



**ORDER
7110.65D**

SUBJ: Denver ARTCC Standard Operating Procedures

This order describes Standard Operating Procedures for the safe and efficient operation of Denver Air Route Traffic Control Center (ZDV ARTCC). 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.

Additionally, this order provides detailed guidance on how operations must be conducted in the Denver ARTCC. Controllers within ZDV are required to be familiar with the provisions of this order and exercise their best judgment if they encounter situations which are not covered by it.

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Effective 12/05/2022

This order cancels vZDV JO 7110.65C

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Chapter 1. General

Section 1. Introduction

1-1-1. Audience

This order applies to all Denver Center Air Traffic Control Specialist and Denver Center Visiting Air Traffic Control Specialist manning Denver (ZDV) Air Route Traffic Control Center (ARTCC) positions.

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 vZDV JO 7110.65C

1-1-4. Change Log

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

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Section 2. Change Log

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

Revision Number	Revision Effective Date	Changelog	Revised By
7110.65A	9/20/2020	Initial Release	Raaj Patel
7110.65B	12/24/2021	Scratchpads/DV Instructions	Austin Wilkins
7110.65C	7/24/2022	Frequencies	Austin Wilkins
7110.65D	12/05/2022	Rewrite	Raaj Patel

Table 2-2-1

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Section 3. Equipment

1-3-1. Signing onto Position

Upon signing onto VATSIM and Audio For VATSIM, controllers should type “ZDV” into the station request area.

Stations are organized as follows:

- DEN_#_CTR will provide coverage for the **area** specified (1-6); e.g. DEN_2_CTR for Area 2
 - DEN_#R_CTR will provide relief coverage for the area specified.
- DEN_##_CTR will provide coverage for the **sector** specified (03-77); e.g. DEN_02_CTR for Sector 2
 - DEN_##R_CTR will provide relief coverage for the sector specified.

1-3-2. Facility Consolidation

All sectors combine into/decombine from Area 2. Thus when ZDV is fully combined the controller shall sign on as DEN_2_CTR operating on 127.650.

1-3-3. Operational Positions and Associated Frequencies

a. Operations Desk

Position	Callsign	Frequency
ZDV TMU	DEN_E_TMU	199.997

b. Area 1 - DEN_1_CTR

Position	Callsign	Frequency
06 RLG LOW	DEN_06_CTR	128.650
11 GJT LOW	DEN_11_CTR	120.475
12 GUC LOW	DEN_12_CTR	125.350
13 TOMSN LOW	DEN_13_CTR	126.500
26 POWDR LOW	DEN_26_CTR	119.850
36 FMN LOW	DEN_36_CTR	118.575
68 TBC LOW	DEN_68_CTR	127.550
77 HDN LOW	DEN_77_CTR	120.475

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c. Area 2 - DEN_2_CTR

Position	Callsign	Frequency
07 TXC LOW	DEN_07_CTR	133.950
08 HCT HIGH	DEN_08_CTR	127.025
17 HLC HIGH	DEN_17_CTR	127.650
19 LBF LOW	DEN_19_CTR	132.500
61 FQF HIGH	DEN_61_CTR	126.875

d. Area 3 - DEN_3_CTR

Position	Callsign	Frequency
27 LHX LOW	DEN_27_CTR	133.400
28 LAA HIGH	DEN_28_CTR	134.125
29 PUB HIGH	DEN_29_CTR	132.225
41 PUB LOW	DEN_41_CTR	128.375

e. Area 4 - DEN_4_CTR

Position	Callsign	Frequency
23 TBC HIGH	DEN_23_CTR	118.225
25 HBU HIGH	DEN_25_CTR	133.525
37 FMN HIGH	DEN_37_CTR	125.675

f. Area 5 - DEN_5_CTR

Position	Callsign	Frequency
09 LBF HIGH	DEN_09_CTR	126.325
15 SNY LOW	DEN_15_CTR	118.475
16 DEN HIGH	DEN_16_CTR	120.575
31 RAP LOW	DEN_31_CTR	127.950
32 RAP HIGH	DEN_32_CTR	133.675
33 BFF HIGH	DEN_33_CTR	134.575
35 BRUIT HIGH	DEN_35_CTR	135.025

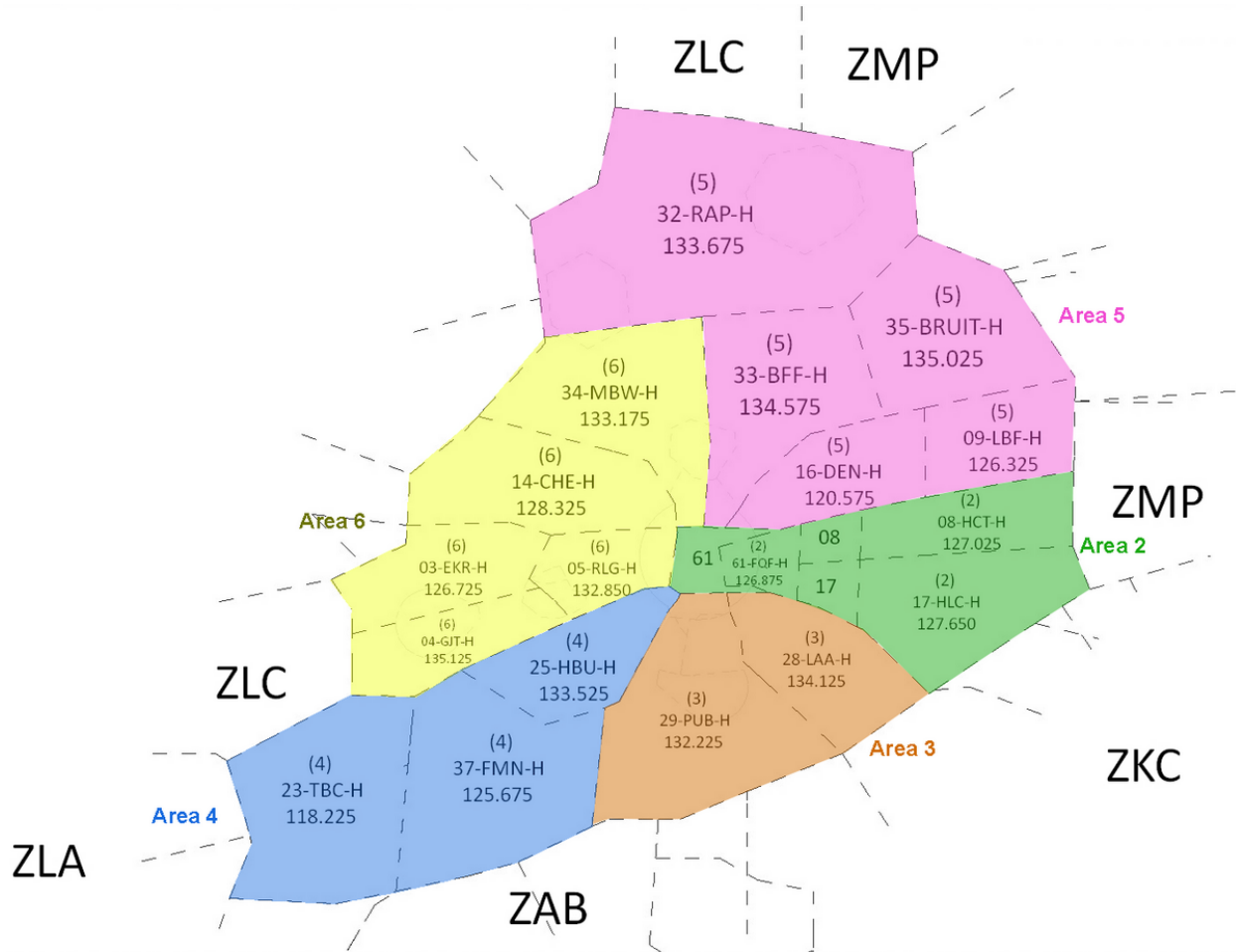
g. Area 6 - DEN_6_CTR

Position	Callsign	Frequency
03 EKR HIGH	DEN_03_CTR	126.725
04 GJT HIGH	DEN_04_CTR	135.125
05 RLG HIGH	DEN_05_CTR	132.850
14 CHE HIGH	DEN_14_CTR	128.325
21 CYS LOW	DEN_21_CTR	125.900
22 CPR LOW	DEN_22_CTR	132.100
34 MBW HIGH	DEN_34_CTR	133.175

