

SPRINGS DEP CON  
124.0 257.875  
ATIS  
125.0 254.3  
SPRINGS TOWER  
119.9 360.6

FALCON  
116.3 FQF  
Chan 110

MILE HIGH  
114.7 DVV  
Chan 94

RED TABLE  
113.0 DBL  
Chan 77

TOP ALTITUDE:  
10000

RIFLE  
113.35 RIL  
Chan 80(Y)

HUGO  
112.1 HGO  
Chan 58

BLACK FOREST  
112.5 BRK  
Chan 72

PUEBLO  
116.7 PUB  
Chan 114

LAMAR  
116.9 LAA  
Chan 116

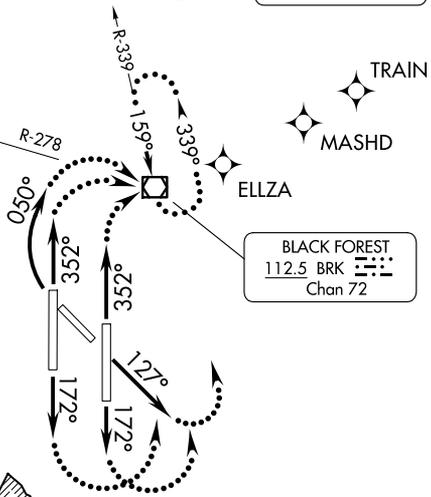
TOBE  
114.05 TBE  
Chan 87(Y)

ALAMOSA  
113.9 ALS  
Chan 86

BLUE MESA  
114.9 HBU  
Chan 96

R-2601  
A&B

RODDY



TAKEOFF MINIMUMS

- Rwys 17L, 17R: Standard.
- Rwy 13: Standard with minimum climb of 250' per NM to 6400, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
- Rwy 31: Standard with minimum climb of 260' per NM to 7300.
- Rwy 35L: Standard with minimum climb of 283' per NM to 9000.
- Rwy 35R: Standard with minimum climb of 282' per NM to 9000.

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 127° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 17L: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 31: Climbing right turn heading 050° for RADAR vectors to filed/assigned route, thence. . . .

. . . . maintain 10000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after departure from runways 13 and 17L/R turn left, from runway 31 and 35L/R turn right direct BRK VOR/DME, thence via filed/assigned route.

AIRCRAFT FILED V108 WESTBOUND: Continue climb in holding pattern to cross BRK VOR/DME at or above 14000.

SW-1, 19 FEB 2026 to 19 MAR 2026

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