

TELLURIDE REGIONAL AIRPORT

KTEX

Elevation 9,070'

Telluride, CO

[Airport Website](#)

Airport Overview

Telluride Regional Airport (ICAO: **KTEX**, FAA LID: **TEX**) is a public-owned, public-use airport located in San Miguel County, Colorado, United States. The airport is located 5 miles west of the city center, within the Rocky Mountains. It is currently the second highest airfield, by elevation, in the United States.

Telluride Airport covers an area of 542 acres at an elevation of 9070 feet above mean sea level. It has one runway: 9-27 is 7,111 by 100 feet with an asphalt surface.

The airport's runway is on a plateau and dips in the center. Terrain around the airfield exceeds 14,000 feet and rises in all quadrants. At the end of the runway there is a 1,000' drop into the San Miguel River below the airport. Runway 9 has a right-hand traffic pattern. Runway 27 is not specified to be right or left, but assumed to be left.



Longest Runway	Lowest Published Approach Minimums
<p>RWY 9-27: 7,111 x 100'</p>	<p>RNAV GPS Y RWY 9: 11,500 (2,500') 1 ¼</p>



TELLURIDE REGIONAL AIRPORT

KTEX

Elevation 9,070'

Telluride, CO

Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
9	ASPH-GRVD	7111	100	6911	3.55°/46'
27	ASPH-GRVD	7111	100	6911	4°/40'

NOTE: Displaced Threshold 200'

ATC

TOWER:

Yes

No

Notes: ARFF Index rstd to FAR 139 design groups AI-CIII. Air carrier ops during unattended hrs must notify TEX customer svc at 970-728-8603 24 hrs in advance for provision of adequate ARFF personnel.

AF/D Notes of Interest

- Attended from 1400-0400Z (Apr—Oct), 1400-0100Z (Nov-Mar)
- Rising terrain all quadrants
- Arprt on 1000' mesa, strong vertical turbulence in area of mesa edge
- Rwy 09-27 recommended tkf Rwy 27, land Rwy 09 and avoid populated areas
- Rwy 09-27 grade -.08 on rwy ends, -1.3 to approximately midpoint then +.75
- Glider, hang glider and helicopter ops on and invof arprt
- Cold temperature airports, Altitude correction required at or below -18C
- Arprt closed 0400-1300Z
- Rwy 27 PAPI lgts unusable byd 2.5 NM due to terrain
- Noise abatement procedures in effect
- EMAS located on 09 and 27
- LOC unusable byd 20° either side of course centerline; within 0.9 NM, 1.0 DME, from thld. DME unusable 20° left and right of course.

Terrain/Obstacles

- **Rising terrain all quadrants**

Safety Factors

- Mountainous terrain airport
- Airport sits on plateau with 1,000 ft drop at end of runway
- Single taxiway will require back taxi if departing rwy 9 or landing rwy 27
- Circling approach is NA at Night
- Non-towered airport and airspace lies under Denver Ctr
- Cold temperature airport



TELLURIDE REGIONAL AIRPORT

KTEX

Elevation 9,070'

Telluride, CO

Approach Review

RWY 9	RWY 27
RNAV(GPS), LOC, VOR/DME	VOR/DME

Reference Documents (Double-Click on icon to retrieve)

(AFD)	(AD)		

Accident/incident History

A search of available databases yielded 5 accident and 0 incident reports from JAN 2015 to APR 2024. Of the (5) five accident reports (3) three were fatal, (1) one involved a business jet, (1) involved a glider and (3) were piston powered aircraft. A sample report depicted below.

Sample Report: On December 23, 2015, about 1415 mountain standard time, a Hawker Beechcraft 400XP airplane collided with a snowplow while landing at Telluride Regional Airport (KTEX) Telluride, Colorado. The pilot, co-pilot, five passengers and the snowplow operator were not injured and the airplane was substantially damaged during the incident. The airplane was registered to and operated by Aerolineas Ejecutivas, Toluca, Mexico, under the provisions of 14 Code of Federal Regulations Part 129 as an air taxi flight. Instrument meteorological conditions prevailed at the time. The flight departed Monterrey, Mexico, with a planned stop in El Paso, Texas, en route to Telluride, Colorado.....

At 1348, the controller asked the pilots to advise him when they had the weather and NOTAMS for KTEX, adding that another airplane just attempted an approach into KTEX, but had to execute a missed approach. The pilot reported that they received the weather information and planned to make the approach. The controller responded by giving the flight a heading, saying this would be for the descent and sequence into the airport. At 1350, the airport operator entered a NOTAM via computer closing the runway (effective 1350) for snow removal, and the airport operator proceeded onto the runway. At 1358, the controller cleared the accident airplane for the approach to the airport. The pilot then canceled his flight plan at 1402 with the airport in sight. The crew did not change radio frequency to the airport's common traffic advisory frequency (CTAF) for traffic advisories. During the landing, the crew did not see the snowplow on the runway until it was too late to avoid a collision.

TELLURIDE REGIONAL AIRPORT

KTEX

Elevation 9,070'

Telluride, CO





Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Mountainous Airport	
Cold Temperature Airport	
Non-Towered Airport	
Elevated Terrain	
Airport sits on plateau with 1,000 ft drop at end of runway	
Single taxiway will require back taxi if departing rwy 9 or landing rwy 27	