

# EAGLE COUNTY AIRPORT

KEGE

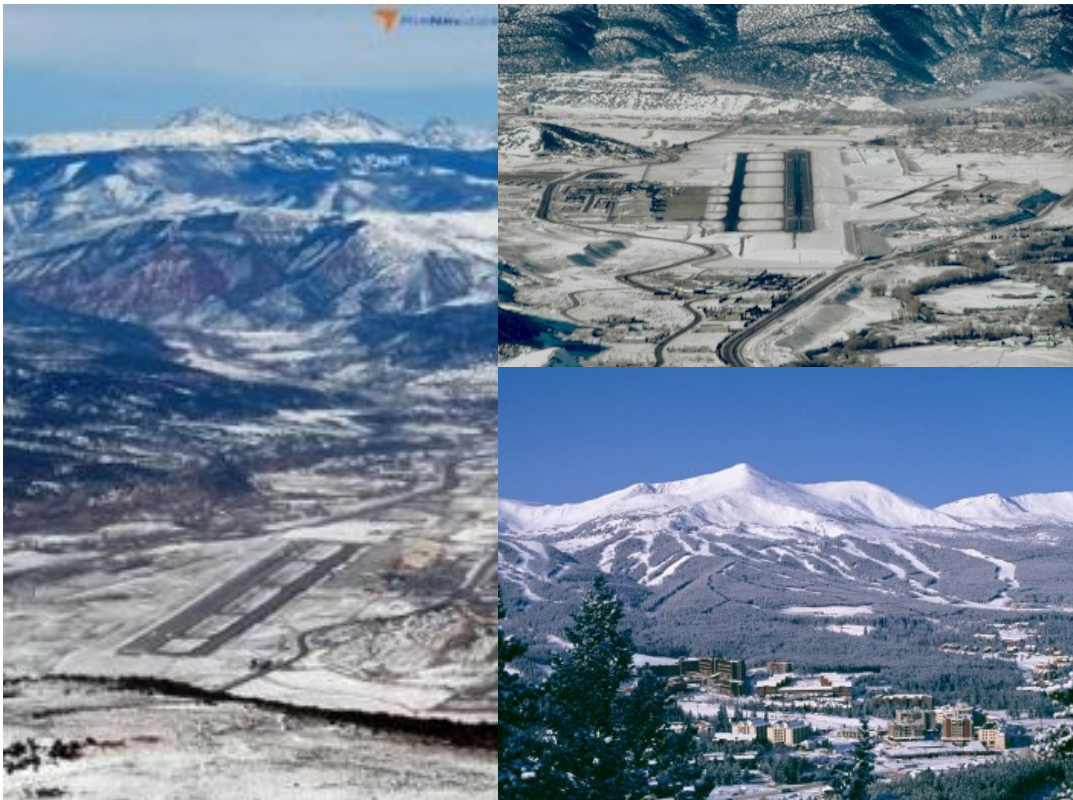
Elevation 6547'

Gypsum, CO

[Airport Website](#)

## Airport Overview

Eagle County Airport is located approximately 100nm west of Denver, Colorado. Eagle has a single 9,000ft x 150ft grooved asphalt runway. Eagle has approximately the same amount of traffic volume on average as Aspen, with approximately 112 operations per day. Although most of the traffic consists of transient general aviation aircraft, there are also commercial and military operations. Airlines such as United Express and American operate nearly year round. The Airport Facility Directory stipulates there are extensive military helicopter operations below 1,000ft AGL within 25 nm of the airport. There is no standard published ILS approach; however, there is a special ILS approach that's used mostly by the airlines and requires permission and training from FSDO prior to use. Additionally, there are special take-off minimums that apply for both runway 7 and runway 25 that must be adhered to for terrain avoidance. Most commercial operators will have specific requirements in the ops specs about EGE. The most common are "daylight only", and Runway arrival/departure selection limitations. High awareness of ALL company procedures in and out of KEGE is highly recommended.



