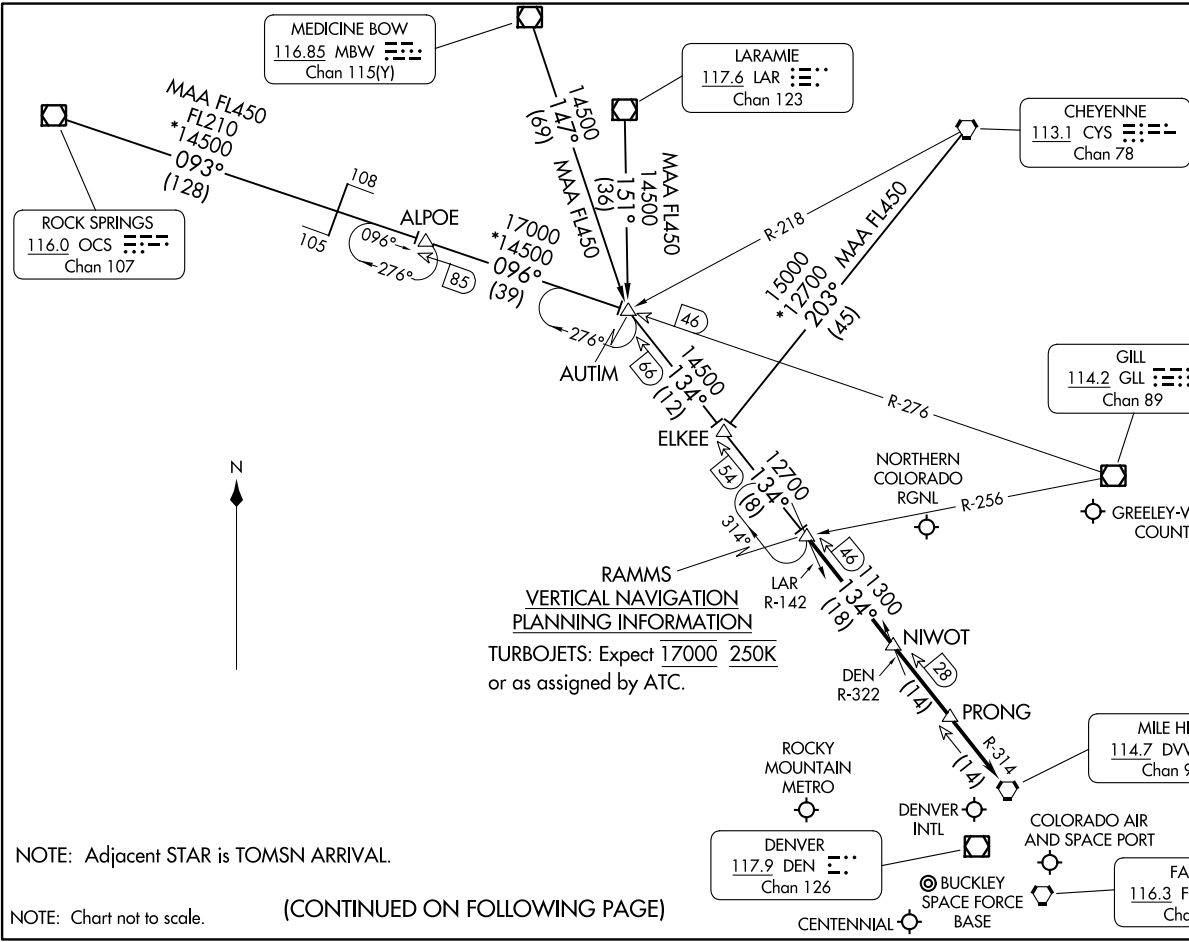
. . . from over QUAIL on HGO R-312 and FQF R-127 to FQF VORTAC. Expect RADAR vectors to the final approach course at or before FQF VORTAC.

