



Denver ARTCC

Denver TRACON and Colorado Springs ATCT Letter of Agreement

Effective Date	12/4/2020
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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 Colorado Springs Airport Traffic Control 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 COS ATCT dated December 3 2020.

Brandon Wening
Air Traffic Manager, Denver ARTCC

Dillon Marshall
Deputy Air Traffic Manager, Denver ARTCC

Letter of Agreement

1. DEFINITIONS

- A. Group A - Jet and DH8D Aircraft

- B. Group B - Aircraft other than jets, with a filed true airspeed of more than 210kts

- C. Group C - Aircraft with a filed true airspeed of 210kts or less

- D. Colorado Springs Terminal Area. COS airspace as depicted in Attachment 1.

- E. Denver Terminal Area. D01 airspace located north of COS depicted in Attachment 2.

- F. Pueblo Terminal Area. D01 airspace located south of COS airspace as depicted in Attachment 1.

- G. All altitudes are stated in Mean Sea Level.

- H. COS shelf. Airspace extending upward from 11,000ft to and including 12,000 ft north of PUB airport and south of COS airport depicted in Attachment 1. COS is delegated this airspace.

2. RESPONSIBILITIES

A. D01 shall:

Route aircraft from the Denver Terminal Area to the Colorado Springs Terminal Area via:

a. Landing airports within the Colorado Springs Terminal Area:

1. Group A and B - Maintain 11,000ft

i. V389.ADANE..BRK..DESTINATION

ii. East of ELLZA direct ADANE direct destination

2. Group C - East of ELLZA direct ADANE direct destination, maintain 9,000ft

b. Overflights

1. V389 level at 11,000 or 9,000ft

2. V81 level at 11,000 or 15,000ft

c. Route aircraft from the Pueblo Terminal Area to the Colorado Springs Terminal Area via:

1. Originating in pueblo Airspace via V389 at 9,000ft

2. Originating outside pueblo Terminal Airspace and landing inside COS airspace, Direct BRK..DESTINATION at 9,000ft. Aircraft must be east of FSHER intersection when issued direct BRK.

3. Originating outside Pueblo Terminal Airspace, overflying COS to Denver Terminal Area. Direct FQF..DESTINATION airport. Aircraft must be east of FSHER intersection when issued direct FQF

- i. Group A aircraft at 11,000ft
- ii. All others at 9,000 or 11,000ft

B. COS shall:

Route aircraft from the Colorado Springs Terminal Area to the Denver Terminal Area

a. Landing KDEN:

- 1. Group A and B aircraft via ADANE.V389.LUFSE..JEFEL..FQF at 13,000ft
- 2. Group C aircraft direct KDEN at 10,000ft

b. Landing D01 Satellite airports

1. Group A aircraft:

- i. Descending via DUNNN STAR or
- ii. Over West of ELLZA direct destination at 12,000ft.

NOTE: Aircraft filed on the DUNNN STAR must be kept on the DUNNN STAR. Transfer communications of DUNNN arrivals at least 10 nautical miles prior to XLENT.

2. Group B aircraft over or West of ELLZA direct destination at 12,000ft

3. Group C aircraft direct destination at 10,000ft

- c. Overflights entering Denver Terminal Area:
 - 1. Group A and B aircraft via direct FQF maintain 16,000ft or filed lower altitude.
 - 2. Group C aircraft via direct FQF maintain 10,000
- d. Route aircraft from the Colorado Springs Terminal Area to the Pueblo Terminal Area:
 - 1. Aircraft landing airports within the Pueblo Terminal area via direct PUB..DESTINATION at 10,000ft. Group C and rotary-wing aircraft may go direct PUB maintain 8,000ft and must enter PUB airspace west of V81.
 - 2. Route aircraft overflying Pueblo terminal Area via flight plan route maintain 10,000.

