



**ORDER
7110.1D**

SUBJ: ASE ATCT/TRACAB (ASE) Standard Operating Procedures

This order describes Standard Operating Procedures for the safe and efficient operation of the Aspen Airport Traffic Control Tower (ASE ATCT). 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.

/Austin Wilkins/
Air Traffic Manager
Denver ARTCC

/Raaj Patel/
Deputy Air Traffic Manager
Denver ARTCC

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Section 1 - Introduction

1-1-1. Audience

All vZDV controllers and visitors contained within the vZDV and VATUSA roster.

1-1-2. Distribution

This document is authorized for unrestricted use and release for vZDV personnel only.

1-1-3. Effective

This order is effective upon immediate release and cancels all previous versions and publications of the ASE ATCT/TRACAB 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

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

Revision Number	Revision Effective Date	Changelog	Revised By	Approvals
7110.1A	04/16/2020	Initial Release	Chris James	Brandon Wening ATM
7110.1B	07/15/2020	Formatting Change	Harry Linsenmayer	Brandon Wening ATM
7110.1C	09/10/2021	Formatting Change	Austin Wilkins	Austin Wilkins ATM
7110.1D	11/5/2022	Update to 5-6-1.b.ii.9	Austin Wilkins	Austin Wilkins ATM

Table 2-2-1

Section 3 - Primary Positions

Position	Radio Name	Callsign	Relief	ARTS Symbol	Frequency
Delivery	Aspen Clearance	ASE_DEL	1	3C	123.750
Ground	Aspen Ground	ASE_GND	1	3G	121.900
Tower	Aspen Tower	ASE_TWR	1	3T	118.850
Approach	Aspen Approach	ASE_APP	1	3A	123.800

Section 4 - Clearance Delivery and Ground Control

4-1-1. Clearance Delivery

- a. The preferred departure procedure for Aspen departures is the LINDZ# Standard Instrument Departure (SID). Aircraft will normally be cleared:
 - i. "CLEARED TO (destination airport) LINDZ# DEPARTURE TO LINDZ, (route/direct fix/airway, as appropriate), THEN AS FILED. MAINTAIN 16,000."
- b. IFR aircraft departing runway 15.
 - i. May be issued if the departing aircraft requests a VFR climb to LINDZ.
 - ii. If the pilot does not request a VFR climb, and still requests runway 15, the controller issuing the clearance must ask if the pilot is able to maintain their own terrain and obstruction clearance to and maintain 16,000 to LINDZ. If the pilot responds in the affirmative, issue the clearance in the example below. If the pilot responds in the negative, ask the pilot to say intentions.
 1. "CLEARED TO (destination airport), CLIMB VFR TO AND MAINTAIN 16,000, TO LINDZ, THEN AS FILED."
- c. Pilot requests and operational requirements for alternate departure routings may be accommodated.

4-2-1. Ground Control

a. Area of Responsibility

- i. Ground Control has jurisdiction of the Taxiway A surface movement area.

b. Departure Procedures

- i. Runway 33 is the primary departure runway. Upon pilot request, aircraft may be taxied to Runway 15.
- ii. When a pilot requests an operation involving a sustained tailwind of 10 knots or greater, or gusts of 15 knots or more, issue the wind and ask intentions.

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c. Arrival Procedures

- i. Aircraft exiting the runway must cross the Runway Holding Position Markings (hold short lines) and enter the taxiway or taxi lane.
 - 1. Ground Control should exercise caution as to not block taxiway intersections where aircraft intend to exit the runway.
- ii. Except at A9, Ground Control must coordinate with Local Control when a Taxiway A intersection is blocked.

d. Coordination Procedures

- i. Verbally coordinate with Local Control for aircraft requesting to depart Runway 15.
- ii. Verbally coordinate with Local Control for aircraft requesting SID procedures other than the LINDZ#.
- iii. Non-transponder equipped aircraft.

