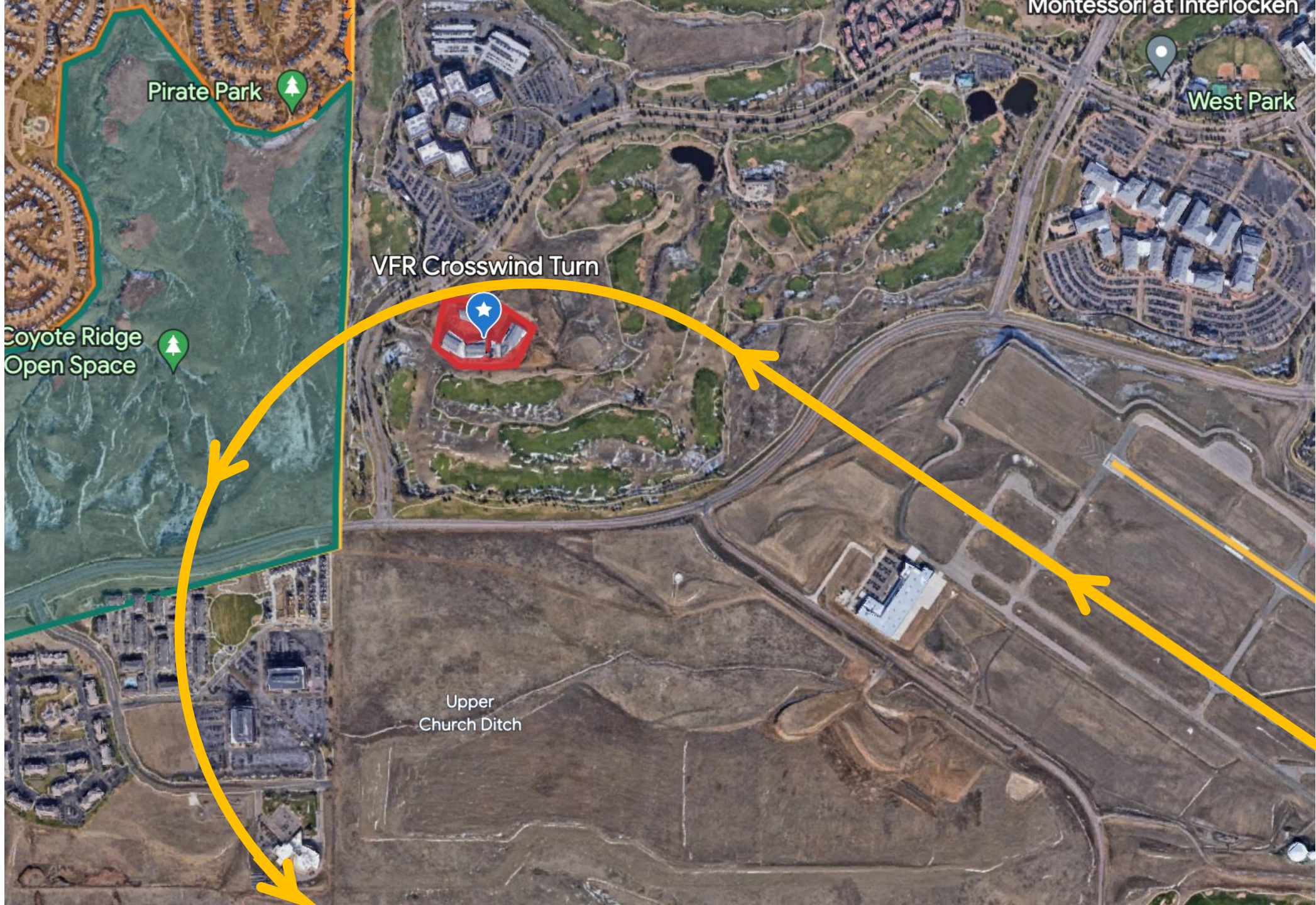


30L Take-off Towards Superior



Pirate Park



West Park



VFR Crosswind Turn



Coyote Ridge
Open Space



Upper
Church Ditch

Montessori at Interlocken



VFR Crosswind Turn

Broomfield

36

VFR Downwind Leg Turn

VFR Final Leg Turn

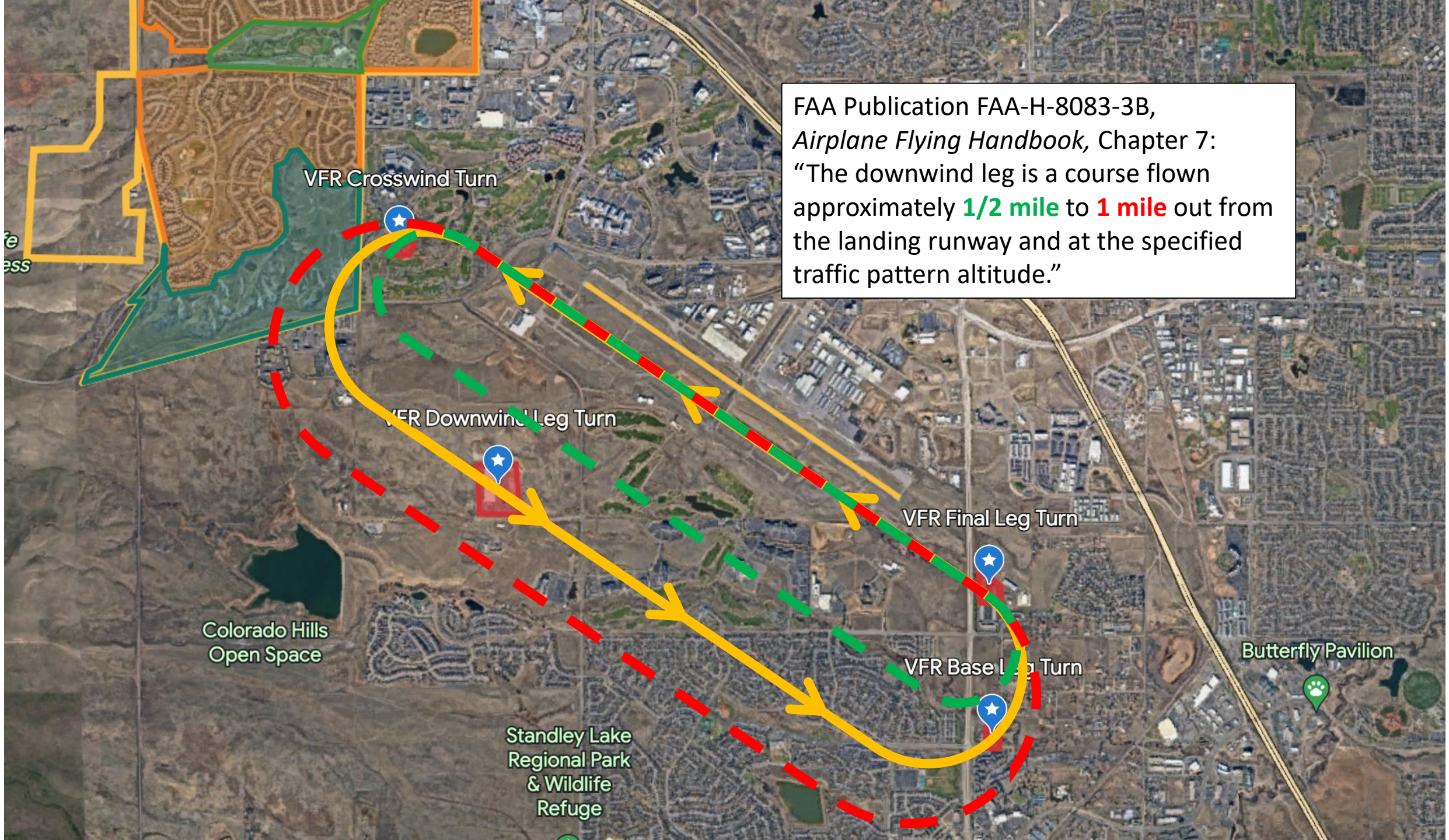
Colorado Hills
Open Space

VFR Base Leg Turn

Butterfly Pavilion

Standley Lake
Regional Park
& Wildlife
Refuge

FAA Publication FAA-H-8083-3B,
Airplane Flying Handbook, Chapter 7:
“The downwind leg is a course flown
approximately **1/2 mile** to **1 mile** out from
the landing runway and at the specified
traffic pattern altitude.”



