



# Denver ARTCC

COS ATCT

## Standard Operating Procedures

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## Document Information

### Purpose

This order describes Standard Operating Procedures for the safe and efficient operation of the Colorado Springs Airport Air Traffic Control Tower (COS 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.

### Distribution

This order is distributed to all Denver ARTCC personnel.

### Cancellation

This order cancels COS SOP dated February 15, 2021.

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## Revisions Log

Date	Revision	Editor/Version
02/01/2020	Initial Release	Chris James/ 7110.1A
07/15/2020	Formatting Change	Harry Linsenmayer/ 7110.1B
02/15/2021	Automatic Release Formatting Appendices	Raaj Patel/ 7110.1C
06/13/2021	CD Altitude clarification	Raaj Patel/ 7110.1D

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# Chapter 1. Positions Table

Table 1. Colorado Springs ATCT Operational Positions Table

Position	Radio Name	Callsign	Relief	ARTS Symbol	Frequency
Delivery	Springs Clearance	COS_DEL	1	2C	134.450
Ground	Springs Ground	COS_GND	1	2G	121.700
<b>West Tower*</b>	<b>Springs Tower</b>	<b>COS_W_TWR</b>	<b>1W</b>	<b>2WT</b>	<b>119.900</b>
East Tower	Springs Tower	COS_E_TWR	1E	2ET	133.150
<b>Departure Radar*</b>	<b>Springs Approach</b>	<b>COS_APP</b>	<b>1</b>	<b>2A</b>	<b>124.000</b>
VFR Radar	Springs Approach	COS_VR_APP	1V	2V	120.600

**Bold/Asterisk\*** designates a primary position.

## Chapter 2. Clearance Delivery

### 2.1 IFR Clearances

1. Issue "Maintain 10,000" to all aircraft.
  - a. Issue the filed altitude if lower than 10,000.
  - b. Aircraft landing D01 or PUB will be issued altitudes in accordance with the current LOA.
2. Clear aircraft without the current SID to fly runway heading, maintain 10,000 and expect filed altitude 10 minutes after departure.
3. Local IFR issue a clearance limit of COS Airport.

### 2.2 VFR Clearances

1. Assign CAT I and CAT II VFR aircraft departing 170° clockwise through 009°:
  - a. Fly runway heading
  - b. Maintain VFR (no altitude restriction)
  - c. Departure frequency
  - d. Assign a discrete VFR beacon code
2. Assign CAT I and CAT II VFR aircraft departing 010° clockwise through 169°:
  - a. Fly runway heading
  - b. Maintain VFR at or below 8,500 feet
  - c. Departure frequency
  - d. Assign a discrete VFR beacon code
3. Assign CAT III VFR aircraft departing:
  - a. Fly runway heading
  - b. Maintain VFR at or below 9,000 feet
  - c. Departure frequency
  - d. Assign a discrete VFR beacon code

### 2.3 Practice Approaches

#### 2.3.1 IFR Practice Approaches

1. Clear aircraft to COS via radar vectors, fly runway heading, maintain 9,000ft.

#### 2.3.2 VFR Practice Approaches

1. Fly runway Heading
2. Maintain VFR at or below 8,500 feet
3. Departure frequency
4. Assign a discrete VFR beacon code

## Chapter 3. Ground Control

### 3.1 General Information and Responsibilities

1. Ensure aircraft taxiing for departure have the current ATIS information.
2. When IFR aircraft are taxiing for departure, be aware of the number and order that will be departing on the same departure route/radial. Aircraft should be taxied in an order that alternates route/radials to prevent potential conflicts.

### 3.2 Required Coordination

1. Ground control must coordinate with the appropriate Local Control verbally when an aircraft is:
  - a. Not taxiing to the preferred runway
  - b. Taxiing to an intersection
  - c. Taxiing for an opposite direction departure
2. Ground control must advise the active Radar controller of aircraft taxiing for opposite direction departures.

### 3.3 Runway Crossings

1. Ground Control must coordinate with the appropriate Local Control position prior to crossing a runway.
2. Ground control may cross closed runways without coordination.



