

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: IAP	Estimated Chart Date: 07/11/2024	APWS Task ID: D315034C646B4A4FB996382879A5D92E	APWS Project ID: 76D9EE00AC824947831E8152E6B173AB
Procedure: LOC/DME RWY 15 AMDT 1A		Enroute: NO	Specialist: Donkor, Kweku		Agreement Number:
Airport ID: KASE			Airport City: ASPEN		State: CO
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments: CANCELS NOTAM 3/5953.  T-NOTAM RESULTING IN ABBREVIATED AMENDMENT.  WAIVER (GPA/VDA/CG).  PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION  CONTACT: ROBERT HAMILTON 405-954-4608.</div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 33 CHECKED</div></div>					

LOC/DME I-ASE	APP CRS	Rwy Idg	8006
111.15	151°	TDZE	7737
Chan 48(Y)		Apt Elev	7838

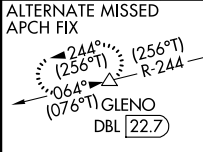
LOC/DME RWY 15  
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

RNP APCH - GPS. From BULDG to WERNR.

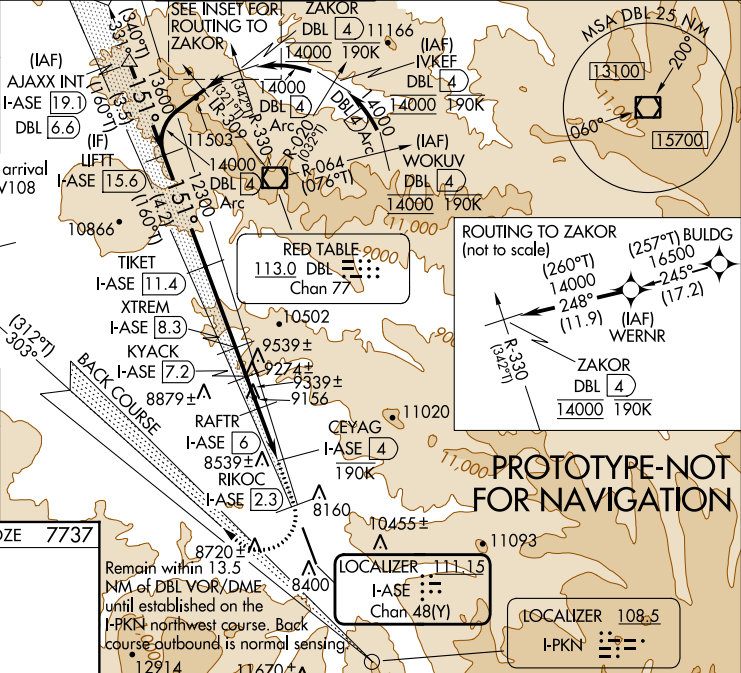
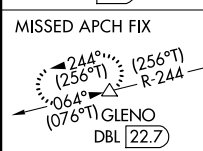
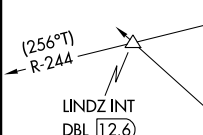
When local altimeter setting not received, procedure NA. Inop table does not apply. Rwy 15 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 33 NA at night. Circling NA for Cat C southwest of Rwy 15-33. Use of this procedure requires specific authorization by FAA Flight Standards. Special aircrew training required. Special aircraft performance required. Two pilot operation required. Dual VHF navigation receivers required. MALSF, PAPI, and MIRL required for operation at night. Aircraft must be configured for final approach prior to UFTT/I-ASE 15.6 DME.

MISSED APPROACH: Climb to 14500 on I-ASE southeast localizer course (151°) to RIKOC/I-ASE 2.3 DME then climbing right turn on heading 300° and on I-PKN northwest course (303°) to LINDZ INT/DBL 12.6 DME then on DBL VOR/DME R-244 to GLENO/DBL 22.7 DME and hold, continue climb-in-hold to 14500.  
\*Missed approach requires minimum climb of 330 feet per NM to 10000.

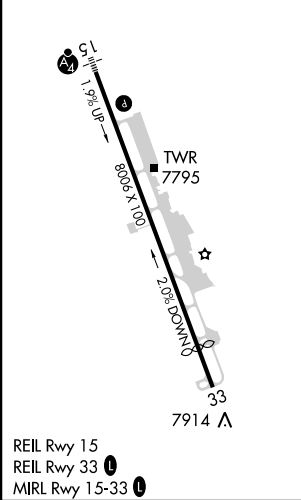
ATIS	ASPEN APP CON *	ASPEN TOWER *	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) 288.3	121.9	123.75	122.95



Procedure NA for arrival at AJAXX INT on V108 northwest bound.



ELEV	7838	TDZE	7737
------	------	------	------



VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 55).				14500 I-ASE SE crs (151°)		RIKOC △	hdg 300°	I-PKN NW crs (303°)	LINDZ △
LIFFT I-ASE 15.6		TIKET I-ASE 11.4		XTREM I-ASE 8.3		KYACK I-ASE 7.2		RAFR I-ASE 6	
13600		12300		10800		10300		CEYAG I-ASE 4	
13600		12300		10800		10300		9800	
Use I-ASE DME when on the localizer course.		4.47° TCH 55		1.1 NM		1.2 NM		2 NM	
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4.2 NM		3.1 NM		1.1 NM		1.2 NM			

