Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 07/11/2024	APWS Task ID: 3A91AADBFE2B4D8BB26FEF3B02EE21F5	APWS Project ID: 76D9EE00AC824947831E8152E6B173AB
Procedure: RNAV (GPS) Z RWY 15 AMDT 1		Enroute: NO	Specialist: Donkor, Kweku		Agreement Number:
Airport ID: KASE			Airport City: ASPEN		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
CIRCLING ICON T-NOTAM PROJECT RESULTING IN FULL AMENDMENT.

FAF ALTITUDE CHANGED FROM 10800 TO 11400.

WAIVER (GPA/VDA/CG).

CONTACT: DAVID TEFFETELLER 202-267-5177.

QUALITY 10 CHECKED

QUALITY 33 CHECKED

APP CRS	Rwy ldg	7006
151°	THRE	7737
	Apt Elev	7838

RNAV (GPS) Z RWY 15
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

RNP APCH - GPS.

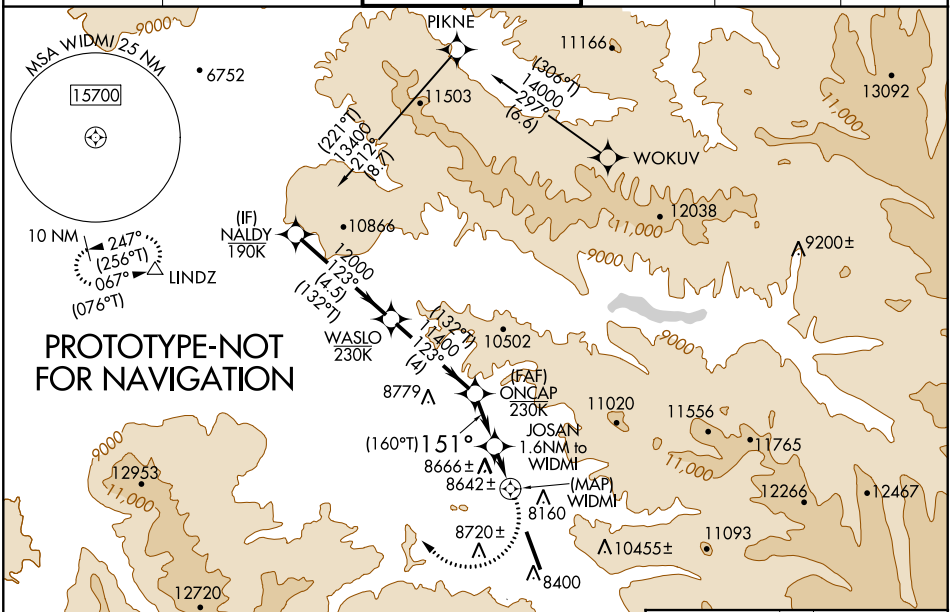
T
NA
-22°C

Circling to Rwy 33 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. When local altimeter setting not received, procedure NA. Circling NA for Cat C southwest of Rwy 15-33. Use of this procedure requires specific authorization by FAA Flight Standards.

MALSF

MISSED APPROACH: Climbing right turn to 14700 direct LINDZ and hold, continue climb-in-hold to 14700.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95

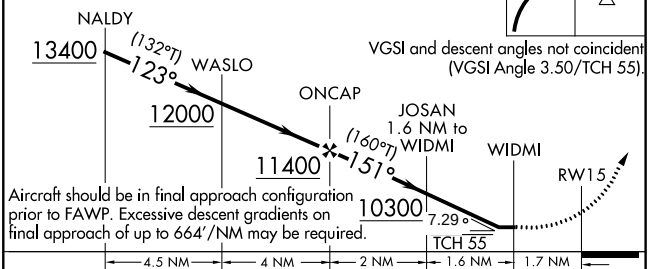


ELEV	7838	D	THRE	7737

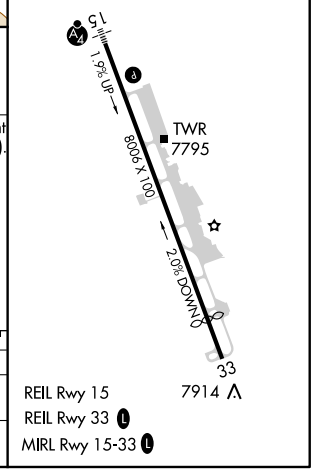
Special authorization required. Special aircrew training required. Special aircraft and equipment performance required.

14700 LINDZ

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 55).



Aircraft should be in final approach configuration prior to FAWP. Excessive descent gradients on final approach of up to 664'/NM may be required.



REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
LNAV MDA	9900-2 2163 (2100-2)		9900-3 2163 (2100-3)	NA
CIRCLING	9900-2 2062 (2100-2)	10280-2 2442 (2500-2)	11020-3 3182 (3200-3)	NA

OLD

KASE/ASE (Special) -PITKIN CO/SARDY

JEPPESEN 14 SEP 12 (12-7) Eff 20 Sep

CAT A, B & C

ASPEN, COLO RNAV (GPS) Z Rwy 15

*ATIS (ASOS when Twr inop)	*ASPEN Approach (R)	DENVER Center (R)	*ASPEN Tower	*Ground
120.4	123.8	125.35 when App inop.	CTAF 118.85	121.9

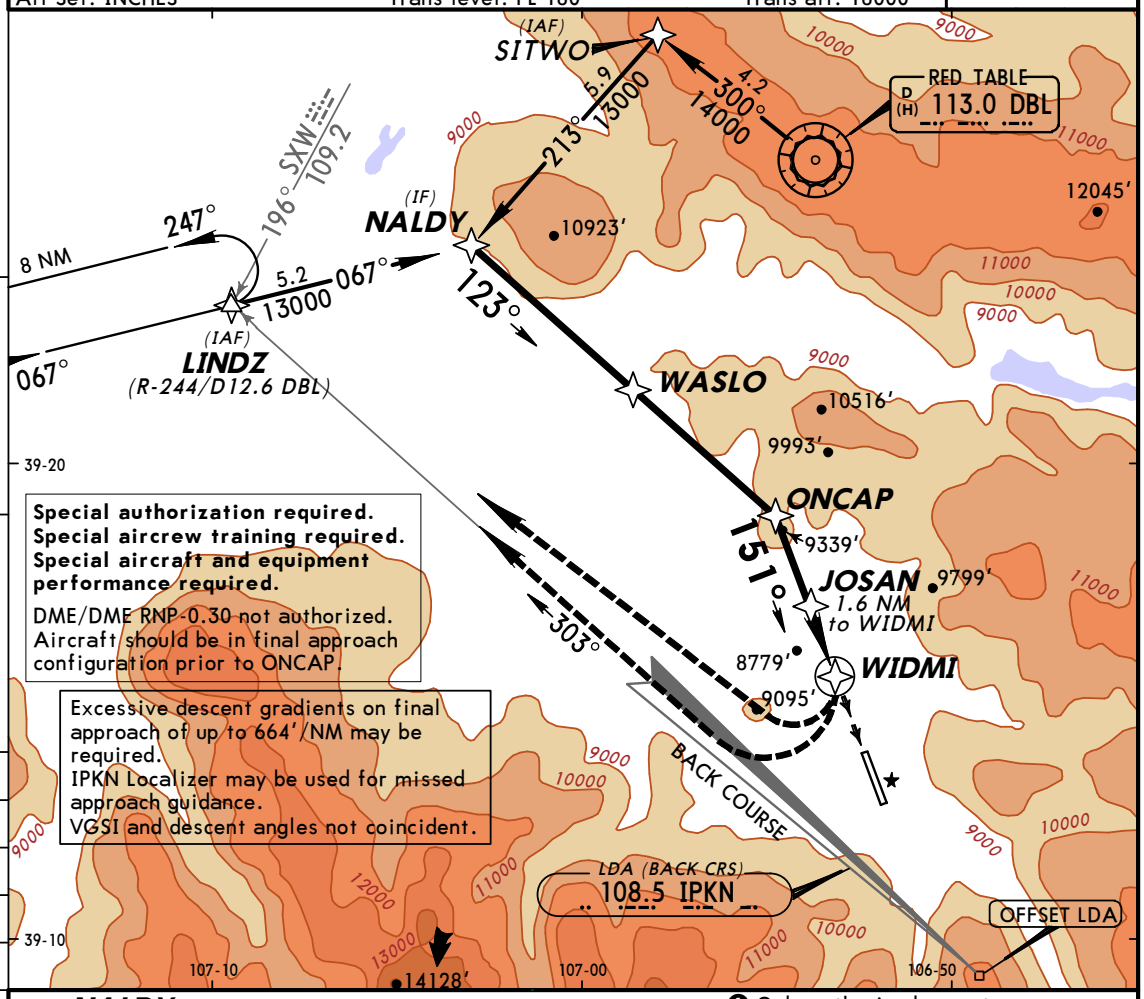
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 7838'
	151°	ONCAP 10800'(3120')	9280'(1600')	Rwy 15 7680'

MISSED APCH: Climbing RIGHT turn to 14000' direct to LINDZ and hold; or climbing RIGHT turn to 14000' via IPKN LDA NORTHWEST course (303°) to LINDZ/D12.6 DBL and hold.
(Minimum climb of 300'/NM required until passing 11000').

