## Airplane

Annual Inspection: 6/12/2018
VOR Check: 2/3/2019
100 Hour Inspection: 1242.4 Current: 1339.5
Altimeter/ Altitude Alerting Inspection: 1/1/2016
Transponder Inspection: 1/15/2017
ELT Inspection: 3/18/2018

## Logbook

| Date | Type | Time | Landings | Remarks |
|---|---|---|---|---|
| 3/6/2019 | CRJ 200 | 7.0 AMEL | 5 | COS-DEN-PUB-DEN-COS-DEN |
| 2/28/2019 | CRJ 200 | 3.0 AMEL | 2 | DEN- MTJ- DEN |
| 2/15/2019 | CRJ 200 | 3.2 AMEL | 3 | GCC- DEN- PUB- DEN |
| 2/14/2019 | CRJ 200 | 4.5 AMEL | 3 | DEN- MTJ- DEN- GCC |
| 1/31/2019 | C-172 | 1.2 ASEL | 1 | COS- COS, Flight Review completed |
| 1/8/2019 | CRJ 200 | 4.7 AMEL | 3 | ASE- DEN- ASE- DEN |
| 1/7/2019 | CRJ 200 | 4.9 AMEL | 3 | DEN- ASE- DEN- ASE |
| 12/20/2018 | SR-20 | 0.5 ASEL | 1 | COS- COS |
| 12/18/2018 | CRJ 200 | 3.1 AMEL | 2 | DEN- PUB- DEN |
| 12/15/2018 | SR-20 | 0.3 ASEL | 0 | Return to hangar |
| 12/11/2018 | C-172 | 1.5 ASEL | 1 | COS- COS |

## Personal

Pilot Certificate: Issued 2/5/2017
Medical Certificate: Issued 12/14/2018
Personal ID: Temporary Driver's License without photo
(You lost your old license, the new one should be in the mail)

## Weight and Balance

BEW/Moment: 2,208.14 LBS / 310,713.22 IN-LBS
Start leg 1 with 36 gallons of fuel

Burn 6 LBS of fuel for Start, taxi, and run up
Your weight: 160 LBS
Colin's weight: 165 LBS
Your dog Boots (20 LBS) sits in the back seat for every flight
Both packs (25 LBS) will be in the Baggage Area

## General Notes

Assume 30 minutes on the ground for turnaround time in 1V6
Use KPUB weather for 1V6
For takeoff and landing distances: Interpolate temperature and pressure altitude, apply necessary chart notes

Climb: Use Time, Fuel, Distance chart for climb time and fuel
Use most recent METAR winds
(92 KTAS for legs 1&3, 91 KTAS for leg 2)
Cruise: Use chart with closest pressure altitude to find TAS and GPH closest to 60% power at ISA temperature
DEN winds aloft for Leg 1&2 cruise, PUB winds aloft for Leg 3 cruise
(interpolate for altitude)
Descend: 120 TAS, 800 FPM, and 8 GPH
Use most recent METAR winds

## Weather

**METAR**

KCOS 101354Z 06009KT 10SM FEW080 FEW200 11/M15 A2971 RMK AO2 SLP042 T01061150 55002
KCOS 101254Z VRB06KT 10SM FEW080 09/M15 A2971 RMK AO2 SLP044 T00941150

KCOS 102254Z 36015KT 10SM CLR 09/M15 A2972 RMK AO2 SLP047 T00891150
KCOS 102154Z 36007G19KT 10SM CLR 08/M16 A2972 RMK AO2 PK WND 30032/1656 SLP045 T00831156 10089 20022 51020

KAPA 101453Z 03008KT 10SM FEW070 FEW140 FEW220 08/M10 A2972 RMK AO2 SLP056 ACSL DSNT NW T00781100 50003 $
KAPA 101353Z 06006KT 10SM FEW070 FEW140 08/M09 A2972 RMK AO2 SLP062 T00781094 $

KAPA 102153Z 36009KT 10SM FEW070 FEW140 07/M13 A2968 RMK AO2 SLP060 T00721133 $
KAPA 102053Z 31016G22KT 10SM FEW070 FEW140 07/M13 A2968 RMK AO2 PK WND 33029/1709 SLP055 T00721128 10072 20011 51021 $

KPUB 102153Z 29023KT 10SM CLR 16/M14 A2968 RMK AO2 PK WND 30036/2033 SLP020 T01561139 56008
KPUB 102053Z 29021G30KT 10SM CLR 15/M13 A2968 RMK AO2 PK WND 32035/1906 SLP020 T01501133

**WINDS ALOFT**

FD1US1
DATA BASED ON 101200Z
VALID 101200Z  FOR USE 1000-2100Z. TEMPS NEG ABV 24000

| FT | 3000 | 6000 | 9000 | 12000 | 18000 | 24000 | 30000 | 34000 |
|---|---|---|---|---|---|---|---|---|
| PRC | | | 1705+03 | 9900-05 | 9900-18 | 2706-30 | 282145 | 296446 |
| TUS | | 1116+11 | 1211+03 | 9900-04 | 3508-18 | 3220-30 | 305139 | 309440 |
| ALS | | | | 2418-06 | 2610-19 | 2615-31 | 302247 | 292656 |
| DEN | | | 3010+00 | 2821-06 | 2727-20 | 2733-33 | 284248 | 285158 |
| GJT | | | 2310+00 | 2417-07 | 2621-19 | 2722-31 | 273447 | 264057 |
| PUB | | | 2218-01 | 2521-06 | 2518-20 | 2628-32 | 293248 | 293657 |
| BOI | | 1411+02 | 1207-02 | 0910-08 | 0510-22 | 0510-35 | 020950 | 360854 |
| PIH | | 0408 | 0507-03 | 9900-09 | 3508-22 | 2912-35 | 273450 | 283055 |
| BIL | | 3109 | 3212-06 | 3213-12 | 0224-23 | 0134-36 | 023953 | 363058 |
| DLN | | | 0409-06 | 0413-10 | 0535-22 | 0541-35 | 054651 | 032557 |

# Takeoff Distance

**WEIGHT = 3000 LB**
**Speed at Liftoff = 68 KIAS**
**Speed over 50 Ft. Obstacle = 75 KIAS**
Flaps - 50% · Takeoff Pwr · Dry Paved

**Headwind:** Subtract 10% for each 12 knots headwind.
**Tailwind:** Add 10% for each 2 knots tailwind up to 10 knots.
**Runway Slope:** Ref. Factors.
**Dry Grass:** Add 20% to Ground Roll.
**Wet Grass:** Add 30% to Ground Roll.

