DENVER
LEGEND

HUNOS — NORTH

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 fields are listed in the Chart Supplement. For additional surface information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways under 1500 ft. to 5000 ft. in length
- Hard-surfaced runways 5000 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 8999 ft. in length
- Open-ended hard-surfaced runway(s), configuration indicates approximate VOR, TACAN, or ILS/LOC alignment
- Runways with hard-surfaced runways, including those closed, under construction, or with unknown surface

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - (Mary Ann Rest Area) at all-time use or (Mil) - Military airport with restrictions (see Chart Supplement)
- Control Tower
- Rotating Beacon
- Airport Traffic Service
- Airport with unicom having landmark value, (CTAF) - for general aviation
- Flight Plan Required
- Seaplane Base

Fuel available (indicates by use of this marine around basic airport symbol. Consult Supplement for details and availability of grounds with hard-surfaced runways greater than 5999 ft.

Airport of entry. Customs landing rights airport.

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace (Mode C Veil) (See CLASS B, below, and Chart Supplement)

Class C Airspace (See CLASS C, below, and Chart Supplement)

Class D Airspace with Part-time Status (See CLASS D, below, and Chart Supplement)

Class E Airspace with Part-time Status (See CLASS E, below, and Chart Supplement)

Class E Airspace with Non-standard Ceiling (See CLASS E, below, and Chart Supplement)

Differentiates floors of Class B, C & D airspace and ceilings of Class B, C & E airspace. Class B Airspace exists at 10,000' MSL unless otherwise indicated. Floors and ceilings of Class B Airspace not affected Federal Airways and RNAV T-Routes are indicated by center line segment. Floors and ceilings of Class C facilities which underlie intersections.

Prohibited, Restricted, Warning, Alert Areas

Military Operations Area (MOA) and Temporary Reserved (R) and D airspace, or Class E airport surface

Special Airport Traffic Area (SATA) - Part-time Status

National Defense Airspace (ADIZ) - Operational Area (DA) - Air Defense Identification Zone (See Chart Supplement)

Terminal Radar Service Area (TRSA)

Military Training Routes

COMMUNICATION BOXES

- 123.6 — CHARGE & DELIVERY 118.9 CAE GP — Ground Point
- 123.6 — GROUND 121.9 — Ground Control Frequency
- Underlined indicates primary frequency
- Clearance Delivery frequency
- ASOS/AWOS
- 122.1R — Receive only
- 123.6 — GROUND 121.9 — Ground Control Frequency
- FSS radio call when not indicated by name
- LRA — Limited Remote Communications Air/Ground

RADIO AIDS TO NAVIGATION

- VHF Omnidirectional Range (VOR)
- VOR/DME
- VORTAC
- TACAN
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

Above 200 ft AGL (Antenna Towers, Chimneys, etc.) Below 200 ft AGL

Obstruction with high intensity lighting systems

Wind Turbine Farm

Wind Turbine Obstruction

Top above mean sea level

Height above ground level

Under construction or reported (position and height unverified)

ASTRO Tac antenna

MISCELLANEOUS

Airfield/heliport VFR pts (See Chart Supplement for full name)

Marine Light

Marine Low Intensity Light

Aerobatic Practice Area (See Supplement)

Glider Operations

Hang Gliding Activity

Ultralight Activity

Unmanned Aircraft Activity

Parachute Jump Area (See Supplement)

Short Landing Strip

Heliport

VFR Waypoints

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Pipeline

ESE Elevation Base of Tunnel

Spot Elevation at Point of Pass (printed black, not indicative a recommended route for flight. Elevation at point of pass does not indicate a recommended clearance altitude. Terrain may be higher within and near mountain passes.

HUNOS — NORTH

DENVER SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **17 APR 2025**
TO 0901Z **12 JUN 2025**

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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NGA NO. NO. SECXDENVER

25107

CONTROL TOWER FREQUENCIES ON DENVER SECTIONAL CHART

Airports with control towers are indicated at the base of the blue box 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 frequencies are listed first.