15,700'
MSA WIDMI

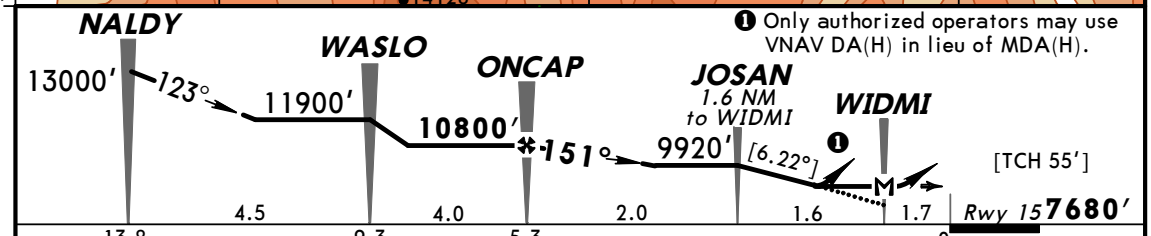
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

BRIEFING STRIP ™



Special authorization required.
Special aircrew training required.
Special aircraft and equipment performance required.
DME/DME RNP-0.30 not authorized.
Aircraft should be in final approach configuration prior to ONCAP.

Excessive descent gradients on final approach of up to 664'/NM may be required.
IPKN Localizer may be used for missed approach guidance.
VGSI and descent angles not coincident.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [6.22°]	773	993	1104	1324	1545	1766
MAP at WIDMI						

MALSF
PAPI

14000' RT

D or via IPKN LDA NORTHWEST (303°)

LINDZ

TERPS STRAIGHT-IN LANDING RWY 15
LNAV
MDA(H) 9280'(1600')
ALS out

A	2
B	
C	3
D	NA

CIRCLE-TO-LAND

Max Kts	MDA(H) DAY	NIGHT
90	9540'(1702')-2	NA
120	9900'(2062')-2	
140	10060'(2222')-3	
D	NA	

TERPS AMEND 0A 20 SEP 2012

CHANGES: Airport elevation, notes, procedure courses.

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US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS

DATE: OCT 0 2 2001

1. Flight Procedure Identification: ASPEN, COLORADO, ASPEN-PITKIN COUNTY/SARDY FIELD, RNAV (GPS) Z RWY 15 SPECIAL

2. Waiver Required and Applicable Standard: MISSED APPROACH SEGMENT CLIMB GRADIENT REQUIRED: ORDER 8260.38A, CIVIL UTILIZATION OF GLOBAL POSITIONING SYSTEM (GPS), PARAGRAPH 17b and 8260.3B, (TERPS), PARAGRAPH 277 CONTAINS CRITERIA PERTAINING TO THE MISSED APPROACH OBSTACLE CLEARANCE SURFACE. THE 40:1 OBSTACLE CLEARANCE SURFACE MUST CLEAR ALL THE OBSTACLES IN THE MISSED APPROACH SEGMENT.

3. Reason for Waiver *(Justification for nonstandard treatment)*:
A RNAV (GPS) Z RWY 15, ORIGINAL, SPECIAL INSTRUMENT APPROACH PROCEDURE HAS BEEN DEVELOPED TO PROVIDE STATE OF THE ART NAVIGATION INTO ASPEN, COLORADO. TO ALLOW THE LOWEST MINIMUMS, A MISSED APPROACH WITH A CLIMB GRADIENT OF 300'/NM TO 11000' MSL IS REQUIRED TO CLEAR ALL THE OBSTACLES IN THE MISSED APPROACH SEGMENT.

APPROVAL OF THESE WAIVERS WILL ALLOW STRAIGHT-IN APPROACHES WITH A 9280' MDA FOR CATEGORIES A, B, AND C (1543' HAT) AND 2 MILES VISIBILITY FOR CAT A AND B, 3 MILES FOR CAT C.

4. Equivalent Level of Safety Provided: CLIMB GRADIENT OF 300'/NM TO 11000' WILL CLEAR ALL THE OBSTACLES. THE CONTROLLING OBSTRUCTIONS ARE: 9216' OBSTRUCTION (9116' SPOT EL + 100' AAO/TREE) LOCATED IN ZONE 2, 1.23 NM FROM THE MAHWP FIX DISPLACEMENT AREA IN THE MISSED APPROACH TURN AREA, AND A 10439' OBST (10239' CONTOUR + 200' AAO IN ZONE 2, 5.34NM WEST OF THE MAWP IN THE MISSED APPROACH TURN AREA.

THAT PORTION OF THE MISSED APPROACH FLIGHT TRACK BETWEEN THE COMPLETION OF THE TURN AND THE MAHWP AT LINDZ WP/INT IS COINCIDENT WITH THE (I-PKN) LOCALIZED OUTBOUND COURSE. (I-PKN) COULD SUPPLEMENT THE RNAV FOR MISSED APPROACH GUIDANCE.

THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS THAT MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND EQUIPMENT PERFORMANCE. THE FOLLOWING NOTES HAVE BEEN PLACED ON THE RNAV (GPS) Z RWY 15, ORIG, SPECIAL INSTRUMENT APPROACH PROCEDURE:

1. "SPECIAL AIRCREW TRAINING REQUIRED"
2. "SPECIAL AIRCRAFT AND EQUIPMENT PERFORMANCE REQUIRED."
3. "CLIMB OF 300'/NM REQUIRED TO 11000' IN THE MISSED APROACH SEGMENT"
4. "(I-PKN) LOCALIZER MAY BE USED FOR MISSED APPROACH GUIDANCE."

