Denver Air Route Traffic Control Center and Aspen Terminal Radar Approach Control in Tower Cab

LETTER OF AGREEMENT

EFFECTIVE: May 3, 2025

SUBJECT: Coordination Procedures

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1. PURPOSE: This Letter of Agreement establishes procedures for handling air traffic between Denver Air Route Traffic Control Center (ZDV ARTCC) and Aspen Terminal Radar Approach Control in Tower Cab (ASE TRACAB).

2. CANCELLATION: The Letter of Agreement between ZDV ARTCC and ASE TRACAB, effective January 4, 2021, is canceled.

3. SCOPE: To establish standard operating procedures for the coordination and control of aircraft between ZDV ARTCC and ASE TRACAB on the VATSIM network. This letter of agreement is supplemental to vZDV Facility Policy and FAA Order JO 7110.65. The information contained herein is to be used for flight simulation purposes only on the VATSIM network. It is not intended, nor should it be used for, real-world navigation. The Virtual Denver ARTCC is not affiliated with the FAA, the actual Denver ARTCC, or any governing aviation body.

4. RESPONSIBILITIES:

a. All controllers staffing (or controlling overlying airspace containing) ZDV ARTCC and/or ASE TRACAB positions are required to be familiar with the provisions of this document.

b. ZDV ARTCC delegates responsibility to ASE TRACAB for providing terminal air traffic control services within the airspace depicted in Attachment 1.

5. GENERAL PROCEDURES:

a. ZDV ARTCC must clear overflight aircraft through an arrival gate and out a departure gate (see Attachment 1).

b. When ZDV ARTCC points-out an Eagle Airport (KEGE) IFR departure, ZDV ARTCC must assume separation responsibility for the KEGE departure aircraft and TRUEL Gate arrival aircraft.

c. ASE TRACAB may delegate the EGE Shelf airspace to ZDV ARTCC upon request. When the EGE Shelf is delegated to ZDV ARTCC:

(1) ZDV ARTCC must be responsible for separation between KEGE IFR departure aircraft and TRUEL Gate arrival aircraft.

(2) ASE TRACAB has control for descent to 16,000 feet, right turns up to 30°, and speed adjustment.

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6. ARRIVAL PROCEDURES:

a. ZDV ARTCC must ensure IFR arrivals enter TRACAB delegated airspace through an arrival gate and in accordance with the routings and altitudes listed in Table 1.

Table 1. ASE TRACAB IFR Arrival Procedures

Airport	Gate	Nav. Type	Route	Altitude
ASE/RIL	MMARY	RNAV	MMARY#	Descend Via
		Non-RNAV	DBL..DCT	FL200 [1]
	HAREI	RNAV	HAREI#	Descend Via
		Non-RNAV	HAREI..DBL..DCT	17,000 [2]
ASE	LOYYD	RNAV	LOYYD#	Descend Via
		Non-RNAV	LOYYD..SKIER..DBL..DCT	FL200 [1]
	TRUEL	All	DBL..DCT	17,000 [2]

NOTE-
[1] Aircraft must be below FL230 and descending to, or level at, FL200.
[2] Aircraft must be below FL190 and descending to, or level at, 17,000.

b. ZDV ARTCC may vertically separate prop/turboprop arrivals below turbojet arrivals in accordance with Table 2.

Table 2. ZDV ARTCC Vertical Separation

Gate	Prop Altitude	Jet Altitude
MMARY	FL200	Descend Via, Except Maintain FL210
HAREI	17,000	Descend Via, Except Maintain FL190
LOYYD	FL200	Descend Via, Except Maintain FL210

NOTE-
TRUEL gate arrivals must be sequenced in trail.

c. TRACAB has control for turns, speed adjustments, and descent to 16,000 feet within 10 NM of the common boundary.

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7. DEPARTURE PROCEDURES:

a. ZDV ARTCC has control for climbs, turns up to 20° either side of the previously assigned course on aircraft at and above FL190, and speed increases after transfer of communications.

b. ASE TRACAB must:

(1) Ensure all IFR terminal area departures exit TRACAB airspace through a departure gate.

(2) Ensure 5 NM, constant or increasing, between successive IFR departures when using lateral separation.

(3) Clear IFR departures to FL210 or filed altitude, if lower.

c. ASE TRACAB may use vertical separation in lieu of lateral separation when aircraft performance does not permit lateral separation. When vertical separation is utilized, the higher aircraft must be assigned FL210 and the lower aircraft must be assigned FL190.