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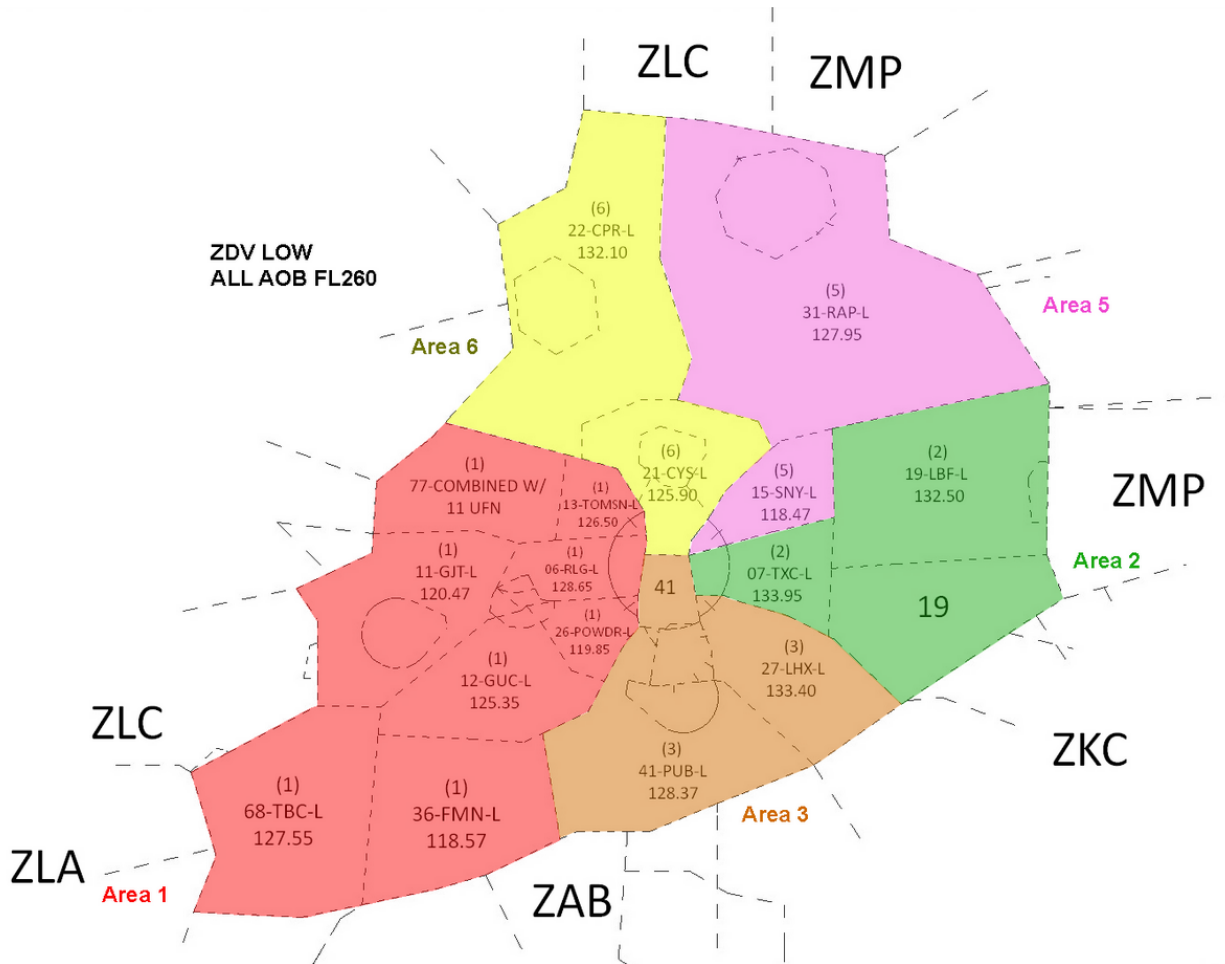
Section 4. General Airspace Delegation

1-4-1. ZDV High Sectors



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1-4-2. ZDV Low Sectors



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Section 5. General Operating Procedures

1-5-1. Combining/Decombining Sector Notification Requirements

The controller at the position being opened or closed is responsible for notifying all adjoining sectors and/or facilities.

1-5-2. Minimum IFR Altitude (MIA)

MIAs are depicted for operations utilizing the Denver radar system. Control personnel shall not clear or vector aircraft below the MIA unless the aircraft is operating along an airway, transition route, or off an airway route that has lower Minimum Enroute Altitudes Published. This restriction does not include aircraft on initial departure clearances.

1-5-3. Monitoring Altimeter Settings

- a. When working center top-down, controllers need only monitor altimeter stations relevant to where the traffic is that they are working.
- b. Available Mode C Correction Altimeter Stations are:
 - i. Area 1: ASE, DEN, EGE, 20V, 0CO (Berthoud Pass), CCU (Copper Mtn.), CNY, GJT, RIL, EEO, 5SM (Sunlight Mtn.), GJX (Mesa Co), U67 and 74V (Roosevelt, UT), U28 (Green River, UT), 4V0, GUC, TEX, AIB, AJX, ANK, MYP (Monarch Pass), 7BM (Cottonwood Pass), LAR, SBS, 33V, AEJ, LXV, 4BM (Wilkerson Pass), ALS, CEZ, DRO, FMN, GUP, PSO, CPW (Wolf Creek Pass), GCN, PGA, BDG, U17, U96 (Halls Crossing), CAG, HDN, SBS, 3MW (Mt. Werner), and C07 (Walton Peak).
 - ii. Area 2: AKO, DEN, ITR, LIC, BBW, EAR, GLD, HDE, HLC, IML, LBF, LXN, MCK, and OGA.
 - iii. Area 3: DEN, COS, LAA, LIC, LHX, ALS, PUB, and TAD.
 - iv. Area 4: N/A
 - v. Area 5: DEN, SNY, STK, AIA, ANW, BFF, CDR, IEN, PHP, RAP, TIF, TOR, and VTN.
 - vi. Area 6: 8V2, BJC, CYS, DEN, FNL, GXY, IBM, LAR, CPR, DGW, GCC, RWL, SAA and W43.

1-5-4. 3 Mile Separation Areas

Controllers are authorized to utilize 3 miles of separation in accordance with Appendix 1.

1-5-5. Inappropriate Altitude for Direction of Flight (IAFDOF)

When both the transferring and receiving sectors are within ZDV, IAFDOF need not be coordinated when :

- a. The aircraft's assigned altitude is above or below the altitude limits of the receiving sector, or
- b. The aircraft is climbing to an interim altitude which is the highest altitude of either the transferring or receiving sector, or
- c. The aircraft is descending to an interim altitude which is the lowest altitude of either the transferring or receiving sector.

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1-5-6. Altitude Assignments

- a. Except as covered by a LOA or facility SOP, do not clear aircraft to an altitude above or below the vertical limits of the transferring sector without verbal approval from the receiving sector. **Note:** *The intent of this paragraph is to preclude aircraft from penetrating the ceiling/floor of airspace without prior verbal approval.*
- b. Certain ZDV High Sectors are permitted to issue “descend via” operations into Low Sector airspace. “Descend via” operations in these instances may be canceled at the request of either controller.
- c. When issuing a “descend via” or other permanent descent clearance, controllers must amend the aircraft’s requested altitude (hard altitude) to reflect the issuance of the instruction.

1-5-7. PIREPs and METARs

The Center Controllers shall immediately record solicited or unsolicited PIREPs (UA) as well as PIREPs meeting urgent criteria (UUA). Additionally, controllers will send urgent PIREPs (UUAs) out to other controllers via controlling clients in the form of a private message. Controllers may receive PIREPs and urgent PIREPs via any of the following means:

- a. Private Message. (Preferred for PIREPs)
- b. Discord
- c. VSCS/Landline

URGENT PIREP - Urgent Pilot Weather Reports (UUA)

Weather phenomena reported by a pilot that represents a hazard or potential hazard to flight operations.

1-5-8. Position Relief Briefings

Conduct a position relief briefing and transfer of position responsibility in accordance with FAAO 7110.65 using the appropriate position relief checklist. When assuming responsibility for the position, the relieving controller shall make a statement to the controller being relieved that position responsibility has been assumed. In addition, the relieved controller must remain logged in for at least two minutes after being relieved from an operational position to heighten awareness and ensure both controllers can exchange all pertinent information.

1-5-9. Traffic Management

Comply with Traffic Management initiatives coordinated with TMU or CIC. Specific traffic management initiatives will be provided by the TMC.

Chapter 2. Area 1 Sector Specialization

Section 1. Area Summary

2-1-1. Area Information

Comprised entirely of low altitude airspace (at and below [AAB] FL260) in the mountainous areas west and southwest of DEN, Area 1 serves arrival and departure traffic in and out of the major ski country airports, e.g., Aspen, Durango, Eagle, Farmington, Grand Junction, Gunnison, Hayden, Rifle and Telluride, as well as the Aspen TRACAB and Grand Junction Terminal Area. This Area also includes sectors that provide final sequencing into D01 for the northwest and southwest arrival gates, and works the west departure gate from D01.

Section 2. Sector 6

2-2-1. Description

Sector 6 is a low altitude sector adjacent to Denver and Aspen Approach Control airspace. This sector handles westbound Denver terminal area departures, Aspen arrivals and departures to and from the east, all Eagle arrivals and departures, and assorted low altitude en route aircraft.

2-2-2. Airspace Limits

- a. Lateral:
400700/1065800 to 400915/1062515 to 401147/1053051 to 401254/1050332 to 400830/1050300 to 395908/1050458 to 393006/1051055 to 392834/1052852 to 392600/1062630 to 392138.34/1065752.05 to 393531/1071807 to 400700/1065800.
- b. Vertical:
Surface to FL260

2-2-3. Delegated Airspace

Denver TRACON and Aspen Approach Control.