THIS WAIVER WAS ORIGINALLY ISSUED FOR THE GPS RWY 15, ORIGINAL AND APPROVED 10/20/95, THIS PROCEDURE HAS BEEN REVIEWED AND RENAMED RNAV (GPS) Z RWY 15, ORIGINAL WITH CHANGES.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:
THE HIGHER THAN STANDARD CLIMB GRADIENT IS CAUSED BY HIGH TERRAIN IN THE MISSED APPROACH SEGMENT. RELOCATION OR ADDING FACILITIES WOULD HAVE NO IMPACT ON THE NECESSITY FOR THIS WAIVER.

6. Coordination With User Organizations *(Specify)*:
AVN-120:
AVN-160:

7. SUBMITTED BY

Office Identification:	Title:	Signature:
AVN-100	MANAGER, NATL FLGT PROCEDURES OFFICE	RUSSEL D. JONES

FAA FORM 8260 - 1 / February 1995 (computer generated)

8. REGIONAL ENDORSEMENT		Approval Recommended
		Not Recommended
		Not Required

Comments:

Date:	Routing Symbol:	Signature:

9. AVN ENDORSEMENT		Approval Recommended
		Not Recommended
		Not Required

Comments:

Date:	Routing Symbol:	Signature:

10. AFS ACTION	XX	Approved
		Disapproved
		Not Required

Comments:

Approved based on the equivalent level of safety provided in Block 4

Date:	Routing Symbol:	Signature:
OCT 25 2001	AFS-400	Kathy H. Abbott Flight Technologies and Procedures Division

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS

DATE: 04/16/2001

1. Flight Procedure Identification: ASPEN, COLORADO, ASPEN-PITKIN COUNTY/SARDY FIELD, RNAV (GPS) Z RWY 15 SPECIAL

2. Waiver Required and Applicable Standard: FINAL APPROACH SEGMENT DESCENT GRADIENT: ORDER 8260.38A, CIVIL UTILIZATION OF GLOBAL POSITIONING SYSTEM (GPS), PARAGRAPH 13d CONTAINS THE CRITERIA PERTAINING TO THE DESCENT GRADIENT IN THE FINAL APPROACH SEGMENT. THE FINAL APPROACH SEGMENT EXCEEDS THE MAXIMUM PERMISSIBLE DESCENT GRADIENT OF 400'/NM.

3. Reason for Waiver *(Justification for nonstandard treatment)*: A RNAV (GPS) Z RWY 15 SPECIAL INSTRUMENT APPROACH PROCEDURE HAS BEEN DEVELOPED TO PROVIDE STATE OF THE ART NAVIGATION INTO ASPEN, COLORADO. THIS PROCEDURE REQUIRES A DESCENT GRADIENT OF 440'/NM FROM THE FAWP TO THE FINAL STEPDOWN FIX JOSAN WP, A DESCENT GRADIENT OF 580'/NM FROM FAWP TO THE RUNWAY THRESHOLD AND 662'/NM FROM JOSAN WP (STEP-DOWN FIX) TO THE RUNWAY THRESHOLD.

APPROVAL OF THIS WAIVER WILL ALLOW STRAIGHT-IN APPROACHES WITH A 9280' MDA FOR CATEGORIES A, B, AND C (1544' HAT), AND 2 MILES VISIBILITY FOR CAT A AND B, AND 3 MILES FOR CAT C.

4. Equivalent Level of Safety Provided: THE REQUIRED OBSTACLE CLEARANCE (ROC) INCLUDING A 140' ADJUSTMENT FOR PRECIPITOUS TERRAIN IS MAINTAINED THROUGHOUT THE FINAL APPROACH SEGMENT.

THE AIRCRAFT MUST BE IN FINAL APPROACH CONFIGURATION PRIOR TO THE FAWP.

THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS THAT MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT AND EQUIPMENT PERFORMANCE. THE FOLLOWING NOTES HAVE BEEN PLACED ON THE RNAV (GPS) Z RWY 15 SPECIAL INSTRUMENT APPROACH PROCEDURE:

1. "SPECIAL AIRCREW TRAINING REQUIRED."
2. "SPECIAL AIRCRAFT AND EQUIPMENT PERFORMANCE REQUIRED."
3. "AIRCRAFT SHOULD BE IN FINAL APPROACH CONFIGURATION PRIOR TO FAWP."
4. "EXCESSIVE DESCENT GRADIENTS ON FINAL APPROACH OF UP TO 664'/NM MAY BE REQUIRED."

THIS WAIVER WAS ORIGINALLY ISSUED FOR THE GPS RWY 15, ORIGINAL AND APPROVED 10/20/95, THE PROCEDURE HAS BEEN REVIEWED AND RENAMED RNAV (GPS) Z RWY 15 WITH CHANGES.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:
THE HIGH DESCENT GRADIENT IS CAUSED BY HIGH TERRAIN IN THE INITIAL, INTERMEDIATE AND FINAL APPROACH SEGMENTS. RELOCATION OF ADDING OF FACILITIES WOULD HAVE NO IMPACT ON THE NECESSITY FOR THIS WAIVER.

