

**ASE-KASE****1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** TWR 1400-0300‡.**AD OPS Hours:** Attended 1400-0600‡, other times CLSD.**Airport Information****RFF:** FAA Index B / CAT 6**Fuel:** Jet A1+**PCN:** RWY 15/33: 28/F/B/X/U**Customs:** Not published**Operation**

AD restricted to ACFT with MAX wingspan 29m / 95ft.

**Traffic Note**

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

**RWY Restriction**

PPR for TKOF on RWY 15.

**Noise Abatement Procedure**

NAP in effect. Contact AD OPS for details.

**Warnings****RWY 15 PAPI** unusable: beyond 4NM from RWY THR and beyond 7° right of RWY CL.**IASE DME** unusable: beyond 14NM below 12500ft.**IASE LOC RWY 15** unusable:

- beyond 14NM below 12500ft.
- beyond 25° left and right of course.

**IPKN LDA** unusable:

- beyond 25° back left/south of course.
- beyond 30° back right/north of course.

AD located in high mountain valley with mountainous terrain from 12500ft - 14000ft.

Numerous unlighted obstacles in near proximity to AD.

All adverse weather situations magnified in the mountains.

Hot air balloons and glider activity on AD and in the vicinity of AD up to 18000ft.

Expect uncontrolled TFC on ramps.

Birds and other wildlife in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication**

Between 0300-0600‡, all arriving ACFT must announce over CTAF when they are 20NM, 15NM, 10NM and 5NM out and on short final. Equipment may be on RWY.

**COM Failure:** See CRAR.

## ASE-KASE

1-20

AOI

## ARRIVAL

## Arrival Procedure

**VFR Traffic Pattern**

RWY 33 right-hand circuit.

Terrain will not allow for normal TFC patterns.

Use of LDG lights in TFC pattern mandatory.

## DEPARTURE

## Take-off Minima

RWY		33	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-
All ACFT		c400 - 1.0V	SID SARDD: MNM climb gradient 7.6% up to 14000 SID LINDZ: MNM climb gradient 7.7% up to 10000 SID PITKN: MNM climb gradient 8.3% up to 16000 SID ASPEN MNM climb gradient 10.7% up to 13000
RWY		15	
All ACFT	ft - ft/SM	Not Authorized	-

## Speed

MAX IAS 250KT below 10000ft.

## Communication

**COM Failure:** See CRAR and in addition;**ASPEN**

If no transmissions are received for 1MIN after DEP, turn left HDG 273° to intercept and proceed via I-PKN NW course (outbound) to LINDZ INT/DBL R244 D13, thence via assigned fix/route.

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

**LINDZ**

If no transmissions are received for 1MIN after DEP or by D9.4 DBL VOR/DME, turn left HDG 273° to intercept and proceed via I-PKN NW course (outbound) to LINDZ INT/DBL VOR/DME D13, then via assigned fix/transition.

## Departure Procedure

No departure after 0530‡.