| PRESS ALT FT | DISTANCE FT | TEMPERATURE ~ °C 0 | 10 | 20 | 30 | 40 | ISA |
|---|---|---|---|---|---|---|---|
| SL | Grnd Roll | 1287 | 1390 | 1497 | 1608 | 1724 | 1446 |
| | 50 ft | 1848 | 1988 | 2132 | 2282 | 2437 | 2064 |
| 1000 | Grnd Roll | 1412 | 1526 | 1643 | 1766 | 1893 | 1564 |
| | 50 ft | 2022 | 2175 | 2333 | 2497 | 2666 | 2226 |
| 2000 | Grnd Roll | 1552 | 1676 | 1805 | 1940 | 2079 | 1692 |
| | 50 ft | 2214 | 2381 | 2555 | 2734 | 2920 | 2402 |
| 3000 | Grnd Roll | 1706 | 1842 | 1985 | 2132 | 2286 | 1831 |
| | 50 ft | 2426 | 2609 | 2799 | 2996 | 3200 | 2593 |
| 4000 | Grnd Roll | 1877 | 2027 | 2183 | 2346 | 2515 | 1983 |
| | 50 ft | 2660 | 2861 | 3069 | 3285 | 3509 | 2802 |
| 5000 | Grnd Roll | 2066 | 2231 | 2404 | 2583 | 2769 | 2149 |
| | 50 ft | 2919 | 3139 | 3368 | 3605 | 3850 | 3029 |
| 6000 | Grnd Roll | 2276 | 2458 | 2648 | 2845 | 3050 | 2329 |
| | 50 ft | 3205 | 3447 | 3698 | 3959 | 4228 | 3276 |
| 7000 | Grnd Roll | 2509 | 2710 | 2919 | | | 2528 |
| | 50 ft | 3522 | 3788 | 4064 | | | 3547 |
| 8000 | Grnd Roll | 2768 | 2990 | 3221 | | | 2744 |
| | 50 ft | 3872 | 4165 | 4469 | | | 3841 |
| 9000 | Grnd Roll | 3056 | 3301 | 3555 | | | 2980 |
| | 50 ft | 4261 | 4583 | 4917 | | | 4160 |
| 10000 | Grnd Roll | 3376 | 3646 | | | | 3241 |
| | 50 ft | 4691 | 5046 | | | | 4514 |

Figure 5-9
Sheet 1 of 2





# Takeoff Distance

**WEIGHT = 2500 LB**
**Speed at Liftoff = 65 KIAS**
**Speed over 50 Ft Obstacle = 70 KIAS**
Flaps - 50% · Takeoff Pwr · Dry Paved

**Headwind:** Subtract 10% for each 12 knots headwind.
**Tailwind:** Add 10% for each 2 knots tailwind up to 10 knots.
**Runway Slope:** Ref. Factors.
**Dry Grass:** Add 20% to Ground Roll.
**Wet Grass:** Add 30% to Ground Roll.

| PRESS ALT FT | DISTANCE FT | TEMPERATURE ~ °C 0 | 10 | 20 | 30 | 40 | ISA |
|---|---|---|---|---|---|---|---|
| SL | Grnd Roll | 813 | 878 | 946 | 1016 | 1090 | 912 |
| | 50 ft | 1212 | 1303 | 1398 | 1496 | 1597 | 1350 |
| 1000 | Grnd Roll | 892 | 964 | 1038 | 1116 | 1196 | 986 |
| | 50 ft | 1326 | 1426 | 1529 | 1636 | 1747 | 1457 |
| 2000 | Grnd Roll | 980 | 1059 | 1141 | 1226 | 1314 | 1067 |
| | 50 ft | 1451 | 1561 | 1674 | 1791 | 1912 | 1572 |
| 3000 | Grnd Roll | 1078 | 1164 | 1254 | 1348 | 1445 | 1156 |
| | 50 ft | 1590 | 1709 | 1834 | 1962 | 2095 | 1697 |
| 4000 | Grnd Roll | 1185 | 1281 | 1380 | 1483 | 1590 | 1253 |
| | 50 ft | 1743 | 1874 | 2010 | 2151 | 2297 | 1835 |
| 5000 | Grnd Roll | 1305 | 1410 | 1519 | 1632 | 1750 | 1358 |
| | 50 ft | 1912 | 2056 | 2205 | 2360 | 2520 | 1985 |
| 6000 | Grnd Roll | 1438 | 1553 | 1673 | 1798 | 1928 | 1473 |
| | 50 ft | 2098 | 2256 | 2421 | 2590 | 2766 | 2140 |
| 7000 | Grnd Roll | 1585 | 1712 | 1845 | | | 1599 |
| | 50 ft | 2305 | 2479 | 2659 | | | 2324 |
| 8000 | Grnd Roll | 1749 | 1889 | 2035 | | | 1737 |
| | 50 ft | 2534 | 2725 | 2923 | | | 2517 |
| 9000 | Grnd Roll | 1931 | 2085 | 2247 | | | 1887 |
| | 50 ft | 2787 | 2997 | 3216 | | | 2727 |
| 10000 | Grnd Roll | 2133 | 2304 | | | | 2050 |
| | 50 ft | 3068 | 3299 | | | | 2986 |

Figure 5-9
Sheet 2 of 2

# Takeoff Rate of Climb

**Conditions:**

- Power.....Full Throttle
- Mixture.....Full Rich
- Flaps..... 50%
- Airspeed .....Best Rate of Climb

**Example:**

Outside Air Temp ..... 20° C
Weight.....3000 LB
Pressure Altitude.....1750 FT

Climb Airspeed..... 85 Knots
Rate of Climb .....725 FPM

• Note •

- Rate-of-Climb values shown are change in altitude for unit time expended expressed in Feet per Minute.
- Cruise climbs or short duration climbs are permissible at best power as long as altitudes and temperatures remain within those specified in the table.
- For operation in air colder than this table provides, use coldest data shown.
- For operation in air warmer than this table provides, use extreme caution.

| Weight | Press Alt | Climb Speed | RATE OF CLIMB ~ Feet per Minute | | | | |
|---|---|---|---|---|---|---|---|
| | | | Temperature ~ °C | | | | |
| LB | FT | KIAS | -20 | 0 | 20 | 40 | ISA |
| 3000 | SL | 85 | 905 | 862 | 817 | 771 | 828 |
| | 2000 | 85 | 807 | 761 | 712 | 663 | 734 |
| | 4000 | 84 | 707 | 657 | 606 | 554 | 639 |
| | 6000 | 83 | 607 | 553 | 499 | 444 | 545 |
| | 8000 | 82 | 504 | 447 | 390 | 333 | 450 |
| | 10000 | 82 | 401 | 341 | | | 356 |
| 2500 | SL | 84 | 1256 | 1201 | 1144 | 1086 | 1158 |
| | 2000 | 84 | 1136 | 1077 | 1017 | 955 | 1044 |
| | 4000 | 83 | 1014 | 952 | 888 | 824 | 929 |
| | 6000 | 82 | 892 | 825 | 758 | | 815 |
| | 8000 | 81 | 768 | 698 | 627 | | 701 |
| | 10000 | 80 | 643 | 569 | | | 587 |

Figure 5-11





# Time, Fuel and Distance to Climb

**Conditions:**

- Power.....Full Throttle
- Mixture.....Full Rich
- Fuel Density..... 6.0 LB/GAL
- Weight ..... 3000 LB
- Winds..... Zero
- Climb Airspeed ..... Noted

**Example:**

Outside Air Temp ..... ISA
Weight.....3000 LB
Airport Press..... 1000 FT
Pressure Altitude..... 12000 FT

Time to Climb.....22.5 Minutes
Fuel to Climb..... 4.7 Gallon
Distance to Climb.....39 NM

***Factors:***

- Taxi Fuel - Add 1 gallon for start, taxi, and takeoff.
- Temperature - Add 10% to computed values for each 10° C above standard.
- Cruise climbs or short duration climbs are permissible at best power as long as altitudes and temperatures remain within those specified in the table.