6. Coordination With User Organizations *(Specify)*:
AVN-120:
AVN-160:

7. SUBMITTED BY

Office Identification:	Title:	Signature:
AVN-100	MANAGER, NATL FLT PROCEDURES OFFICE	RUSSELL D. JONES

FAA FORM 8260 - 1 / February 1995 (computer generated)

8. REGIONAL ENDORSEMENT		Approval Recommended
		Not Recommended
		Not Required

Comments:

Date:	Routing Symbol:	Signature:

9. AVN ENDORSEMENT		Approval Recommended
		Not Recommended
		Not Required

Comments:

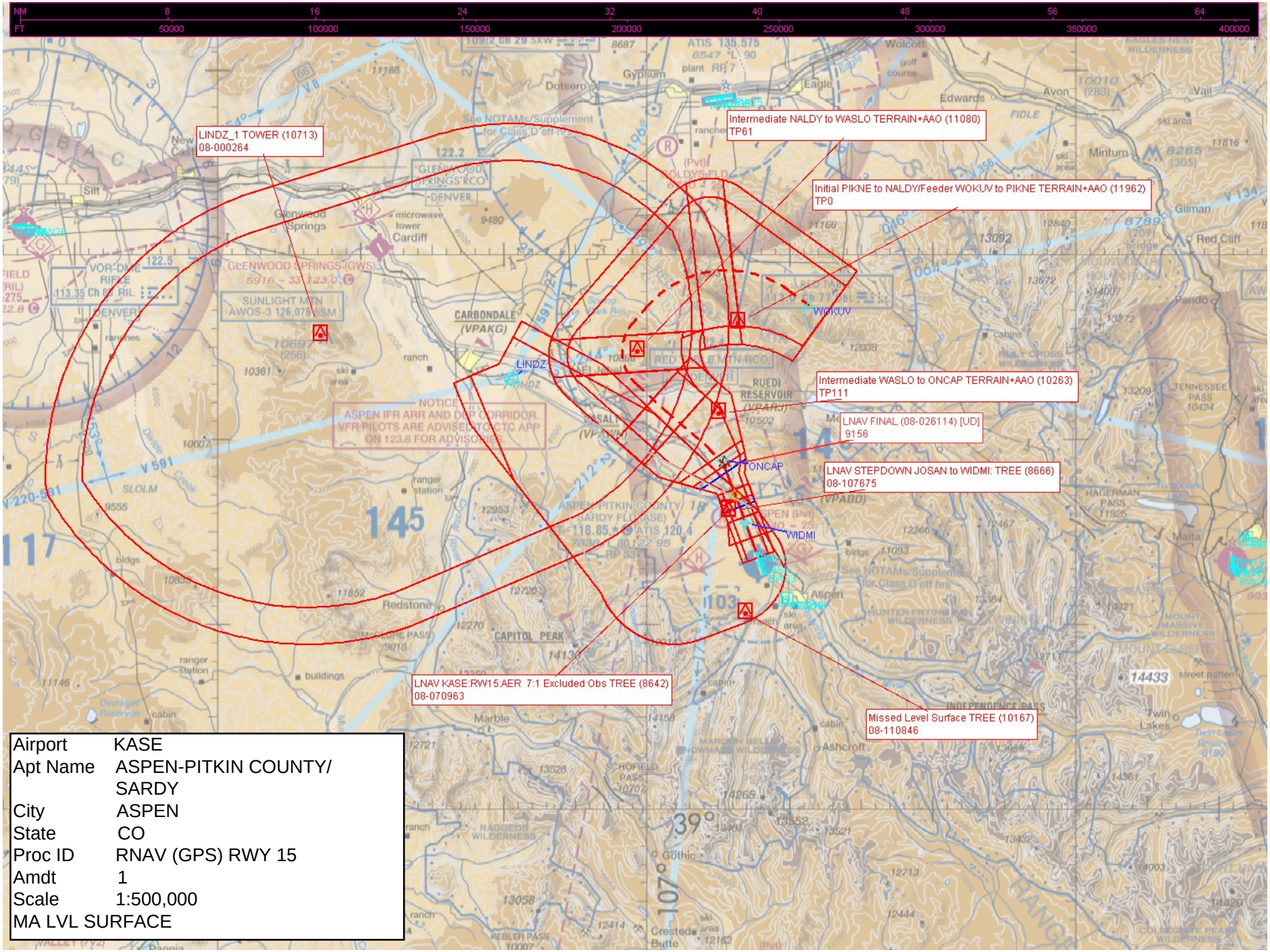
Date:	Routing Symbol:	Signature:

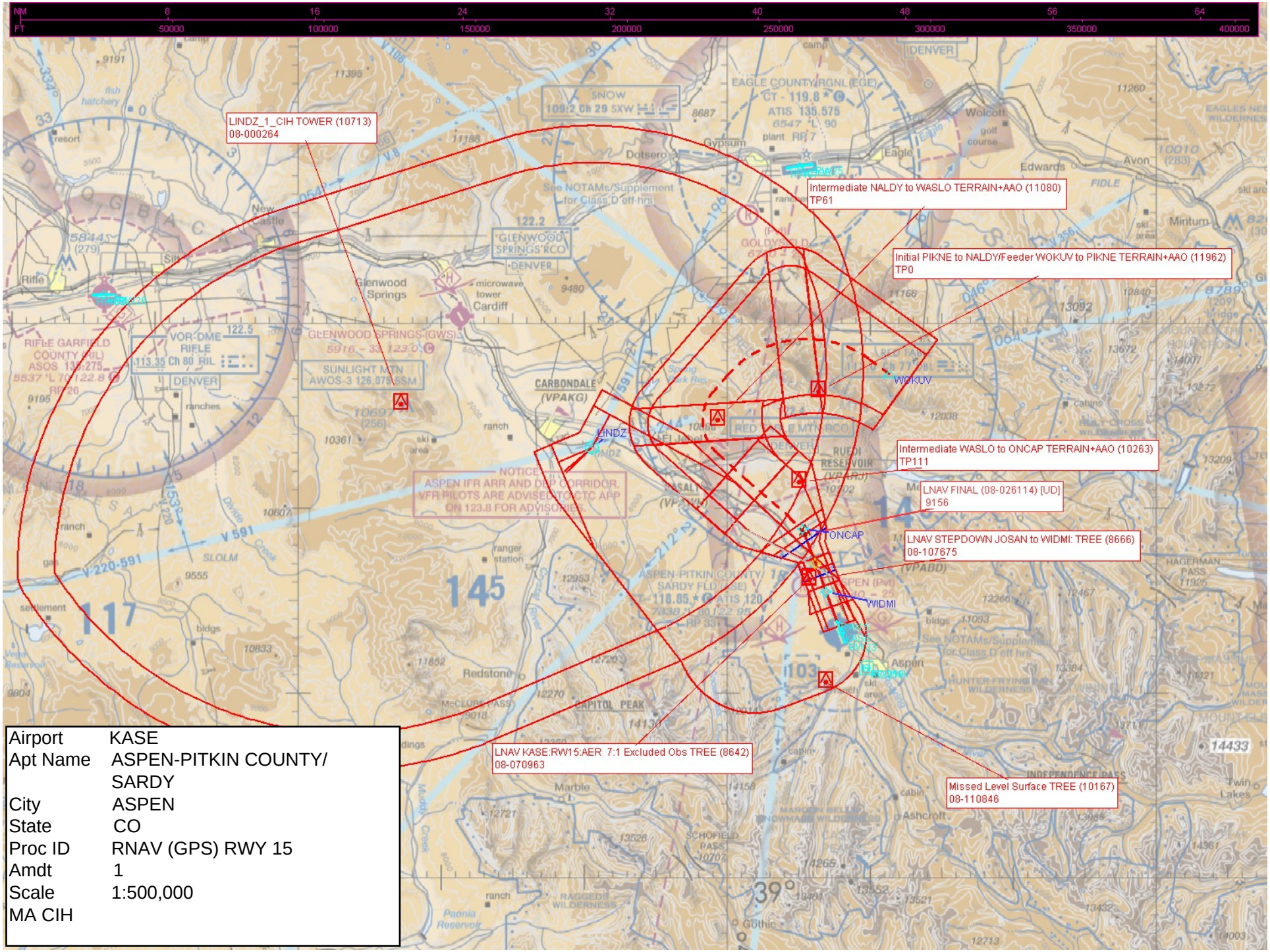
10. AFS ACTION	XX	Approved
		Disapproved
		Not Required

Comments:

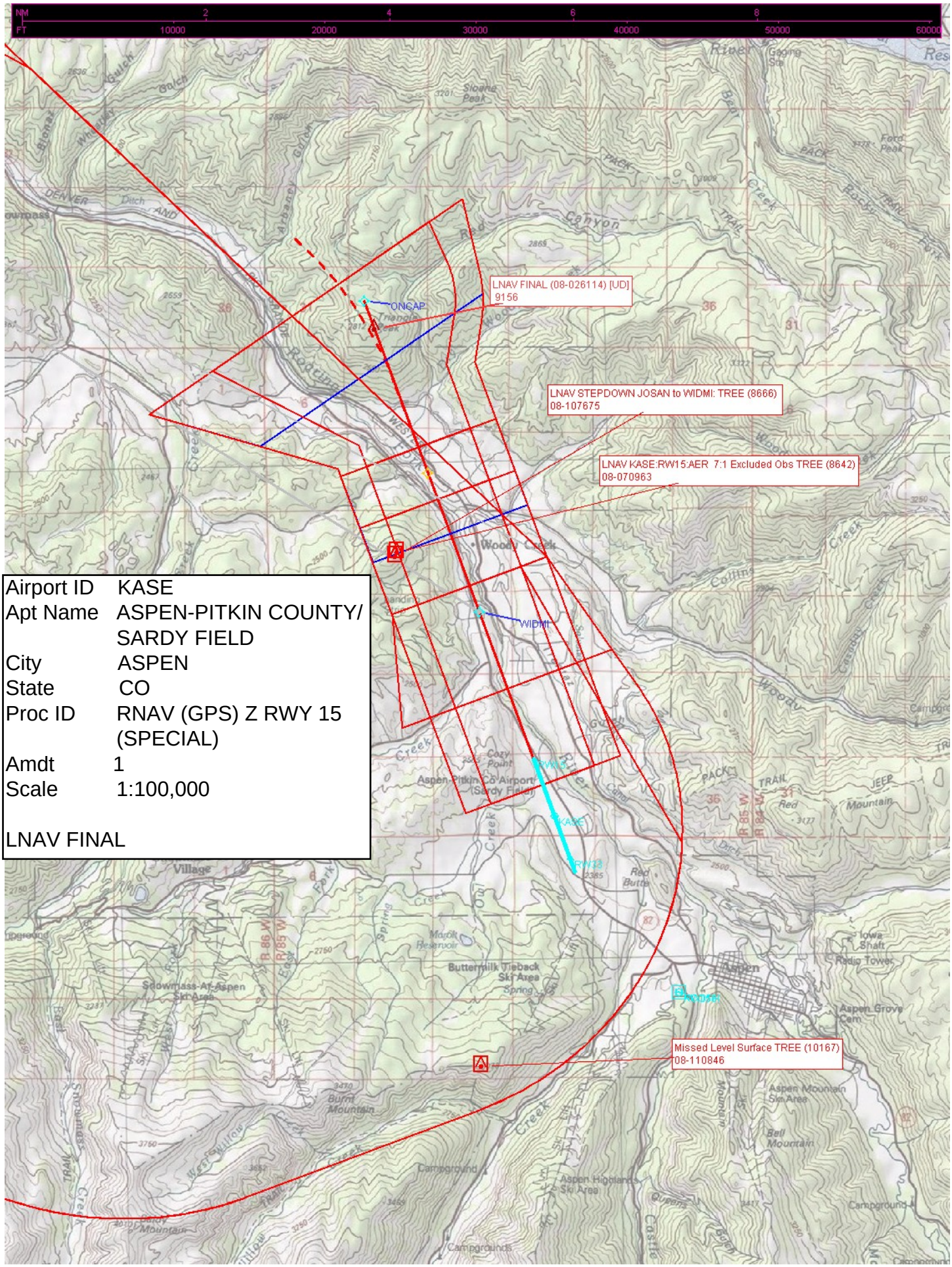
Approved based on the equivalent level of safety provided in block 4.

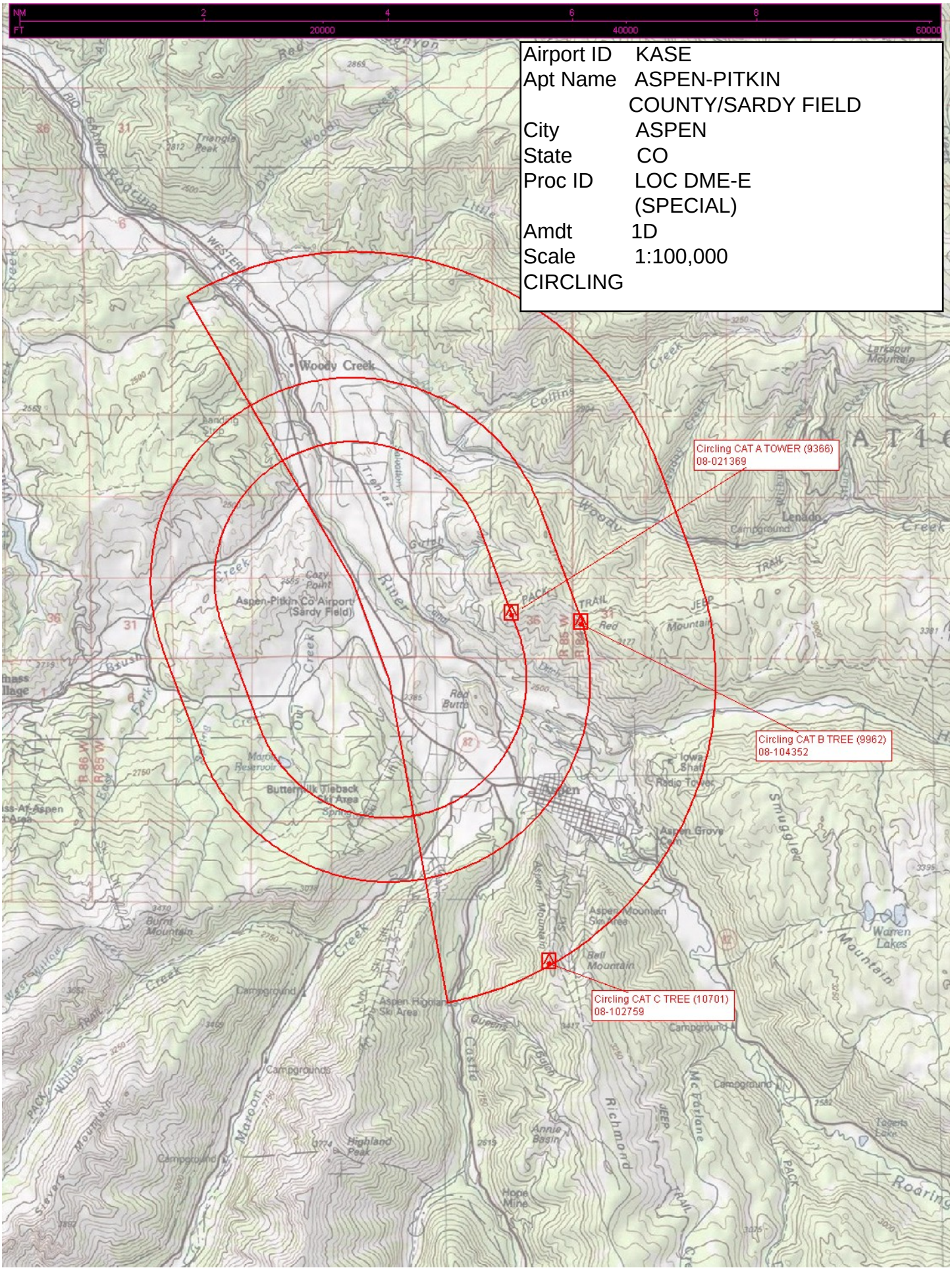
Date:	Routing Symbol:	Signature:
OCT 25 2001	AFS-400	Kathy H. Abbott Flight Technologies and Procedures Division


