

New FAA Approach Warning for Aspen

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Key Points

- **Be careful to select and fly the correct LOC approach at KASE/Aspen - there are two. The normal public use one is the 'LOC-DME-E.' The second is the 'SPECIAL LOC-DME RWY 15' which requires approval to fly.**
- **Some FMS systems have both in their databases which is causing confusion.**
- **There are some safety-critical differences between the two so make sure you shoot the right one.**

The FAA has put out a new Letter to Airmen with a warning for ops at Aspen.

There are two localiser approaches available which is causing potentially **safety-critical confusion**.

The primary (public use) approach is the **LOC-DME E**. The second is the *SPECIAL* LOC-DME RUNWAY 15 which requires prior approval via an LOA from FAA Flight Standards.

Many FMS systems have both in their database, and it's not always crystal clear which is the correct one to select:



Typical FMS approach selection – which would you have chosen?

The notice goes on to explain that there are some really important differences between the two which could lead to pilots accidentally **busting crossing heights or minimums** and losing safe separation from terrain.

As arguably one of the most challenging airports in the US, it's important to get it right.

What's the difference?

The first is the **minima**. If your ride is a CAT C for instance, the standard 'E' approach will get you down to 3122' AGL.

The 'SPECIAL' approach gets you lower – up to two grand closer to terra firma. **Extra simulator training** is required to make this possible. This includes the next big difference – changes to the way missed approaches must be flown.

Some operator-versions of this approach include an 'emergency extraction procedure' for go-arounds beyond the missed approach point for instance.

...Not unlike an emergency extraction at the dentist, things are going to get white knuckle if you haven't received the proper training first.



Get the proper training before you attempt an emergency extraction.

And finally, there is the time of day - the publicly available 'E' approach cannot be flown at night. In some cases, the special can with the right paperwork.

The standard 'E' approach will be advertised and **offered by default** when the localiser approach is in use. Here's what it looks like:

KASE/ASE
ASPEN-PITKIN CO/SARDY 29 OCT 21 **(1-1)** **CATA, B & C** ASPEN, COLORADO LOC DME-E

ATIS (ASOS when Twr Inop) 120.4	*ASPEN Approach (R) 123.8	DENVER Center (R) 119.85 when App Inop.	*ASPEN Tower CTAF 118.85	*Ground 121.9
LOC IASE 111.15	Final Apch Crs 151°	DOYPE 11700' (3863')	MDA(H) Refer to Minimums	Apt Elev 7838'

MISSED APCH: Climbing RIGHT turn to 14000' on heading 300° and IPKN localizer NORTHWEST course (303°) to LINDZ/D12.6 DBL and on DBL VOR R-244 to GLENO/D22.7 DBL and hold.

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

- Dual VHF navigation receivers required. 2. Procedure not authorized at night.
- VGS1 and descent angles not coincident. 4. IPKN back course outbound is normal sensing. 5. Cold temperature altitude correction required at or below -22°C.
- Pilot controlled lighting 118.85.

Procedure 1: Procedure not authorized for arrivals at DBL VOR via airway radials R-175 clockwise R-244.

NOT TO SCALE

GLENO D22.7 DBL MISSED APCH FIX

JARGU D13.1 IASE

KICER D10.9 IASE

FIMSO D9.0 IASE

DOYPE D7.1 IASE

CEYAG D4.0 IASE

LINDZ D12.6 DBL

BACK COURSE

OFF SET LDA

RED TABLE

113.0 DBL

151° 111.15 IASE

108.5 IPKN

14000'

300° hdg

303°

151°

12900'

12300'

11700'

6.59°

151°

TCH 55'

Apt 7838'

Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle	6.59°	819	1053	1170	1404	1638

MAP at CEYAG

Lighting - Refer to Airport Chart

14000' on RT

300° and

IPKN 108.5 NORTHWEST 303°

CIRCLE-TO-LAND

Circling not authorized for CAT C southwest of Rwy 15-33

	Max Kts	MDA(H)
A 90		9840' (2002') -3
B 120		10220' (2382') -3
C 140		10960' (3122') -3
D		NA

CHANGES: Airport elevation, minimums, topography.

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If you're seeking an **approval** to actually use the SPECIAL LOC approach, you'll need to obtain an **OpSpec C081** special authorisation like the one below. This will include Aspen specific training for all operating crew.

Appendix C. Sample OpSpec C081, Special Instrument and RNAV Visual Flight Procedures: 14 CFR Part 135

- a. The certificate holder is authorized to conduct special IAP, departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified, by airport and procedure name as listed in Table 1.

Table 1 – Authorized Airports, Procedures and Airplane

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions

If you'd like to know more about this process, the NBAA has published this doc which is worth a read.

Have More Info?

We're always on the lookout for intel from pilots out there. If you're familiar with KASE and would like to add to this article, please get in touch with us on team@ops.group. We'd love to hear from you.