Section 5. Local Control

5-1-1. Area of Responsibility

- a. Local Control has jurisdiction of the Class Delta Surface Area, runway, taxiways A1 through A9, taxiway B, B8 and B9.

5-2-1. Separation Responsibility

- a. Appropriate radar separation must always be applied unless Local Control provides visual separation (Target Resolution for VATSIM).
- b. Local Control is responsible for providing/ensuring separation between:
 - i. Aircraft within the arrival corridor and established on an IAP or ROARING FORK/VISUAL approach, including the missed approach/go-around and departing IFR aircraft.
 - 1. The Arrival Corridor is defined as “The airspace East of a line from the Aspen Airport to Basalt Mountain peak clockwise to a line from the Aspen Airport to Sopris Mountain peak.”
 - ii. Aircraft within the departure corridor and established on an IAP or ROARING FORK/VISUAL approach, including the missed approach/go-around, and departing IFR aircraft. Local Control must advise Terminal Control at the time of coordination of any departure cleared for takeoff but not yet on radar.
 - 1. The Departure Corridor is defined as “The airspace from the Aspen Airport to Basalt Mountain peak to Sopris Mountain peak to the Aspen Airport, at and below 16,000 feet.
- c. Local Control is responsible for providing constant or increasing IFR separation, as appropriate, between successive IFR departures.
- d. Local Control assumes responsibility to ensure separation between preceding/succeeding arrivals if Local Control issues a control instruction or approval that decreases arrival spacing.

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- e. If Local Control changes a runway assignment, Local Control assumes responsibility to provide separation from preceding/succeeding arrivals.

5-3-1. Departure Procedures

- a. Runway 33 is the primary departure runway.
- b. Local Control must ensure all IFR departures are on the correct beacon code prior to transferring communications.
- c. Local Control must ensure all IFR departures display a full data block within 5 miles. If an aircraft does not, Local Control must initiate steps for resolution.
- d. Transfer communications to Terminal Control within 5 miles of the departure end of the runway.
- e. Aircraft maintaining visual separation may be transferred to Terminal Control provided verbal coordination or "VVV" is entered in the scratchpad.
- f. Upon pilot request, aircraft may be cleared to depart Runway 15.

5-4-1. Automatic Releases

- a. Automatic Releases must be in effect when the following conditions are met.
 - i. Terminal Control is operational.
 - ii. Automatic Releases are valid for IFR traffic on the LINDZ# Departure Procedure and for VFR climbs to 16,000 tracking the LINDZ# ground track.
- b. Aircraft Requiring Release:
 - i. Release is required for departing IFR aircraft on a VFR climb not on the LINDZ# ground track, via the ASPEN# or PITKN# departure procedures, Runway 15 departures, or non-transponder equipped aircraft.
 - ii. IFR release is void after 5 minutes or as assigned by Terminal Control. Re-coordinate releases on aircraft that exceed the release void time.

5-5-1. Arrival Procedures

- a. Runway 15 is the primary landing runway.
 - i. Upon pilot request or when conditions warrant, aircraft may be sequenced and cleared to land on Runway 33.
 - 1. Local Control is authorized to clear an aircraft for a visual/contact approach without coordination if the aircraft is inside the initial approach fix.
- b. Aircraft on a Missed Approach Procedure must fly the published missed approach, unless otherwise coordinated. Missed approach must be verbally coordinated with Terminal Control prior to transfer of radio communications.

5-6-1. Opposite Direction Operations (ODO)

a. General

- i. Definition of Opposite Direction Operations: IFR/VFR Operations conducted to the same runway where an aircraft is landing/departing in a reciprocal direction of another aircraft arriving, departing, or conducting an approach. ODO becomes relevant when courses will not diverge prior to an inbound aircraft reaching fifteen flying miles from the runway.
- ii. Radar Map “ODO” must be displayed as a memory aid any time ODO is being conducted.
- iii. All ODOs must be verbally coordinated and must state “Opposite Direction.” Initial coordination must include callsign, type and arrival/departure runway.

