DENVER/ COLORADO SPRINGS

# VFR TERMINAL AREA CHART
# DENVER / COLORADO SPRINGS

DENVER/ COLORADO SPRINGS

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.

## AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

## ADDITIONAL AIRPORT INFORMATION

- Private *(Pvt)* - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

## AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) — RP. Special conditions exist - see Supplement.

FSS (NAME) — FAR 91 NO SVFR (NAM) (PNAM) — Location Identifier; ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 • ATIS 123.8 285 L 72-122.95 — RP 23, 34

VFR Advsy 125.0 — UNICOM

WX CAM — Weather Camera (AK)

FSS - Flight Service Station. AOE — Airport of Entry

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓖ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

## AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - FAR 91.215(AIM).)
- Class D Airspace
- 40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- CLASS G Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132 — V9 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 — TX 313 (Helicopter Only) — RNAV Waypoint

- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(AIM).)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

## COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE 382° 358.6 OAK

122.6 — CHICAGO CHI

Underline indicates no voice on frequency. Crosshatch indicates Shutdown status. ★ - Operates less than continuous or On-Request. Ⓘ - ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 135.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

122.1R — MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

## RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

## OBSTRUCTIONS

1000 ft and higher AGL

- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Wind Turbine
- Group Obstruction
- Obstruction with high-intensity lights; may operate part-time
- Wind Turbine Farm
- 2894' UC — Elevation of the top above mean sea level
- 2049 (1149) UC — Height above ground. Under construction or reported; position and elevation unverified
- NOTICE: Guy wires may extend outward from structures.

## MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area (See Supplement.)
- Isogonic Line (2020 VALUE)
- VPXYZ VFR Waypoints
- NAME (VPXYZ)

## TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- Mountain Pass
- 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

## DENVER / COLORADO SPRINGS TAC

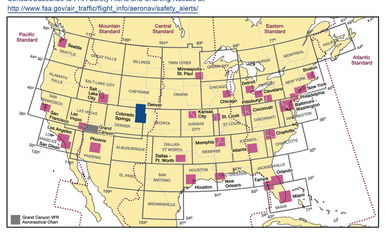
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

94TH EDITION EFFECTIVE 0901Z **16 JUL 2020**
TO 0901Z **31 DEC 2020**

Includes airspace amendments effective **16 JUL 2020** and all other aeronautical data received by **12 JUN 2020**