LINDZ_1 TOWER (10713)
08-000264
Intermediate NALDY to WASLO TERRAIN+AAO (11080)
TP61
Initial PIKNE to NALDY/Feeder WOKUV to PIKNE TERRAIN+AAO (11962)
TP0
Intermediate WASLO to ONCAP TERRAIN+AAO (10263)
TP111
LNAV FINAL (08-026114) [UD]
9156
LNAV STEPDOWN JOSAN to WIDMI: TREE (8666)
08-107675
LNAV KASE:RW15:AER 7:1 Excluded Obs TREE (8642)
08-070963
Missed Level Surface TREE (10167)
08-110846
WOKUV
LINDZ
ONCAP
WIDMI
Airport KASE
Apt Name ASPEN-PITKIN COUNTY/ SARDY
City ASPEN
State CO
Proc ID RNAV (GPS) RWY 15
Amdt 1
Scale 1:500,000
MA LVL SURFACE



Airport	KASE
Apt Name	ASPEN-PITKIN COUNTY/ SARDY
City	ASPEN
State	CO
Proc ID	RNAV (GPS) RWY 15
Amdt	1
Scale	1:500,000
MA CIH	


NM
FT
2
4
6
8
10000
20000
30000
40000
50000
60000
LNAV FINAL (08-026114) [UD]
9156
ONCAP
LNAV STEPDOWN JOSAN to WIDMI: TREE (8666)
08-107675
LNAV KASE:RW15:AER 7:1 Excluded Obs TREE (8642)
08-070963
WIDMI
RW15
KASE
RW33
Missed Level Surface TREE (10167)
08-110846
Airport ID KASE
Apt Name ASPEN-PITKIN COUNTY/ SARDY FIELD
City ASPEN
State CO
Proc ID RNAV (GPS) Z RWY 15 (SPECIAL)
Amdt 1
Scale 1:100,000
LNAV FINAL


NM 2 4 6 8
FT 20000 40000 60000
Airport ID KASE
Apt Name ASPEN-PITKIN COUNTY/SARDY FIELD
City ASPEN
State CO
Proc ID LOC DME-E (SPECIAL)
Amdt 1D
Scale 1:100,000
CIRCLING
Circling CAT A TOWER (9366) 08-021369
Circling CAT B TREE (9962) 08-104352
Circling CAT C TREE (10701) 08-102759
Woody Creek
Aspen-Pitkin Co Airport (Sardy Field)
Aspen
Lenado
Aspen Mountain Ski Area
Aspen Highland Ski Area
Butterfilk Tieback Ski Area
Highland Peak
Bell Mountain
Warren Lakes
Campground
Campgrounds
Radio Tower
Iowa Shaft
Hope Mine
Annie Basin
Richmond
Castle
Maroon
Smuggler
Roaring
Trail
Red Butte
Cozy Point
Burnt Mountain
Triangle Peak
Larkspur Mountain
Red Mountain
Collins
Woody
Creek
River
Owl
Brush
Willow
Stevens
Mountain
Roaring
R 85 W
R 86 W
R 85 W