## KASE/ASE

-PITKIN CO/SARDY

14 SEP 12  
Eff 20 Sep 11-7 (Special)

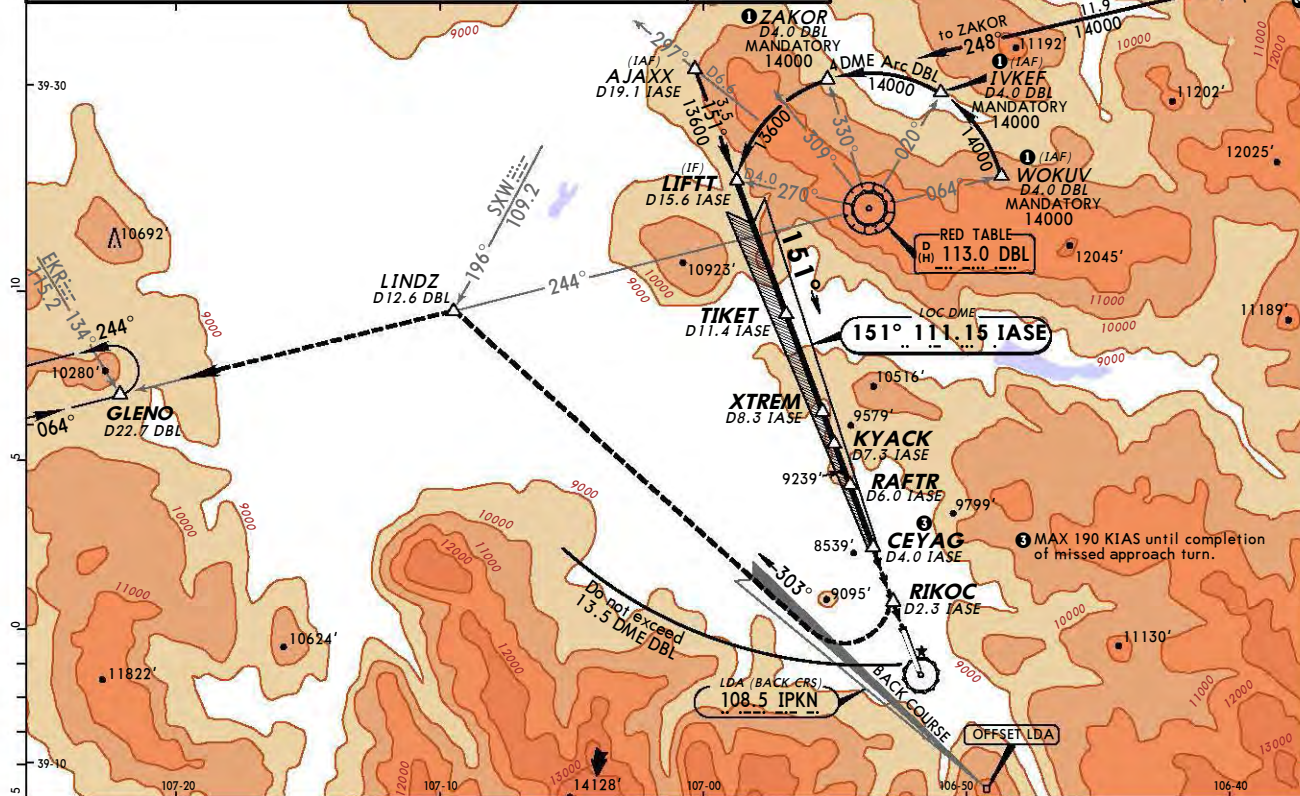
ASPEN, COLO

CAT A, B &amp; C LOC DME Rwy 15

ATIS (ASOS when Twr inop.) 120.4	*ASPEN Approach (R) 123.8	DENVER Center (R) 125.35 when App inop.	*ASPEN Tower CTAF 118.85	*Ground 121.9
LOC IASSE 111.15	Final Apch Crs 151°	Minimum Alt TIKET 12300' (4620')	MDA(H) (CONDITIONAL) 8760' (1080')	Apt Elev 7837' Rwy 15 7680'

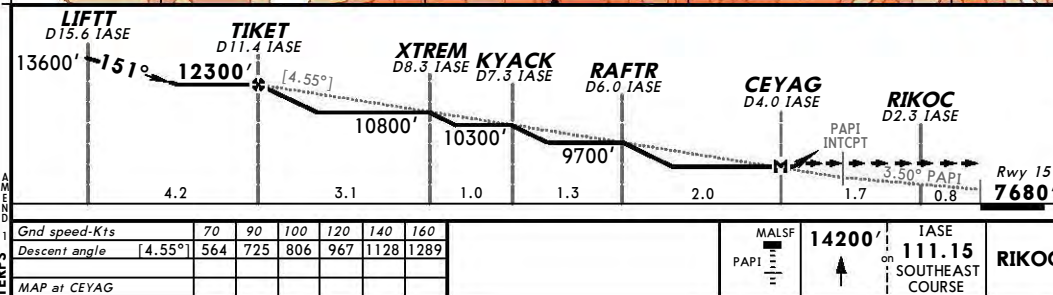
MISSED APCH: Climb to 14200' on IASE SOUTHEAST LOC course (151°) to RIKOC/D2.3 IASE then climbing RIGHT turn on heading 300° and on IPKN LDA NORTHWEST course (303°) to LINDZ INT/D12.6 DBL then outbound on DBL VOR R-244 to GLENO/D22.7 DBL and hold, continue climb-in-hold to 14200', or as directed by ATC.

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



## NOTES:

1. Use of this procedure requires specific authorization by FAA Flight Standards.
2. Special aircrew training required.
3. Special aircraft performance required.
4. Two pilot operation required.
5. Dual VHF navigation receivers required.
6. MALS, PAPI and MIRL required for operation at night.
7. When local altimeter setting not received, procedure not authorized.
8. Aircraft must be configured for final approach prior to LIFTT/D15.6 IASE.
9. Use IASE DME when on the localizer course.
10. VGSI and descent angles not coincident.
11. 4.55° descent angle intercepts 3.50° PAPI angle inside CEYAG.
12. Visibility reduction by helicopters not authorized.
13. Remain within 13.5 NM of DBL VOR/DME until established on the IPKN LDA NORTHWEST course. IPKN LDA back course outbound is normal sensing.
14. Pilot controlled lighting 118.85.



TERPS STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
Missed Apch Requires a Min Climb of 330'/NM to 10000'				Not Authorized at Night	
MDA(H) 8760' (1080')		MDA(H) 9200' (1520')		Max Kts	MDA(H)
ALS out		ALS out		90	9520' (1683')-3
2 3/4		2 3/4		120	10020' (2183')-3
3		3		140	10220' (2383')-3
NA		NA		D	NA

CHANGES: Procedure.