3. TRANSFER OF CONTROL:

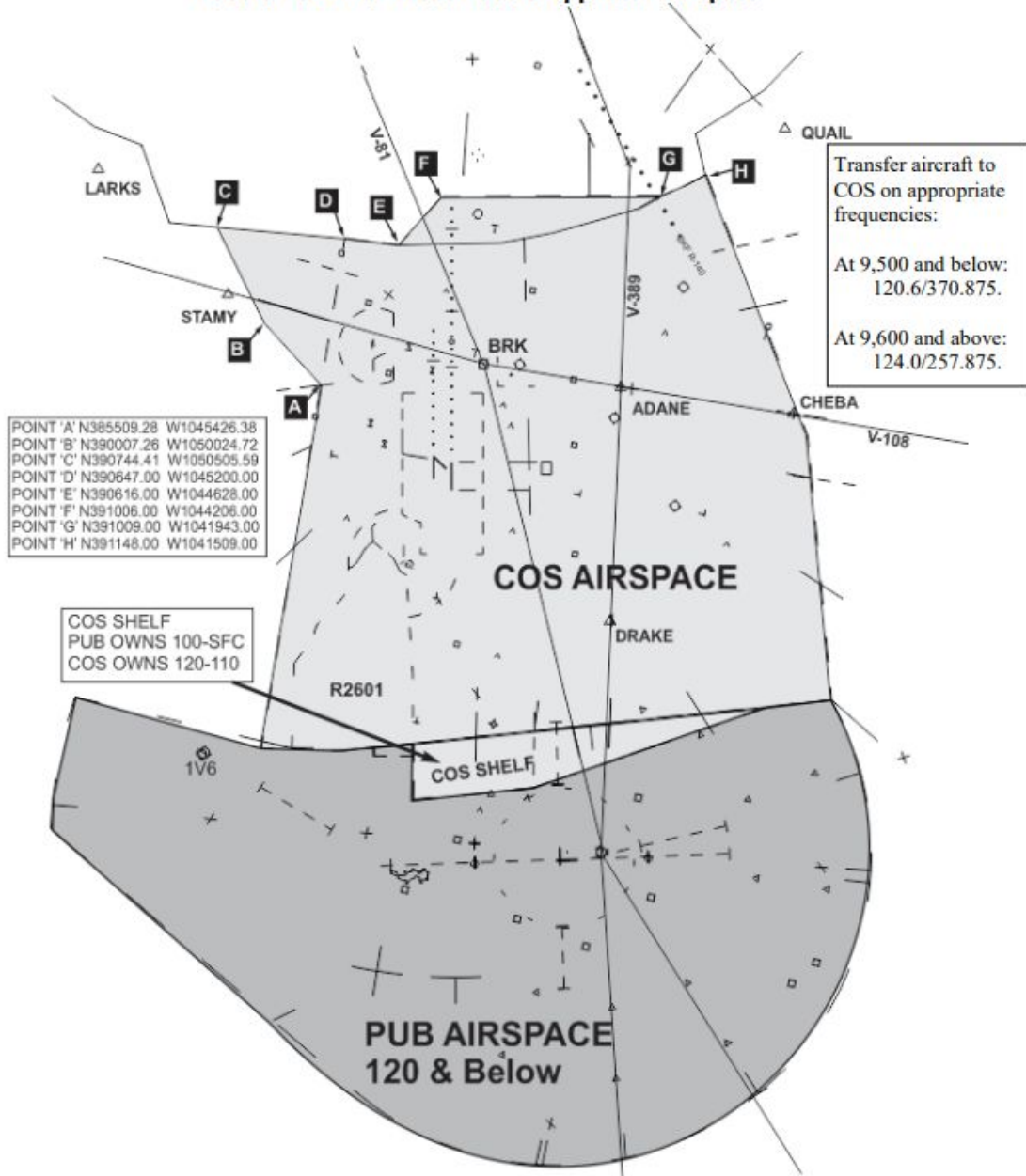
- A. For aircraft entering the Colorado Springs Terminal Area from the Denver Terminal Area, COS has control for turns only, provided progress is made toward the airspace boundary.
- B. For all other aircraft each facility has control on contact, provided progress is made toward the airspace boundary.

4. ATTACHMENTS

- A. Attachment #1 - Colorado Springs and Pueblo Terminal Areas
- B. Attachment #2 - D01 Satellite Airspace and COS Boundary

ATTACHMENT #1

Colorado Springs Terminal Area / COS Approach Airspace (COS Shelf 11,000-12,000)
Pueblo Terminal Area / Pueblo Approach Airspace



ATTACHMENT #2

D01 Satellite Airspace and COS Boundary

