Colorado Aeronautical Chart

2018-2019

COLORADO Department of Transportation Division of Aeronautics

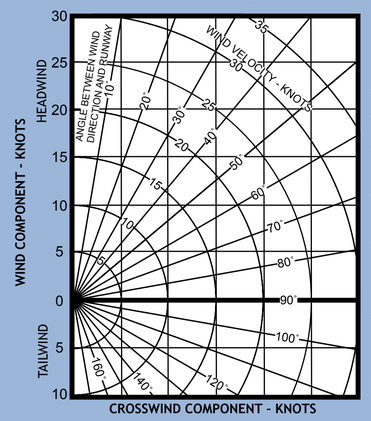
Colorado Department of Transportation
Division of Aeronautics
5126 Front Range Parkway
Watkins, CO 80137

FOR PLANNING PURPOSES ONLY

Airport Reference Guide

CITY	AIRPORT	IDENTIFIER	RADIO	WEATHER
Akron	Colorado Plains Regional	AKO	122.8	135.475 (970-345-2320)
Akron	Gebauer Airport	5V6	122.9	
Alamosa	San Luis Valley Regional	ALS	122.8	135.175 (719-589-5669)
Aspen	Aspen/Pitkin County	ASE	120.4 ATIS / 118.85 CTAF	120.4 ATIS (970-925-9168)
Blanca	Blanca Airport	05V	122.9	
Boulder	Boulder Municipal	BDU	122.7	118.825 (303-541-9540)
Brush	Brush Municipal	7V5	122.8	
Buena Vista	Central Colorado Regional	AEJ	122.8	132.925 (719-395-2599)
Burlington	Kit Carson County	ITR	122.8	135.225 (719-346-7036)
Calhan	Calhan Airport	5V4	122.725	
Canon City	Fremont County	1V6	122.8	120.025 (719-784-2014)
Center	Leach Field	1V8	122.8	
Colorado Springs	Colorado Springs Municipal	COS	125.0 ATIS / 123.95 CTAF	719-637-9696
Colorado Springs	Meadow Lake	FLY	122.7	118.45 (719-683-5371)
Cortez	Cortez/Montezuma	CEZ	122.8	135.625 (970-564-0193)
Craig	Craig-Moffat County	CAG	122.8	135.425 (970-824-2373)
Crawford	Crawford	99V	122.8	
Creede	Mineral County Memorial	C24	122.9	
Del Norte	Del Norte Municipal	RCV	122.9	118.275 (719-657-9017)
Delta	Blake Field	AJZ	122.8	134.0 (970-874-3251)
Delta	Westwind Airpark	D17	122.8	
Denver	Centennial	APA	120.3 ATIS / 118.9 CTAF	303-706-9098
Denver	Denver International	DEN	125.4 ARR / 125.025 DEP	303-342-0838
Denver	Front Range	FTG	119.025 ATIS / 120.2 TWR	119.025 (303-261-9104)
Denver	Rocky Mountain Metropolitan	BJC	126.25 ATIS / 118.6 TWR	720-887-8067
Dove Creek	Dove Creek	8V6	122.9	
Durango	Animas Airpark	00C	122.9	
Durango	Durango/La Plata County	DRO	122.8	120.625 (970-259-3579)
Eads	Eads	9V7	122.9	
Eagle	Eagle County Regional	EGE	135.575 ATIS / 119.8 TWR	135.575 (970-524-7886)
Eaton	Eaton Municipal	EIK	123.0	133.825 (303-604-4139)
Fort Morgan	Fort Morgan Municipal	FMM	123.05	132.95 (970-867-4823)
Glenwood Springs	Glenwood Springs Municipal	GWS	123.0	3 clicks on mic
Granby	Granby/Grand County	GNB	123.0	119.925 (970-887-1803)
Grand Junction	Grand Junction Regional	GJT	118.55 ATIS / 118.1 TWR	118.55 ATIS (970-245-7881)
Greeley	Easton/Valley View	1V	122.9	
Greeley	Greeley/Weld County	GXY	122.8	135.175 (970-352-3511)
Gunnison	Gunnison County	GUC	122.7	135.075 (970-641-3240)
Hanford	Hanford Municipal	1CV	122.9	
Hayden	Yampa Valley Regional	HDN	123.0	119.275 (970-276-3690)
Holly	Holly	4D8	122.9	
Holyoke	Holyoke Municipal	HXO	122.8	119.275 (970-854-3679)
Hudson	Platte Valley Airpark	1BV	122.9	
Julesburg	Julesburg Municipal	7V8	122.9	
Kremmling	McElroy Field	20V	122.8	118.425 (970-724-9659)
La Junta	La Junta Municipal	LHX	123.0	135.325 (719-384-9961)
Lamar	Lamar Municipal	LAA	122.8	135.625 (719-336-3854)
Las Animas	Las Animas City and County	7V9	122.9	
La Veta	Cuchara Valley	07V	122.8	
Leadville	Lake County	LXV	122.8	118.375 (719-486-2735)
Limon	Limon Municipal	LIC	122.9	121.125 (719-775-0515)
Longmont	Vance Brand Municipal	LMO	122.7	120.3 (303-684-7545)
Loveland	Fort Collins/Loveland Muni.	FNL	122.7	135.075 (970-669-9187)
Meeker	Meeker Airport - Coulter Field	EEO	122.8	135.525 (970-878-5036)
Monte Vista	Monte Vista	MVI	122.8	
Montrose	Montrose Regional	MTJ	122.8	135.225 (970-249-1534)
Nucla	Hopkins Field	AIB	122.8	135.525 (970-864-2325)
Pagosa Springs	Stevens Field	PSO	122.7	127.175 (970-731-0365)
Paonia	North Fork Valley	7V2	122.7	
Pueblo	Pueblo Memorial	PUB	125.25 ATIS / 119.1 TWR	125.25 ATIS (719-948-2803)
Rangely	Rangely Airport	4V0	122.8	119.025 (970-675-2339)
Rifle	Rifle-Garfield County	RIL	122.8	135.275 (970-625-2206)
Saguache	Saguache Municipal	04V	122.9	118.625 (719-655-2229)
Salida	Harriet Alexander	4HK	122.7	133.85 (719-539-5068)
Springfield	Springfield Municipal	8V7	122.9	
Steamboat Springs	Steamboat Springs	SBS	122.8	118.325 (970-879-7794)
Sterling	Sterling Municipal	STK	122.8	118.525 (970-526-3009)
Telluride	Telluride Regional	TEX	123.0	118.325 (970-728-1534)
Trinidad	Perry Stokes	TAD	122.8	119.025 (719-845-1156)
Walden	Walden/Jackson County	33V	122.9	118.625 (970-723-8913)
Walsenberg	Spanish Peaks Airfield	4V1	122.8	123.6 (719-738-1053)
Westcliffe	Silver West	CO8	122.9	
Wray	Wray Municipal	2V5	122.8	118.25 (970-332-5930)
Yuma	Yuma Municipal	2V6	122.8	135.375 (970-848-3007)

