

**ASE-KASE**

1-10

**A0I****A0I****GENERAL****Operational Hours****ATS Hours:** TWR 1400-0300 $\pm$ .**AD OPS Hours:** Attended 1400-0600 $\pm$ , 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 $\pm$ , 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

A01

## 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

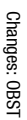
No departure after 0530±.

# ASE-KASE

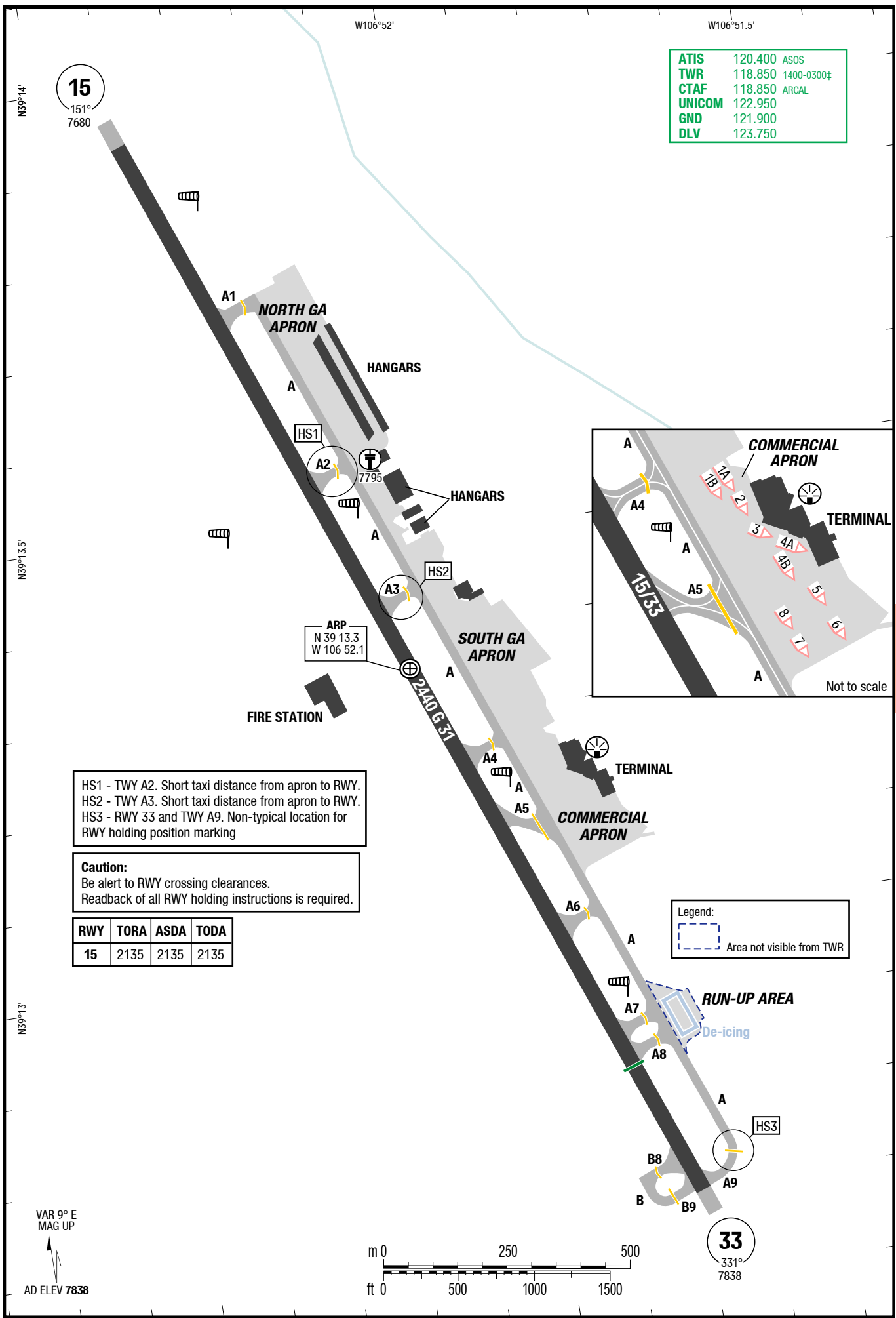