## Chapter 4. Local Control/Tower

### 4.1 Separation

1. Ensure separation continuity between successive departures, between arrivals and departures, between successive arrivals, and between arrivals with tower pattern traffic within 5NM of the airport.
  - a. NOTE: Departure Radar/VFR Radar is responsible for separation between successive arrivals to the Colorado Springs Airport. Local Control is responsible for separation of arrival aircraft and tower pattern aircraft to the runway.

### 4.2 Preferred Runways

1. Unless an operational necessity exists, aircraft should utilize the preferred runways as listed below:
  - a. RWY 17L/35R is the preferred runway for air carrier and subsidiary carrier aircraft.
  - b. RWY 17R/35L is the preferred runway for:
    - i. Military aircraft
    - ii. General aviation aircraft
    - iii. West ramp cargo and air taxi aircraft

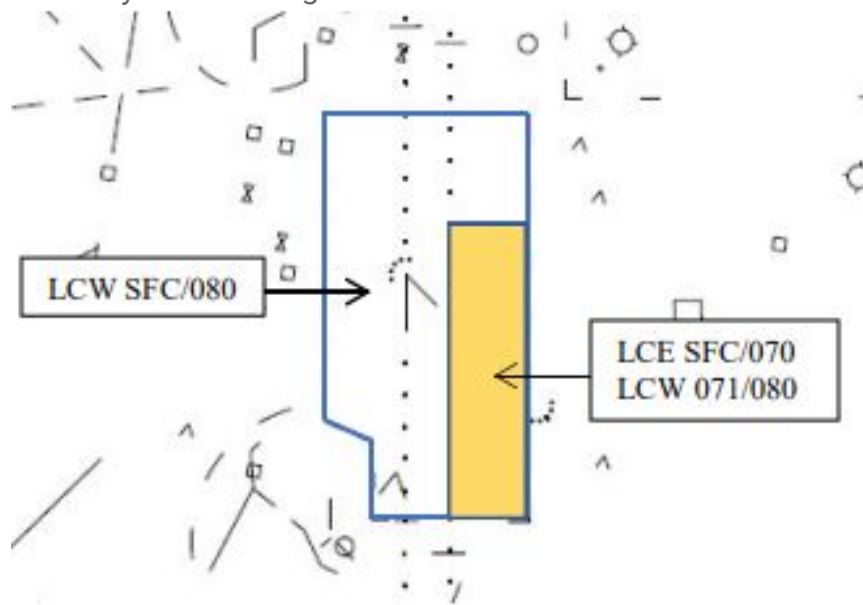
## 4.3 ATCT Airspace

### 4.4 Transfer of Control Procedures

1. All full stop aircraft shall be sequenced by the TRACON prior to transfer of communications with Local Control.
2. Local Control has control of descent and turns toward the tower airspace for arrivals within 10 miles of the airport.
3. Departure Radar has control of departures on contact.
4. When Local Control East is open, Departure Radar has control leaving 7100ft MSL or clear of LCE airspace.

### 4.5 Departure Procedures

1. Local Control East must obtain a release from Local Control West for all IFR and CAT III VFR aircraft departing 17L/35R.
2. Local Control West and East have automatic releases with DR within the IFR departure Fan area for the designated departure runways. *See Appendix 1D*
3. Prior to exiting the lateral confines of Tower's airspace, establish IFR, VFR CAT III departures, and all aircraft requesting practice approaches in the IFR fan area depicted in Appendix 1-4 and listed below:
  - a. Runway 35L/R - 350 degrees or 010 degrees
  - b. Runway 17L/R - 170 degrees or 150 degrees
  - c. Runway 13 - 170 degrees



- d. Runway 31
  - i. IFR - SID heading, 350 or 010
  - ii. VFR CAT III - 350 or 010
4. Assign VFR CAT I and II departures a heading in the general direction request by the aircraft and a heading that establishes the departure within the confines of the VFR departure fan area, as depicted in Appendix 1-3 and listed below:
  - a. Runway 35L/35R/31 - 280 degrees clockwise to 060 degrees from the departure end of runway
  - b. Runway 17L/17R/13 - 100 degrees clockwise to 260 degrees from the departure end of runway

## 4.6 Missed Approaches and Go-Arounds

1. Runway 31 missed approaches/go-arounds will be turned heading 350 degrees.
2. Runway 13/17L/17R/35L/35R missed approaches/go-arounds will be issued runway heading and an altitude of 9,000 feet.