Wind Components

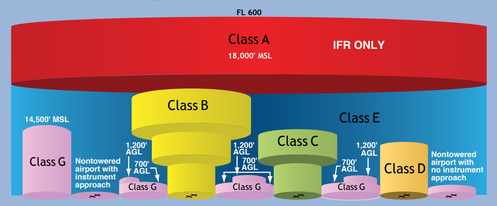


This crosswind component chart provides at a glance the effect current wind velocity and direction will have upon your take off. For example, a 25 knot wind at a 30 degree angle to either side of the runway heading has the same effect as a 13 knot crosswind. For more details on the effect of wind on your airplane at take off or landing, consult aircraft owner's manual.

Mountain Automated Weather Observing Systems

Location	Radio	Phone	Coordinates	Elevation
Berthoud Pass (0CO)	134.325	303-512-4416	39 47'45"N - 105 45'52"W	12,493 MSL
Copper Mountain (CCU)	118.075	970-968-1715	39 28'30"N - 106 09'09"W	12,040' MSL
Cottonwood Pass (7BM)	132.050	303-512-4419	38 47'57"N - 106 13'05"W	9825' MSL
Dakota Hill (C99)	134.175	303-512-4421	39 52.13"N - 105 33.2" W	10,938' MSL
La Veta Pass (VTP)	119.925	719-587-3120	37 30'43"N - 105 10'14"W	10,116' MSL
Kremmling (20V)	118.425	970-724-9659	40 03'13"N - 106 22'08" W	7411' MSL
Monarch Pass (MYP)	124.175	719-539-4436	38 29'50"N - 106 19'11"W	11,995' MSL
Monumnet/ Kelly AP (MNH)	134.375	303-648-3479	39 13'08"N - 104 38'26"W	7025' MSL
Saguache (04V)	118.625	719-655-2229	38 05'50"N - 106 10'07"W	7826' MSL
Sunlight Mountain (55M)	126.075	970-384-3380	39 25'32"N - 107 22'45"W	10,603'MSL
Walton Peak (C07)	127.125	970-824-0261	40 21'16"N - 106 41'57"W	10,577'MSL
Wilkerson Pass (4BM)	132.3	303-512-4418	39 03'01"N - 105 30'52"W	11,279' MSL
Wolf Creek Pass (CPW)	121.125	970-264-2180	37 27'52"N - 106 48'16"W	11,760 MSL