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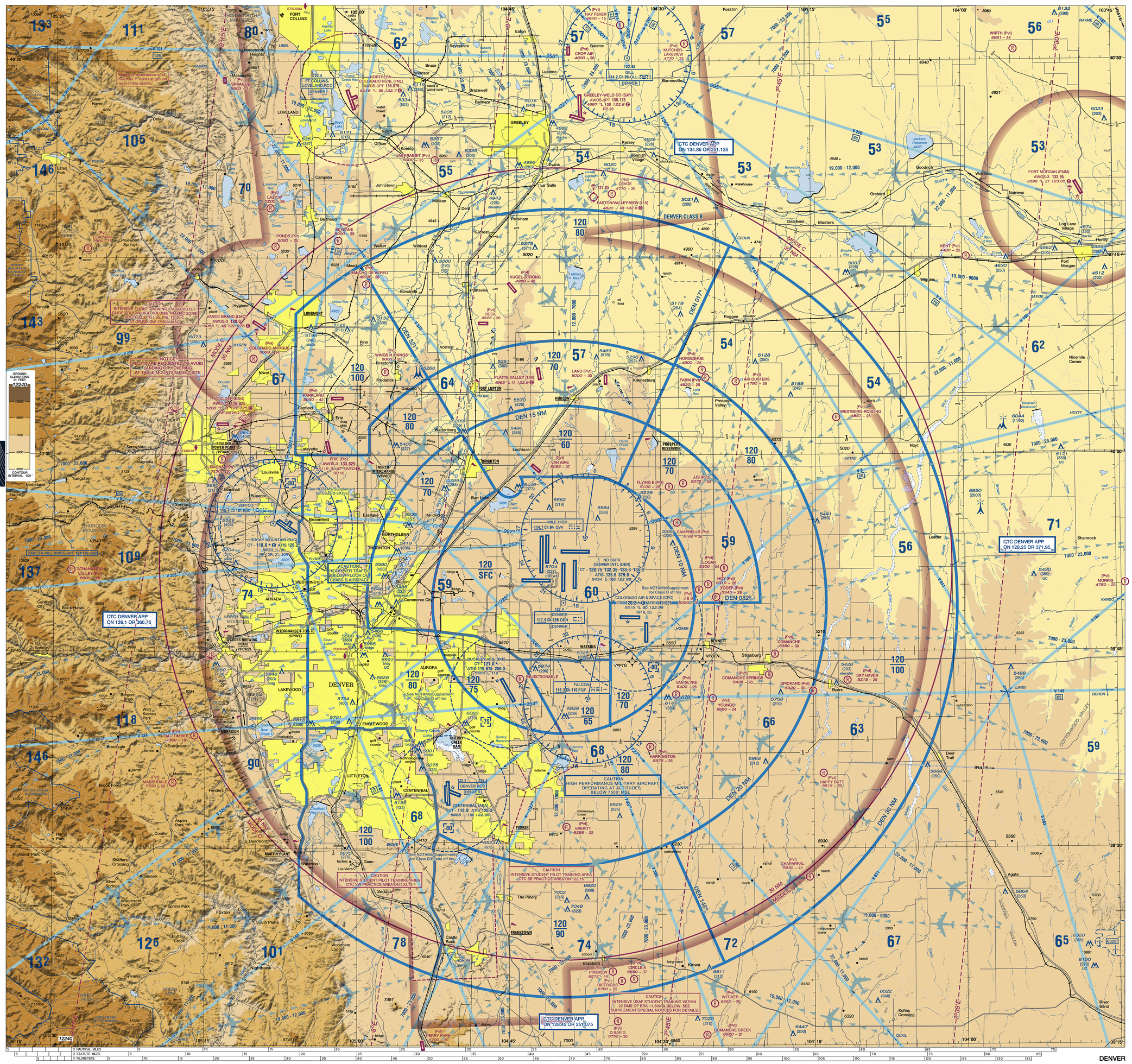
Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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## CONTROL TOWER FREQUENCIES ON DENVER TERMINAL AREA 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.

*NON-FR* indicates Monday through Friday.

O/T indicates other times.

| CONTROL TOWER | OPERATES | TOWER | GND CON | ATIS | ASR/PAR |
|---|---|---|---|---|---|
| BUCKLEY AFB | 0630-2230 TUE-SAT<br>0800-1600 SUN-MON | 121.0 291.675 | 121.6 275.8 | 119.475 259.3 | |
| CENTENNIAL | CONTINUOUS | 118.9 | 121.8 | 120.3 | |
| COLORADO AIR & SPACE | 0700-2100 | 120.2 | 124.7 | 119.025 | |
| DENVER INTL | CONTINUOUS | 128.75 373.55 (RWY 07/23)<br>132.35 239.275 (RWYS 08/26 & 17L/35R)<br>133.3 322.45 (RWY 17R/35L)<br>135.3 351.95 (RWYS 16L/34R & 16R/34L) | 121.85 377.1 (RWYS 08/26, 17L/35R & 17R/35L)<br>127.5 379.175 (RWYS 07/25, 16L/34R & 16R/34L) | 125.6 379.9 (ARR)<br>134.025 (DEP) | |
| ROCKY MOUNTAIN | 0600-2200 | 118.6 233.7 | 121.7 | 126.25 | |

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

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| DENVER CLASS B | 126.1 360.75 (W)<br>128.25 371.95 (E)<br>128.45 251.075 (S)<br>134.85 291.125 (N) | CONTINUOUS |

### REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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**Lambert Conformal Conic Projection Standard Parallels 33° and 45°**
**Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)**

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

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.

### 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.

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.

### 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 . . . . . **125**

## DENVER CLASS B AIRSPACE

See back of this chart for procedural information within the Denver Class B Airspace

### EXAMPLES OF CLASS B ALTITUDES

**70** - - - Ceiling in hundreds of feet MSL

**30** - - - Floor in hundreds of feet MSL

### 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 5-6-13 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 interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

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.

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

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

### 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) on 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, Game Ranges and Wildlife Ranges 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.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads. Check NOTAMs and see AIM for details.

