



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

Washington, DC 20594

DCA01MA034

Air Traffic Group Factual Report of Investigation

Attachment 17 – VOR/DME or GPS – C review records, 18 pages

FLIGHT PROCEDURES CONTROL

ACTION	DATE OPN	PCNUMBER	MASTER PC
PR	11/10/2000	20022196	
APRT ID	AMDT	GPS #	
KASE	4C		
ST	STAT	DATE	BRANCH
CO	D	11/11/2000	20

PROCEDURE: VOR/DME OR GPS-C
AIRPORT: ASPEN-PITKIN CO/SARDY FIELD
CITY: ASPEN
FAC TYPE: _____
FAC ID: DBL SPEC: PANNELL

PROCEDURE REVIEW

	REC'D	REL'D	INITIALS	COMMENTS
LEAD				
QC				
LEAD				

PROCEDURE REMARKS

FLIGHT INSPECTION

FLIGHT INSPECTION REMARKS _____ DATE SENT _____

INSPECTION DATE _____ CREW# _____ N # _____ SAT _____ UNSAT _____

INSPECTION SIGN _____

COMMENTS _____

Reimbursable Number: _____

698210-5



FLIGHT INSPECTION REPORT--VOR,VOR/DME,VORTAC,TACAN, VOT										REVIEW INITIALS
1. LOCATION: RED TABLE, EAGLE, CO								2. IDENT: DBL		
3. COMMON SYSTEM:				4. DATE(S) OF INSPECTION: 07/12/00				5. OWNER: F		
6. TYPE OF INSPECTION		SITE EVALUATION		<input checked="" type="checkbox"/> PERIODIC		SPECIAL				
		COMMISSIONING		SURVEILLANCE		INCOMPLETE				
7. FACILITY / COMPONENT INSPECTED		VOR	<input checked="" type="checkbox"/>	VOR / DME	VORTAC	TACAN	VOT	DME		
8. RADIAL DATA										
SERVICE DESIGNATION	VOR	VOR								
RADIAL USE	APCH	ARR								
AZIMUTH	164	270								
TRANSMITTER (S)	1	1								
MSL ALTITUDE	12.2	280								
DISTANCE FROM	10.1	25.0								
DISTANCE TO	6.0/11.0	14.0								
ROUGHNESS/SCALLOPING	0.7/9.2	0.6/23.6								
BENDS										
POLARIZATION	0/11.7	0.0/14.0								
ALIGNMENT ERROR	-1.8/6.0-11.3	+0.5/25.0-15.0								
MODULATIONS	S	S								
TRANSMITTER DIFF.										
SIGNAL STRENGTH	318	357								
INTERFERENCE	S	S								
9. GENERAL		SAT	UNSAT	10. RADIAL REFERENCE/MONITORS						
STANDBY POWER				LAST DATE ESTABLISHED	VOR:	TACAN:	TX	ALIGN	ALARM +	ALARM -
VOICE				V	REFERENCE RADIAL:	/ - /				
IDENTIFICATION	<input checked="" type="checkbox"/>			O	CHECK POINT:	/ /				
DME ACCURACY	<input checked="" type="checkbox"/>			T	REFERENCE RADIAL:	/ - /				
DME COVERAGE				A	CHECK POINT:	/ /				
				C						
11. REMARKS: SIAP verified IAW Order 8200.1A, USSFIM, Section 214.31.										
FACILITY STATUS		NOTAM'S:								
UNRESTRICTED	<input checked="" type="checkbox"/>									
RESTRICTED										
UNUSABLE										
REGION: ANM	FLIGHT INSPECTOR'S SIGNATURE:				TC	TECHNICIAN'S SIGNATURE:			WH	AIRCRAFT NO:
FIO: OKC	PAM FARMER					CHUCK RICE				N-55

AMIS

RECORDED
RECEIVED
SEP 22 2000

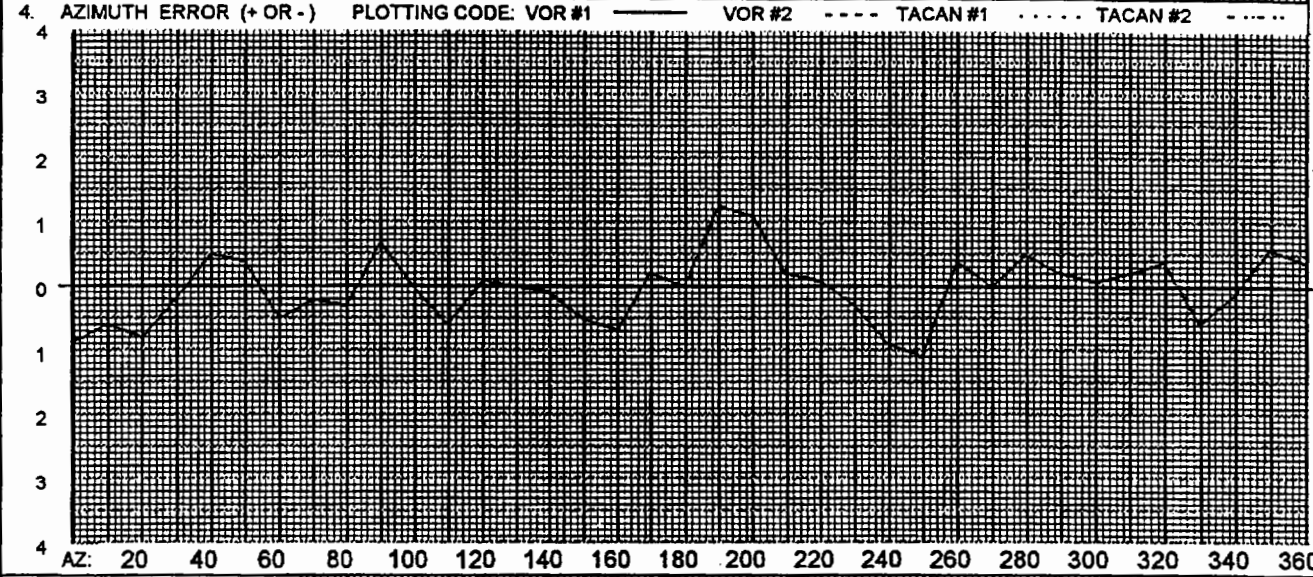
VOR,VOR/DME,VORTAC,TACAN ORBITAL PLOT

<input checked="" type="checkbox"/>	VOR
<input type="checkbox"/>	TACAN
<input type="checkbox"/>	DME
IDENT: DBL	