Airspace Classifications



MSL = Mean Sea Level | AGL = Above Ground Level | FL = Flight Level

Colorado Mountain Passes

Berthoud Pass
Route: Denver west to Granby/Kremmling (central mountains). Road elevation 11,315' MSL. This pass is part of the Mountain AWOS program. This pass follows I-70 to Hwy 40 west from Denver. Expect strong downdrafts and limited climb capability when moderate to high winds aloft exist. East to west flight path will be a blind right turn to cross the pass. Mines Peak AWOS 134.325 (0CO) **N39°47.9'- W105°46.67'.**

Cameron Pass
Route: Fort Collins west to northern mountains (Walden). Road elevation 10,276' MSL. This pass is not visible to any weather reporting stations. **N40°31.25'-W105°53.55'.**

Cochetopa and North Pass
Route: Located between San Luis Valley and Gunnison area in the center of the state. Road elevations - Cochetopa 10,067' MSL, North 10,149' MSL. The vicinity of these adjacent passes is partially visible from Alamosa and Gunnison weather reporting stations. Elevations and weather often favor these passes over Monarch Pass. **N38°10'-W106°36.04'.**

Corona (Rollins) Pass
Route: Denver area to Granby/Kremmling (central mountains). Trail elevation 11,671' MSL. This pass is not visible to any weather reporting stations. This is an open pass with several miles to cross. The trail that crosses is located on the north side of the pass. Expect strong down drafts with winds aloft over 30-kts. **N39°56.05'-W105°40.97'.**

Cottonwood Pass (Near Buena Vista, CO)
Route: Buena Vista to Taylor Park/Gunnison Area. Trail elevation 12126' MSL. This pass is part of the Mountain AWOS program. Badd Mountain AWOS 132.05(FBM). This pass is a better alternative than Monarch Pass in moderate winds aloft. **N38°49.67'-W106°24.55'.**

Cottonwood Pass (Near Eagle, CO)
An alternative to following the river over Glenwood Canyon with better options for emergency landing sites. **N39°31.83'-W107°3.49'.**

Cucharas Pass
Route: Southeastern plains (Trinidad) to San Luis Valley and Alamosa. Road elevation 9,941' MSL. This pass is not visible to any weather reporting stations. This pass is located west of the Spanish Peaks and leads to La Veta Pass for crossing into the San Luis Valley. **N37°19.22'-W105°4.42'.**

Cumbres and La Manga Pass
Route: Alamosa to Durango. Road and track elevations - Cumbres 10,022' MSL, La Manga 10,230' MSL. These passes are located on the Colorado/New Mexico state line and are visible from weather reporting station at Alamosa. **Cumbres: N37°1.24'-W106°27', La Manga: N37°4.65'-W106°23.17'.**

Douglas Pass
Route: Grand Junction to Northwestern Colorado (Rangely). Road elevation 8,268' MSL. The vicinity of the pass is partially visible to weather reporting station at Grand Junction. **N39°35.85'-W108°48.19'.**

Fremont Pass
Route: Silverthorne/Dillon to Leadville. Road elevation 11,320' MSL. This pass is part of the Mountain AWOS program. Copper Mountain AWOS 118.075 (CCU). This pass is in an open valley identified by the large Climax Molybdenum Mine **N39°21.98'-W106°11.2'.**

Hagerman Pass
Route: Leadville to Aspen. Approximate trail elevation 11,960' MSL. This pass is visible to the weather reporting station at Leadville. Elevation, terrain features, and weather often favor this pass over Independence Pass. **N39°15.9'-W106°29.03'.**

Hayden Pass
Route: Leadville to Aspen. Approximate trail elevation 11,960' MSL. This pass is visible to the weather reporting station at Leadville. Elevation, terrain features, and weather often favor this pass over Independence Pass. **N39°15.9'-W106°29.03'.**

Hoosier Pass
Route: South Park to Breckenridge. Road elevation is 11,539' MSL. This pass is not visible from any airports or weather reporting stations. This pass provides access from the north to South Park. **N39° 21.7'-W106° 3.75'.**

