



Denver ARTCC

Denver Center and Aspen TRACAB Letter of Agreement

Effective Date	1/4/2021
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Document Information

Purpose

This Letter of Agreement establishes the procedures for handling air traffic between Denver Air Route Traffic Control Center (Center) and Aspen TRACAB (TRACAB). The provisions and procedures described below are supplemental to and in accordance with Denver ARTCC General Policy and FAA Order JO 7110.65, as well as any published FAA guidelines and procedures. The information contained in this document 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. This site is not affiliated with the FAA, the actual Denver ARTCC, or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

Distribution

This order is distributed to all Denver ARTCC personnel.

Cancellation

This order cancels the letter of agreement between Denver Air Route Traffic Control Center and Aspen Airport Traffic Control Tower/TRACAB dated April 16, 2020.

Brandon Wening
Air Traffic Manager, Denver ARTCC

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Deputy Air Traffic Manager, Denver ARTCC

Letter of Agreement

1. **PROCEDURES:** The following must apply unless otherwise coordinated:

a. Arrivals.

(1) Aircraft arriving to the Aspen Terminal Area must enter the appropriate arrival gate as depicted in the chart below. See attachments 2 & 3 for descriptions of arrival gates.

GATES	ALTITUDES
LAWSN LOYVD	Below FL230 descending to or at FL200
TRUEL HAREI	Below FL190 descending to or at 17,000

(2) When turboprops are a factor with turbojets in the LAWSN or LOYVD gates, turboprops must be at FL200 and turbo jets must enter the gate below FL230 descending to or level at FL210.

(3) All aircraft must be cleared to the Aspen Airport (ASE) via DBL direct ASE within the appropriate arrival gate, except southwest arrivals which must be routed LOYVD..SKIER..DBL..ASE.

Exception: Aircraft may be also cleared via WERNR..ZAKOR..ASE

(4) Transfer of Control (TCP) will occur 10nm prior to the lateral boundary of TRACAB airspace. Upon transfer of control, TRACAB has control for descent, speed adjustments, and turns of up to 30 degrees on all ASE and Rifle Airport (RIL) arrivals.

NOTE: *The transfer of control does not include EGE shelf airspace and RIL approach clearances.*

- (5) RIL Arrivals. TRACAB must initiate a radar handoff to Center as soon as possible for arrivals to the Rifle Airport. TRACAB has control of RIL arrivals when Center accepts the handoff. If unable to release control Center must coordinate alternate instructions prior to accepting the handoff.

Note: *If Center does not accept the radar handoff prior to 10NM from the TRACAB boundary, TRACAB must call Center to coordinate further instructions.*

b. Departures. TRACAB must:

- (1) Ensure that all IFR departures are established within the appropriate departure gate and on the appropriate departure routing prior to exiting TRACAB airspace.
- (2) Clear departures to FL210 or lower filed altitude
- (3) Advise aircraft that exit TRACAB airspace not on a SID and that have not been cleared to their final requested altitude to "Expect (filed altitude) 10 minutes after departure."
- (4) When utilizing lateral separation, ensure that all Aspen departures enter Center airspace with at least 5NM separation, constant or increasing.

c. En route. En route IFR aircraft must enter TRACAB airspace via an arrival gate and exit via a departure gate. VFR aircraft can proceed on their filed route. Aircraft transitioning TRACAB airspace will be at the filed altitude indicated on their flight data progress strip and need not be coordinated except for requirements for inappropriate altitude for direction of flight (IAFDOF) aircraft.

- 2. AIRSPACE DELEGATED TO TOWER/TRACAB:** Tower/TRACAB has jurisdiction of the airspace from the surface to FL210 with the following exceptions

Eagle Shelf: Center has control of airspace from the surface to 15,000 feet MSL. TRACAB has control from 16,000 feet MSL through FL210.

Rifle Shelf: Center has control of airspace from the surface to 14,000 feet MSL. TRACAB has control from 15,000 feet MSL through FL210.

3. ATTACHMENTS

- a. Attachment 1 - Airspace Delegation
- b. Attachment 2 - Arrival and Departure Gates
- c. Attachment 3 - Airspace Chart

ATTACHMENT 1: AIRSPACE DELEGATED TO ASPEN TRACAB

(See Attachment 3 for depiction)

AT 15,000 Feet MSL TO FL 210 from:

- S- 39°37'22"N/107°13'14"W to
- M- 39°33'46"N/107°13'14"W to
- L- 39°29'31"N/107°13'14"W to
- K- 39°29'32"N/107°22'06"W to
- Q- 39°30'00"N/107°22'00"W to
- R- 39°35'30"N/107°18'08"W to
point of beginning.

AT 16,000 Feet MSL TO FL 210 from:

- A- 39°42'06"N/106°35'55"W to
- B- 39°37'17"N/106°32'22"W to
- P- 39°34'59"N/106°43'30"W to
- O- 39°31'59"N/106°59'54"W to
- N- 39°31'59"N/107°02'53"W to
- M- 39°33'46"N/107°13'14"W to
- S- 39°37'22"N/107°13'14"W to
- T- 39°37'37"N/107°11'58"W to
- U- 39°38'44"N/107°03'32"W to
point of beginning.

AT FL210 AND BELOW from:

- B - 39°37'17"N/106°32'22"W to
- C - 39°31'25"N/106°26'46"W to
- D - 39°26'00"N/106°26'30"W to
- E - 39°08'36"N/106°25'39"W to
- F - 39°01'54"N/106°41'13"W to
- G - 39°02'02"N/107°14'38"W to
- H - 39°10'10"N/107°25'40"W to
- I - 39°14'06"N/107°24'59"W to
- J - 39°18'28"N/107°24'10"W to
- K- 39°29'32"N/107°22'06"W to
- L- 39°29'31"N/107°13'14"W to
- M- 39°33'46"N/107°13'14"W to
- N- 39°31'59"N/107°02'53"W to
- O- 39°31'59"N/106°59'53"W to
- P- 39°34'59"N/106°43'30"W to
point of beginning.

ATTACHMENT 2: ASPEN TRACAB ARRIVAL GATES:

LAWSN	FROM 39°42'06"N/106°35'55"W TO 39°31'25"N/106°26'46"W	Clockwise from point A to point C
HAREI	FROM 39°08'36"N/106°25'39"W TO 39°01'54"N/106°41'13"W	Clockwise from point E to point F
LOYVD	FROM 39°02'02"N/107°14'38"W TO 39°10'10"N/107°25'40"W	Clockwise from point G to point H
TRUEL	FROM 39°30'00"N/107°22'00"W TO 39°37'37"N/107°11'58"W	Clockwise from point Q to point T

ASPEN TRACAB DEPARTURE GATES:

EAST	FROM 39°26'00"N/106°26'30"W TO 39°08'36"N/106°25'39"W	Clockwise from point D to point E
SOUTH	FROM 39°01'54"N/106°41'13"W TO 39°02'02"N/107°14'38"W	Clockwise from point F to point G
WEST	FROM 39°14'06"N/107°24'59"W TO 39°29'32"N/107°22'06"W	Clockwise from point I to point K
NORTH	FROM 39°38'44"N/107°03'32"W TO 39°42'06"N/106°35'55"W	Clockwise from point U to point A

ATTACHMENT 3: ASPEN TRACAB AIRSPACE DIAGRAM