# Chapter 5. TRACON

## 5.1 Airspace Allocation

1. Appendix 1F depicts the airspace allocation for VFR Radar. Departure Radar is allocated all airspace not delegated to VFR Radar.
2. For the area of Colorado Springs airspace assignment where Departure Radar overlies VFR Radar, VFR Radar owns 500 feet above their designated airspace for use by VFR aircraft only.

## 5.2 Departure Radar Procedures

1. Departure Radar has sequencing authority for all runways.
2. Departure Radar must APREQ all Runway 13/31 arrivals with Local Control West.
3. Departure Radar must coordinate any departures/arrivals to/from Runway 31 with VFR Radar.
4. If a runway assignment is changed within 10 nautical miles of KCOS, Departure Radar must coordinate with the appropriate Local Control.
5. Departure Radar is responsible for the release of opposite direction IFR and CAT III VFR departures.

6. Departure Radar must coordinate with VFR Radar prior to releasing any IFR departures from Meadow Lake Airport (KFLY).

### 5.3 VFR Radar Procedures

1. VFR Radar must ensure all CAT I and CAT II aircraft from the East maintain at or below 8,500 feet and are vectored to enter midfield downwind to Runway 17L/35R for sequence by Local Control.
2. VFR Radar shall ensure all aircraft inbound to KCOS requesting practice instrument approaches or a full stop landing be put on a heading and at an altitude that allows Departure Radar to sequence them with their arrivals. Once completed, transfer communications to Departure Radar.

### 5.4 Prearranged Coordination Procedures

1. Departure Radar may climb aircraft being cleared direct or vectored to the initial departure fix through VFR Radar airspace provided appropriate radar separation and/or course divergence between all radar targets is ensured. If the aircraft needs to level at an altitude in VFR Radar airspace, automated/verbal coordination is required.
2. Departure Radar may climb through VFR Radar airspace with overflying aircraft departing Pueblo en route northbound. If the aircraft needs to level prior to exiting VFR Radar airspace, automated/verbal coordination is required.
3. After coordination with VFR Radar on usage of Runway 13/31, Departure Radar has control to turn and climb an aircraft with the expectation that they will turn the aircraft into their airspace as soon as practical to exit VFR Radar airspace. If the turn and/or climb cannot be accomplished on initial contact, coordination is required with VFR Radar.
4. After completion of a communications transfer, both Departure Radar and VFR Radar have control for descents and turns up to 90 degrees within the transferring controller's airspace.