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## Federal Aviation Administration

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# Memorandum

Date:

To: Manager, Flight Standards Division, ANM-220

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Waiver Request; AJV-341 Memorandum Dated 05/31/2012

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**Robert Ruiz**

Signed by: Robert Ruiz

Mon Aug 20 2012 15:29:58 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**

The attached waivers for the "LOC/DME RWY 15" at Aspen-Pitkin County/Sardy Field, Aspen, CO are approved and forwarded for your action.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachment

cc:

AJV-341

ANM-220

AFS-400/410/420/440/460/470



## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)  
ASPEN, CO  
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 232a(2) INITIAL APPROACH SEGMENTS BASED ON STRAIGHT COURSES AND ARCS WITH PCG, ALIGNMENT, ARCS.

ARC WITH 4.00 NM RADIUS PUBLISHED, LESS THAN MINIMUM ALLOWABLE RADIUS OF 7.00 NM.

3. Reason for Waiver (*Justification for nonstandard treatment*):

A 4.00 NM RADIUS ARC CENTERED ABOUT DBL VOR/DME AT 14,000 MSL WAS DEVELOPED THAT ALLOWS AIRCRAFT TO TRANSITION TO THE LOCALIZER COURSE AT LIFTT. THIS PROVIDES AN ENROUTE TRANSITION FROM V134 AND V361-421 WHILE REMAINING CLEAR OF EAGLE COUNTY RGNL TRAFFIC. THE OUTSIDE AREA OF THE ARC INITIAL SEGMENT WAS CONSTRUCTED TO FULL WIDTH UNTIL IT INTERCEPTS THE INTERMEDIATE LOCALIZER TRAPEZOID SPLAY. THE INSIDE AREA OF THE ARC HAS THE SECONDARY AREA ELIMINATED AND IS EVALUATED WITH A BOUNDARY FROM WOKUV TO DBL TO LIFTT AND THEN PERPENDICULAR TO LIFTT TO THE EDGE OF THE INTERMEDIATE LOCALIZER TRAPEZOID SPLAY.

4. Equivalent Level of Safety Provided:

1. AIRCRAFT TRAVELING ON THE DME ARC INITIAL ARE RESTRICTED TO 190 KIAS.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
3. DUAL PILOTS ARE REQUIRED TO FLY THIS APPROACH.
4. A LEAD RADIAL WILL BE PUBLISHED TO AID IN THE TRANSITION TO THE LOCALIZER COURSE.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 *CR*

7. SUBMITTED BY

DATE:

MAY 31 2012

Office Identification:

AJV-35

Title:

Manager, Terminal Products Group

Signature:

*Susan Redd*  
Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION



Approved

☐ Disapproved

☐ Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Date:

*August 20, 2012*

Routing Symbol:

Signature:

**Robert Ruiz**

Signed By: Robert Ruiz

Mon Aug 20 2012 15:38:18 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**



## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)  
ASPEN, CO  
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 275. TURNING MISSED APPROACH AREA.

THE MISSED APPROACH SEGMENT WAS EVALUATED USING THE HALF WIDTH DIMENSIONS FOR VOR/TACAN AS SPECIFIED IN FAAO 8260.3B, VOLUME 4, TABLE 3-1 AND MISSED APPROACH OBSTACLES OUTSIDE 14 NM FROM DBL VOR/DME WERE ELIMINATED FROM CONSIDERATION.

3. Reason for Waiver (*Justification for nonstandard treatment*):

TERRAIN IN THE MISSED APPROACH SEGMENT CAUSES AN INCREASED CLIMB GRADIENT AND CLIMB GRADIENT TERMINATION ALTITUDE THAT IS DETRIMENTAL TO USERS. THE ADDITIONAL CLIMB REQUIREMENTS CAUSE COMMERCIAL OPERATORS TO DECREASE WEIGHT TO ACHIEVE THE AIRCRAFT PERFORMANCE REQUIRED TO CLEAR THIS TERRAIN. USE OF A NARROWER MISSED APPROACH AREA AND ELIMINATION OF OBSTACLES OUTSIDE OF A 14 NM RADIUS FROM DBL VOR/DME ELIMINATE THIS AREA FROM CONSIDERATION. THE MISSED APPROACH AREA WAS CONSTRUCTED USING VOR/TACAN CRITERIA CONTAINED IN FAAO 8260.3B, VOLUME 4 TO ACCOUNT FOR THE I-PKN LDA COURSE WIDTH WHICH IS WIDER THAN STANDARD. THE CHART WILL CONTAIN INSTRUCTIONS TO REMAIN WITHIN 13.5 NM OF DBL VOR/DME UNTIL ESTABLISHED ON THE I-PKN NORTHWEST COURSE (PRIMARY MISSED APPROACH) OR WHILE TRANSITIONING TO THE DBL 10 DME ARC (ALTERNATE MISSED APPROACH). A .5 NM ALLOWANCE FOR DME SYSTEM ERROR WAS INCLUDED IN THE EVALUATION AS SPECIFIED IN FAAO 8260.3B, VOLUME 1, PARAGRAPH 286B.

4. Equivalent Level of Safety Provided:

1. THE CHART WILL BE ANOTATED "REMAIN WITHIN 13.5 NM OF DBL VOR/DME UNTIL ESTABLISHED ON THE I-PKN NORTHWEST COURSE" (PRIMARY MISSED APPROACH) OR "REMAIN WITHIN 13.5 NM OF DBL VOR/DME WHILE TRANSITIONING TO DBL 10 DME ARC" (ALTERNATE MISSED APPROACH) TO ENSURE AIRCRAFT WILL NOT DEVIATE TOWARD THE PENETRATING TERRAIN IDENTIFIED IN A STANDARD MISSED APPROACH EVALUATION.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
3. DUAL VOR RECEIVERS ARE REQUIRED VIA CHART NOTE.
4. DUAL PILOTS ARE REQUIRED TO FLY THIS APPROACH.


