

**GENERAL****Operational Hours****ATS Hours:** TWR 1400-0200†, use CTAF outside TWR OPS hours**AD OPS Hours:** Attended APR-NOV 1400-0200†, DEC-MAR 1400-0600†**Airport Information****RFF:** FAA Index C / CAT 7**Fuel:** 1300-0400†; other times O/R**PCN:** RWY 07/25: 45/F/B/XU**Customs:** THU-MON 1600-0000†; other times O/R. 3HRs PN required.**Operation****Traffic Note**

Unscheduled air carrier OPS with more than 30 PAX seats contact fire department.

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

Night OPS discouraged to pilots unfamiliar with AD.

**RWY Restriction**

No snow removal or RWY monitoring APR-NOV 0430-1300† and DEC-MAR 0630-1300†.

**Taxi/Parking**

Do not leave/enter TWY A east of TWY C2.

**Warnings****VOR/DME SXW** unusable:

- VOR portion: 310°-355°
- VOR/DME: 115°-135°

**ILS/DME LOC RWY 25** unusable: beyond 30° right of course.**LDA/DME LOC RWY 25** unusable:

- beyond 14NM below 10940ft
- beyond 15°left and right of course.

High unmarked terrain all quadrants.

Extensive MIL HEL training OPS surface to 1000ft AGL within 25NM 1330-0500†.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern:** RWY 07 right-hand circuit

**DEPARTURE****Take-off Minima**

RWY		07	
	ft - ft/SM	SID GYPSUM	
1+2 ENG		0 - 1.0V	MNM climb gradient 9.6% up to 12000
3+4 ENG		0 - 0.5V	
		All other departures	
All ACFT		c4200 - 3.0V	climb in visual conditions
		SID BEVR, SID MEEKER	
		Not authorized	-
RWY		25	
	ft - ft/SM	SID GYPSUM	
1+2 ENG		0 - 1.0V	MNM climb gradient 13.5% up to 9200
3+4 ENG		0 - 0.5V	
		SID MEEKER	
1+2 ENG		0 - 1.0V	MNM climb gradient 13.5% up to 15000
3+4 ENG		0 - 0.5V	
		SID BEVR	
All ACFT		c800 - 2.0V	MNM climb gradient 12.2% up to 10200
		All other departures	
	c4200 - 3.0V	climb in visual conditions	

**Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Departure Procedure**

ACFT departing RWY 25 initiate left turn as soon as ALT and safety permit to avoid high terrain.