2-10

**AFC**

**AFC**



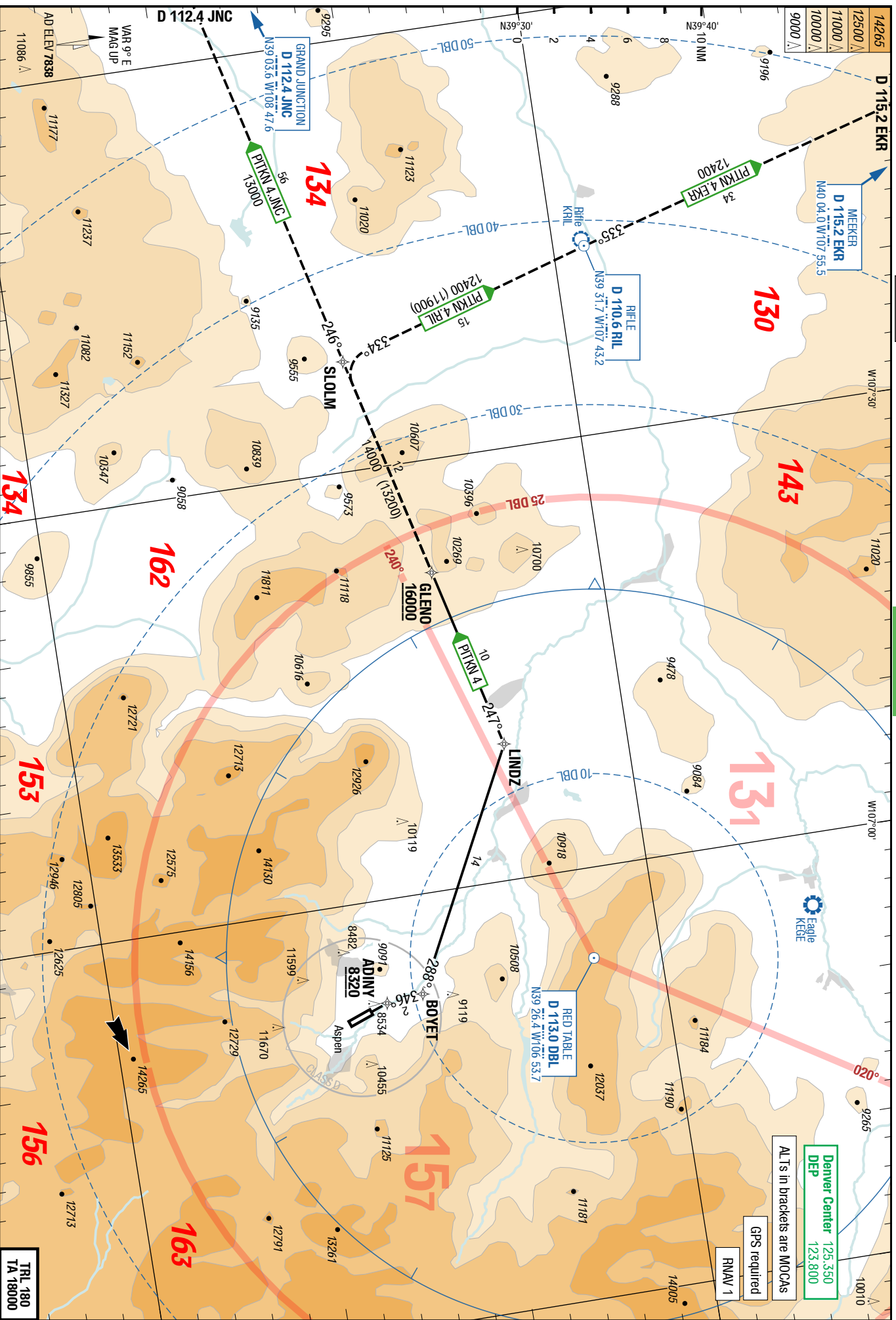
**Landing RWY system:**



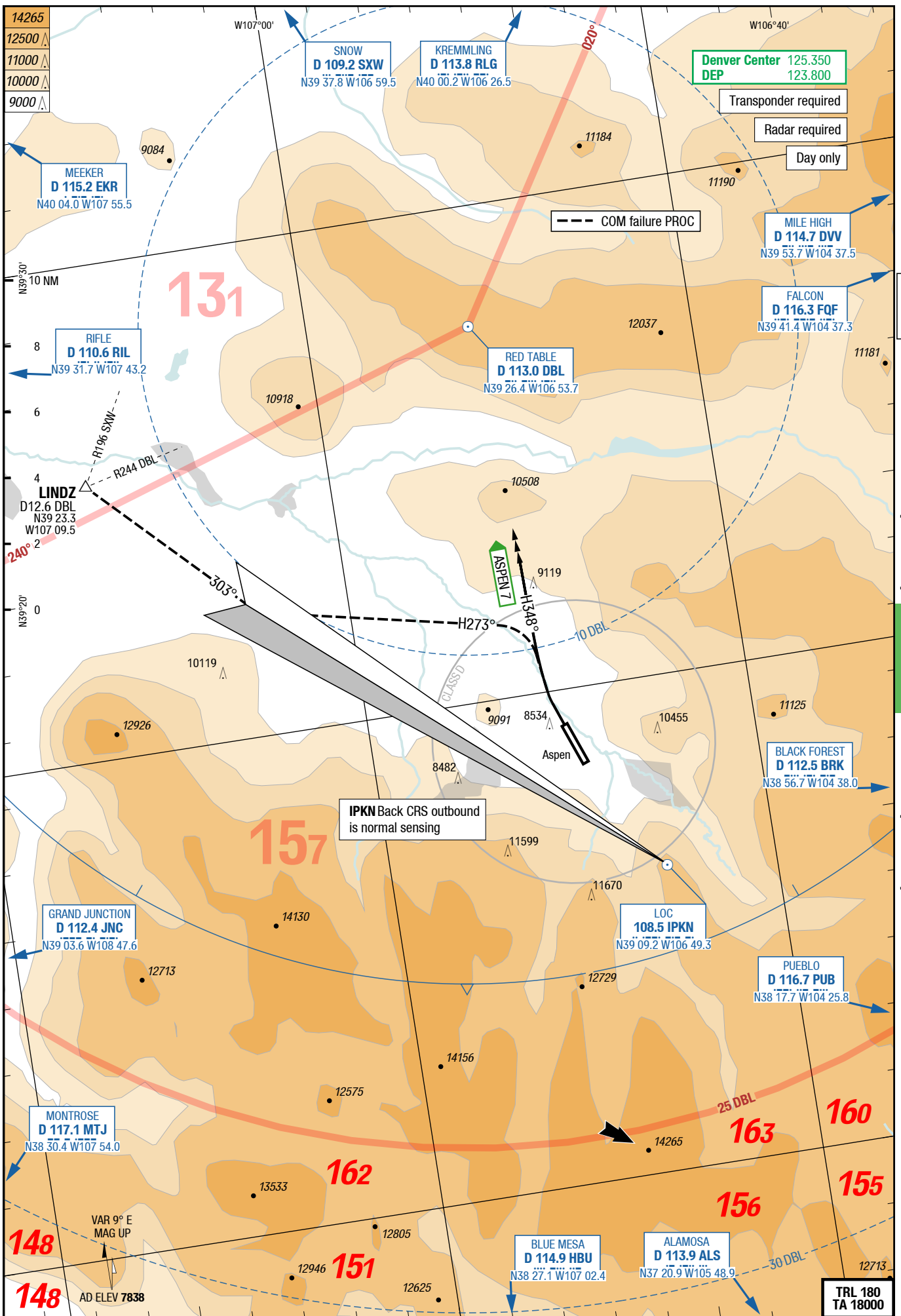
Aspen-Pitkin County/Sardy Fld **Aspen** United States

ASPFEN 7 (ASPF 7)