Independence Pass
Route: Leadville to Aspen. Road elevation 12,094' MSL. This pass is not visible to any weather reporting stations. This pass is narrow with blind turns. Light to moderate winds aloft can make this pass very turbulent. Highway below is open and passable during summer months only. **N39°6.53'-W106°33.83'.**

Kenosha Pass
Route: Southwest Denver to South Park and Arkansas Valley. Road elevation 10,001' MSL. This pass follows Hwy 285 from Denver to Buena Vista. **N39°6.53'-W106°33.83'.**

La Veta Pass
Route: Southwest Colorado and Walsenburg to San Luis Valley and Alamosa. Road elevation 9,380' MSL. This pass is part of the Mountain AWOS program. La Veta AWOS 119.925(VTP). Expect turbulence and up/down drafts during this pass crossing with light to moderate winds aloft. **N37°35.59'-W105°12.2'.**

Lizard Head Pass
Route: Durango/Cortez to Telluride. Road elevation is 10,222' MSL. Telluride Airport has limited vision of the pass.

Loveland Pass
Route: Denver west to Silverthorne/Dillon (central mountains). Road elevation 11,990' MSL. This pass is not visible to any weather reporting stations. When flying from the east extreme caution should be taken to not continue past HWY 6 when following I-70 due to a box canyon above Eisenhower Tunnel (I-70). Expect strong downdrafts and limited climb capability when light to moderate winds aloft exist. **N39°39.82'-W105° 52.75'.**

Marshall Pass
Route: San Luis Valley and Salida to Gunnison. Track elevation 10,845' MSL. The vicinity of this pass is partially visible to weather observation in Salida. Weather and terrain often favor this pass over Monarch. **N38°23.48'-W106°14.83'.**

McClure Pass
Route: Aspen/ Glenwood Springs to Montrose area. Road elevation 8,755' MSL. **N39°7.73'-W107°17.03'.**

Milner Pass
Route: North Denver via Estes Park to Granby. Road elevation 10,758' MSL. This pass crosses Rocky Mountain National Park. Moderate winds aloft will produce turbulence on the east side of the pass. **N40°25.20'-W105°43.72'.**

Monarch Pass
Route: Salida to Gunnison. Road elevation 11,312' MSL. This pass is part of the Mountain AWOS Program. Monarch Pass 124.175 (MYP). Expect strong downdrafts and limited climb capability when light to moderate winds aloft exist. Caution: This pass has had a historically high number of crashes. **N38°29.8', W106°19.54'.**

Mosca Pass
Route: Pueblo to Alamosa over the Great Sand Dunes National Park. Trail elevation 9,740' MSL. Le Veta Pass AWOS 119.925 is located approximately 20 miles to the south. This pass can be used as an alternative to Le Veta Pass when winds are moderate. **N37°43.97'-W105°27.26'.**

Mosquito Pass
Route: Fairplay to Leadville. Trail elevation 13,186' MSL. This pass is not visible to weather reporting stations. High winds aloft will produce turbulence and strong downdrafts. **N39°16.88'-W106°11.17'.**

North Pass
An alternative to Monarch Pass that is lower with better options for emergency landing sites. **N38°13'-W106°34.54'.**

Poncha Pass
Route: Salida to Alamosa. Road elevation 9,015' MSL. The pass is visible to Salida weather observations. During moderate winds aloft turbulence can be expected. **N38°25.33'-W106° 5.22'.**

Rabbit Ears Pass
Route: Kremmling to Steamboat Springs. Road elevation 9,426' MSL. This pass is visible from Steamboat Springs Airport. Use caution when trying to climb over the pass from Steamboat Springs Airport without first gaining sufficient altitude. Expect turbulence and up/down drafts during moderate winds aloft. **N40°23.08'-W106°36.7'.**

Red Mountain Pass
Route: Montrose to Durango. Road elevation 11,120' MSL. This pass is not visible from any weather reporting stations. Use extreme caution when crossing this pass due to long periods of rugged terrain. During light to moderate winds aloft turbulence and up/ down drafts can be expected. **N37°53.93'-W107°42.72'.**

Tennessee Pass
Route: Leadville to Vail/Eagle. Road elevation 10,424' MSL. This pass is visible to Leadville weather observations. This pass is used for a north/south route through the central mountains of Colorado. **N39°19.28'-W106°18.67'**

Trout Creek Pass
Route: South Park to Buena Vista. Road elevation 9,346' MSL. This pass is visible to Buena Vista weather observations. This is one of the lowest routes into the central mountains. **N38°54.6'-W105°58.5'.**