1. LOCATION: RED TABLE, EAGLE, CO

2. DATE(S) OF INSPECTION: 07/12/00

3. ALTITUDE: 160



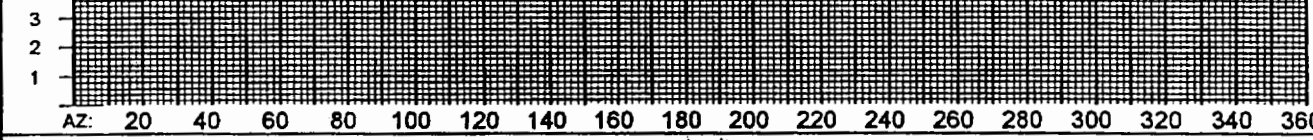
5. CHECKPOINT LOCATION: ARIS

6. DME DISTANCE UNLOCK

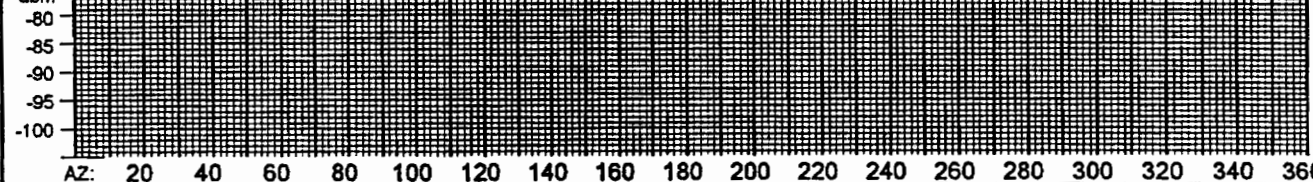
7. TACAN AZIMUTH UNLOCK

8. AREA OF INTERFERENCE

9. ROUGHNESS & SCALLOPING +/- (Plot if greater than +/- 1.0°)



10. VOR COVERAGE SIGNAL STRENGTH #1 ——— #2 - - - - TACAN COVERAGE SIGNAL STRENGTH #1 ····· #2 - - - -



11. REMARKS: VOR TX #1 Mean Alignment: + 0

12. ORBITAL ERROR SPREAD	<input checked="" type="checkbox"/> TX	EQUIPMENT		-	+	SPREAD	13. ORBIT RADIUS: 15.0 NM
	<input type="checkbox"/> TX	TP NO. 1	TP NO.	-1.1	+1.3	2.4	
REGION: ANM	FLIGHT INSPECTOR'S SIGNATURE:			TECHNICIAN'S SIGNATURE:		AIRCRAFT NO:	
FIO: OKC	N/A			[Signature] HUCK RICE		N-55	

Date: 04/02/2001 7:32 AM

Sender: Michael L Fleming

To: Charles A Rice; Pamela R Farmer; Clifford R Dobbs; William C Hoffman
cc: Thomas H Dorman; John F Lufkin; Lawrence W Dasch; Linden L Ballard;
David E Byrd; Robin Caudle

Priority: Normal
Receipt requested

Subject: DBL, VDME dated 7/12/00, recordings
Chuck, Bill

I looked at the recordings and the approach is satisfactory. I looks like the report is just typographical errors. Let me know if you need any assistance.

mikie

698210-05



FLIGHT INSPECTION REPORT--VOR,VOR/DME,VORTAC,TACAN, VOT										REVIEW INITIALS sp	
1. LOCATION: RED TABLE, EAGLE, CO								2. IDENT: DBL			
3. COMMON SYSTEM:				4. DATE(S) OF INSPECTION: 8/2/00				5. OWNER: F			
6. TYPE OF INSPECTION		SITE EVALUATION		PERIODIC		SPECIAL		MR			
		COMMISSIONING		SURVEILLANCE		INCOMPLETE					
7. FACILITY / COMPONENT INSPECTED		VOR	<input checked="" type="checkbox"/> VOR / DME	VORTAC	TACAN	VOT	DME				
8. RADIAL DATA											
SERVICE DESIGNATION	VOR	VOR									
RADIAL USE	ARR	APCH									
AZIMUTH	270	164									
TRANSMITTER (S)	1	1									
MSL ALTITUDE	280	122/101									
DISTANCE FROM	25.0	4.0									
DISTANCE TO	13.5	11.1									
ROUGHNESS/SCALLOPING	0.8/23.1	0.7/9.2									
BENDS	0.7/21.2	0.8/10.9									
POLARIZATION	0.4/13.6	0.0/5.2									
ALIGNMENT ERROR	+0.1/25.0-15.0	-1.9/6.6-11.1									
MODULATIONS	S	S									
TRANSMITTER DIFF.											
SIGNAL STRENGTH	400	357									
INTERFERENCE	S	S									
9. GENERAL		SAT	UNSAT	10. RADIAL REFERENCE/MONITORS							
STANDBY POWER				LAST DATE ESTABLISHED	VOR:	TACAN:	TX	ALIGN	ALARM +	ALARM -	
VOICE				V	REFERENCE RADIAL:	/ - /					
IDENTIFICATION	<input checked="" type="checkbox"/>			O	CHECK POINT:	/ /					
DME ACCURACY	<input checked="" type="checkbox"/>			T	REFERENCE RADIAL:	/ - /					
DME COVERAGE	<input checked="" type="checkbox"/>			A	CHECK POINT:	/ /					
11. REMARKS: Special O-07-084-0: Maintenance request a reference check after performing maintenance. Periodic with orbit requirements met.											
FACILITY STATUS		NOTAM'S:									
UNRESTRICTED	<input checked="" type="checkbox"/>										
RESTRICTED											
UNUSABLE											
REGION: ANM	FLIGHT INSPECTOR'S SIGNATURE: LYLE FORCIA				TECHNICIAN'S SIGNATURE: MARK MILLER				AIRCRAFT NO: N80		
FIO: OKC											

RECORDINGS RECEIVED AUG 18 2000

VOR, VOR/DME, VORTAC, TACAN ORBITAL PLOT

<input checked="" type="checkbox"/>	VOR
<input type="checkbox"/>	TACAN
<input type="checkbox"/>	DME