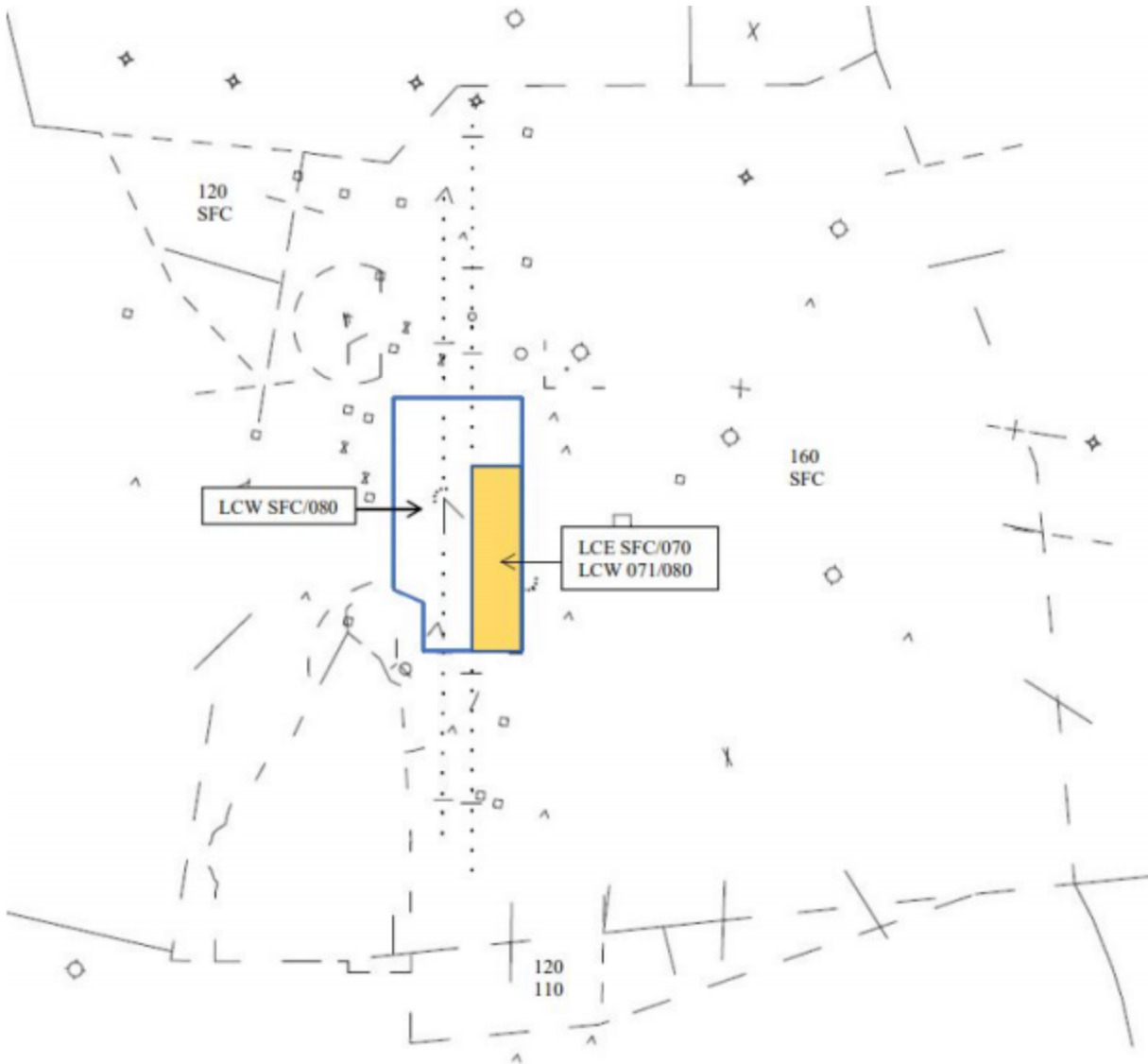
### 5.5 Practice Approaches

1. Aircraft conducting a practice approach must have the type of approach being conducted displayed in the data block.
2. Climb out instructions must be issued to aircraft practicing successive approaches by Departure Radar/VFR Radar. Standard climbout instructions are as follows:
  - a. IFR aircraft: "Fly runway heading, maintain 9000."