Vail Pass
Route: Silverthorne/Dillon to Vail/Eagle. Road elevation 10,606' MSL. This pass is part of the Mountain AWOS program. Copper Mountain AWOS 118.075 (CCU). This pass follows Interstate 70. **N39°31.83'-W106°13.03'.**

Weston Pass
Route: Fairplay to Leadville. Road elevation 11,960' MSL. This pass is visible to Leadville weather observations. During moderate winds aloft expect turbulence and up/ down drafts. This pass has blind turns at both ends. **N39°7.88'-W106°10.93'.**

Wilkerson Pass
Route: Colorado Springs/South Denver to South Park and central mountains. Road elevation 9,507' MSL. This pass is part of the Mountain AWOS program. Wilkerson Pass AWOS 132.3 (4BM). Wilkerson pass is the main route into the central mountains from the east. **N39°2.28'-W105°31.54'.**

Wolf Creek Pass
Route: Alamosa to Pagosa Springs/Durango. Road elevation 10,857' MSL. This pass is part of the Mountain AWOS program. Wolf Creek Pass AWOS 121.125 (CPW). Wolf Creek Pass has a blind turn from north to south. **N37°28.95'-W106°47.93'.**

Mountain Pass Information Provided by ColoradoPilots.org

COVER: Joe Thibodeau taxis his Hawker Sea Fury *"Sea Hawk"* following a demonstration performance at the 2008 Rocky Mountain Metropolitan Airport Open House (BJC). Built by Ezell Aviation in 1995, *"Sea Hawk"* was a familiar visitor at airport events across Colorado for nearly two decades. Joe served on the Colorado Aeronautical Board (CAB) from 2008 to 2014 (Chairman 2011-2014) and was inducted into the Colorado Aviation Hall of Fame in 2008 and the Colorado Motorsports Hall of Fame in 2017. Mount Sneffels is depicted in the upper portion of this cover design. Mt. Sneffels has an elevation of 14,157' MSL, located within the San Juan Mountain Range just north of Telluride, Colorado. Photos and cover design by Shahn Sederberg.

This edition of the Colorado Airport Directory is dedicated in tribute to Nelson Ezell (2015 EAA Hall of Fame inductee) and Ezell Aviation located in Breckenridge, Texas, and is in memory of the Hawker Sea Fury, "Sea Hawk"; a two-time 1st place winner, Silver Class, Unlimited Division, National Champion Air Races in Reno, Nevada (2002, 2007).

Mountain Flying Safety Information

The following information is from the Colorado Pilots Association and is intended to provide guidelines for safe flying in the high country during the takeoff, en route, approach and landing phases of flight. These are the guidelines used by flight instructors and pilots with many years of safe mountain flying experience. **The following are conservative guidelines intended for inexperienced mountain pilots.** For information about advanced mountain flying training contact the Colorado Pilots Association **www.ColoradoPilots.org** or a Colorado flight school offering mountain flying instruction.

THE DON'TS OF MOUNTAIN FLYING

LIGHT TWIN AIRCRAFT
- ✗ Do not attempt night flight operations, unless on a single engine the 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 and they have familiarity with the obstruction departure and destination approach and landing procedures.

SINGLE ENGINE AIRCRAFT
- ✗ 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 9000 and 12000 foot winds are forecast to exceed 30 knots. Winds aloft may be accompanied by severe turbulence, with down drafts exceeding the climb capability of the aircraft.
- ✗ Do not attempt a takeoff unless the loaded aircraft is 10% or more below the FAA certified gross weight, and the CG is within limits.
- ✗ 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. All other pilots should operate in day, VFR conditions if safety is to prevail.**

THE DO'S OF MOUNTAIN FLYING

- ☑ Do plan the fuel load to arrive at the destination with a minimum one hour fuel reserve. Strong crosswinds or a disabled aircraft on the runway may require a diversion to an alternate airport.
- ☑ Do plan a definite altitude to be flown on each segment of the flight. Consult the sectional chart.
- ☑ From over a plotted checkpoint, turn the aircraft to the next planned magnetic course and make a mental note of the observed features along that course. Movement from one ridge line to another may be necessary in climbing toward the pass. Some zigging and zagging across the ridge line you are following may be needed to remain in the best updraft along a ridge. Do not lose site of the desired points along the segment being flown.
- ☑ Always file a flight plan, keep a flight log and make position reports at every opportunity. Close flight plan after arrival at the destination.
- ☑ Do have an operable ELT on board.
- ☑ Do have a suitable emergency kit to include a supply of water, signal mirror, whistle and extra clothing as appropriate.
- ☑ During the summer, terminate flying activities no later than 1:00 PM MDT to avoid increased turbulent conditions.
- ☑ Do ask for advise and assistance from FBO, FAA personnel, local mountain qualified flight instructors and pilots. These individuals will be friendly and willing to help.

