

## LETTER OF AGREEMENT

EFFECTIVE DATE: 1/1/2022

**Subject: ZDV - EGE FCT LOA**

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1. **PURPOSE:** This Notice is to define standard operating procedures between Denver ARTCC and EGE FCT.
2. **SCOPE:** The procedures contained herein are applicable to vZDV ARTCC "Center" and Eagle FAA Contract Tower "Tower," and supplement FAA Order JO 7110.65, *Air Traffic Control*.
3. **CANCELLATION:** The letter of agreement between vZDV ARTCC and EGE FCT dated July 25, 2018.
4. **RESPONSIBILITIES:** The following applies unless otherwise coordinated:
  - a. Tower must provide initial separation between departing and arriving aircraft as follows:
    - (1) Unless visual separation is being applied and the IFR arrival is on a visual approach, Tower must ensure all IFR departures are airborne prior to an IFR arrival on the instrument approach passing the LDA final approach fix (FAF) inbound.
    - (2) In the event an arrival declares a missed approach subsequent to a previous similar speed or slower IFR departure becoming airborne, Tower must assign the missed approach aircraft an expeditious climb to 15,000ft MSL.  
  
***NOTE:** Tower is responsible for ensuring visual separation between the go around and the IFR departure.*
  - b. Center authorizes Tower to apply visual separation within a 15NM radius of the airport, at or below 15,000 feet MSL after coordination and approval by Center.
  - c. Tower may authorize Special VFR Operations in the Eagle Class D and E surface area at or below 9,100 feet MSL after coordination and approval by Center.

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**5. PROCEDURES:** The following applies unless otherwise coordinated:

**a. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS).** Tower is responsible for ensuring Center has the current ATIS code.

**b. ARRIVALS.**

(1) All aircraft must be cleared via either a published instrument approach, special instrument approach, or visual approach

(2) Center must:

(a) Instruct arrivals to contact Tower at least 10 miles from the airport

(b) Notify tower:

1) When unable to provide radar separation (Center is using non-radar procedures) to the runway.

2) When aircraft intend to execute a missed approach and return to Center.

(3) Tower Must:

(a) Notify Center immediately when an aircraft executes the missed approach procedure (unless previously coordinated)

(b) When Center is using non-radar procedures:

1) Notify Center of aircraft that have been cleared for a visual approach.

2) Notify Center of aircraft arrival time or IFR cancellation.

(4) Tower may:

(a) Clear aircraft on an instrument approach for a visual approach.

(b) Clear aircraft on an instrument approach for a contact approach, when requested by the pilot, at or below 13,000 feet MSL after coordination with Center.

**c. DEPARTURES.**

- (1) All aircraft must depart runway 25, unless otherwise coordinated.
- (2) Tower must:
  - (a) Obtain a departure release from Center except when automatic releases have been coordinated.
  - (b) **AUTOMATIC DEPARTURE RELEASES (AUTOS).** Non-verbal automatic departure releases must be utilized when there is a distinct operational advantage (ie., high departure demand, gained. Verbal coordination between Tower and Center is required prior to start or termination of autos.

1) **Procedure.**

- a) The previous runway 25 IFR departure must have auto-acquired on STARS and be observed by tower to have crossed the automatic release line before Tower can release a subsequent runway 25 IFR departure.

**NOTE:** *If the IFR departure has not auto-acquired on STARS within 3NM of the departure end of runway 25, the Tower will verbally coordinate with Center.*

- b) Whenever a turboprop, prop or Very Light Jet (VLJ) aircraft is released using the automatic departure release procedure or when an arrival executes a missed approach, the Tower will discontinue use of the automatic departure release until verbal coordination to resume the procedure is accomplished. See attachment 2 for current list of VLJs

**d. GENERAL**

(1) VFR CODE ASSIGNMENTS

- (a) The tower, without coordination, may assign VFR beacon codes 6510-6517 and 6520-6527 to aircraft in radio contact with the tower.
- (b) Aircraft working in the pattern are excluded from this procedure