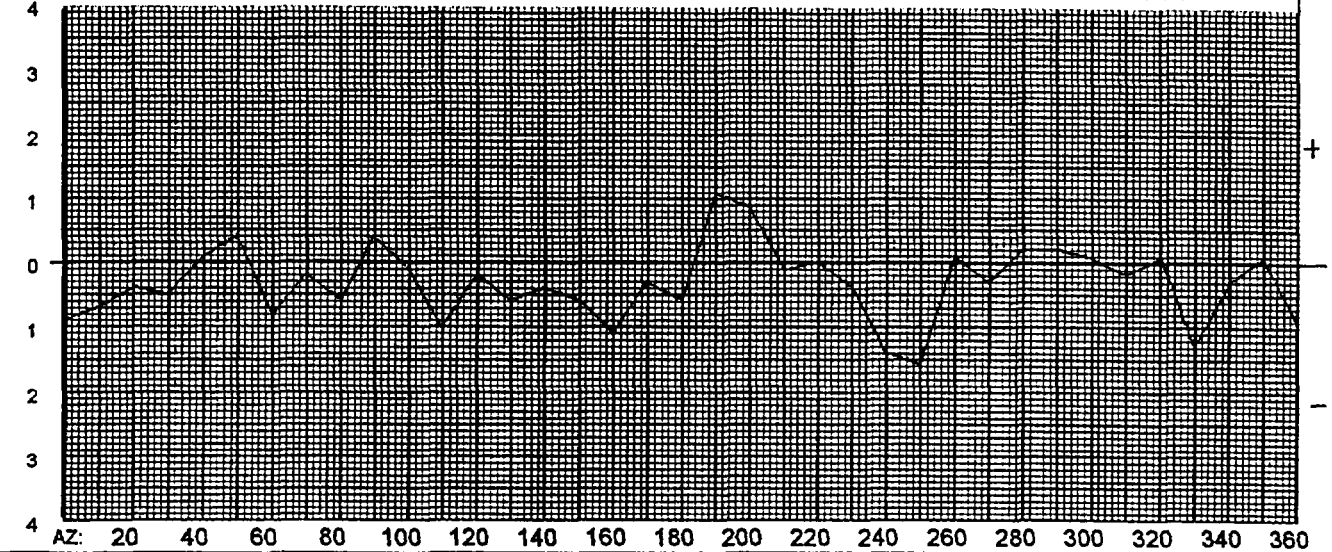
1. LOCATION: RED TABLE, EAGLE, CO

IDENT: DBL

2. DATE(S) OF INSPECTION: 8/2/00

3. ALTITUDE 160

4. AZIMUTH ERROR (+ OR -) PLOTTING CODE: VOR #1 ——— VOR #2 - - - - TACAN #1 ····· TACAN #2 - - - -



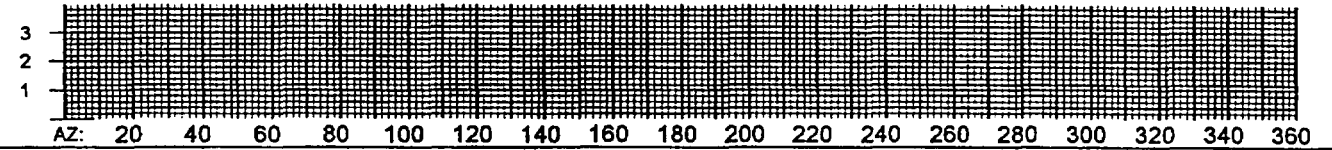
5. CHECKPOINT LOCATION AFIS

6. DME DISTANCE UNLOCK

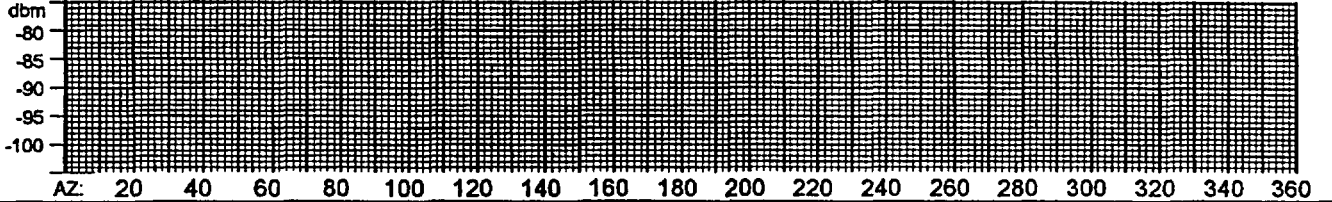
7. TACAN AZIMUTH UNLOCK

8. AREA OF INTERFERENCE

9. ROUGHNESS & SCALLOPING +/- (Plot if greater than +/- 1.0°)



10. VOR COVERAGE SIGNAL STRENGTH #1 ——— #2 - - - - TACAN COVERAGE SIGNAL STRENGTH #1 ····· #2 - - - -



11. REMARKS: VOR TX #1 Mean Alignment: -0.2

12. ORBITAL ERROR SPREAD	EQUIPMENT				-	+	SPREAD	13. ORBIT RADIUS: 15.0
	<input checked="" type="checkbox"/> TX	TP	NO. 1	-	+	2.7		
	<input type="checkbox"/> TX	TP	NO.					

REGION: ANM	FLIGHT INSPECTOR'S SIGNATURE: N/A	TECHNICIAN'S SIGNATURE: MARK MILLER	AIRCRAFT NO.: N90
FIG: OKC			

698210-05

#R

FLIGHT INSPECTION REPORT--INSTRUMENT LANDING SYSTEM											REVIEW INITIALS			
1. LOCATION: ASPEN-PITKIN CO/SARDY FIELD, ASPEN, CO										2. IDENT: PKN				
3. RUNWAY NO: 00				4. DATE(S) OF INSPECTION: 6/24/99						5. OWNER: F				
6. TYPE OF INSPECTION				SITE EVALUATION		<input checked="" type="checkbox"/> PERIODIC		SPECIAL						
				COMMISSIONING		SURVEILLANCE		INCOMPLETE						
7. FACILITY INSPECTED		LOCALIZER		SDF		GLIDE SLOPE		75 MHz MARKERS		DME				
		<input checked="" type="checkbox"/> LDA/Depart		TLS		LIGHTING SYSTEM		COMPASS LOCATORS		OTHER				
8. AZIMUTH--LDA														
FRONT COURSE						CMD WIDTH: 10.00			BACK COURSE					
TX 1			TX 2			CATEGORY:			TX 1			TX 2		
OT	INITIAL	FINAL	OT	INITIAL	FINAL				OT	INITIAL	FINAL	OT	INITIAL	FINAL
						COURSE WIDTH					10.34			
						MODULATION					40.0			
						CLEARANCE 150					240/33			
						CLEARANCE 90					293/35			
						COURSE STRUCTURE-Z 1					3/10.55			
						COURSE STRUCTURE-Z 2								
						COURSE STRUCTURE-Z 3								
						COURSE STRUCTURE-Z 4								
						COURSE STRUCTURE-Z 5								
						VERTICAL POLARIZATION					0/11.6			
						SYMMETRY					50.1			
						ALIGNMENT					26L			
						VOICE								
						IDENTIFICATION					S			
						USABLE DISTANCE								
						MONITOR								
						COURSE WIDTH (Narrow)								
						COURSE WIDTH (Wide)								
						CLEARANCE 150								
						CLEARANCE 90								
						ALIGNMENT 150 (L)								
						ALIGNMENT 90 (R)								
9. GLIDE SLOPE						10. GENERAL								
TX 1			TX 2			CMD ANGLE:			SAT			UNSAT		
OT	INITIAL	FINAL	OT	INITIAL	FINAL	CATEGORY:			75 MHz MARKERS					
						ANGLE			COMPASS LOCATORS					
						MODULATION			DME					
						WIDTH			LIGHTING SYSTEMS					
						CLEARANCE BELOW PATH			11. FACILITY STATUS					
						STRUCTURE BELOW PATH				F/C	G/S	B/C		
						PATH STRUCTURE-Z 1			UNRESTRICTED				<input checked="" type="checkbox"/>	
						PATH STRUCTURE-Z 2			RESTRICTED					
						PATH STRUCTURE-Z 3			UNUSABLE					
						USABLE DISTANCE			ILS CLASSIFICATION SYSTEM					
						SYMMETRY			NOTAM's:					
12. REMARKS: * ALIGNMENT TAKEN USING FMS POSITIONING. ASPEN, CO, LDA INSPECTED USING CRITERIA AND TOLERANCES CONTAINED IN FAA ORDER 8200.32A.														
REGION: ANM		FLIGHT INSPECTOR'S SIGNATURE: <i>T. DORMAN</i>				TC		TECHNICIAN'S SIGNATURE: <i>J. DEWITT</i>				AIRCRAFT NO: N58		
FIO: OKC														