VFR Crosswind Turn

VFR Downwind Leg Turn

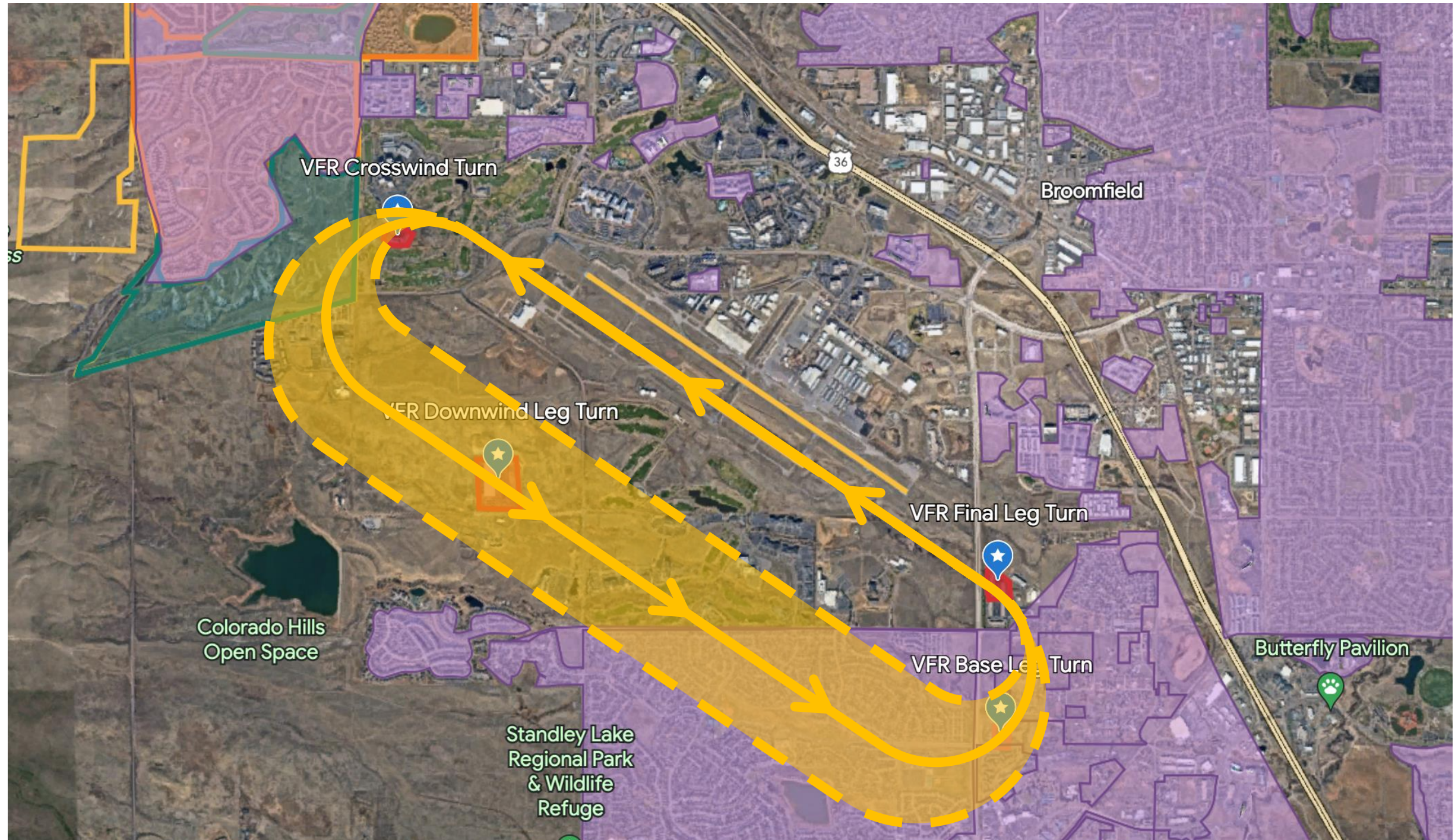
VFR Final Leg Turn

Colorado Hills
Open Space

Standley Lake
Regional Park
& Wildlife
Refuge

VFR Base Leg Turn

Butterfly Pavilion



VFR Crosswind Turn

Broomfield

36

VFR Downwind Leg Turn

VFR Final Leg Turn

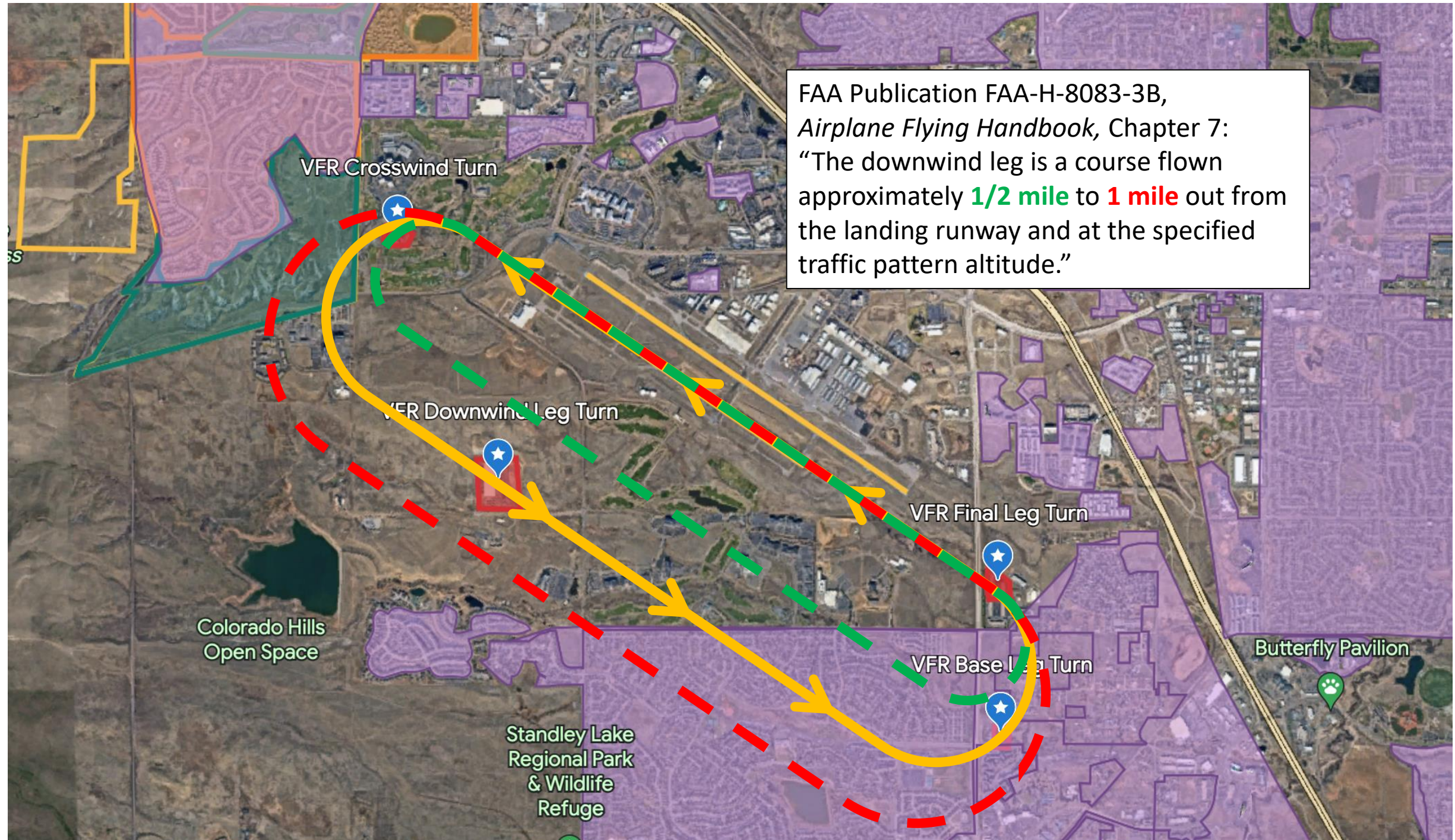
Colorado Hills
Open Space

VFR Base Leg Turn

Butterfly Pavilion

Standley Lake
Regional Park
& Wildlife
Refuge

FAA Publication FAA-H-8083-3B,
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VFR Crosswind Turn

