



**ORDER
CFO 7110.10B**

SUBJ: CFO STANDARD OPERATING PROCEDURE

This document establishes the standard operating procedures for KCFO within the Denver ARTCC on VATSIM (vZDV).

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Effective 08/26/2021

This order cancels all previous versions.

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Table of Contents

Section 1 - Document Information

- 1-1. Purpose
- 1-2. Distribution
- 1-3. Effective
- 1-4. Change Log

Section 2 - Change Log

- 2-1. Table 2-2-1

Section 3 - Positions

- 3-1. Position Table

Section 4 - Clearance Delivery / Ground Control

- 4-1. Responsibilities
- 4-2. IFR Departure Instructions
- 4-3. VFR Departure Instructions

Section 5. Local Control

- 5-1. Responsibilities
- 5-2. Area of Responsibility
- 5-3. Active Runway Selection
- 5-4. Departure Procedures
- 5-5. Arrival Procedures
- 5-6. Missed Approaches / Go Arounds

Appendix 1 - CFO Class D Airspace

Section 1 - Document Information

1-1. Purpose

This order describes Standard Operating procedures for the safe and efficient operation of the Colorado Air and Spaceport Federal Contract Tower (CFO FCT). The provisions and procedures described below are supplemental to and in accordance with the Denver ARTCC General Policy and FAA Order JO 7110.65. The information contained in this document is to be used for flight simulation purposes only on the VATSIM network. This site is not affiliated with the FAA, the Actual Denver ARTCC, or any governing aviation body.

1-2. Distribution

This document is provided to all Denver ARTCC personnel

1-3. Effective

This order is effective upon immediate release and cancels all previous versions and publications of the CFO-7110.1A

1-4. Change Log

All significant changes shall be maintained in the change log contained in Section 2 of this document

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Section 2 - Change Log

2-1. See Table 2-2 for the changelog.

| Revision Number | Revision Effective Date | Changelog | Revised By | Approvals |
|-----------------|-------------------------|-----------|------------|-----------|
| 1 | 08/26/2021 | I | CX | CX |
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Table 2-2

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Section 3. Positions

3-1 Position Table

| Position | Radio Name | Callsign | Relief | ARTS Symbol | Frequency |
|----------|------------------|----------|--------|-------------|-----------|
| Ground | SpacePort Ground | CFO_GND | 1 | 9G | 124.700 |
| Tower | SpacePort Tower | CFO_TWR | 1 | 9T | 120.200 |

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Section 4 - Clearance Delivery / Ground Control

4-1. Responsibilities

- a. Issue ATC clearances to all departing IFR aircraft at Colorado Air and SpacePort (KCFO)
- b. Issue taxi instructions to all aircraft on all movement areas not controlled by Local Control
- a. Ground control has control of Taxiway A, B, C, E and all respective taxiway/ramp connectors

4-2 IFR Departure Instructions

a. IFR Routing

- i. All aircraft leaving the Denver Terminal Radar Approach Control (TRACON) shall be issued an up-to-date Standard Instrument Departure (SID).
 1. No prop aircraft shall be assigned any RNAV departures.
- ii. All aircraft that will remain within the Denver TRACON shall be issued the DEN# departure.
- iii. All routes assigned to aircraft must be checked to ensure that they are in compliance with published LOA documents and published preferred routes.

b. IFR Altitudes

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

4-3 Departure Frequency Priority

| Priority Number | Position (Frequency) |
|-----------------|----------------------|
| 1 | DR3/R 128.250 |
| 2 | DR2/N 127.050 |
| 3 | DR1/L 126.100 |
| 4 | AR3/G 124.95 |
| 5 | AR2/H 119.300 |
| 6 | AR1/I 120.350 |

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4-4 VFR Departure Instructions

- a. Ground control is responsible for the creation of VFR flight plans.
 - i. Pilots are not responsible for filing a VFR flight plan. Ground Control shall enter all relevant information that pilot provides about their VFR flight. This includes, but is not limited to, Aircraft Type and destination airport or direction of flight.
- b. At no point shall Ground Control 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.

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Section 5 - Local Control

5-1 Responsibilities

- a. Issue takeoff and landing clearances to all aircraft departing and arriving on all runways.
- b. Issue taxi instructions to all aircraft on all movement areas not controlled by Ground Control.
- c. Determine active runway flow.

5-2 Area of Responsibility

- a. Colorado Air and Spaceport class D airspace is defined as the airspace extending upward from to but not including 8,000MSL, or the bottom of the Denver Class B, whichever is lower. See appendix 1 for details.
- b. Local Control is responsible for all runways.
- c. Local Control is responsible for Taxiway D and respective connectors.

5-3 Active Runway Selection

- a. Select a landing flow that lands in the same direction as the flow that DEN is using. If tailwind components of more than 9 knots exist, use a landing flow that aligns with the wind.
- b. When the wind is calm, landing south is preferred.
- c. When Changing runway flow Local control shall verbally coordinate with D01/ZDV to determine the final departure and arrival off of the previous runway configuration.

