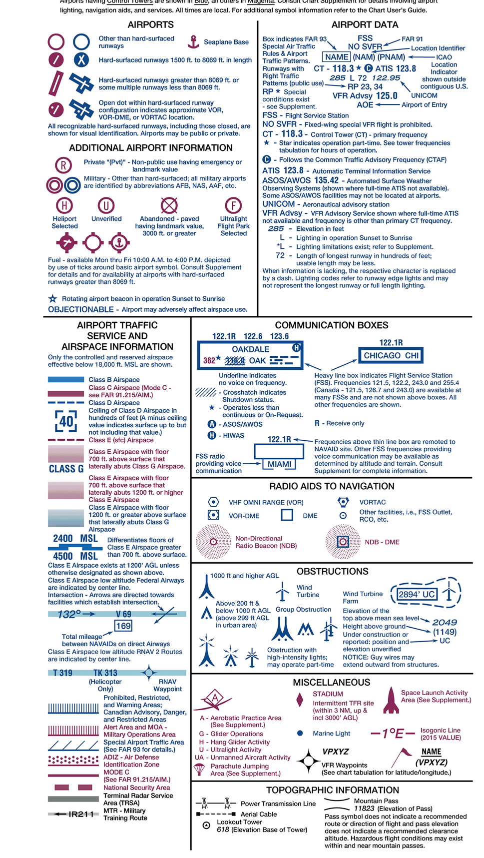
DENVER
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.



DENVER SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

95TH EDITION EFFECTIVE 0901Z 21 JUL 2016
TO 0901Z 5 JAN 2017

Includes airspace amendments effective 21 JUL 2016
and all other aeronautical data received by 26 MAY 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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CONTROL TOWER FREQUENCIES ON DENVER SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ASPEN-PITKIN CO/SARDY	0700-2000	118.85 288.3	121.9	120.4	
BUCKLEY AFB	0630-2230 TUE-SAT 0800-1600 SUN-MON	121.0 291.675	121.6 275.8	119.675 259.3	
BUTTS AAF (FORT CARSON)	0600 MON-2200 THU 0600-2200 FRI-SUN CLSD THANKSGIVING, CHRISTMAS & NEW YEARS	125.5 229.4 239.3		108.8	
CENTENNIAL	CONTINUOUS	118.9	121.8	120.3	
COLORADO SPRINGS	CONTINUOUS	119.9 360.6 (W) 133.15 335.55 (E)	121.7 348.6	125.0 254.3	
DENVER INTL	CONTINUOUS	128.75 273.55 (RWY 07/25) 132.35 239.275 (RWYS 08/26 & 17L/35R) 133.3 322.45 (RWY 17R/35L) 135.3 351.95 (RWYS 16L/34R & 16R/34L)	121.85 377.1 (RWYS 08/26, 17L/35R & 17R/35L) 127.5 379.175 (RWYS 07/25, 16L/34R & 16R/34L)	125.6 379.9 (ARR) 134.025 (DEP)	
EAGLE CO RGNL	0700-1900	119.8	121.8	135.575	
FOUR CORNERS RGNL	0600-2200	118.9 257.8	121.7	127.15	
FRONT RANGE	0700-2100	120.2	124.7	119.025	
GRAND JUNCTION RGNL	0600-2200	118.1 257.8	121.7 257.8	118.55	
PUEBLO MEM	0600-2200	119.1 257.8	121.9	125.25	
ROCKY MOUNTAIN	0600-2200	118.6 233.7	121.7	126.25	
SANTA FE	0700-2100	119.5 239.3	121.7	128.55	
USAF ACADEMY	0545-SS MON-FRI APR 1-SEP 20 SR-SS MON-FRI SEP 21-MAR 31 0730 OR SR (WHICHEVER IS LATER)-1430 SAT, CLSD HOL	124.15 319.25	118.125	128.525 269.375	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DENVER CLASS B	126.1 360.75 (W) 128.25 371.95 (E) 128.45 251.075 (S) 134.85 251.125 (N)	CONTINUOUS
COLORADO SPRINGS CLASS C	118.5 239.025	CONTINUOUS
BUTTS AAF (FORT CARSON)	124.0 257.875	CONTINUOUS

SPECIAL USE AIRSPACE ON DENVER SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2601 A	TO BUT NOT INCL 12,500	0500-2400 MON-FRI †1 HR IN ADVANCE	DENVER CNTR	128.375 379.95
R-2601 B	12,500 TO BUT NOT INCL 22,500	BY NOTAM 1 HR IN ADVANCE	DENVER CNTR	128.375 379.95
R-2602	TO 1000 AGL	CONTINUOUS	DENVER CNTR	
R-5101	TO 12,000	CONTINUOUS	NO A/G	
R-6413	UNLIMITED	BY NOTAM 48 HRS IN ADVANCE	DENVER CNTR	134.5 327.8
A-260	TO 17,500	SR-SS	NO A/G	
A-639 A, B	3000 AGL TO 12,000	SR-SS MON-FRI EXC HOL SR-SS SAT-SUN BY NOTAM	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
AIRBURST A	1500 AGL	SR-SS TUE-SAT EXC 2200-0700	DENVER CNTR	128.37 379.95
AIRBURST B	500 AGL	SR-SS TUE-SAT EXC 2200-0700	DENVER CNTR	128.37 379.95
AIRBURST C	500 AGL TO BUT NOT INCL 8500	SR-SS TUE-SAT EXC 2200-0700	DENVER CNTR	128.37 379.95
LA VETA HIGH	13,000	0700-1600 MON-FRI EXC HOL	DENVER CNTR	128.375 379.95
LA VETA LOW	1500 AGL TO BUT NOT INCL 13,000	INTERMITTENT BY NOTAM	DENVER CNTR	128.375 379.95
MT DORA NORTH HIGH, WEST HIGH	11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
MT DORA NORTH LOW, WEST LOW	1500 AGL TO BUT NOT INCL 11,000	BY NOTAM	ALBUQUERQUE CNTR	127.85 285.47 (E) 132.8 346.35 (W)
PINON CANYON	100 AGL TO 10,000	INTERMITTENT BY NOTAM	DENVER CNTR	128.375 379.95
SUNNY	12,000	BY NOTAM 24 HRS IN ADVANCE	DENVER CNTR	124.5 306.2