| Press Alt | OAT (ISA) | Climb Speed | Rate Of Climb | TIME, FUEL, DISTANCE ~ From Sea Level | | |
|---|---|---|---|---|---|---|
| | | | | Time | Fuel | Distance |
| FT | °C | KIAS | FPM | Minutes | U.S. Gal | NM |
| SL | 15 | 96 | 880 | 0.0 | 0.0 | 0 |
| 1000 | 13 | 96 | 828 | 1.3 | 0.3 | 2 |
| 2000 | 11 | 95 | 775 | 2.4 | 0.6 | 4 |
| 3000 | 9 | 94 | 723 | 3.8 | 1.0 | 6 |
| 4000 | 7 | 94 | 671 | 5.2 | 1.3 | 8 |
| 5000 | 5 | 93 | 618 | 6.7 | 1.7 | 11 |
| 6000 | 3 | 93 | 566 | 8.4 | 2.0 | 14 |
| 7000 | 1 | 92 | 514 | 10.3 | 2.4 | 17 |
| 8000 | -1 | 92 | 462 | 12.3 | 2.9 | 21 |
| 9000 | -3 | 91 | 409 | 14.6 | 3.3 | 25 |
| 10000 | -5 | 91 | 357 | 17.2 | 3.8 | 29 |
| 11000 | -7 | 91 | 305 | 20.3 | 4.4 | 35 |
| 12000 | -9 | 91 | 252 | 23.8 | 5.0 | 41 |
| 13000 | -11 | 91 | 200 | 28.3 | 5.8 | 49 |
| 14000 | -13 | 90 | 148 | 34.0 | 6.8 | 60 |

Figure 5-15

# Cruise Performance

**Conditions:**

- Mixture ..... Best Power
- Cruise Weight..... 2600 LB
- Winds ..... Zero

Note: Subtract 10 KTAS if nose wheel pant and fairing removed. Lower KTAS by 10% if nose & main wheel pants & fairings removed. Cruise Pwr above 85% not recommended.

**Example:**

Outside Air Temp29° C
RPM 2700 RPM
Cruise Press Alt8000 FT

% Power (22.2 MAP)73%
True Airspeed154 Knots
Fuel Flow11.4 GPH

**2000 Feet Pressure Altitude**

| | | ISA - 30° C (-19° C) | | | ISA (11° C) | | | ISA + 30° C (41° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 27.8 | 101% | 160 | 16.0 | 95% | 160 | 15.0 | 91% | 157 | 14.2 |
| 2500 | 27.8 | 90% | 154 | 14.1 | 85% | 154 | 13.4 | 81% | 151 | 12.9 |
| 2500 | 26.6 | 85% | 151 | 13.4 | 80% | 151 | 12.8 | 76% | 148 | 11.7 |
| 2500 | 25.4 | 80% | 147 | 12.7 | 75% | 147 | 11.6 | 72% | 144 | 11.3 |
| 2500 | 24.1 | 74% | 143 | 11.5 | 70% | 143 | 11.1 | 67% | 140 | 10.7 |
| 2500 | 22.9 | 69% | 139 | 11.0 | 65% | 139 | 10.6 | 62% | 136 | 10.2 |
| 2500 | 22.0 | 65% | 136 | 10.5 | 62% | 136 | 10.2 | 59% | 133 | 9.9 |
| 2500 | 19.7 | 55% | 127 | 9.5 | 52% | 127 | 9.20 | 50% | 124 | 8.9 |

**4000 Feet Pressure Altitude**

| | | ISA - 30° C (-23° C) | | | ISA (7° C) | | | ISA + 30° C (37° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 25.8 | 94% | 159 | 14.8 | 89% | 159 | 14.4 | 84% | 157 | 13.4 |
| 2500 | 25.8 | 84% | 153 | 13.3 | 79% | 153 | 12.7 | 75% | 150 | 11.7 |
| 2500 | 24.8 | 80% | 150 | 12.7 | 75% | 150 | 11.6 | 72% | 147 | 11.2 |
| 2500 | 23.6 | 75% | 146 | 11.5 | 70% | 146 | 11.1 | 67% | 143 | 10.8 |
| 2500 | 22.3 | 69% | 141 | 10.9 | 65% | 141 | 10.5 | 62% | 138 | 10.2 |
| 2500 | 21.0 | 63% | 136 | 10.3 | 60% | 136 | 10.0 | 57% | 133 | 9.7 |
| 2500 | 19.8 | 58% | 131 | 9.8 | 55% | 131 | 9.4 | 52% | 129 | 9.2 |

**6000 Feet Pressure Altitude**

| | | ISA - 30° C (-27° C) | | | ISA (3° C) | | | ISA + 30° C (33° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 24.0 | 88% | 159 | 13.8 | 83% | 159 | 13.1 | 79% | 156 | 12.6 |
| 2500 | 24.0 | 79% | 152 | 12.0 | 74% | 152 | 11.5 | 71% | 149 | 11.1 |
| 2500 | 23.0 | 74% | 148 | 11.5 | 70% | 148 | 11.1 | 67% | 145 | 10.7 |
| 2500 | 21.8 | 69% | 144 | 11.0 | 65% | 144 | 10.6 | 62% | 141 | 10.2 |
| 2500 | 20.8 | 65% | 140 | 10.4 | 61% | 140 | 10.0 | 58% | 137 | 9.7 |
| 2500 | 19.4 | 59% | 134 | 9.8 | 55% | 134 | 9.5 | 53% | 131 | 9.2 |

Figure 5-16
Sheet 1 of 2





# Cruise Performance

**8000 Feet Pressure Altitude**

| | | ISA - 30° C (-31° C) | | | ISA (-1° C) | | | ISA + 30° C (29° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 22.2 | 82% | 157 | 12.9 | 77% | 157 | 11.6 | 73% | 154 | 11.4 |
| 2500 | 22.2 | 73% | 150 | 11.4 | 69% | 150 | 11.0 | 65% | 147 | 10.6 |
| 2500 | 21.2 | 69% | 146 | 10.9 | 65% | 146 | 10.5 | 62% | 143 | 10.2 |
| 2500 | 20.1 | 64% | 142 | 10.4 | 60% | 142 | 10.0 | 57% | 139 | 9.7 |
| 2500 | 18.9 | 59% | 136 | 9.8 | 55% | 136 | 9.5 | 52% | 134 | 9.2 |
| 2500 | 17.7 | 53% | 131 | 9.2 | 50% | 131 | 8.9 | 48% | 128 | 8.7 |

**10,000 Feet Pressure Altitude**

| | | ISA - 30° C (-35° C) | | | ISA (-5° C) | | | ISA + 30° C (25° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 20.6 | 76% | 155 | 11.7 | 72% | 155 | 11.2 | 68% | 152 | 10.9 |
| 2500 | 20.6 | 68% | 148 | 10.8 | 64% | 148 | 10.5 | 61% | 145 | 10.1 |
| 2500 | 19.6 | 64% | 144 | 10.4 | 60% | 144 | 10.0 | 57% | 141 | 9.7 |
| 2500 | 18.5 | 59% | 139 | 9.8 | 55% | 139 | 9.5 | 53% | 136 | 9.2 |
| 2500 | 17.3 | 54% | 134 | 9.3 | 50% | 134 | 9.0 | 48% | 131 | 8.7 |

**12,000 Feet Pressure Altitude**

| | | ISA - 30° C (-39° C) | | | ISA (-9° C) | | | ISA + 30° C (21° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 19.0 | 70% | 153 | 11.1 | 66% | 153 | 10.7 | 63% | 150 | 10.3 |
| 2500 | 19.0 | 63% | 146 | 10.3 | 59% | 146 | 9.9 | 56% | 143 | 9.6 |
| 2500 | 18.0 | 59% | 141 | 9.8 | 55% | 141 | 9.5 | 52% | 138 | 9.2 |
| 2500 | 16.8 | 53% | 136 | 9.2 | 50% | 136 | 8.9 | 47% | 133 | 8.6 |

