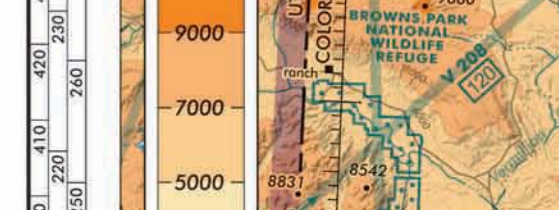
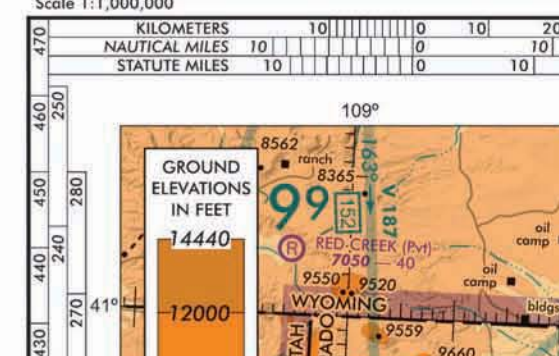
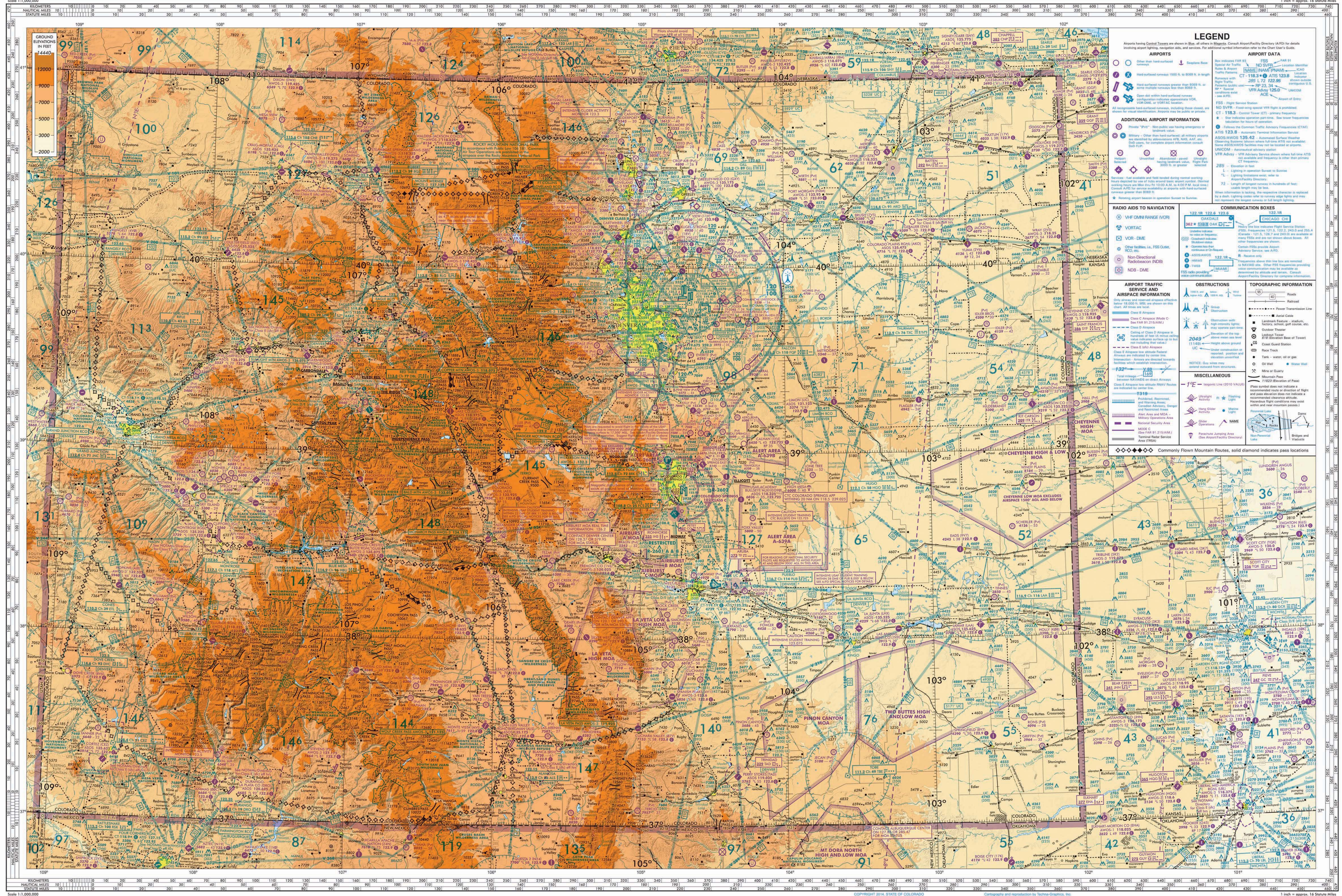