2-2-4. General Procedures

MVA for ASE ATCT/TRACAB in the northeast arrival gate is 16,500' MSL. Aircraft on a direct route through the northeast arrival gate will not be approved below 16,500' MSL.

2-2-5. Arrivals

- a. Eagle County (EGE)
 - i. Sector 6 has control for 20 degree turns and descent from Sector 11 on Eagle arrivals 20NM west of the Sector 6/11 common boundary.
 - ii. Sector 6 has control for 20 degree turns and descent from Sector 77 on Eagle arrivals 20NM north/northwest of the Sector 6/77 common boundary.
 - iii. Sector 6 has control for 20 degree turns to the right from Sector 5 on Eagle arrivals 15NM or more west of the AVVVS intersection.
- b. Hayden (HDN), Steamboat Springs (SBS), and Craig (CAG)

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- i. Sector 77 has control for 20 degree turns and control for descent from Sector 6 on HDN, SBS and CAG arrivals 20NM south of the Sectors 6/13/77 common boundary. The release for turns must also include arrivals from the high altitude stratum that have been pointed out to Sector 6.
 - c. Colorado Springs, Colorado (COS)
 - i. COS arrivals must be routed as follows:
 - 1. HBU.DBRY(#).COS, or
 - 2. TOMSN.FQF.BRK.COS.
 - a. Aircraft routed via the TOMSN intersection must be assigned FL230 or filed altitude if lower.
 - 3. DBL.V108.BRK.COS.
 - a. Non-turbojet aircraft below FL180 only.

2-2-6. Departures

- a. Denver Terminal Area
 - i. Sector 5 has control of Denver Terminal area departures from Sector 6 for 10 degree turns either side of the aircraft's tracked course 40NM west of DEN VOR/DME.
 - ii. Sector 26 has control of the Denver Terminal area departures from Sector 6 for 30 degree left turns.
 - iii. Do not shortcut BAYLR departures climbing above FL260 south of TEHRU.
 - iv. Do not shortcut ZIMMR departures climbing above FL260 north of CHNGY.

Section 3. Sector 11

2-3-1. Description

Sector 11 is a low altitude sector located in the western portion of Denver ARTCC airspace adjacent to Salt Lake City ARTCC airspace and Aspen Approach Control airspace and overlying the Grand Junction Approach Control airspace. This sector handles a variety of air traffic into and out of numerous western Colorado airports, some eastern Utah airports, and assorted low altitude en route aircraft.

2-3-2. Airspace Limits

- a. Lateral:

401400/1090900 to 401600/1073500 to 400700/1065800 to 393531/1071807 to 392138.34/1065752.05 to 391518/1072033 to 390138/1080825 to 384907/1085100 to 384515/1085208 to 381100/1090200 to 381200/1095900 to 383140/1095900 to 385600/1095900 to 391300/1095900 to 393500/1101800 to 394550/1094900 to 400000/1091000 to 401400/1090900.
- b. Vertical:

Surface to FL260.

2-3-3. Delegated Airspace

Aspen Approach Control and Denver TRACON (Grand Junction Sector).

2-3-4. General Procedures

Sector 6 Coordination: Sector 11 must obtain approval from Sector 6 for aircraft entering Sector 6 on or south of V200 that are assigned 15,000' MSL or below. This approval request must also include aircraft descending to 15,000' MSL and below.

2-3-5. Arrivals

- a. Practice Instrument Approaches
 - i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airports: Grand Junction, and Walker Field (0500z-1300z).
- b. Eagle County (EGE)
 - i. Sector 6 has control for 20 degree turns and descents from Sector 11 on EGE arrivals 20NM west of the Sector 6/11 common boundary.
- c. Hayden (HDN), Steamboat Springs (SBS), and Craig (CAG)
 - i. Sector 77 has control for 20 degree turns and control for descent from Sector 11 on HDN, SBS and CAG arrivals 20NM south of the Sectors 11/77 common boundary. The release for turns must also include arrivals from the high altitude stratum that have been pointed out to Sector 11.
- d. Colorado Springs, Colorado (COS)
 - i. Colorado Springs (COS) arrivals must be routed as follows:
 1. HBU.DBRY(#).COS, or
 2. TOMSN.FQF.BRK.COS.
 3. DBL.V108.BRK.COS.
 - a. Non-turbojet aircraft below FL180 only.

2-3-6. Departures

N/A

Section 4. Sector 12

2-4-1. Description

Sector 12 is a low altitude sector adjacent to Aspen Approach Control airspace. This sector handles a variety of air traffic into and out of numerous Colorado western slope airports. Additionally, this sector handles assorted low altitude en route aircraft.

2-4-2. Airspace Limits

- a. Lateral:
381100/1090200 to 384515/1085208 to 384907/1085100 to 390138/1080825 to
391518/1072033 to 392138.34/1065752.05 to 390822/1064636 to

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380714/1055548 to 380243/1060858 to 375225/1063642 to 374617/1065255 to 374827/1074117 to 375124/1090434 to 381100/1090200.

- b. Vertical:
Surface to FL260.

2-4-3. Delegated Airspace

Aspen Approach Control and Denver TRACON (Grand Junction Sector).

2-4-4. General Procedures

N/A

2-4-5. Arrivals

- a. Practice Instrument Approaches
 - i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airports: Gunnison County and Aspen-Pitkin County (0500z-1400z).
- b. Colorado Springs, Colorado (COS)
 - i. Colorado Springs (COS) arrivals must be routed as follows:
 - 1. HBU.DBRY(#).COS
 - 2. DBL.V108.BRK.COS.
 - a. Non-turbojet aircraft below FL180 only.
- c. Denver Terminal Area
 - i. Unless otherwise coordinated, Denver terminal area arrivals transferred to Sector 26 from Sector 12 must have routing via one of the Denver terminal area STARs.
 - ii. Denver terminal area landing traffic from over ALS may be cleared to intercept the LARKS STAR at any point at or west of MURFE.
 - iii. Sector 12 releases control for descent and turns up to 30 degrees to Sector 26 on all Denver terminal area arrivals 20NM from the 12/26 common boundary.
- d. Gunnison, Colorado
 - i. Sector 12 has control for 20 degree turns and descents from Sector 26 on GUC arrivals 20NM from the Sector 12/26 common boundary.
 - ii. Sector 12 has control for 20 degree turns and descents from Sector 41 on GUV arrivals 20NM from the Area 1/3 common boundary.
- e. Telluride, Colorado
 - i. Sector 12 has control for 20 degree turns and descents from Sector 36 on TEX arrivals 20NM south of the Sector 12/36 common boundary. The release for turns include TEX arrivals from the high altitude stratum that have been pointed out to Sector 36.
- f. Cortez, New Mexico and Durango, Colorado
 - i. Sector 36 has control for 20 degree turns and descent from Sector 12 on all CEZ and DRO arrivals 20NM north of the Sector 12/36 common boundary. The release for turns includes CEZ & DRO arrivals from the high altitude stratum that have been pointed out to Sector 12.

2-4-6. Departures

N/A

Section 5. Sector 13

2-5-1. Description

Sector 13 is a low altitude sector adjacent to Denver Approach Control airspace. This sector's main flow of traffic is to the east with a majority of the traffic arriving at various airports in the Denver terminal area. Sector 13 establishes the sequence for Denver Approach Control into the northwest arrival gate.

2-5-2. Airspace Limits

a. Lateral:

402418/1063553 to 400843/1063309 to 400915/1062515 to 401108/1054545 to
401147/1053051 to 401254/1050332 to 402730/1050512 to 402939/1050528 to
403348/1050841 403658/1051532 to 404345/1051625 to 405121/1052231 to
410311/1054342 to 410700/1060100 to 411000/1061520 to 411351/1063334 to
402418/1063553.

b. Vertical:

Surface to FL260.

2-5-3. Delegated Airspace

Denver TRACON.

2-5-4. General Procedures

N/A

2-5-5. Arrivals

a. Denver Terminal Area

- i. All Denver terminal arrivals transferred from Sectors 14 and 34 to Sector 13 must be sequenced in-trail. Sector 13 has the final sequencing responsibility for all Denver terminal area arrivals.
- ii. Sector 13 has control for descent on DEN terminal area aircraft upon reaching FL270 and must issue a descent clearance to leave Sector 14 and 34's airspace.
- iii. Sector 13 has control for speed adjustments and 20 degree turns to the right from Sector 34 on all Denver terminal area arrivals on and west of the LAR142R.
- iv. Sector 13 has control for descent to 17,000 ft MSL from Sectors 21/22 on all Denver terminal arrivals 10NM north of the Sectors 13/21/22 common boundary.
- v. Sector 13 has control for speed adjustments and 30 degree turns from Sectors 14/77 on all Denver terminal area arrivals east of CHE VOR/DME provided the Denver terminal area arrivals remain west of V575. The release for turns includes arrivals from the high altitude stratum that have been pointed out to Sector 77 and verbally coordinated for descent.