5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 LKS

7. SUBMITTED BY

DATE: <b>MAY 31 2012</b>	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  Gregory Yamamoto
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8. CONTINUATION

Comments:

9. AFS ACTION

<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Date:

*Aug 20 2012*

Routing Symbol:

*[Handwritten symbol]*

Signature:

**Robert Ruiz**

Signed By: Robert Ruiz  
Mon Aug 20 2012 15:30:29 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**



## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)  
ASPEN, CO  
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 242b. INTERMEDIATE APPROACH SEGMENT BASED ON STRAIGHT COURSES, AREA.

THE INTERMEDIATE APPROACH SEGMENT IS 4.20 NM, LESS THAN THE MINIMUM OF 6 NM. THE INTERMEDIATE WIDTH CONTINUES THE SPLAY OF THE FINAL LOCALIZER AREA AS SPECIFIED IN FAAO 8260.3B, VOLUME 1, PARAGRAPH 903.

3. Reason for Waiver (Justification for nonstandard treatment):

THE INTERMEDIATE FIX PLACEMENT WAS BASED ON THE INTERCEPT OF A 4.00 NM ARC INITIAL SEGMENT CENTERED ABOUT DBL VOR/DME. THE 4.00 NM ARC IS AN OPERATIONAL REQUIREMENT TO TRANSITION AIRCRAFT ON V134 AND V361-421 TO THE APPROACH WHILE REMAINING DECONFLICTED FROM TRAFFIC AT EAGLE COUNTY RGNL.

WHEN A STANDARD WIDTH INTERMEDIATE SEGMENT IS EVALUATED, THE RESULTING AREA PRODUCES AN EXCESSIVELY HIGH FINAL APPROACH FIX ALTITUDE THAT RESULTS IN AN UNUSABLE FINAL DESCENT GRADIENT.

4. Equivalent Level of Safety Provided:

1. LOC COURSE WIDTH IS TAILORED NARROWER THAN STANDARD. FLIGHT INSPECTION HAS VERIFIED ADEQUATE LOCALIZER SIGNAL COVERAGE ALONG THE ENTIRE LOCALIZER COURSE.
2. AIRCRAFT TRAVELING ON THE DME ARC INITIAL ARE RESTRICTED TO 210 KIAS.
3. THIS IS A SPECIAL INSTRUMENT PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
4. DUAL PILOTS ARE REQUIRED TO FLY THIS APPROACH.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (Specify):

AJV-354 clv

7. SUBMITTED BY

DATE:  
**MAY 31 2012**

Office Identification:  
AJV-35

Title:  
Manager, Terminal Products Group

Signature:   
Gregory Yamamoto

## 8. CONTINUATION

Comments:

## 9. AFS ACTION

☒  
☐  
☐Approved  
Disapproved  
Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4. "Aircraft traveling on the DME ARC initial are restricted to 190 KIAS".

+

Date:

08/20/2012

Routing Symbol:

12

Signature:

Robert Ruiz

Signed By: Robert Ruiz

Mon Aug 20 2012 15:30:47 GMT-0400 (Eastern Daylight Time)

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## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD  
ASPEN, CO  
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 203B, CLIMBING ON MISSED APPROACH

PROCEDURE REQUIRES A CLIMB GRADIENT OF 330 FEET PER NM TO 10,000 FOR THE PRIMARY MISSED APPROACH AND 330 FEET PER NM TO 11,100 FOR THE ALTERNATE MISSED APPROACH, EXCEEDING THE STANDARD OF 200 FEET PER NM.

3. Reason for Waiver (*Justification for nonstandard treatment*):

TERRAIN IN THE MISSED APPROACH AREA REQUIRES AN INCREASED CLIMB GRADIENT TO ENSURE MISSED APPROACH OBSTACLE CLEARANCE AND PROVIDE THE LOWEST POSSIBLE MINIMA.

4. Equivalent Level of Safety Provided:

1. A LINE OF MINIMA WITH AN INCREASED MDA AND STANDARD CLIMB GRADIENT IS PUBLISHED FOR USERS UNABLE TO MEET THE CLIMB GRADIENT REQUIREMENTS.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
3. CLIMB GRADIENT IS CHARTED ON THE PROCEDURE REFERENCING THE APPROPRIATE LINE OF MINIMA FOR THE PRIMARY MISSED APPROACH.
4. CLIMB GRADIENT REQUIREMENT WILL BE PARENTHETICALLY NOTED FOR THE ALTERNATE MISSED APPROACH.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 URS

7. SUBMITTED BY

DATE:

MAY 31 2012

Office Identification:

AJV-35

Title:

Manager, Terminal Products Group

Signature:

Gregory Yamamoto



8. CONTINUATION

Comments:

9. AFS ACTION

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Approved
Disapproved
Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Date:

8/20/12

Routing Symbol:


10

Signature:

Robert Ruiz

Signed By: Robert Ruiz  
Mon Aug 20 2012 15:31:10 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**