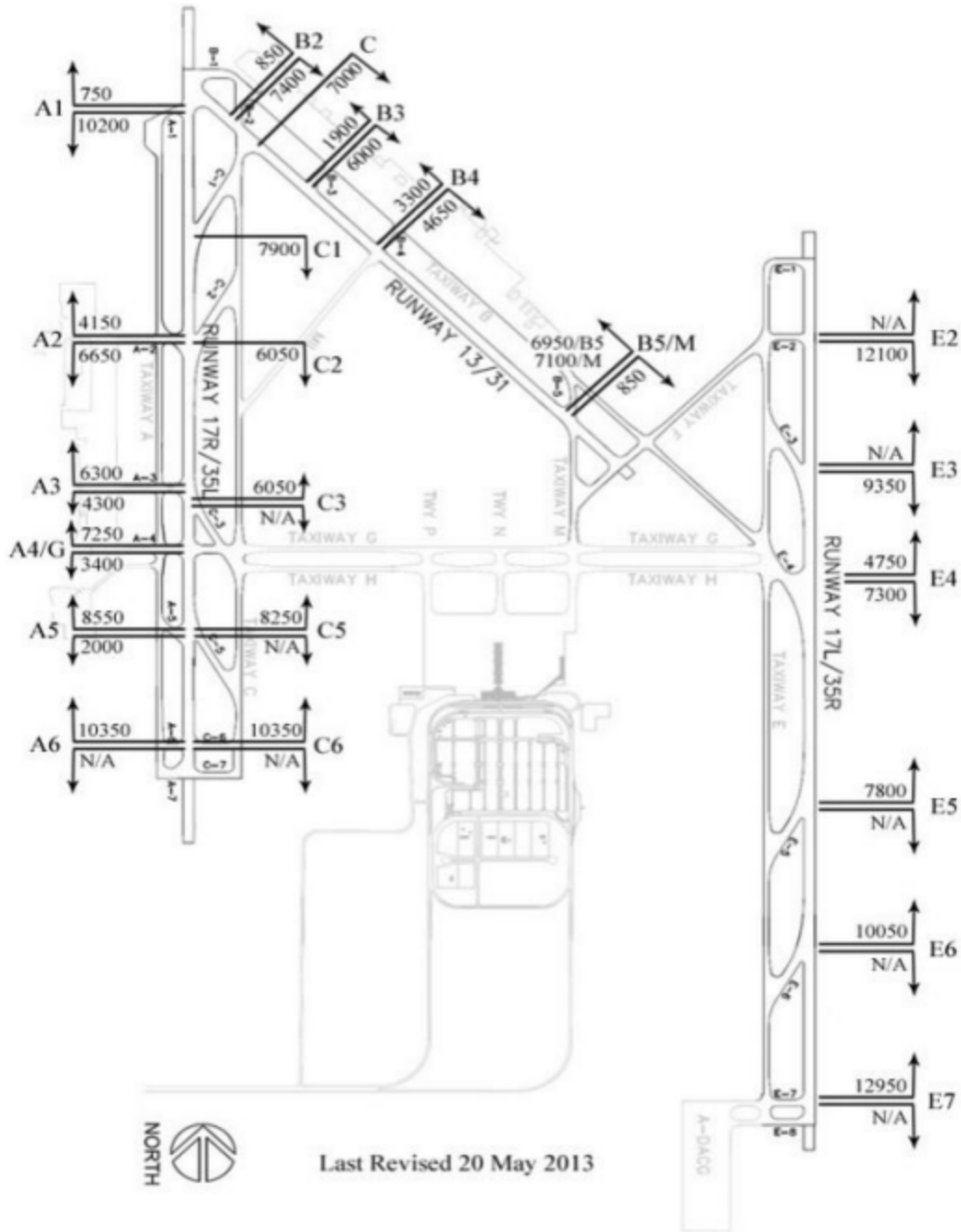
- b. VFR CAT III aircraft: "Fly runway heading, maintain VFR at or below 9000."
  - c. VFR CAT I and CAT II aircraft: "Fly runway heading, maintain VFR at or below 8500."
3. Departure Radar/VFR Radar is responsible for issuing the published missed approach. If Local Control is unable to provide the published missed, Local Control must coordinate with Departure Radar.