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- vi. Sector 13 is responsible for coordinating with Sectors 77 and 21 when holding is in progress.
- vii. Area 6 shall not shortcut arrivals beyond BYKKE on the LONGZ STAR, HIPEE on the FLATI STAR, and CHOTS on the PINNR STAR.
NOTE: Departures from CPR, GCC and LAR are exempt from this restriction.
- b. Colorado Springs, Colorado (COS)
 - i. Colorado Springs (COS) arrivals must be routed as follows:
 1. HBU.DBRY(#).COS, or
 2. TOMSN.FQF.BRK.COS.
 3. DBL.V108.BRK.COS.
 - a. Non-turbojet aircraft below FL180 only.
- c. Hayden (HDN), Steamboat Springs (SBS), and Craig (CAG)
 - i. Sector 77 has control for 20 degree turns and control for descent from Sector 13 on HDN, SBS and CAG arrivals 20NM east of the Sector 13/77 common boundary. The release for turns must also include arrivals from the high altitude stratum that have been pointed out to Sector 13.

2-5-6. Departures

N/A

Section 6. Sector 27

2-6-1. Description

Sector 26 is a low altitude sector adjacent to Denver Approach Control airspace. This sector's main flow of traffic is to the east with a majority of the traffic arriving at various airports in the Denver terminal area. Sector 26 establishes the sequence for Denver Approach Control into the southwest arrival gate.

2-6-2. Airspace Limits

- a. Lateral:

392138/1065752 to 390822/1064636 to 380714/1055548 to 382920/1054120 to 385818/1052117 to 390803/1050920 to 391528/1051142 to 391528/1051142 to 393006/1051055 to 392834/1052852 to 392812/1053306 to 392747/1054317 to 392560/1062630 to 392138/1065752.
- b. Vertical:

Surface to FL260.

2-6-3. Delegated Airspace

Denver TRACON.

2-6-4. General Procedures

N/A

2-6-5. Arrivals

- a. Denver Terminal Area
 - i. All Denver terminal arrivals transferred from Sector 25 to Sector 26 must be sequenced in-trail. Sector 26 has the final sequencing responsibility for all Denver terminal area arrivals.
 - ii. Sector 26 has control for descents from Sector 25/65 on all Denver terminal area arrivals after acceptance of the radar handoff.
 - iii. Sector 26 has control for speed adjustments from Sector 25 on all Denver terminal area arrivals 15NM south and west of the Sector 12/26 common boundary.
 - iv. Sector 26 has control for turns up to 30 degrees from Sector 25 on all Denver terminal area arrivals at FL300 and below.
 - v. All aircraft assigned the LARKS STAR may proceed direct LARKS AOB FL260. Sector 41 releases control for left turns and descent to Sector 26.
 - vi. Sector 26 has control for descent and turns up to 30 degrees from Sector 12 on all Denver terminal area arrivals 20 NM from the 12/26 common boundary.
- b. Gunnison, Colorado
 - i. Sector 12 has control for 20 degree turns and descent from Sector 26 on GUC arrivals 20NM east of the Sectors 12/26 common boundary.
- c. Colorado Springs, Colorado
 - i. Routing via V108.BRK.COS is available only for non-turbojet aircraft below FL180.
- d. Salida-Harriet Alexander Field, Colorado
 - i. Approval of an automated point-out from Sector 41 for an IFR aircraft landing at Salida Airport (KANK) constitutes approval from Sector 26. The aircraft is released to Sector 41 for turns and descents as necessary to issue an approach clearance. After issuing the approach clearance, Sector 41 shall handoff the aircraft to Sector 26 and switch the aircraft to advisory frequency.
 - ii. Sector 41 shall notify Sector 26 if they receive notification the aircraft has either landed or closed their IFR flight plan.

2-6-6. Departures

- a. Denver Terminal Area
 - i. Sector 26 has control of Denver terminal area departures from Sector 6 for turns to the left up to 30 degrees.
 - ii. Sector 26 has control of all Denver terminal area departures from Sector 41 for turns to the right on or west of V95.

Section 7. Sector 36

2-7-1. Description

Sector 36 is a low altitude sector adjacent to Albuquerque ARTCC. This sector primarily is responsible for air taxi, general aviation, and military operations in the Four Corners area.

2-7-2. Airspace Limits

- a. Lateral:
375124/1090434 to 374617/1065255 to 375225/1063642 to 363737/1062100 to 361200/1072800 to 360200/1081300 to 355100/1091900 to 375124/1090434.
- b. Vertical:
Surface to FL260.

2-7-3. Delegated Airspace

N/A

2-7-4. General Procedures

N/A

2-7-5. Arrivals

- a. Practice Instrument Approaches
 - i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to FMN.
- b. Telluride, Colorado
 - i. Sector 12 has control for 20 degree turns and descent from Sector 36 on all TEX arrivals 20NM south of the Sector 12/36 common boundary. The release for turns includes TEX arrivals from the high altitude stratum that have been pointed out to Sector 36.
- c. Cortez & Durango, Colorado
 - i. Sector 36 has control for 20 degree turns and descent from Sector 12 on all CEZ and DRO arrivals 20NM north of the Sector 12/36 common boundary. The release for turns includes CEZ and DRO arrivals from the high altitude stratum that have been pointed out to Sector 12.
- d. Pagosa Springs, Colorado
 - i. Sector 36 shall have control from Sector 41 for turns and descent for arrivals to Stevens Field (KPSO) upon transfer of radio communications.

2-7-6. Departures

- a. Cortez (CEZ)
 - i. CEZ VOR/DME is unusable from 210R to 230R beyond 20NM below 11,500' MSL.

Section 8. Sector 68

2-8-1. Description

Sector 68 is a low altitude no equipment fix posting area (FPA) in the Tuba City, Arizona area. Sector 68 is adjacent to Los Angeles ARTCC and Salt Lake City ARTCC on the west and Albuquerque ARTCC on the south. Sector 68 handles a variety of air traffic including numerous military flights. Sector 68's FPA will be assigned to Sector 36, Sector 11 or Sector 12 as traffic conditions dictate.

2-8-2. Airspace Limits

- a. Lateral:
354600/1115030 to 362515/1113015 to 364400/1113630 to 372445/1115245 to
381200/1095900 to 381100/1090200 to 375124/1090434 to 355100/1091900 to
354200/1101400 to 354600/1115030.
- b. Vertical:
Surface to FL260.

2-8-3. Delegated Airspace

N/A

2-8-4. General Procedures

N/A

2-8-5. Arrivals

N/A

2-8-6. Departures

N/A

Section 9. Sector 77

2-9-1. Description

Sector 77 is a low altitude non-equipment fix posting area (FPA) in the Hayden, Colorado area. Sector 77 is adjacent to Salt Lake City ARTCC and handles a variety of air traffic into and out of numerous northwestern Colorado airports and assorted low altitude en route aircraft. Sector 77's FPA will be assigned to Sector 11 or Sector 13 as traffic conditions dictate.

2-9-2. Airspace Limits

- a. Lateral:
401360/1090900 to 401600/1073460 to 400700/1065800 to 400843/1063309 to
402418/1063553 to 411351/1063334 to 413215/1080420 to 412200/1081630 to
405100/1090560 to 401360/1090900.
- b. Vertical:
Surface to FL260.

2-9-3. Delegated Airspace

N/A

2-9-4. General Procedures

N/A

2-9-5. Arrivals

- a. Denver Terminal Area
 - i. Denver terminal area arrivals transferred to Sector 13 from Sector 77 must have routing via one of the appropriate STARs unless otherwise coordinated.
 - ii. Sector 13 has control for speed adjustments and 20 degree turns from Sector 77 on all Denver Terminal Area arrivals east of CHE VOR/DME.
 - iii. Sector 13 is responsible for coordinating with Sector 77 when holding is in progress.
- b. Eagle (EGE)
 - i. Sector 6 has control for 20 degree turns and descent from Sector 77 on EGE arrivals 20NM north/northwest of the Sector 6/77 common boundary.
- c. Hayden (HDN), Steamboat Springs (SBS), and Craig (CAG)
 - i. Sector 77 has control for 20 degree turns and descent from Sectors 6, 11 and 13 on HDN, SBS, and CAG arrivals 20NM from the common boundaries. The release for turns includes arrivals from the high altitude stratum that have been pointed out to Sectors 6, 11 or 13.
- d. Colorado Springs, Colorado (COS)
 - i. COS arrivals must be routed as follows:
 1. HBU.DBRY(#).COS or
 2. TOMSN.FQF.BRK.COS.
 3. DBL.V108.BRK.COS
 - a. Non-turbojet aircraft below FL180 only.

2-9-6. Departures

N/A

Chapter 3. Area 2 Sector Specialization

Section 1. Area Summary

3-1-1. Area Information

Area 2 is a combination of both low altitude and high altitude airspace (at and above [AAA] FL270) which encompasses the east departure gate from D01. The low altitude sectors serve the airspace/airports in the plains to the east of the Rocky Mountains. This entire Area is often impacted in the summer by lines of thunderstorms that can stretch for several hundred miles from north to south.