AUG 12 1999

698210-05



FLIGHT INSPECTION REPORT--INSTRUMENT LANDING SYSTEM											REVIEW INITIALS <i>W</i>			
1. LOCATION: ASPEN, CO											2. IDENT: PKN			
3. RUNWAY NO: 33L				4. DATE(S) OF INSPECTION: <i>2/01/01</i>						5. OWNER: F				
6. TYPE OF INSPECTION				SITE EVALUATION			<input checked="" type="checkbox"/> PERIODIC			SPECIAL				
				COMMISSIONING			SURVEILLANCE			INCOMPLETE				
7. FACILITY INSPECTED		LOCALIZER		SDF		GLIDE SLOPE		75 MHz MARKERS		DME				
		<i>X</i> LDA/Depart		TLS		LIGHTING SYSTEM		COMPASS LOCATORS		OTHER				
8. AZIMUTH														
FRONT COURSE						COMD WIDTH: 10.00			BACK COURSE					
TX 1			TX 2			CATEGORY:			TX 1			TX 2		
OT	INITIAL	FINAL	OT	INITIAL	FINAL				OT	INITIAL	FINAL	OT	INITIAL	FINAL
						COURSE WIDTH					10.40			
						MODULATION					40.0			
						CLEARANCE 150					248/16.6			
						CLEARANCE 90					262/8.9			
						COURSE STRUCTURE-Z 1					6/9.1			
						COURSE STRUCTURE-Z 2								
						COURSE STRUCTURE-Z 3								
						COURSE STRUCTURE-Z 4								
						COURSE STRUCTURE-Z 5								
						VERTICAL POLARIZATION					2/9.2			
						SYMMETRY					44.8			
						ALIGNMENT				*	5R			
						VOICE								
						IDENTIFICATION					S			
						USABLE DISTANCE								
						MONITOR								
						COURSE WIDTH (Narrow)								
						COURSE WIDTH (Wide)					11.47			
						CLEARANCE 150					194/80			
						CLEARANCE 90					246/29.3			
						ALIGNMENT 150 (L)								
						ALIGNMENT 90 (R)								
9. GLIDE SLOPE						10. GENERAL								
TX 1			TX 2			COMD ANGLE:			SAT		UNSAT			
OT	INITIAL	FINAL	OT	INITIAL	FINAL				CATEGORY:			75 MHz: MARKERS		
						ANGLE			COMPASS LOCATORS					
						MODULATION			DME					
						WIDTH			LIGHTING SYSTEMS					
						CLEARANCE BELOW PATH			11. FACILITY STATUS					
						STRUCTURE BELOW PATH				F/C	G/S	B/C		
						PATH STRUCTURE-Z 1			UNRESTRICTED			<input checked="" type="checkbox"/>		
						PATH STRUCTURE-Z 2			RESTRICTED					
						PATH STRUCTURE-Z 3			UNUSABLE					
						USABLE DISTANCE			ILS CLASSIFICATION SYSTEM					
						SYMMETRY			NOTAV's:					
12. REMARKS:														
1. * ALIGNMENT TAKEN USING GPS POSITIONING.														
2. ASPEN, CO, LDA INSPECTED USING CRITERIA AND TOLERANCES CONTAINED IN THE CURRENT EDITION OF FAA ORDER 8200.32 08/24/98.														
REGION: ANM		FLIGHT INSPECTOR'S SIGNATURE: <i>S. Leckrone</i>				TC	TECHNICIAN'S SIGNATURE: <i>K. McLeod</i>				AIRCRAFT NO:			
FIO: OKC		S. LECKRONE					K. MCLEOD				N77			

RECORDINGS RECEIVED FEB 27 2001

Airport Detail for KASE

Rpt Date: 04/02/2001

Airport Detail for KASE ASPEN-PITKIN CO/SARDY FIELD ASPEN

Report : APT002

State: COLORADO Country: UNITED STATES Phone: (970)920-5384 Category:	Magnetic Variation/Year: E 12 1990 Site Nbr: 02517.*A Sectional Chart: DENVER Survey Code: 8	Weather Station: Y Control Tower: Y Control Zone: Y Control Zone Operational: P
Coordinates Latitude: N 39° 13' 23.4000" Longitude: W 106° 52' 07.9000" Field Elevation: 7819.9 Ellipsoid Elevation: Horz Datum: NAD83 Vert Datum: NAVD88	Office Flight Inspection: OKC Procedure Development: 120 Region Code: NM	Auto Weather Weather Source: ASOS Location: KASE Type: 3 Frequency: 120.400 Service:

Altimeter

Type	Airport ID	Field Alt Source	Latitude	Longitude	Start	End
L	KASE	ASOS	N 39° 13' 23.4000"	W 106° 52' 07.9000"		
15 A	33 A	15R A	33L A			

Runway Detail

Landing Strip			
Surface:	ASPH	G	Width: 100
			Physical Length: 7006

Rwy Number: 15

Status: A Survey: 8
Markings: NPI-G

ASE

VGSI Lights Type: PAPI-4L
 Owner: F Pilot Cntl Freq:
 Th Cross Ht: 55
 High Angle:
 Com. Date: 02/08/1999
 Com. Angle: 3.00
 DWB Elev:
 DWB Thres:
 Ref Pt Lat: N 39° 13' 48.2100"
 Ref Pt Long: W 106° 52' 19.6900"
 Ref Pt Elev: 7662.5
 Ref Pt Thres: 820

Rwy Number: 33

Status: A Survey: 8
Markings: NPI-G

ASEA

Lights	Len	Owner	Com Dt	Pilot Cntl
MIRL		F		

Threshold	
Latitude: N 39° 13' 55.8300"	Longitude: W 106° 52' 23.3300"
Elevation: 7679.8	Elipsoid Elev: 7634.5

Displaced Threshold	
Latitude:	Longitude:
Elevation:	Elipsoid Elev:

Landing Length: 7006
 Tdz Elevation: 7736.5
 True Bearing: 159.63
 Ft Disp Th:
 Gradient: 2.0%
 RVR: No
 Rail: No

