



# Getting to Grand Junction

Grand Junction (KGJT) is a Class D airport located in western Colorado. It can be found on the north side of the Denver Sectional, near the Utah border.

We do not recommend that anyone attempt to fly directly across the Colorado Rockies from east to west unless they have had mountain flying training and are experienced with the Colorado mountains. We recommend two VFR routes from the east to Grand Junction as follows:

**Northern Route** beginning at Scottsbluff, Nebraska:

<u>Check Point</u>	<u>Type</u>	<u>Identifier</u>
Scottsbluff	VOR	BFF
Medicine Bow	VOR	MBW
Cherokee	VOR	CKW
Rangely	airport	4V0
Mack	airport	C07
Grand Junction	airport	KGJT

**Southern Route** beginning at Albuquerque, New Mexico:

<u>Check Point</u>	<u>Type</u>	<u>Identifier</u>
Albuquerque	VOR	ABQ
Rattlesnake	VOR	RSK
Cortez	VOR	CEZ
Dove Creek	VOR	DVC
Grand Junction	VOR	JNC
Grand Junction	airport	KGJT



The flight along the Northern Route route is 360 nm from BFF. The highest terrain is just about 9,000 ft MSL, between 4V0 and C07. Alternatively, you can head south toward Meeker (EKR) from CKW, then fly down the valley to Rifle (RIL) and on to Grand Junction. This route takes you over some terrain that is a little less friendly than the route over Rangely, but not much higher.

The flight along the Southern Route route is 285 nm from ABQ. The highest terrain is just under 10,000 ft MSL, south of the Grand Junction VOR (JNC), which can easily be skirted around to the west.

Flying in to KGJT from the west does not present too many mountain challenges. We recommend that you choose a route that is appropriate for your aircraft.

Whichever route you choose, we recommend that you plan to arrive in Grand Junction no later than about 1:00 pm, as the convective activity tends to build up on summer afternoons, making the ride somewhat uncomfortable.

IFR routes to Grand Junction can be found on the enroute charts. MEAs through Colorado are mostly around 16,000 ft, so flying these will generally require turbocharged aircraft. Northern and southern routes similar to those described above have lower MEAs. Again, we recommend that you arrive in Grand Junction by early afternoon to avoid the convective activity.

Once you arrive in Grand Junction, please park at West Star Aviation, which is the only FBO on the field. West Star is a dealer for Air BP and participates in the AOPA FBO Rebate Program. They are located just east of the control tower; their Unicom frequency is 122.95. They will take care of fueling and tie down for your aircraft. Please make sure to have your aircraft fueled and ready to go on the first day of the trip.