Items for Extra Attention in Mountain Flying Flight Preparation

- Get a complete weather briefing, including pilot reports for your proposed route. Make note of the winds aloft, altimeter settings, surface winds and NOTAMs for all en route airports and destinations.
- Consult POH for takeoff, climb and ceiling capabilities of the aircraft being flown. When calculated climb rates are less than 200 feet/NM, do not depart.
- A high density altitude may prevent you from reaching the altitude listed in the POH as the service ceiling.

ENGINE START
- For normally aspirated, fuel injected and turbo charged engines, use normal starting procedure and as soon as the engine starts, lean the mixture until the engine runs smoothly.

RUN UP
- Enrich the mixture slightly before beginning the run up. As the run up is completed, advance the throttle to full power and re-lean the mixture as appropriate for the engine being operated. This procedure will provide the proper mixture for takeoff power.
- Always consult your POH for proceedures specific to your aircraft.

TAKEOFF
- Taxi into position as near the departure end of the runway as practical, hold the brakes and apply full power. Make a power check and release the brakes.
- Climb out with takeoff power and the best rate of climb IAS to at least 1000 feet above the departure airport. Some situations may require takeoff power and best rate of climb IAS to 2500 feet!
- The use of flaps for takeoff may significantly reduce climb performance. Check the POH or make a local inquiry.

EN ROUTE
- Plan to cross all passes and terrain with a minimum 1000 foot clearance. Know these elevations and use the altimeter - DO NOT GUESS.
- Monitor the rate of climb when climbing across terrain; shuttle climb if necessary.
- Cross all passes at a 45 degree angle so a turn toward lower terrain can be accomplished with 90 to 120 degrees of turning. (Escape Maneuver)
- Reach pass crossing altitude (1000 feet above pass terrain) 3 miles before reaching the pass.

DESCENT
- Descents may involve rough air. Be prepared to make a slow turn at maneuvering speed (but no slower than best angle of climb).
- At pattern altitude, briefly bring the engine to full power while adjusting the mixture to insure full takeoff power is available if it becomes necessary.

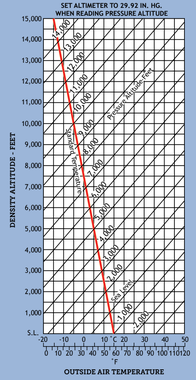
APPROACH AND LANDING
- Study the destination airport data before departure.
- Due to the proximity of terrain or obstacles, some mountain airports have:
  - -Left hand patterns for one runway and right hand for the other
  - -Descent paths in a valley for a straight in or curved approach
  - -Preferred landing and departure runways
- When in doubt ask the tower if one is in operation, UNICOM or another pilot if one is airborne in the vicinity.
- Identify the planned touchdown point on the runway and aim for it at the appropriate airspeed and aircraft configuration
- The appropriate IAS is 1.3 times the stall speed in the configuration for the wing. Excessive speed is undesirable. Groundspeed/true airspeed at higher altitudes is faster for the same indicated airspeed at a lower altitude, so pilots should plan accordingly for short and/or contaminated runways. The general rule of thumb is that TAS increases by 2% per 1,000 of altitude.

MOUNTAIN FLYING IN WINTER
- Winds aloft, during winter months, are frequently too strong for safe mountain flying in general aviation aircraft.
- Mountain top winds of 40 to 60 knots are not uncommon during the period from December though March. Occasionally wind speeds greater than 80 knots may occur and continue for several days.
- The prudent pilot will check in advance to learn whether the desired services are available at the mountain destination airport.
- Winter operations can be pleasant and safe when all safe operating requirements are met.

RECOMMENDATIONS
- Attend a mountain flying training course which includes a ground school and mountain training flight. Such training is available through the Colorado Pilots Association and local Colorado flying schools. Individual training is also available through several highly experienced mountain flying instructors in Colorado. Contact the Colorado Pilots Association (303) 367-0670 or visit **www.ColoradoPilots.org** for further information.
- Adhere to the weather safety guidelines; all adverse weather situations are magnified in the mountains. If this is not possible, park the airplane at an airport and continue the trip by automobile.
- Nothing you want to do tomorrow is worth risking your life and the lives of your passengers today!
- If a bad operating situation is encountered, proceed to an alternate. The best alternate may be the airport of departure.