US Department of Transportation Federal Aviation Administration		<b>FLIGHT PROCEDURES STANDARDS WAIVER</b>		<b>FLIGHT STANDARDS USE ONLY</b>	
				CONTROL NO:	
1. Flight Procedure Identification: ASPEN-PITKIN CO/SARDY FIELD (ASE) ASPEN, CO LOC/DME RWY 15 (SPECIAL)					
2. Waiver Required and Applicable Standard: FAAO 8260.19D, PARAGRAPH 274, CONTROLLING OBSTACLES.  200' AAO WAS NOT APPLIED IN PORTIONS OF FINAL SEGMENT OVERLYING THE WHITE RIVER NATIONAL FOREST. 100' VEGETATION ADDITIVE WAS APPLIED TO HIGH TERRAIN IN THIS AREA.					
3. Reason for Waiver ( <i>Justification for nonstandard treatment</i> ):  APPLICATION OF 200' AAO INCREASES FINAL STEPDOWN FIX ALTITUDES AND CAUSES EITHER AN EXCESSIVELY HIGH FINAL DESCENT GRADIENT OR EXCESSIVELY HIGH MDA. USE OF 100' VEGETATION IN LIEU OF 200' AAO ALLOWS STEPDOWN FIX ALTITUDES THAT PERMIT A USABLE FINAL DESCENT GRADIENT.					
4. Equivalent Level of Safety Provided:  1. THE FORESTRY SERVICE HAS AGREED TO ENSURE THAT THE MANMADE STRUCTURE HEIGHT IN THE PORTION OF THE WHITE RIVER NATIONAL FOREST UNDERLYING THE FINAL APPROACH SEGMENT WILL NOT EXCEED 28' AGL. 2. 100' VEGETATION ADDITIVE HAS BEEN USED THROUGHOUT THE FINAL APPROACH SEGMENT.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement:  RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.					
6. Coordination With User Organizations ( <i>Specify</i> ): AJV-354 <u>L20</u>					
7. SUBMITTED BY					
DATE: MAY 31 2012	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  Gregory Yamamoto		

## 8. CONTINUATION

Comments:

## 9. AFS ACTION

<input checked="checked" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Approved

Disapproved

Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Date:

Routing Symbol:

Signature:

Robert Ruiz

Signed By: Robert Ruiz  
Mon Aug 20 2012 15:31:29 GMT-0400 (Eastern Daylight Time)

SIGN HERE



## FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)  
ASPEN, CO  