# VFR TERMINAL AREA CHART
# DENVER / COLORADO SPRINGS

DENVER FLYWAY

DENVER/ COLORADO SPRINGS

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.

## AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

## ADDITIONAL AIRPORT INFORMATION

- Private "PVT" - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

## AIRPORT DATA

Box indicates FAR-93, Special Air Traffic Rules & Airport Traffic Patterns. Dashed box indicates Flight Traffic Patterns (public use) ---

- FSS - FAR 91 NO SVFR - Location Identifier
- NAME (PHAR) - ICAO Location Indicator
- CT - 118.3 ☆ ATIS 123.8 - airport outside conterminous U.S.
- 069 L 72 122.85 - UNICOM
- RP 23, 34 - VFR Advisory 125.0
- WX CAM - Weather Camera (AK)
- AOE - Airport of Entry
- FDC - Flight Service Station
- NO SVFR - Fixed-wing special VFR flight is prohibited.
- CT - 118.3 - Control Tower (CT) - primary frequency
- ☆ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
- (L) - Follows the Common Traffic Advisory Frequency (CTAF)
- ATIS 123.8 - Automatic Terminal Information Service
- ATIS 135.2 - Automatic Flight Information Service (AK)
- Observer 123.8 - Non-federal Automated Weather Observing System (when sub-time ATIS not available). Some AOS/AWOS facilities may not be located at airports.
- UNICOM - Aeronautical advisory station
- VFR Advsy - VFR Advisory Service shown where full-time ATIS not available, and no other than primary CT frequency.
- 5468 - Elevation in feet
- L - Lighting in operation Sunset to Sunrise
- L̄ - Lighting limitations exist; refer to Supplement.
- 72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Runway length shown in black is actual; that in blue may not represent the longest runway or full length lighting.

## AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace Mode C - Required within 30 nm
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including 100 feet AGL)
- CLASS G — Class E (AIS) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class E, or higher Class E Airspace
- Class E Airspace with floor 1200 ft. above surface that laterally abuts Class E Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise depicted or altitude specified. Class E Airspace low altitude Federal Airways are indicated by center line. Airways are normally depicted towards facilities which establish intersection.

- 1320 — Total distance between NAVAIDs on direct Airways
- V16 — Class E Airspace low altitude RNAV 2 Routes are indicated by blue line.
- T319 — Helicopter Only RNAV Waypoint
- T319 — Helicopter Only Waypoint
- Prohibited, Restricted, Warning, Military, Canadian Advisory, Danger, and Restricted Areas
- Alert Area and Military Operations Area (MOA)

Alert Areas do not contain IFR traffic. Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(c)(4))
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route
- IR210 — IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

## COMMUNICATION BOXES

- 122.18 122.4 123.6 — OAKDALE
- 360° 35.6 OAK — 122.4 CHICAGO CTR
- Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- Operates less than continuous or On-Request.
- ASOS/AWOS
- 122.18 — FSS radio providing voice communication
- MAMN — FSS Frequencies above this line box are remoted to NAMAS site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

Theory line box indicates Flight Service Station (FSS) Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

B - Receive only

Frequencies above this line box are remoted to NAMAS site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

## RADIO AIDS TO NAVIGATION

- VHF Omni Range (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

## OBSTRUCTIONS

1000 ft and higher AGL

- Above 200 ft & below 200 ft AGL (above 299 ft AGL in urban area)
- Group Obstruction
- Wind Turbine
- Wind Turbine Farm
- 2034' UC — Elevation of the top above mean sea level
- 2049 — Height above ground
- (1149) — Elevation of the lowest point of the structure
- UC — Under Construction
- Obstruction with high-intensity lights; may operate part-time
- Elevation unverified
- NOTICE: Guy wires may extend outward from structures.

## MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM — Intermittent TFR info (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area (See Supplement.)
- 1°E — Isogonic Line (2020 VALUE)
- VPXYZ — VFR Waypoints
- NAME (VPXYZ)

## TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- Mountain Pass
- 11822 (Elevation of Pass)

Mountain passes are shown where a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

## 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

## 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 containing the highest known features, antennas, etc.), quadrangle, including terrain and obstructions (trees, towers, etc.).

