

DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwys 6, 24: NA - VFR Runway.
Rwys 15, 33: Standard.

NOTE: RADAR required.

DENVER
117.9 DEN 
Chan 126
39°48.75'-W104°39.64'

HUGO
112.1 HGO 
Chgn 58

SOLAR
N39°08.80'
W105°03.55'

ADANE
N38°54.95'
W104°23.94'

TEHEV
N38°33.8'
W105°24.0'

BLACK FOREST
112.5 BRK 
Chan 72

— DRAKE
N38°36.40'
W104°24.85'

ALAMOSA
113.9 ALS $\therefore \equiv \cdot \cdot$
Chan 86
N37°20.95'-W105°48.93'
I-8-9 H-4-5

PUEBLO
116.7 PUB 
Chan 114
N38°17.66'-W104°25.77'
I-10 H-5

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence . . .

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence

...RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.