Lights	Len	Owner	Com Dt	Pilot Cntl
LDIN		F		
REIL		F		
MIRL		F		

Threshold	
Latitude: N 39° 12' 50.9500"	Longitude: W 106° 51' 52.3700"
Elevation: 7819.9	Elipsoid Elev: 7774.8

Displaced Threshold	
Latitude:	Longitude:
Elevation:	Elipsoid Elev:

Landing Length: 7006
 Tdz Elevation: 7819.9
 True Bearing: 339.64
 Ft Disp Th:
 Gradient: -2.0%
 RVR: No
 Rail: No

Runway Detail

Landing Strip			
Surface:	Width:	Physical Length:	8002

Rwy Number: 15R

Status: A Survey: 6
Markings: -

Rwy Number: 33L

Status: A Survey: 6
Markings: -

Threshold	
Latitude: N 39° 08' 21.2500"	Longitude: W 106° 48' 00.5800"
Elevation:	Elipsoid Elev:

Displaced Threshold	
Latitude:	Longitude:
Elevation:	

Threshold	
Latitude: N 39° 09' 14.1700"	Longitude: W 106° 49' 16.0700"
Elevation:	Elipsoid Elev:

Displaced Threshold	
Latitude:	Longitude:
Elevation:	

Airport Detail for KASE

Elipsoid Elev:

Elipsoid Elev:

Landing Length: 8002
 Tdz Elevation:
 True Bearing: 131.99
 Ft Disp Th:
 Gradient: %
 RVR: No
 Rail: No

Landing Length: 8002
 Tdz Elevation:
 True Bearing: 312.00
 Ft Disp Th:
 Gradient: %
 RVR: No
 Rail: No

Remarks

Topic	Priority	Date	Remark
GENERAL	1	11/05/99	RWY 15 PAPI UNUSABLE BYD 4 NM FROM THLD AND BYD 7 DEGREES RIGHT OF CL DUE TO HIGH TERRAIN.
GENERAL-1	2	11/05/99	RWY 33L/15R PSEUDO RUNWAY TO SUPPORT PKN LDA USED FOR MAPCH ONLY.
AWOS/ASOS	3	06/22/00	ASOS BROADCAST OVER ATIS. TEL 970-925-9168.
CVFP PROCEDURE	4	01/03/01	CVFP: ROARING FORK VISUAL RWY 15.
SURVEY	5	01/03/01	ANA SURVEY DATED 10/21/00
GEOID HEIGHT	7	11/05/99	GEOID HGT (FT): TH15: -45.3; TH33: -45.1

GPS Procedures

Procedure	Control	Description	Amendment	Runway	Status	Owner
	198	GPS RWY 15	ORIG	15	A	F
	4190	RNAV (GPS) RWY 15	ORIG	15	A	F

PC LOG Procedure Data

Facid	FacType	Rwy No	Reimb Num	Procedure Description	Hi/Lo	Siap	Proc Type	Pub	Amdt No	Amdt Date
ASE	ASR			MVA CHART		N	MVA CHART	PUB	0	04-NOV-92
DBL	VOR			VOR/DME-D	L	Y	VOR/DME	PUB	0	
				ROARING FORK VISUAL RWY 15	L	Y	CVFP	PUB	0	23-APR-98
				ASPEN DEPARTURE (VECTOR)	L	N	SID	PUB	2	09-SEP-99
DBL				VOR/DME OR GPS-C	L	Y	VOR/DME	PUB	4C	03-DEC-98
				GLENO RNAV DP	L	Y	SID	SPE	0	
				AJAXX RNAV DEPARTURE	L	Y	SID	PUB		
ASE				EOVM				PUB		
				LINDZ DEPARTURE (PILOT NAV)	L	N	SID	PUB	4	24-FEB-00
				TAKEOFF/DEPARTURE		Y	TAKEOFF	PUB	7	

Associated Approach Path Monitor

Ident	APM Procedure Type
KASE443	OTHER
KASEC	CIRCLING

RUNWAY Detail for KASE

Rpt Date: 04/02/2001

RUNWAY Detail for KASE ASPEN-PITKIN CO/SARDY FIELD ASPEN

Report: RWY001

Runway Detail

Surface:	ASPH	G	Width:	100	Physical Length:	7006
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Rwy Number: 15

Status: A Survey: 8
Markings: NPI-G

Threshold	
Latitude: N	39° 13' 55.8300"
Longitude: W	106° 52' 23.3300"
Elevation:	7679.8
Ellipsoid Elev:	7634.5
Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	

Landing Length: 7006
Tdz Elevation: 7736.5
True Bearing: 159.63
Ft Disp Th:
Gradient: 2.0%
RVR: No
Rail: No

ASE

VGSI Lights Type: PAPI-4L
Owner: F Pilot Cntl Freq:
Th Cross Ht: 55
High Angle:
Com. Date: 02/08/1999
Com. Angle: 3.00
DWB Elev:
DWB Thres:
Ref Pt Lat: N 39° 13' 48.2100"
Ref Pt Long: W 106° 52' 19.6900"
Ref Pt Elev: 7662.5
Ref Pt Thres: 820

Lights	Config	Len	Owner	Com Dt	Pilot Cntl
LDIN			F		
REIL			F		
MIRL			F		

Rwy Number: 33

Status: A Survey: 8
Markings: NPI-G

Threshold	
Latitude: N	39° 12' 50.9500"
Longitude: W	106° 51' 52.3700"
Elevation:	7819.9
Ellipsoid Elev:	7774.8
Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	

Landing Length: 7006
Tdz Elevation: 7819.9
True Bearing: 339.64
Ft Disp Th:
Gradient: -2.0%
RVR: No
Rail: No

ASEA

Lights	Config	Len	Owner	Com Dt	Pilot Cntl
MIRL			F		

Runway Detail

Surface:		Landing Strip	Width:		Physical Length:	8002
-----------------	--	----------------------	---------------	--	-------------------------	------

Rwy Number: 15R

Status: A Survey: 6
Markings: -

Threshold	
Latitude: N	39° 08' 21.2500"
Longitude: W	106° 48' 00.5800"
Elevation:	
Ellipsoid Elev:	
Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	

Landing Length: 8002
Tdz Elevation:
True Bearing: 131.99
Ft Disp Th:
Gradient: %
RVR: No
Rail: No

Rwy Number: 33L

Status: A Survey: 6
Markings: -

Threshold	
Latitude: N	39° 09' 14.1700"
Longitude: W	106° 49' 16.0700"
Elevation:	
Ellipsoid Elev:	
Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Ellipsoid Elev:	

Landing Length: 8002
Tdz Elevation:
True Bearing: 312.00
Ft Disp Th:
Gradient: %
RVR: No
Rail: No

GPS Procedures

Procedure

Control	Description	Amendment	Runway	Status	Owner
198	GPS RWY 15	ORIG	15	A	F
4190	RNAV (GPS) RWY 15	ORIG	15	A	F