SW-1, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

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

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



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, 22 FEB 2024 to 21 MAR 2024

SW-1, 22 FEB 2024 to 21 MAR 2024

(SSKIL,SSKII3) 07OCT21

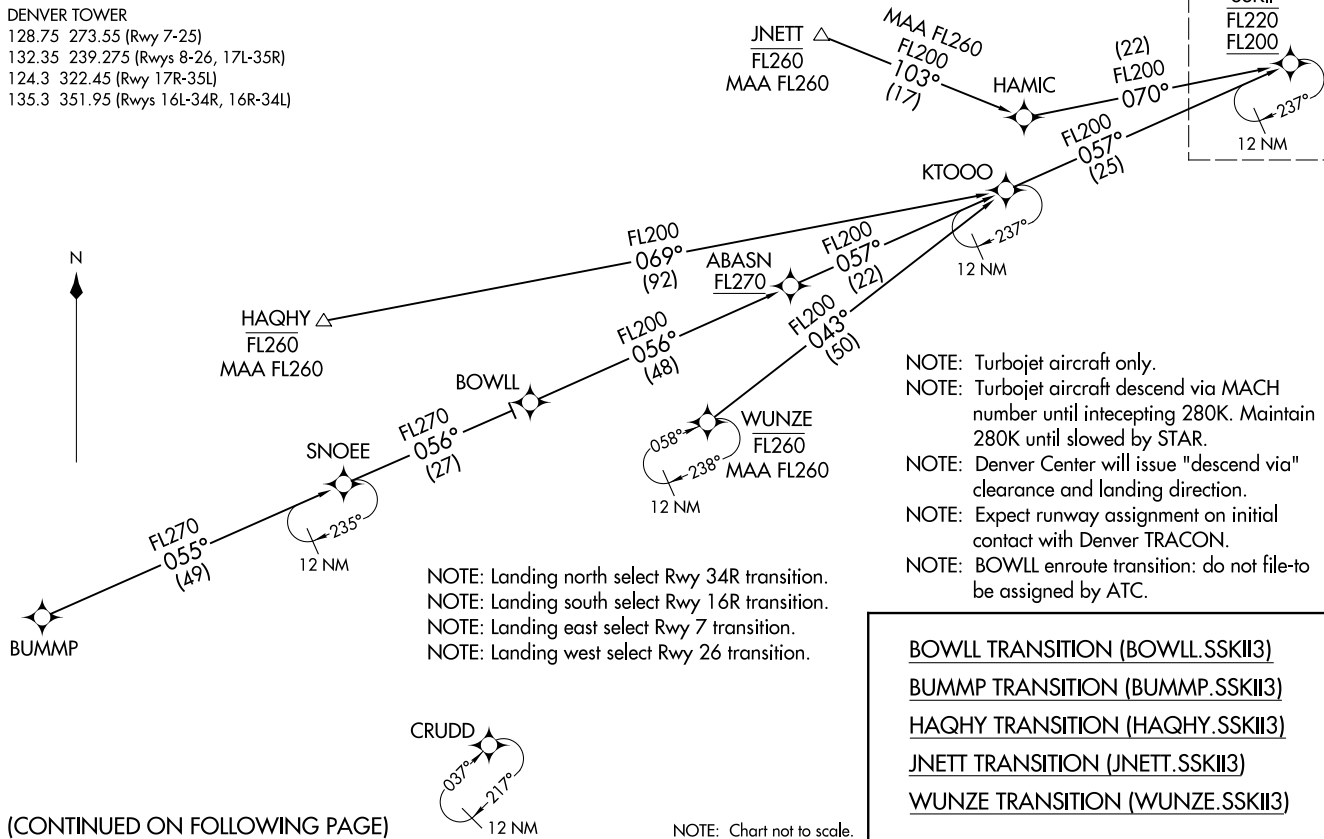
**SSKII THREE ARRIVAL (RNAV) Transition Routes**

DENVER, COLORADO  
DENVER INTL (DEN)

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

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

See following page  
for arrival routes



NOTE: Landing north select Rwy 34R transition.  
NOTE: Landing south select Rwy 16R transition.  
NOTE: Landing east select Rwy 7 transition.  
NOTE: Landing west select Rwy 26 transition.