Effective 19-JUL-2018

12-JUL-2018

EGE-KEGE

United States Eagle Eagle County Rgnl

AGC

AFC

AFC

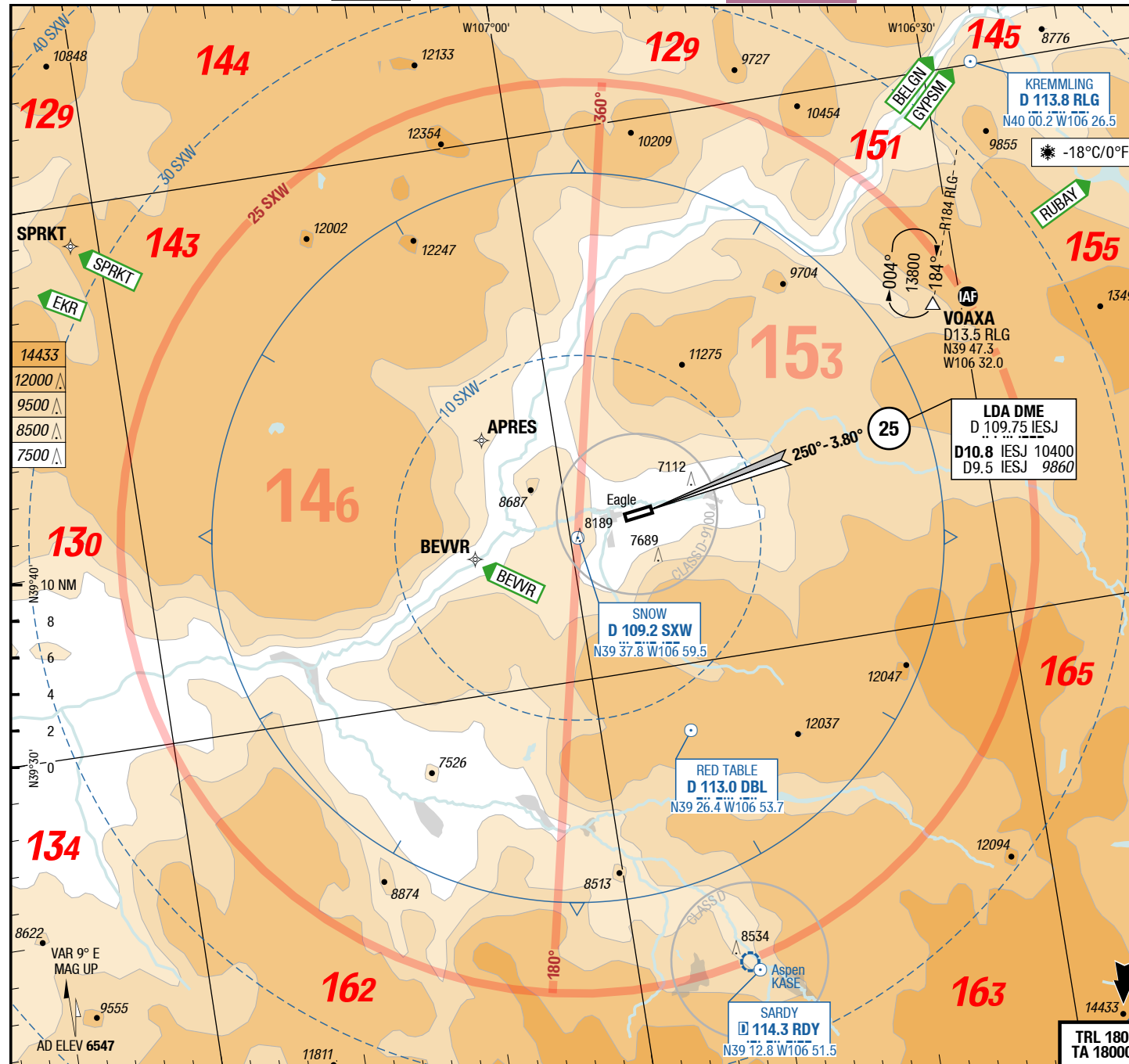
AFC

Eagle County Rgnl Eagle United States

AGC

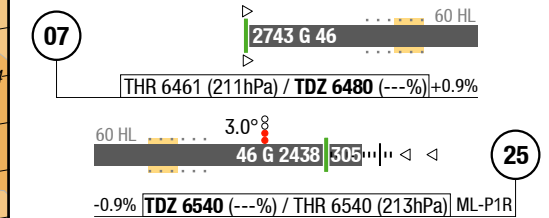
AFC

2-10



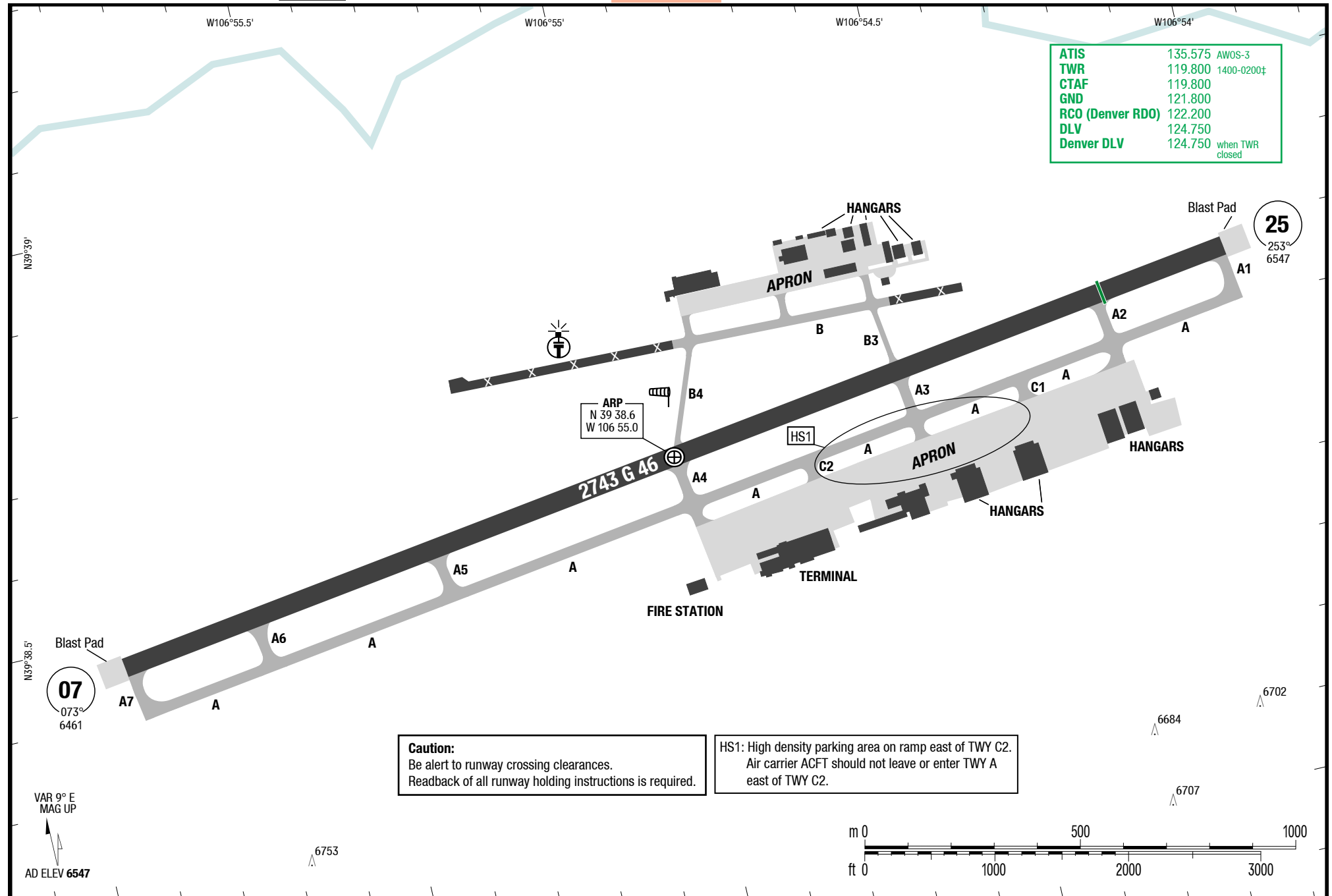
ATIS	135.575	AWOS-3
Denver Center	128.650	
TWR	119.800	1400-0200+
CTAF	119.800	
GND	121.800	
RCO (Denver RDO)	122.200	
DLV	124.750	
Denver DLV	124.750	when TWR closed

Landing RWY system:



Changes: FAT, PROC, OBST, VAR, APCH boxes, Note

ATIS	135.575	AWOS-3
TWR	119.800	1400-0200†
CTAF	119.800	
GND	121.800	
RCO (Denver RDO)	122.200	
DLV	124.750	
Denver DLV	124.750	when TWR closed



Effective 19-JUL-2018

12-JUL-2018

EGE-KEGE

United States Eagle Eagle County Rgnl

GYPSUM 6 (GYPSM 6)/MEEKER 3 (EKR 3)