**14,000 Feet Pressure Altitude**

| | | ISA - 30° C (-43° C) | | | ISA (-13° C) | | | ISA + 30° C (17° C) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RPM | MAP | PWR | KTAS | GPH | PWR | KTAS | GPH | PWR | KTAS | GPH |
| 2700 | 17.6 | 66% | 151 | 10.5 | 62% | 151 | 10.2 | 58% | 148 | 9.8 |
| 2500 | 17.6 | 59% | 144 | 9.8 | 55% | 144 | 9.5 | 52% | 141 | 9.2 |
| 2500 | 16.5 | 54% | 142 | 9.3 | 50% | 142 | 9.0 | 48% | 139 | 8.7 |

Figure 5-16
Sheet 2 of 2

# Landing Distance

**WEIGHT = 2900 LB**
**Speed over 50 Ft Obstacle = 75 KIAS**
Flaps - 100% · Idle · Dry, Level Paved Surface

**Headwind:** Subtract 10% per each 13 knots headwind.
**Tailwind:** Add 10% for each 2 knots tailwind up to 10 knots.
**Runway Slope:** Ref. Factors.
**Dry Grass:** Add 20% to Ground Roll
**Wet Grass:** Add 60% to Ground Roll

| PRESS ALT FT | DISTANCE FT | TEMPERATURE ~ °C 0 | 10 | 20 | 30 | 40 | ISA |
|---|---|---|---|---|---|---|---|
| SL | Grnd Roll | 962 | 997 | 1032 | 1067 | 1102 | 1014 |
| | Total | 1972 | 2017 | 2063 | 2109 | 2156 | 2040 |
| 1000 | Grnd Roll | 997 | 1034 | 1070 | 1067 | 1143 | 1045 |
| | Total | 2018 | 2065 | 2113 | 2161 | 2210 | 2079 |
| 2000 | Grnd Roll | 1034 | 1072 | 1110 | 1148 | 1186 | 1076 |
| | Total | 2066 | 2116 | 2166 | 2217 | 2268 | 2121 |
| 3000 | Grnd Roll | 1073 | 1112 | 1151 | 1191 | 1230 | 1108 |
| | Total | 2117 | 2169 | 2222 | 2275 | 2329 | 2164 |
| 4000 | Grnd Roll | 1113 | 1154 | 1195 | 1236 | | 1142 |
| | Total | 2170 | 2225 | 2281 | 2337 | | 2209 |
| 5000 | Grnd Roll | 1156 | 1198 | 1240 | 1283 | | 1177 |
| | Total | 2227 | 2285 | 2343 | 2402 | | 2256 |
| 6000 | Grnd Roll | 1200 | 1244 | 1288 | 1332 | | 1214 |
| | Total | 2287 | 2348 | 2409 | 2471 | | 2306 |
| 7000 | Grnd Roll | 1246 | 1292 | 1337 | | | 1251 |
| | Total | 2351 | 2415 | 2479 | | | 2358 |
| 8000 | Grnd Roll | 1295 | 1342 | 1389 | | | 1291 |
| | Total | 2418 | 2485 | 2553 | | | 2412 |
| 9000 | Grnd Roll | 1345 | 1394 | 1444 | | | 1331 |
| | Total | 2490 | 2560 | 2631 | | | 2470 |
| 10000 | Grnd Roll | 1398 | 1449 | | | | 1373 |
| | Total | 2565 | 2639 | | | | 2529 |

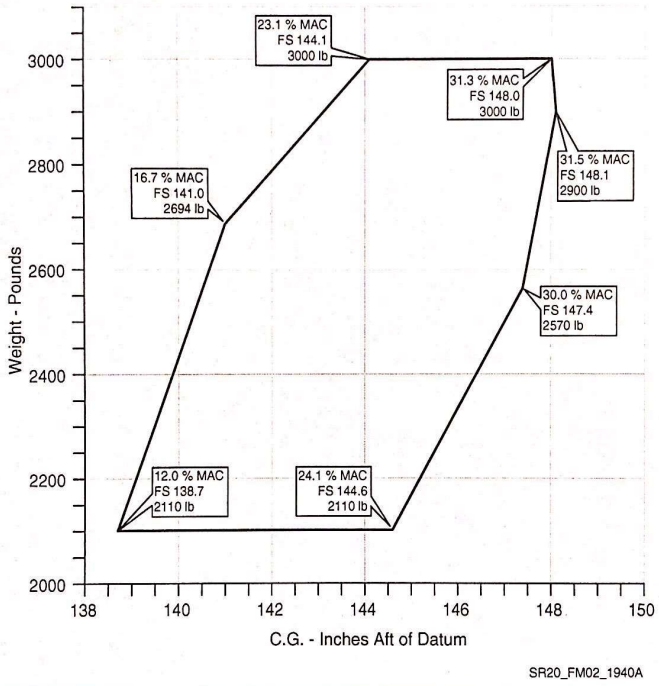
**Figure 5-20**





# Center of Gravity Limits

The charts below depict the airplane center-of-gravity envelope in terms of inches aft of the reference datum and as a percentage of the Mean Aerodynamic Cord (MAC). The relationship between the two is detailed in the weighing instructions.




**FORWARD LIMIT** - The forward limit is FS 138.7 (12.0% MAC) at 2110 lb., with straight line taper to FS 141.0 (16.7% MAC) at 2694 lb., and to FS 144.1 (23.1% MAC) at 3000 lb.
**AFT LIMIT** - The aft limit is FS 144.6 (24.1% MAC) at 2110 lb., with straight line taper to FS 147.4 (30.0% MAC) at 2570 lb., to FS 148.1 (31.5% MAC) at 2900 lb., and to FS 148.0 (31.3% MAC) at 3000 lb.

**Figure 6-6**
**Center of Gravity Limits**

# Weight & Balance Loading Form

Serial Num: _____ Date: _____

Reg. Num: _____ Initials: _____

| Item | Description | Weight LB | Moment/ 1000 |
|---|---|---|---|
| 1. | **Basic Empty Weight**<br>*Includes unusable fuel & full oil* | | |
| 2. | Front Seat Occupants<br>*Pilot & Passenger (total)* | | |
| 3. | Rear Seat Occupants | | |
| 4. | Baggage Area<br>*130 lb maximum* | | |
| 5. | **Zero Fuel Condition Weight**<br>*Sub total item 1 thru 4* | | |
| 6. | Fuel Loading<br>*56 Gallon @ 6.0 lb/gal. Maximum* | | |
| 7. | **Ramp Condition Weight**<br>*Sub total item 5 and 6* | | |
| 8. | Fuel for start, taxi, and runup<br>*Normally 6 lb at average moment of 922.8* | – | – |
| 9. | **Takeoff Condition Weight**<br>*Subtract item 8 from item 7* | | |

• Note •

The Takeoff Condition Weight must not exceed 3000 lb. **All weights above 2900 lb must consist of fuel.**

The Takeoff Condition Moment must be within the Minimum Moment to Maximum Moment range at the Takeoff Condition Weight. (Refer to Figure 6-9, Moment Limits).