# COLORADO AERONAUTICAL CHART

1 inch = approx. 16 Statute Miles



### LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport Facility Directory (AFD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

#### AIRPORTS

- Other than full-towered airports
- Head-towered airports 1000 ft. or higher
- Head-towered airports more than 3000 ft. or higher
- Class E airports
- Class G airports
- Class G airports with instrument procedures
- Class G airports with instrument procedures and Class E airspace
- Class G airports with instrument procedures and Class E airspace and Class G airspace
- Class G airports with instrument procedures and Class E airspace and Class G airspace and Class G airspace

#### AIRPORT DATA

See Aeronautical Information Manual (AIM) for details on airport operations and procedures.

#### ADDITIONAL AIRPORT INFORMATION

- Private (PVT) - Non-public use having emergency or special use
- Military (MIL) - Other than full-towered airports; military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Obstacle (OB) - Obstacle symbol with MSL and AGL elevations
- Obstacle (OB) - Obstacle symbol with MSL and AGL elevations
- Obstacle (OB) - Obstacle symbol with MSL and AGL elevations

#### RADIO AIDS TO NAVIGATION

- VOR/DME
- VOR
- Other (FME, FSS, etc.)
- Non-Directional (NDB)
- NDB - DME

#### COMMUNICATION BOXES

- 122.1R 122.6 123.6
- 122.1R 122.6 123.6
- 122.1R

#### AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

- Class A Airspace
- Class B Airspace
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class G Airspace

#### OBSTRUCTIONS

- Obstruction with MSL and AGL elevations
- Obstruction with MSL and AGL elevations
- Obstruction with MSL and AGL elevations

#### TOPOGRAPHIC INFORMATION

- Roads
- Railroad
- Power Transmission Line
- Landmark Feature - stadium, factory, school, etc.
- Outdoor Theater
- Lookout Tower
- Coast Guard Station
- Race Track
- Mine or Quarry
- Water Well
- Water

#### MISCELLANEOUS

- Lighting
- Flashing Light
- Steady Light
- Obstruction
- Obstruction
- Obstruction