Example: 12,500 feet . . . . . 125

## 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 5-6-13 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 interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

## REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://tfas.gov/ga/faq/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to FAA, Aeronautical Information Services,1305 East-West Highway, SSMC-4, Suite 4400, Silver Spring, MD 20910-3281.

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

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

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.

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.

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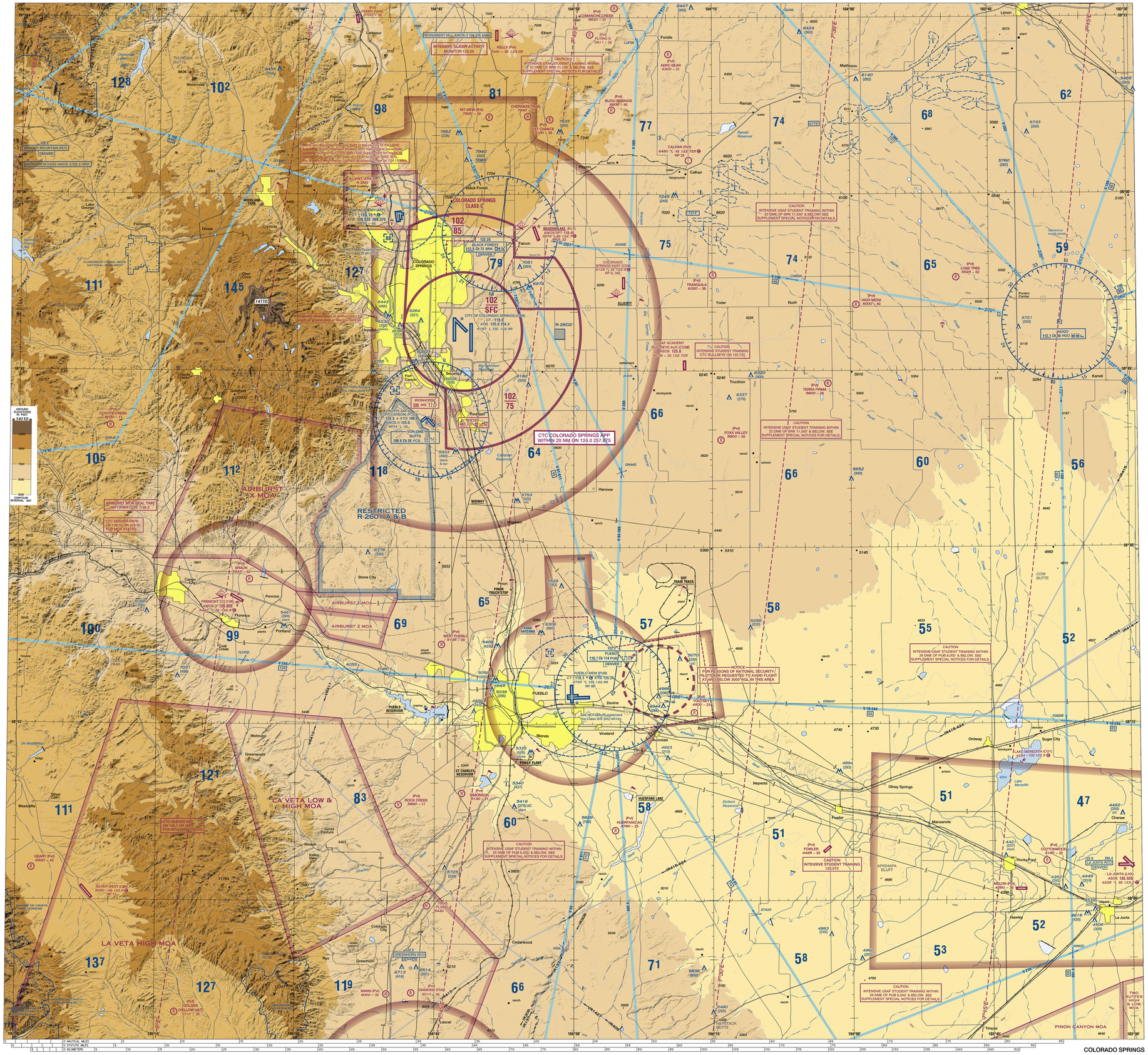



## CONTROL TOWER FREQUENCIES ON COLORADO SPRINGS TERMINAL AREA CHART

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.