12-JUL-2018

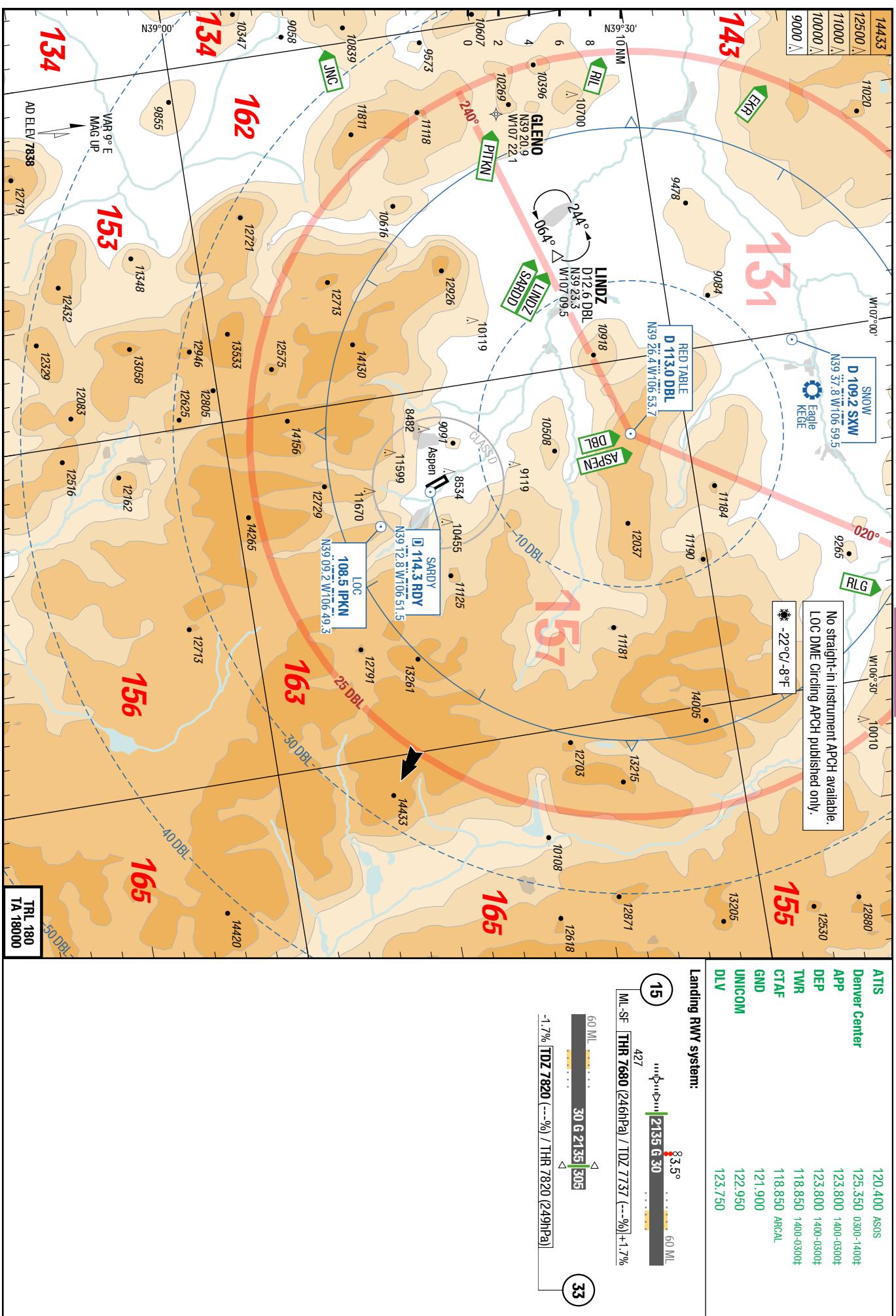
ASE-KASE

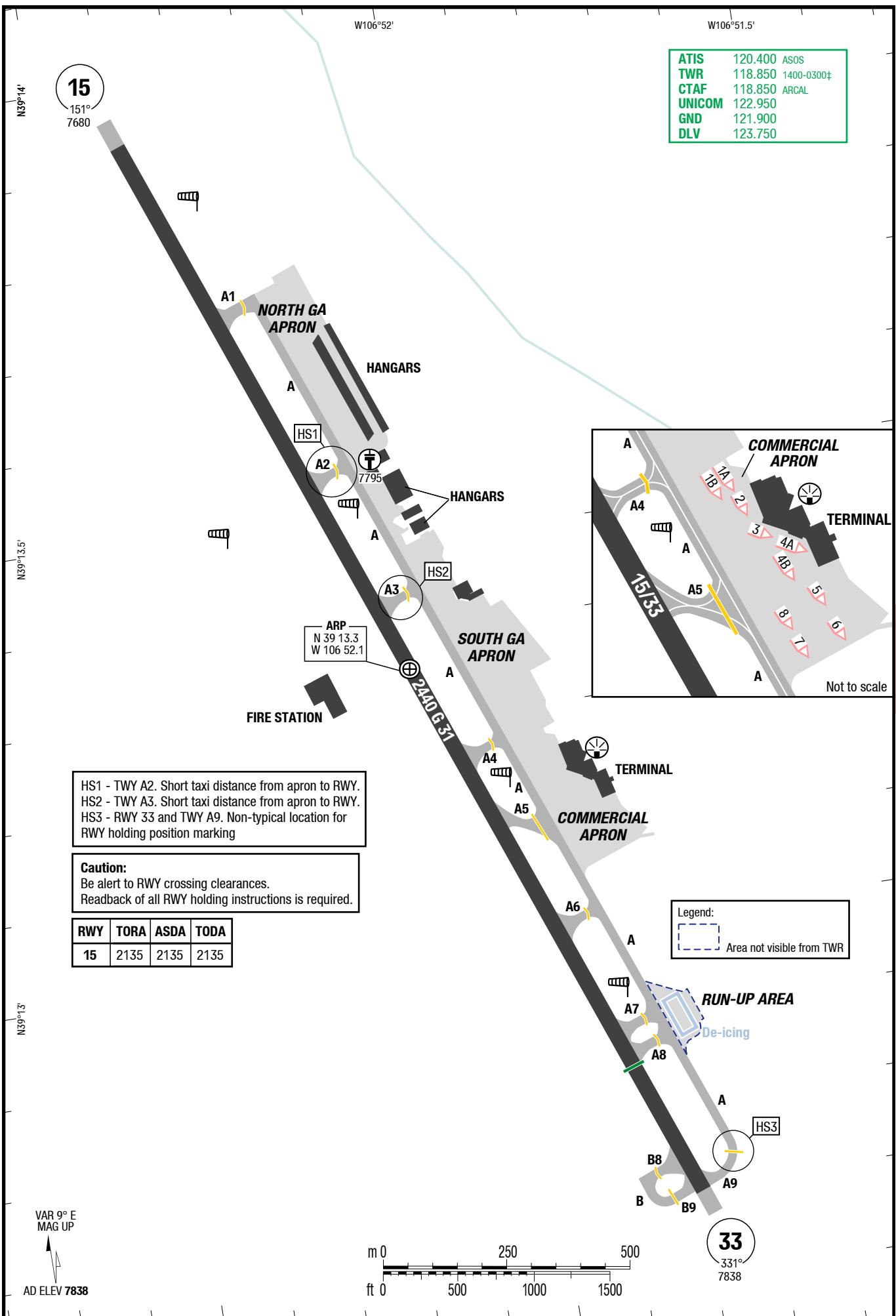
2-10

AFC

AFC

**AFC**  Aspen-Pitkin County/Sardy Hd **Aspen** United States





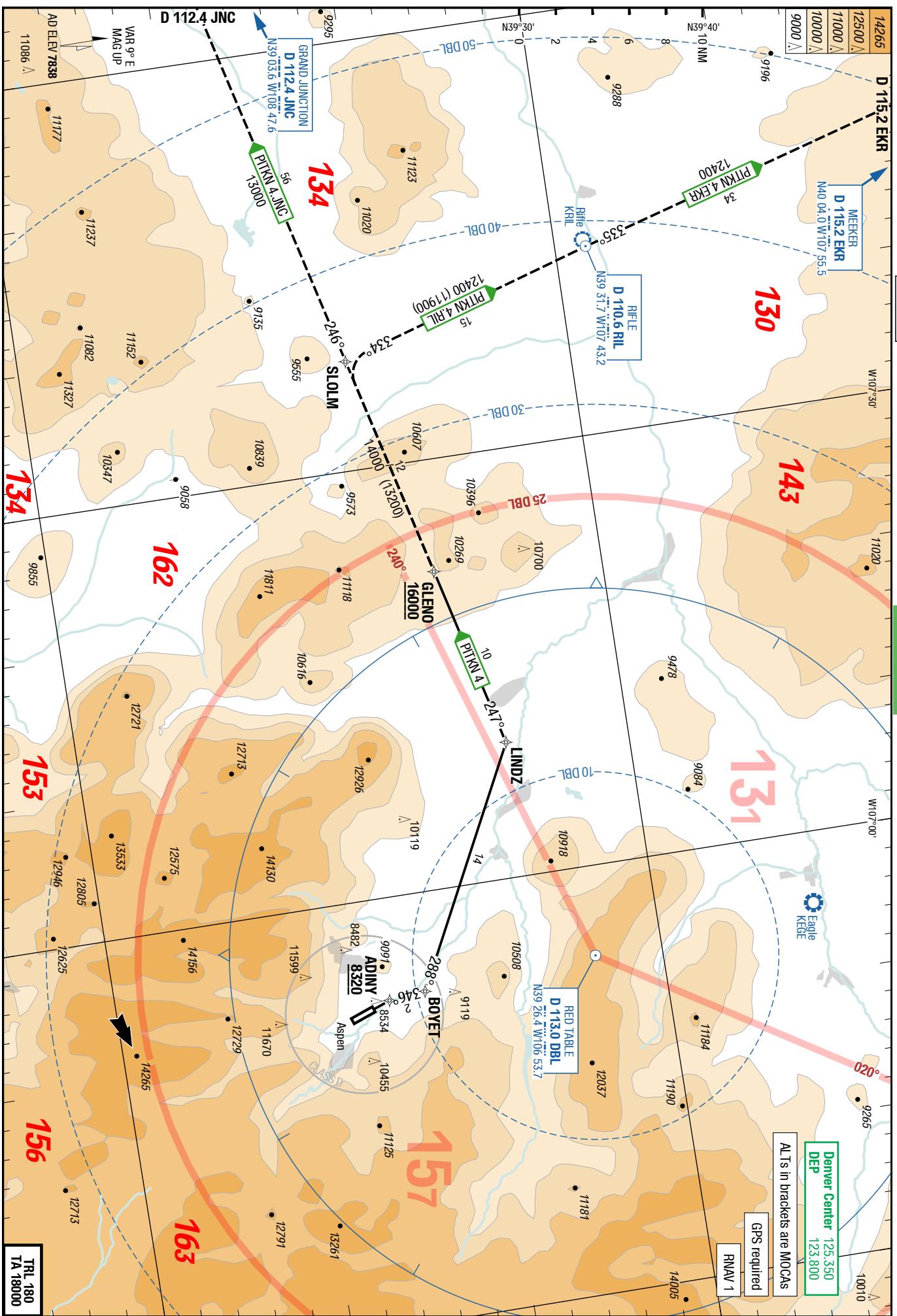
ASE-KASE

4-10

PITKN 4 RNAV

SID

PITKN 4 RNAV



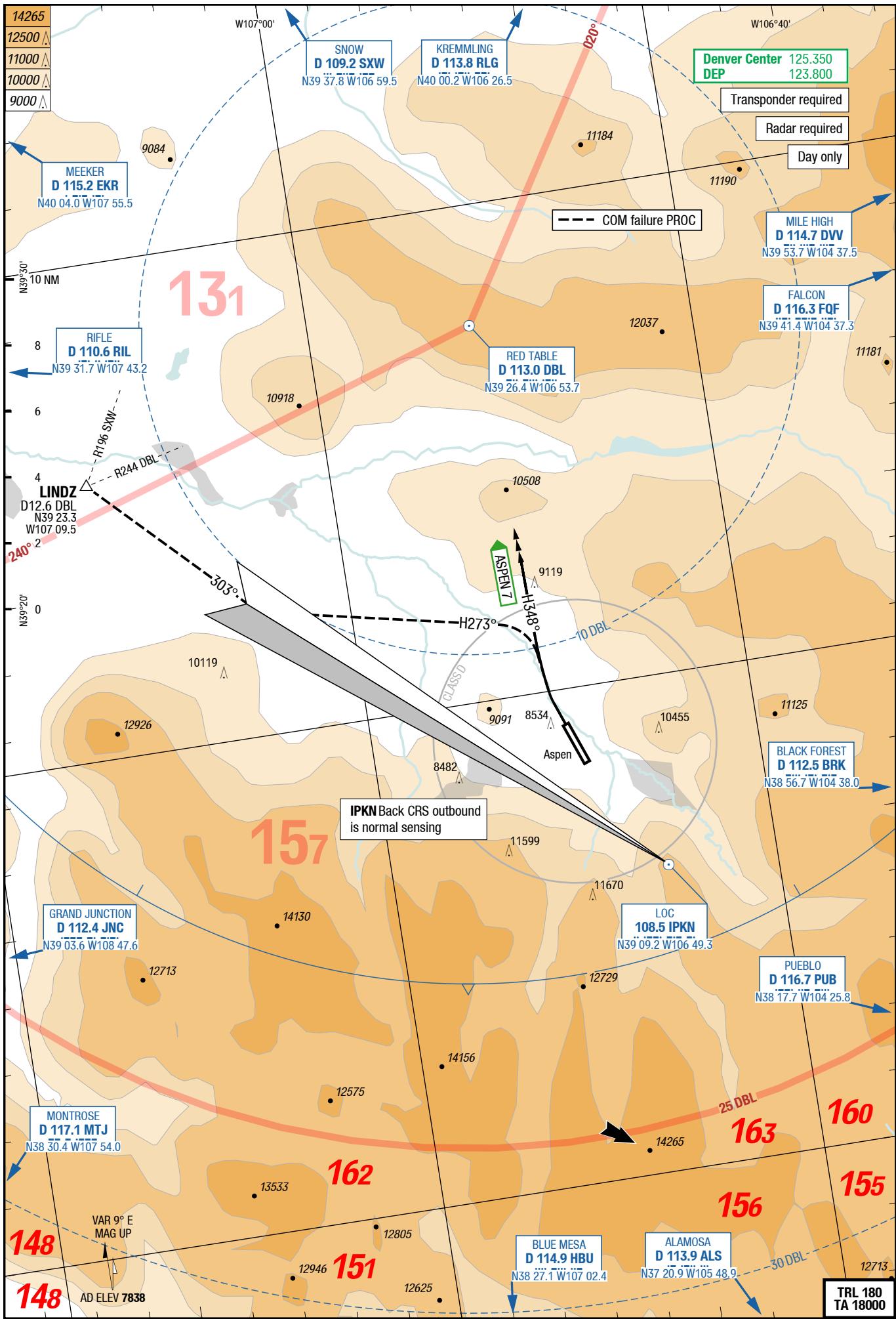
ASE-KASE

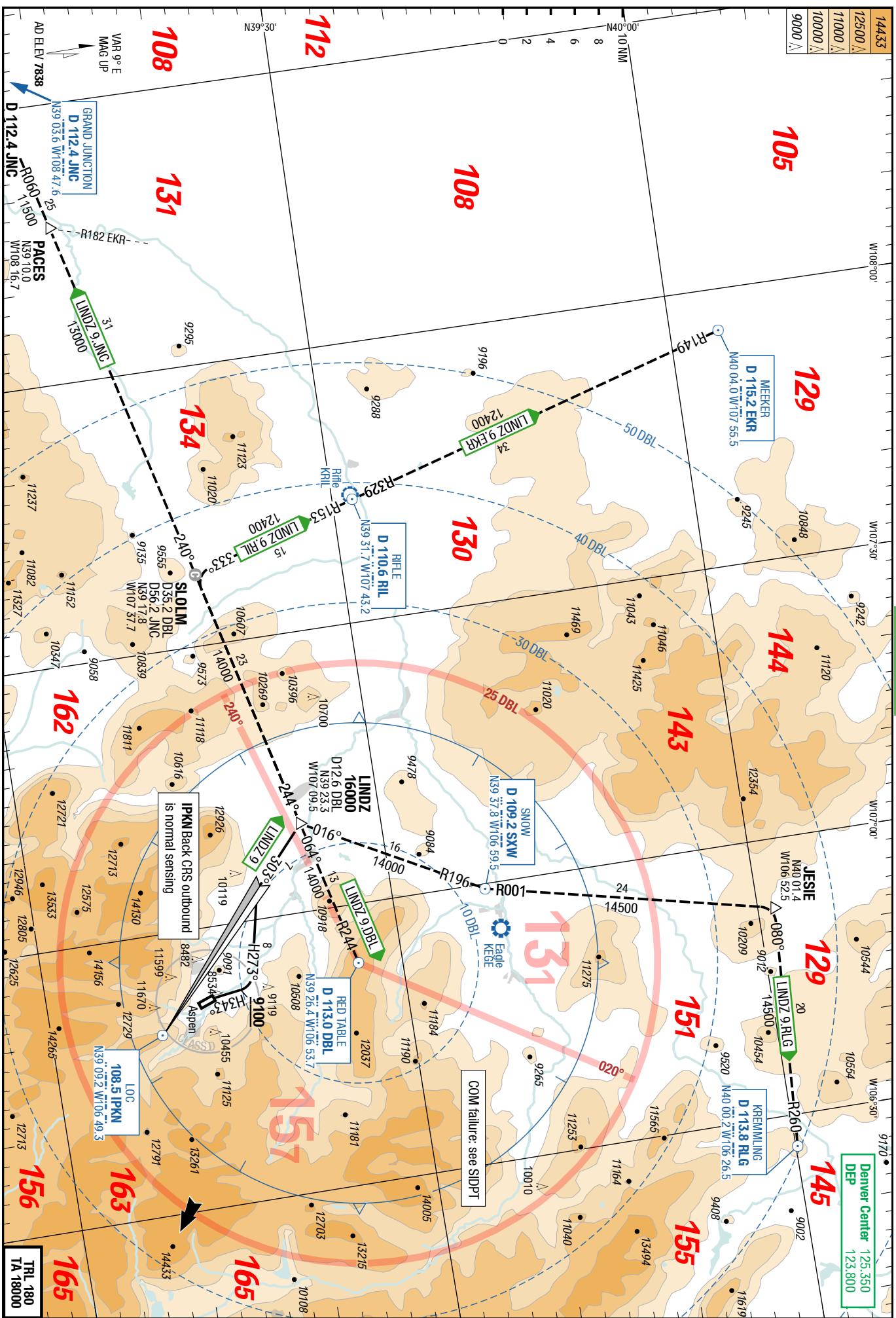
4-20