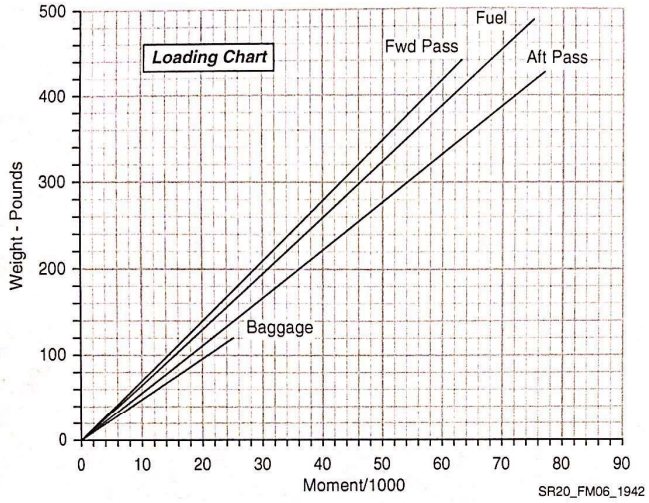
**Figure 6-7**
**Weight and Balance Loading Form**





# Loading Data

Use the following chart or table to determine the moment/1000 for fuel and payload items to complete the Loading Form (Figure 6-7).



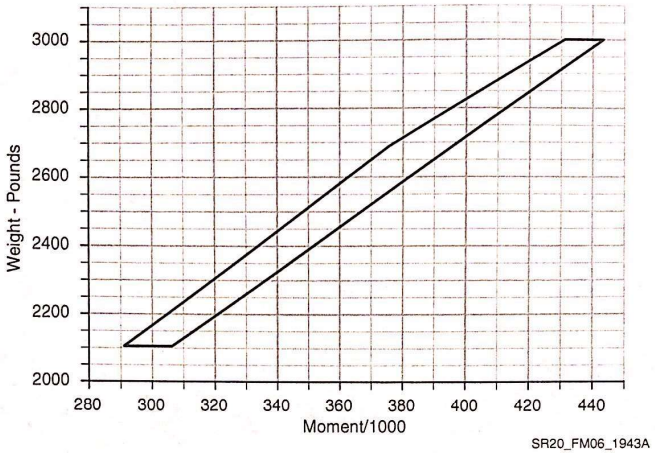

| Weight LB | Fwd Pass FS 143.5 | Aft Pass FS 180.0 | Baggage FS 208.0 | Fuel FS 153.8 | Weight LB | Fwd Pass FS 143.5 | Aft Pass FS 180.0 | Fuel FS 153.8 |
|---|---|---|---|---|---|---|---|---|
| 20 | 2.87 | 3.60 | 4.16 | 3.08 | 220 | 31.57 | 39.60 | 33.83 |
| 40 | 5.74 | 7.20 | 8.32 | 6.15 | 240 | 34.44 | 43.20 | 36.90 |
| 60 | 8.61 | 10.80 | 12.48 | 9.23 | 260 | 37.31 | 46.80 | 39.98 |
| 80 | 11.48 | 14.40 | 16.64 | 12.30 | 280 | 40.18 | 50.40 | 43.05 |
| 100 | 14.35 | 18.00 | 20.80 | 15.38 | 300 | 43.05 | 54.00 | 46.13 |
| 120 | 17.22 | 21.60 | 24.96 | 18.45 | 320 | 45.92 | 57.60 | 49.20 |
| 140 | 20.09 | 25.20 | (27.04)* | 21.53 | 340 | 48.79 | 61.20 | 52.28 |
| 160 | 22.96 | 28.80 | | 24.60 | 360 | 51.66 | 64.80 | 55.35 |
| 180 | 25.83 | 32.40 | | 27.68 | 380 | 54.53 | 68.40 | |
| 200 | 28.70 | 36.00 | | 30.75 | 400 | 57.40 | 72.00 | |

*130 lb Maximum

**Figure 6-8**
**Loading Data**

# Moment Limits

Use the following chart or table to determine if the weight and moment from the completed Weight and Balance Loading Form (Figure 6-7) are within limits.




| Weight | Moment/1000 | | Weight | Moment/1000 | |
|---|---|---|---|---|---|
| LB | Minimum | Maximum | LB | Minimum | Maximum |
| 2110 | 293 | 305 | 2600 | 366 | 383 |
| 2150 | 299 | 311 | 2650 | 374 | 391 |
| 2200 | 306 | 320 | 2700 | 381 | 399 |
| 2250 | 314 | 328 | 2750 | 390 | 406 |
| 2300 | 321 | 336 | 2800 | 398 | 414 |
| 2350 | 329 | 344 | 2850 | 407 | 422 |
| 2400 | 336 | 352 | 2900 | 415 | 429 |
| 2450 | 344 | 360 | 2950 | 424 | 437 |
| 2500 | 351 | 368 | 3000 | 432 | 444 |
| 2550 | 359 | 376 | | | |

**Figure 6-9**
**Moment Limits**

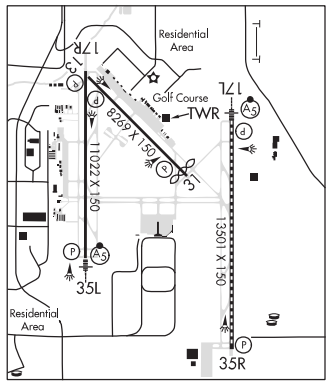




## COLORADO SPRINGS

**CITY OF COLORADO SPRINGS MUNI** (COS)(KCOS) P (AF AFRC) 6 SE UTC–7(–6DT) N38°48.35´ W104°42.05´ 6187 B LRA Class I, ARFF Index C NOTAM FILE COS

**DENVER**
**H–3F, 5A, L–10F**
**IAP, AD**




**RWY 17L–35R:** H13501X150 (CONC–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1120 PCN 95 R/B/W/T HIRL CL
**RWY 17L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 53´. RVR–TR 0.6% down.
**RWY 35R:** TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 72´. RVR–TR 0.6% up.
**RWY 17R–35L:** H11022X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550, 2D/2D2–1120 PCN 99 F/B/X/T HIRL
**RWY 17R:** REIL. PAPI(P4L)—GA 3.0° TCH 55´. 1.2% down.
**RWY 35L:** MALSR. PAPI(P4L)—GA 3.0° TCH 71´. RVR–T 1.2% up.
**RWY 13–31:** H8269X150 (ASPH–GRVD) S–120, D–171, 2S–175, 2D–279, 2D/2D2–691 PCN 48 F/C/X/T MIRL
**RWY 13:** REIL. PAPI(P4R)—GA 3.0° TCH 65´. 0.3% down..
**RWY 31:** REIL. PAPI(P4L)—GA 3.04° TCH 52´. Thld dsplcd 356´. Hill. 0.6% up..