Broomfield

36

VFR Downwind Leg Turn

VFR Final Leg Turn

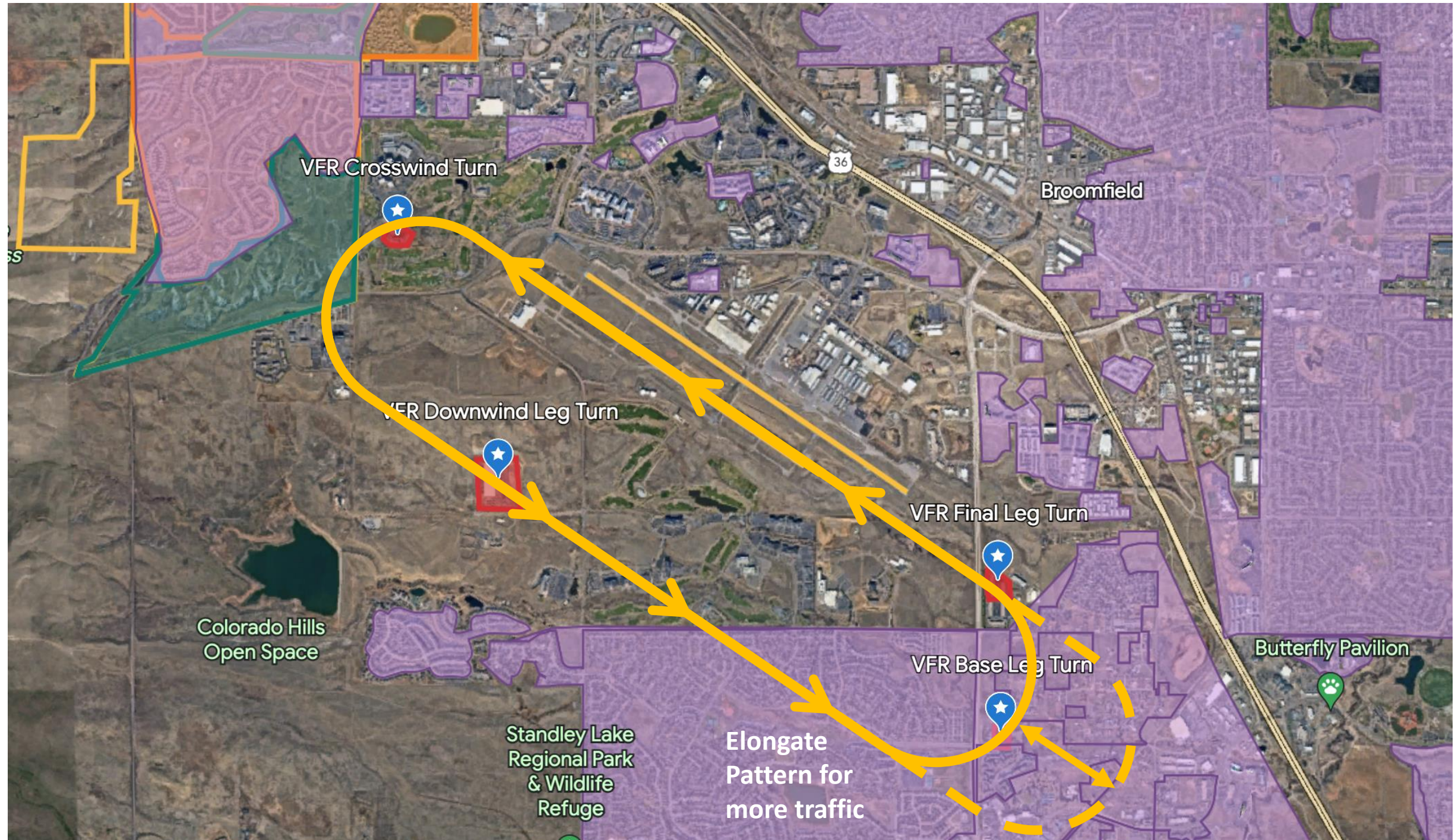
Colorado Hills
Open Space

VFR Base Leg Turn

Butterfly Pavilion

Standley Lake
Regional Park
& Wildlife
Refuge

Elongate
Pattern for
more traffic



VFR Crosswind Turn

Broomfield

VFR Downwind Leg Turn

VFR Final Leg Turn

Colorado Hills
Open Space

VFR Base Leg Turn

Butterfly Pavilion

Standley Lake
Regional Park
& Wildlife
Refuge

Elongate
Pattern for
more traffic

12R Take-off Towards Westminster



VFR Final Leg Turn

36

Broomfield

Wildlife Access

VFR Base Leg Turn

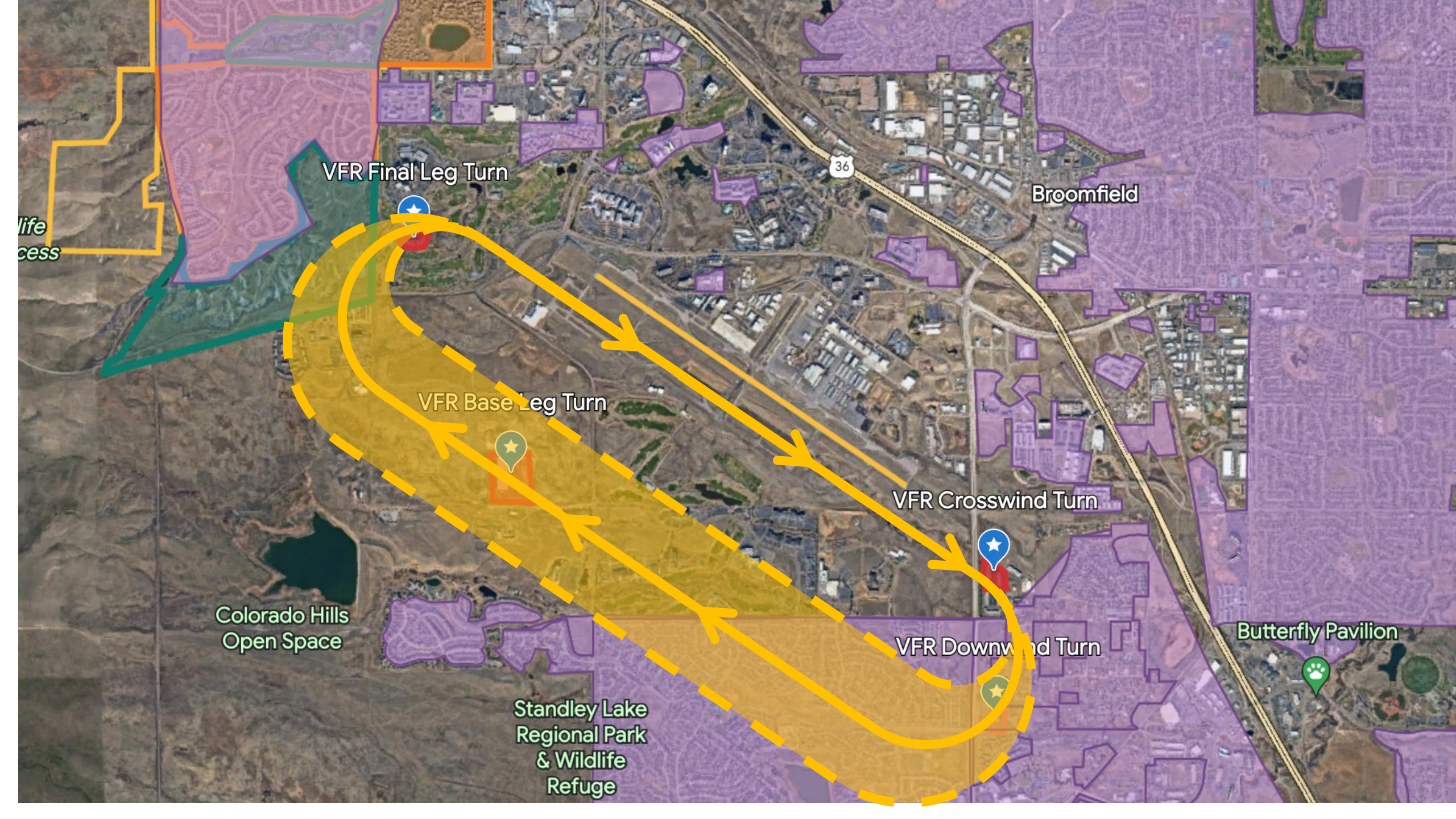
VFR Crosswind Turn

Colorado Hills Open Space

VFR Downwind Turn

Butterfly Pavilion

Standley Lake Regional Park & Wildlife Refuge



VFR Final Leg Turn

Broomfield

36

VFR Base Leg Turn

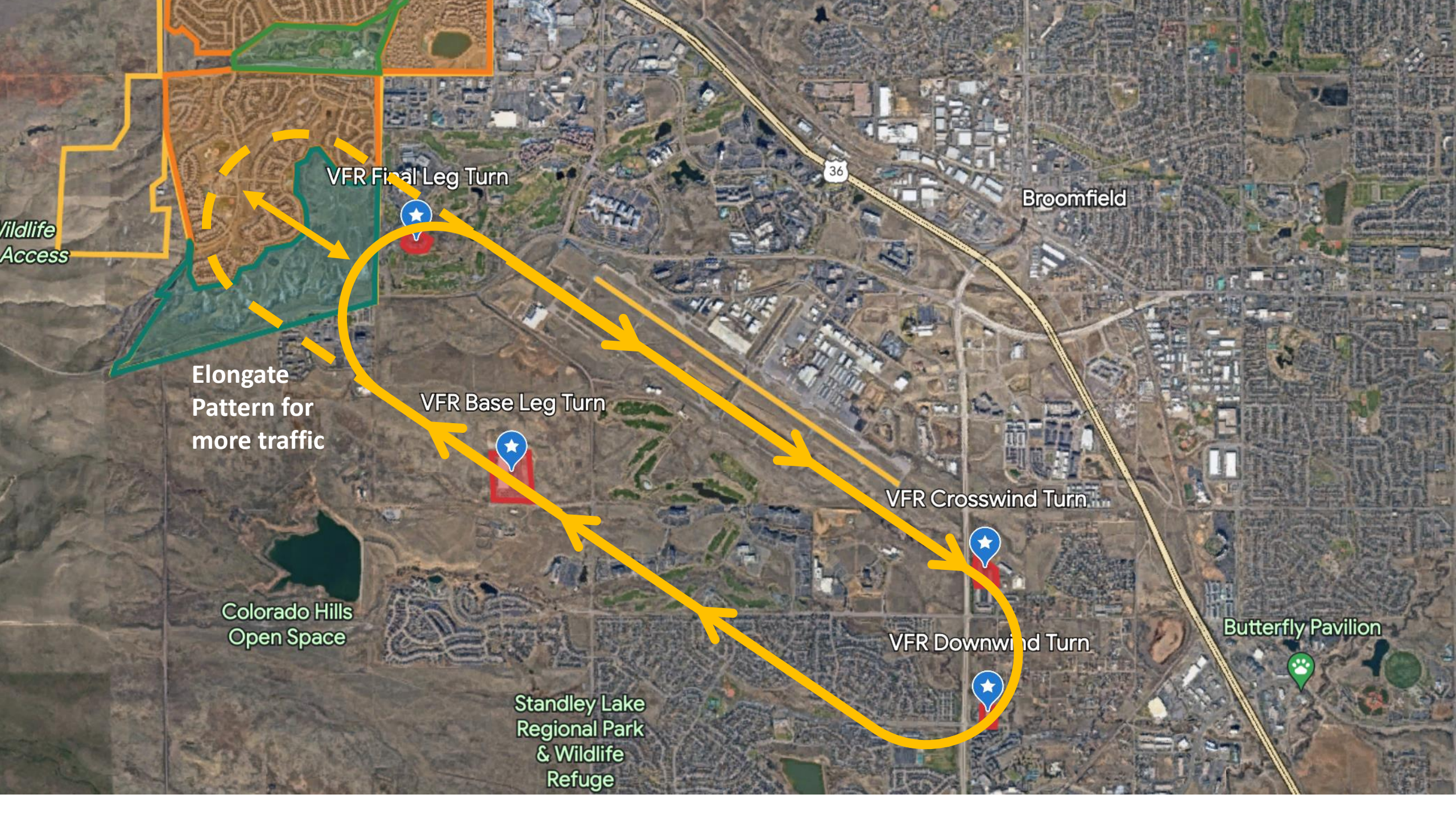
VFR Crosswind Turn

Colorado Hills
Open Space

VFR Downwind Turn

Butterfly Pavilion

Standley Lake
Regional Park
& Wildlife
Refuge



VFR Final Leg Turn

VFR Base Leg Turn

VFR Crosswind Turn

VFR Downwind Turn

Elongate
Pattern for
more traffic

Colorado Hills
Open Space

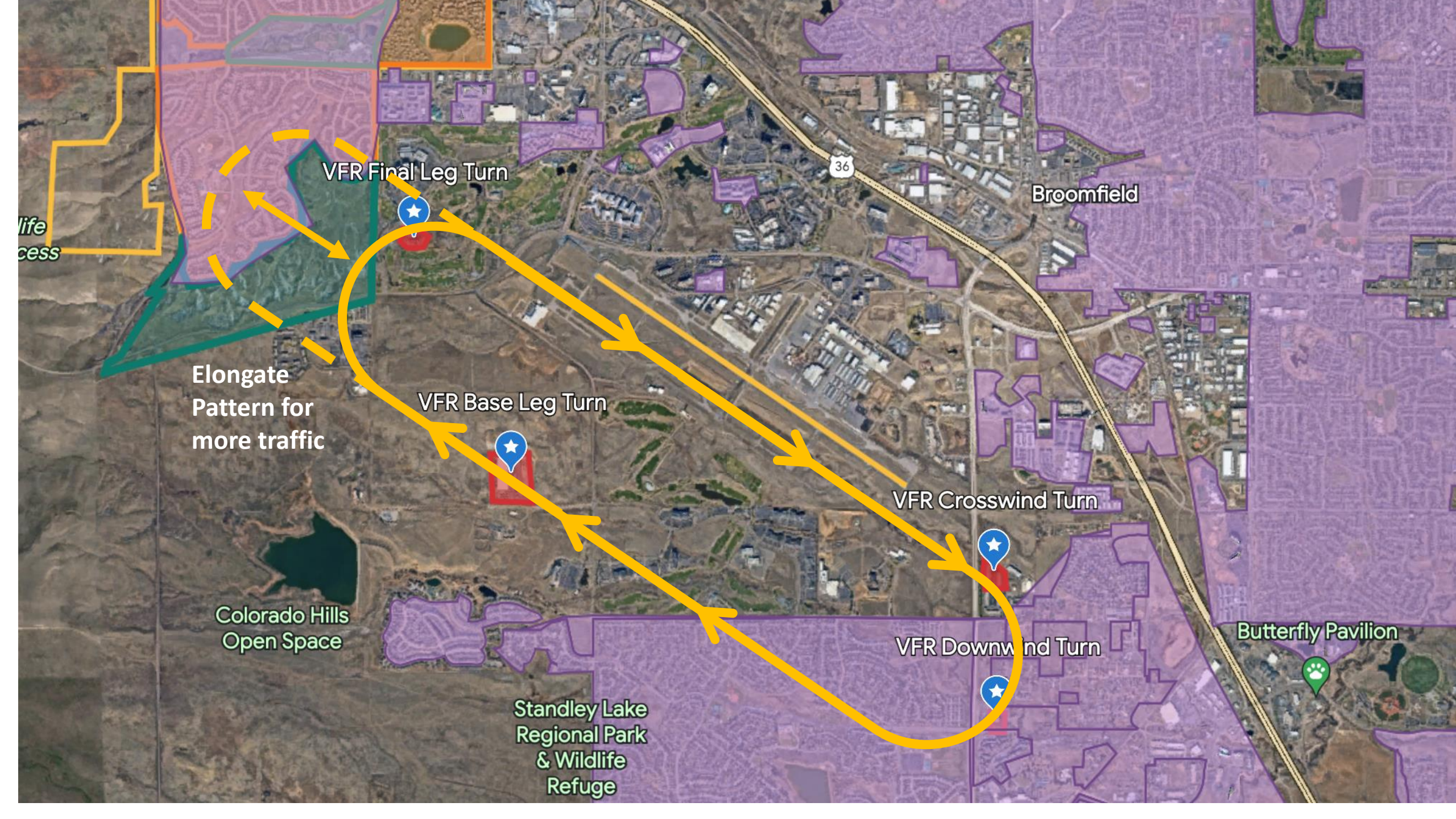
Standley Lake
Regional Park
& Wildlife
Refuge