Automatic Terminal Information Service (ATIS) frequencies, shown in the fourth column of the chart are provided 24 hours a day. ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24/NOTAM" indicates Monday through Friday.
"H24/NOTAM" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
AURORA-BUCKLEY (COMPT)	0700-2000	118.65 289.2	121.9	135.4	
CENTENNIAL (APA)	0600-2200	132.0 341.675	121.9 270.8	118.675 289.2	
BUCKLEY ANGB	0600-2200 "LMT"	120.2 291.4	121.9	118.2	
BUTTE AAF (FORT CARSON)	0600-2100 "LMT"	126.5 291.4	121.9 270.8	118.2	
	0600-2100 "LMT"	126.5 291.4	121.9 270.8	118.2	
	0600-2100 "LMT"	126.5 291.4	121.9 270.8	118.2	
	0600-2100 "LMT"	126.5 291.4	121.9 270.8	118.2	
	0600-2100 "LMT"	126.5 291.4	121.9 270.8	118.2	
COLORADO	CONTINUOUS	118.3	121.9	135.1	
DEN INT (CENTENNIAL)	CONTINUOUS	119.9 348.6	121.7 348.6	133.0 234.2	
DENVER	CONTINUOUS	120.9	124.7	119.000	
DENVER INT (DEN)	CONTINUOUS	128.75 270.35 (RWY 17/35) 120.9 (RWY 26/34 & 17L/35R) 124.7 (RWY 16/34 & 17R/35L) 119.1 (RWY 17R/35L) 118.7 (RWY 17L/35R) 120.9 (RWY 16/34 & 26/34)	121.8 270.8 121.7 (DEP)	135.2 (ARR) 134.025 (DEP)	
DENVER COUNTY RGNL	0700-1900	119.6	121.8	135.075	
ROCK CREEK (BJC)	0600-2200	132.7 257.8	121.8	127.0	
TARRY JUNCTION (BJC)	0600-2200	118.1 257.8	121.8 257.8	118.05	
ERIE MUNI	0700-2100	118.325	122.8	124.35	
ROCKY MOUNTAIN METRO	0600-2000	118.3	121.7	124.1	
VANCE JR (BJC)	0700-2100	119.2 255.2	121.7	126.25	
WILLIAM J. HOOVER (APA) (ARPC)	CONTINUOUS 0700-0600 (0700-0500 DURING DST)	124.0 257.8	118.100	118.025 257.275	

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

FACILITY	FREQUENCY(S)	SERVICE AVAILABILITY
DENVER CLASS B	124.1 340.75 (N) 126.45 (E) 135.45 (S) 119.1 (W)	CONTINUOUS
COLORADO SPRINGS CLASS C	124.2 257.875	CONTINUOUS
BUTTE AAF (FORT CARSON)	124.2 257.875	CONTINUOUS

SPECIAL USE AIRSPACE ON DENVER SECTIONAL CHART

Unless otherwise noted altitudes are:
"H" - High (above 18,000 feet MSL)
"L" - Low (surface to 18,000 feet MSL, including)

NO ACTC - Not up to ground communication.
ACTC - Active Time Communication

T Other times by NOTAM.
S Sunrise to sunset, unless otherwise noted.
Other Special Use areas indicates the Chart Supplement.

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-2401 A	7C ALT FLT PVL 13,500	CONTINUOUS NO ACCESS	DENVER CNTR	126.375 379.45
R-2401 B	13,500 7C ALT FLT PVL 17,500	CONTINUOUS NO ACCESS	DENVER CNTR	126.375 379.45
R-2402	7C 18000 AGL	CONTINUOUS	DENVER CNTR	
R-2403	7C ALT FLT PVL 10,000	CONTINUOUS NO ACCESS	DENVER CNTR	
R-2410	7C 11,000	CONTINUOUS	ACC ACO	
R-6413	UNLIMITED	CONTINUOUS NO ACCESS	DENVER CNTR	134.7 337.8
R-2408	7C 17,000	06-23	ACC ACO	