**LAND AND HOLD–SHORT OPERATIONS**

| LDG RWY | HOLD–SHORT POINT | AVBL LDG DIST |
|---|---|---|
| RWY 31 | 17R–35L | 7450 |
| RWY 35L | 13–31 | 10250 |

**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 13:** TORA–8269 TODA–8269 ASDA–8269 LDA–8269
**RWY 17L:** TORA–13501 TODA–13501 ASDA–13501 LDA–13501
**RWY 17R:** TORA–11022 TODA–11022 ASDA–11022 LDA–11022
**RWY 31:** TORA–8269 TODA–8269 ASDA–8269 LDA–7913
**RWY 35L:** TORA–11022 TODA–11022 ASDA–11022 LDA–11022
**RWY 35R:** TORA–13501 TODA–13501 ASDA–13501 LDA–13501

**SERVICE:** S4 **FUEL** 100LL, JET A **OX** 1 **LGT** Lgtd windsock apch Rwys 17L–35R, 17R–35L and 13–31. For REIL Rwy 13 and Rwy 31 and Rwy 17R ctc twr. REIL Rwy 13 O/S UFN. **MILITARY—** **JASU** 2(MA32A–60A), 2(MA32–86A), 2(AM32A–95), 1(SGNC), 2(B809D–Generators). **FUEL** A++(MIL). A, A+ (C719–591–2288.) (NC–100LL) **FLUID** PRESAIR LHOX; LOX–LOX and hi pressure air ltd. **OIL** O–133–148–156(Mil) **TRAN ALERT** PPR for all tran acft, DSN 834–4778/9,C719–556–4778/9. Opr 1300–0500Z‡, clsd hol. Fort Carson arrival/departure air control group (ADACG) MSN, ctc DSN 532–8002/3 or C719–503–8002/3. All tran acft ctc High Country 30 min prior to arr. Tran acft ctc 21SW comd post (callsign: HIGH COUNTRY) with ATA and ATD.

**AIRPORT REMARKS:** Attended continuously. Waterfowl and migratory bird activity on and invof arpt. Acft transporting hazard cargo ctc afld mgmt on 318.05 30 minutes prior to arrival. Turbojet trng flts prohibited 0600–1300Z‡. B52 ops prohibited. GA ramp between Twy A3 and A4 clsd to acft with wingspan more than 135´. Be alert; intensive USAF student trng invof Colorado Springs and Pueblo Colorado. Portions of Twys A, B, E, F, G, and M are blocked from view from the twr by obst. Portions of Twy C and Rwy 17R–35L are blocked from view from the twr when the infield mil operation sfc is occupied by a C17 or C5. Insufficient twy corner fillets pavement for cntrln twy for acft with wingspans greater than 117´ at Twys A2, A3, A4, B2, and B3. When crossing Rwy 17R–35L from A1 to B1 or B1 to A1, be aware you will not see A1 or B1 depending on direction crossing until you crest Rwy 17R–35L. When crossing from A1 to B1 travel northeast and from B1 to A1 travel southwest. These acft should use judgemental oversteer at those twys. Cstms avbl for all mil/civ acft. Ctc US Customs 719–574–6607. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**AIRPORT MANAGER:** (719) 550-1900
**WEATHER DATA SOURCES: ASOS** 125.0 (719) 637–9696. LLWAS.
**COMMUNICATIONS: ATIS** 125.0 719–596–7040 **UNICOM** 122.95 **PTD** 122.85 (Ltd to Peterson Ramp Only)
**BLACK FOREST RCO** 122.25 (DENVER RADIO)
Ⓡ **SPRINGS APP CON** 120.6 124.0
**SPRINGS TOWER** 119.9 133.15 **GND CON** 121.7 **CLNC DEL** 134.45
Ⓡ **SPRINGS DEP CON** 124.0
**AIRSPACE: CLASS C** svc ctc **APP CON**.
**VOR TEST FACILITY (VOT)** 110.4

**CONTINUED ON NEXT PAGE**

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**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**BLACK FOREST (H) VORW/DME** 112.5 BRK Chan 72 N38°56.67′ W104°38.01′ 193° 8.9 NM to fld. 6934/8E.
VOR unusable:
305°–045° byd 10 NM blo 13,000′
305°–045° byd 26 NM
DME unusable:
210°–230° byd 30 NM blo 17,000′
230°–250° byd 30 NM blo 17,900′
250°–267° byd 30 NM blo 17,000′
305°–045° byd 27 NM blo 13,000′
330°–045° byd 20 NM blo 10,500′

**PETEY NDB (MHW/LOM)** 407 CO N38°41.66′ W104°42.98′ 358° 6.7 NM to fld. 5574/8E. NOTAM FILE COS.

**ILS/DME** 109.1 I–LPI Chan 28 Rwy 17L. Class IIE.

**ILS** 109.9 I–COS Rwy 35L. Class IE. LOM PETEY NDB. LOC unusable byd 25° left of centerline. TCH is higher than standard. LOC unusable byd 8 NM 10° left of centerline.

**ILS/DME** 109.1 I–AHI Chan 28 Rwy 35R. Class IE. LOC front course unusable byd 15° left of course byd 8 NM due to military restricted airspace.

**COMM/NAV/WEATHER REMARKS:** Wx opr H24, incl hol; ctc DSN 834–4337.

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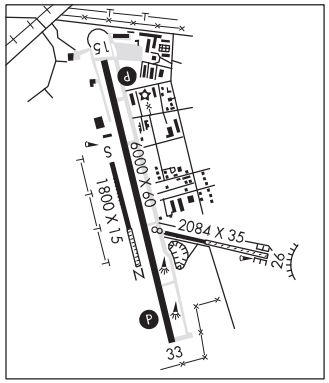
**MEADOW LAKE** (FLY)(KFLY) 14 NE UTC–7(–6DT) N38°56.74′ W104°34.19′ **DENVER**
6874 B NOTAM FILE DEN **H–5A, L–10F**




**RWY 15–33:** H6000X60 (ASPH) S–12.5 MIRL 1.4% up NW
**RWY 15:** PAPI(P2L)—GA 3.5° TCH 43′. Road.
**RWY 33:** PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
**RWY 08–26:** H2084X35 (ASPH–GRVL)
**RWY 08:** P–line. Rgt tfc.
**RWY 26:** Road.
**RWY N–S:** H1800X15 (ASPH–TURF)
**RWY S:** Ground.
**SERVICE:** S4 **FUEL** 100LL **OX** 2 **LGT** ACTIVATE MIRL Rwy 15–33, PAPI Rwy 15 and Rwy 33—CTAF.
**AIRPORT REMARKS:** Attended 1500–0000Z‡. Wildlife on and invof arpt. Rwy 15–33 CLOSED to acft over 18,500 pounds. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 26 +4′ fence 50′ right of centerline 40′ west of thld. Rwy 08–26 primarily used as a twy, emerg only use rwy. Road 15′ north and parallel to Rwy 08–26. Gliders operating SW of Rwy 15–33. Powered paragliders and mobile aerostats opr southeast side of arpt sfc –500′. Twy E numerous potholes indef. Ultralights operating in vicinity of arpt. Rwy 15 is recommended for tkf, touch and go ldgs when effective tail wind is less than 5 kts. Rwy 08–26 east 1100′ grvl, west 925′ asph. Rwy 26 has—4′ terrain 5′ from rwy edge first 100′ on both sides. Rwy N–S north 1530′ paved with asph. Rwy 08–26 edge marked with yellow tires. N/S rwy has edges and thlds marked with white tires. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.
**AIRPORT MANAGER:** 719-339-0928
**WEATHER DATA SOURCES: AWOS–3PT** 118.450 (719) 683–5371.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.
**BLACK FOREST (H) VORW/DME** 112.5 BRK Chan 72 N38°56.67′ W104°38.01′ 081° 3.0 NM to fld. 6934/8E.
VOR unusable:
305°–045° byd 10 NM blo 13,000′
305°–045° byd 26 NM
DME unusable:
210°–230° byd 30 NM blo 17,000′
230°–250° byd 30 NM blo 17,900′
250°–267° byd 30 NM blo 17,000′
305°–045° byd 27 NM blo 13,000′
330°–045° byd 20 NM blo 10,500′