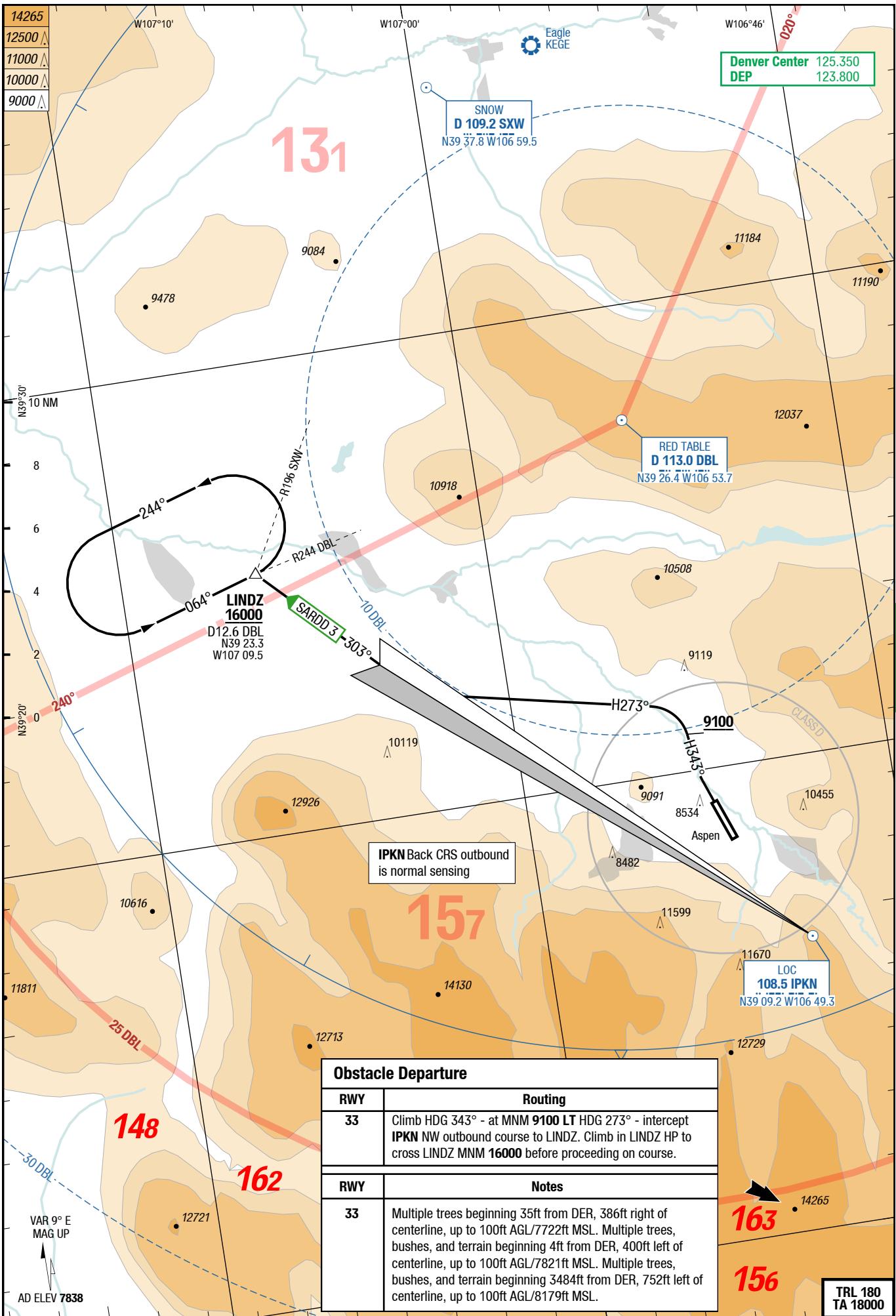
ASPEN 7 (ASPE 7)

SID

ASPEN 7 (ASPE 7)







**ASE-KASE**

**5-10**

**PITKN 4 RNAV**

SIDPT

**PITKN 4**

RWY 33 (331°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 33</b>	
<b>PITKN 4 123.800 ①</b>	HDG 331° to ADINY - BOYET - LINDZ - GLENO	ADINY MNM <b>8320</b> GLENO MNM <b>16000</b>
	<b>TRANSITION</b>	
	<b>GRAND JUNCTION (JNC)</b> GLENO - SLOLM - JNC	
	<b>MEEKER (EKR)</b> GLENO - SLOLM - RIL - EKR	
	<b>RIFLE (RIL)</b> GLENO - SLOLM - RIL	

① Expect clearance to filed altitude 10 MIN after departure.

**ASE-KASE****5-20****ASPEN 7 (ASPE 7)****ASPEN 7**

RWY 33 (331°)

	GS	120	150	180	210	240	270
13.9%	ft/MIN	1700	2200	2600	3000	3400	3900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
<b>ASPEN 7</b> 13.9% to 16000 (ATC) <b>123.800</b> ①	<b>RT</b> HDG 348° - expect radar vectors to assigned route/fix  <b>COM failure:</b> If no transmissions are received for 1 MIN after DEP: <b>LT</b> HDG 273° - intercept <b>IPKN</b> outbound course to LINDZ, thence via assigned fix/route	<b>Initial climb 16000</b>

① Expect clearance to filed altitude 10 MIN after departure.