Longest Runway	Lowest Published Approach Minimums
<p><b>RWY 07-25</b> 9000 x 150'</p>	<p><b>LDA/DME RWY 25</b> 8330 (1790') 3SM</p>



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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
07	ASPH-GRVD	9000	150	9000	-
25	ASPH-GRVD	9000	150	8000	P 3°/55'

## ATC

TOWER:  Yes  No

Notes: ARFF Index C

## AF/D Notes of Interest

- NO SNOW REMOVAL OR RWY MONITORING NOV-APR 0600-1300Z.
- ACFT SHOULD NOT LEAVE OR ENTER TWY A EAST OF TWY C-2.
- CRITICAL ACFT ARE CAT D IV, B757-200 EQUIVALENT AND LOWER.
- FOR ATCT HRS CONTACT ARFF AT 970-328-2688.
- COLD TEMPERATURE AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -20C.
- FOR CD CTC EAGLE ATCT AT 970-524-0803, WHEN ATCT CLSD CTC DENVER ARTCC AT 303-651-4257.
- EXTENSIVE MILITARY HELICOPTER TRAINING OPERATIONS SURFACE TO 1000 FT AGL WITHIN 25 NM RADIUS EAGLE COUNTY AIRPORT 0630-2200.
- HI UNMKD TERRAIN ALL QUADS. NGT OPNS DISCOURAGED TO PILOTS UNFAM WITH ARPT.
- RECOMMEND ALL ACFT DEPT RWY 25 INITIATE A LEFT TURN AS SOON AS ALTITUDE & SAFETY PERMIT TO AVOID HIGH TERRAIN.
- MTN TOP 10:1 CLNC 13000 FT FM THR, 1500 FT LEFT OF RWY CNTRLN EXTENDED.
- WHEN ATCT CLOSED ACTVT MALSR RWY 25; REIL RWY 07; HIRL RWY 07/25 - CTAF. PAPI RWY 25 OPR CONSLY.
- REGULAR OFFICE HOURS: THU-MON 0900-1700. AFTER HRS SVC AVBL: OFFICE 970-524-0490. AFTER HRS 303-472-1125. THREE HR ADVANCE NOTICE REQUIRED.

## Safety Factors

- CFIT due to nearby high terrain.
- Black hole effect on approach.
- High elevation airport.
- Airport Hot Spot, see pg 5.
- Windshear
- Winter Weather
- Runway Contamination
- High Pressure procedures (Missed apprch/ Departure)

## Terrain/Obstacles

- CAUTION: Mountainous high terrain > 11,000' in all quadrants within 7 NM of arpt.
- KASE— Generally not an acceptable alternate airport.



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## Approach Review

RWY 07	RWY 25
RNAV(GPS) D	PAPI, LDA/DME, RNAV(GPS) D

## Accident/incident History

A search of available databases yielded multiple reports from JAN 2015 to NOV 2022 of which 38 were pertinent to risks at the airport. The majority of pertinent reports were bird strikes (25). The additional pertinent reports were low altitude alert (6), The remaining 7 reports were aircraft specific maintenance/systems discrepancies.

### Risk Factor 1: Low Altitude Alerts/CFIT

- There were a total of 6 reported events of low altitude cockpit alerts, the majority of which were the result of poor situational awareness or non standard practices by the crew combined with complex departure and approach procedures.

Causal Factors: High mountainous terrain immediately surrounding airport. Non-standard arrivals and instrument approach profiles.

### Sample Report:

Narrative: 1

- Very bad weather all day, finally an opportunity to take off arose, but we had to depart off RWY 7 the briefing guide doesn't have any climb guidance on either of the SIDs off [Runway] 7. We were on the climbout passing 10,000 feet, the airplane commanded a decrease in pitch to start accelerating to climb speed. This caused a caution terrain. We had visual contact with the terrain and continued our climb.