Butterfly Pavilion

Broomfield

Wildlife
Access

36



VFR Final Leg Turn

Broomfield

Elongate
Pattern for
more traffic

VFR Base Leg Turn

VFR Crosswind Turn

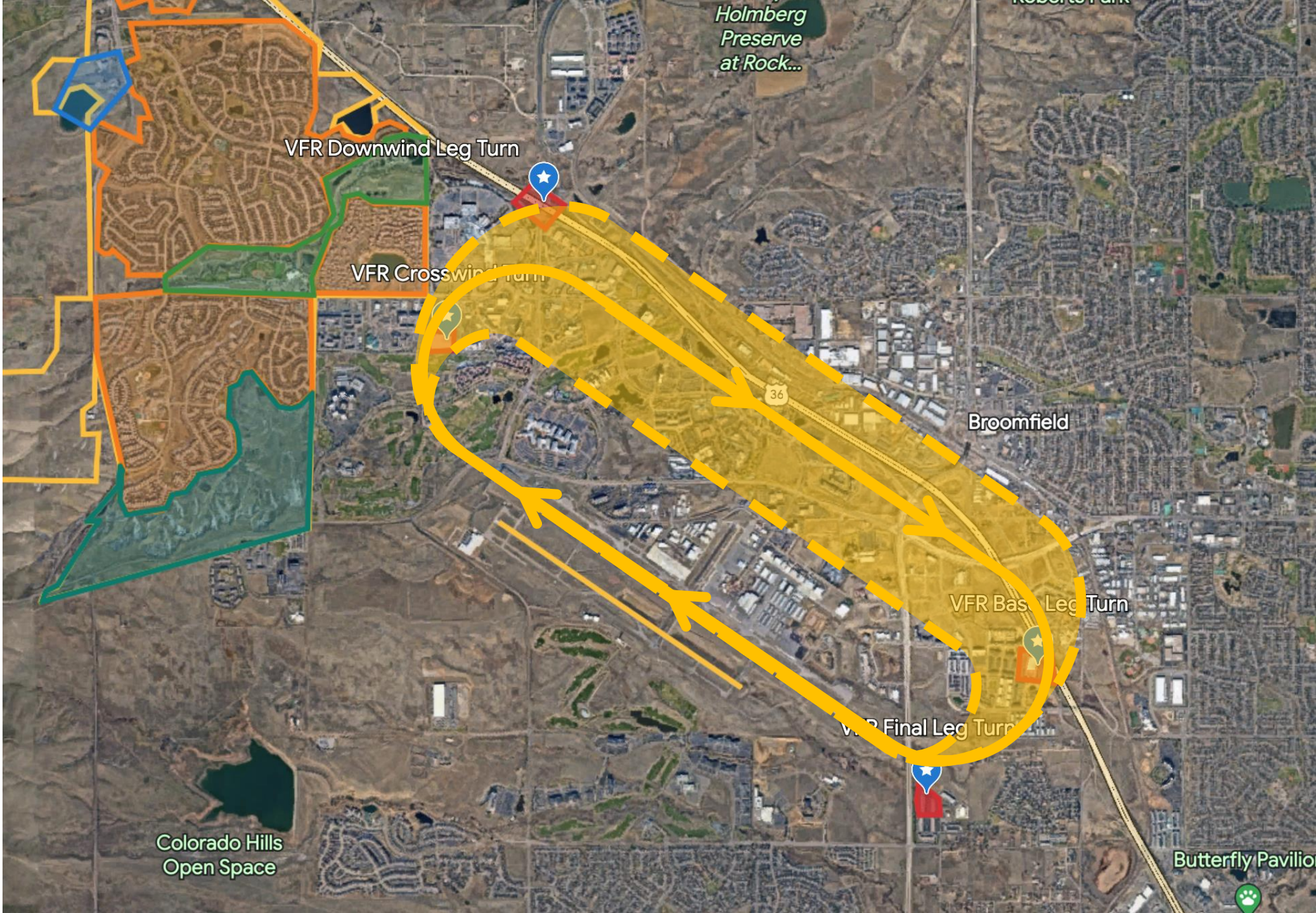
Colorado Hills
Open Space

Standley Lake
Regional Park
& Wildlife
Refuge

VFR Downwind Turn

Butterfly Pavilion

30R Take-off towards Superior
Night Time Touch and Goes



VFR Downwind Leg Turn

VFR Crosswind Turn

Broomfield

VFR Bas. Leg Turn

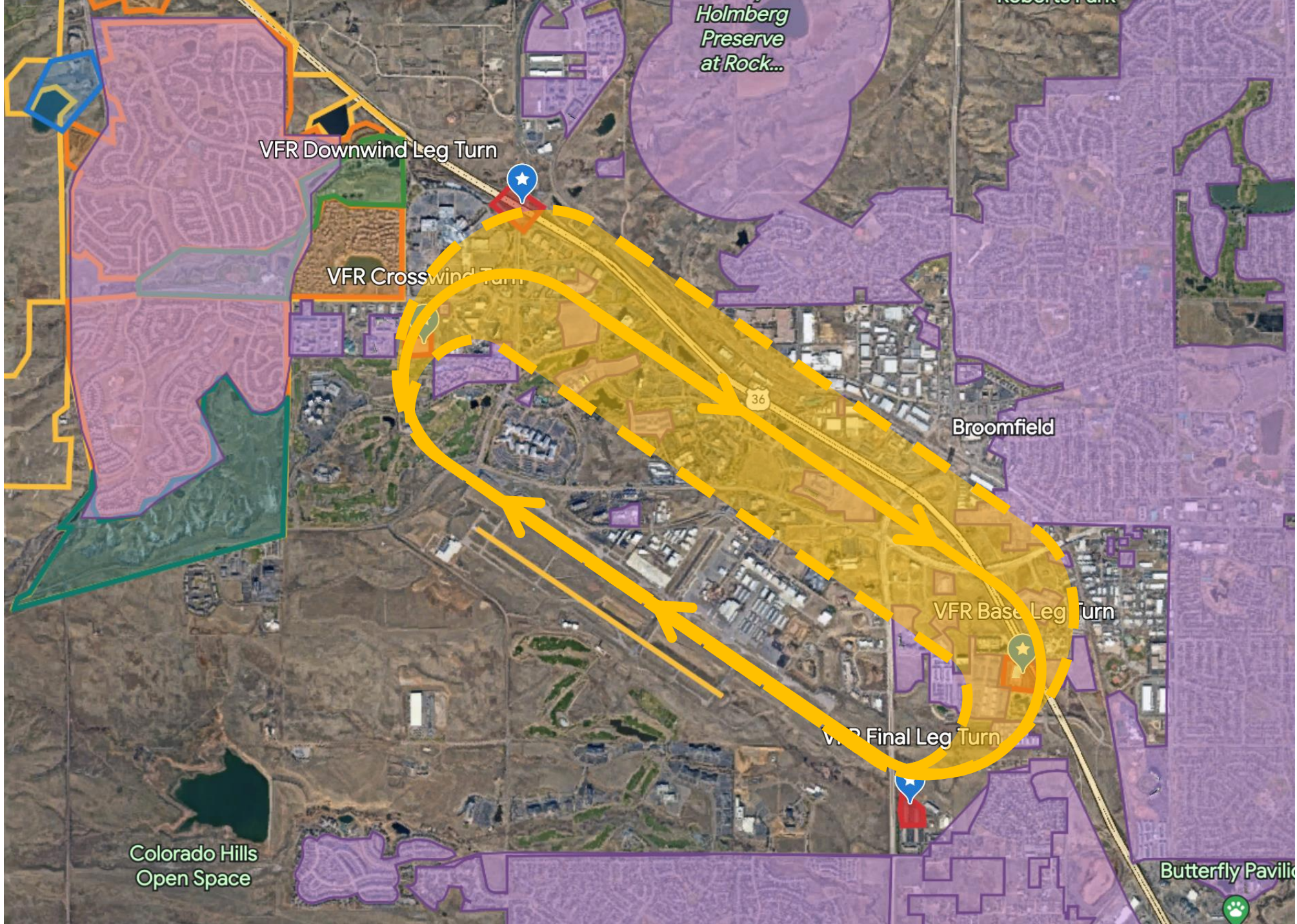
VFR Final Leg Turn

Colorado Hills
Open Space

Holmberg
Preserve
at Rock...

Butterfly Pavilion

36



Holmberg
Preserve
at Rock...

VFR Downwind Leg Turn

VFR Crosswind Turn

Broomfield

VFR Base Leg Turn

VFR Final Leg Turn

Colorado Hills
Open Space

Butterfly Pavilion

36



VFR Downwind Leg Turn

VFR Crosswind Turn

Broomfield

VFR Base Leg Turn

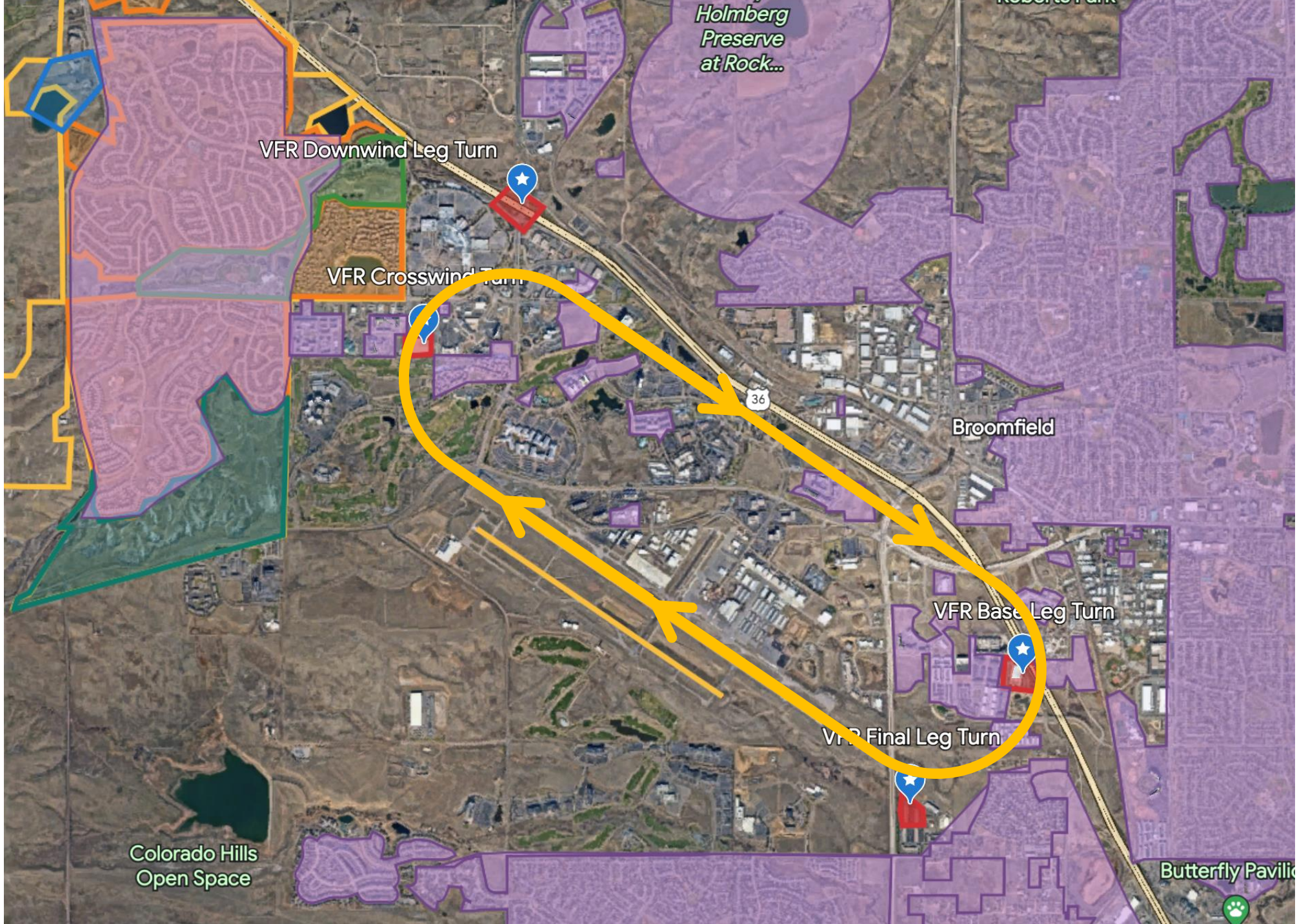
VFR Final Leg Turn

Colorado Hills
Open Space

Holmberg
Preserve
at Rock...