b. “Wrap” Procedure

- i. “Wrap” procedure – A Runway 33 IFR departure that offsets East of the Runway 15 final then turns Westbound above or behind a Runway 15 IFR/VFR arrival.
- ii. Prior to issuing takeoff clearance to a Runway 33 departure:
 1. Tower applied visual separation must be applied between the departing aircraft and arriving aircraft. Because we cannot physically see aircraft on VATSIM, target resolution may be applied.
 2. Arriving aircraft must display a ground speed of 230 knots or less.
 3. Line Up and Wait is mandatory when utilizing “Wrap” procedure.
 4. Both aircraft involved must be established on Local Control frequency prior to the arrival aircraft reaching a 7-mile final.
 5. Local Control is responsible for having departure aircraft exit the runway if arrival is not established on frequency.
 6. Traffic advisories must be issued to aircraft conducting ODO.
 7. At a minimum, traffic advisories must include aircraft type, location, intentions, and the phrase “OPPOSITE DIRECTION.”
 8. When the “Wrap” procedure is being conducted, the opposite direction departure must be issued the traffic advisory prior to the departure roll.
 9. Minimum cut-off point
 - a. Arrival aircraft no closer than 5 mile final when departure begins takeoff roll..
 10. LC must not conduct a position relief briefing during a “Wrap.”

c. “Westbound in front of” Procedure

- i. “Westbound in front of” procedure – A Runway 33 IFR departure that turns across final ahead of a Runway 15 IFR arrival.
- ii. Tower applied visual separation (Target Resolution for VATSIM) is not authorized.
- iii. Traffic advisories must be issued to aircraft conducting ODO.
- iv. If using divergence, ensure a departure aircraft is established on a heading of 273 degrees to intercept the IPKN and resume the LINDZ# departure prior to transferring communication to Terminal Control.
- v. Minimum cut-off point:

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1. Arrival aircraft no closer than 15 flying miles to the runway when a departure begins takeoff roll.
 2. If cut-off requirements will not be met, Local Control must cancel the pending take-off clearance and instruct the departing aircraft to exit the runway.
 3. If IFR separation is not ensured and a Westbound in front cannot be completed, Local Control is responsible for cancelling the arrivals approach clearance and issuing alternate instructions to both aircraft.
- d. Runway 33 IFR Arrival and Runway 15 IFR/VFR Arrival**
- i. All arrival aircraft must have crossed the runway threshold prior to the opposite direction arrival aircraft reaching 5-mile final or equivalent flying miles.
 - ii. IFR separation: All IFR arrival aircraft must have crossed the runway threshold prior to the opposite direction arrival aircraft reaching 12-mile final.
 - iii. If cut-off requirements will not be met, Local Control must take action to ensure control instructions are issued to protect the integrity of the cutoff points.
 - iv. ODO inside the cutoff points must not be allowed unless an emergency exists.
- e. Runway 33 VFR Arrival/Departure and Runway 15 IFR/VFR Arrival**
- i. Minimum cut-off point:
 1. Arrival aircraft no closer than 5 flying miles to the runway when the departure begins takeoff roll.
 2. Local Control must ensure VFR aircraft are issued a vector to avoid conflict with opposing IFR/VFR traffic.
 3. The term “offset,” or similar non-positive control statements do not satisfy this requirement.
 - ii. Traffic advisories must be issued to aircraft conducting opposite direction operations. Exception: Cut off points do not apply to VFR aircraft established in the airport pattern.
- f. Vectors Below Minimum Altitude**
- i. In addition to the provisions of FAA JO 7110.65 5-6-3, the following criteria must also be applied:
 1. Must only be applied to aircraft departing Runway 33.
 2. Must only be applied to aircraft assigned the LINDZ# SID.
 3. Aircraft must only be assigned an initial heading of 343 degrees.
 - a. Phraseology: “FLY HEADING 343 VECTOR FOR TRAFFIC, EXPECT TO RESUME THE LINDZ# DEPARTURE.”
 - ii. Aircraft must be issued a 273 heading at or above 9100’ MSL away from the prominent obstacle (9600MVA off DER 33) prior to reaching 3.05 miles from the departure end of Runway 33.
 1. The 3.05nm symbol must always be displayed while vectoring below the MVA.
 2. Phraseology: “TURN LEFT HEADING 273, INTERCEPT THE I-PKN, RESUME THE LINDZ# DEPARTURE.”
 - iii. Must only be applied during VMC.