Runway 7 is hardly ever used, we need more information in the briefing guide and on the company Jeppesen pages. Departing RWY7 there is no climb speed guidance. There should be a recommendation for a climb speed of L/D max (Minimum Drag Speed) until 14,000 feet off that runway. We reach 10,000 feet very quickly and then the airplane goes into acceleration mode.

### Sample Report:

Narrative: 1

- Pilot and non-flying pilot discussed before clearance was issued that Cottonwood departure was not to be accepted for departure and Gypsum was to be flown off Runway 25. Pilot nonflying copied clearance as filed and entered issued Cottonwood clearance into FMS by mistake. Both departures mirror each other initially with left turn off Runway 25 and wrong input was discovered simultaneously when asked to contact Denver center after 10000 ft and warned about VFR traffic with no altitude or type information. ATC queries our heading and we told about RA traffic within 2 miles from our AC. Clearance was issued to FL210 and to a fix on our flight plan. Later ATC asked us to call Denver center upon landing.

Pilot non flying has been using Cottonwood departure for years previously and accepted that clearance, entered that procedure to FMS as he was accustomed to. Company dispatch had filed Cottonwood departure. Cottonwood departure is not even in our iPad database and we are not approved for it. Prior takeoff acceleration altitude and diversion airport was briefed and after initial turn 215 heading problem was discovered. Both Cottonwood and Gypsum has initial 215 heading. Before crew had time to amend clearance with ATC crew had to avoid VFR traffic on TCAS.

Suggest extra care with FMS inputs. Never file procedures not authorized. ATC should query if authorized procedure in question before issue.

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Reference Documents (Double-Click on icon to retrieve)