RUNWAY Detail for KASE

PC LOG Procedure Data

<u>Facid</u>	<u>FacType</u>	<u>Rwy No</u>	<u>Reimb Num</u>	<u>Procedure Description</u>	<u>Hi/Lo</u>	<u>Slap</u>	<u>Proc Type</u>	<u>Pub</u>	<u>Amdt No</u>	<u>Amdt Date</u>
ASE	ASR			MVA CHART		N	MVA CHART	PUB	0	04-NOV-92
DBL	VOR			VOR/DME-D	L	Y	VOR/DME	PUB	0	
				ROARING FORK VISUAL RWY 15	L	Y	CVFP	PUB	0	23-APR-98
				ASPEN DEPARTURE (VECTOR)	L	N	SID	PUB	2	09-SEP-99
DBL				VOR/DME OR GPS-C	L	Y	VOR/DME	PUB	4C	03-DEC-98
				GLENO RNAV DP	L	Y	SID	SPE	0	
				AJAXX RNAV DEPARTURE	L	Y	SID	PUB		
ASE				EOVM				PUB		
				LINDZ DEPARTURE (PILOT NAV)	L	N	SID	PUB	4	24-FEB-00
				TAKEOFF/DEPARTURE		Y	TAKEOFF	PUB	7	

Airport Inquiry for KASE

Rpt Date: 04/02/2001

Airport Inquiry for KASE ASPEN-PITKIN CO/SARDY FIELD ASPEN

Report : APT001

State: COLORADO
Country: UNITED STATES
Phone : (970)920-5384
Category:

Magnetic Variation/Year: E 12 1990
Site Nbr: 02517.*A
Sectional Chart: DENVER
Survey Code: 8

Weather Station: Y
Control Tower: Y
Control Zone: Y
Control Zone Operational: P

Coordinates	Office	Auto Weather
Latitude: N 39° 13' 23.4000" Longitude: W 106° 52' 07.9000" Field Elevation: 7819.9 Ellipsoid Elevation: Horz Datum: NAD83 Vert Datum: NAVD88	Flight Inspection: OKC Procedure Development: 120 Region Code: NM	Weather Source: ASOS Location: KASE Type: 3 Frequency: 120.400 Service:

Altimeter

Type	Airport ID	Field Alt Source	Latitude	Longitude	Start	End
L	KASE	ASOS	N 39° 13' 23.4000"	W 106° 52' 07.9000"		
15 A	33 A	15R A	33L A			

Remarks

Topic	Priority	Date	Remark
GENERAL	1	11/05/99	RWY 15 PAPI UNUSABLE BYD 4 NM FROM THLD AND BYD 7 DEGREES RIGHT OF CL DUE TO HIGH TERRAIN.
GENERAL-1	2	11/05/99	RWY 33L/15R PSEUDO RUNWAY TO SUPPORT PKN LDA USED FOR MAPCH ONLY.
AWOS/ASOS	3	06/22/00	ASOS BROADCAST OVER ATIS. TEL 970-925-9168.
CVFP PROCEDURE	4	01/03/01	CVFP: ROARING FORK VISUAL RWY 15.
SURVEY	5	01/03/01	ANA SURVEY DATED 10/21/00
GEOID HEIGHT	7	11/05/99	GEOID HGT (FT): TH15: -45.3; TH33: -45.1

GPS Procedures

Procedure

Control	Description	Amendment	Runway	Status	Owner
198	GPS RWY 15	ORIG	15	A	F
4190	RNAV (GPS) RWY 15	ORIG	15	A	F

PC LOG Procedure Data

Facid	FacType	Rwy No	Reimb Num	Procedure Description	Hi/Lo	Siap	Proc Type	Pub	Amdt No	Amdt Date
ASE	ASR			MVA CHART		N	MVA CHART	PUB	0	04-NOV-92
DBL	VOR			VOR/DME-D	L	Y	VOR/DME	PUB	0	
				ROARING FORK VISUAL RWY 15	L	Y	CVFP	PUB	0	23-APR-98
				ASPEN DEPARTURE (VECTOR)	L	N	SID	PUB	2	09-SEP-99
DBL				VOR/DME OR GPS-C	L	Y	VOR/DME	PUB	4C	03-DEC-98
				GLENO RNAV DP	L	Y	SID	SPE	0	
				AJAXX RNAV DEPARTURE	L	Y	SID	PUB		
ASE				EOVM				PUB		
				LINDZ DEPARTURE (PILOT NAV)	L	N	SID	PUB	4	24-FEB-00
				TAKEOFF/DEPARTURE		Y	TAKEOFF	PUB	7	

Associated Approach Path Monitor

Ident	APM Procedure Type
KASE443	OTHER
KASEC	CIRCLING

Date:04/02/01 10:36am

*** VDME INQUIRY - ACTIVE ***

DATUMS Hertz: NAD83 Vert: NGVD29 CTRY: US
 ST: CO REG: NM FIFO: OKC OWN: F

LCTN: RED TABLE, EAGLE

LCTN	RED TABLE, EAGLE	ST	CO	REG	NM	FIFO	OKC	OWN	F	ICAO	K	CLASS	H	VOICE	NONE
YR/MVAR	1990/E12	MONITOR-CAT		1	MONITOR-LCTN		DEN MCC		NFPO-PROCEDURES			120			
ARTCC	ZDV	FULL-TIME 24 HOURS													

*** AFIS DATA ***

IDENT	DBL	HGT	11800				*** SIAPS ***					
FREQ	113.00	MVAR	1990/E12	<u>Airport Name</u>			<u>Description</u>			<u>Amdt</u>	<u>Publ</u>	<u>Rmt</u>
TYPE	VDME	TLA	N39-26-21.64	ASPEN-PITKIN CO/SARDY FIELD			VOR/DME OR GPS-C			4B	Y	N
LAT	N39-26-21.64	TLO	W106-53-40.85									
LON	W106-53-40.85											

*** VOR ***

ELEV	11800	DFL CODE - VDME/V	
DOPPLER	Y	EQUIP-TYPE	
XMTR	S	STBY-POWER	B
RESTRICTED	N	SURVEY-ACCY	6
DATE-COMM	08/09/85		
DATE-RECON			
ESV	Y		
INS-RAD/DIST/ALT	270 / ST25 STP 15 / 28000		
INS-RAD-ALGN	TX1 -0.1		
ARR-DATE-ESTABLISHED	07/26/1988		
ALIGN ORBIT DIR/DIST/ALT/DATE	T1 CCW / 15 / 16000 / 07/12/00		

*** RECEIVER CHECKPOINTS ***

*** RESTRICTION ***

*** ESVS ***

T1 REF MEAN ALIGN 0		VDME 04/29/92	063R/50NM/18000
T2 REF MEAN ALIGN		VDME 04/21/92	093R/53NM/16400
*** DME ***		VDME 06/15/92	112R/54NM/16200
ELEV	11800	VDME 10/02/96	132R/52NM/16300
CHAN	77X	VDME 09/09/99	145R/67NM/18000
XMTR	S	VDME 11/26/91	212R/64NM/26000
RESTRICTED	N		
DATE-COMM	08/09/85		
DATE-RECON			
ESV	Y		
INS-RAD/DIST/ALT			
INS-RAD-ALGN			
ARR-DATE-ESTABLISHED			
ALIGN ORBIT DIR/DIST/ALT/DATE			

T1 REF MEAN ALIGN

T2 REF MEAN ALIGN

ASSOCIATED APPROACH PATH MONITOR

<u>Ident</u>	<u>Procedure Type</u>	<u>Associated Type</u>
KASEC	CIRCLING	PRIMARY

REMARKS

11/05/1999 UPDATED WITH NOS SURVEY DATED 07/24/85.

