



Denver ARTCC

APA ATCT

Standard Operating Procedures

Document Number	APA-7110.10D
Effective Date	3/9/2021

Document Information

Purpose

This order describes Standard Operating Procedures for the safe and efficient operation of the Centennial Airport Air Traffic Control Tower (APA ATCT). 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 APA SOP dated June 10, 2020.

Brandon Wening
Air Traffic Manager, Denver ARTCC

Dillon Marshall
Deputy Air Traffic Manager, Denver ARTCC

Revisions Log

Date	Revision	Editor/Version
06/08/2020	Initial Release	Harry Linsenmayer/ 7110.10A
06/10/2020	VFR Reporting Point Change	Brandon Wening/ 7110.10B
06/10/2020	Formating Change	Dillon Marshall/ 7110.10C
03/03/2021	Updated for Satellite-D01 LOA	Dillon Marshall/ 7110.10D

Table of Contents

Document Information	2
Purpose	2
Distribution	2
Cancellation	2
Revisions Log	3
Table of Contents	4
Chapter 1. Positions Table	6
Chapter 2. Clearance Delivery	7
2.1 Responsibilities	7
2.2 IFR Departure Instructions	7
2.2.1 IFR Routing	7
2.2.2 IFR Altitudes	7
2.2.3 Departure Frequencies	7
2.3 VFR Departure Instructions	8
Chapter 3. Ground Control	9
3.1 Responsibilities	9
3.2 Area of Responsibility	9
3.3 ATIS	10
3.4 Runups	10
3.5 Handoffs	10
Chapter 4. Local Control/Tower	11
4.1 Responsibilities	11
4.2 Area of Responsibility	11
4.3 Active Runway Selection	11
4.3.1 Types of Flows	11
4.3.2 Changing Flows	11
4.3.3 South VMC	12
4.3.4 North VMC	12
4.3.5 South IMC	12

4.3.6 North IMC	12
4.4 Departure Procedures	12
4.5 Arrival Procedures	12
4.5.1 IFR Arrival Procedures	12
4.5.2 VFR Arrival Procedures	13
4.6 Missed Approaches/Go-Arounds	13
Appendix 1	14
Appendix 1A: VFR Reporting Points	14
Appendix 1B: Noise Abatement Procedures	15
Appendix 1C: Runway 10/28 Runup Areas	16

Chapter 1. Positions Table

Table 1. Centennial ATCT Operational Positions Table

Position	Radio Name	Callsign	Relief	ARTS Symbol	Frequency
Delivery	Centennial Clearance	APA_DEL	1	7C	128.600
Ground	Centennial Ground	APA_GND	1	7G	121.800
East Tower*	Centennial Tower	APA_E_TWR	1E	7ET	118.900
West Tower	Centennial Tower	APA_W_TWR	1W	7WT	123.700

Bold/Asterisk* designates a primary position.

Chapter 2. Clearance Delivery

2.1 Responsibilities

1. Issue ATC clearances to all departing IFR aircraft at Centennial Airport (KAPA).

2.2 IFR Departure Instructions

2.2.1 IFR Routing

1. All aircraft leaving the Denver Terminal Radar Control (TRACON) shall be issued an up-to-date Standard Instrument Departure (SID).
 - a. Aircraft who have filed out-of-date RNAV Departures shall be assigned:
 - i. Jets: Up-to-date Non-RNAV Departure
 - ii. Props: DEN# Departure
2. All aircraft that will remain within the Denver TRACON shall be issued the DEN# departure.
3. All routes assigned to aircraft must be checked to ensure they are in compliance with published Letter of Agreement (LOA) documents and published preferred routes. Any aircraft that is not in compliance shall be amended as necessary.
 - a. Aircraft unable to accept the amended routing shall not be cleared until coordination can be established with the appropriate controller.

2.2.2 IFR Altitudes

1. All aircraft shall be instructed to "Maintain 8,000".

2.2.3 Departure Frequencies

Table 2. Departure Frequency Assignment Priority Table

Priority Number	Position (Frequency)
1	SR4/A (132.750)
2	SR1/J (125.120)
3	DR4/S (128.450)
4	DR3/R (128.250)
5	DR1/L (126.100)
6	AR1/I (120.350)

2.3 VFR Departure Instructions

1. Clearance Delivery is responsible for the creation of VFR flight plans.
 - a. Pilots are not responsible for filing a VFR flight plan. Clearance Delivery shall enter all relevant information that the pilot provides about their VFR flight. This includes, but is not limited to, Aircraft Type, and Destination Airport or Direction of Flight.
2. At no point shall Clearance Delivery clear any aircraft to enter the Denver Class Bravo airspace, issue a discrete beacon code or issue a departure frequency to any VFR aircraft regardless of whether or not the aircraft requests Flight Following.