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

- BOWLL TRANSITION (BOWLL.SSKII3)
- BUMMP TRANSITION (BUMMP.SSKII3)
- HAQHY TRANSITION (HAQHY.SSKII3)
- JNETT TRANSITION (JNETT.SSKII3)
- WUNZE TRANSITION (WUNZE.SSKII3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(SSKII,SSKII3) 23110

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

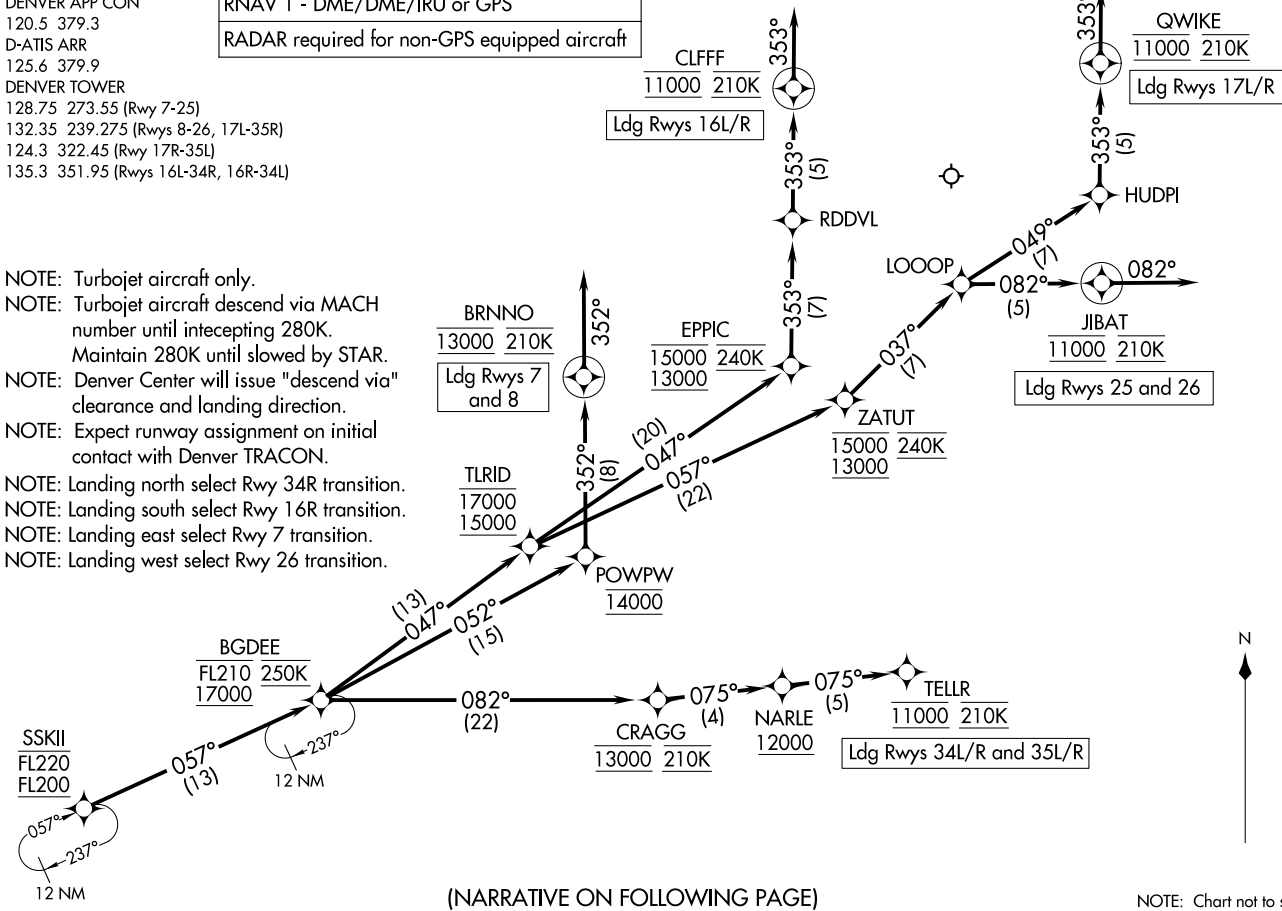
SSKII THREE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO  
DENVER INTL (DEN)  
(SSKII, SSKII3) 07OCT21