Density Altitude Chart

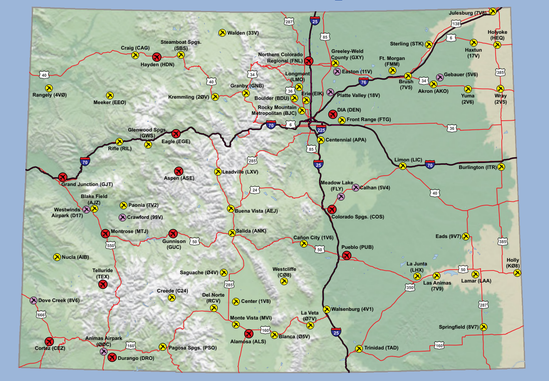
Operational altitude is the altitude of the air at which the aircraft is flown. Aircraft operation, as a result, may be at an altitude greater or less than the actual altitude above sea level.



VOR Frequencies

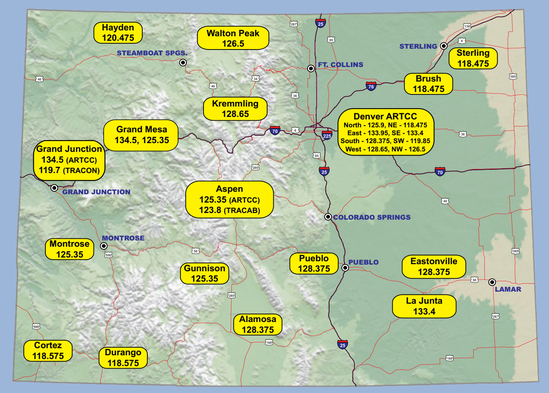
Name	Ident.	Freq.
Akron	AKO	114.4
Alamosa	ALS	113.9
Black Forest	BRK	112.5
Blue Mesa	HBU	114.9
Cones	ETL	110.2
Cortez	CEZ	108.4
Denver	DEN	117.9
Dove Creek	DVC	114.6
Durango	DRO	108.2
Falcon	FQF	116.3
Gill	GLL	114.2
Grand Jctn.	JNC	112.4
Hayden	CHE	115.6
Hugo	HGO	112.1
Jeffco	BJC	115.4
Kremmling	RLG	113.8
Lamar	LAA	116.9
Meeker	EKR	115.2
Mile High	DVV	114.7
Montrose	MTJ	117.1
Pueblo	PUB	116.7
Red Table	DBL	113.0
Rifle	RIL	110.6
Robert	BQZ	112.2
Snow	SXW	109.2
Thruman	TXC	112.9
Tobe	TBE	111.2

Public-Use Airports



Commercial Service Airport | Publicly-Owned & Operated Airport | Privately-Owned & Operated Airport Open to the Public