Commonly Flown Mountain Routes, solid diamond indicates pass locations

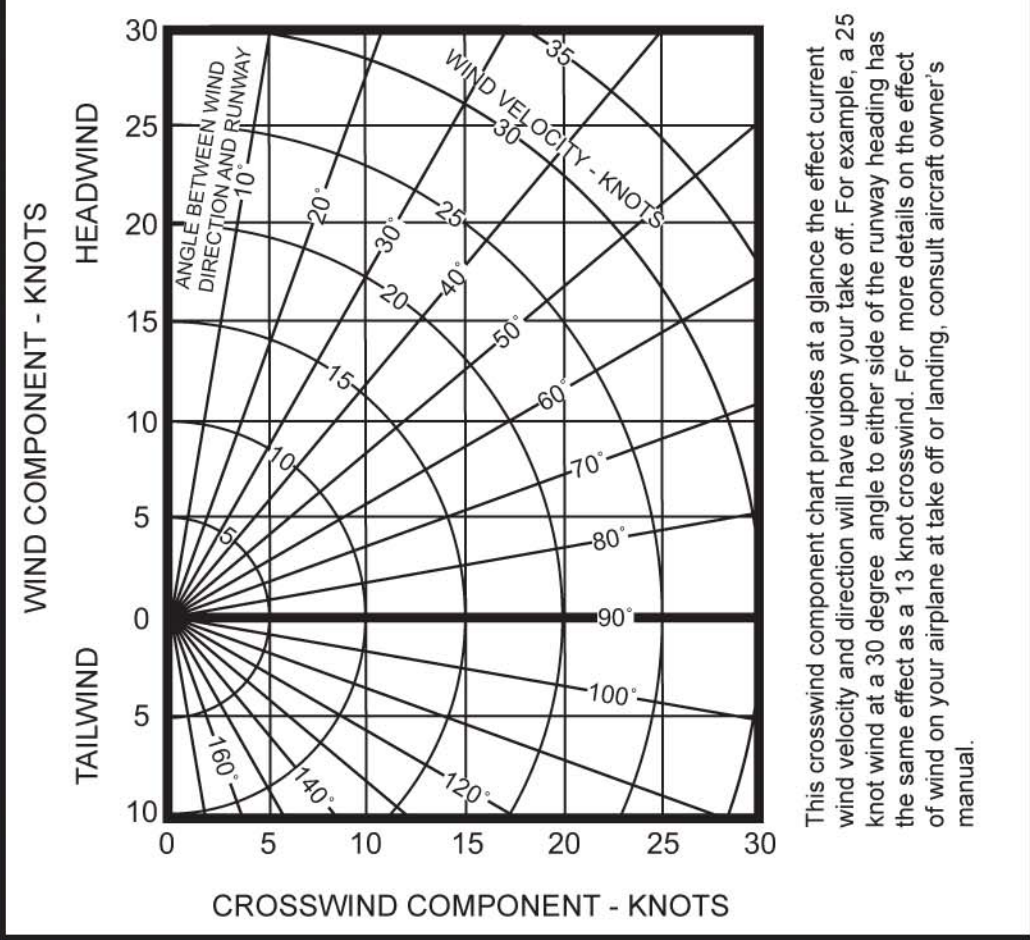




**Airport Reference Guide**

Table with columns: CITY, AIRPORT, IDENTIFIER, RADIO, WEATHER. Lists various airports across Colorado with their respective identifiers, radio frequencies, and weather reporting stations.

**Wind Components**



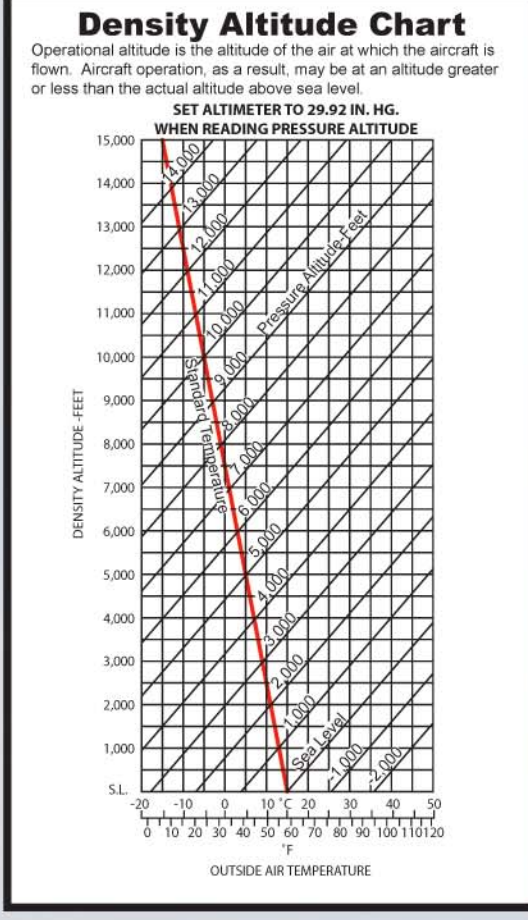
This crosswind component chart provides a glance at the effect current wind velocity and direction will have upon your take off. For example, a 25 knot wind at a 30 degree angle to either side of the runway heading has 15 knots of wind on your airplane at take off or landing. Consult aircraft owner's manual.