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Section 2. Sector 7

3-2-1. Description

Sector 7 is a low altitude sector which is adjacent to Denver Approach Control airspace. This sector's main flow of traffic is to the east with a majority of the traffic departing the Denver Terminal Area.

3-2-2. Airspace Limits

a. Lateral:

395826/1042527 to 400558/1035154 to 401059/1032918 to 401506/1031031 to
402514/1021450 to 394916/1021704 to 390103/1021959 to 391541/1025547 to
392002/1031432 to 392556/1034018 to 393037/1035528 to 393003/1041909 to
395826/1042527.

b. Vertical:

Surface to FL290

3-2-3. Delegated Airspace

Denver TRACON.

3-2-4. General Procedures

N/A

3-2-5. Arrivals

a. Colorado Springs (COS)

- i. Sectors 7/17 must ensure that aircraft cleared via the OZZZY STAR are established on the STAR prior to the 7/17/27/28 boundary, AOB FL280.
- ii. For aircraft on the GLD.OZZZY STAR and GLD.HGO routing, Sector 7 releases control to Sector 27 and 28 on all COS arrivals for descent to FL270 within 20NM of the Sector 7/27/28 boundary.

3-2-6. Departures

Sector 7 releases control to Sectors 8 and 17 on all Denver Terminal Area departures for climb to the altitude in the flight plan database and turns 20 degrees crossing the Sector 61/8/17 boundary.

Section 3. Sector 8

3-3-1. Description

Sector 8 is a high altitude sector which is adjacent to Minneapolis ARTCC airspace. This sector's main flow of traffic is east/west with a large part of the traffic departing the Denver terminal area.

3-3-2. Airspace Limits

- a. Lateral:
401506/1031031 to 402514/1021450 to 403409/1011722 to 405300/0990250 to
402100/0990315 to 401350/0990320 to 395900/0990330 to 395221/1011927 to
394916/1021704 to 394605/1031234 to 401506/1031031.
- b. Vertical:
FL270 and above

3-3-3. Delegated Airspace

N/A

3-3-4. General Procedures

Sector 8 releases control to Sector 9/16 for turns 20 degrees to the north 20NM from the common boundary. Sector 9/16 releases control to Sector 8 for turns 20 degrees to the south 20NM from the common boundary.

3-3-5. Arrivals

- a. Denver Terminal Area
 - i. Denver terminal area arrivals transition Sector 8 must be cleared no further than BRWRY on the LAWGR STAR and no further than PORDR on the AALLE STAR.
 - ii. Sector 8 releases control to Sector 9 on all Denver Terminal Area arrivals for turns to the right and for speed adjustments within 15NM of the Sector 8/9 boundary.

3-3-6. Departures

- a. Denver Terminal Area
 - i. Sector 7 releases control to Sector 8 on all Denver terminal area departures for climb to the altitude in the flight plan database and turns up to 20 degrees crossing the Sector 61/8/17 boundary.

Section 4. Sector 17

3-4-1. Description

Sector 17 is a high altitude sector adjacent to Minneapolis and Kansas City ARTCCs. This sector's main flow of traffic is east/west with a large part of the traffic departing the Denver terminal area.

3-4-2. Airspace Limits

- a. Lateral:
394605/1031234 to 394916/1021704 to 395221/1011927 to 395900/0990330 to
392800/0984800 to 391600/0991300 to 390330/0993750 to 384439/1001402 to
384057/1002110 to 381530/1010930 to 381307/1011400 to 384500/1015530 to

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385900/1021400 to 390103/1021959 to 391541/1025547 to 392002/1031432 to 394605/1031234.

- b. Vertical:
FL270 and above, except the airspace that overlies Sector 7, FL300 and above.

3-4-3. Delegated Airspace

N/A

3-4-4. General Procedures

N/A

3-4-5. Arrivals

- a. Denver Terminal Area
 - i. Area 2 must descend Denver arrivals to cross the Area 2/3 boundary AOB FL360.
 - ii. Area 2 must ensure that Denver arrivals are assigned the appropriate RNAV STAR and ensure that Denver arrivals on the CLASH STAR be cleared over OATHE and established on the STAR prior to the Area 2/3 boundary. For these aircraft, Area 2 releases control to Area 3 for turns up to 30 degrees left and for speed adjustments within 15 NM of the Area 2/3 boundary.
- b. Centennial (APA) and Rocky Mountain Metro (BJC)
 - i. Must be routed over FRAAY and cross the Area 2/3 boundary AOB FL320.
- c. Buckley AFB (BKF)
 - i. Non-fighters must be routed HGO.BRK.FQF, AOB FL320.
- d. Colorado Springs (COS)
 - i. Sectors 7/17 must ensure that aircraft cleared via the GLD.OZZZY STAR are established on the STAR prior to the 7/17/27/28 boundary.
 - ii. Sector 17 must descend COS arrivals to cross the Sector 28 boundary as follows:
 - 1. On or north of J24 - AOB FL280.
 - 2. South of J24 - AOB FL300.
 - 3. For aircraft on the GLD.OZZZY STAR and GLD.HGO routing, Sector 7/17 releases control to Sectors 27/28 on all COS arrivals for descent to FL270 within 20 NM of the Sector 7/17/27/28 boundary.
- e. Pueblo (PUB)
 - i. Area 2 must ensure arrivals on or north of J24 cross the Area 2/3 boundary AOB FL380.

3-4-6. Departures

- a. Denver Terminal Area
 - i. Sector 7 releases control to Sector 17 on all Denver terminal area departures for climb to the altitude in the flight plan database and turns up to 20 degrees crossing the 61/8/17 boundary.

Section 5. Sector 19

3-5-1. Description

Sector 19 is a low altitude sector adjacent to Minneapolis and Kansas City ARTCCs and usually handles small aircraft in the Nebraska and Kansas area.

3-5-2. Airspace Limits

a. Lateral:

412819/1021613 to 413211/1015452 to 413827/1011811 to 420000/0990100 to
414300/0990130 to 410430/0990200 to 405300/0990250 to 402100/0990315 to
401350/0990320 to 395900/0990330 to 392800/0984800 to 391600/0991300 to
390330/0993750 to 384439/1001402 to 384057/1002110 to 381530/1010930 to
381307/1011400 to 384500/1015530 to 385900/1021400 to 390103/1021959 to
394916/1021704 to 402514/1021450 to 412819/1021613.

b. Vertical:

Surface to FL260.

3-5-3. Delegated Airspace

N/A

3-5-4. General Procedures

N/A

3-5-5. Arrivals

a. Denver Terminal Area

- i. Sector 19 must provide Sector 9/16 a data block on turbojet Denver arrivals as soon as practicable.
- ii. Area 2 must ensure that Denver arrivals are assigned the appropriate RNAV STAR and ensure that Denver arrivals on the CLASH STAR be cleared over OATHE and established on the STAR prior to the Area 2/3 boundary. For these aircraft, Area 2 releases control to Area 3 for turns up to 30 degrees left and for speed adjustments within 15 NM of the Area 2/3 boundary.

b. Colorado Springs (COS)

- i. Sector 19 must clear aircraft via the OZZZY STAR, GLD.HGO, LAA.HGO, or GLD V108 BRK.
- ii. COS arrivals south of the GLD.OZZZY STAR may be cleared direct HGO.

3-5-6. Departures

N/A

Section 6. Sector 61

3-6-1. Description

Sector 61 is a high altitude sector with an east/west main flow of traffic. The majority of traffic in this sector is mainly east to west en route aircraft.

3-6-2. Airspace Limits

a. Lateral:

401254/1050332 to 401232/1043914 to 401210/1041959 to 401059/1032918 to
401506/1031031 to 394605/1031234 to 392002/1031432 to 392556/1034018 to
392535/1041810 to 392441/1050033 to 393006/1051055 to 395908/1050458 to
400830/1050300 to 401254/1050332.

b. Vertical:

FL270 and above, except the airspace that overlies Sector 7, FL300 and above.

3-6-3. Delegated Airspace

N/A

3-6-4. General Procedures

N/A

3-6-5. Arrivals

a. Aspen, Colorado (ASE)

- i. Sector 61 must ensure all ASE arrivals cross the Sector 5/61 boundary AOB FL300 from November 1 to March 31 and AOB FL340 from April 1 to October 31.
- ii. Sector 16 must ensure all ASE arrivals enter Sector 61 AOB FL340 from November 1 to March 31.
- iii. Sector 61 releases control for descent to Sector 5, 15NM east of the 5/61 boundary.

b. Eagle, Colorado (EGE)

- i. Sector 61 must ensure all EGE arrivals cross the Sector 5/61 boundary AOB FL280 from November 1 to March 31 and AOB FL300 from April 1 to October 31.
- ii. Area 3 must ensure all EGE arrivals enter Sector 61 AOB FL340 from November 1 to March 31 and AOB FL380 from April 1 to October 31.
- iii. Sector 16 must ensure all EGE arrivals enter Sector 61 AOB FL320.
- iv. Sector 61 releases control for descent to Sector 5, 15NM east of the Sector 5/61 boundary.

c. Rifle, Colorado (RIL)

- i. Sector 61 must ensure all RIL arrivals cross the 5/61 boundary AOB FL300 from November 1 to March 31 and AOB FL340 from April 1 to October 31.
- ii. Area 3 must ensure all RIL arrivals enter Sector 61 AOB FL340.
- iii. Sector 16 must ensure all RIL arrivals enter Sector 61 AOB FL340.
- iv. Sector 61 releases control for descent to Sector 5, 15NM east of the Sector 5/61 boundary.