4-10

BEVVR 1 RNAV

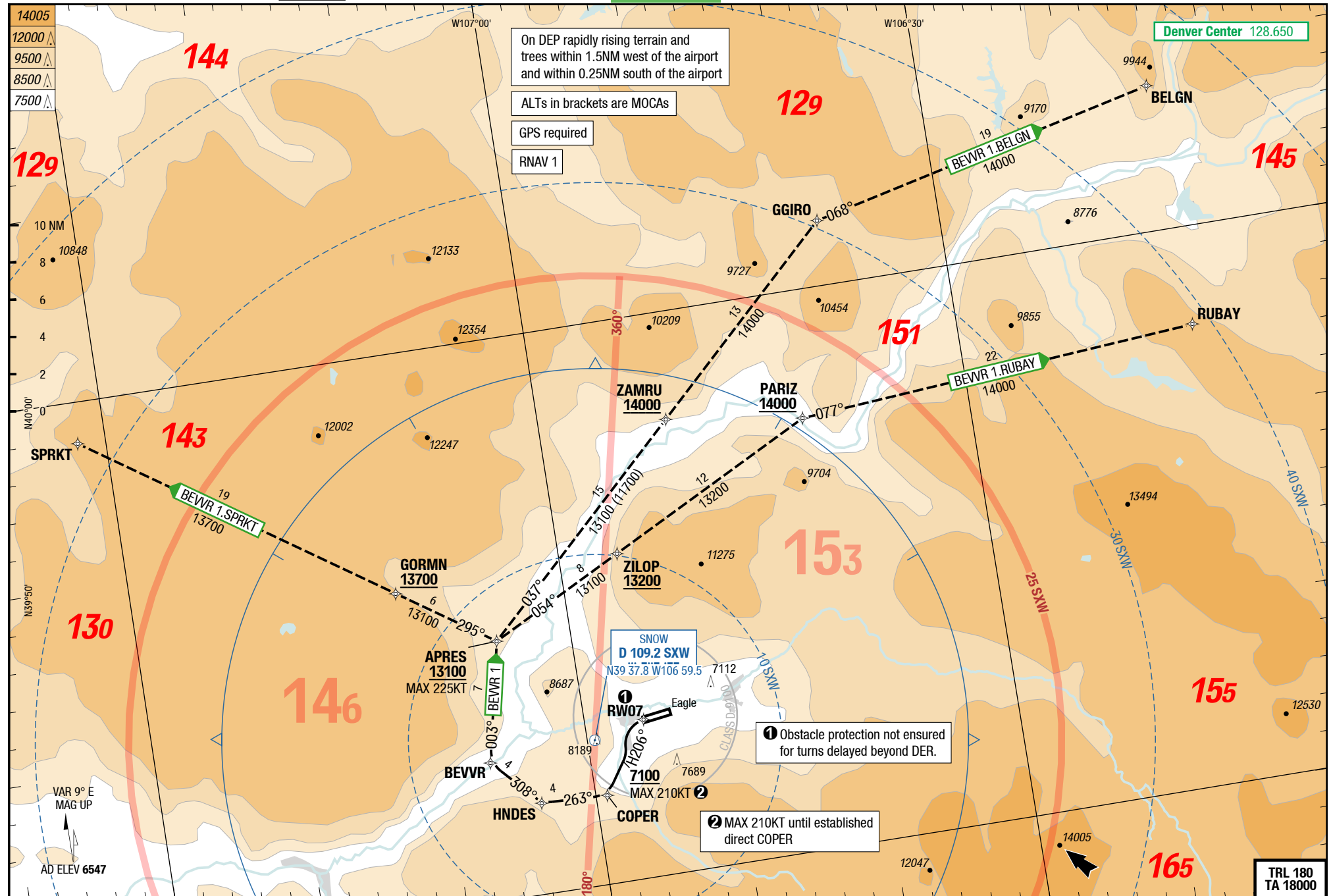
SID

SID

Eagle County Rgnl Eagle United States

GYPSUM 6 (GYPSM 6)/MEEKER 3 (EKR 3)