## PITKN 4 RNAV



© Lido 2018

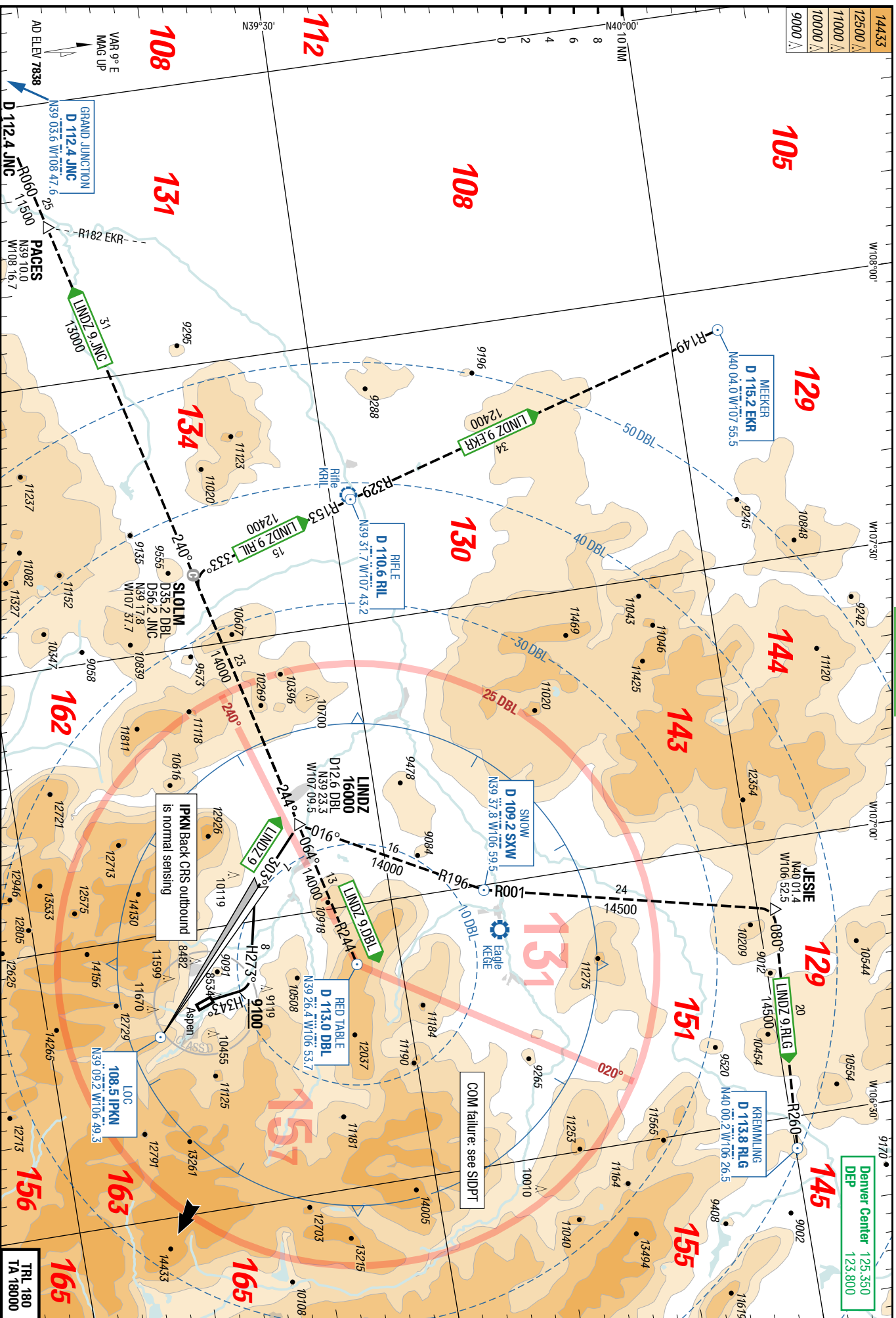




Aspen-Pitkin County/Sardy Fld **Aspen** United States

ORST DEP SARD 3

# LINDZ 9



ASE-KASE

4-40

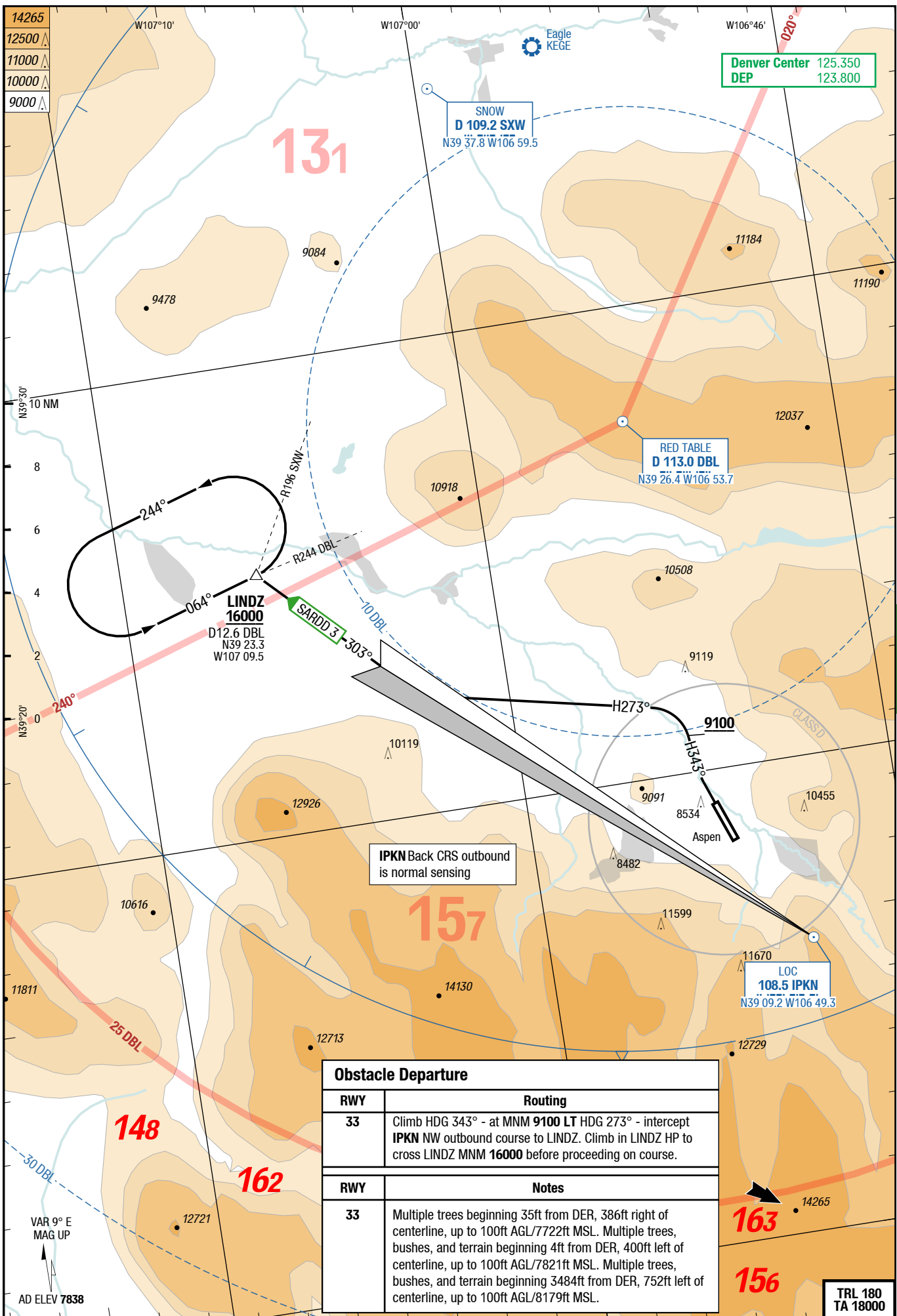
OBST DEP SARD 3

SID

SID

OBST DEP SARD 3

Changes: OBST





**ASE-KASE**

5-10

**PITKN 4 RNAV**

**PITKN 4**

RWY 33 (331°)

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

① Expect clearance to filed altitude 10 MIN after departure.

14-JUL-2016

## ASE-KASE

5-20

## ASPEN 7 (ASPE 7)

SIDPT

## 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
	<b>Runway 33</b>	
<b>ASPEN 7</b> 13.9% to 16000 (ATC) <b>123.800</b> ①	<b>RT HDG 348°</b> - expect radar vectors to assigned route/fix  <b>COM failure:</b> If no transmissions are received for 1 MIN after DEP: <b>LT HDG 273°</b> - 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
	<b>Runway 33</b>	
<b>LINDZ 9</b>  <b>123.800</b> ①②	HDG 343° - at MNM <b>9100 LT</b> HDG 273° - intercept <b>IPKN</b> NW 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> : <b>LT</b> HDG 273° - intercept <b>IPKN</b> NW outbound course to LINDZ / D13 <b>DBL</b> , then via assigned route/transion	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