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**CONES** N38°02.42′ W108°15.51′ NOTAM FILE DEN. **DENVER**
**(L) VORW/DME** 110.2 ETL Chan 39 095° 17.4 NM to Telluride Rgnl. 8460/12E. VOR/DME unmonitored. **L–9E**
VOR/DME unusable:
078°–090° byd 30 NM
115°–125° byd 25 NM
145°–175° byd 25 NM
350°–360° byd 35 NM





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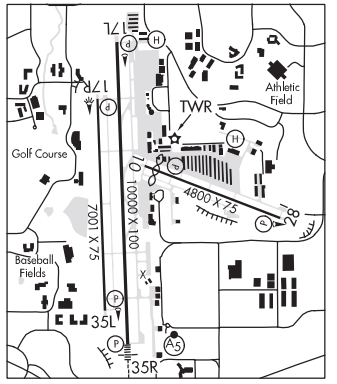
**WESTWINDS** (D17) 4 W UTC–7(–6DT) N38°45.51′ W108°08.91′ **DENVER**
5000 NOTAM FILE DEN **L–9E**
**RWY 04–22:** H4100X40 (ASPH)
**RWY 04:** Tree.
**RWY 22:** Trees.
**RWY 13–31:** 2000X70 (GRVL–DIRT)
**RWY 13:** Hill.
**RWY 31:** Road.
**AIRPORT REMARKS:** Attended 1500–0000Z‡. Rwy 04–22 CLOSED to acft 8,500 lbs or more. +100′ to 300′ mountains lctd north, west and east of arpt at varying distances. Rwy 22 has 180′ mountain 1500′ from rwy end, apch slope 7:1. Rwy 13–31 soft when wet. Rwy 31 has +10′ trees 150′ from thld 0B. +40′ tree 60′ from thld 50′ rgt of cntrln. Rwy 04 has +120′ terrain 2700′ from thld 380′ left of cntrln.
**AIRPORT MANAGER:** 719-290-9965
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MTJ.
**MONTROSE (H) VORW/DME** 117.1 MTJ Chan 118 N38°30.39′ W107°53.96′ 310° 19.1 NM to fld. 5713/12E. vDME unmonitored.
DME unusable:
011°–090° byd 26NM blo 15,000′
190°–250° byd 25 NM blo 15,000′
VOR unusable:
060°–090° byd 26NM blo 16,000′
190°–250° byd 25 NM blo 15,000′

## DENVER

**CENTENNIAL** (APA)(KAPA) 15 SE UTC–7(–6DT) N39°34.21′ W104°50.96′ **DENVER**
5885 B TPA—6885(1000) NOTAM FILE APA **H–3F, 5A, L–10F, A**
**RWY 17L–35R:** H10000X100 (ASPH–GRVD) S–56, D–75, 2S–95 MIRL **IAP, AD**
**RWY 17L:** PAPI(P4L)—GA 3.0° TCH 47′. 0.9% up.
**RWY 35R:** MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc. 0.9% down.
**RWY 17R–35L:** H7001X75 (ASPH–GRVD) S–30 MIRL 0.9% up S
**RWY 17R:** REIL. PAPI(P4L)—GA 3.0° TCH 41′. Rgt tfc.
**RWY 35L:** REIL. PAPI(P4R)—GA 3.0° TCH 37′. Fence.
**RWY 10–28:** H4800X75 (ASPH–GRVD) S–12.5 MIRL 0.6% up W
**RWY 10:** PAPI(P2L)—GA 3.0° TCH 44′. Thld dsplcd 400′.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 41′. Pole.
**SERVICE:** S4 **FUEL** 100LL, JET A **OX** 1, 2




**AIRPORT REMARKS:** Attended continuously. Self serve 100LL fuel avbl. Waterfowl on and in vicinity of arpt. Numerous cranes invof arpt. Advisory density altitude displays located at C–1, A–1, and A–18. +109′ twr located 1800′ east/northeast of Rwy 17L thld. Numerous flood lgts located 1/2 mile north of thld Rwy 17L SS–0700Z‡. Noise abatement procedures in effect, ctc noise office 303–790–0598. Rwy 35R crosswind/base leg north of Lincoln Ave., Rwy 17L crosswind/base leg south of Arapahoe Rd. Rwy 17R–35L clsd tfc remain south of Arapahoe Rd and east of Interstate 25. Rwy 10–28 avoid noise sensitive areas 1 mile east and south of rwy. All acft blo 70,000 lbs maximum gross tkf weight and Stage III acft up to certificated 75,000 lbs maximum gross tkf weight may be operated, one–time exceptions may be authorized by Executive Director on a case–by–case basis. Twy S2 clsd indefly. Helicopter ops please ctc preferred FBO for ldg zone locations. Helicopter ops on front ramp not advised. U.S. Customs user fee arpt. Call U.S. Customs 303–768–0309. 24 hr user fee customs avbl. Ctc arpt for fee information. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.
**AIRPORT MANAGER:** 303-790-0598
**WEATHER DATA SOURCES: ASOS** 120.3 (720) 873–2799.
**COMMUNICATIONS: ATIS** 120.3 303–799–6722 **UNICOM** 122.95
**DENVER RCO** 122.35 122.2 (DENVER RADIO)
**DENVER APP/DEP CON** 132.75
**TOWER** 118.9 **GND CON** 121.8 **CLNC DEL** 128.6
**AIRSPACE: CLASS D** svc continuous.
**VOR TEST FACILITY (VOT)** 108.2

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**RADIO AIDS TO NAVIGATION:** NOTAM FILE DEN.

**FALCON (H) VORTACW** 116.3 FQF Chan 110 N39º41.41´ W104º37.26´ 225º 12.8 NM to fld. 5780/11E. TACAN & DME unusable:
068º–088º byd 10 NM blo 11,500´

**CASSE NDB (HW/LOM)** 260 AP N39º27.12´ W104º50.75´ 351º 7.1 NM to fld. 6415/8E. NOTAM FILE APA.

**ILS/DME** 111.3 I–APA Chan 50 Rwy 35R. Class IT. LOM CASSE NDB. Unmonitored when ATCT closed. LOC unusable byd 13 NM blo 9,000´.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr. Advise GND CON when ready for dep. GND CON will advise when to monitor the twr frequency.

## DENVER INTL (DEN)(KDEN) 16 NE UTC–7(–6DT) N39º51.70´ W104º40.39´

**DENVER**
**H–3F, 5A, L–10F, A**
**IAP, AD**

5434 B Class I, ARFF Index E NOTAM FILE DEN

**RWY 16R–34L:** H16000X200 (CONC–GRVD) S–116, D–240, 2S–175, 2D–515, 2D/2D2–1085 PCN 92 R/B/W/T HIRL CL
**RWY 16R:** MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TMR
**RWY 34L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TMR

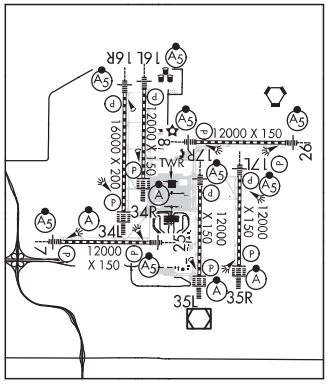
**RWY 07–25:** H12000X150 (CONC–GRVD) S–116, D–240, 2S–175, 2D–515, 2D/2D2–1085 PCN 92 R/B/W/T HIRL CL
**RWY 07:** MALSR. TDZL. PAPI(P4R)—GA 3.0º TCH 68´. RVR–TR
**RWY 25:** MALSR. PAPI(P4L)—GA 3.0º TCH 83´. RVR–TR

**RWY 08–26:** H12000X150 (CONC–GRVD) S–116, D–240, 2S–175, 2D–515, 2D/2D2–1085 PCN 92 R/B/W/T HIRL CL
**RWY 08:** MALSR. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TR
**RWY 26:** MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 70´. RVR–TR 0.5% up.