**Colorado Mountain AWOS**

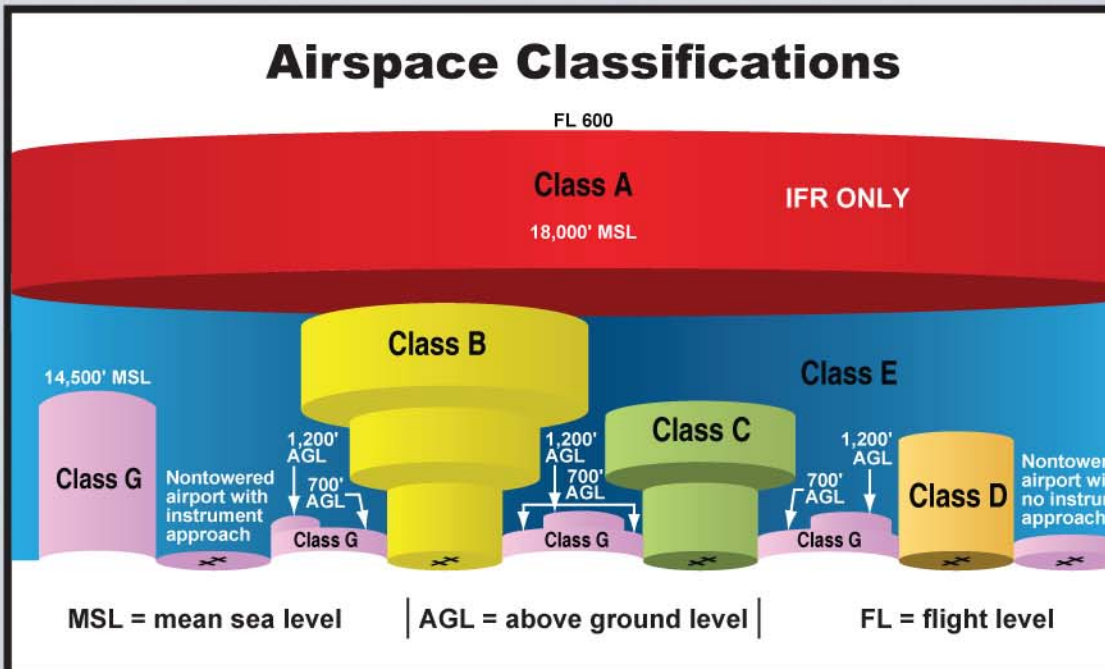
Table listing Colorado Mountain AWOS stations with columns: Location, Radio, Phone, Coordinates, and Elevation. Includes stations like Berthoud Pass, Copper Mountain, and Cottonwood Pass.

**VOR FREQUENCIES**

Table listing VOR frequencies across Colorado with columns: City, Frequency, Name, and Frequency. Includes stations like Akron, Alamosa, and Black Forest.



Colorado Department of Transportation Aeronautics Division logo and website information: Visit our website at www.colorado-aeronautics.org, 303-512-5250.