"NOPK-PRF" indicates Monday through Friday.

OUT indicates other times.

| CONTROL TOWER | OPERATES | TOWER | GND CON | ATIS | ASR/PAR |
|---|---|---|---|---|---|
| BUTTS AAF (FORT CARSON) | 0400-2300 TUE-SAT 0000-2300 FRI-MON (LOCAL TIME SUNRISE-SUNSET) 0000-2300 MON*-TF-45 | 121.3 229.4 239.3 | 118.55 225.6 | 108.8 | |
| CITY OF COLORADO SPRINGS | CONTINUOUS | 119.9 360.6 | 121.7 348.6 | 123.0 234.3 | |
| PUEBLO MEM | 0600-2200 | 119.1 257.8 | 121.9 | 125.25 | |
| USAF ACADEMY | 0345-OK SR (WHICHEVER IS LATER)-05 MON-FRI 0730-1400 SAT CSD HOL | 124.15 377.23 | 118.125 | 128.225 249.375 | |

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

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| COLORADO SPRINGS CLASS C | 124.0 257.875 | CONTINUOUS |
| BUTTS AAF (FORT CARSON) | 124.0 257.875 | CONTINUOUS |

## SPECIAL USE AIRSPACE ON COLORADO SPRINGS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and on flight. Time is local. Sunrise-Sunset means "To and including."
TL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

1. Other times by NOTAM. NOTAM – Use of this term in Restricted Areas means by NOTAM or by 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 | 0000-2400 MON-FRI 11 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 | |
| A-260 | TO 17,500 | 58-53 | NO A/G | |

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

| MOA NAME | ALTITUDE* | TIME OF USE† | CONTROLLING AGENCY/ CONTACT FACILITY | FREQUENCIES |
|---|---|---|---|---|
| AIRBURST X | 1300 AGL | 38-53 TUE-SAT 0000-0700 SUN-MON | DENVER CNTR | 128.37 379.95 |
| AIRBURST Y | 500 AGL | 38-53 TUE-SAT EXC 2200-0700 | DENVER CNTR | 128.37 379.95 |
| AIRBURST Z | 500 AGL TO BUT NOT INCL 8000 | 38-53 TUE-SAT EXC 2200-0700 | DENVER CNTR | 128.37 379.95 |
| LA VETA HIGH | 13,000 | 0700-1400 MON-FRI EXC HOL | DENVER CNTR | 128.375 379.95 |
| LA VETA LOW | 1500 AGL TO BUT NOT INCL 10,000 | INTERMITTENT BY NOTAM | DENVER CNTR | 128.375 379.95 |
| PINON CANYON | 100 AGL TO 10,000 | 0700-2200 INTERMITTENT BY NOTAM | DENVER CNTR | 128.375 379.95 |
| TWO BUTTES HIGH | 10,000 | 38-53 TUE-SAT EXC 2200-0700 | DENVER CNTR | 128.37 379.95 |
| TWO BUTTES LOW | 300 AGL TO BUT NOT INCL 10,000 | INTERMITTENT BY NOTAM EXC 2200-0700 | DENVER CNTR | 128.37 379.95 |

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

## COLORADO SPRINGS TERMINAL AREA

### EXAMPLES OF CLASS C ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

# DENVER / COLORADO SPRINGS TAC

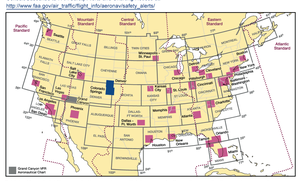
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

94TH EDITION EFFECTIVE 0901Z 16 JUL 2020
TO 0901Z 31 DEC 2020

Includes airspace amendments effective 16 JUL 2020
and all other aeronautical data received by 12 JUN 2020

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/pilots/). 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.

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.

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

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.

## 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 areas or 3) when authorized by special use permit, or other agreement.
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, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. Note: 1) Terrain may be higher than 2,000 feet above the surface. 2) Wildlife Refuge Boundary may define 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.