Date:04/02/01 11:16am

LDA / ILS INQUIRY - ACTIVE

DATUMS Hertz: NAD83

Vert: NAVD88 CTRY: US

AIRPORT: ASPEN-PITKIN CO/SARDY FIELD

ARPT-ID: KASE

RWY: 33L

LCTN: ASPEN

ST: CO

REG: NM

FIFO: OKC OWN: F

AFIS DATA

IDENT	PKN	GLA	N39-09-14.17	GS-OFF	R0	GS-LC-DIS	0
RW-BRG	312	GLO	W106-49-16.15	GS-OM-DIS	0	LC-OFF	
FREQ	108.50	GS-ANG	0.00	GS-TH-DIS	0	LC-FCB	131.99
MVAR	1990/E12	GS-WID	0.70	TH-HGT		LC-BCB	312.00
CAT	I	GS-HGT	11181.3	RE-HGT		LC-WID	10.00
		R-LDG-LGTH	8002				

AIRPORT DATA

ARP-LAT	N39-13-23.40
ARP-LON	W106-52-07.90
FIELD-ELEV	7819.9
TH-LAT	N39-09-14.17
TH-LON	W106-49-16.07
TH-ELEV	
RE-LAT	N39-08-21.25
RE-LON	W106-48-00.58
RE-ELEV	

LOCALIZER

DFL CODE - ILS/L

ANT LAT	N39-09-14.17	XMTR	SINGLE	LOC-RE		LCW-TAIL	NO
ANT LON	W106-49-16.15	EQUIP-TYPE	WL MK1D	LOC-TH	8002/ 1.317	LCW-FT-TH	1400
ELEV	11181.3	STBY-POWER	B	LOC-IM		DATE-COMM	12/16/88
ANT-TYPE	LOG-PER	ESV	N	LOC-MM		DATE-RECON	
DUAL-FREQ	YES	RESTRICTED	N	LOC-OM		SURVEY-ACCY	8
US-DIST: FC	0/ 0.0	BC		LOC-FAF		VOICE	NONE
CLRNC-CVG:FC	90/35 150/35	BC		MON-AL-WID	W 11.70 N 8.30	REC TYPE	
CKPT-DESC: FC				BC			

RWY-LGTHWIDT	8002/
DSPLCD-TH-DIST	
DSPLCD-TH-LAT	
DSPLCD-TH-LON	
DSPLCD-TH-ELEV	
RWY-LDG-LGTH	8002
TDZ-ELEV	

DECISION-HEIGHTS:

DH DIST/RALT

(100)	0	0
(150)	0	0
(200)	0	0

PERFORMANCE-CLASS //

GLIDE SLOPE

DFL CODE - ILS/G

ELEV	11181.3	XMTR		DIST-TH-PT-C		GS-ANT-OFF	R0
ANT-TYPE		EQUIP-TYPE		GS-TH		MON-AL-ANG	H 0.00/L 0.00
CL-ELEV-ABM	0.0	FREQ	329.90	GS_IM		DATE-COMM	
TCH	0.0	ESV	N	GS-MM		DATE-RECON	
ELEV-FOR-CALC		SITE RESTRICTED	N	GS-OM		SURVEY-ACCY	8
AFIS-CORDS	ANTENNA	GPI-TH	0.0	GS-FAF		STBY-POWER	U
ANT: LAT	N39-09-14.17	RPI-TH	0.0	AIM-PT:LAT		CBP-TH	N
LON	W106-49-16.15			LON			
GS-WID-MX-ALERT	.82/58	MON-AL-ANG-MX-ALERT	0.00/0.00				

GENERAL DATA:

YR/MVAR	1990/E12
ICAO	K
BC-STATUS	
MON-CAT	1
REM-MON	ASE ATCT
NFPO-PROCEDURES	120

ASSOC-FACS

APL

PROCEDURES DATA:

PSEUDO-GS-LAT	N00-00-00.00
PSEUDO-GS-LON	W000-00-00.00
PSEUDO-TH-LAT	N00-00-00.00
PSEUDO-TH-LON	W000-00-00.00
PSDO-GS-TO-PSDO-TH	0
LOC-CROSSES-CL	0

	* FAF *			
LAT				
LON				
ELEV				
DIST-TH				
DIST-DIR-CL				
DATE-COMM				
DATE-RECON				
NAME/USE				
SURVEY-ACCY				
TAPELINE		0.0		
EARTH-CURVE				
MSL-ALTITUDE		0.0		
DFL CODE				

RESTRICTION:

ESV:

SIAPS:

REMARKS

11/05/1999	LDA ONLY FACILITY: PSEUDO GLIDE SLOPE CREATED WITH LDA COORDS AND ELEV PER SAC FIFO REQUEST.FACILITY IS FOR MISSED APPROACH ONLY AND IS LOCATED 4.69 MILES FROM THE AIRPORT AND RADIATES AWAY FROM THE AIRPORT USING REVERSE SENSING
11/05/1999	COORDS ON BC 4NM 39-11-54.91N 106-53-05.42W (39-11.91N 106-53.09W)
11/05/1999	COORDS ON BC 5NM 39-12-35.07N 106-54-02.81W (39-12.58N 106-54.05W)
11/05/1999	COORDS ON BC 6NM 39-13-15.23N 106-55-00.21W (39-13.25N 106-55.00W)
11/05/1999	COORDS ON BC 7NM 39-13-55.38N 106-55-57.63W (39-13.92N 106-55.96W)
11/05/1999	COORDS ON BC 8NM 39-14-35.52N 106-56-55.07W (39-14.59N 106-56.92W)
11/05/1999	COORDS ON BC 9NM 39-15-15.65N 106-57-52.53W (39-15.26N 106-57.87W)
11/05/1999	COORDS ON BC 10NM 39-15-55.78N 106-58-50.00W (39-15.93N 106-58.83W)
11/05/1999	COORDS ON BC 13.1NM (CROWS) 39-17-59.71N 107-01-47.71W (39-17.99 107-01.79W)
11/05/1999	COORDS ON BC 21.1NM (LINDZ) 39-23-20.62N 107-09-29.19W (39-23.34N 107-09.49W)
01/03/2001	ANA SURVEY DATED 10/21/00