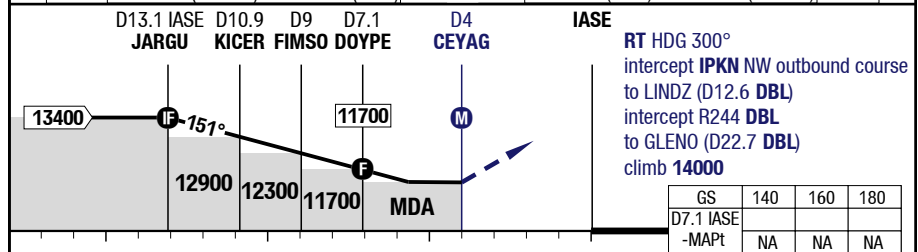
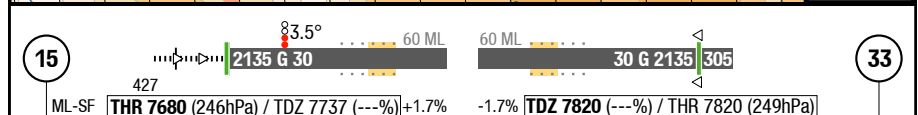
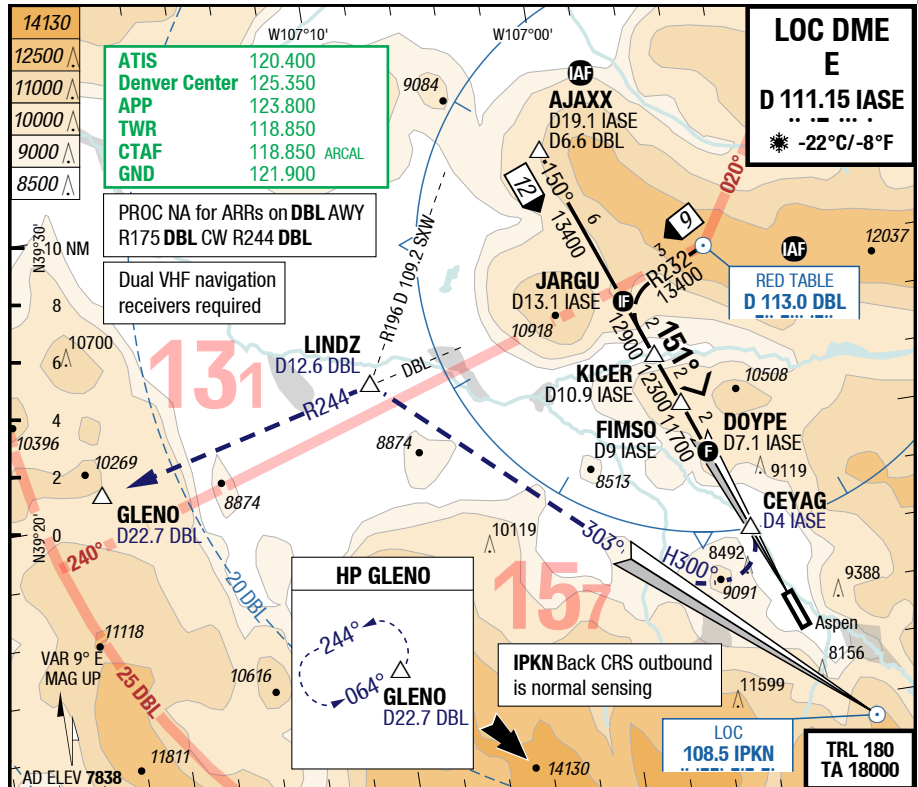
**ASE-KASE**

5-50

**Obstacle Departure****SIDPT**

Obstacle Departure	
RWY	Routing
33	Use SARDD Departure.
RWY	Notes
33	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