Butterfly Pavilion

36



Possible VFR Landmarks

(Will need input from Pilots/Flight Schools)

e.g. what is most easily seen from the sky? What can be seen a night?

Preferred* VFR Landmarks

Gives most overlap with VFR Route

Secondary VFR Landmarks

Suboptimal landmarks which may cause accidental overpass in noise sensitive areas

*Requires input from pilots/flight schools to optimize



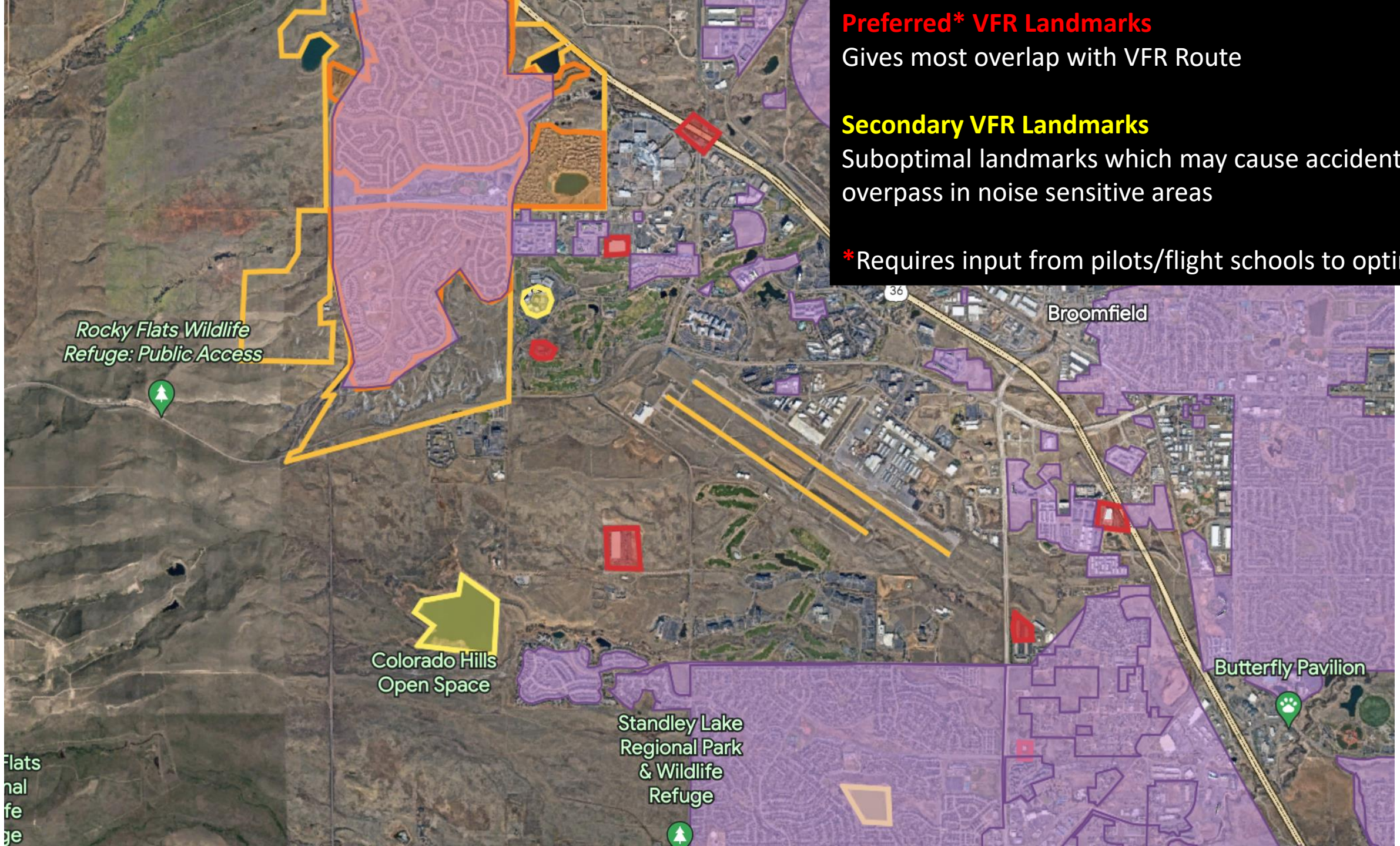
Preferred* VFR Landmarks

Gives most overlap with VFR Route

Secondary VFR Landmarks

Suboptimal landmarks which may cause accidental overpass in noise sensitive areas

*Requires input from pilots/flight schools to optimize



Rocky Flats Wildlife Refuge: Public Access

Broomfield

Colorado Hills Open Space

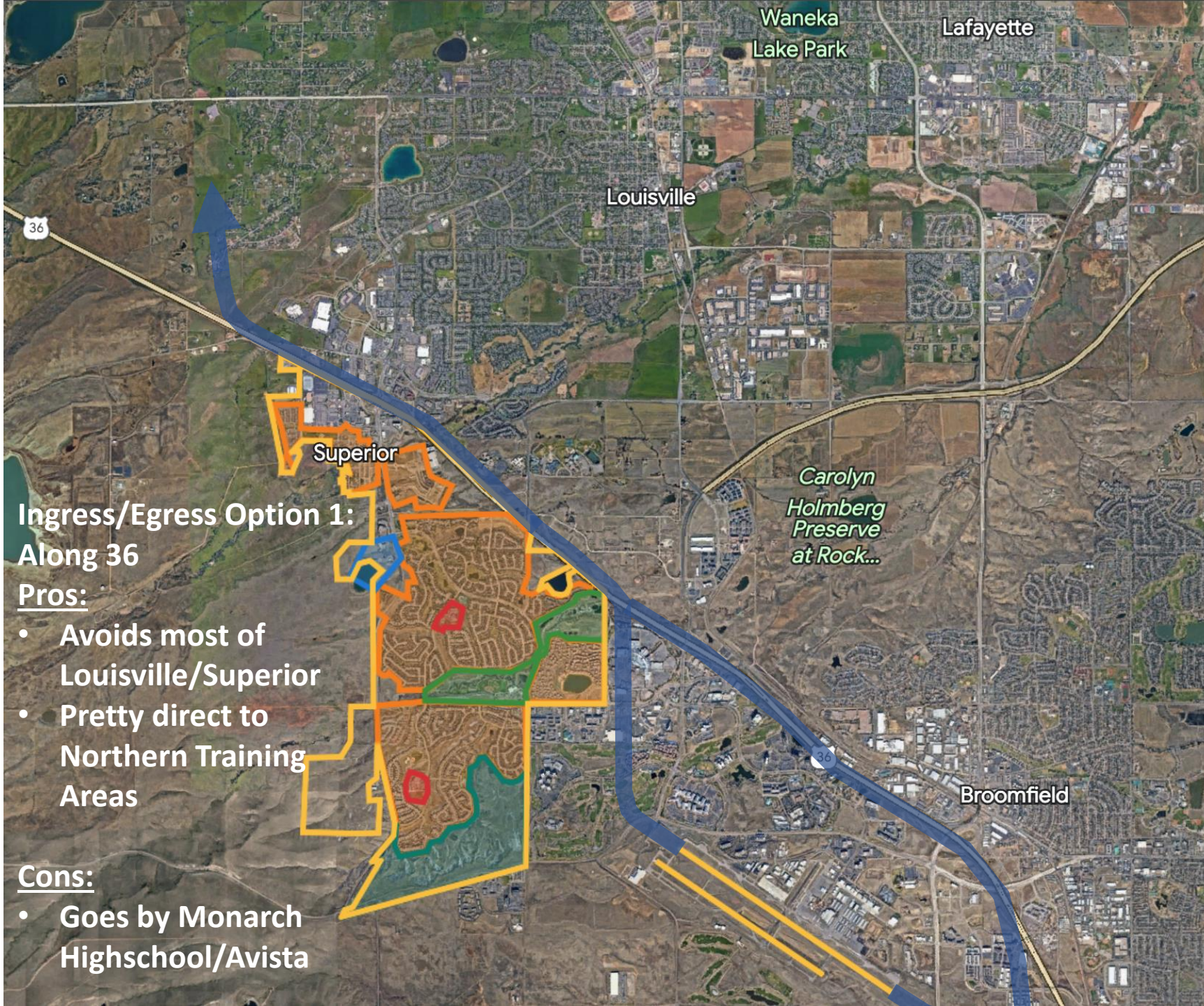
Butterfly Pavilion

Standley Lake Regional Park & Wildlife Refuge

Flats
nal
fe
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North Ingress/Egress Routes*

