



ORDER
7110.2A

SUBJ: RAP/RCA ATCT and Dakota RAPCON SOP

This document establishes the standard operating procedures for KRAP/KRCA and Dakota RAPCON within the Denver ARTCC on VATSIM (vZDV).

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Effective 05/11/2022

This order cancels all previous KRAP/KRCA SOPs

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Section 1 - Introduction

1-1-1. Audience

This order describes Standard Operating procedures for the safe and efficient operation of the Rapid City/Ellsworth ATCT and RAPCON (RCA). 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.

1-1-2. Distribution

This document is authorized for unrestricted use and release.

1-1-3. Effective

This order is effective upon immediate release and cancels all previous versions and publications of the RAP/RCA SOP.

1-1-4. Change Log

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

Section 2. Change Log

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

Revision Number	Revision Effective Date	Changelog	Revised By	Approvals
1	5/11/2022	New Release	XD	Austin Wilkins ATM

Table 2-2-1

Section 3. Positions

3-1. Positions Table

Position	Radio Name	Callsign	Relief	ARTS Symbol	Frequency
Ground	Rapid City Ground	RAP_GND	1	11G	121.900
Tower	Rapid City Tower	RAP_TWR	1	11T	125.850
Ground	Ellsworth Ground	RCA_GND	1	15G	121.800
Tower	Ellsworth Tower	RCA_TWR	1	15T	126.050
Approach	Ellsworth Approach	RCA_APP	1	11A	119.500

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Section 4. RAP Clearance Delivery/Ground Control

4-1. Responsibilities

- a. Issue ATC clearances to all IFR aircraft
- b. Issue taxi instructions to aircraft on movement areas not owned by local control (LC)
 - i. LC shall own taxiway B east of runway 14/32 and A north of runway 5/23
- c. All runway crossings shall be coordinated with LC

4-2. IFR Departure Instructions

- a. Ensure all IFR aircraft are issued an appropriate route
- b. All IFR departures shall be issued an initial altitude of 16,000 or lower cruise altitude
 - i. Expect filed cruise altitude 10 minutes after departure

4-3. VFR Departures

- a. VFR aircraft must have a strip created to include, at a minimum
 - i. Departure and destination airport or requested direction of flight
 - ii. Aircraft type
 - iii. Requested VFR cruise altitude
 - iv. Beacon code (if requesting VFR flight following services)

Section 5. Local Control

5-1. Responsibilities

- a. Determine the appropriate flow for runway selection
 - i. Land North (preferred config)
 1. Runway 32
 - a. Wind 050 CCW to 230 or IMC
 - ii. Land South
 1. Runway 14
 - a. Wind 050 CW to 230
- b. Sequence and separate departures and arrivals
- c. Issue clearances to arriving and departing aircraft
- d. Obtain departure releases for aircraft from Dakota RAPCON (Ellsworth Approach)
- e. LC may change the assigned runway of the IFR arrival but then assumes separation responsibility for all aircraft involved.
- f. LC may clear an aircraft for a visual approach to the assigned or advertised runway if the pilot reports in sight

5-2. Missed Approach Procedures

- a. Assign runway heading and 10000 (runway 32)
- b. Assign runway heading and 7000 (runway 14)
- c. Verbally coordinate with approach controller the missed approach

Section 6. Approach Control

6-1. Responsibilities

- a. Separate IFR departure and arrival aircraft
- b. Dakota RAPCON owns SFC-16000, excluding the RAP D airspace
- c. Communications transfer to LC shall be made prior to the FAF or OM
- d. Approach may clear aircraft on non-advertised approaches to the advertised runway
 - i. Coordination may be via text or verbal communication