BEVVR 1 RNAV



Changes: new

**EGE-KEGE**

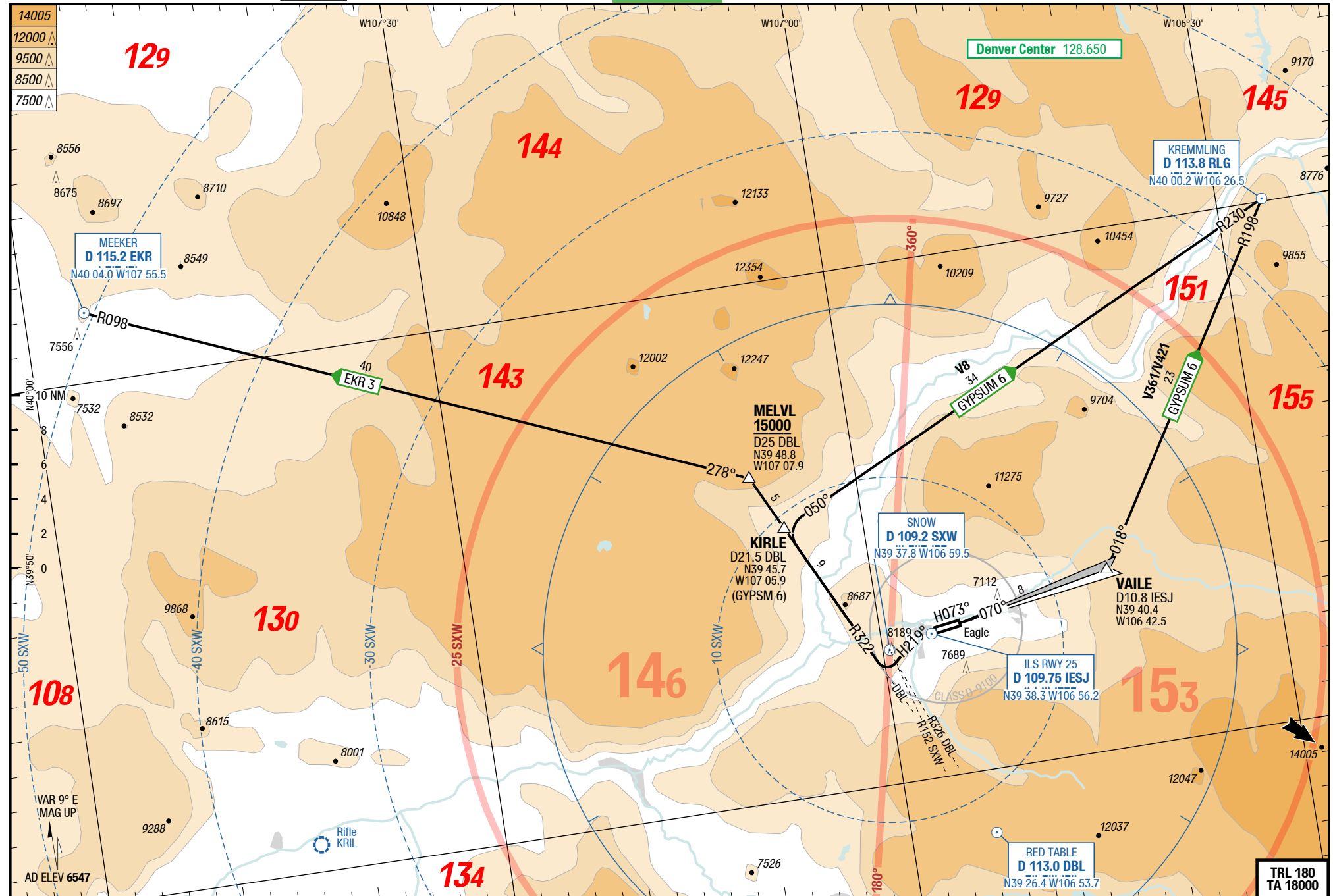
4-20

**GYPSUM 6 (GYPSM 6)/MEEKER 3 (EKR 3)**

SID

SID

**GYP SUM 6 (GYPSM 6)/MEEKER 3 (EKR 3)**



Changes: Completely revised

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## EGE-KEGE

5-10

## BEVVR 1 RNAV

## BEVVR 1

RWY 25 (253°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BEVVR 1 ①②	RW25 - RW07 - RW07 206° [A7100+ ;K210-] - DCT COPER - HNDDES - BEVVR - APRES [K225-]	APRES MNM 13100 <b>initial climb 15000</b>
	TRANSITION	
	<b>BELGN</b> APRES [K225-] - ZAMRU - GGIRO - BELGN	APRES MNM 13100 ZAMRU MNM 14000
	<b>RUBAY</b> APRES [K225-] - ZILOP - PARIZ - RUBAY	APRES MNM 13100 ZILOP MNM 13200 PARIZ MNM 14000
	<b>SPRKT</b> APRES [K225-] - GORMN - SPRKT	APRES MNM 13100 GORMN MNM 13700

① Obstacle protection not ensured for turns delayed beyond DER. Turn as soon as practicable but no later than DER (THR RWY 07).