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- d. Pueblo (PUB)
 - i. Area 2 must ensure all PUB arrivals cross the Area 2/3 boundary AOB FL380.

3-6-6. Departures

N/A

Chapter 4. Area 3 Sector Specialization

Section 1. Area Summary

4-1-1. Area Information

Area 3 is a combination of both low altitude and high altitude airspace that encompasses the south departure gate and southeast arrival gate for D01. Area 3 controllers also work aircraft in and out of the Colorado Springs and Pueblo TRACONS. During the summer months, Area 3 operations are often impacted by significant weather as it forms along the Front Range and moves east of the Rocky Mountains.

Section 2. Sector 27

4-2-1. Description

Sector 27 is a low altitude sector adjacent to Denver Approach Control, Colorado Springs Approach Control, and Kansas City ARTCC airspace. The majority of the traffic is Denver terminal area arrivals for which Sector 27 is responsible for providing the arrival sequence to Denver Approach Control.

4-2-2. Airspace Limits

a. Lateral:

393003/1041909 to 392535/1041810 to 39150/1041551 to 391148/1041509 to
 390507/1041153 to 385100/1040460 to 383603/1040313 to 382957/1040244 to
 382907/1035332 to 382314/1034521 to 373000/1023260 to 381307/1011360 to
 384500/1015530 to 385860/1021360 to 390103/1021959 to 391541/1025547 to
 392002/1031432 to 392556/1034018 to 392652/1034320 to 393037/1035528 to
 393003/1041909.

b. Vertical:

Surface to FL260

4-2-3. Delegated Airspace

Denver TRACON and Colorado Springs Approach Control

4-2-4. General Procedures

N/A

4-2-5. Arrivals

- a. Denver Terminal Area
 - i. Sectors 28 releases control to Sector 27 for descent, speed adjustments, and turns toward the gate fix on all Denver terminal area arrivals.
 - ii. Sectors 28 releases control to Sector 27 for descent, speed adjustments, and turns up to 20 degrees on all Denver terminal area arrivals transition through COS airspace.
 - iii. Area 2 must ensure that Denver arrivals are assigned the appropriate RNAV STAR and ensure that Denver arrivals on the CLASH STAR be cleared over OATHE and established on the STAR prior to the Area 2/3 common boundary. For these aircraft, Area 2 releases control to Area 3 for turns up to 30 degrees left and for speed adjustments within 15 NM of the Area 2/3 common boundary.
- b. Centennial, Colorado (APA) and Rocky Mountain Metro, Colorado (BJC)
 - i. Area 2 must ensure arrivals are routed over FRAAY and cross the Area 2/3 boundary AOB FL320.
- c. Buckley AFB (BKF) non-fighters
 - i. Area 2 must ensure arrivals are routed HGO.BRK.FQF and cross the Area 2/3 boundary AOB FL320.
- d. Colorado Springs, Colorado (COS)
 - i. Sector 28 releases control to Sector 27 for descent, speed adjustments, and turns up to 20 degrees on all COS terminal area arrivals.
 - ii. Sectors 7/17 must ensure that aircraft cleared via the GLD.OZZZY STAR are established on the STAR prior to the 7/17/27/28 boundary.
 1. When Cougar SUA is not active, COS arrivals south of the GLD.OZZZY STAR may be cleared direct HGO.
 - iii. Sector 17 must descend COS arrivals to cross the Sector 28 boundary as follows:
 1. On or north of J24 - AOB FL280
 2. South of J24 - AOB FL300
 - iv. For aircraft on the GLD.OZZZY STAR or on GLD..HGO routing, Sector 7/17 releases control to Sectors 27/28 on all COS arrivals for descent to FL270 within 20 NM of the Sector 7/17/27/28 boundary.
- e. Pueblo, Colorado (PUB)
 - i. Area 2 must ensure all arrivals on or north of J24 cross the Area 2/3 common boundary AOB FL380.
 - ii. Sector 27 may assign PUB arrivals 13,000 and need not coordinate the inappropriate altitude for direction of flight with Sector 41.
- f. Phoenix, Arizona (PHX)
 - i. Area 3 controllers receiving a suggested speed advisory for a PHX arrival should assign that speed as soon as practical. If operationally unable to assign the speed or no speed advisory is generated and there is a delay, the aircraft must cross the Area 3/4 or Area 3/1 boundary with no more than one minute of delay (within +/- one minute) to be absorbed by Area 4 or Area 1.
- g. Practice Instrument Approaches

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- i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airport: Lamar, Colorado.

4-2-6. Departures

All Sector 41 eastbound departures requesting higher than FL260 may be assigned FL260 inappropriate altitude for direction of flight without coordination with Sector 27.

Section 3. Sector 28

4-3-1. Description

Sector 28 is a high altitude sector adjacent to Kansas City ARTCC airspace. This sector is primarily responsible for the initial arrival sequence for Denver terminal area arrivals. The normal flow of en route traffic is east/west.

4-3-2. Airspace Limits

a. Lateral:

392535/1041810 to 392556/1034018 to 392002/1031432 to 391541/1025547 to
390103/1021959 to 385900/1021400 to 384500/1015530 to 381307/1011400 to
373000/1023300 to 382314/1034521 to 382907/1035332 to 383603/1040313 to
385100/1040500 to 391148/1041509 to 392535/1041810.

b. Vertical:

FL270 and above

4-3-3. Delegated Airspace

N/A

4-3-4. General Procedures

N/A

4-3-5. Arrivals

a. Denver Terminal Area

- i. Sectors 28 releases control to Sector 27 for descent, speed adjustments, and turns toward the gate fix on all Denver terminal area arrivals.
- ii. Sectors 28 releases control to Sector 27 for descent, speed adjustments, and turns up to 20 degrees on all Denver terminal area arrivals transitioning through COS airspace.
- iii. Sectors 29 release control to Sectors 28 for speed adjustments, turns east and/or turns toward the gate fix on all Denver terminal area arrivals and may be at an inappropriate altitude for direction of flight without coordination with Sectors 28.
- iv. Area 2 must ensure that Denver arrivals are assigned the appropriate RNAV STAR and ensure that Denver arrivals on the CLASH STAR be cleared over OATHE and established on the STAR prior to the Area 2/3 common boundary.

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- For these aircraft, Area 2 releases control to Area 3 for turns up to 30 degrees left and for speed adjustments within 15 NM of the Area 2/3 common boundary.
- b. Centennial, Colorado (APA) and Rocky Mountain Metro, Colorado (BJC)
 - i. Area 2 must ensure arrivals are routed over FRAAY and cross the Area 2/3 boundary AOB FL320.
 - c. Buckley AFB (BKF) non-fighters
 - i. Area 2 must ensure arrivals are routed HGO..BRK..FQF and cross the Area 2/3 boundary AOB FL320.
 - d. Colorado Springs, Colorado (COS)
 - i. Sector 28 releases control to Sector 27 for descent, speed adjustments, and turns up to 20 degrees on all COS terminal area arrivals.
 - ii. Sectors 7/17 must ensure that aircraft cleared via the GLD.OZZZY STAR are established on the STAR prior to the 7/17/27/28 boundary.
 1. When Cougar SUA is not active, COS arrivals south of the GLD.OZZZY STAR may be cleared direct HGO.
 - iii. Sector 17 must descend COS arrivals to cross the Sector 28 boundary as follows:
 1. On or north of J24 - AOB FL280.
 2. South of J24 - AOB FL300.
 - iv. For aircraft on the GLD.OZZZY STAR or on GLD..HGO routing, Sector 7/17 releases control to Sectors 27/28 on all COS arrivals for descent to FL270 within 20 NM of the Sector 7/17/27/28 boundary.
 - e. Eagle, Colorado (EGE)
 - i. Area 3 must ensure all EGE arrivals enter Sector 61 AOB FL340 between November 1st and March 31 st and AOB FL380 between April 1 st and October 31st .
 - f. Pueblo, Colorado (PUB)
 - i. Area 2 must ensure all arrivals on or north of J24 cross the Area 2/3 common boundary AOB FL380.
 - g. Rifle, Colorado (RIL)
 - i. Area 3 must ensure all RIL arrivals enter Sector 61 AOB FL340.
 - h. Phoenix, Arizona (PHX)
 - i. Area 3 controllers receiving a suggested speed advisory for a PHX arrival should assign that speed as soon as practical. If operationally unable to assign the speed or no speed advisory is generated and there is a delay, the aircraft must cross the Area 3/4 or Area 3/1 boundary with no more than one minute of delay (within +/- one minute) to be absorbed by Area 4 or Area 1.