# Appendix 1: Facility Maps

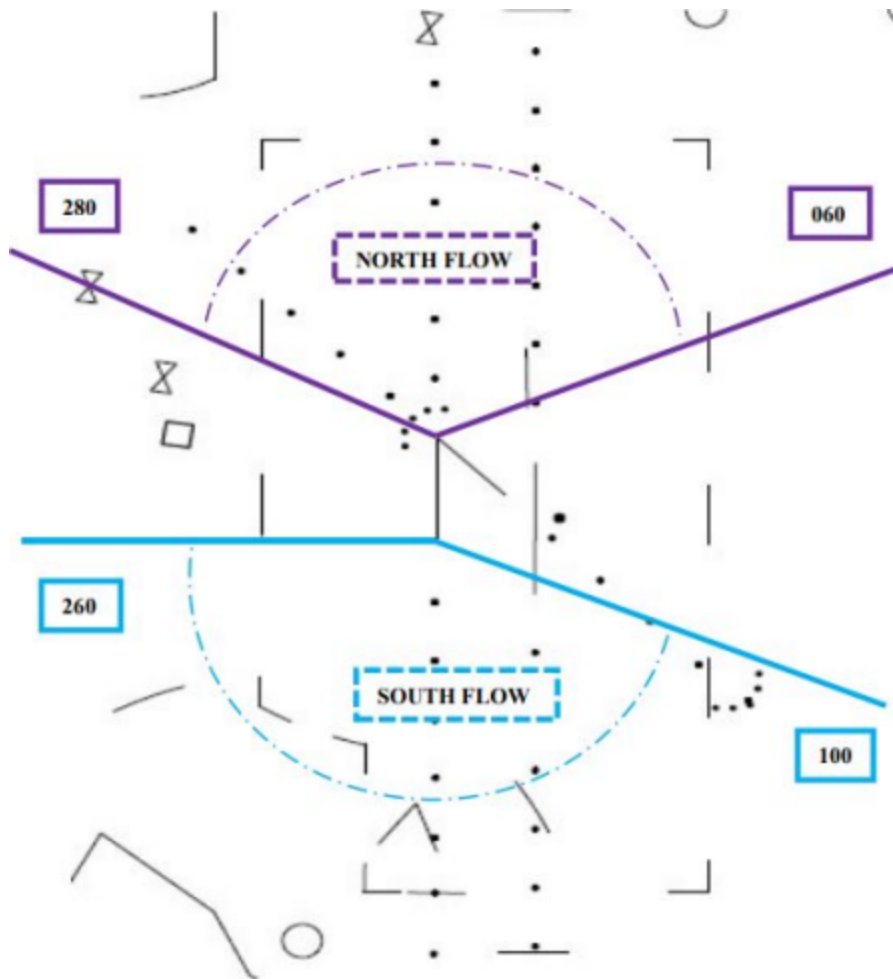
## Appendix 1A: KCOS Tower and TRACON Airspace