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
HARVEST 1	1200 AGL 18,000 MSL	08-20 TUE-SAT DENVER CNTR	DENVER CNTR	126.37 379.45
HARVEST 2	500 AGL 18,000 MSL	08-20 TUE-SAT DENVER CNTR	DENVER CNTR	126.37 379.45
HARVEST 3	500 AGL TO BUT NOT INCL 8000 MSL	08-20 TUE-SAT DENVER CNTR	DENVER CNTR	126.37 379.45
LA VETA HIGH	13,000 MSL	0700-2200 LMT MON-FRI	DENVER CNTR	126.375 379.45
LA VETA LOW	1000 AGL TO BUT NOT INCL 13,000 MSL	INTERMITTENT BY NOTAM	DENVER CNTR	126.375 379.45
MT DORA NORTH HIGH	17,000 MSL	BY NOTAM	ALBUQUERQUE CNTR	127.8 360.25 (LO ALT) 132.9 346.75 (HI ALT)
MT DORA NORTH LOW	1000 AGL TO BUT NOT INCL 17,000 MSL	BY NOTAM	ALBUQUERQUE CNTR	127.8 360.25 (LO ALT) 132.9 346.75 (HI ALT)
PINON CANYON	100 AGL TO 15,000	0700-2200 LMT MON-FRI, BY NOTAM	DENVER CNTR	126.375 379.45
SUNNY	12,000	0700-2200 LMT, BY NOTAM	ALBUQUERQUE CNTR	134.9 360.5

*Altitudes indicate floor of MOA. All MOAs extend to but not including FL180 unless otherwise indicated in subdivision or on chart.
†Other times by NOTAM only.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 14433 feet
Located at 38° 07'N. - 106° 27'W.
Spot elevation 4054
Approximate elevation 5000

14433

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. Use this overlap to plot routes that run off the top or bottom of the chart. Because of corresponding latitude tick marks, one pair on each side of the chart and below the steps below.

STEP 1 - Draw a line connecting the two points of interest. Extend the line between these pairs of corresponding latitude tick marks on both sides of the chart. Label the line MATCH LINE on the right of where your pilot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the de-sired route. Place a piece of paper on that side of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be com-pletely below the MATCH LINE and parallel to it). (Figure 2)

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the de-sired route. Mark a point on the MATCH LINE and MARK A on edge of the paper where it meets that line.

STEP 4 - Without moving the paper, on the same side of the chart, mark a point on the edge of the paper where it meets the MATCH LINE and label it MARK B. Make that point as the destination or departure point. (Figure 3)

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 4)

STEP 6 - Take the sheet of paper with MARK A and B and align the edge of paper with MARK A on the MATCH LINE and MARK B on the other side of the chart. Draw a line from MARK A to the destination or departure point (POINT B).

STEP 7 - Where your pilot line crosses the MATCH LINE make a MARK C. Extend a line straight from MARK C to the MATCH LINE.

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 5)

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) except under emergency conditions, or in accordance with terms and conditions established by the Agency. Exceptions beyond the control of the operator, S or officially designated landing sites, or S an approved official business of the Federal Government, or in accordance with regulations established by the Agency. Units of the National Park System, 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 Areas and Primitive Areas administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service. Where the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the open-room rim of a canyon or valley. Flights conducted under the provisions of applicable agency regulations governing use of the areas. Flights over 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 (IR or VR) are charted. Route widths vary from 4 to 16 miles.

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.

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, or just above the altitude of airspace is within Class E Airspace, excluding the airspace less than 1000 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 (Precision) 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

METERS (Precision) 0 1 2 3 4 5 6 7 8 9

Entire area of this chart is within the Mountain Standard Time Zone of (+07)(7h = UTC)

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please write to: Manager, Aeronautical Information Services, at the address on Page(s) 2 of this chart prior to compiling an ice fall tree number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ Aeronautical Information Services, National Aeronautical Charting Office, 1305 East-West Highway, SSMC4, Suite 4600, 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, and are based on the highest known elevation information available concerning the quadrangle area in question. The MEF is the highest elevation, including terrain and obstructions (trees, towers, buildings), within the quadrangle, including terrain and obstructions (trees, towers, buildings, etc.).

Example: 12,500 feet **125**

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

NORAD aircraft operating in the vicinity of the Air Defense Identification Zone (ADIZ) will operate on assigned discrete VHF (112.2 to 299.9). It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review AIM 5-6-4 and Publication FAA-CHG-NOTAM-0001 for ADIZ and DEWIZ procedures. If intercepted or advised that aircraft are approached in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local fre- uency or VHF guard 121.5, and squawk 7700 and Mode C unless instructed otherwise. To the extended 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 ——— towers ——— or metmasts ——— Check NOTAMs and see AIM for details.

DENVER

DENVER