DENVER APP CON  
120.5 379.3  
D-ATIS ARR  
125.6 379.9  
DENVER TOWER  
128.75 273.55 (Rwy 7-25)  
132.35 239.275 (Rwys 8-26, 17L-35R)  
124.3 322.45 (Rwy 17R-35L)  
135.3 351.95 (Rwys 16L-34R, 16R-34L)

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

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



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(SSKII, SSKII3) 23110  
SSKII THREE ARRIVAL (RNAV) Arrival Routes  
AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

From SSKII on track 057° to cross BGDEE between 17000 and FL210 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 QWIKI 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/R or ILS or LOC RWY 35L/R approach.

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

SW-1, 22 FEB 2024 to 21 MAR 2024

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# TBARR THREE ARRIVAL (RNAV) Transition Routes

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)

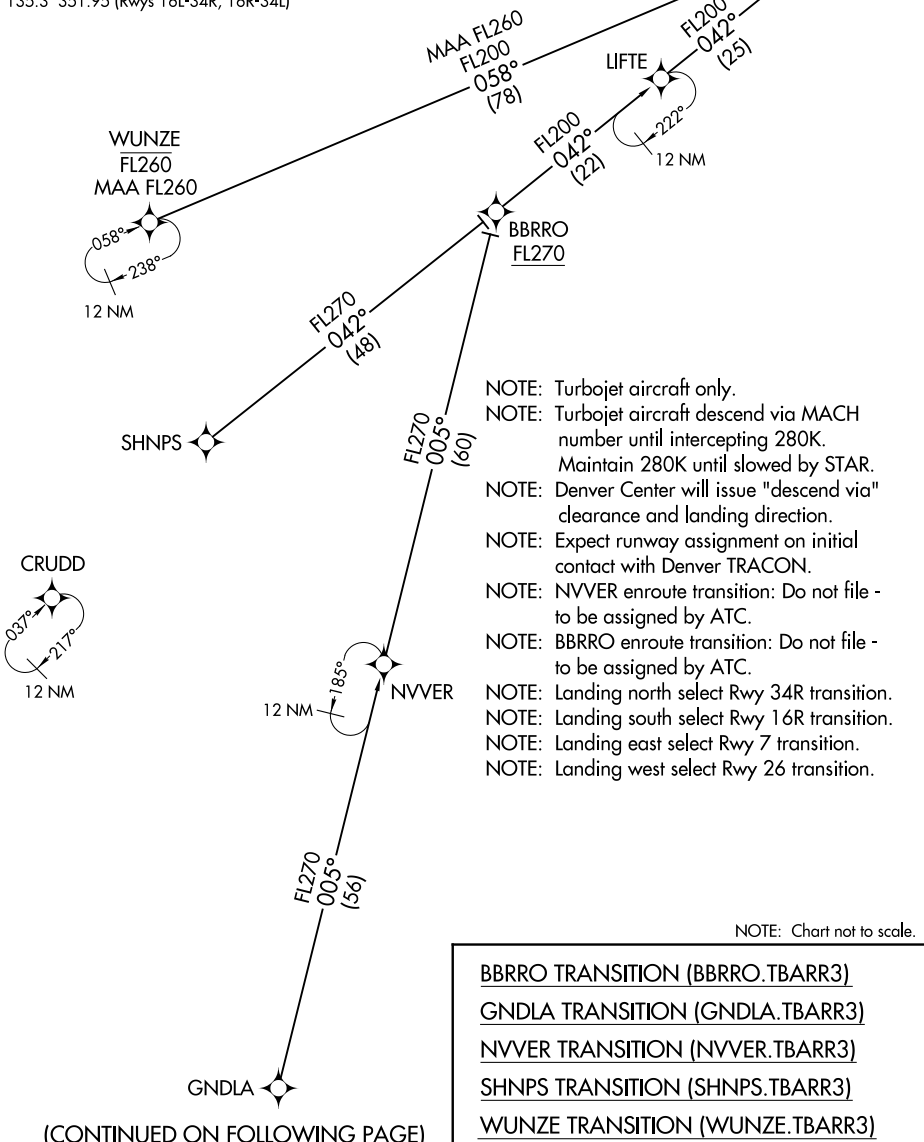
135.3 351.95 (Rwys 16L-34R, 16R-34L)