**RWY 16L–34R:** H12000X150 (CONC–GRVD) S–116, D–240, 2S–175, 2D–515, 2D/2D2–1085 PCN 92 R/B/W/T HIRL CL
**RWY 16L:** MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 71´. RVR–TMR
**RWY 34R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 63´. RVR–TMR

**RWY 17L–35R:** H12000X150 (CONC–GRVD) S–116, D–240, 2S–175, 2D–515, 2D/2D2–1085 PCN 92 R/B/W/T HIRL CL
**RWY 17L:** MALSR. PAPI(P4L)—GA 3.0º TCH 66´. RVR–TMR 0.4% up.
**RWY 35R:** ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 66´. RVR–TMR

**RWY 17R–35L:** H12000X150 (CONC–GRVD) S–116, D–240, 2S–175, 2D–515, 2D/2D2–1085 PCN 92 R/B/W/T HIRL CL
**RWY 17R:** MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 69´. RVR–TMR 0.5% up.
**RWY 35L:** ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 71´. RVR–TMR




**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 07:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000
**RWY 08:** TORA–12000 TODA–13000 ASDA–12000 LDA–12000
**RWY 16L:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000
**RWY 16R:** TORA–16000 TODA–16000 ASDA–16000 LDA–16000
**RWY 17L:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000
**RWY 17R:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000
**RWY 25:** TORA–12000 TODA–13000 ASDA–12000 LDA–12000
**RWY 26:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000
**RWY 34L:** TORA–16000 TODA–16000 ASDA–16000 LDA–16000
**RWY 34R:** TORA–12000 TODA–13000 ASDA–12000 LDA–12000
**RWY 35L:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000
**RWY 35R:** TORA–12000 TODA–12000 ASDA–12000 LDA–12000

**SERVICE:** S4 **FUEL** 100, 100LL, JET A, MOGAS **OX** 1, 3

**AIRPORT REMARKS:** Attended continuously. Waterfowl and migratory bird activity invof arpt year round. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Arpt maintains clearways (500´ X 1000´). 1.25% slope) on departure Rwy 08, Rwy 25, and Rwy 34R. Twy F7 clsd to acft wingspan more than 118´. Overhead passenger bridge on South side of concourse `A´ provides 42 ft tail and 118 ft wingspan clearance when on twy centerline. Informal rwy use program is in effect 24 hours a day. For additional noise abatement information contact airport management at 303–342–4200. Customs avbl with prior permission. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Continuous Power Facilities.

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## CALHAN (5V4) 1 N UTC–7(–6DT) N39º02.90´ W104º17.58´

**DENVER**

6450 TPA—7250(800) NOTAM FILE DEN

**RWY 17–35:** 4565X50 (TURF–GRVL) LIRL(NSTD)
**RWY 17:** TRCV(TRIL). Road.
**RWY 35:** Trees. Rgt tfc.

**SERVICE:** S2 **LGT** Rwy 17–35 NSTD LIRL, north 3000´ rwy lgtd. ACTIVATE NSTD LIRL Rwy 17–35 and VASI Rwy 17 CTAF.

**AIRPORT REMARKS:** Attended irregularly. Vehicles crossing rwy. Rwy 17–35 width varies from 50´ to 100´. Rwy 17 first 1250´ 45´ wide artificial turf. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Aerobatic practice area 1/2 mile west of Rwy 17–35 300´ AGL to 10,000´ MSL. South end rwy has side slope. –6´ ditch 40´ west of centerline. Ground raises on east side of rwy. Rwy 17 has 25´ P–pole 400´ from thld, 110´ R of centerline. Rwy 17–35 has +15´ road 110´ from and parallel to rwy centerline W side of rwy full length. Rwy 35 has +4´ fence 200´ from thld obstruction, aprx +20´ trees 70´ west of centerline for first 500´ of rwy, approx +25´ P–line 850´ from thld obstruction, aprx 2´ burm at rwy thld. See Special Notices USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

**AIRPORT MANAGER:** 719-338-2149

**COMMUNICATIONS: CTAF/UNICOM** 122.725

# CANON CITY

## FREMONT CO (1V6) 6 E UTC–7(–6DT) N38º25.71´ W105º06.41´

**DENVER**
**H–3F, 5A, L–10F**
**IAP**

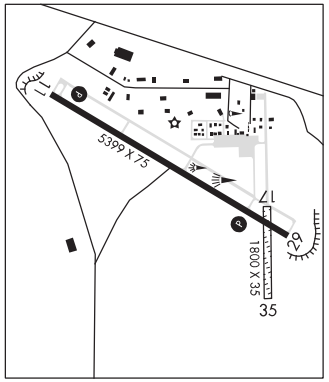
5442 B TPA—6500(1058) NOTAM FILE DEN

**RWY 11–29:** H5399X75 (ASPH) S–26, D–26 MIRL 1.1% up NW
**RWY 11:** REIL. PAPI(P2L)—GA 3.0º TCH 23´.
**RWY 29:** REIL. PAPI(P2L)—GA 3.0º TCH 40´.

**RWY 17–35:** 1800X35 (TURF–GRVL) 1.2% up N
**RWY 17:** Bldg.

**SERVICE:** S4 **FUEL** 100LL, JET A **OX** 1, 2 **LGT** ACTIVATE REIL Rwy 11 and Rwy 29, PAPI Rwy 11 and Rwy 29, MIRL Rwy 11–29—CTAF.

**AIRPORT REMARKS:** Attended 1500–0000Z‡. After hrs phone 719–429–3816. Parachute Jumping. Glider towing invof arpt. Glider ops on and invof arpt. Be alert, intensive USAF student training invof Colorado Springs and Pueblo Colorado. Rwy 17 has +32´ hangar 1495´ from thld 100´ right of centerline. Rwy 17 has a 20´ building 66´ left of rwy centerline, 105´ remaining from rwy end. 2´ terrain W of Rwy 17–35 first 250´ south of Rwy 11–29. Rwy 17–35 north 1491´ grvl, south 1695´ turf, Rwy 17–35 crosses asph twy and Rwy 11–29. Rwy 17–35 varies in width from 35´ to 45´. Rwy 17–35 prairie dog holes throughout. All paved twys marked with blue and white reflectors. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.




**AIRPORT MANAGER:** 719-784-3816

**WEATHER DATA SOURCES: AWOS–3** 120.025 (719) 784–2014.

**COMMUNICATIONS: CTAF/UNICOM** 122.8
**DENVER APP/DEP CON** 120.1 (1300–0500Z‡)
**DENVER CENTER APP/DEP CON** 128.375 (0500–1300Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PUB.

**PUEBLO (H) VORTACW** 116.7 PUB Chan 114 N38º17.66´ W104º25.77´ 276º 33.0 NM to fld. 4759/8E.

## CASSE N39º27.12´ W104º50.75´ NOTAM FILE APA.

**DENVER**
**L–10F, A**

**NDB (HW/LOM)** 260 AP 351º 7.1 NM to Centennial. 6415/8E.

## CENTENNIAL (See DENVER on page 265)