698210-05



NFDC

FLIGHT INSPECTION REPORT--NONDIRECTIONAL BEACON, DIRECTION FINDING, VISUAL AIDS, COMMUNICATIONS												REVIEW INITIALS <i>JK</i>	
1. LOCATION: ASPEN, CO										2. IDENT: ASE			
3. COMMON SYSTEM:				4. DATE(S) OF INSPECTION: 2/8/99						5. OWNER: F			
6. TYPE OF INSPECTION				SITE EVALUATION		PERIODIC		<input checked="" type="checkbox"/> SPECIAL		RF			
				COMMISSIONING		SURVEILLANCE		INCOMPLETE					
7. FACILITY / COMPONENT INSPECTED				DIRECTION FINDING		NDB		NDB / DME		COMMUNICATIONS <input checked="" type="checkbox"/>		VISUAL AIDS	
8. NONDIRECTIONAL BEACON													
RADIO CLASS CODE:				FREQUENCY:				DME CHANNEL:					
ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT		
IDENTIFICATION				COVERAGE				STATION PASSAGE					
INTERFERENCE				NEEDLE OSCILLATIONS				STANDBY EQUIPMENT					
VOICE				BEARING ACCURACY				STANDBY POWER					
9. DIRECTION FINDING													
CHECKPOINT	AIRCRAFT ALTITUDE	AIRCRAFT DISTANCE	BEARING			FREQUENCY USED							
			AIRCRAFT	DF	ERROR								
STATION PASSAGE		SATISFACTORY		UNSATISFACTORY		STANDBY POWER		SATISFACTORY		UNSATISFACTORY			
10. VISUAL AIDS													
FACILITY INSPECTED		ALS		REIL		VASI		<input checked="" type="checkbox"/> PAPI		RUNWAY (S) SERVED: 15			
ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT		
INTENSITY		<input checked="" type="checkbox"/>		ANGULAR COVERAGE		<input checked="" type="checkbox"/>		SEQUENCE FLASHERS					
GLIDE SLOPE ANGLE 3.00/2.99		<input checked="" type="checkbox"/>		OBST. CLEARANCE (VGSi)		<input checked="" type="checkbox"/>		FOCUS AND ADJUSTMENTS					
COINCIDENCE (PAR/LS/MLS)				RUNWAY LIGHTS				RADIO CONTROL SYSTEM					
11. COMMUNICATIONS													
APPROACH CONTROL				FSS				TOWER		CENTER		OTHER	
FREQUENCY USED				PRIMARY		SECONDARY		VOICE QUALITY		COVERAGE		STANDBY POWER	
				SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	SAT	UNSAT
12. APPROACH:										SAT		UNSAT	
13. REMARKS: O-11-053/8 special inspection to replace VASI system with PAPI system, satisfactory. Glide slope angle verified using AFIS. Due to terrain, PAPIs unusable beyond 7 degrees right of runway centerline. NOTAM issued through DEN FSS (2/8/99) and NFDC notified for publication (2/17/99). ATCT and maintenance advised of the results of the inspection.													
FACILITY STATUS		NOTAM's: See remarks.											
UNRESTRICTED													
RESTRICTED		<input checked="" type="checkbox"/>											
UNUSABLE													
REGION: ANM		FLIGHT INSPECTOR'S SIGNATURE: <i>Scott A. Thompson</i>				017		TECHNICIAN'S SIGNATURE: NA				AIRCRAFT NO: N56	
FIO: SAC													

MAR 01 1999

MAR 01 1999

698210-05

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FLIGHT INSPECTION REPORT—NONDIRECTIONAL BEACON, DIRECTION FINDING, VISUAL AIDS, COMMUNICATIONS										REVIEW INITIALS <i>AK</i>			
1. LOCATION: ASPEN, CO								2. IDENT: ASE					
3. COMMON SYSTEM:				4. DATE(S) OF INSPECTION: 2/8-9/99				5. OWNER: F					
6. TYPE OF INSPECTION		SITE EVALUATION			PERIODIC			<input checked="" type="checkbox"/>		SPECIAL UC			
		COMMISSIONING			SURVEILLANCE			<input type="checkbox"/>		INCOMPLETE			
7. FACILITY / COMPONENT INSPECTED		DIRECTION FINDING		NDB		NDB / DME		COMMUNICATIONS		<input checked="" type="checkbox"/>		VISUAL AIDS	
8. NONDIRECTIONAL BEACON													
RADIO CLASS CODE:				FREQUENCY:				DME CHANNEL:					
ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT		
IDENTIFICATION				COVERAGE				STATION PASSAGE					
INTERFERENCE				NEEDLE OSCILLATIONS				STANDBY EQUIPMENT					
VOICE				BEARING ACCURACY				STANDBY POWER					
9. DIRECTION FINDING													
CHECKPOINT		AIRCRAFT ALTITUDE		AIRCRAFT DISTANCE		BEARING			FREQUENCY USED				
						AIRCRAFT	DF	ERROR					
STATION PASSAGE		SATISFACTORY		UNSATISFACTORY		STANDBY POWER		SATISFACTORY		UNSATISFACTORY			
10. VISUAL AIDS													
FACILITY INSPECTED		ALS	<input checked="" type="checkbox"/>		REIL	VASI	PAPI	RUNWAY (S) SERVED: 15					
ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT	ITEMS CHECKED		SAT	UNSAT		
INTENSITY		<input checked="" type="checkbox"/>		ANGULAR COVERAGE				SEQUENCE FLASHERS					
GLIDE SLOPE ANGLE				OBST. CLEARANCE (VGS)				FOCUS AND ADJUSTMENTS					
COINCIDENCE (PAR/LS/MLS)				RUNWAY LIGHTS				RADIO CONTROL SYSTEM					
11. COMMUNICATIONS			APPROACH CONTROL		FSS		TOWER		CENTER		OTHER		
FREQUENCY USED			PRIMARY		SECONDARY		VOICE QUALITY		COVERAGE		STANDBY POWER		
			SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	
12. APPROACH:											<input type="checkbox"/>		
											<input type="checkbox"/>		
13. REMARKS: O-11-054/8 special inspection of user complaint that left REIL light was obscured when on normal 3.00 degree glidepath. Left REIL light found to be obscured by small baffling fence installed in front of light. Maintenance made two height adjustments to REIL light installation and rechecked satisfactory. ATCT and maintenance advised of the results of the inspection.													
FACILITY STATUS		NOTAM's:											
UNRESTRICTED		<input checked="" type="checkbox"/>											
RESTRICTED													
UNUSABLE													
REGION: ANM		FLIGHT INSPECTOR'S SIGNATURE: <i>SCOTT A THOMPSON</i>				017		TECHNICIAN'S SIGNATURE: NA				AIRCRAFT NO: NS6	
FIO: SAC													

MAR 0 1 1999

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