② Expect filed ALT 10 minutes after DEP.

**EGE-KEGE**

5-20

GYPSUM 6 (GYPSM 6)/MEEKER 3 (EKR 3)

**GYPSUM 6 / MEEKER 3**

RWYs 07 (073°) / 25 (253°)

DESIGNATOR	ROUTING	ALTITUDES
<b>GYPSUM 6</b> <b>GYPSM 6</b> <b>128.650</b>		
<b>RWY 07</b>	H073° - intercept IESJ LOC east course (070°) to VAILE - <b>LT</b> intercept R198 <b>RLG</b> to <b>RLG</b>	
<b>RWY 25</b>	<b>LT</b> HDG 219° - crossing R152 <b>SW</b> (R326 <b>DBL</b> ) <b>RT</b> intercept R322 <b>DBL</b> - at KIRLE <b>RT</b> intercept R230 <b>RLG</b> to <b>RLG</b>	
<b>MEEKER 3</b> <b>EKR 3</b> (RWY 25) <b>128.650</b> ①	<b>LT</b> HDG 219° - crossing R152 <b>SW</b> (R326 <b>DBL</b> ) <b>RT</b> intercept R322 <b>DBL</b> - at MELVL <b>LT</b> intercept R098 <b>EKR</b> to <b>EKR</b>	MELVL MNM <b>15000</b>  <b>initial climb 15000</b>

① Expect filed ALT 10 MIN after DEP.