5-4 Departure Procedures

- a. Local Control shall provide and ensure initial separation between consecutive IFR departures.
- b. IFR departures require a departure release from the appropriate radar controller.

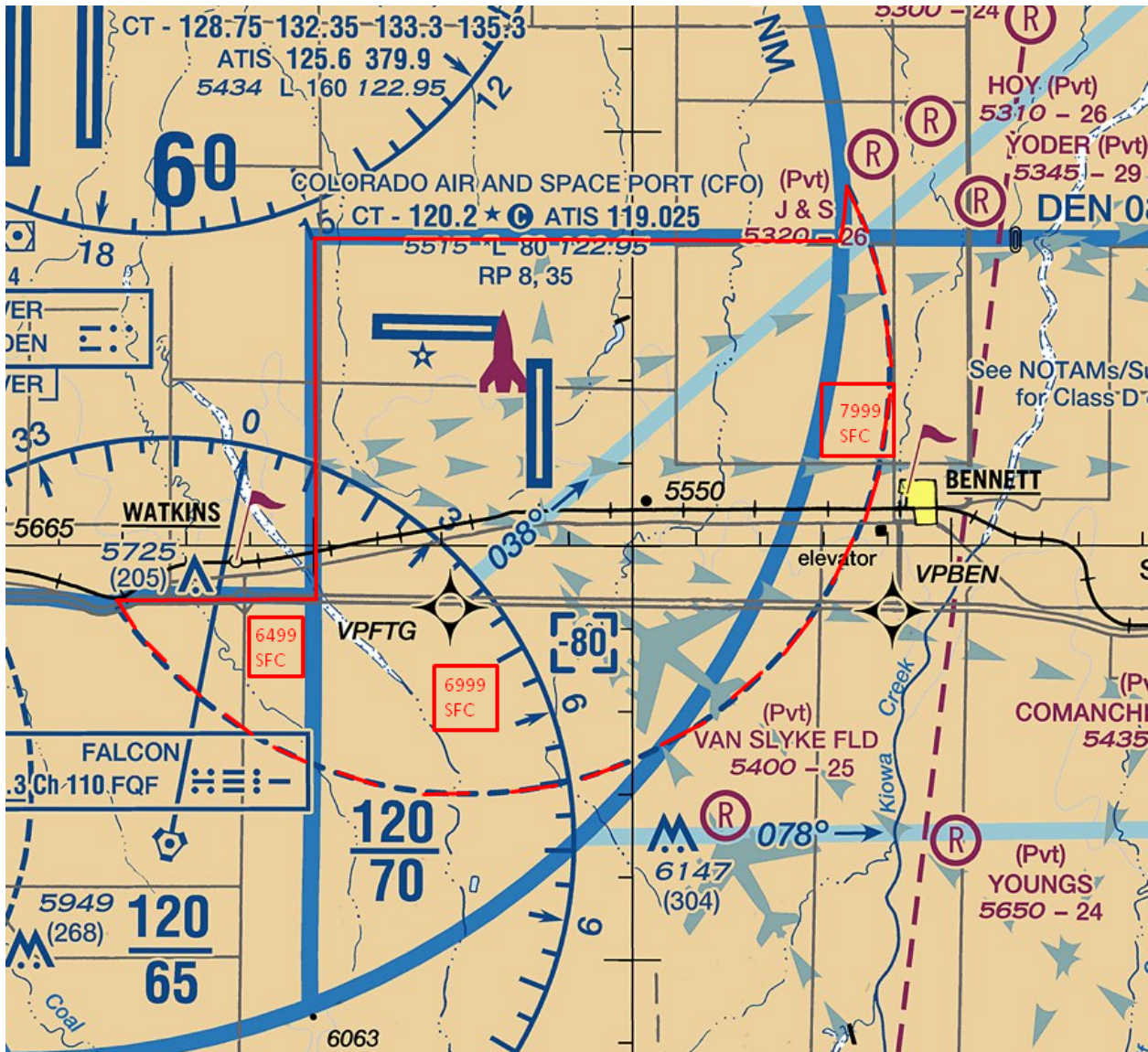
5-5 Arrival Procedures

- a. Local control is not responsible for IFR separation for arrival aircraft on an instrument or visual approach to CFO.
- b. Local control is authorised to use visual separation between departures and arrivals. Visual separation between successive arrivals must be coordinated with the appropriate radar controller.
- c. VFR arrivals shall be given an instruction that keeps them outside of the Denver Class Bravo.

5-6 Missed Approaches / Go-Arounds

- a. IFR missed approaches unable to enter the traffic pattern shall initially be given runway heading and 8000. Prior to communications transfer, coordinate with the appropriate radar controller for further instruction.

Appendix 1 - Class Delta Airspace



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