## Appendix 1B: KCOS Runway Intersection Lengths

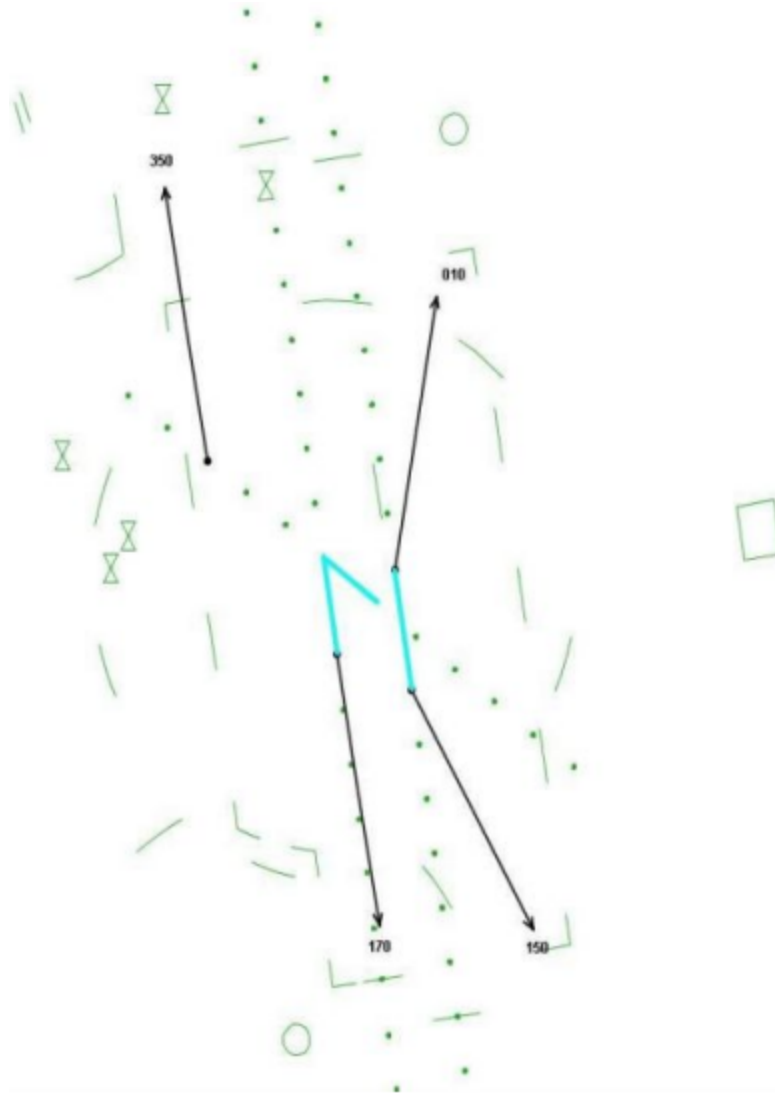


## Appendix 1C: CAT I and CAT II VFR Departure Headings

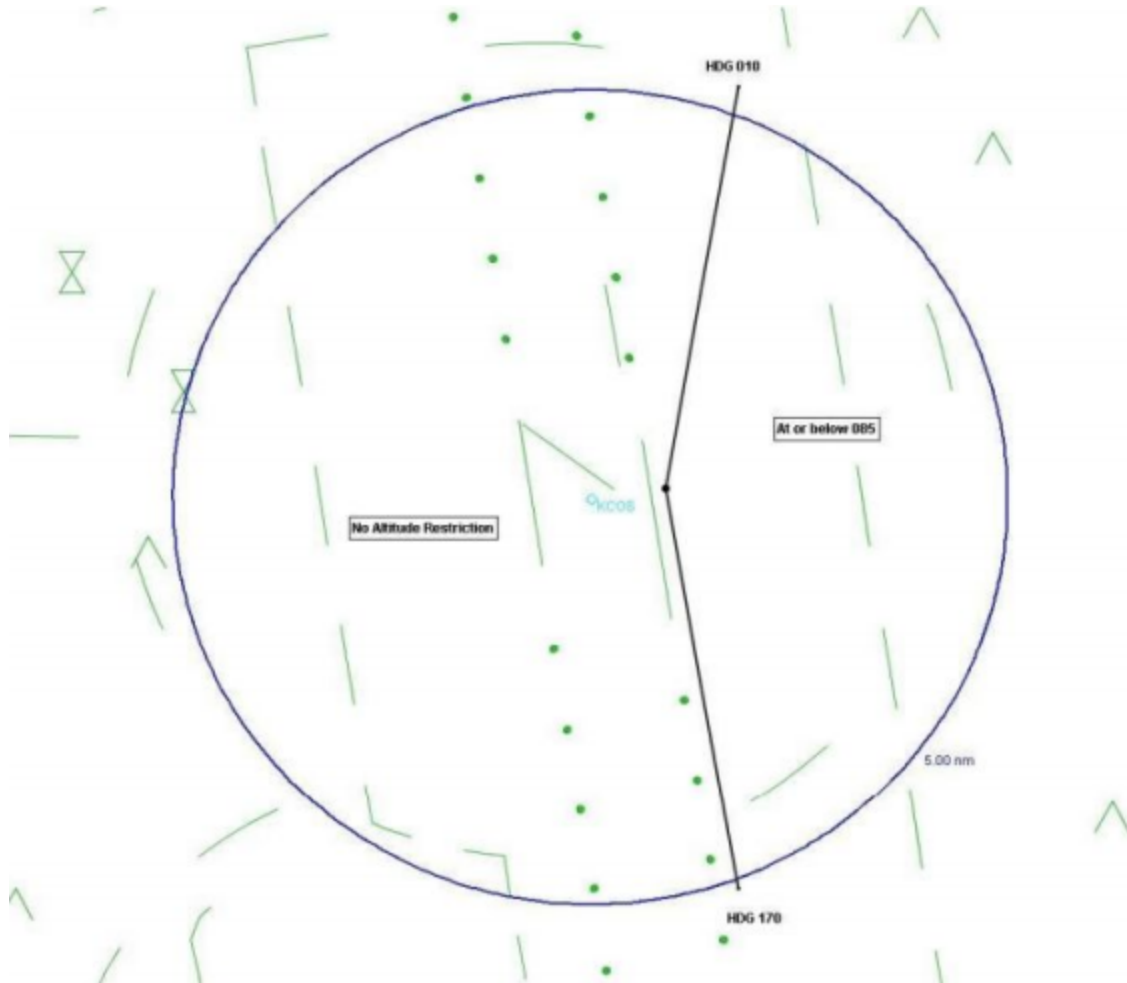




## Appendix 1D: IFR/VFR CAT III Departure/Practice Approach Headings



## Appendix 1E: VFR CAT I and CAT II Altitude Restrictions



## Appendix 1F: VFR Radar Airspace