3.3 ATIS

1. Ground Control shall ensure that all pilots have the current ATIS information prior to being handed off to Tower.

3.4 Runups

1. All aircraft requiring a runup shall advise Ground Control. Ground Control shall issue a taxi to the appropriate runup area.
2. Upon completion of the runup, aircraft shall advise Ground Control. Ground Control shall issue a new taxi to the appropriate runway from the runup area.

3.5 Handoffs

1. At no point shall any aircraft be told to "Contact Tower". All aircraft shall be instructed to "Monitor Tower <frequency>".

Chapter 4. Local Control/Tower

4.1 Responsibilities

1. Issue takeoff and landing clearances to all aircraft departing and arriving on all runways.
2. Issue taxi instructions to all aircraft on all movement areas not controlled by Ground Control.
3. Determine active runway flow.

4.2 Area of Responsibility

1. Local Control is responsible for the Centennial Class D airspace, which is defined as the airspace extending upward from the surface up to but not including 8,000 feet MSL within a 4.4 nautical mile radius of the defined coordinates for Centennial Airport.
2. Local Control is responsible for all runways.
3. Local Control is responsible for all taxiways not controlled by Ground Control (see Figure 1 above for taxiway delegations).

4.3 Active Runway Selection

4.3.1 Types of Flows

1. Centennial has 4 runway flows listed in sections 4.3.3-4.3.6. These runway flows should be used in accordance with what flow Denver International is using unless the wind favors a different flow and is greater than 10 knots.
2. If the wind is gusting, use the gust speed when determining the active runway configuration.
3. When the wind is calm, utilize any South runway configuration.

4.3.2 Changing Flows

1. When changing flow, Local Control shall verbally coordinate with the appropriate D01/ZDV controller to determine the final departure and arrival off of the previously used runways as well as the first arrival and departure off of the new runways.
2. Local Control shall verbally coordinate with Clearance Delivery and Ground Control of the new flow.
3. Ensure the ATIS has been updated to properly reflect the new flow.

4.3.3 South VMC

1. Wind is 080° clockwise to 259° and the weather is classified as Marginal VFR or VFR.
 - a. Landing Runways 17L and 17R.
 - b. Departing Runways 17L and 17R.
 - c. If requested by the pilot, Runway 10/28 may be assigned.

4.3.4 North VMC

1. Wind is 260° clockwise to 079° and the weather is classified as Marginal VFR or VFR.
 - a. Landing Runways 35R and 35L.
 - b. Departing Runways 35R and 35L.
 - c. If requested by the pilot, Runway 10/28 may be assigned.

4.3.5 South IMC

1. Wind is 080° clockwise to 259° and the weather is classified as IFR.
 - a. Landing Runway 17L.
 - b. Departing Runway 17L.

4.3.6 North IMC

1. Wind is 260° clockwise to 079° and the weather is classified as IFR.
 - a. Landing Runway 35R.
 - b. Departing Runway 35R.

4.4 Departure Procedures

1. Local Control shall provide separation for all aircraft within Local Control airspace.
2. Local Control shall provide and ensure initial separation between consecutive departures.
3. IFR departures require a departure release from the appropriate radar controller. Details regarding departure releases can be found in the Satellite-D01 Letter of Agreement.

4.5 Arrival Procedures

4.5.1 IFR Arrival Procedures

1. Local Control shall provide separation for all aircraft within Local Control airspace.
2. Local Control shall ensure separation between consecutive arrivals.

3. Communications transfer between arrivals on final approach must be completed before the aircraft enters the Centennial Class D airspace.