**Colorado Mountain Passes**

- Berthoud: Route: Denver west to central mountains. Road elevation 11,315 MSL. This pass is not visible to any weather reporting stations.
- Cameron: Route: Fort Collins west to northern mountains. Road elevation 10,276 MSL. This pass is not visible to any weather reporting stations.
- Cochetopa and North: Route: West to south central mountains, i.e. Gunnison area from San Luis Valley, Alamosa, Salida, and Pueblo areas.
- Corona (Rollins): Route: North Denver west to central mountains. Trail elevation 11,671 MSL. This pass is not visible to any weather reporting stations.
- Cottonwood: Route: Eagle to Carbondale and Aspen. Approximate trail elevation 8,500' MSL. This pass is partially visible to a weather reporting station at Eagle.
- Cucharas: Route: Southeastern plains to San Luis Valley and Alamosa. Road elevation 9,841' MSL. This pass is not visible to any weather reporting stations.
- Cumbres and La Manga: Route: Alamosa to Durango. Road and track elevations - Cumbres 10,022' MSL. La Manga 10,230' MSL.
- Dallas Divide: Route: Montrose to Telluride. Road elevation 8,970' MSL. This pass is not visible to any weather reporting stations.
- Douglas: Route: Northwest Colorado to Grand Junction. Road elevation 9,268' MSL. This pass is partially visible to a weather reporting station at Grand Junction.
- Fremont: Route: Dillon Valley to Arkansas Valley and Leadville. Road elevation 11,320' MSL. This pass is not visible to any weather reporting stations.
- Hagerman: Route: Leadville to Aspen. Approximate trail elevation 11,960' MSL. This pass is visible to the weather reporting station at Leadville.
- Hayden: Route: East-west pass across the northern Sangre de Cristo Range. Trail elevation 10,709' MSL. This pass is not visible to any weather reporting stations.
- Hoosier: Route: South Park to Breckenridge. Road elevation is 11,530' MSL. This pass is not visible from any airports or weather reporting stations.
- Independence: Route: Leadville to Aspen. Road elevation 12,094' MSL. This pass is not visible to any weather reporting stations.
- Kenosha: Route: Southwest Denver to South Park and Arkansas Valley. Road elevation 10,001' MSL. The vicinity of the pass sometimes visible to weather reporters at Denver.
- La Veta: Route: Southwest Colorado and Walsenburg to San Luis Valley and Alamosa. Road elevation 9,380' MSL. Weather reporter at Alamosa can see west side of pass.
- Lizard Head: Route: From Cortez/Delores to Telluride. Road elevation is 10,222' MSL. Telluride Airport has limited vision of the pass.
- Leveland: Route: Denver west to Dillon Valley and central mountains. Road elevation 11,990' MSL. This pass is not visible to any weather reporting stations.
- Low: Route: South Park to Arkansas Valley and Twin Lakes. Approximate trail elevation 12,040' MSL. The vicinity of the pass is visible to weather reporters at Leadville.
- Marshall: Route: San Luis Valley and Salida to Gunnison. Track elevations 10,845' MSL. The vicinity of this pass is partially visible to weather observers in Salida and Gunnison.
- McClure: Route: Aspen and Glenwood Springs to Montrose area. Road elevation 8,755' MSL.
- Milner: Route: North Denver via Estes Park to Grandy. Road elevation 10,758' MSL. This pass offers a lower alternative to Corona Pass.
- Monarch: Route: Salida to Gunnison. Road elevation 11,312' MSL. Vicinity of pass visible to weather reporters at Salida and Gunnison.
- Mosca: Route: West Mountain Valley to San Luis Valley at the Sand Dunes National Monument. Trail elevation 9,740' MSL. Vicinity of pass partially visible to weather reporter at Alamosa.
- Moquiito: Route: Denver to Fairplay to Leadville. Trail elevation 13,186' MSL. This is the highest pass in the United States.
- Palmer Lake Divide: Route: Denver to Colorado Springs. Road elevation 7,300' MSL. Weather reporting stations at Denver and Colorado Springs can partially see the area.
- Paradox: Route: Grand Junction to Dove Creek and Durango. There is no particular high point along this route, but rough terrain will force flights above 8,500' MSL.
- Poncha: Route: Salida to Alamosa. Road elevation 9,015' MSL. Pass vicinity is partially visible to weather reporters at Salida and Alamosa.
- Rabbit Ears and Muddy: Route: Kremling to Steamboat Springs and Craig. Road elevations - Rabbit Ears 9,426' MSL. Muddy 9,772' MSL.
- Red Mountain: Route: Montrose to Durango. Road elevation 11,120' MSL. Pass is not visible to any weather reporting stations.
- Tennessee: Route: Arkansas Valley and Leadville north to Eagle and Vail Valleys. Road elevation 10,424' MSL. This pass is visible to weather reporters in Leadville.
- Trout Creek: Route: South Park to Buena Vista and Arkansas Valley. Road elevation 9,346' MSL. This pass is not visible to any weather reporting stations.
- Ute: Route: Colorado Springs to South Park. Road elevation 9,165' MSL. This pass is not visible to any weather reporting stations.
- Vail: Route: Dillon Valley to Eagle Vail Valley. Road elevation 10,606' MSL. AWOS station positioned at Copper Mountain.
- Weston: Route: South Park west to Arkansas Valley, Leadville, and central mountains.
- Wilkinson: Route: Colorado Springs and south Denver west to South Park and central mountains.
- Wolf Creek: Route: Alamosa to Durango. Road elevation 10,857' MSL. The pass vicinity is partially visible to weather reporters in Alamosa.