8. RIL INSTRUMENT APPROACH PROCEDURES:

a. ASE TRACAB must:

(1) Initiate a handoff to the appropriate ZDV ARTCC Sector as soon as possible, but no later than 10 NM from the common boundary.

(2) Have control to issue an instrument approach clearance to Runway 26 at Rifle Airport (KRIL) after ZDV ARTCC accepts the handoff.

(3) Request alternate instructions from ZDV ARTCC if:

(a) The handoff is not accepted by 10 NM from the common boundary.

(b) The aircraft requests to land on Runway 8.

(4) Instruct aircraft to cancel IFR on the appropriate ZDV ARTCC frequency and transfer communications to KRIL CTAF no sooner than the RIL Shelf common boundary (see Attachment 1).

(5) Transfer communications on arrival aircraft that receive alternate instructions to the appropriate ZDV ARTCC frequency.

(6) Inform ZDV ARTCC is an arrival aircraft cancels IFR.

b. ZDV ARTCC may request transfer of communications to their frequency prior to the RIL Shelf common boundary, if needed.

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9. ATTACHMENTS:

a. Attachment 1. Aspen TRACAB Delegated Airspace and Arrival/Departure Gates

b. Attachment 2. Aspen TRACAB Minimum Vectoring Altitude (MVA) Map

c. Attachment 3. Denver ARTCC Minimum IFR Altitude (MIA) Map

10. APPROVED:

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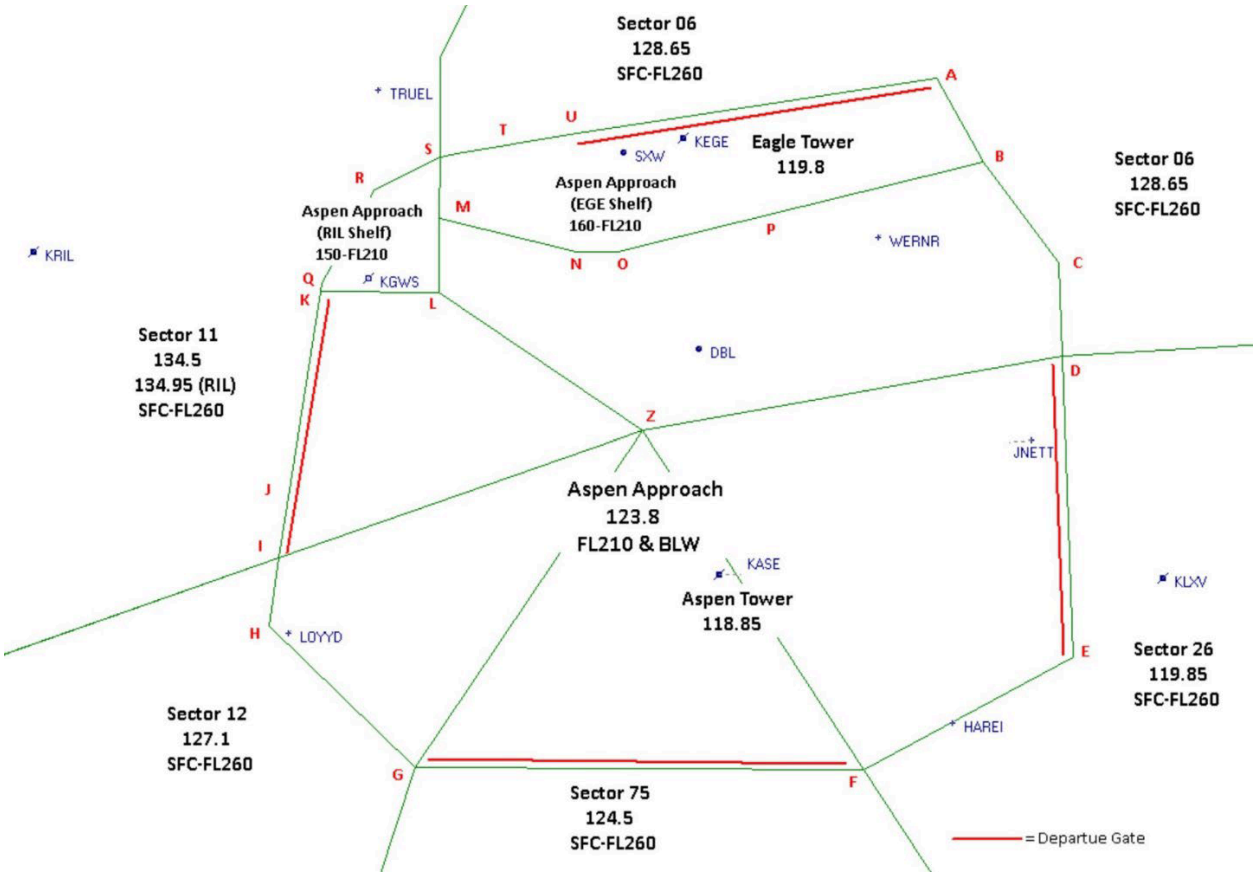
Attachment 1. Aspen TRACAB Delegated Airspace and Arrival/Departure Gates