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 905, FINAL APPROACH DESCENT GRADIENT

THE FINAL APPROACH SEGMENT REQUIRES A DESCENT GRADIENT OF 517 FEET PER NM, EXCEEDING THE MAXIMUM OF 400 FEET PER NM.

3. Reason for Waiver (*Justification for nonstandard treatment*):

DUE TO PRECIPITOUS TERRAIN ADJUSTMENTS AND HIGH TERRAIN ON THE FINAL APPROACH PATH TO RWY 15, THE ALTITUDE REQUIRED AT THE FINAL APPROACH FIX AND SUBSEQUENT FINAL STEPDOWN FIXES PRODUCES A DESCENT GRADIENT HIGHER THAN MAXIMUM.

4. Equivalent Level of Safety Provided:

1. MINIMUM AIRCRAFT AND TRAINING REQUIREMENTS ARE SPECIFIED ON THE 8260-10.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS THAT MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND AIRCRAFT PERFORMANCE.
3. THE FOLLOWING NOTES HAVE BEEN PLACED ON THE PROCEDURE: SPECIAL AIRCREW TRAINING REQUIRED, SPECIAL AIRCRAFT PERFORMANCE REQUIRED, AIRCRAFT MUST BE IN FINAL APPROACH CONFIGURATION PRIOR TO LIFT.
4. AIRCRAFT ARE PROVIDED A STABLE DESCENT OF 4.55 DEGREES FROM THE FINAL APPROACH FIX TO THE MISSED APPROACH POINT AT MDA. AT THE MAP, THE 4.55 DEGREE DESCENT ANGLE CONTINUES TOWARD THE RUNWAY THRESHOLD UNTIL IT INTERCEPTS THE 3.5 DEGREE PAPI 2.05 NM FROM THE RUNWAY THRESHOLD, ALLOWING AIRCRAFT A SHALLOWER DESCENT IN PREPARATION FOR LANDING.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 CRB

7. SUBMITTED BY

DATE:

MAY 31 2012

Office Identification:

AJV-35

Title:

Manager, Terminal Products Group

Signature:

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Approved

Disapproved

Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Date:

*[Handwritten signature]*

Routing Symbol:

*[Handwritten routing symbol]*

Signature:

Robert Ruiz

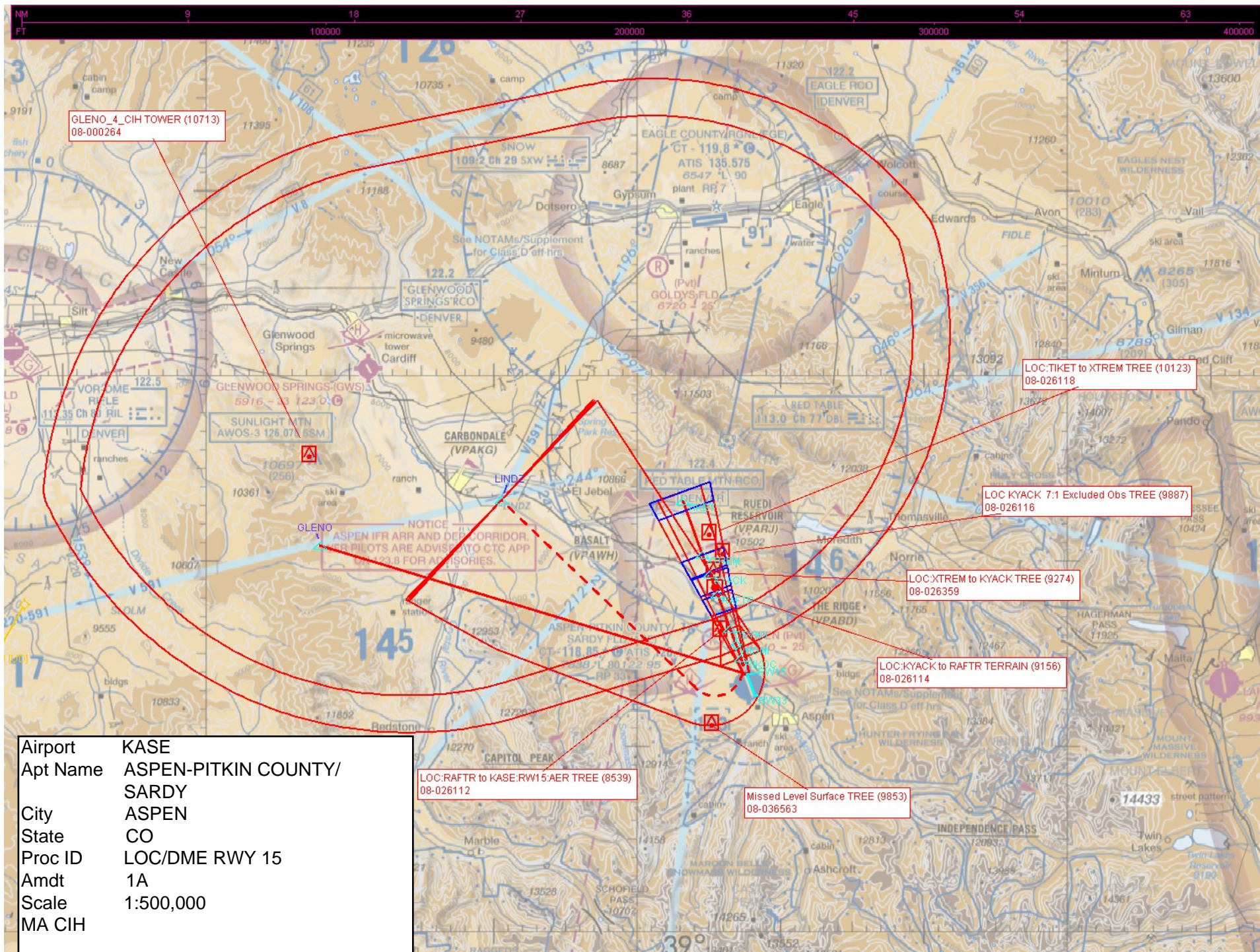
Signed By: Robert Ruiz  
Mon Aug 20 2012 15:31:51 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**