26-FEB-2015

United States **Eagle** Eagle County Rgnl**EGE-KEGE**

5-30

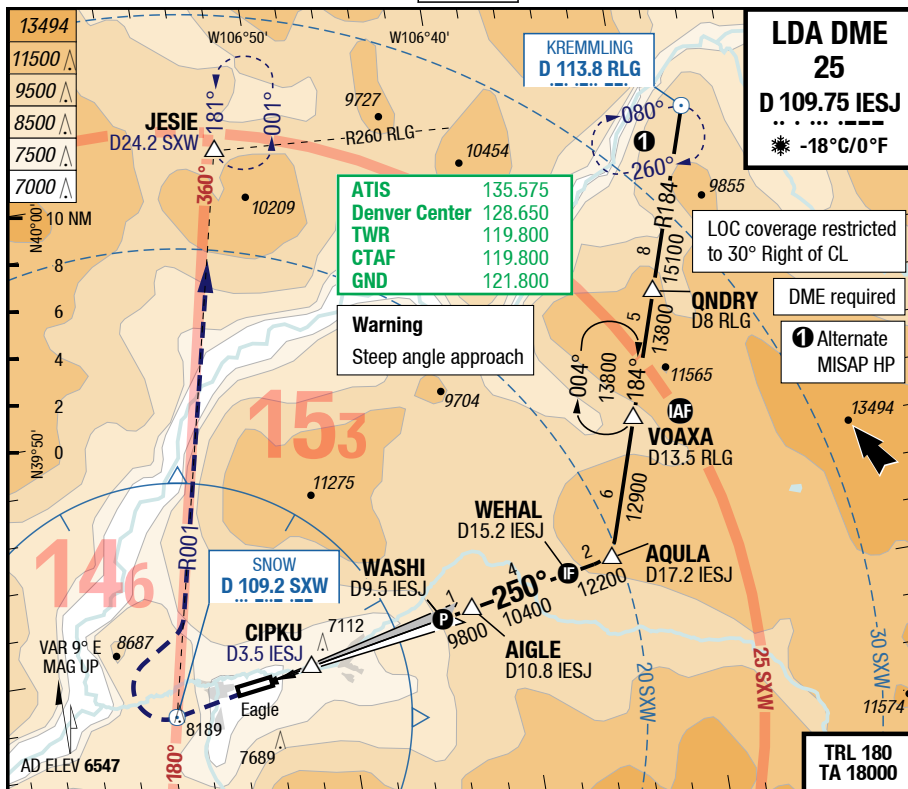
**Obstacle Departure****SIDPT**

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Routing</b>
<b>07</b>	Climb in visual conditions: cross KEGE northeast bound at or above <b>10600</b> - intercept R212 <b>RLG</b> to <b>RLG</b> . Notify ATC prior to visual departure.
<b>RWY</b>	<b>Notes</b>
<b>07</b>	Runway lights 10ft from DER, 33ft right and left of centerline, 1ft AGL/6549ft MSL. Vehicle on roadway 243ft from DER, 28ft right of centerline, 15ft AGL/6562ft MSL. Tree 5041ft from DER, 1689ft right of centerline, up to 55ft AGL/6695ft MSL.
<b>25</b>	Runway lights 10ft from DER, 55ft right and left of centerline, up to 2ft AGL/6462ft MSL.

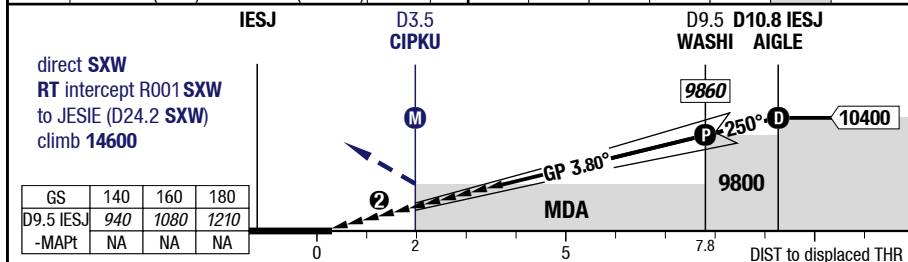
# EGE-KEGE

7-10

LDA DME 25



60 HL	3.0°	8	7	8	9	10	10.8	3.80°
46 G 2438	305							D IESJ
-0.9%	TDZ 6540	(---%)	THR 6540	(213hPa)	ML-P1R			250°
								RWY 253°



TERPS	25	LDA DME with GP GA 4.6%, HJ only	LDA DME with GP GA 4.6% 1) 2)	LDA DME wo GP	Circling
C	ft - ft/SM ft	1790 - 3.0V 8330 2) 3)	1790 - 5.0V 8330	2080 - 3.0V 8620	Not published
D	ft - ft/SM ft	Not authorized	Not authorized	Not authorized	Not published