RNAV 1-DME/DME/IRU or GPS

RADAR required for non-GPS equipped aircraft

See following page  
for arrival routes.

TBARR  
FL220  
FL200



- NOTE: Turbojet aircraft only.
- NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR.
- NOTE: Denver Center will issue "descend via" clearance and landing direction.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: NVVER enroute transition: Do not file - to be assigned by ATC.
- NOTE: BBRRO enroute transition: Do not file - to be assigned by ATC.
- NOTE: Landing north select Rwy 34R transition.
- NOTE: Landing south select Rwy 16R transition.
- NOTE: Landing east select Rwy 7 transition.
- NOTE: Landing west select Rwy 26 transition.

NOTE: Chart not to scale.

- BBRRO TRANSITION (BBRRO.TBARR3)
- GNDLA TRANSITION (GNDLA.TBARR3)
- NVVER TRANSITION (NVVER.TBARR3)
- SHNPS TRANSITION (SHNPS.TBARR3)
- WUNZE TRANSITION (WUNZE.TBARR3)

(CONTINUED ON FOLLOWING PAGE)

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(TBARR.TBARR3) 23110

AL-9077 (FAA)

DENVER INTL (DEN)  
DENVER, COLORADO

# TBARR THREE ARRIVAL (RNAV) Arrival Routes

DENVER APP CON

120.35 379.3

D-ATIS ARR

125.6 379.9

DENVER TOWER

128.75 273.55 (Rwy 7-25)

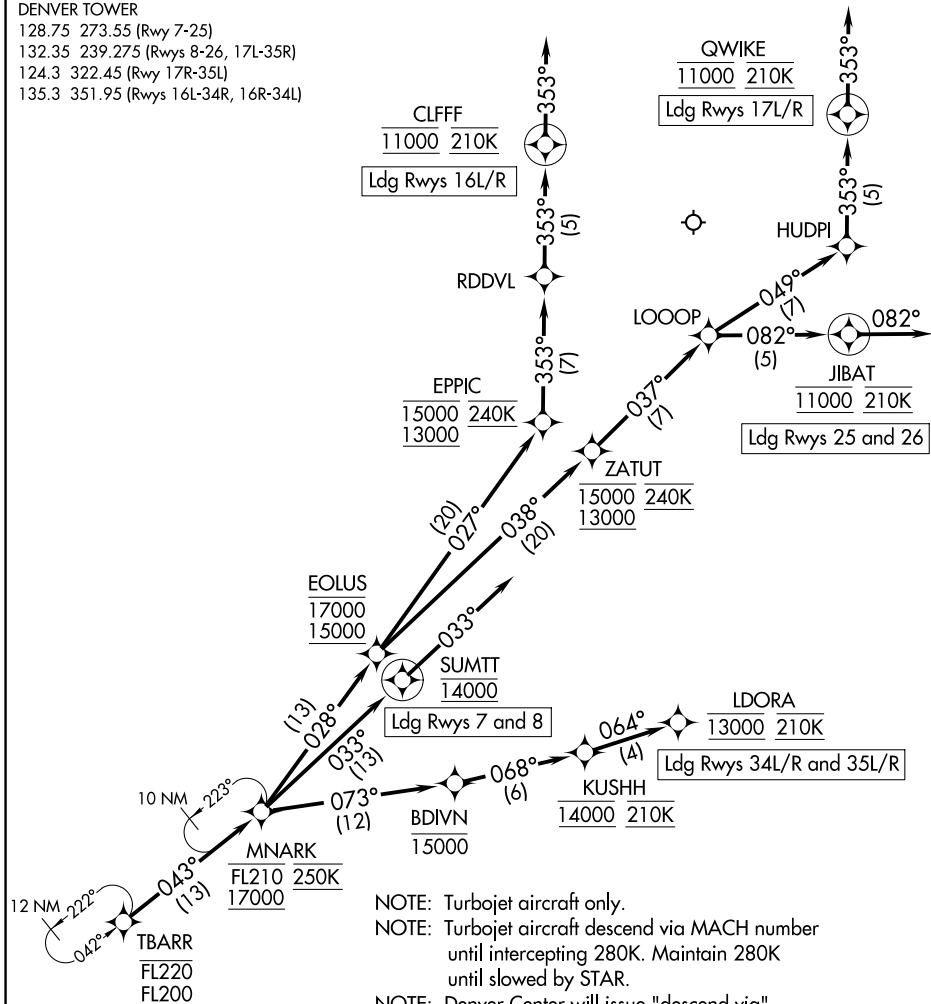
132.35 239.275 (Rwys 8-26, 17L-35R)

