



**ORDER
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February 23, 2023

SUBJ: EGE FCT Standard Operating Procedures

This document establishes the Eagle County Federal Contract Tower (EGE FCT) Standard Operating Procedures within the Denver ARTCC on VATSIM (vZDV). Controllers are required to be familiar with the provisions of this document and to exercise their best judgment if they encounter situations not covered by it. The provisions and procedures described herein are supplemental to vZDV General Policy and FAA Order JO 7110.65.

The information contained herein 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. The Virtual Denver ARTCC is not affiliated with the FAA, the actual Denver ARTCC, or any governing aviation body.

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Record of Changes

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Chapter 1 - Introduction

1-1. Purpose

This document establishes the Eagle County Federal Contract Tower (EGE FCT) Standard Operating Procedures within the Denver ARTCC on VATSIM (vZDV).

1-2. Audience

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

1-3. Distribution

This document is authorized for unrestricted use and release and is available in the Resources Section of the vZDV Website.

1-4. Cancellation

This document cancels EGE SOP, dated July 25, 2018.

Chapter 2 - Positions Table

Table 1. Eagle County FCT Operational Positions Table

Position	Radio Name	Callsign	Relief	STARS Symbol	Frequency
Delivery	Eagle Clearance	EGE_DEL	1	4C	124.750
Ground	Eagle Ground	EGE_GND	1	4G	121.800
Tower	Eagle Tower	EGE_TWR	1	4T	119.800

Chapter 3 - Clearance Delivery

3-1. Responsibilities

- a. Issue ATC clearances to all departing IFR aircraft at Eagle Airport (KEGE).
- b. Create VFR flight plans for departing VFR aircraft requesting flight following.

3-2. IFR Departure Instructions

- a. IFR departures shall be routed in accordance with the following procedures.
 - i. All aircraft shall be assigned an up-to-date Standard Instrument Departure (SID) or the Runway 25 Obstacle Departure Procedure (ODP).
 1. The APRES# is an unpublished, airline-specific departure procedure that may be cleared if filed without coordination. The APRES# chart may be found in Appendix A.
 2. If requested by the pilot and approved by Local Control and Denver Center (ZDV), a Visual Climb over Airport (VCOA) may be cleared with the following phraseology:
 - a. "VISUAL CLIMB OVER AIRPORT APPROVED. AT 15,000, PROCEED DIRECT <navaid or fix>."
 - ii. Aircraft requesting to depart Runway 7 must be coordinated with Local Control and ZDV.
 1. If approved by Local Control and ZDV, aircraft requesting to depart Runway 7 may be cleared via any of the following:
 - a. GYPSM# departure
 - b. Runway 7 ODP
 - c. VCOA (pilot request only)
 2. Ground Control shall be advised of aircraft approved to depart Runway 7.
 - iii. All routes assigned to aircraft must be checked to ensure they are in compliance with published Letter of Agreement (LOA) documents and published preferred routes. Any aircraft that is not in compliance shall be amended as necessary.
 1. Aircraft unable to accept amended routing shall be coordinated with ZDV.
- b. IFR departures shall be instructed with the following altitude restrictions.
 - i. Aircraft departing via the APRES#, BEVVR#, or EKR# departure shall be instructed to "Climb via SID."
 - ii. Aircraft departing via the GYPSM# departure or the Runway 7/25 ODP shall be instructed to "Maintain 15,000" and to expect their cruise altitude 10 minutes after departure.

3-3. VFR Departure Instructions

- a. VFR departures requesting flight following shall be coordinated with ZDV.
 - i. If ZDV approves flight following, aircraft shall be issued a departure frequency and discrete beacon code prior to being switched to Ground Control.

Chapter 4 - Ground Control

4-1. Responsibilities

- a. Issue taxi instructions to all aircraft on all movement areas not controlled by Local Control.
- b. Create VFR flight plans for departing VFR aircraft not requesting flight following.

4-2. Area of Responsibility

- a. Ground Control has control of Taxiway A and its respective connectors, Taxiway C1, Taxiway C2, and Taxiway C3.

4-3. Departure Procedures

- a. Runway 25 is the primary departure runway. Unless otherwise coordinated, all aircraft shall be taxied to Runway 25.
 - i. Clearance Delivery will advise of aircraft that have been approved to depart Runway 7.

4-4. ATIS

- a. Ground Control must ensure all pilots have the current ATIS information prior to being handed off to Local Control.

4-5. Coordination Procedures

- a. Aircraft requesting to cross Runway 7/25 from South to North shall be switched to Local Control. Ground Control shall advise Local Control of this request prior to issuing the frequency change to Local Control.
- b. Local Control will advise of aircraft requesting to cross Runway 7/25 from North to South. Taxiway A3 or A4 (as needed) shall remain clear until the runway crossing has been completed.
 - i. Ground Control shall advise Local Control when Taxiway A3 or A4 (as needed) is clear.

Chapter 5 - Local Control

5-1. Responsibilities

- a. Sequence and separate departures and arrivals.
- b. Issue clearances to departing and arriving aircraft.
- c. Obtain departure releases for aircraft when automatic releases are not in effect.
- d. Issue taxi instructions to all aircraft on movement areas not controlled by Ground Control.