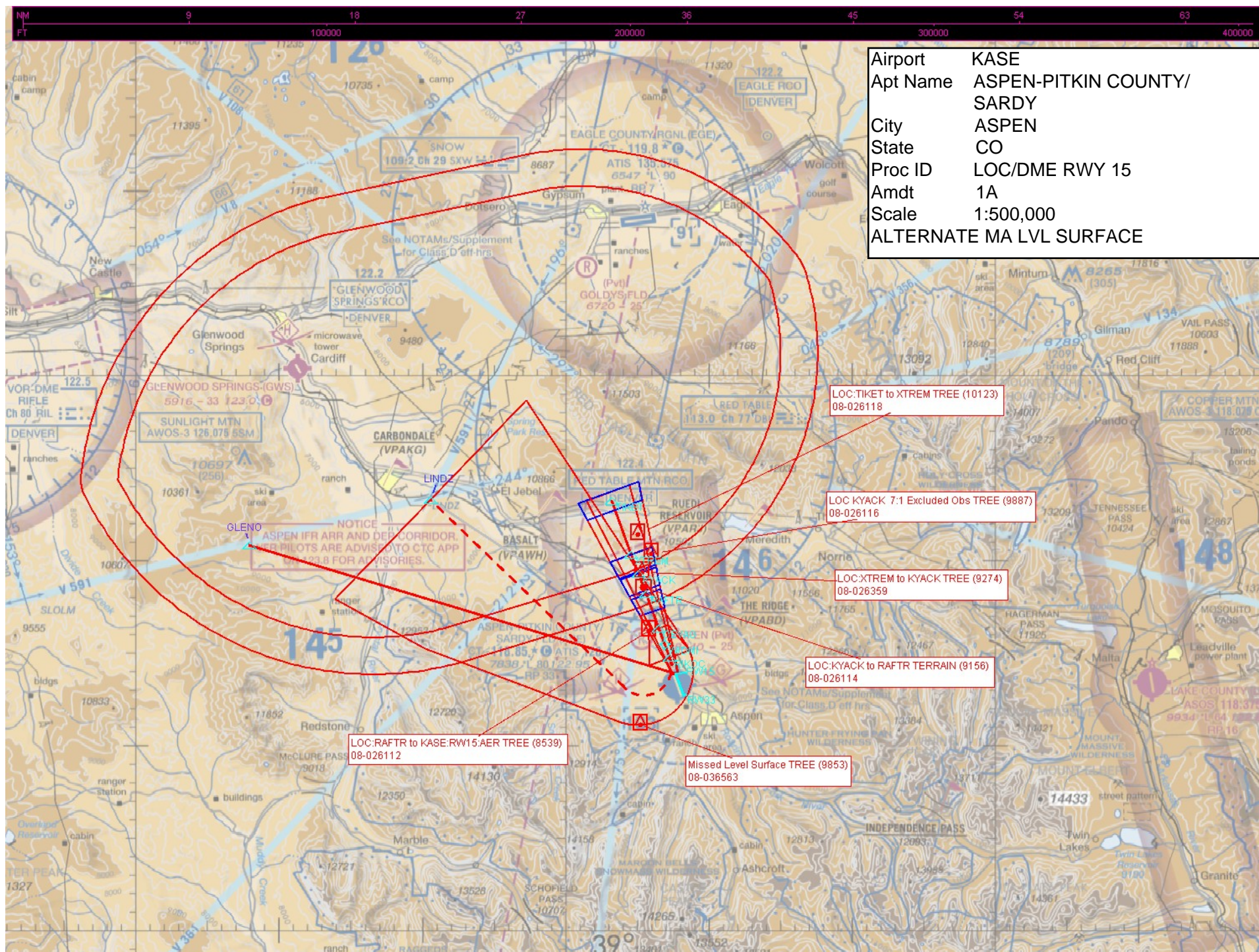




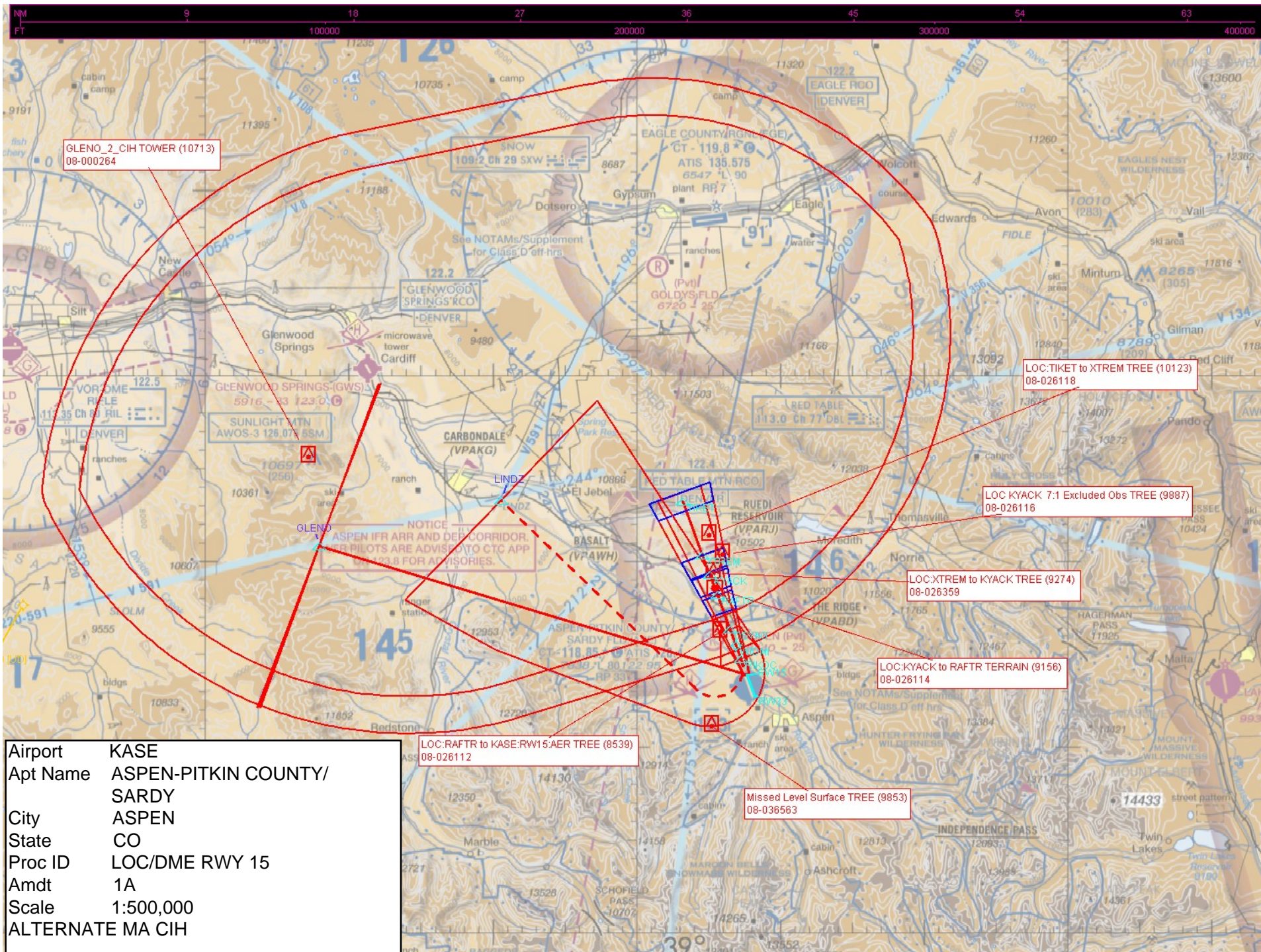


Airport	KASE
Apt Name	ASPEN-PITKIN COUNTY/ SARDY
City	ASPEN
State	CO
Proc ID	LOC/DME RWY 15
Amdt	1A
Scale	1:500,000
MA CIH	