4-3-6. Departures

Sectors 29 releases control to Sectors 28 for turns east on Denver terminal area departures filed any points on or east of J17.

Section 4. Sector 29

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4-4-1. Description

Sector 29 is a high altitude sector adjacent to Albuquerque ARTCC airspace. This sector's flow of traffic is mainly from east/west with a large part of the traffic departing the Denver terminal and Colorado Springs areas.

4-4-2. Airspace Limits

a. Lateral:

392441/1050033 to 392535/1041810 to 391148/1041509 to 385100/1040500 to 383603/1040313 to 382907/1035332 to 382314/1034521 to 373000/1023300 to 370945/1033710 to 370243/1040000 to 364300/1050000 to 364300/1052030 to 364300/1060500 to 363737/1062100 to 380243/1060858 to 380730/1055600 to 382920/1054120 to 391201/1051149 to 392045/1050245 to 392441/1050033.

b. Vertical:

FL270 and above

4-4-3. Delegated Airspace

N/A

4-4-4. General Procedures

N/A

4-4-5. Arrivals

a. Denver Terminal Area

- i. Sectors 29 release control to Sectors 28 for speed adjustments, turns east and/or turns toward the gate fix on all Denver terminal area arrivals and may be at an inappropriate altitude for direction of flight without coordination with Sector 28.

b. Colorado Springs (COS) and Pueblo (PUB), Colorado

- i. Sector 37 must ensure that COS and PUB arrivals cross the Sectors 37/29 common boundary AOB FL290 descending to FL270. Sector 25 must ensure that COS and PUB arrivals cross the Sectors 25/29 common boundary AOB FL270, and must be assigned routing that is clear of R-2601.
- ii. Sector 29 may route COS arrivals cleared via the DBRY STAR direct FSHER or assign a heading to join the STAR at or south of FSHER without coordinating with Sector 41.
- iii. Sector 41 has control for turns up to 10 degrees left or right of course on COS arrivals.

c. Aspen, Colorado (ASE)

- i. ASE arrivals transitioning Area 4 must be cleared to cross the Area 3/4 common boundary AOB FL280. If Sector 25 has no traffic, the Sector 25 controller may enter an interim altitude of FL270 and initiate a handoff to Sector 26. Sector 29 must descend the aircraft to FL270.

d. Eagle, Colorado (EGE)

- i. Area 3 must ensure all EGE arrivals enter Sector 61 AOB FL340 between November 1 st and March 31 st and AOB FL380 between April 1 st and October 31st .
- e. Rifle, Colorado (RIL)
 - i. Area 3 must ensure all RIL arrivals enter Sector 61 AOB FL340.
- f. Gunnison Colorado (GUC)
 - i. GUC arrivals must be cleared to cross the Area ¾ common boundary AOB FL260.
- g. Montrose (MTJ) and Telluride, Colorado (TEX)
 - i. MTJ and TEX arrivals north of J28 must be cleared to cross the Area 3/4 common boundary AOB FL340. For MTJ and TEX arrivals on or south of J28, Area 3 must cross the Area 3/4 common boundary, descending to FL280.
- h. Centennial, Colorado (APA) and Buckley AFB, Colorado (BKF)
 - i. RNAV: APA and BKF (non-fighters) arrivals west of Q37 must be cleared via STIFS.ZOMBZ STAR, AOB FL320. APA arrivals on or east of Q37 must be cleared via the DUNNN STAR. BKF (non-fighters) must be cleared BRK..FQF.
 - ii. Non-RNAV: APA and BKF (non-fighters) arrivals west of Q37 must be cleared via KANON.LARKS STAR, AOB FL320. APA and BKF (non-fighters) arrivals on or east of Q37 must be cleared via BRK..FQF.
- i. Rocky Mountain Metropolitan, Colorado (BJC)
 - i. RNAV: BJC arrivals west of Q37 must be cleared via GRIPP.POWDR STAR, AOB FL280. BJC arrivals on or east of Q37 must be cleared via the DUNNN STAR.
 - ii. Non-RNAV: BJC arrivals west of Q37 must be cleared via GRIPP.POWDR STAR, AOB FL280. BJC arrivals on or east of Q37 must be cleared via BRK..FQF.
- j. Colorado Air and Space Port, Colorado (CFO)
 - i. RNAV: CFO arrivals west of Q37 must be cleared via STIFS.ZOMBZ STAR, AOB FL320.
 - ii. Non-RNAV: CFO arrivals west of Q37 must be cleared via KANON.LARKS STAR, AOB FL320. CFO arrivals east of Q37 must be cleared via the DANDD STAR.
- k. Phoenix, Arizona (PHX)
 - i. Area 3 controllers receiving a suggested speed advisory for a PHX arrival should assign that speed as soon as practical. If operationally unable to assign the speed or no speed advisory is generated and there is a delay, the aircraft must cross the Area 3/4 or Area 3/1 boundary with no more than one minute of delay (within +/- one minute) to be absorbed by Area 4 or Area 1.

4-4-6. Departures

- a. Denver Terminal Area
 - i. Sectors 29 releases control to Sectors 28 for turns east on Denver terminal area departures filed any points on or east of J17.

Section 5. Sector 41

4-5-1. Description

Sector 41 is a low altitude sector that is adjacent to Denver Approach and Albuquerque ARTCC airspace and overlies Colorado Springs and Pueblo Approach airspace. This sector handles Denver terminal area departures, military and general aviation aircraft in the southern Colorado area, and Colorado Springs and Pueblo arrivals and departures.

4-5-2. Airspace Limits

a. Lateral:

395908/1050458 to 395826/1042527 to 393003/1041909 to 391501/1041551 to
391400/1041538 to 391148/1041509 to 385100/1040500 to 383603/1040313 to
382957/1040244 to 382907/1035332 to 382314/1034521 to 373000/1023300 to
370945/1033710 to 370243/1040000 to 364300/1050000 to 364300/1052030 to
364300/1060500 to 363737/1062100 to 375225/1063642 to 380243/1060858 to
380730/1055600 to 382920/1054120 to 385818/1052117 to 390803/1050920 to
391201/1051149 to 391528/1051142 to 393006/1051055 to 395908/1050458.

b. Vertical:

Surface to FL260.

4-5-3. Delegated Airspace

Colorado Springs Approach and Pueblo Approach

4-5-4. General Procedures

N/A

4-5-5. Arrivals

a. Denver Terminal Area

- i. Aircraft assigned the LARKS STAR may proceed direct LARKS AOB FL260. Sector 41 releases control for left turns and descent to Sector 26.

b. Colorado Springs, Colorado (COS)

- i. Sector 29 may route COS arrivals cleared via the DBRY STAR direct FSHER or assign a heading to join the STAR at or south of FSHER without coordinating with Sector 41.
- ii. Sector 29 releases control for turns up to 10 degrees left or right of course on COS arrivals.

c. Pueblo, Colorado (PUB)

- i. Sector 27 may assign PUB arrivals 13,000 and need not coordinate the inappropriate altitude for direction of flight with Sector 41.

d. Pagosa Springs, Colorado (PSO)

- i. Sector 41 releases control for arrivals into PSO to Sector 36 for turns and descent upon transfer of radio communications.

e. Gunnison, Colorado (GUC)

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- i. GUC arrivals must be cleared to cross the Area 3/4 common boundary AOB FL260.
 - ii. Sector 41 releases control to Sectors 12/26 for descent and turns up to 20 degrees on GUC arrivals within 20 NM of the Area 1/3 common boundary.
- f. Centennial, Colorado (APA) and Buckley AFB, Colorado (BKF)
 - i. RNAV: APA and BKF (non-fighters) arrivals west of Q37 must be cleared via STIFS.ZOMBZ STAR, AOB FL320. APA arrivals on or east of Q37 must be cleared via the DUNNN STAR. BKF (non-fighters) must be cleared BRK..FQF.
 - ii. Non-RNAV: APA and BKF (non-fighters) arrivals west of Q37 must be cleared via KANON.LARKS STAR, AOB FL320. APA and BKF (non-fighters) arrivals on or east of Q37 must be cleared via BRK..FQF.
- g. Rocky Mountain Metropolitan, Colorado (BJC)
 - i. RNAV: BJC arrivals west of Q37 must be cleared via GRIPP.POWDR STAR, AOB FL280. BJC arrivals on or east of Q37 must be cleared via the DUNNN STAR.
 - ii. Non-RNAV: BJC arrivals west of Q37 must be cleared via GRIPP.POWDR STAR, AOB FL280. BJC arrivals on or east of Q37 must be cleared via BRK..FQF.
- h. Colorado Air and Space Port, Colorado (CFO)
 - i. RNAV: CFO arrivals west of Q37 must be cleared via STIFS.ZOMBZ STAR, AOB FL320.
 - ii. Non-RNAV: CFO arrivals west of Q37 must be cleared via KANON.LARKS STAR, AOB FL320. CFO arrivals east of Q37 must be cleared via the DANDD STAR.
- i. Practice Instrument Approaches
 - i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airports: Alamosa, Colorado; LaJunta, Colorado; Pueblo, Colorado; Trinidad, Colorado.
- j. Phoenix, Arizona (PHX)
 - i. Area 3 controllers receiving a suggested speed advisory for a PHX arrival should assign that speed as soon as practical. If operationally unable to assign the speed or no speed advisory is generated and there is a delay, the aircraft must cross the Area 3/4 or Area 3/1 boundary with no more than one minute of delay (within +/- one minute) to be absorbed by Area 4 or Area 1.
- k. Salida-Harriet Alexander Field, Colorado (KANK)
 - i. Approval of an automated point-out from Sector 41 for an IFR aircraft landing at Salida Airport (KANK) constitutes approval from Sector 26. The aircraft is released to Sector 41 for turns and descents as necessary to issue an approach clearance. After issuing the approach clearance, Sector 41 shall handoff the aircraft to Sector 26 and switch the aircraft to advisory frequency.
 - ii. Sector 41 shall notify Sector 26 if they receive notification the aircraft has either landed.

