

5/15/2026

FOR YOUR INFORMATION

2026-172/7-6

To: FAA (ATM ZDV ARTCC, ATM CYS Tower)

2345924

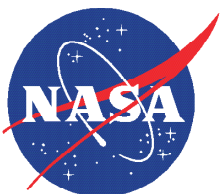
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations CSA),
A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA,
NAFI, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: ZDV/CYS Tower ATC Operational Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2345924**DATE / TIME**

Date of Occurrence	202603
Local Time Of Day	0601 to 1200

PLACE

Locale	ZDV.ARTCC
State	CO
Altitude - MSL	11000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZDV
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng

PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	2345924

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Cheyenne Tower was open with no Approach Control yet. They called for release on Aircraft X and I said "Aircraft X is released." When Aircraft X called me, they said they were "climbing to one one thousand, runway heading" and they were only out of about 8,000 ft. heading westbound. The MIA (Minimum IFR Altitude) in that area is ten thousand and increases to eleven thousand. I wasn't sure if there was a Tower procedure I didn't know about so I said, "leaving one zero thousand, cleared on course direct Denver VOR."

Having Cheyenne function as a Tower only has created a lot of confusion. I'm not sure if this is a contributing factor because I don't know rules between Tower and Approach Controllers. I do know that it didn't seem safe for an airplane to be flying below my MIA without being on a departure procedure or taking responsibility for his own terrain and obstruction clearance.

SYNOPSIS

A ZDV Controller reported their sector assumed the CYS TRACON airspace and they were not sure of the requirements to maintain terrain separation for departures from CYS.