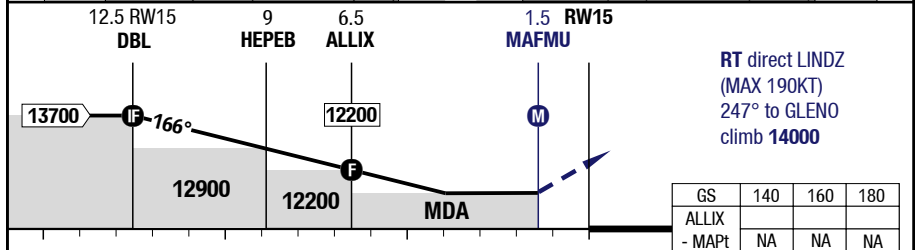
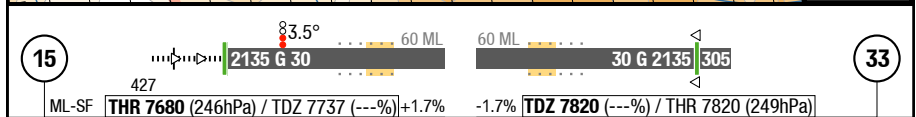
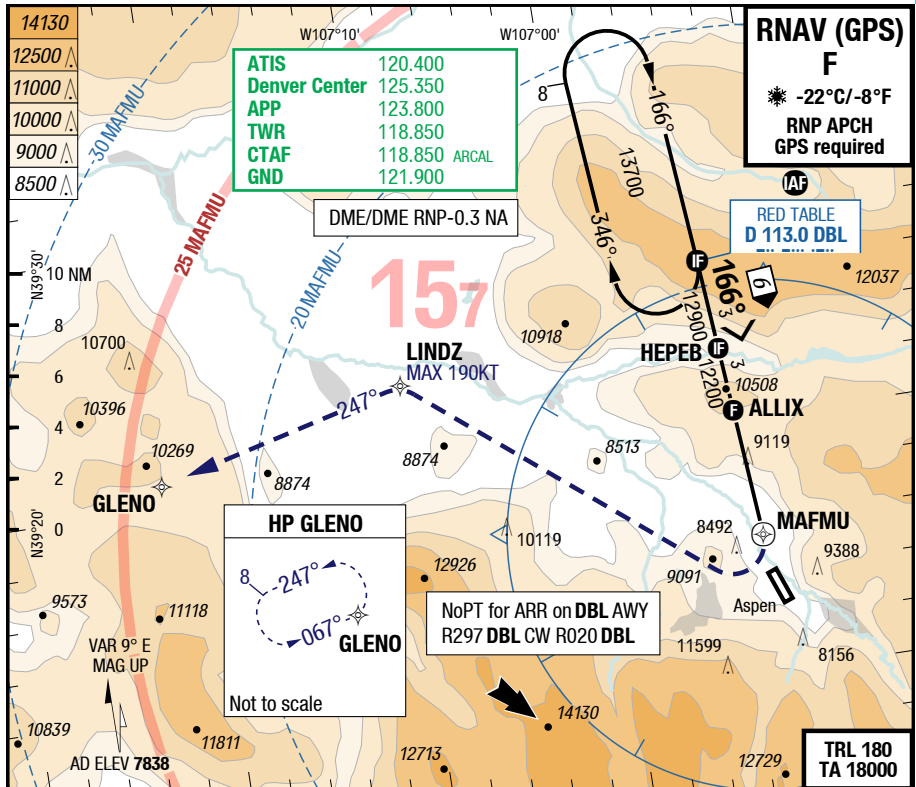
**ASE-KASE****7-10****LOC DME E****IAC**

15/33		Circling 1)	
TERPS		TERPS	
C	ft - ft/SM ft	2390 - 3.0V 10220	
D	ft - ft/SM ft	Not authorized	

1) HJ only



05-JAN-2017

**ASE-KASE****7-30****RNAV (GPS) F****IAC**

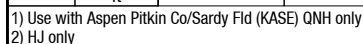
15/33					Circling <sup>(1) 2)</sup> TERPS	
C	ft - ft/SM ft				2390 - 3.0V	10220
D	ft - ft/SM ft				Not authorized	

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

# ASE-KASE

**7-50**

**VOR DME C**



# ASE-KASE

## Visual ROARING FORK 15




ATIS	120.400	
Denver Center	125.350	
APP	123.800	
TWR	118.850	
CTAF	118.850	ARCAL
GND	121.900	

Radar required for PROC entry

Vertical guidance Navaid  
PAPI RWY 15 (3.55°)

TRL 180  
TA 18000

VISUAL			ML-SF <b>THR 7680</b> (246hPa) / TDZ 7737 (---%) +1.7%
--------	--	---	---

"(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