1) INOP table does not apply

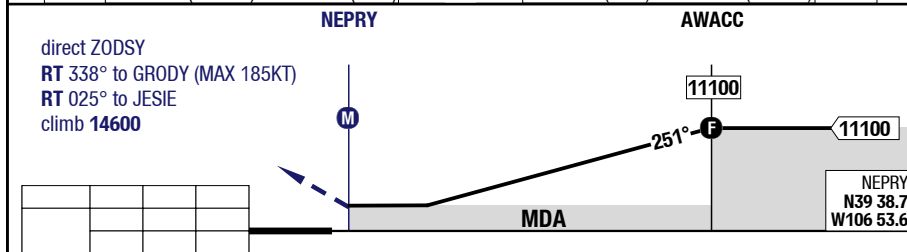
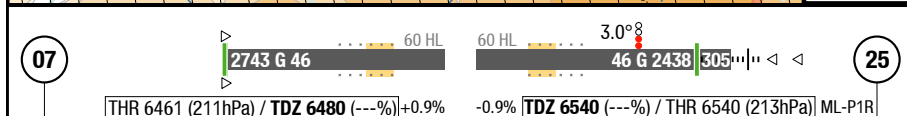
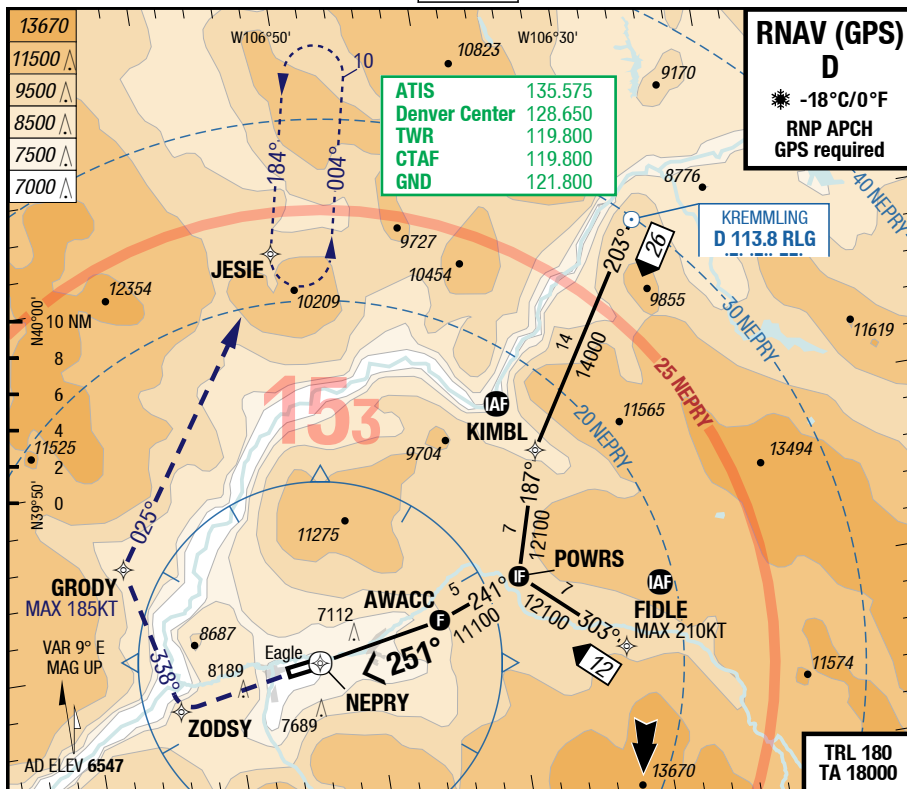
2) Up to 11700ft

3) Fly visually to airport 250° 4.3NM

## EGE-KEGE

7-30

## RNAV (GPS) D



<b>07/25</b>							<b>07/25</b>
<b>TERPS</b>							<b>TERPS</b>
C	ft - ft/SM ft						2680 - 3.0V <b>9220</b> <sup>1) 2)</sup>
D	ft - ft/SM ft						2680 - 3.0V <b>9220</b> <sup>1) 2)</sup>

1) To RWY 07 HJ only  
2) N of RWY only