<p>AFD</p>		
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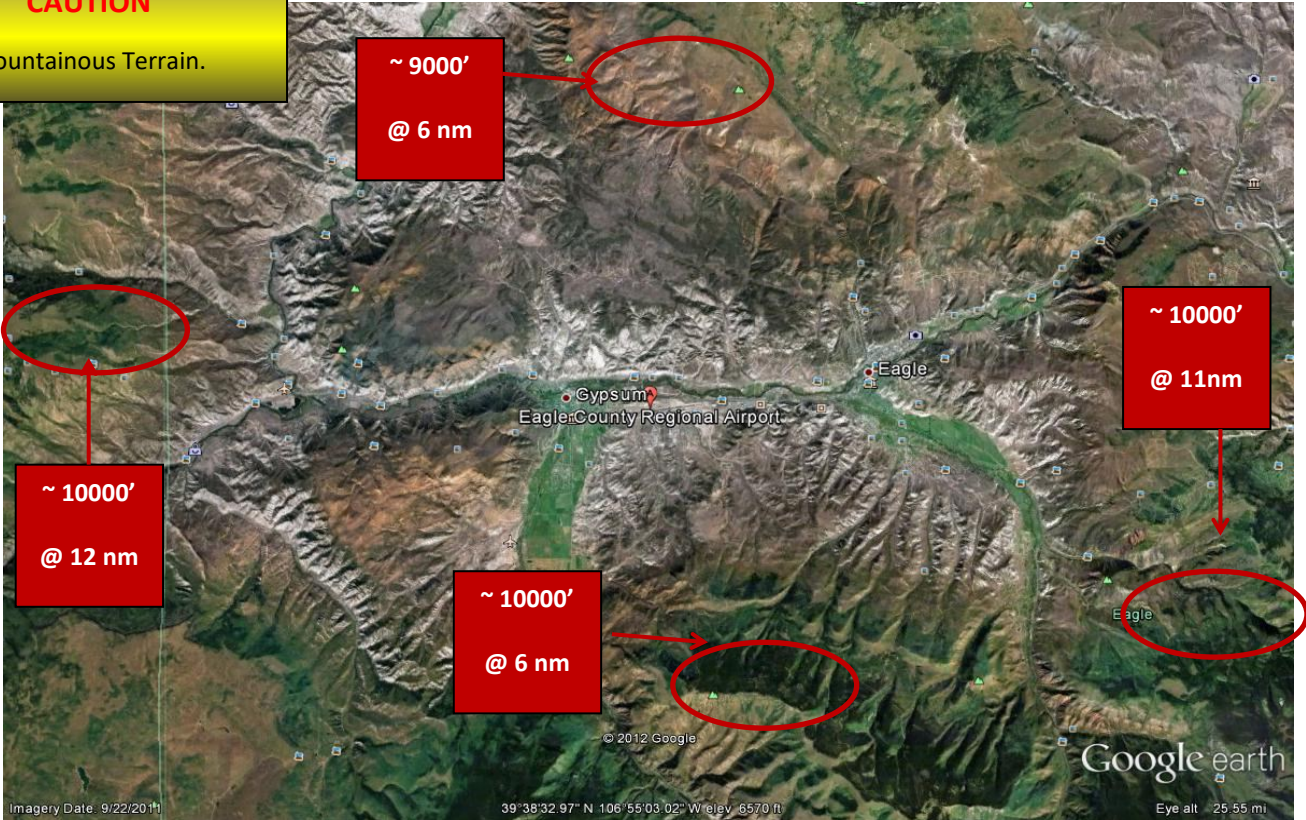
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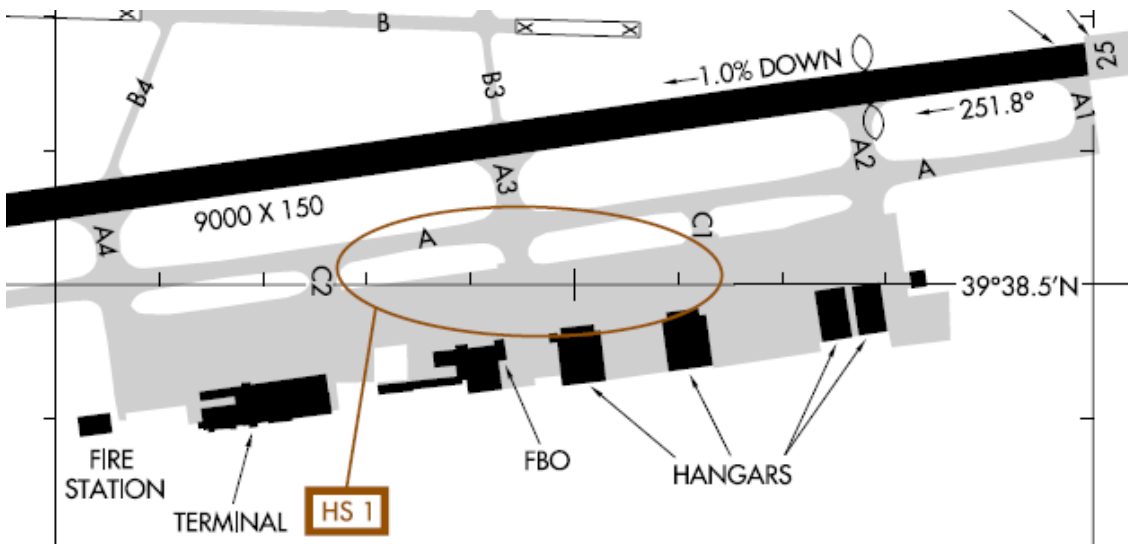
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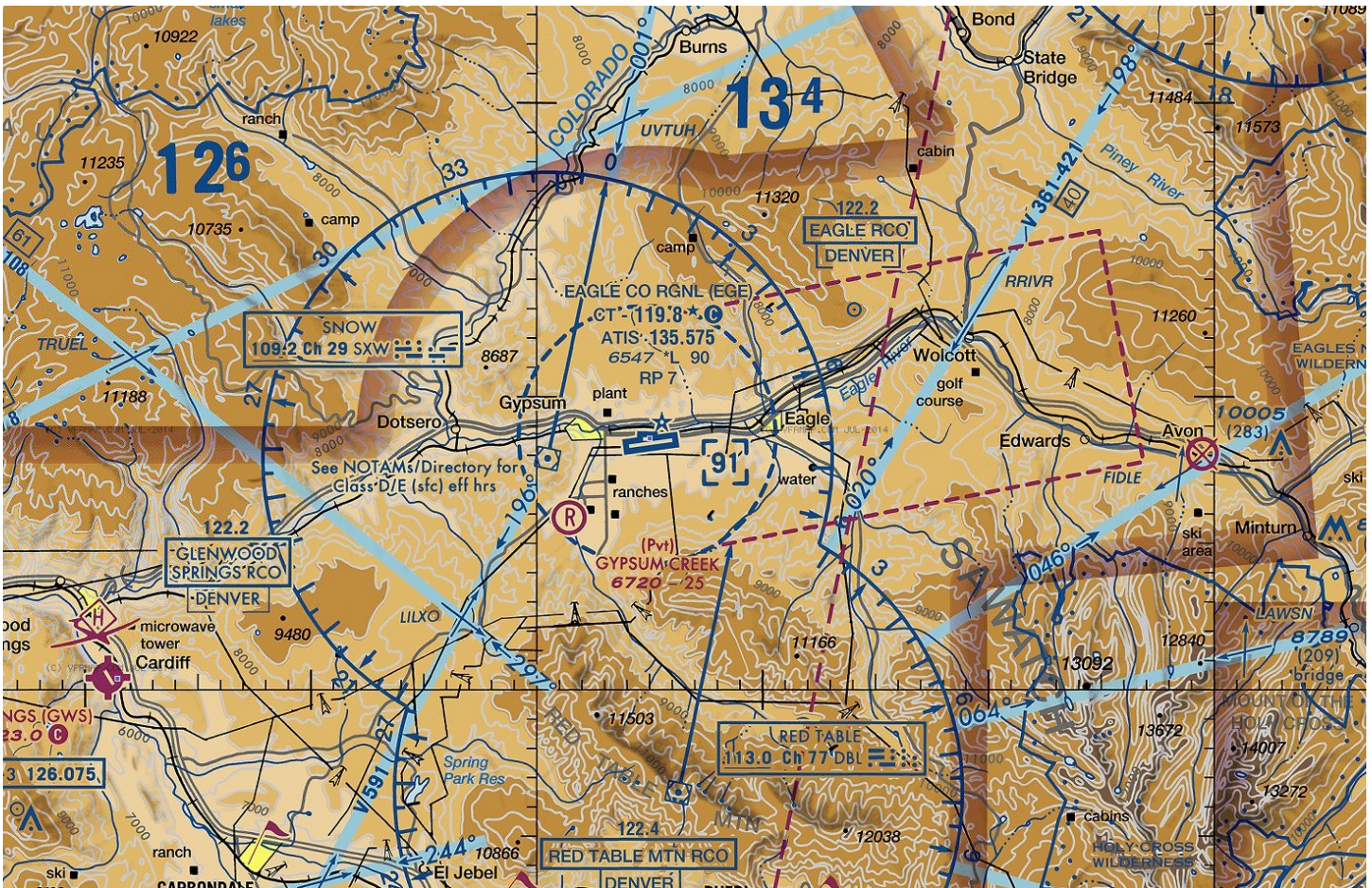
Gypsum, CO

**CAUTION**  
Mountainous Terrain.



**CAUTION**  
Airport Hot Spot.





## Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
CFIT due to nearby elevated terrain.	
Black hole effect on approach.	
High elevation airport.	
Airport hot spot.	
Windshear	
Winter Weather	
Runway Contamination	
High Pressure Procedures	