ARTCC Advisory Frequencies



HIGH-VOLUME USAF STUDENT TRAINING AREAS NEAR COLORADO SPRINGS & PUEBLO

COLORADO Department of Transportation Division of Aeronautics

Colorado-Aeronautics.org
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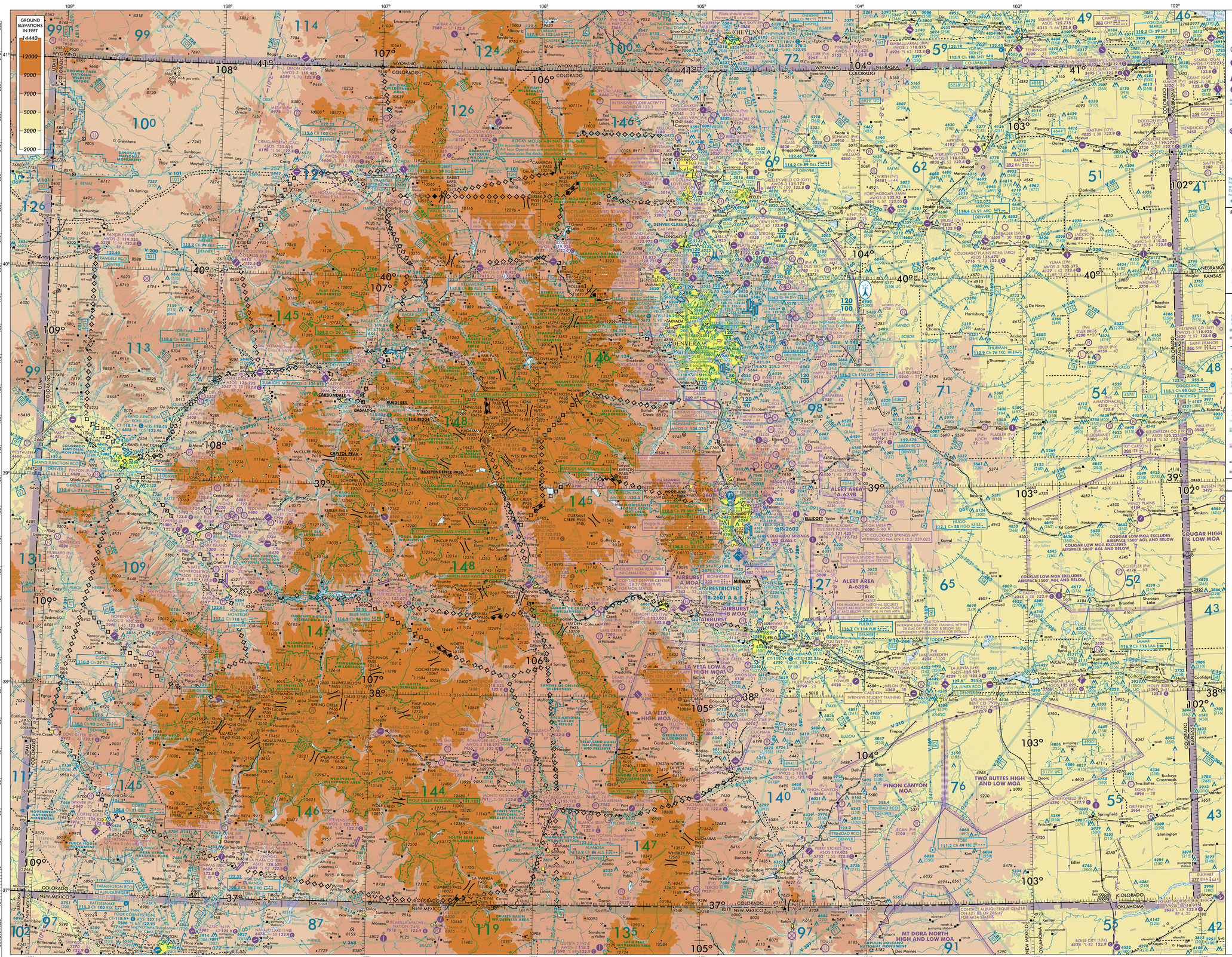
COLORADO AERONAUTICAL CHART

Scale 1:1,000,000 — 1 inch = approx. 16 Statute Miles



LEGEND

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

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value.

Military – Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected — Unverified — Abandoned – paved having landmark value, 3000 ft. or greater — Ultralight Flight Park selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Patterns (see text). Runways with Right Traffic Patterns (see text). RP - Special conditions exist - see A/FD.

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 – Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 – Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR - DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radiobeacon (NDB)

NDB - DME

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 ★ 33/15 OAK

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ Operates less than continuous or On-Request.

Ⓐ ASOS/AWOS

Ⓗ HIWAS

Ⓣ TWEB

FSS radio providing voice communication

122.1R — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

122.1R — MIAMI

*Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only airway and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C- See FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — Total mileage between NAVAIDS on direct Airways

V 69 / 169 — Class E Airspace low altitude RNAV Routes are indicated by center line.

T319 — Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger and Restricted Areas

Alert Area and MOA - Military Operations Area

National Security Area

MODE C (See FAR 91.215/AIM.)

Terminal Radar Service Area (TRSA)

OBSTRUCTIONS

1000 ft. AGL — below 1000 ft. AGL — Wind Turbine

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 / (1149) — Elevation of the top above mean sea level / Height above ground

UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

1°E — Isogonic Line (2015 VALUE)

Ultralight Prohibited

Hang Glider Activity

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory)

Fl ★ Flashing Light

Marine Light

NAME

TOPOGRAPHIC INFORMATION

Roads

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature – stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower / 618 (Elevation Base of Tower)

Coast Guard Station

Race Track

Tank – water, oil or gas

Oil Well

Water Well

Mine or Quarry

Mountain Pass / 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude.)

Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Dams — Rocks — Non-Perennial Lake — Bridges and Viaducts

◇◇◆◆◆◇ Commonly Flown Mountain Routes, solid diamond indicates pass locations

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Boundary of NOAA Regulated National Marine Sanctuary Designated Areas (see http://sanctuaries.noaa.gov).

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, comply with air traffic control immediately, tune to guard frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

SPECIAL MILITARY ACTIVITY

The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

90 / 20 AGL ←IR30 — 90 ---- Ceiling of MTR in hundreds of feet MSL; 20 AGL ---- Floor of MTR in hundreds of feet AGL

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