SOUTH ◀ **DENVER** ▶ NORTH

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.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
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 available indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.
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 - 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.
Ⓒ - 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 - see FAR 91.215/AIM.)
Class D Airspace
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 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.
Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
T 319 TK 313 (Helicopter Only) — RNAV Waypoint
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Areas and Military Operations Areas (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)
MTR - Military Training Route

COMMUNICATION BOXES

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 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only
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 — Wind Turbine — Wind Turbine Farm
Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) — Group Obstruction
Elevation of the top above mean sea level; Height above ground; Under construction or reported; position and elevation unverified
Obstruction with high-intensity lights; may operate part-time
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)
Space Launch Activity Area (See Supplement.)
Marine Light
Isogonic Line (2020 VALUE)
VFR Waypoints

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 the recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

SOUTH ◀ **DENVER SECTIONAL** ▶ NORTH

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
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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NSN 7641014100158
NGA REF. NO. SECXXDENVER
EFF. DATE 21056

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 COUNTY/ SARDY FLD	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)	0400-2300 TUE-THU 0500-2300 FRI-MON CLSD THANKSGIVING, CHRISTMAS & NEW YEAR	125.5 229.4 239.3	118.55 253.6	108.8	
CENTENNIAL	CONTINUOUS	118.9	121.8	120.3	
CITY OF COLORADO SPRINGS MUNI	CONTINUOUS	119.9 360.6	121.7 348.6	125.0 254.3	
COLORADO AIR AND SPACE PORT	0700-2100	120.2	124.7	119.025	
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 COUNTY RGNL	0700-1900	119.8	121.8	135.575	
FOUR CORNERS RGNL	0600-2200	118.9 257.8	121.7	127.15	
GRAND JUNCTION RGNL	0600-2200	118.1 257.8	121.7 257.8	118.55	
PUEBLO MEML	0600-2200	119.1 257.8	121.9	125.25	
ROCKY MOUNTAIN METRO	0600-2200	118.6 233.7	121.7	126.25	
SANTA FE	0700-2100	119.5 239.3	121.7	128.55	
USAF ACADEMY AFLD	0545 OR SR (WHICHEVER IS LATER)-SS MON-FRI (0730-1430 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	124.0 257.875	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-2603	TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	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	

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	1500 AGL	SR-SS TUE-SAT EXC 2200-0700	DENVER CNTR	128.37 379.95
AIRBURST Y	500 AGL	SR-SS TUE-SAT EXC 2200-0700	DENVER CNTR	128.37 379.95
AIRBURST Z	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	100 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	0700-2200 INTERMITTENT BY NOTAM	DENVER CNTR	128.375 379.95
SUNNY	12,000	BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	124.5 306.2

*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.

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 chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, 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 the edge of the paper where it meets the point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the paper 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, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

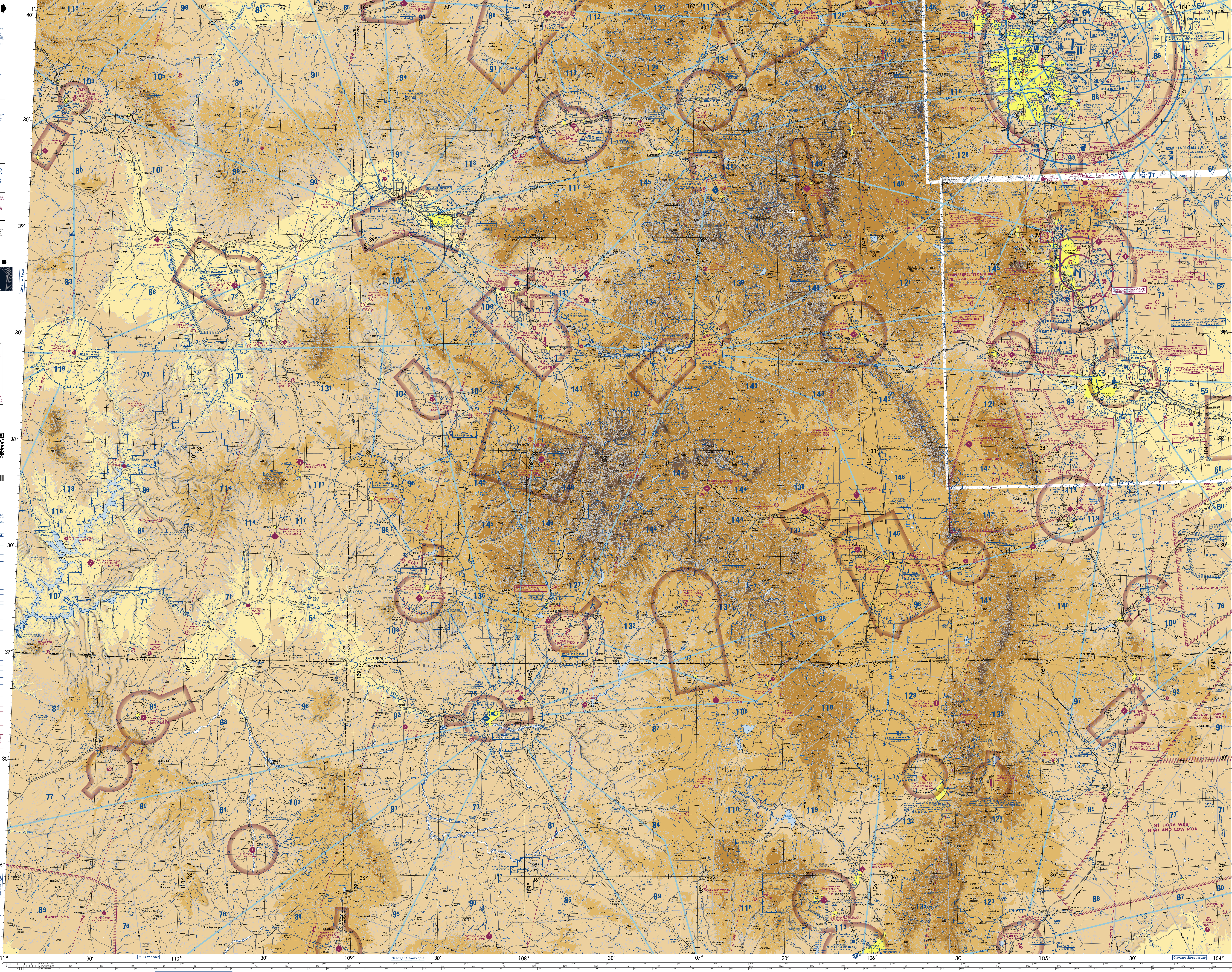
The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when 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, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness and Primitive Areas administered by the Agencies. 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 four 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 Agency 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.

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



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.

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

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 Mean Sea Level. 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. See frequently asked questions (FAQs) on our website at http://www.faa.gov/air_traffic/flight_info/aeronav/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.

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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 obstacles (trees, towers, antennas, 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.

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

DENVER

DENVER