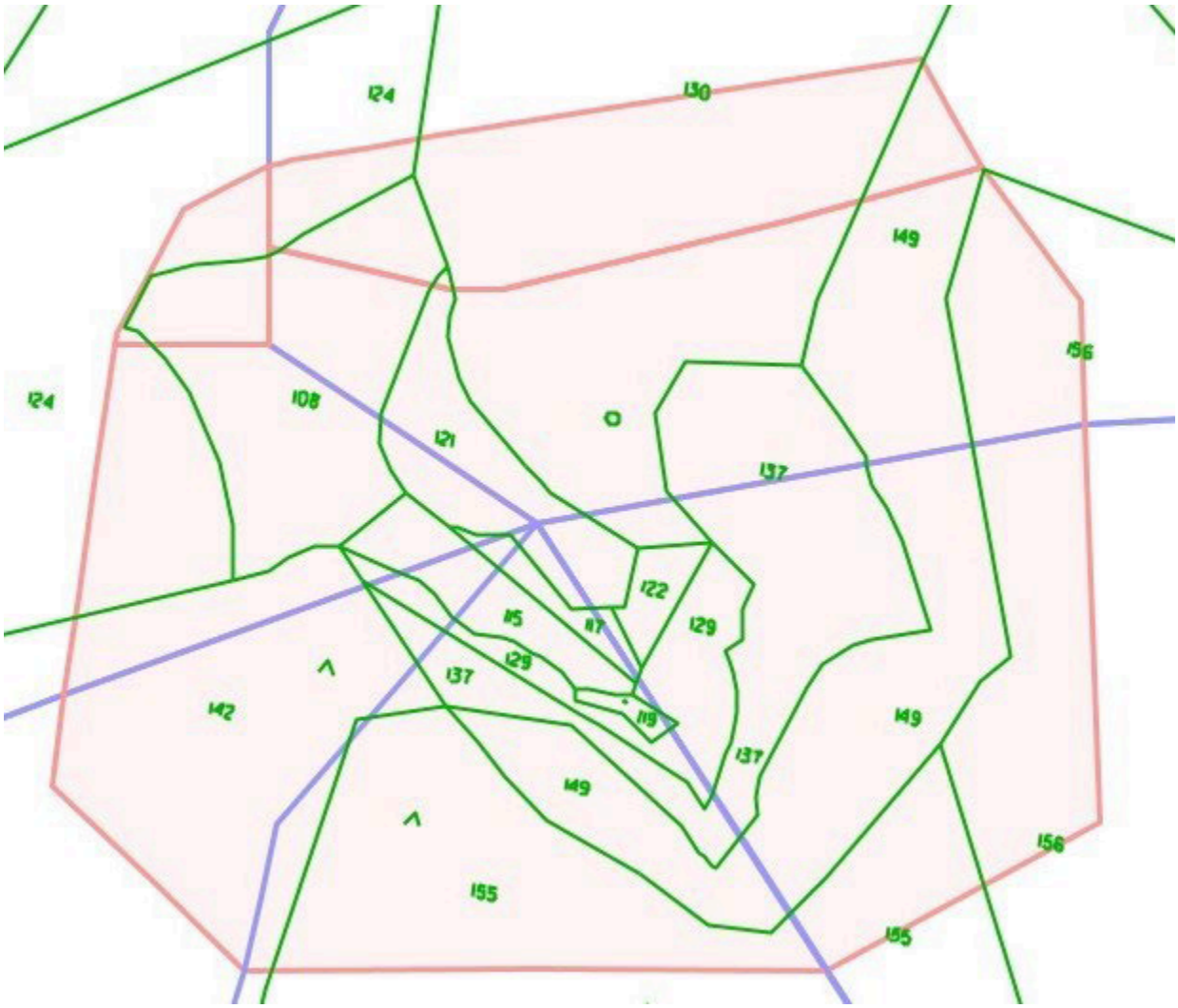
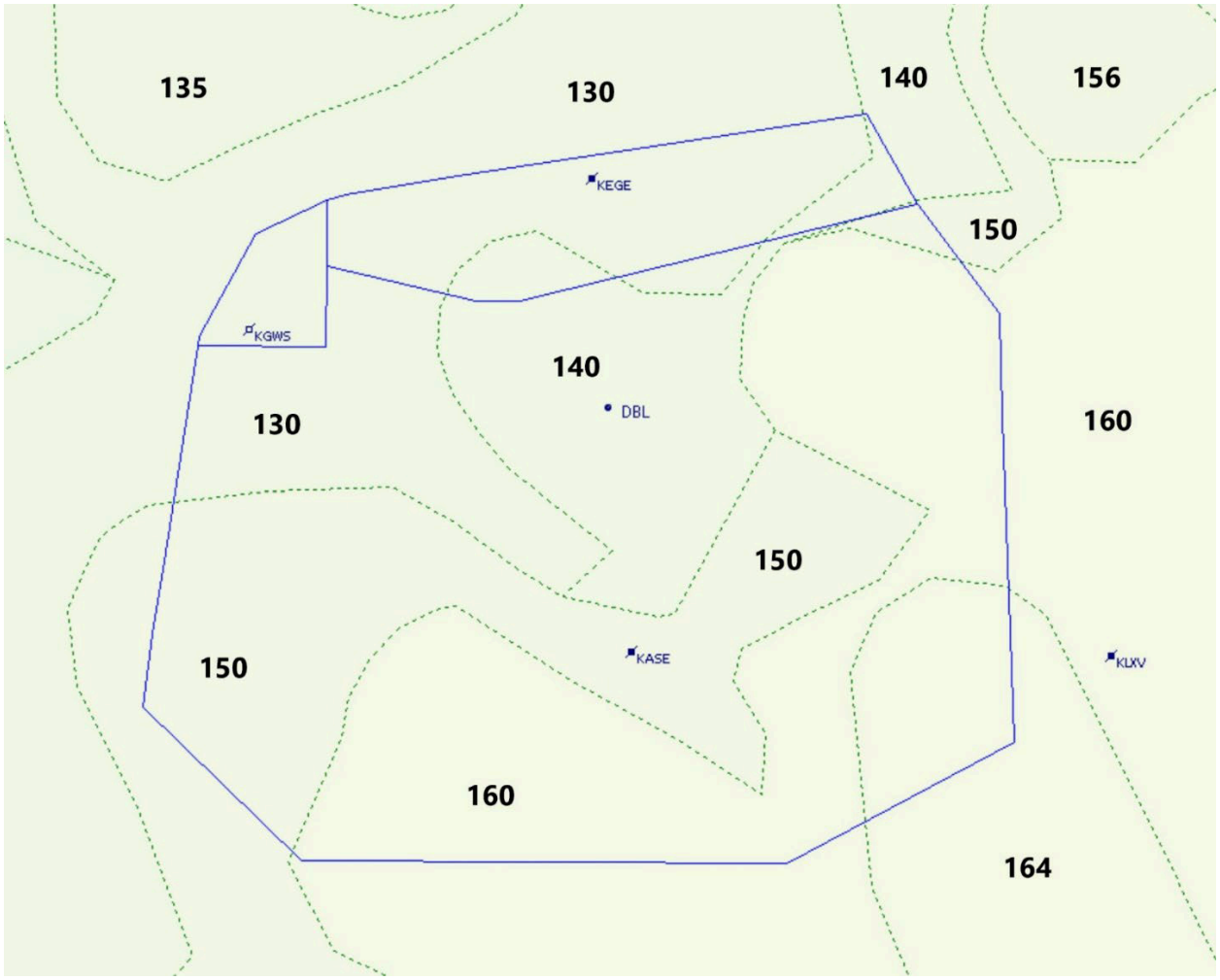


Arrival Gates		Departure Gates	
Gate Name	**Gate Definition**	**Gate Name**	**Gate Definition**
MMARY	Point A to D	EAST	Point D to E
HAREI	Point E to F	SOUTH	Point F to G
LOYYD	Point G to I	WEST	Point I to K
TRUEL	Point Q to U	NORTH	Point U to A

NOTE-

Gate definitions are given clockwise and around the outermost boundary line. The MMARY arrival gate is defined as Point A clockwise to Point D.

Attachment 2. Aspen TRACAB Minimum Vectoring Altitude (MVA) Map



Attachment 3. Denver ARTCC Minimum IFR Altitude (MIA) Map