## ASE-KASE

5-30

LINDZ 9

LINDZ 9

RWY 33 (331°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
LINDZ 9  123.800 ①②	HDG 343° - at MNM <b>9100 LT</b> HDG 273° - intercept <b>IPKN NW</b> outbound course to LINDZ - then via assigned transition  <b>COM failure:</b> If no transmissions are received for 1 MIN after DEP or by D9.4 <b>DBL</b> : LT HDG 273° - intercept <b>IPKN NW</b> outbound course to LINDZ / <b>D13 DBL</b> , then via assigned route/transntion	LINDZ at <b>16000</b>  <b>Initial climb 16000</b>
	<b>TRANSITION</b>	
	<b>GRAND JUNCTION (JNC)</b> LINDZ - intercept R244 <b>DBL</b> to SLOLM - intercept R060 <b>JNC</b> via PACES to <b>JNC</b>	
	<b>KREMMLING (RLG)</b> LINDZ - intercept R196 <b>SXW</b> to <b>SXW</b> - R001 <b>SXW</b> to JESIE - intercept R260 <b>RLG</b> to <b>RLG</b>	
	<b>MEEKER (EKR)</b> LINDZ - intercept R244 <b>DBL</b> to SLOLM - intercept R153 <b>RIL</b> to <b>RIL</b> - R329 <b>RIL</b> (R149 <b>EKR</b> ) to <b>EKR</b>	
	<b>RED TABLE (DBL)</b> LINDZ - intercept R244 <b>DBL</b> to <b>DBL</b>	
	<b>RIFLE (RIL)</b> LINDZ - intercept R244 <b>DBL</b> to SLOLM - intercept R153 <b>RIL</b> to <b>RIL</b>	

① Expect clearance to filed altitude 10 MIN after departure.

② IPKN Back CRS outbound is normal sensing

21-MAY-2015

**ASE-KASE****5-50****Obstacle Departure**

SIDPT

**Obstacle Departure**

RWY	Routing
<b>33</b>	Use SARDD Departure.
RWY	Notes
<b>33</b>	Multiple trees beginning 35ft from DER, 386ft right of centerline, up to 100ft AGL/7722ft MSL. Multiple trees, bushes, and terrain beginning 4ft from DER, 400ft left of centerline, up to 100ft AGL/7821ft MSL. Multiple trees, bushes, and terrain beginning 3484ft from DER, 752ft left of centerline, up to 100ft AGL/8179ft MSL.