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EFF. DATE 20198

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

# VFR FLYWAY PLANNING CHART
## DENVER
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

**AIRPORTS**
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

**RADIO AIDS TO NAVIGATION**
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

**AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION**
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

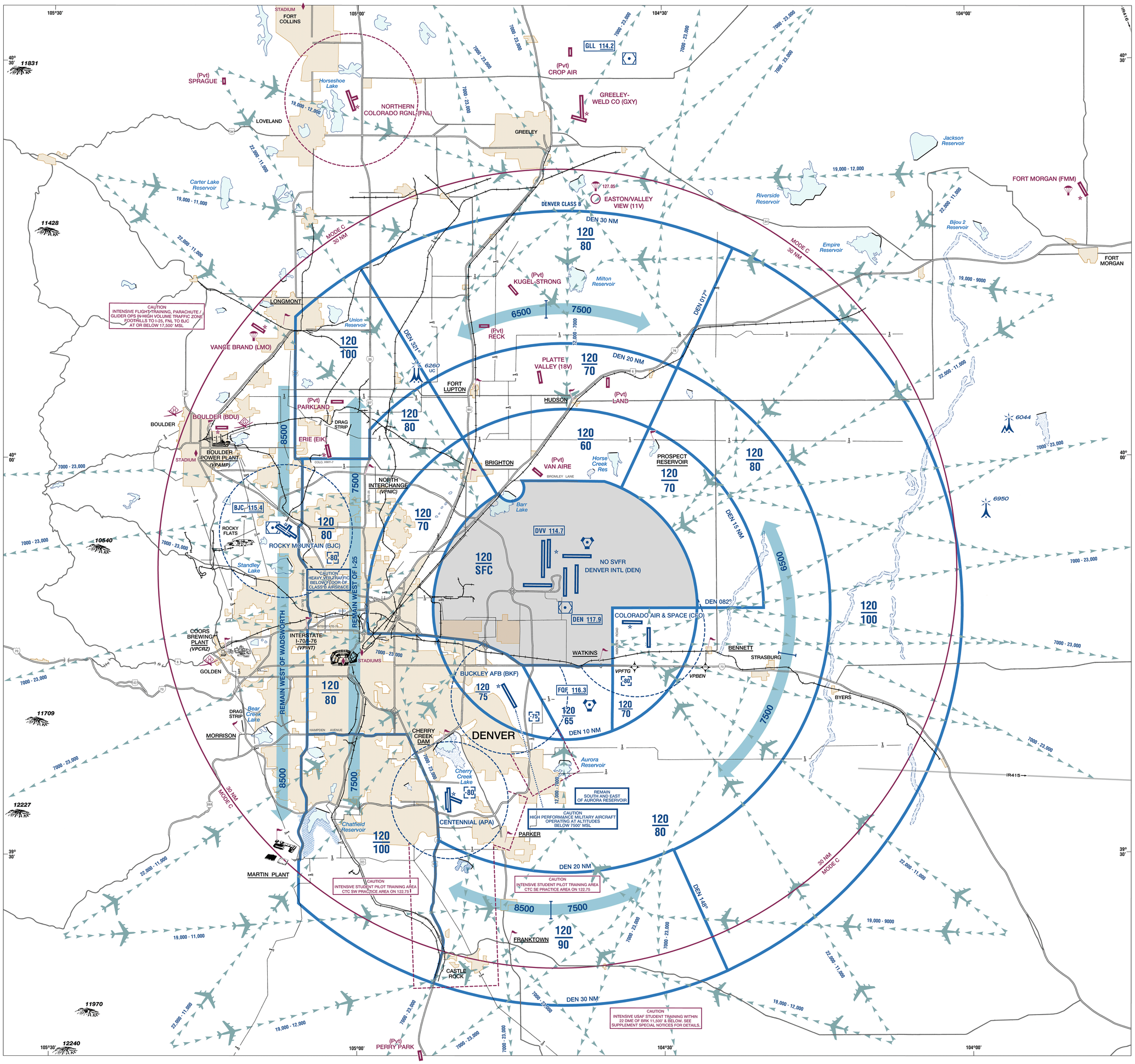
Examples of Class B Airspace Altitudes
70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 6700

**OBSTRUCTIONS (Selected)**
2049

**MISCELLANEOUS**
Navigation Reference Point
N39° 56.32' W120° 36.91'

**TOPOGRAPHIC INFORMATION**
12256 Mountain Top or Peak and Spot Elevation




**THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE DENVER AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.**

## CAUTION

**THE ENTIRE DENVER AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.**

### DENVER CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Denver Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.