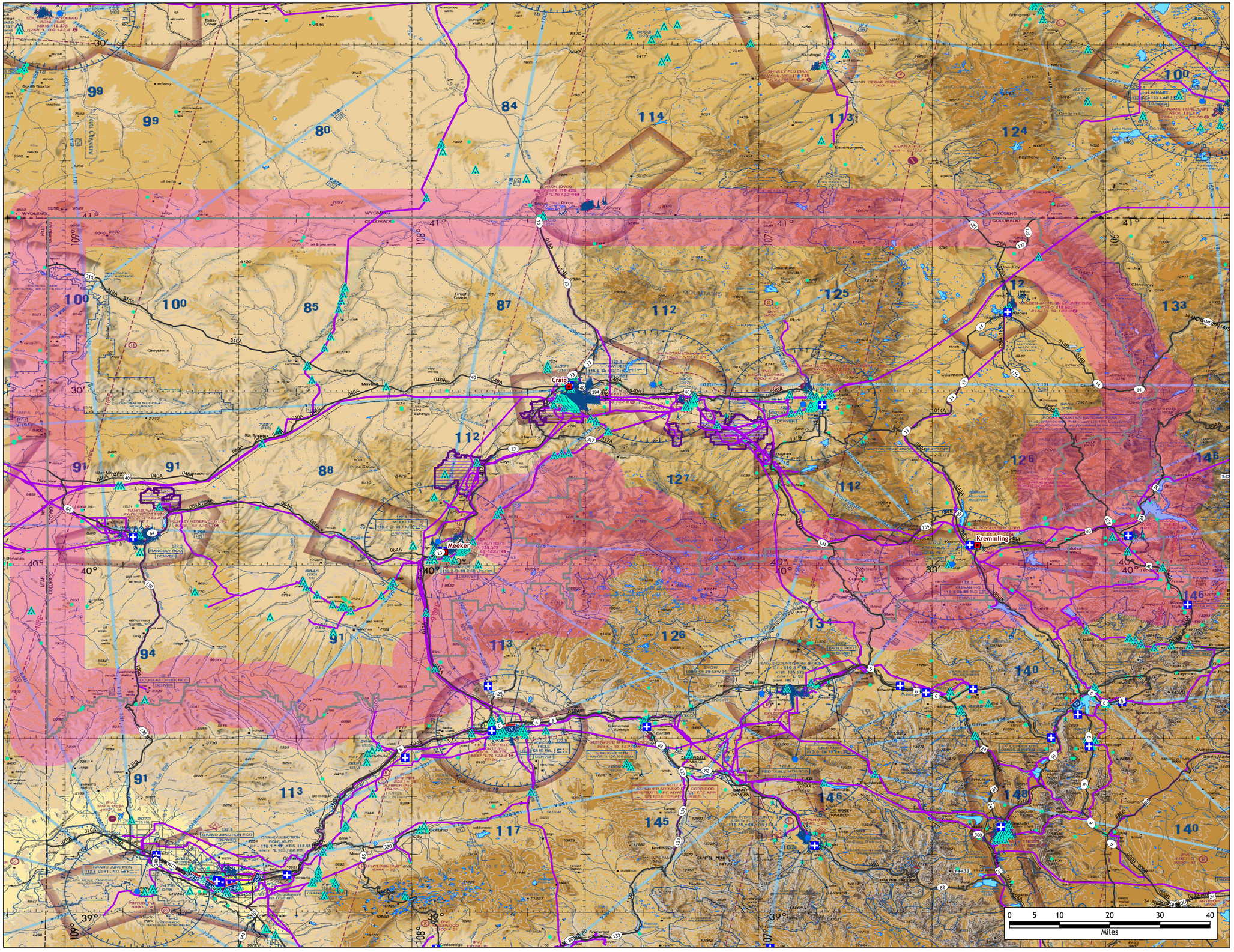
Northwest Colorado Fire & Aviation Management Unit Aerial Hazard Map

Please return to Craig Dispatch



Legend

- BLM Office Location
- Obstructions 1000 ft or higher AGL
- Obstructions above 100 ft & below 1000 ft AGL
- Obstructions below 100 ft AGL
- Other Potential Aerial Hazard
- NAVAID System
- Medical Facilities
- Transmission Line
- Highway
- Water Bodies
- Dispatch Center Boundary
- Aerial Cable Caution Due to Mining Activity
- CRD Deconfliction Zone 5 NM

N

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

Seaplane Base

ADDITIONAL AIRPORT INFORMATION

Private *(Pvt)* - Non-public use having emergency or military priority.

Military - Other than hard-surfaced: all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected

Unverified

Abandoned - paved having landmark value, 3000 ft. or greater

Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box Indicates FAR 91 Special Air Traffic Rules & Airport Traffic Pattern Info.

FSS — FAR 91

NO SVFR — Location Identifier

NAME (NAM) (PNAM) — ICAO Location Indicator

Pumpkin Patch CT - 118.3 ATIS 123.8

Right Traffic Pattern (public use) 2085 L 72 122.95 RP 23, 34

RP * Special conditions exist - see A/FD.

VFR Advsy 125.8 — UNICOM

AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operations.

📻 - Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Part-time AWOS facilities may not be located at airports.

UNICOM - Unofficial advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

2685 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215(b/M.)

Class D Airspace

40 Ceiling of Class D Airspace in hundreds of feet (a minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL, unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

732° V 60 — Total mileage 169

Class E Airspace low altitude RNAV Routes are indicated by center line.

T319 — RNAV waypoint and name

GRANT

Prohibited, Restricted, and Warning Areas, Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 91 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215(b/M.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 382° 119.8 OAK 122.1R

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

- ASOS/AWOS

HIRAS

TWEB

FSS radio providing voice communication — 122.1R — MIAMI

122.1R — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown. Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

Frequencies above thin line box are remoted to NAVAID sites. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radiobeacon (NDB)

NDB - DME

OBSTRUCTIONS

1000 ft. and higher AGL

below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 (1149) UC — Elevation of the top above mean sea level; Height above ground; Under construction or reported: position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower

618 (Elevation Base of Tower)

Coast Guard Station

Race Track

Tank - water, oil or gas

Oil Well

Water Well

Mine or Quarry

Mountain Pass

11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake

Dams

Non-Perennial Lake

Bridges and Viaducts

MISCELLANEOUS

Isogonic Line (2005 VALUE)

Ultralight Activity

Flashing Light

Hang Glider Activity

Marine Light

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory.)

VPXYZ — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.)

NAME (VPXYZ)

Entire area of this chart is within the Mountain Standard Time Zone +7 (+6DT) = UTC

CONTOUR INTERVAL 500 *feet*
Intermediate contour 250 *feet*

HIGHEST TERRAIN elevation is *14433* *feet* located at 39 07'N – 106 27'W

Spot elevation . . . . . *•4254*

Approximate elevation . . . . . *x 3200*

Doubtful locations are indicated by omission of the point locator (dot or "x")

14433 — 12000 — 9000 — 7000 — 5000 — 3000

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are released every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Multiple sources for this data include but not limited to BLM, Private, Xcel, WAPA, FAA & FCC

The sectional data may be outdated & may not be appropriate for navigational purposes.

This is to be used for general hazard information only. Not all hazards may be present on this map.

04/24/2024