USAF Student Training Areas Near Colorado Springs & Pueblo. A detailed map showing training areas for USAFA Cessna & Cirrus, USAFA Areas 8500-9500', USAFA Areas 8500'-11500', USAFA Areas 500' AGL - 8000' MSL, and USAFA Areas 1200' AGL. Includes text boxes with warnings like 'CAUTION: intensive student training at Bultsee (C09)' and 'CAUTION: high-volume student training near Fowler (C08)'.

Public-Use Airports in Colorado. A map showing the locations of various airports in Colorado, categorized by Commercial Service Airport, Publicly-Owned & Operated Airport, and Privately-Owned & Operated Open to the Public.

ARTCC Advisory Frequencies. A map showing the locations and frequencies of ARTCC advisory frequencies across Colorado, including stations like Hayden, Walton Peak, Grand Mesa, Denver ARTCC, Grand Junction, Montrose, Aspen, Gunnison, Pueblo, Eastonville, Alamosa, La Junta, Cortez, and Durango.

**Important Colorado Mountain Flying Safety Information**

- The performance charts for general aviation single and light twin aircraft are to be utilized with caution.
- DO NOT ATTEMPT NIGHT FLIGHT OPERATIONS, UNLESS ON A SINGLE ENGINE AIRCRAFT IS CAPABLE OF MAINTAINING AT LEAST 16000 FEET MSL.
- DO NOT ATTEMPT IFR OPERATIONS UNLESS A CURRENT AND QUALIFIED TWO PERSON CREW IS ON BOARD.
- DO NOT ATTEMPT NIGHT OPERATIONS - EXTREMELY DANGEROUS.
- DO NOT ATTEMPT IFR OPERATIONS SINGLE OR LIGHT TWIN ENGINE AIRCRAFT.
- DO NOT ATTEMPT MOUNTAIN FLYING IF THE 5000' AND 12000' FOOT WINDS ARE FORECAST TO EXCEED 30 KNOTS.
- DO NOT ATTEMPT A TAKEOFF UNLESS THE LOADED AIRCRAFT IS BELOW 10% OF THE FAA CERTIFIED GROSS WEIGHT.
- DO NOT ATTEMPT A MOUNTAIN FLIGHT UNLESS THE CEILINGS ARE AT LEAST 2000 FEET ABOVE THE HIGHEST TERRAIN AND VISIBILITY IS AT LEAST 15 MILES.
- NIGHT AND IFR OPERATIONS ARE BEST LEFT TO COMMUTER AIRLINE, MEDICAL EVACUATION AND CORPORATE CREWS USING FULLY CAPABLE AND EQUIPPED AIRCRAFT.
- THE DON'TS OF MOUNTAIN FLYING.
- TAKEOFF: Descendants involve rough air. Be prepared to make a slow speed at maneuvering speed (no slower than best angle of climb).
- EN ROUTE: Plan to cross all passes and terrain with a minimum 1000 foot clearance.
- DESCENT: Descendants may involve rough air. Be prepared to make a slow speed at maneuvering speed (no slower than best angle of climb).
- APPROACH AND LANDING: Study the destination airport data before departure.
- THE DO'S OF MOUNTAIN FLYING: Do plan the fuel load to arrive at the destination with a minimum one hour fuel reserve.
- ITEMS FOR EXTRA ATTENTION IN MOUNTAIN FLYING FLIGHT PREPARATION: Get a complete weather briefing, including pilot reports for your proposed route.
- ENGINE START: For normally aspirated, fuel injected and turbo charged engines, use normal starting procedure.
- RUN UP: Enrich the mixture slightly before beginning the run up.
- FLY SMART -- FLY SAFE