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5-7-1. ATIS

- a. When the wind is above a 10-knot sustained tailwind or gusting above a 15-knot tailwind tailwind between headings 280-020 for Runway 15 or headings 100-200 for Runway 33, one of the following statements must be announced on all frequencies and included in the ATIS.
 - i. "USE CAUTION, (affected runway) STRONG TAILWIND CONDITIONS EXIST."
 - ii. "USE CAUTION, RAPIDLY CHANGING TAIL WIND CONDITIONS EXIST."
- b. Either of the above statements may be utilized individually or combined if needed in the judgment of the controller.
 - i. Wind statements on the ATIS should be placed after the weather sequence and prior to the Notices to Airmen (NOTAMs).
- c. The ATIS must include the following statement:
 - i. "FOLLOW NOISE ABATEMENT PROCEDURES."
- d. When appropriate, include the following statement:
 - i. "DUE TO OPPOSITE DIRECTION TRAFFIC, EXPECT TO PASS IN CLOSE PROXIMITY TO AIRCRAFT NEAR THE AIRPORT."
- e. When the outside air temperature is greater than 15C, include the following statement:
 - i. "CHECK DENSITY ALTITUDE."

Section 6. Terminal Control

6-1-1. Area of Responsibility

- a. Terminal Control has control of the airspace depicted in the Denver Center (ZDV)/ASE Letter of Agreement except the Class D surface area.

6-2-1. Separation Responsibility

- a. Terminal Control maintains IFR separation responsibilities for successive arrivals regardless of assigned runway.
- b. Terminal Control is responsible for separation between arrival/overflight aircraft in the departure corridor and IFR departures, unless verbally coordinated with Local Control prior to the aircraft entering the departure corridor.

6-3-1. Departure Procedures

- a. When issuing an IFR departure release to Local Control, Terminal Control is not required to mention inbound traffic if separation will be the responsibility of Local Control. If there is any question as to who is responsible for separation, Terminal Control must say "RELEASED REFERENCE (traffic)."

6-4-1. Arrival Procedures

- a. All IFR arrivals must be sequenced by Terminal Control.
- b. Aircraft on a visual approach must be told to track the localizer or track final, unless otherwise coordinated.
- c. Terminal Control shall provide adequate arrival spacing to allow Local Control to ensure cut-off point compliance.
- d. Terminal Control must transfer communications with arriving aircraft to Local Control no later than 10 flying miles from the runway.
- e. When a pilot requests an operation involving a sustained tailwind of 10 knots or greater, or gusts of 15 knots or more, issue the wind and ask intentions.

6-5-1. Rifle/Eagle Co. Arrivals

- a. Ensure radar handoff of IFR Rifle arrivals to ZDV.
- b. Advise Rifle arrivals that do not cancel on Terminal Control frequency to cancel IFR with ZDV.
- c. When responsible for Eagle Co. arrivals, Terminal Control must call Eagle Tower for current ATIS and runway information.

6-6-1. Coordination Procedures

- a. Coordinate with Local Control for aircraft on approach other than advertised prior to transferring radio communications.
- b. Coordinate any aircraft without operating transponders.