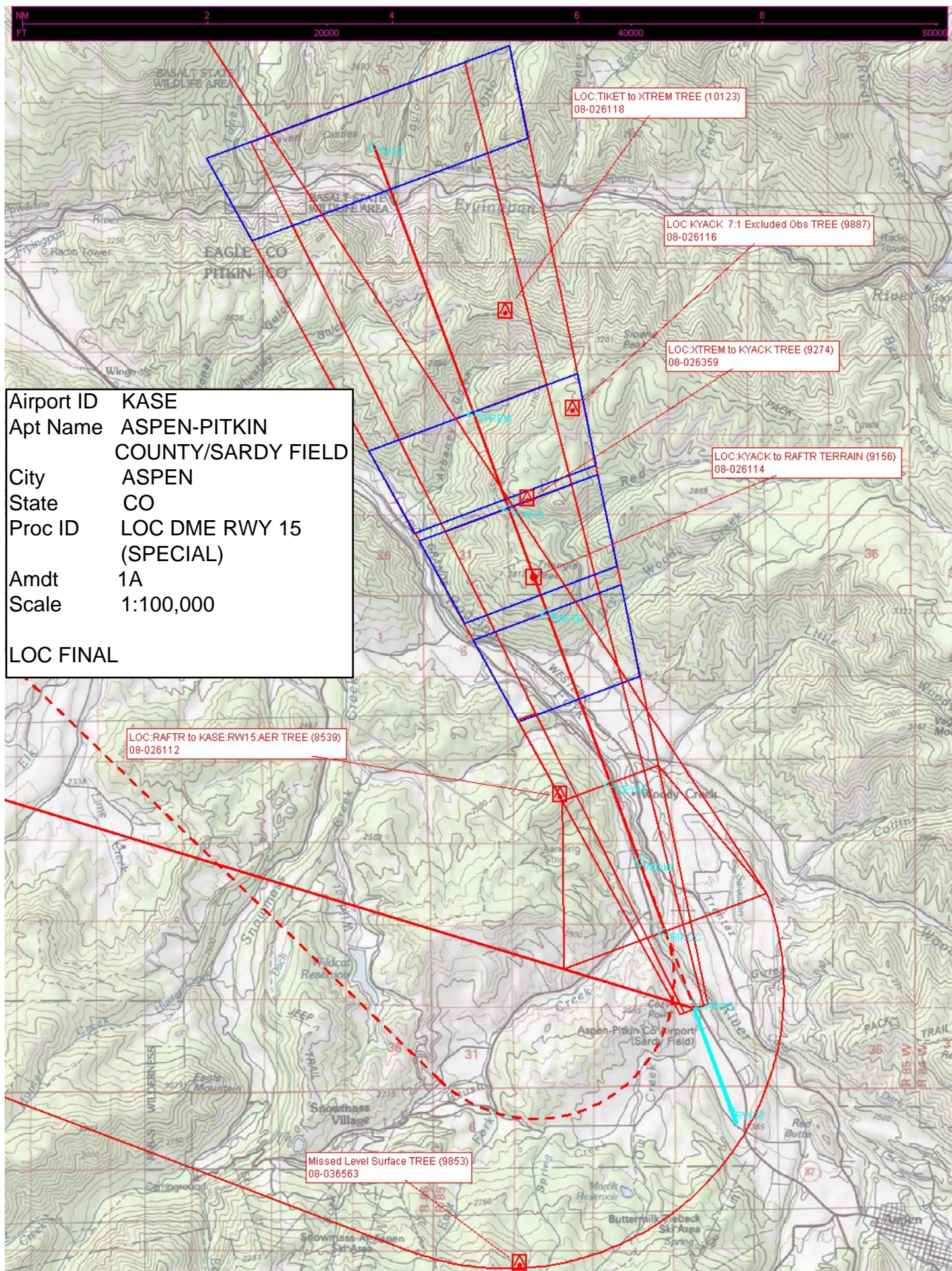




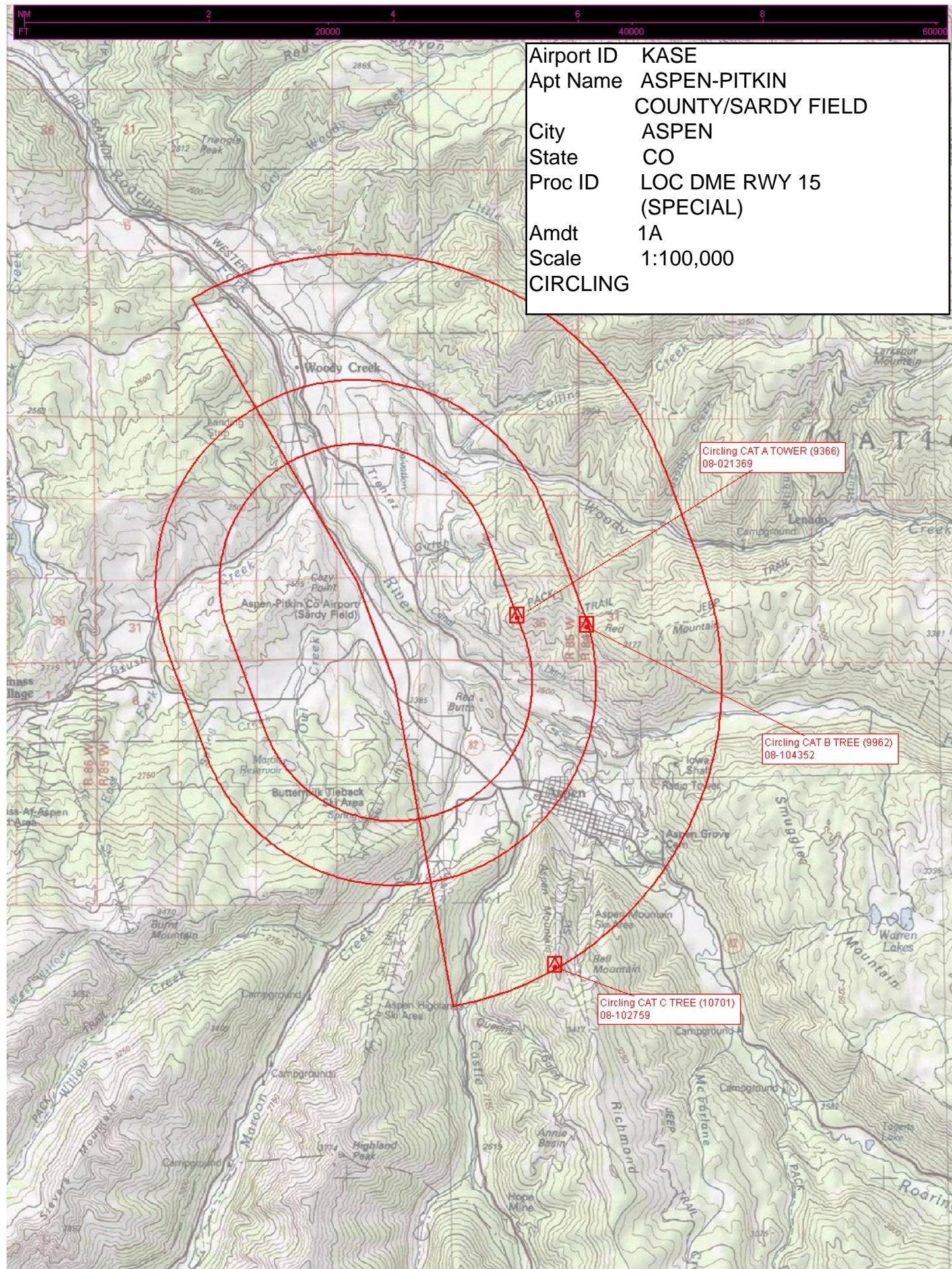


Airport	KASE
Apt Name	ASPEN-PITKIN COUNTY/ SARDY
City	ASPEN
State	CO
Proc ID	LOC/DME RWY 15
Amdt	1A
Scale	1:500,000
ALTERNATE	MA CIH









Airport ID	KASE
Apt Name	ASPEN-PITKIN
COUNTY/SARDY FIELD	
City	ASPEN
State	CO
Proc ID	LOC DME RWY 15 (SPECIAL)
Amdt	1A
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