



Denver ARTCC

Denver Satellite Fields and Denver TRACON Letter of Agreement

Effective Date	3/9/2021
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Document Information

Purpose

This Letter of Agreement establishes the procedures for handling air traffic between Denver Terminal Radar Approach Control and Centennial Airport Traffic Control Tower, Rocky Mountain Metro Airport Traffic Control Tower, Buckley Air Force Base Airport Traffic Control Tower, Colorado Air and Space Port Federal Contract Tower, and Northern Colorado Regional Federal Contract Tower. 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 TRACON and APA ATCT dated October 25, 2019.

Brandon Wening
Air Traffic Manager, Denver ARTCC

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Deputy Air Traffic Manager, Denver ARTCC

Letter of Agreement

Definitions

1. Classes of Airspace. Boundaries of airspace in which is owned by Satellite Towers.
 - a. Centennial Airport (KAPA) Class D airspace is defined as the airspace extending upward from the surface up to, but not including, 8,000 feet Mean Sea Level (MSL) within a 4.4 Nautical Mile (NM) radius of the Centennial Airport.
 - b. Rocky Mountain Metro Airport (KBJC) Class D airspace is defined as the airspace extending upward from the surface up to, but not including, 8,000 feet Mean Sea Level (MSL) within a 5 Nautical Mile (NM) radius of the Rocky Mountain Metro Airport.
 - c. Buckley Air Force Base (KBKF) Class D airspace is defined as the airspace extending upward from the surface up to, but not including, 7,500 feet Mean Sea Level (MSL) or the bottom of the Denver Class B, whichever is lower, within a 4.4 Nautical Mile (NM) radius of the Buckley Air Force Base to the south and west. The airspace to the north and east of Runway 14 belongs to Denver Tower.
 - d. Colorado Air and Space Port (KCFO) Class D airspace is defined as the airspace extending upward from the surface to, but not including, 8,000 feet Mean Sea Level (MSL) or the bottom of the Denver Class B, whichever is lower, within a 5 Nautical Mile (NM) radius of Colorado Air and Space Port to the east and south. The airspace to the north and west of Runway 8 belongs to Denver Tower.
 - e. Northern Colorado Airport (KFNL) Class E airspace is defined as the airspace extending upward within a 5 Nautical Mile (NM) radius of the Northern Colorado Airport.

Procedures

Arrival Procedures

1. Denver TRACON must:
 - a. Verbally communicate aircraft planning a missed approach.
 - b. Utilize the scratchpad entries in Appendix 2.
 - c. Coordinate any request for an instrument approach to a runway not active.
2. Centennial Tower must:
 - a. Advise TRACON when an aircraft executes a missed approach or a go-around. Unless the aircraft cancels IFR and requests to remain in the traffic pattern, issue runway heading, maintain 8,000, and transfer communications within 4nm of the departure end of the runway.
 - b. Issue climb out instructions to IFR practice approach aircraft as directed by TRACON.
3. Metro Tower must:
 - a. Advise TRACON when an aircraft executes a missed approach or a go-around. Unless the aircraft cancels IFR and requests to remain in the traffic pattern, issue a heading of 010 degrees, maintain 8,000, and transfer communications within 4nm of the departure end of the runway.
 - b. Issue a heading of 010 degrees and maintain 8,000 to aircraft climbing out following an IFR practice approach.
4. Buckley Tower must:
 - a. Unless an operational necessity exists, utilize Runway 32 for all IFR arrivals.
 - b. Advise TRACON when an aircraft executes a missed approach or a go-around. Unless the aircraft cancels IFR and requests to remain in the traffic pattern, issue a heading of 260 degrees, maintain 8,000, and transfer communications within 2nm of the departure end of the runway.
 - c. Issue climb out instructions to IFR practice approach aircraft as directed by TRACON.
5. Space Port Tower must:
 - a. Advise TRACON when an aircraft executes a missed approach or a go-around. Unless the aircraft cancels IFR and requests to remain in the traffic pattern, issue a heading of 120 degrees, maintain 8,000, and transfer communications within 2nm of the departure end of the runway.

- b. Coordinate with TRACON if any unplanned missed approach will impede on Class B operations.
 - c. Issue climb out instructions to IFR practice approach aircraft as directed by TRACON.
6. NoCo Tower must:
- a. Advise TRACON when an aircraft executes a missed approach or a go-around. Unless the aircraft cancels IFR and requests to remain in the traffic pattern, issue a heading of 060 degrees, maintain 8,000, and transfer communications within 4nm of the departure end of the runway.
 - b. Issue climb out instructions to IFR practice approach aircraft as directed by TRACON.