5-2. Area of Responsibility

- a. Local Control has control of the Eagle County Class D airspace (see Appendix B), which is defined as the airspace extending upward from the surface up to 9,100 feet MSL within a 4.5 nautical mile radius of the defined coordinates for Eagle County Regional Airport. Included in this area are two circular areas extending 2.0 NM beyond the 4.5 NM radius between the 037-095 degree radial and 191-269 degree radial.
- b. Local Control has control of Runway 7/25 and Taxiways B3 and B4.

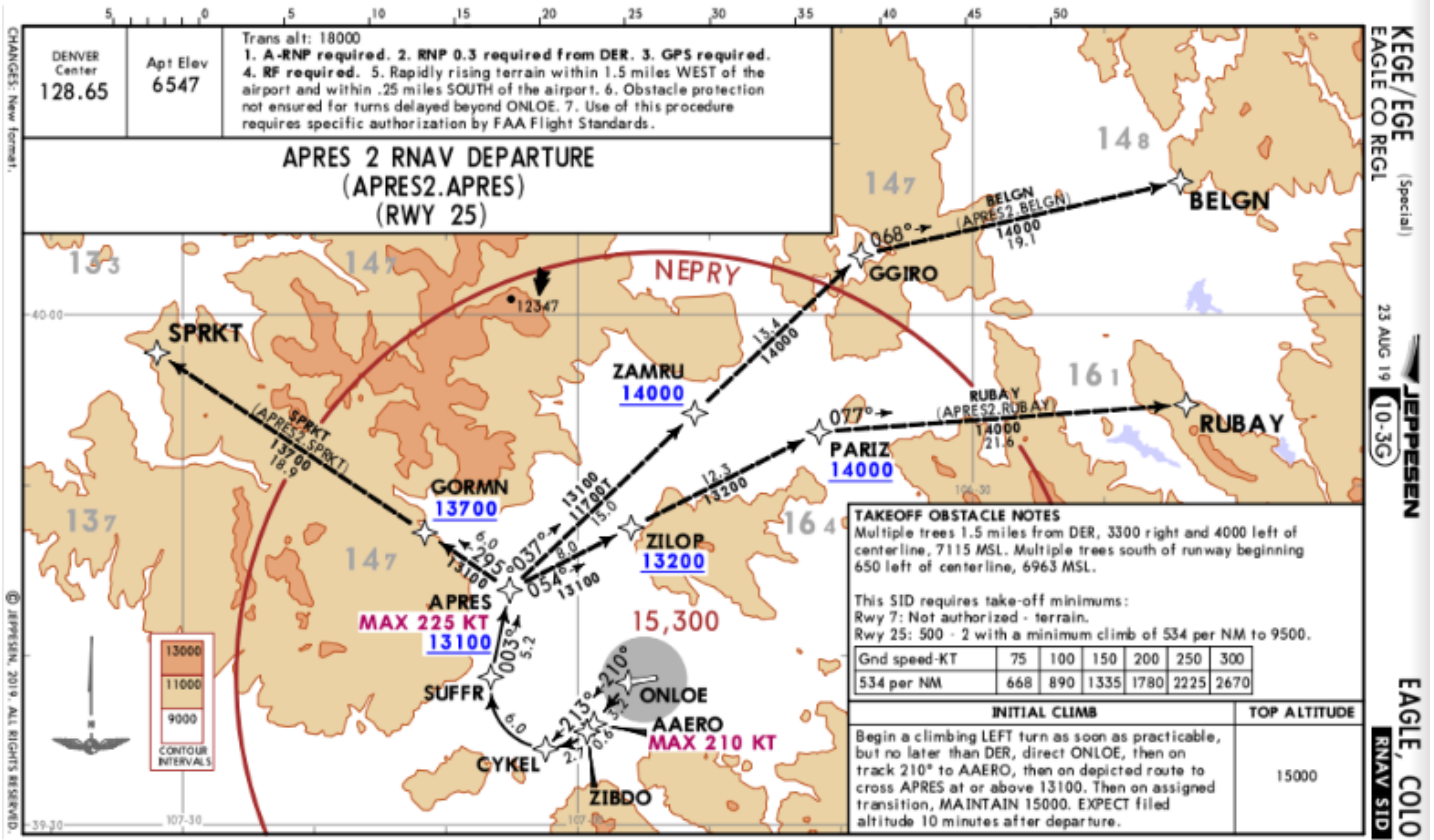
5-3. ATIS

- a. When the wind is above a 10-knot sustained tailwind or gusting above a 15-knot tailwind between headings 020-120, one of the following statements must be announced on all frequencies and included in the ATIS:
 - i. "USE CAUTION, RUNWAY 25 STRONG TAILWIND CONDITIONS EXIST."
 - ii. "USE CAUTION, RAPIDLY CHANGING TAILWIND CONDITIONS EXIST."
 - iii. Any of the above statements may be utilized individually or combined if needed at the discretion of the controller.
 - iv. Wind statements on the ATIS shall be placed after the weather sequence and prior to the Notice to Air Missions (NOTAMs).
- b. When the outside air temperature is greater than 15°C, include the following statement:
 - i. "CHECK DENSITY ALTITUDE."

5-4. Coordination Procedures

- a. Local Control shall advise Ground Control of aircraft requesting to cross Runway 7/25 from North to South. Ground Control will advise when Taxiway A3 or A4 (as needed) is clear.
- b. Ground Control will advise Local Control of any aircraft requesting to cross Runway 7/25 from South to North prior to the aircraft being switched to Local Control frequency.

Appendix A. APRES# RNAV Departure



Appendix B. Eagle County Class D Airspace