6-7-1. Minimum Safe Altitude Warning (MSAW)

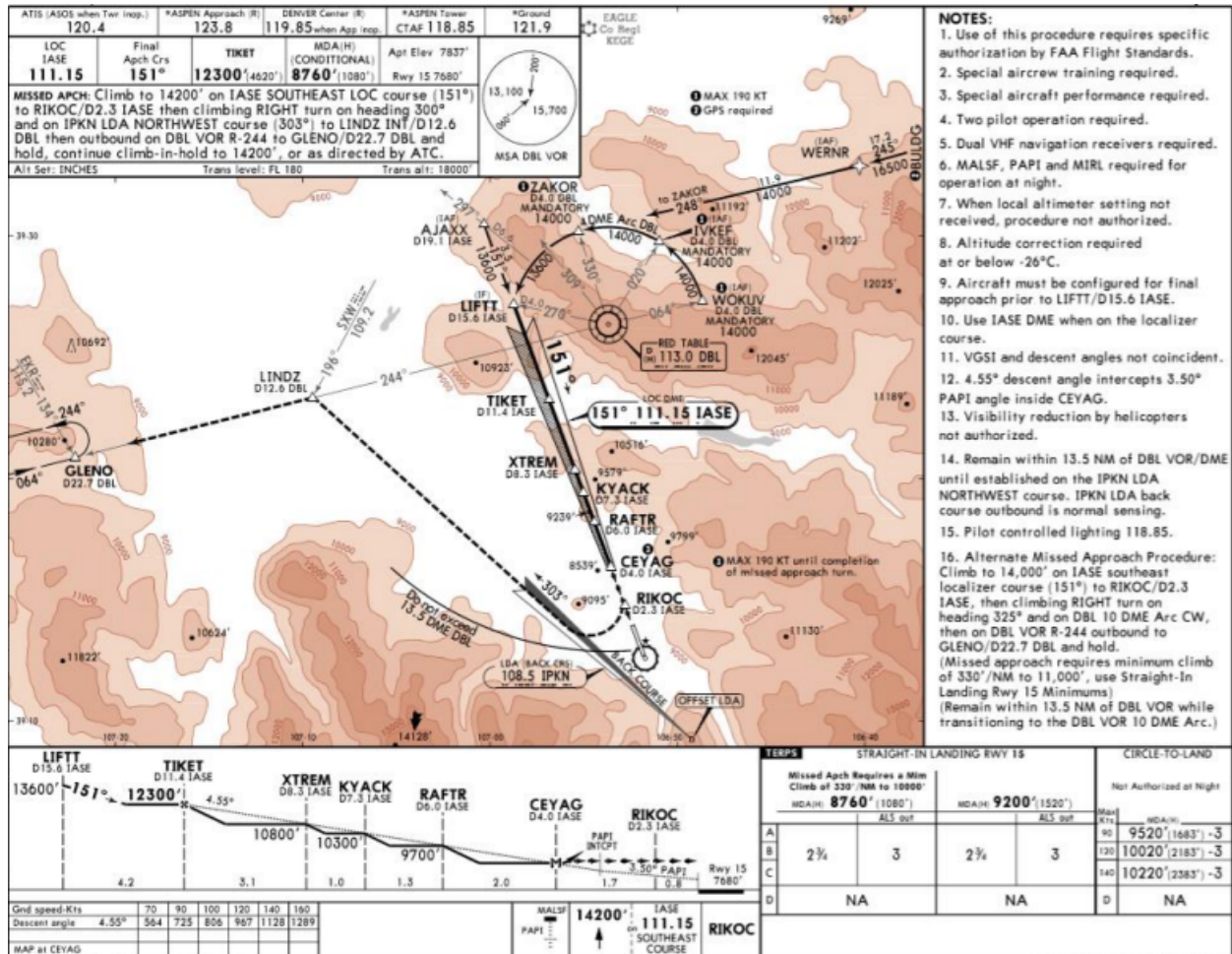
- a. When necessary in the judgement of the controller the following phraseology must be used when a low altitude alert is received for an arrival on a Visual Approach: "LOW ALTITUDE ALERT (ACID). CHECK YOUR ALTITUDE IMMEDIATELY."

6-8-1. Common IFR Holding

- a. Northwest of DBL, on the 343 radial, 7-mile legs, right turns, 16,000 or above.