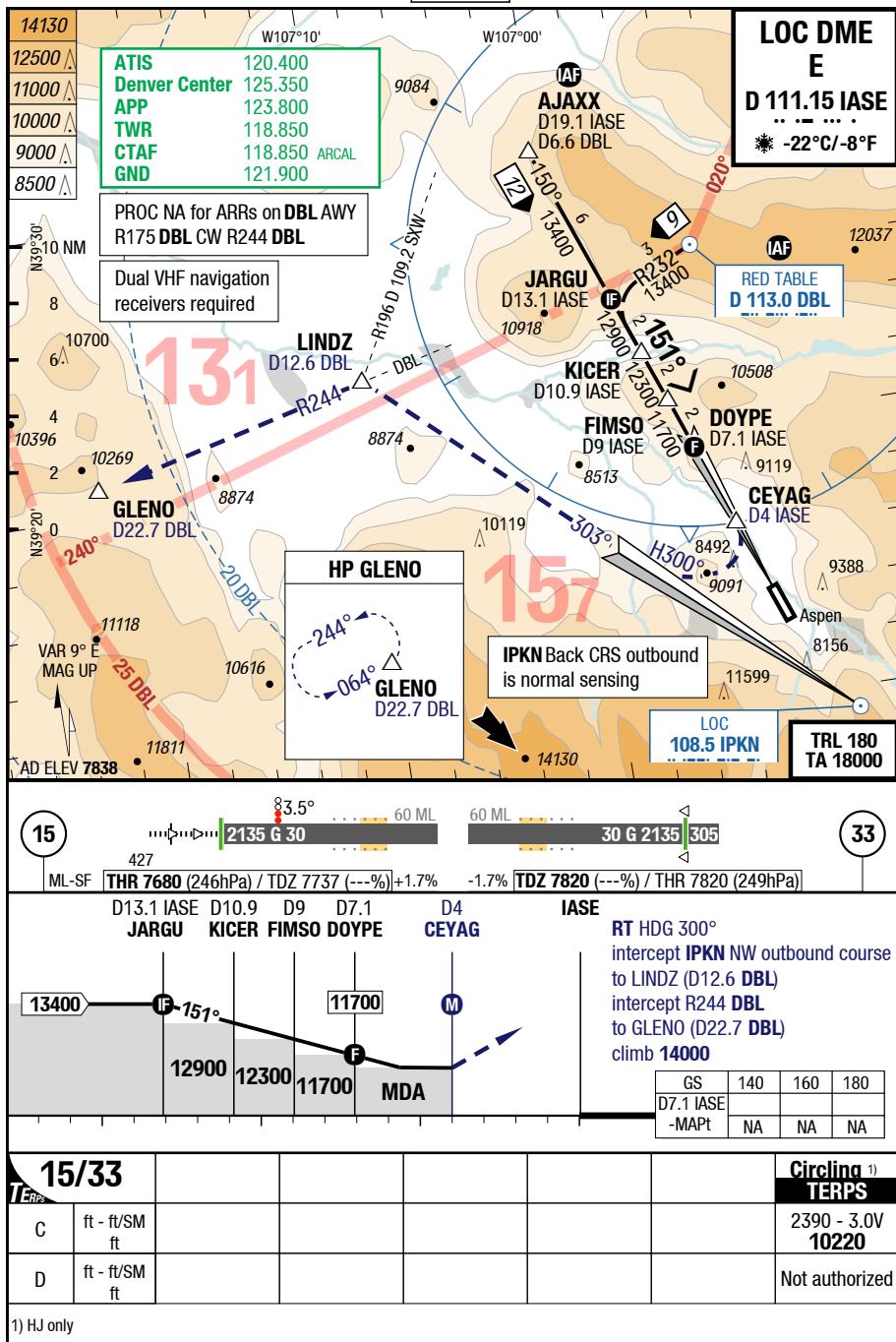
05-JAN-2017

## ASE-KASE

7-10

IAC

## LOC DME E



05-JAN-2017

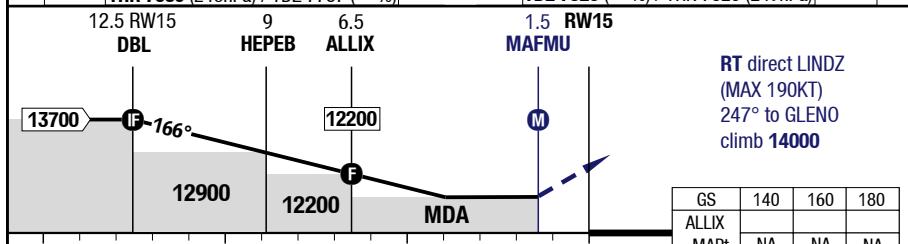
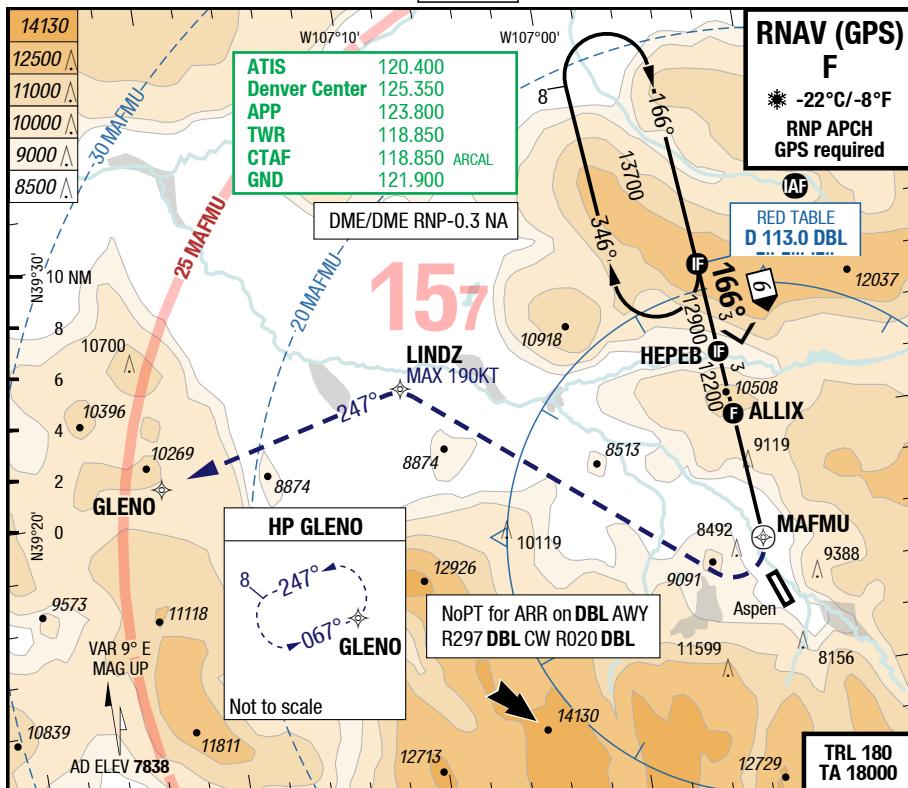
## United States Aspen Aspen-Pitkin County/Sardy Fld

IAC

ASE-KASE

7-30

RNAV (GPS) F



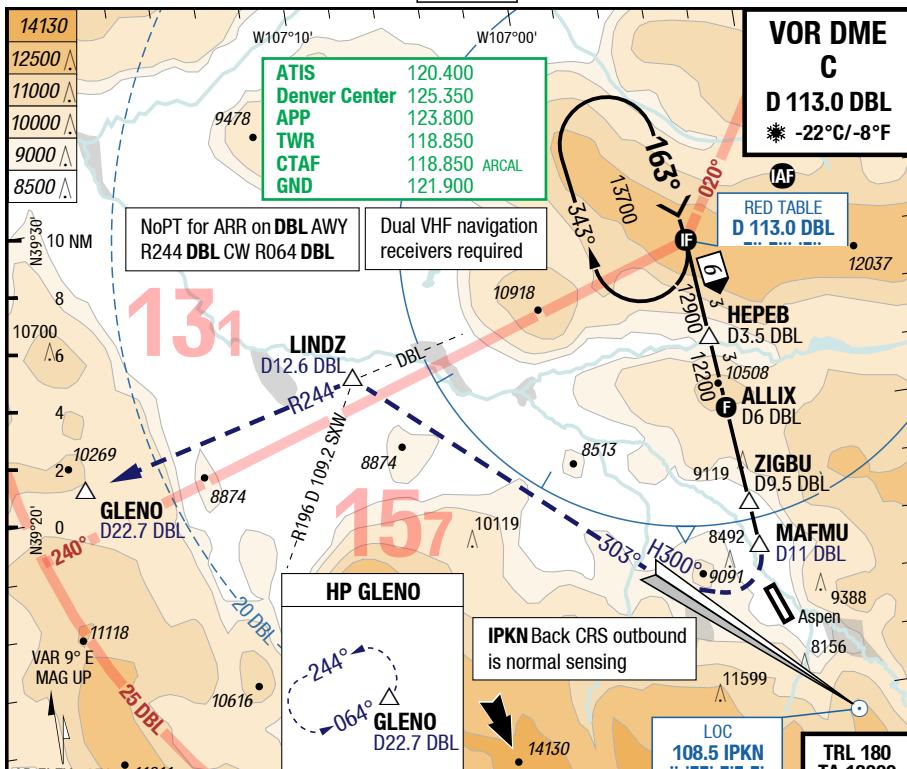
15/33					Circling <sup>1 2</sup> TERPS
C	ft - ft/SM ft				2390 - 3.0V <b>10220</b>
D	ft - ft/SM ft				Not authorized