*Highly dependent on other municipalities' noise sensitive areas



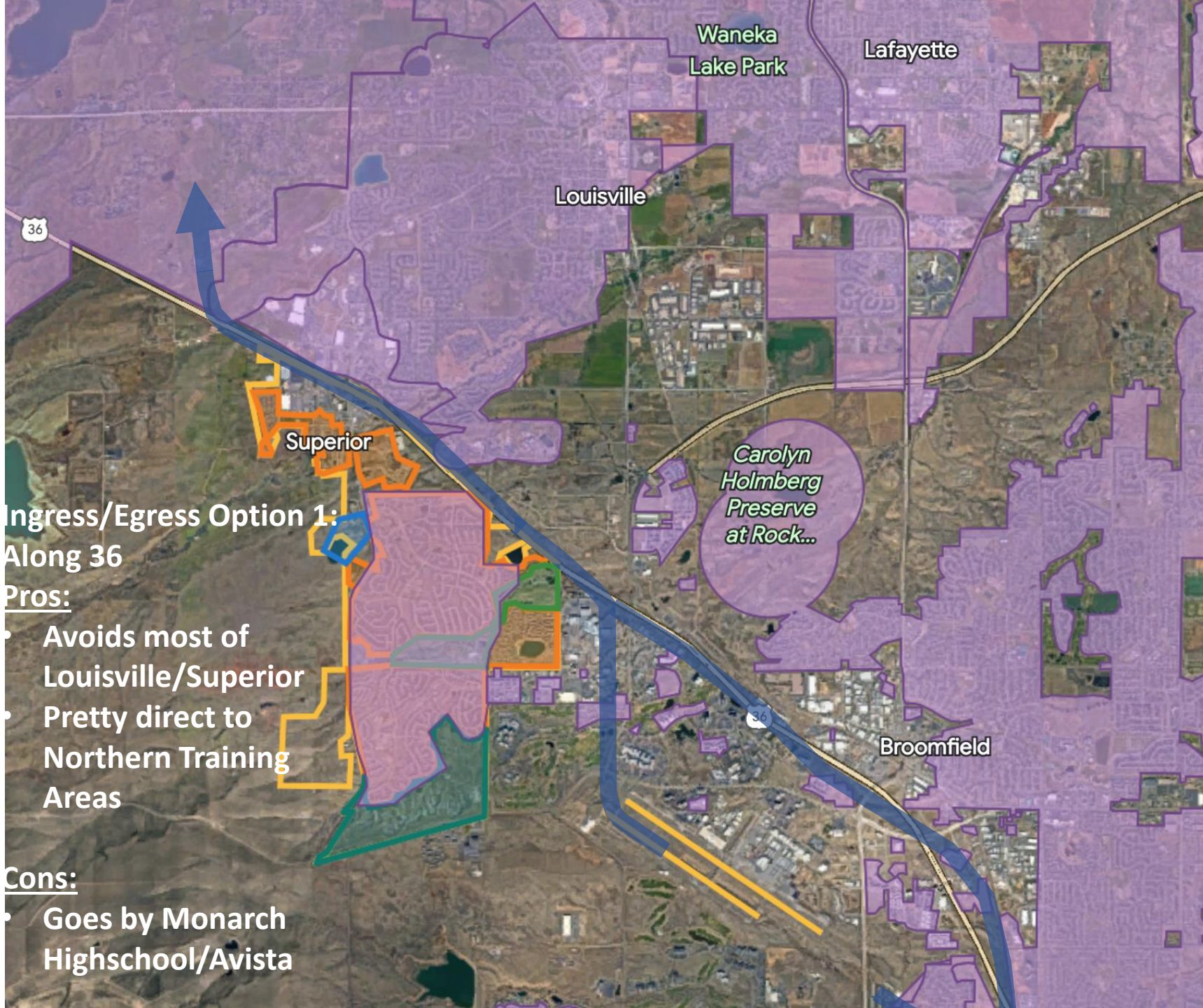
**Ingress/Egress Option 1:
Along 36**

Pros:

- Avoids most of Louisville/Superior
- Pretty direct to Northern Training Areas

Cons:

- Goes by Monarch Highschool/Avista



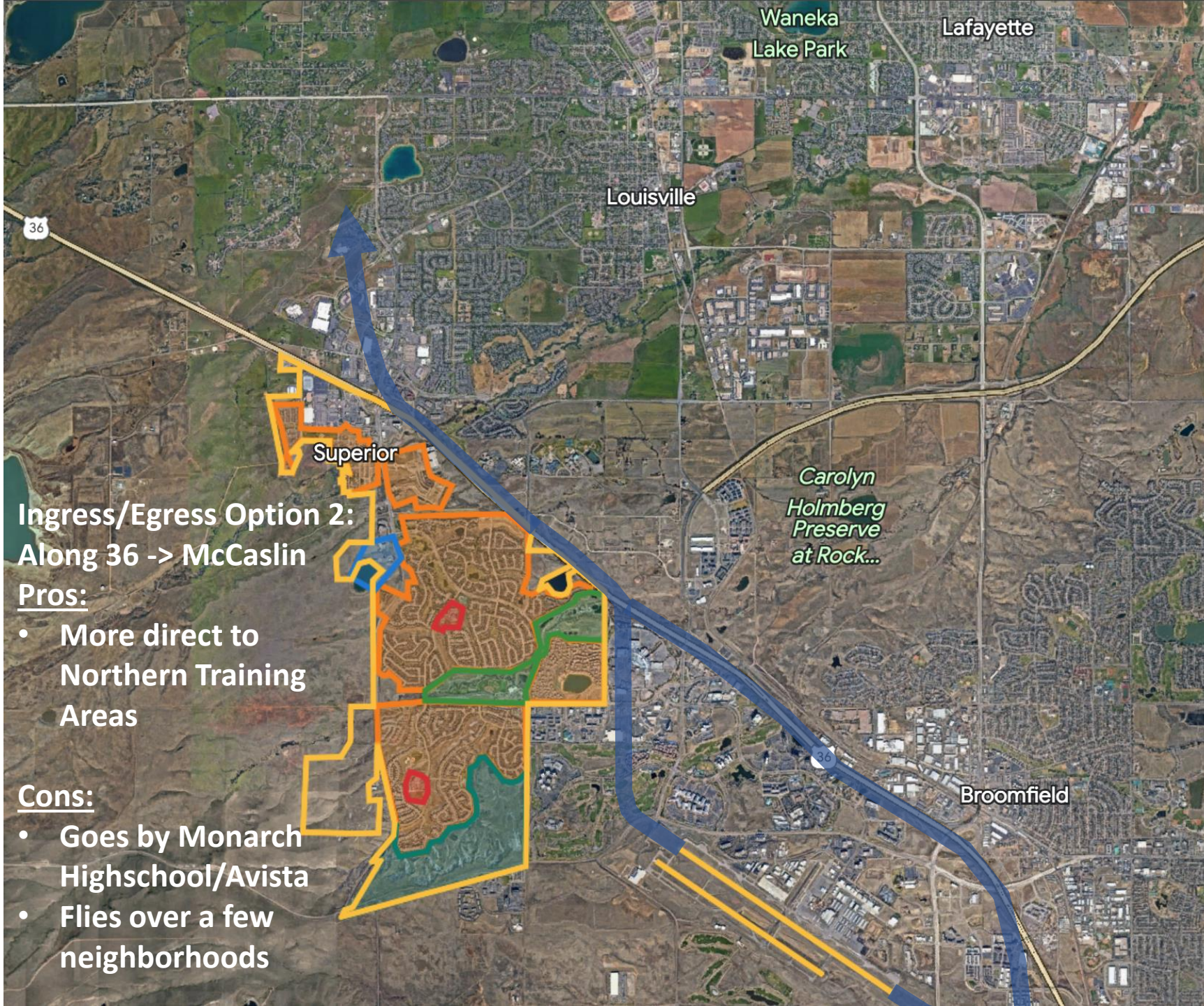
**Ingress/Egress Option 1:
Along 36**

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- Pretty direct to Northern Training Areas

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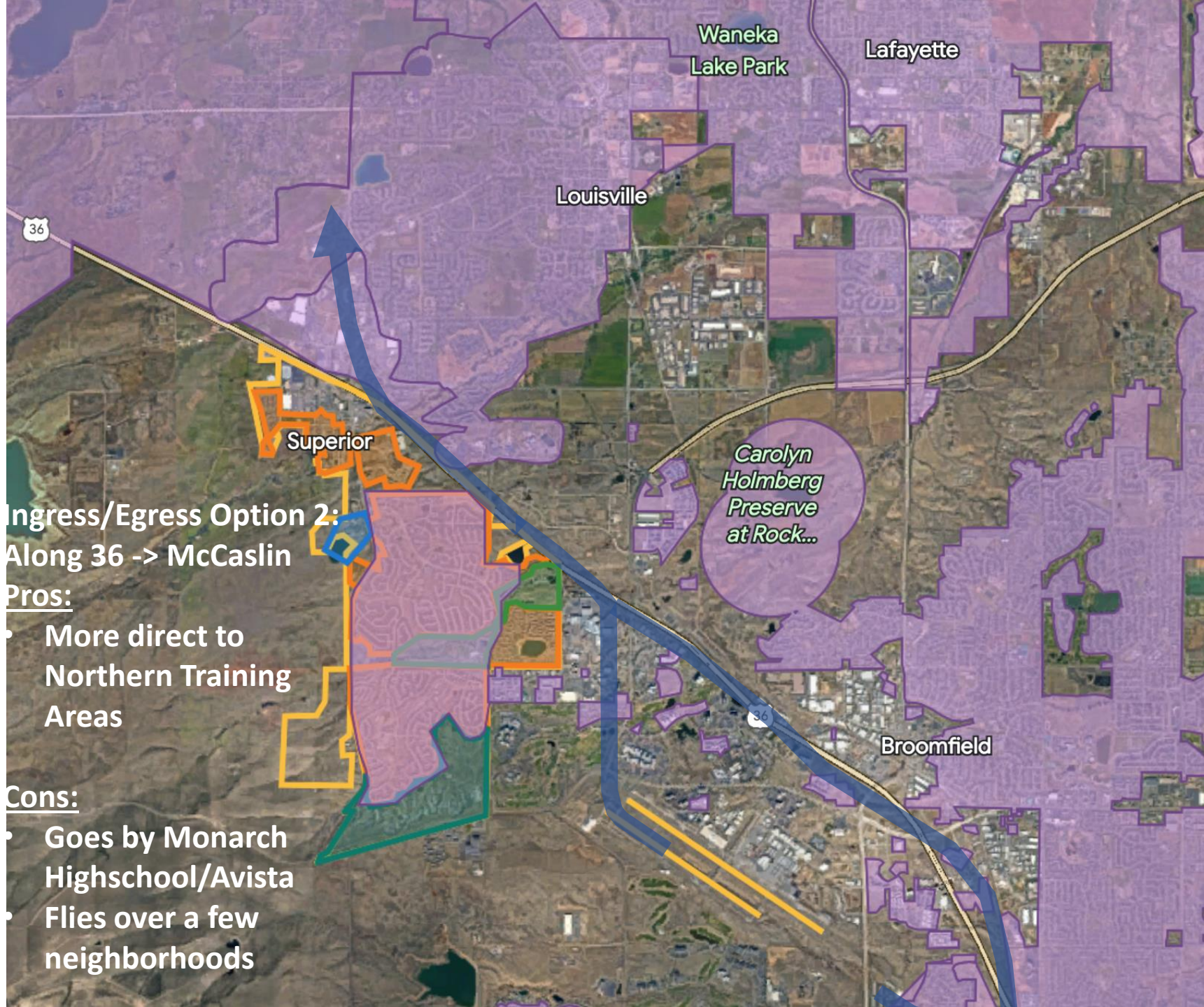
**Ingress/Egress Option 2:
Along 36 -> McCaslin**

Pros:

- More direct to Northern Training Areas

Cons:

- Goes by Monarch Highschool/Avista
- Flies over a few neighborhoods



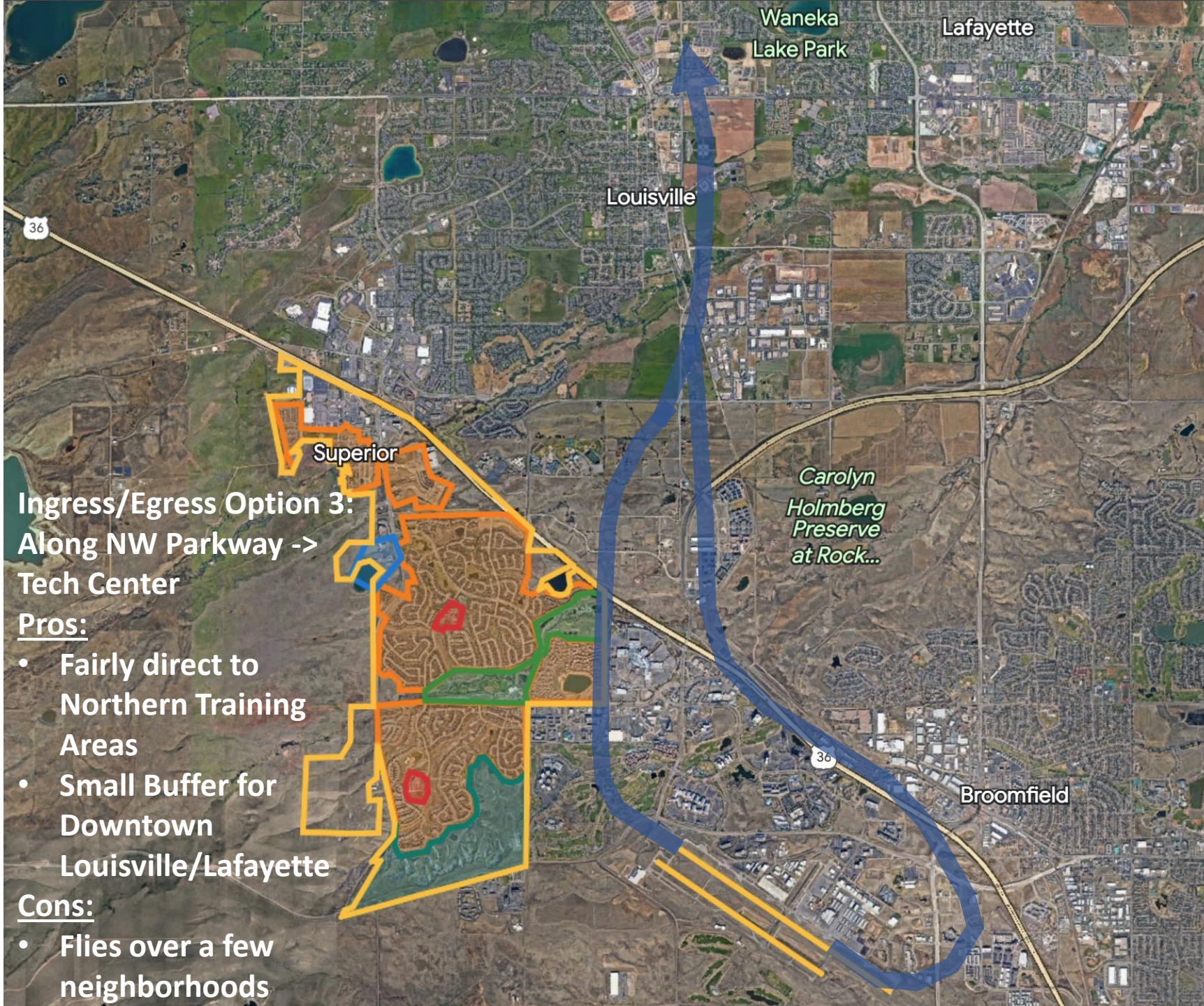
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Along 36 -> McCaslin**

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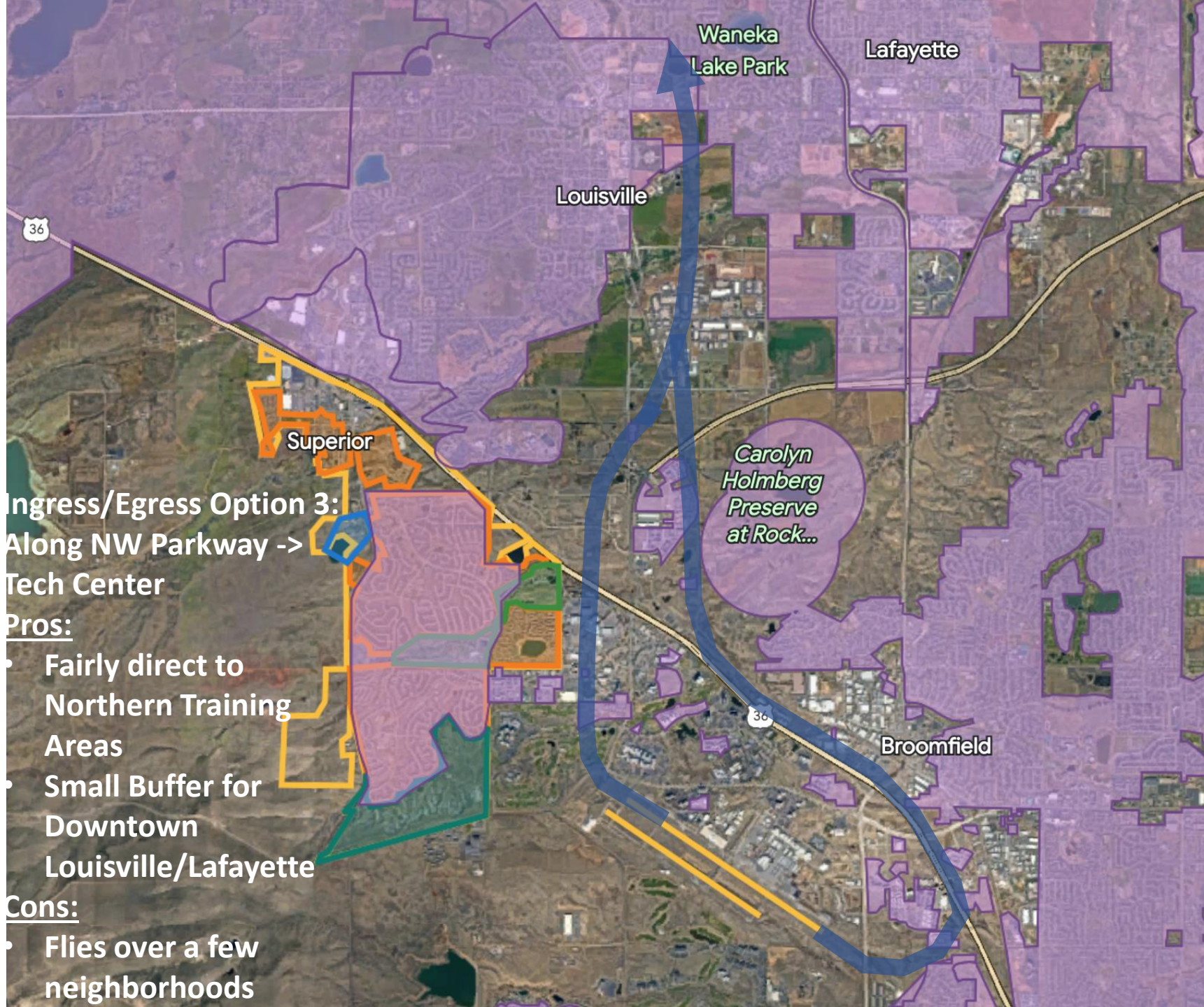
**Ingress/Egress Option 3:
Along NW Parkway ->
Tech Center**

Pros:

- Fairly direct to Northern Training Areas
- Small Buffer for Downtown Louisville/Lafayette

Cons:

- Flies over a few neighborhoods



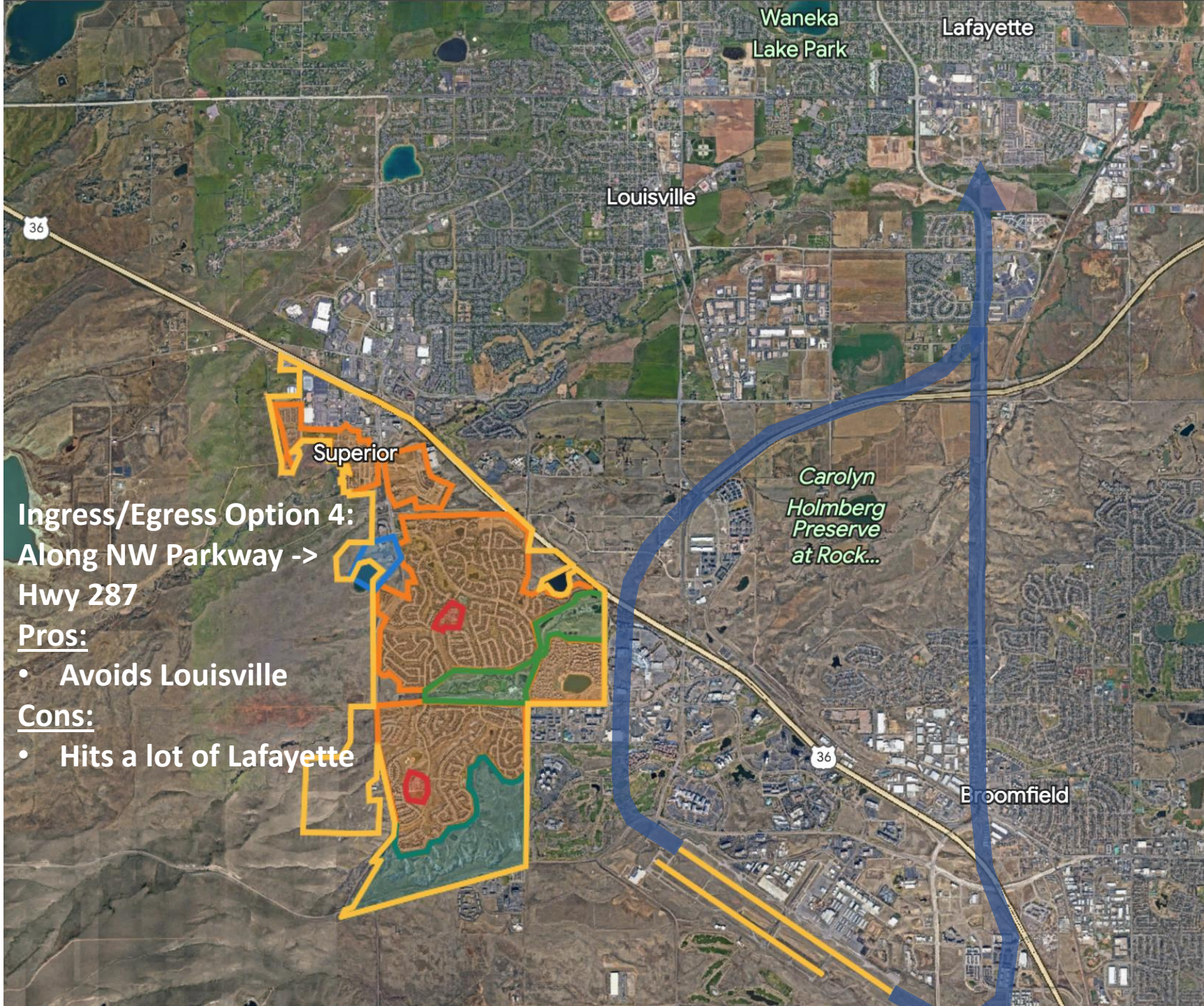
Ingress/Egress Option 3:
Along NW Parkway ->
Tech Center

Pros:

- Fairly direct to Northern Training Areas
- Small Buffer for Downtown Louisville/Lafayette

Cons:

- Flies over a few neighborhoods



Ingress/Egress Option 4:

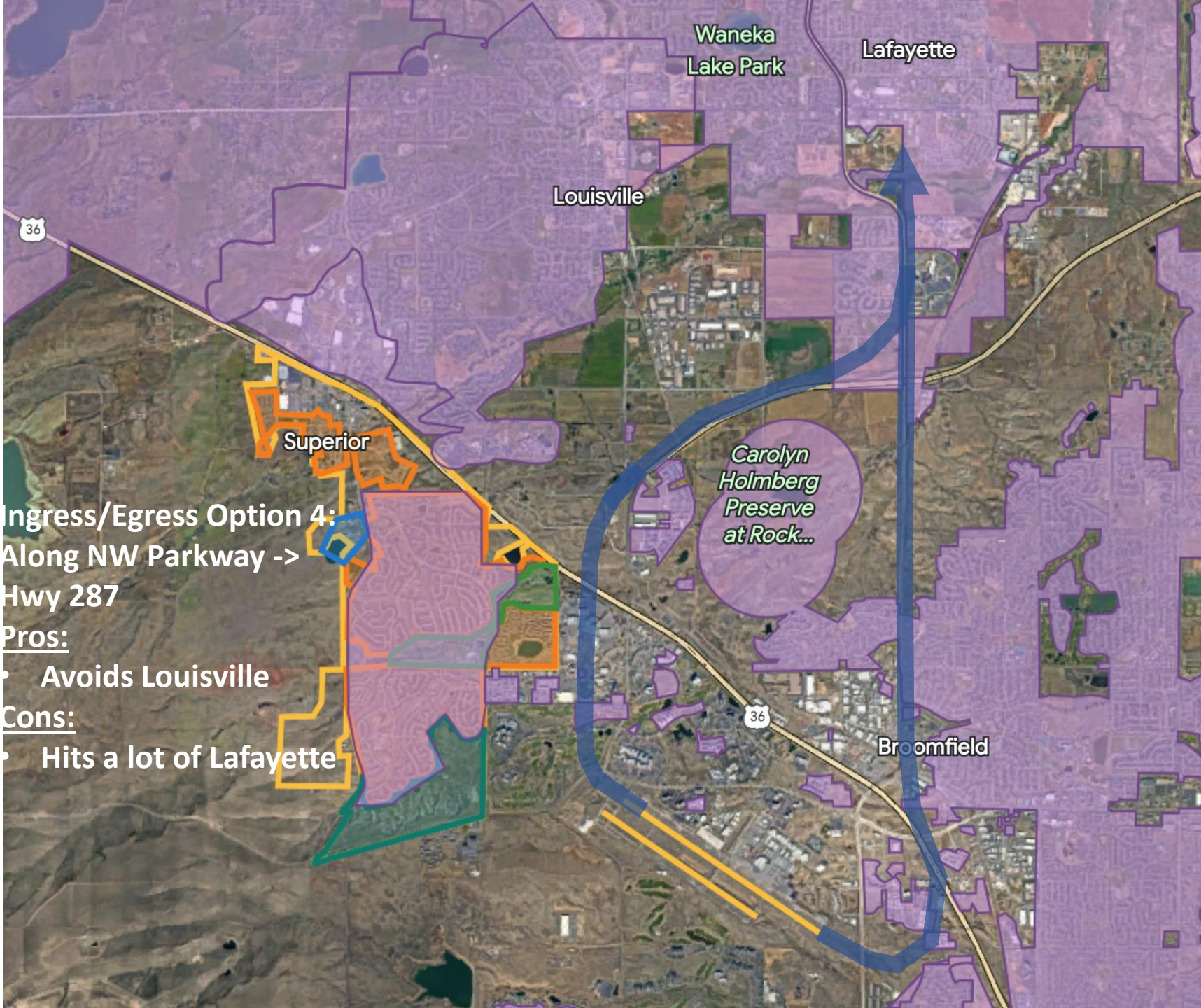
Along NW Parkway ->
Hwy 287

Pros:

- Avoids Louisville

Cons:

- Hits a lot of Lafayette



Ingress/Egress Option 4:

Along NW Parkway ->

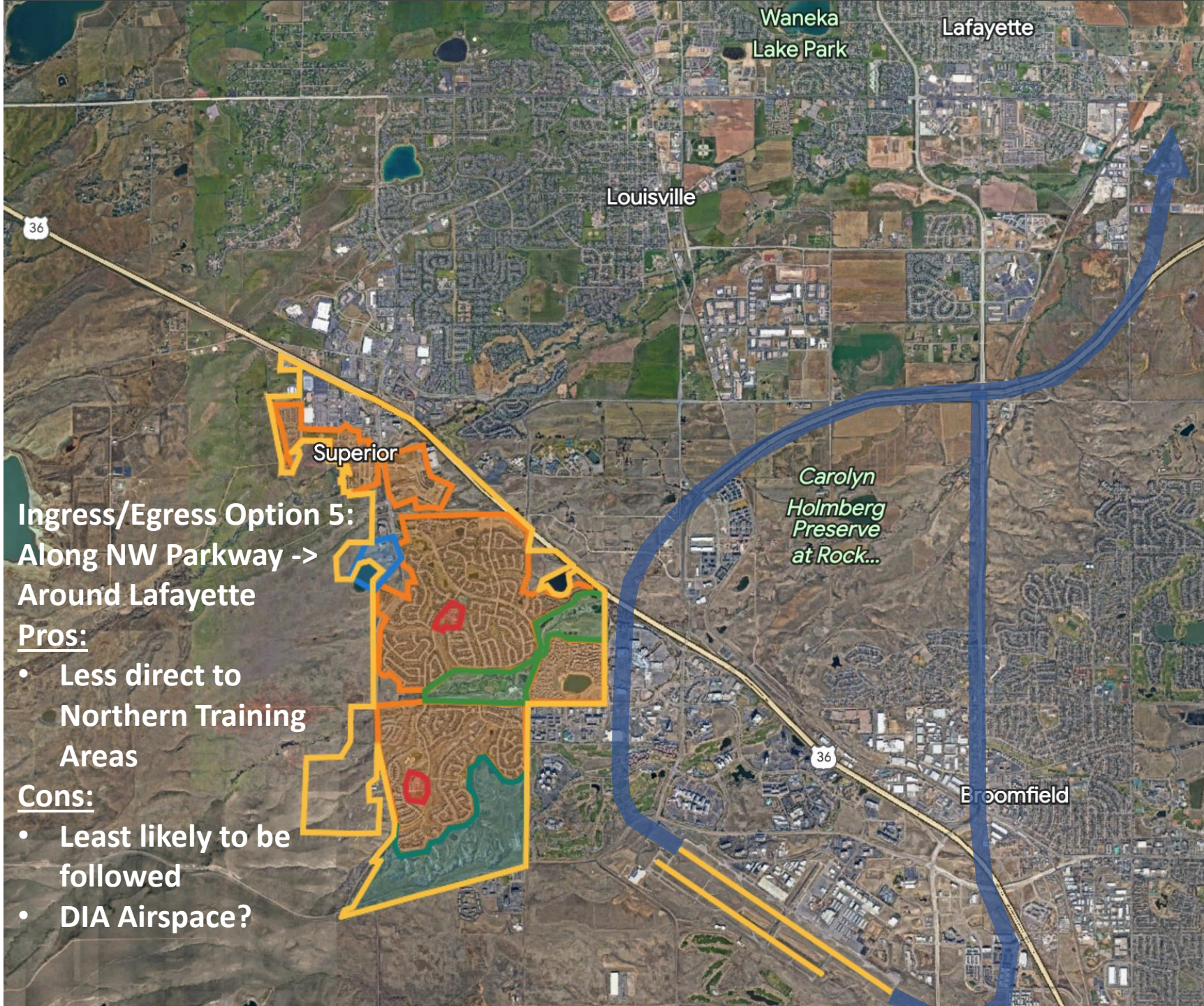
Hwy 287

Pros:

- Avoids Louisville

Cons:

- Hits a lot of Lafayette



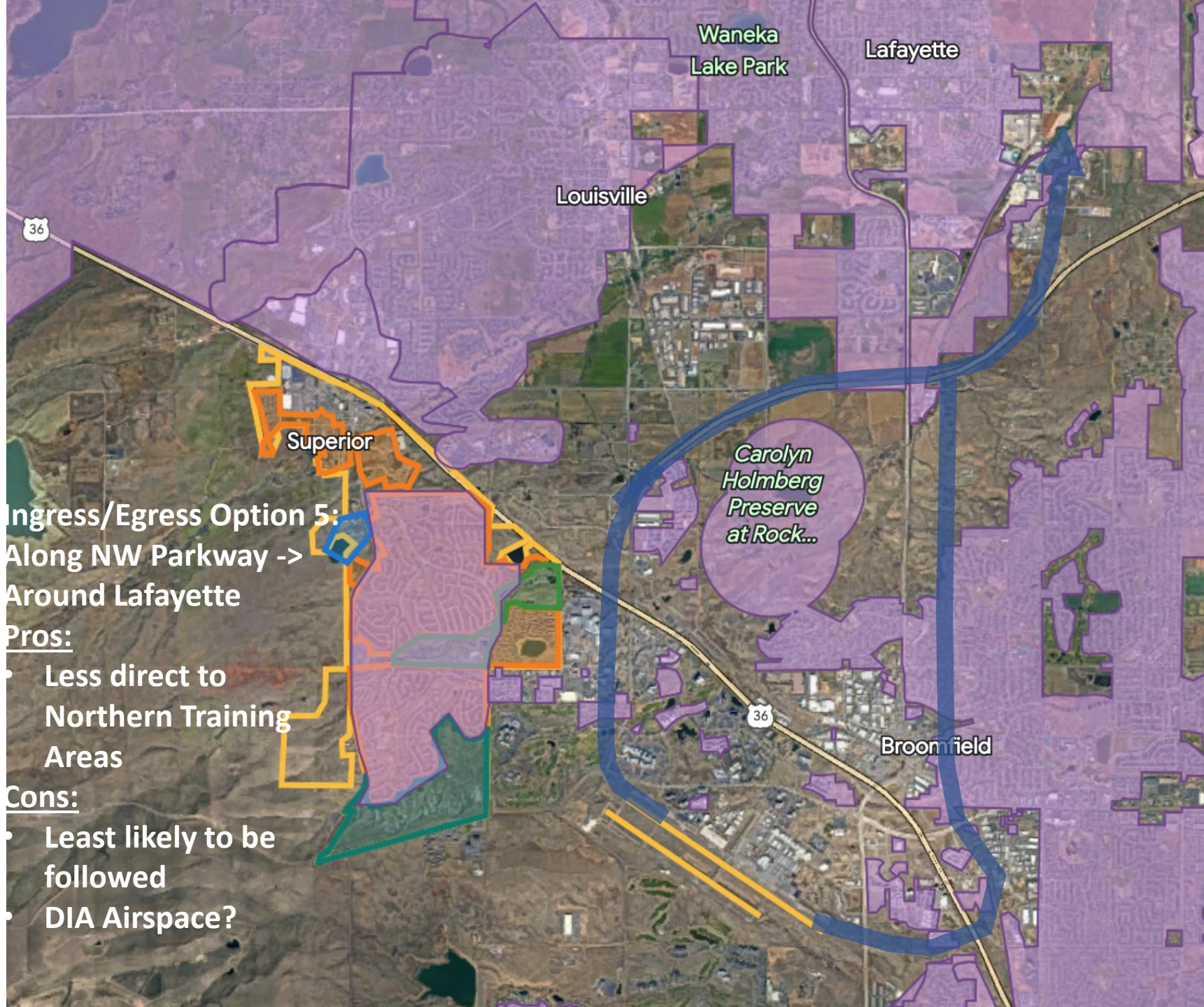
**Ingress/Egress Option 5:
Along NW Parkway ->
Around Lafayette**

Pros:

- Less direct to Northern Training Areas

Cons:

- Least likely to be followed
- DIA Airspace?



Ingress/Egress Option 5:

Along NW Parkway ->

Around Lafayette

Pros:

- Less direct to Northern Training Areas

Cons:

- Least likely to be followed
- DIA Airspace?