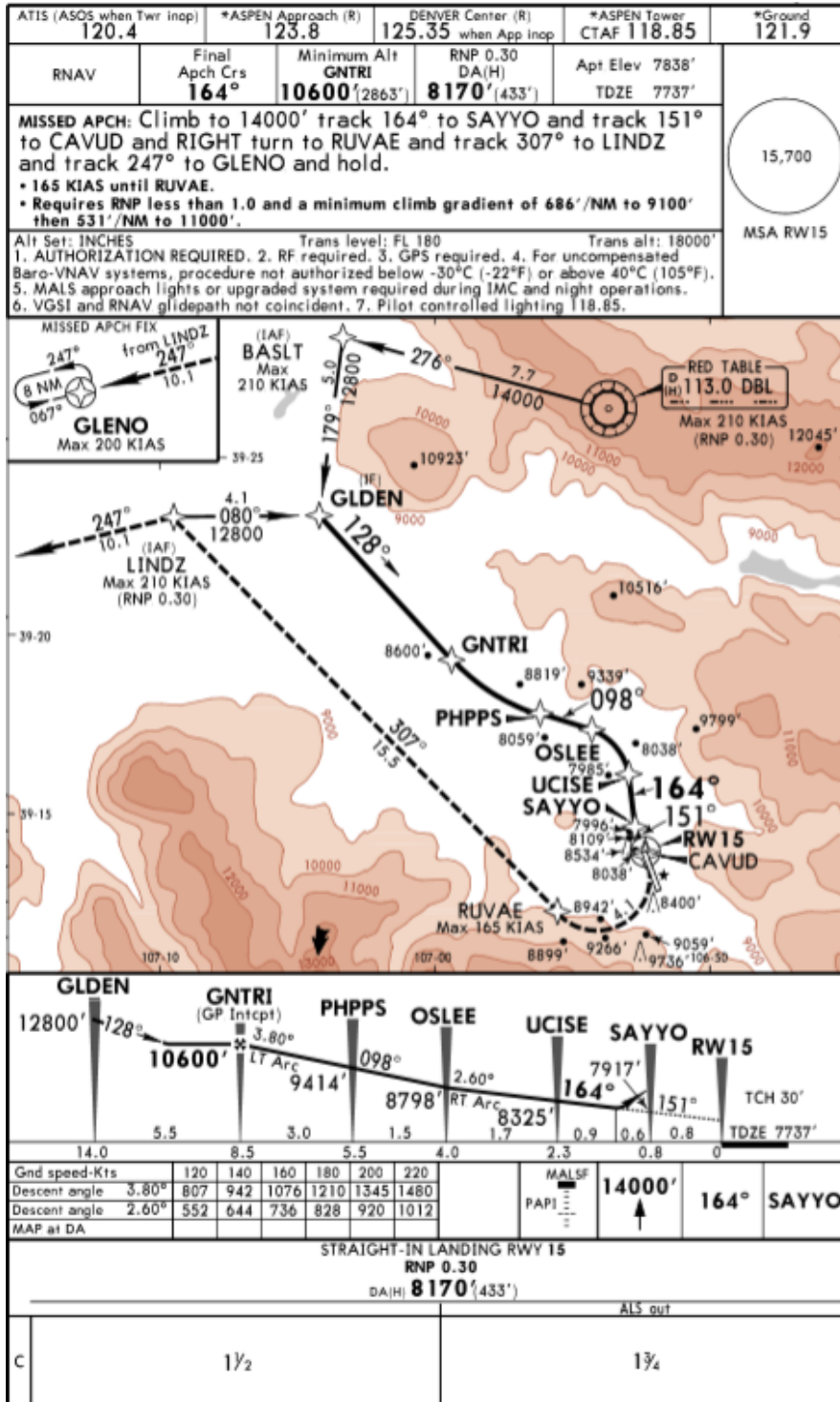
Appendix A. Unpublished Charts

1. LOC/DME Runway 15



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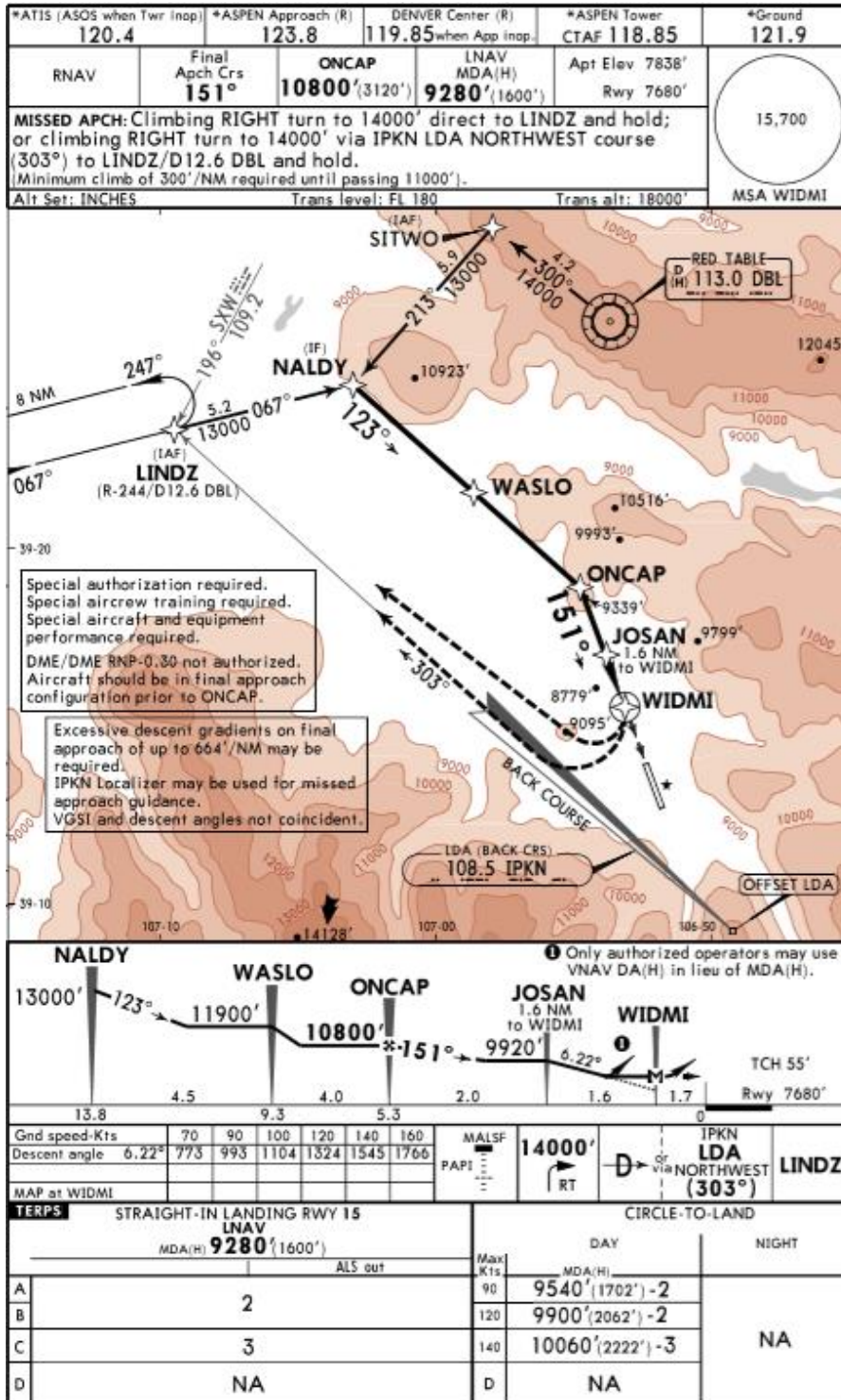
2. RNAV (RNP) Y 15



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3. RNAV (RNP) Z Runway 15



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