(1) Use with Aspen Pitkin Co/Sardy Fld (KASE) QNH only  
(2) HJ only

ASE-KASE

7-50

**VOR DME C**



83.5°

15

427

TDZ 7690 (246 bDp) / TDZ 7777 ( ) / 1.7%

60 ML

TDZ 7820 (—%) / TDZ 7820 (240 bDp)

30 G 2135 305

**RT HDG 300°**

intercept IPKN NW outbound course to LINDZ (D12.6 DBL)

intercept R244 DBL to GLENO (D22.7 DBL)

climb 14000

GS	140	160	180
D6 DBL	MAPt	NA	NA

<b>15/33</b>					<b>Circling 1) 2) TERPS</b>
<b>T<sub>ERPS</sub></b>					
<b>C</b>	ft - ft/SM ft				2390 - 3.0V <b>10220</b>
<b>D</b>	ft - ft/SM ft				Not authorized

1) Use with Aspen Pitkin Co/Sardy Eld (KASE) ONH only

- 1) Use with
- 2) H.I only

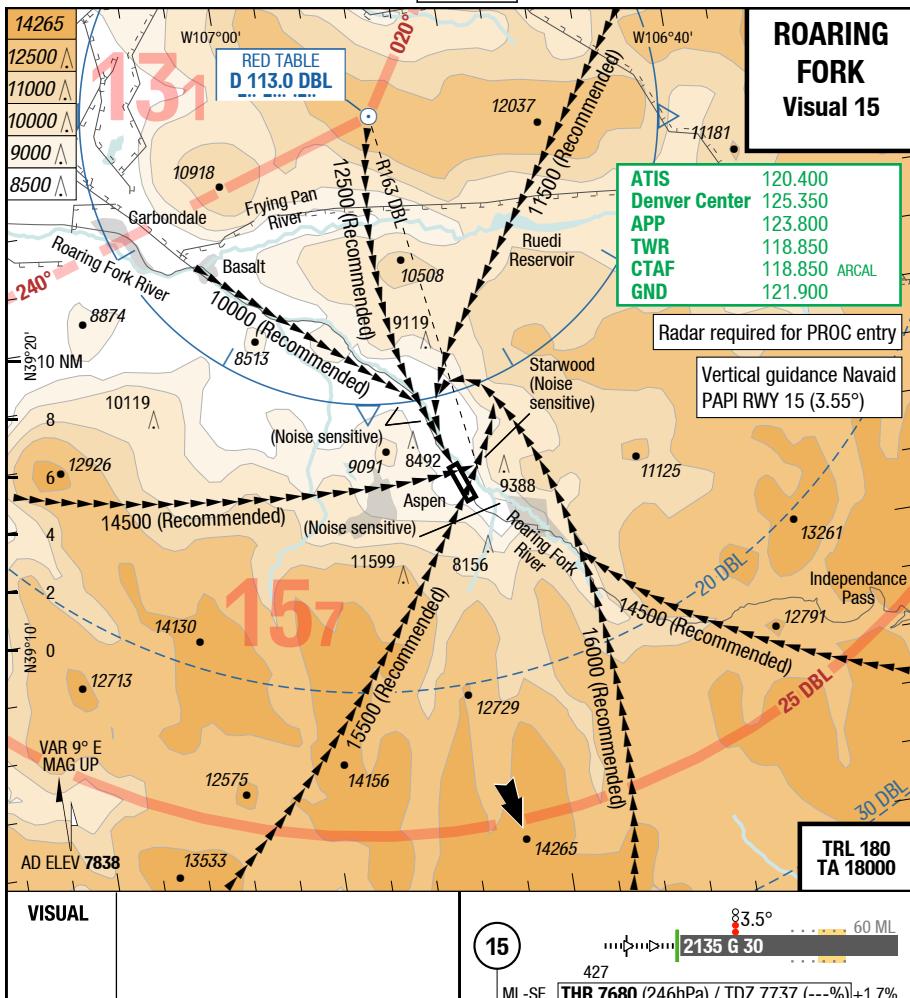
05-JAN-2017

ASE-KASE

7-60

Visual ROARING FORK 15

VAC



When Visual approaches to RWY 15 are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) cleared for ROARING FORK Visual Approach to RWY 15".

15		VISUAL HJ only					Circling TERPS
C	ft - ft/SM ft	C 6000 - 10.0V					Not published
D	ft - ft/SM ft	C 6000 - 10.0V					Not published