

CONTOUR INTERVAL 500 feet Intermediate contour 250 feet HIGHEST TERRAIN elevation is 14433 feet located at 39 07'N - 106 27'W Doubtful locations are indicated by omission of the point locator (dot or "x") 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.

FP 1 - Draw a horizontal line (MATCH LINE)

Atween each pair of corresponding latitude tick

MARK Son each side of the chart just to the left or

Sight of where your plot line crosses. (Figure 1) EP 2 - Decide which side of the chart has the derture or destination point closer to the edge of the

Overlap area

WATCH LINE A

LINE 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)

frequency (ies). Information for each tower is listed in the table below. Operational hours are lacal time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies.

AII Strequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Rodor Instrument Approach available.

"MCN-FR!" indicates Monday through Friday.

CONTROL TOWER OPERATES TWR FREQ GND CON ATIS ASR/PAR

ASPEN-PITIKIN CO/SARDY 0700-2200 118.85 288.3 121.9 120.4

BUCKIEY AF8 0630-2230 TUE-SAT 121.0 291.675 121.6 275.8 119.675 259.3 CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

SPECIAL USE AIRSPACE ON DENVER SECTIONAL CHART U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA A-250 TO 17,500 SR-SS NO A/G

A-639 A, 8 3000 AGL TO 12,000 SR-SS MON-FRI EXC HOL NO A/G

SR-SS SAT-SUN BY NOTAM

EKC 2200-0700

AIRBURST C 500 AGL TO BUT SR-SS TUE-SAT DENVER CNTR 128.37 379.95

NOT INCL 8500 EXC 2200-0700

LA VETA HIGH 13,000 0700-1600 MON-FRI DENVER CNTR 128.375 379.95 EXC. HOL

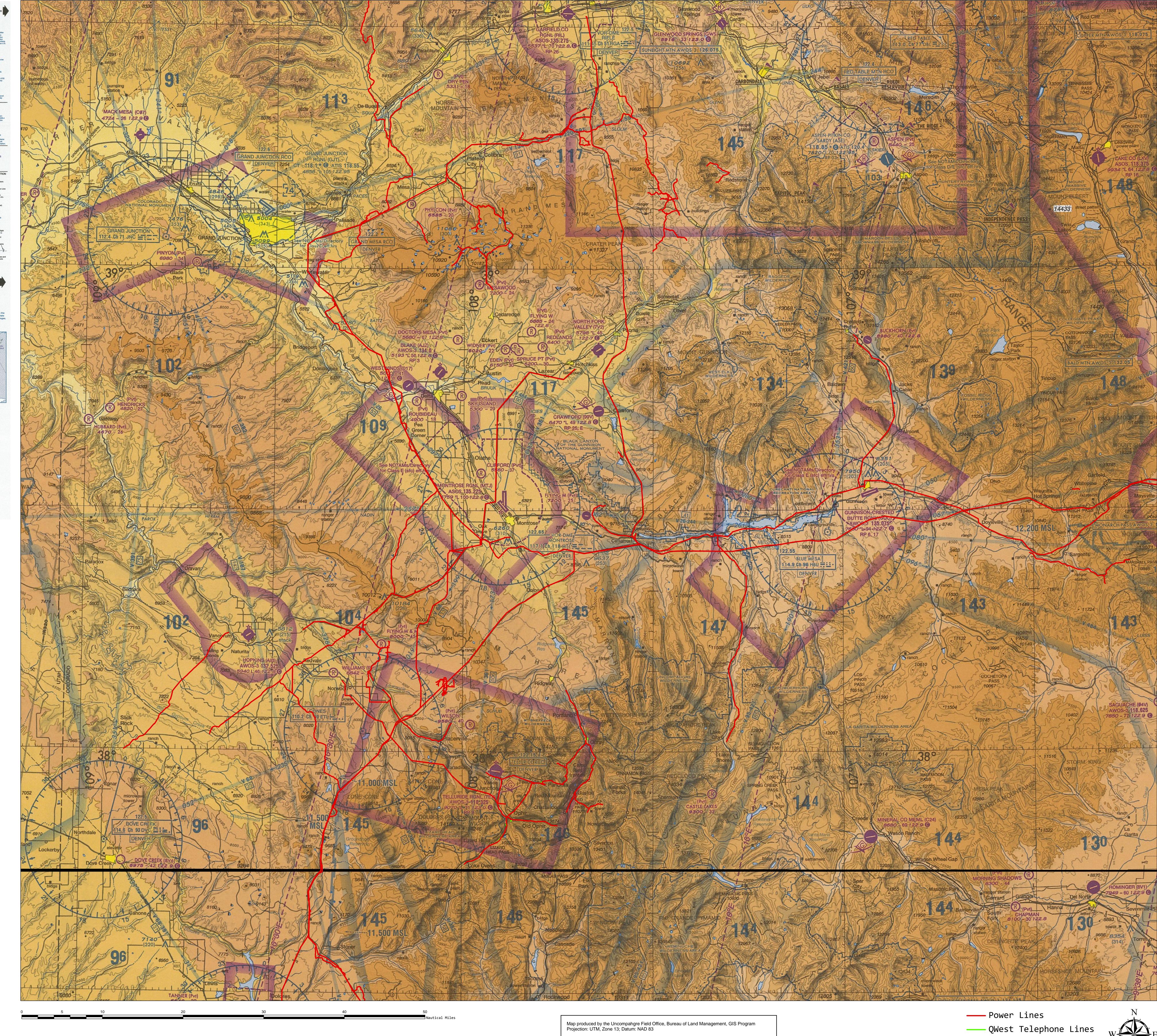
LA VETA LOW 1500 AGL TO BUT INTERMITTENT BY NOTAM DENVER CNTR 128.375 379.95

MT DORA NORTH HIGH, 11,000 BY NOTAM ALBUQUERQUE CNTR 127.85 285.47 (E)

WEST HIGH WEST HIGH 132.8 346.35 (W)
VIT DORA NORTH LOW, 1500 AGL TO BUT BY NOTAM ALBUQUERQUE CNTR 127.85 285.47 (E)
WEST LOW NOT INCL 11.000 MI DUMA NORTH LUW, 1500 AGL TO BUT BY NOTAM ALBUQUERQUE CNTR 127.85 285.47 [E]
WEST LOW NOT INCL 11,000 132.8 346.35 [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 ADV ALBUQUERQUE CNTR 124.5 306.2
*Alfithdes indicate floor of MCA. All MCAs extend to but do not include FL 180 unless otherwise indicated in tabulation or an chart.
†—Other times by DoD NOTAM.

> 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.).

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



Federal Aviation Administration (FAA) Sectional Raster Aeronautical Chart Date: January 2012

Map Date: March 2012