*Altitudes indicate floor of MOA. All MOAs extend to but not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

Lambert Conformal Conic Projection Standard Parallels 33°20′ and 38°40′
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 14433 feet
located at 39° 07′N - 106° 27′W
Spot elevation 4254
Approximate elevation . . . . . . x 3200

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, find on each chart, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Wildlife Ranges and Wildlife Management Areas administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

MILITARY TRAINING ROUTES (MTRs)

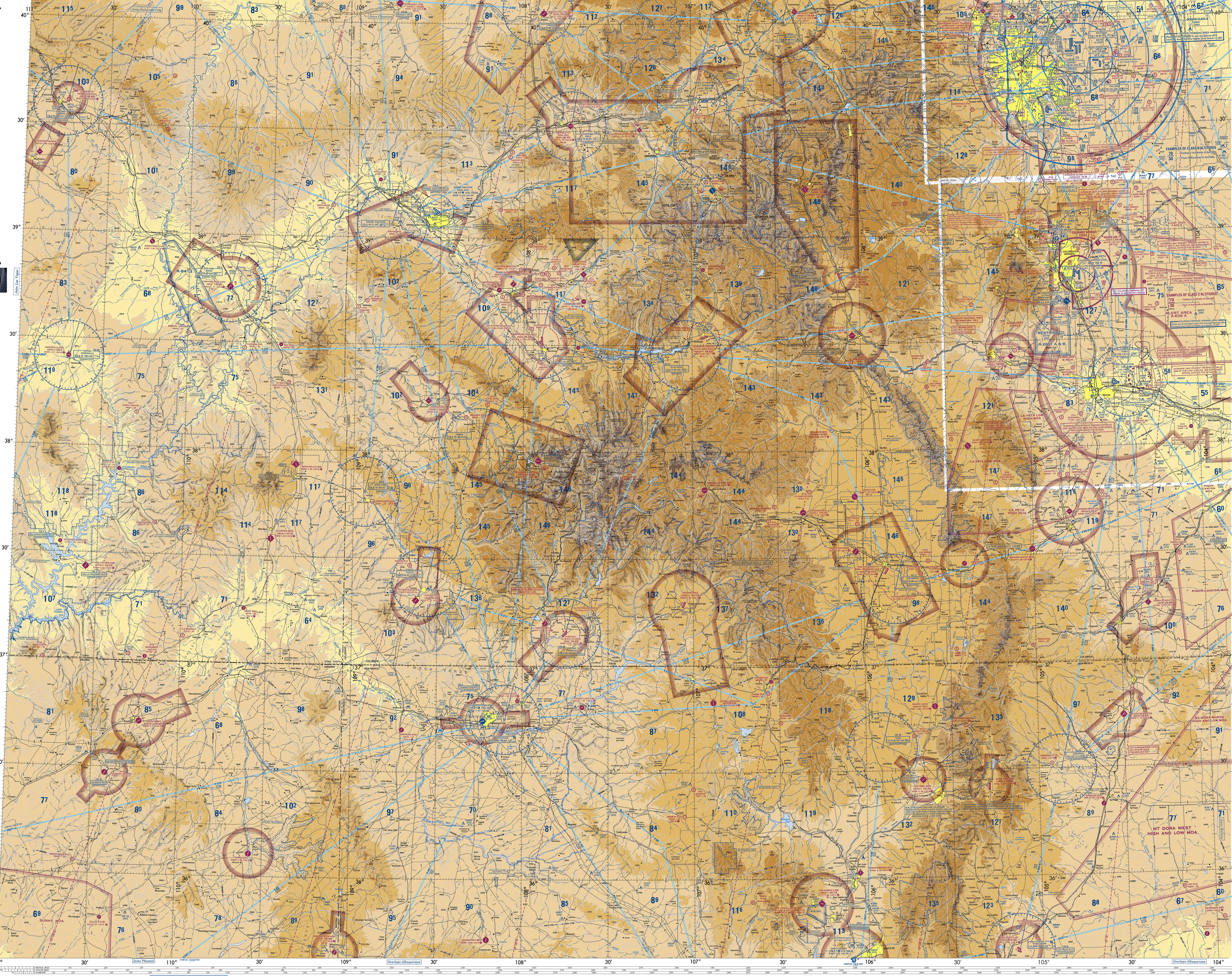
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.



CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Entire area of this chart is within the Mountain Standard Time Zone +7 (+6DT) = UTC

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are available on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet . . . . 12[5]

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the intercepter visual ICAO signals. Be advised that non-compliance may result in the use of force.

DENVER