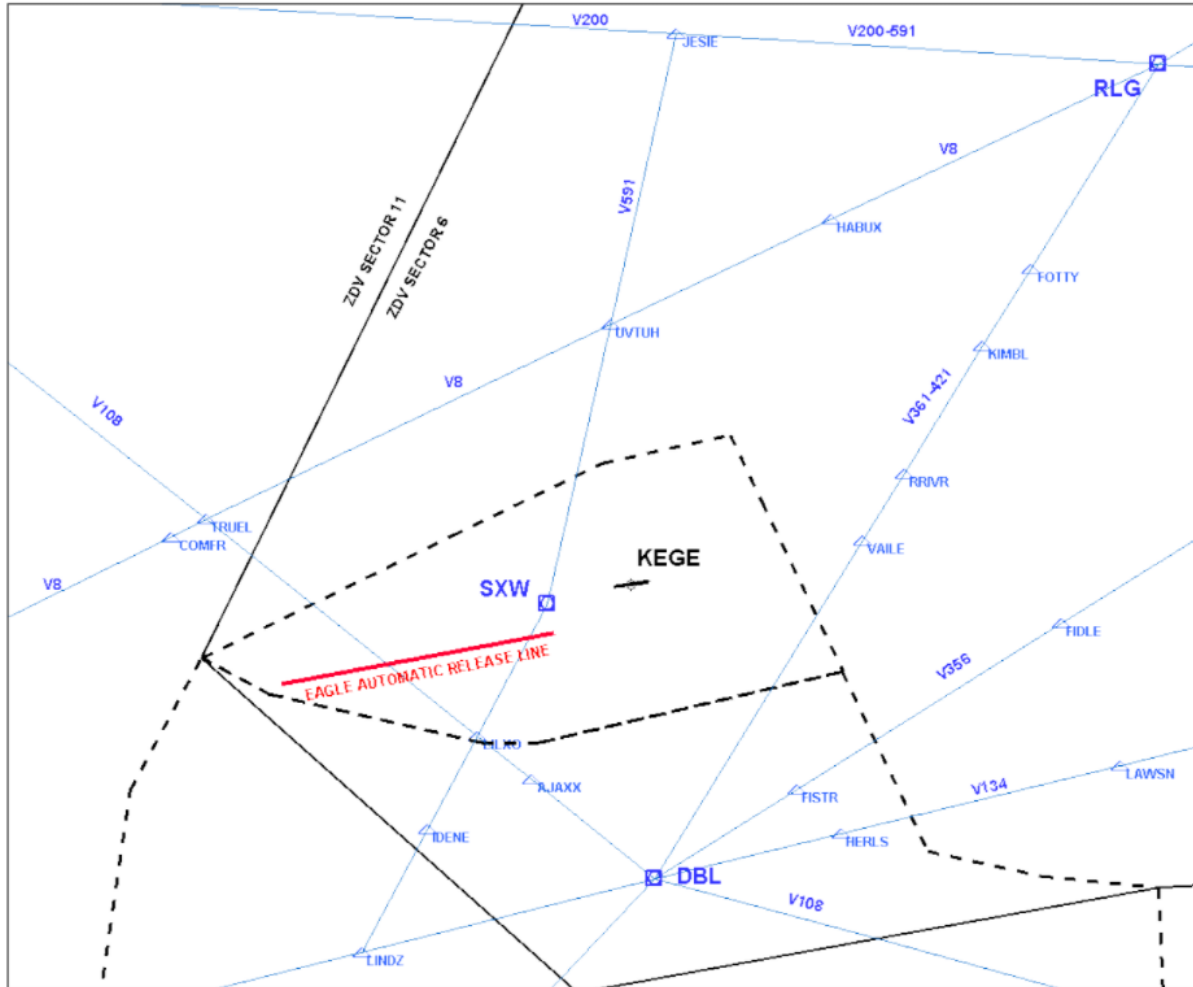
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**e. ATTACHMENTS**

- (1) Attachment 1 : Automatic Departure Release Line.
- (2) Attachment 2: List of Common Very Light Jet

**/Austin Wilkins/**  
Air Traffic Manager  
Denver ARTCC

### ATTACHMENT 1: AUTOMATIC DEPARTURE RELEASE LINE



**Figure 1. Tower Automatic Departure Release Line**

**NOTE:** the Eagle Automatic Release Line starts one mile south of the Snow (SNX) VOR/DME and extends southwest parallel to the Runway 7/2 extended runway centerline.

**ATTACHMENT 2:**

**List of Common Very Light Jets (VLJs)**

<b>Manufacturer</b>	<b>Model</b>	<b>Designator</b>
Cirrus	Vison	SF50
Honda	HondaJet	HDJT
Embraer	Phenom 100, 300	E50P & E55P
Cessna	Citation 1, ISP, Mustang	C500, C501, C510
Eclipse	Eclipse 500	EA50