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 for non-GPS equipped aircraft



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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# TBARR THREE ARRIVAL (RNAV) Arrival Routes

(TBARR.TBARR3) 07OCT21

DENVER, COLORADO  
DENVER INTL (DEN)

SW-1, 22 FEB 2024 to 21 MAR 2024

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ARRIVAL ROUTE DESCRIPTION

From TBARR on track 043° to cross MNARK between 17000 and FL210 and at 250K.

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

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

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

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

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

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

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

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TOMSN EIGHT ARRIVAL  
(TOMSN, TOMSN8) 30JAN20

(TOMSN, TOMSN8) 23334  
TOMSN EIGHT ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

DENVER APP CON  
119.3 307.3  
APA ATIS  
120.3  
BJC ATIS  
126.25  
CFO ATIS  
119.025  
DEN D-ATIS ARR  
125.6 379.9  
KBKF ATIS\*  
119.675 259.3

HAYDEN  
115.6 CHE  
Chan 103

LARAMIE  
117.6 LAR  
Chan 123

CHEYENNE  
113.1 CYS  
Chan 78

GOULL  
DME required for GOULL  
holding pattern.

MAA FL450  
16000  
076°  
(34)

MAA FL450  
16000  
078°  
(31)

MAA FL450  
16000  
078°  
(12)

MAA FL450  
FL270  
058°  
(97)

MAA FL450  
16000  
025°  
(40)

MAA FL450  
16000  
078°  
(12)

GILL  
114.2 GLL  
Chan 89

NORTHERN  
COLORADO RGNL  
R-258  
R-251

GREELEY-WELD  
COUNTY

MEEKER  
115.2 EKR  
Chan 99

KREMMLING  
113.8 RLG  
Chan 85

**TOMSN  
VERTICAL NAVIGATION  
PLANNING INFORMATION**

Turbojets landing DEN:  
Expect FL190 250K  
or as assigned by ATC.

Turbojets landing APA/BJC:  
Expect 17000 250K  
or as assigned by ATC.

MILE HIGH  
114.7 DVV  
Chan 94

DENVER  
117.9 DEN  
Chan 126

SHAFT  
R-239

DENVER INTL  
COLORADO AIR  
AND SPACE PORT

HYGEN  
R-221

ROCKY  
MOUNTAIN  
METRO

BUCKLEY  
SPACE FORCE  
BASE

CENTENNIAL

JEFFCO  
115.4 BJC  
Chan 101

FALCON  
116.3 FGF  
Chan 110

NOTE: RADAR required.

NOTE: Adjacent STAR is RAMMS ARRIVAL.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN8): From over CHE VOR/DME on CHE R-076 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

KREMLING TRANSITION (RLG.TOMSN8): From over RLG VOR/DME on RLG R-025 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

MEEKER TRANSITION (EKR.TOMSN8): From over EKR VOR/DME on EKR R-058 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

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

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