Departure Procedures

1. Denver TRACON must:
 - a. Unless an operational necessity exists, issue a release to IFR aircraft within 5 minutes of Tower initiating the request.
2. Centennial Tower must:
 - a. Ensure all RNAV equipped turbojet aircraft are on an RNAV SID.
 - b. Ensure all aircraft who do not file a SID are issued the DEN# departure.
 - c. Issue an initial altitude of 8,000.
 - d. Ensure IFR aircraft depart within 4 minutes of the time of release. When multiple releases are issued, ensure each subsequent departure is airborne within 3 minutes of the previous aircraft's release window.
 - e. Transfer communications within 4 NM of the departure end of the runway. Tower transfers control leaving 7,500 MSL or 4 NM from the airport.
 - f. Unless otherwise specified in the release with TRACON, issue a heading in accordance with the tables listed in Appendix 1.
 - g. Aircraft landing KDEN must be verbally coordinated with TRACON. Centennial Tower must communicate explicitly that the aircraft is landing KDEN.

3. Metro Tower must:
 - a. Ensure all RNAV equipped turbojet aircraft are on an RNAV SID.
 - b. Ensure all aircraft who do not file a SID are issued the DEN# departure.
 - c. Issue an initial altitude of 8,000.
 - d. Ensure IFR aircraft depart within 4 minutes of the time of release. When multiple releases are issued, ensure each subsequent departure is airborne within 3 minutes of the previous aircraft's release window.
 - e. Transfer communications within 4 NM of the departure end of the runway. Tower transfers control leaving 7,000 MSL or 4 NM from the airport.
 - f. Unless otherwise specified in the release with TRACON, issue a 010 heading on departure to all IFR aircraft.
4. Buckley Tower must:
 - a. Unless an operational necessity exists, utilize Runway 14 for all IFR departures.
 - b. Ensure all aircraft who do not file a SID are issued the DEN# departure.
 - c. Issue an initial altitude of 8,000.
 - i. When the BKF# is assigned, issue "Climb via SID."
 - d. Ensure IFR aircraft depart within 3 minutes of the time of release. When multiple releases are issued, ensure each subsequent departure is airborne within 3 minutes of the previous aircraft's release window.
 - e. Transfer communications within 2 NM of the departure end of the runway. Tower transfers control leaving 6,500 MSL or 2 NM from the airport.
 - f. Coordinate a heading with TRACON for every release.
5. Space Port Tower must:
 - a. Ensure all RNAV equipped turbojet aircraft are on an RNAV SID.
 - b. Ensure all aircraft who do not file a SID are issued the DEN# departure.
 - c. Issue an initial altitude of 8,000.
 - d. Ensure IFR aircraft depart within 3 minutes of the time of release. When multiple releases are issued, ensure each subsequent departure is airborne within 3 minutes of the previous aircraft's release window.
 - e. Transfer communications within 2 NM of the departure end of the runway. Tower transfers control leaving 6,500 MSL or 2 NM from the airport.
 - f. Unless otherwise specified in the release with TRACON, issue a 120 heading on departure to all IFR aircraft.

6. Noco Tower must:
 - a. Ensure all RNAV equipped turbojet aircraft are on an RNAV SID.
 - b. Ensure all aircraft who do not have a departure must be cleared as filed.
 - c. Issue all IFR departures “maintain 8000, expect (filed altitude) one zero minutes after departure.”
 - d. Ensure IFR aircraft depart within 4 minutes of the time of release. When multiple releases are issued, ensure each subsequent departure is airborne within 3 minutes of the previous aircraft’s release window.
 - e. Transfer communications within 4 NM of the departure end of the runway. Tower transfers control leaving 7,000 MSL or 4 NM from the airport.
 - f. Use the following headings for IFR departures:
 - i. RW33 - “Turn Right Heading 060, maintain 8,000.”
 - ii. RW15 - “Fly runway heading, maintain 8,000.”

Appendix 1: IFR Departure Headings

Appendix 1A: KAPA IFR Departure Headings

Table 1. KAPA IFR Departure Headings Land North

Departure Gate/Airway	Heading
North, West	320
South	290
East, V366, V389	125 (As soon as practical)

Table 2. KAPA IFR Departure Headings Land South

Departure Gate/Airway	Heading
All	170

Table 3. Denver TRACON Airport Departure Gate Assignments

Airport	Departure Gate
KFNL, KGXY	North
KBDU, KBJC, KEIK, KLMO	West
KCFO	East

Appendix 2: Scratchpad Entries

Table 4. Satellite Airport Scratchpad Entries

Scratchpad Entry	Utilization	Example
VA	Visual Approach to advertised runway	VA
ILS	ILS Approach to advertised runway	ILS
RNV	RNAV Approach to advertised runway	RNV
VOR	VOR Runway 30L/R at KBJC, VOR-A at KFNL	VOR
RNL	RNAV Runway 30L at KBJC	RNL
I##	ILS Approach to non-advertised runway	I26
R##	RNAV Approach to non-advertised runway	R5R