4.5.2 VFR Arrival Procedures

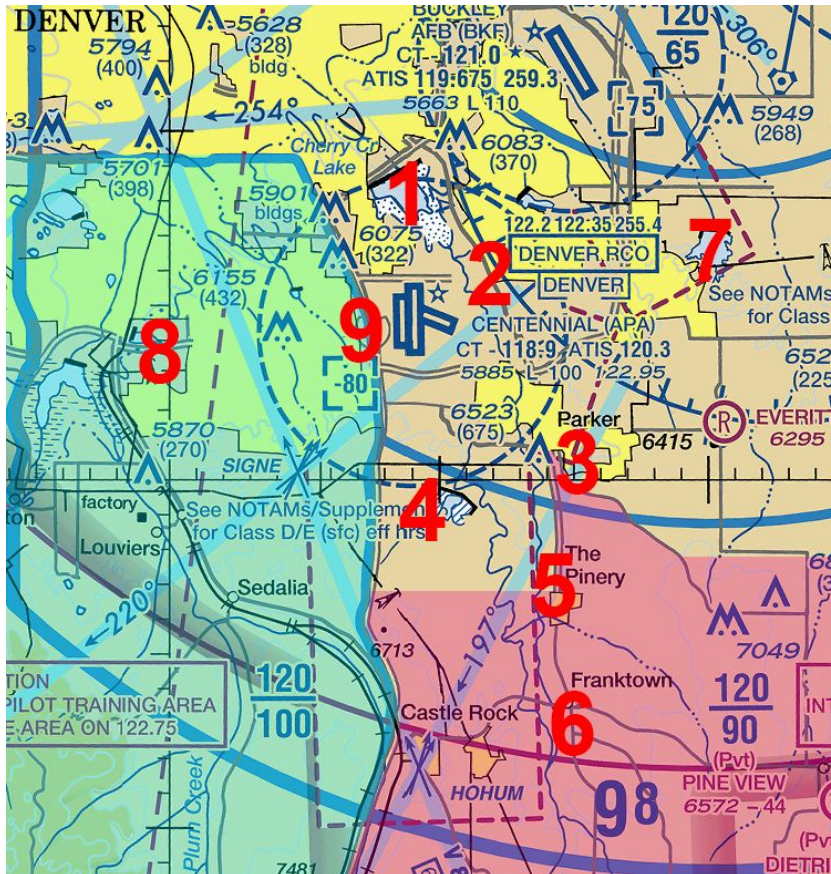
1. Aircraft shall be instructed to enter a pattern leg or report a VFR point listed in Appendix 1A. An example of phraseology is below.
 - a. "N228HL, Centennial Tower, report the Cherry Creek Reservoir."
2. Upon aircraft reporting that they have reached the assigned reporting point, aircraft shall be instructed to enter a pattern leg.

4.6 Missed Approaches/Go-Arounds

1. All information regarding Missed Approaches and Go-Arounds can be found in the Satellite-D01 LOA.

Appendix 1

Appendix 1A: VFR Reporting Points



Centennial Airport VFR Reporting Points

1. Cherry Creek Reservoir
2. Parker and Arapahoe Road
3. Parker and the KOA Antenna
4. Hess Reservoir and the Power Lines
5. The Pinery
6. Franktown
7. Aurora Reservoir
8. E470
9. I-25 (Used for VFR pattern work)

These points are used primarily for inbound VFR aircraft. They may be used to instruct an aircraft on how to enter the Delta airspace, example:

“Skyhawk 172SP, fly to Parker and Arapahoe and enter the left base for 17L.”

These points are not to be used for IFR aircraft or for departing VFR aircraft. Many will be utilized by pilots during various phases of flight.

“South East” Contains the Chatfield, Louveirs, and Sadalia practice boxes.

“South West” Contains the Three Towers, Fairground, Kiowa, Elizabeth, and Castlewood Canyon practice boxes.

Appendix 1B: Noise Abatement Procedures

NOISE SENSITIVE AREAS

LEGEND

- Airport Airspace
- Centennial Airport
- Noise Sensitive Areas

All Aircraft:

- Avoid flight training and ILS training operations between 10:00pm and 7:00am.
- Make power setting changes slowly.
- Observe noise abatement signs at runway departure ends.
- Avoid noise sensitive areas when able.

Jet Aircraft:

- Follow NBAA noise abatement guidelines.
- Minimize use of reverse thrust.
- Use thrust reduction techniques.

This document has been developed and approved by the Centennial Airport Community Noise Roundtable.

Appendix 1C: Runway 10/28 Runup Areas