4-5-6. Departures

- a. Denver Terminal Area

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- i. Sector 26 has control for turns to the right on or west of V95 on all Denver terminal area departures.
- b. All Sector 41 eastbound departures
 - i. Aircraft requesting higher than FL260 may be assigned FL260 inappropriate altitude for direction of flight without coordination with Sector 27.

Chapter 5. Area 4 Sector Specialization

Section 1. Area Summary

5-1-1. Area Information

Comprised entirely of high altitude airspace, Area 4 provides the initial sequencing for DEN arrivals from the southwest, as well as final sequencing for TMs to LAS, LAX, and PHX area airports. Area 4 overlies many of the busy ski country airports.

Section 2. Sector 23

5-2-1. Description

Sector 23 is a high altitude sector which handles en route traffic in the Tuba City area and borders Los Angeles ARTCC and Salt Lake City ARTCC on the west and Albuquerque ARTCC on the south. This sector's main flow of traffic is westbound to the Los Angeles basin and Las Vegas as well as east/west on J58.

5-2-2. Airspace Limits

- a. Lateral:
 - 354600/1115030 to 362515/1113015 to 364400/1113630 to 372445/1115245 to 373900/1111850 to 381200/1095900 to 381100/1090200 to 375124/1090434 to 372156/1090811 to 355100/1091900 to 354200/1101400 to 354600/1115030.
- b. Vertical:
 - FL270 and above.

5-2-3. Delegated Airspace

N/A

5-2-4. General Procedures

Sector 23 has final responsibility for sequencing and flow restrictions on LAX and LAS landing traffic.

5-2-5. Arrivals

- a. Denver Terminal Area
 - i. Sector 23 releases control to Sector 37 for turns up to 30 degrees within 20 NM of the Sectors 23/37 common boundary.
- b. Albuquerque, NM (KABQ)

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- i. Arrivals south of J64 must enter Sector 37 at or below FL350.
- c. Salt Lake City, UT (KSLC)
 - i. Sectors 23/37 must route KSLC landing traffic on the HELPR transition via RIFMN or JNC.
- d. Los Angeles, CA (KLAX)
 - i. Arrivals transitioning Sector 4 north of TEHRU and transitioning Sector 23 must be routed PEEWE.Q98.HAKMN.ANJLL STAR.

5-2-6. Departures

N/A

Section 3. Sector 25

5-3-1. Description

Sector 25 is a high altitude sector, which is responsible for sequencing the STARs for Denver terminal area arrivals from the southwest. This sector's main flow of traffic is northeast bound.

5-3-2. Airspace Limits

- a. Lateral:
 - 383000/1082000 to 390620/1063916 to 392812/1053306 to 392834/1052852 to 393006/1051055 to 392441/1050033 to 392045/1050245 to 391201/1051149 to 382920/1054120 to 380730/1055600 to 380243/1060858 to 375050/1070320 to 383000/1082000.
- b. Vertical:
 - FL270 and above.

5-3-3. Delegated Airspace

N/A

5-3-4. General Procedures

N/A

5-3-5. Arrivals

- a. Denver Terminal Area
 - i. Aircraft must be assigned the appropriate STAR, spaced and sequenced, prior to reaching the first fix outside the arrival gate.
 - ii. Sector 37 has the responsibility to set the initial sequence.
 - iii. Sector 37 releases control to Sector 25 for speed adjustments and turns up to 30 degrees on arrivals within 20 NM of the Sector 25/37 common boundary.
 - iv. Sector 25 releases control to Sector 26 for descent.
 - v. Sector 25 releases control to Sector 26 for speed adjustments within 15 NM of the Sector 12/26 common boundary.
 - vi. Sector 25 releases control to Sector 26 for turns up to 30 degrees at FL300 and below.

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- vii. Arrivals must not be cleared beyond ABASN on the SSKII STAR or BBRRO on the TBARR STAR.
- viii. Sector 4 releases control to Area 4 on KDEN arrivals for right turns and speed adjustments.
- b. CFO, APA, and BKF non-fighter RNAV equipped Group A aircraft
 - i. From Area 3 must be cleared via STIFS ZOMBZ STAR AOB FL320.
 - ii. From Area 6 must be cleared via HBU STIFS ZOMBZ STAR.
 - iii. Sector 25 must ensure ZOMBZ are cleared direct no further than LAMOE.
- c. BJC RNAV equipped Group A aircraft
 - i. From Area 3 must be cleared via GRIPP.POWDR STAR, AOB FL280.
 - ii. From Area 6 must be cleared via GRIPP.POWDR STAR.
- d. Aspen (ASE)
 - i. ASE arrivals transitioning Area 4 must be cleared to cross the Area 3-4 common boundary AOB FL280. If Sector 25 has no traffic, the Sector 25 controller may enter an interim altitude of FL270 and initiate a handoff to Sector 26. Sector 29 must descend the aircraft to FL270.
- e. Gunnison (GUC)
 - i. Arrivals must be cleared to cross the Area 3-4 common boundary AOB FL260.
- f. Montrose (MTJ) and Telluride (TEX)
 - i. MTJ and TEX arrivals north of J28 must be cleared to cross the Sectors 25/29 common boundary AOB FL340. MTJ and TEX arrivals on or south of J28, Area 3, must descend the aircraft to FL280 and initiate a handoff to the appropriate Area 4 sector.
- g. Colorado Springs (COS) and Pueblo (PUB)
 - i. Sector 37 must ensure that COS and PUB arrivals cross the Sectors 37/29 common boundary AOB FL290 descending to FL270. Sector 25 must ensure that COS and PUB arrivals cross the Sectors 25/29 common boundary AOB FL270.

5-3-6. Departures

- a. Denver Terminal Area
 - i. Aircraft on the BAYLR departure procedure must not be shortcut south of TEHRU by Sectors 5 or 6.

Section 4. Sector 37

5-4-1. Description

Sector 37 is a high altitude en route sector in the Farmington area which borders Albuquerque ARTCC on the south. This sector's main traffic flow is east/west.

5-4-2. Airspace Limits

- a. Lateral:

381100/1090200 to 383000/1082000 to 375050/1070320 to 380243/1060858 to 363737/1062100 to 361200/1072800 to 360200/1081300 to 355100/1091900 to 372156/1090811 to 375124/1090434 to 381100/1090200.

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- b. Vertical:
FL270 and above.

5-4-3. Delegated Airspace

N/A

5-4-4. General Procedures

N/A

5-4-5. Arrivals

- a. Denver Terminal Area
 - i. Aircraft must be assigned the appropriate STAR, spaced and sequenced, prior to reaching the first fix outside the arrival gate.
 - ii. Sector 37 has the responsibility to set the initial sequence.
 - iii. Sector 37 releases control to Sector 25 for speed adjustments and turns up to 30 degrees on arrivals within 20 NM of the Sector 25/37 common boundary.
 - iv. Arrivals must not be cleared beyond ABASN on the SSKII STAR or BBRRO on the TBARR STAR.
 - v. Sector 4 releases control to Area 4 on KDEN arrivals for right turns and speed adjustments.
- b. CFO, APA, and BKF non-fighter RNAV equipped Group A aircraft
 - i. From Area 3 must be cleared via STIFS ZOMBZ STAR AOB FL320.
 - ii. From Area 6 must be cleared via HBU STIFS ZOMBZ STAR.
- c. BJC RNAV equipped Group A aircraft
 - i. From Area 3 must be cleared via GRIPP.POWDR STAR, AOB FL280.
 - ii. From Area 6 must be cleared via GRIPP.POWDR STAR.
- d. Aspen (ASE)
 - i. ASE arrivals transitioning Area 4 must be cleared to cross the Area 3-4 common boundary AOB FL280. If Sector 25 has no traffic, the Sector 25 controller may enter an interim altitude of FL270 and initiate a handoff to Sector 26. Sector 29 must descend the aircraft to FL270.
- e. Gunnison (GUC)
 - i. Arrivals must be cleared to cross the Area 3-4 common boundary AOB FL260.
- f. Montrose (MTJ) and Telluride (TEX)
 - i. MTJ and TEX arrivals north of J28 must be cleared to cross the Sectors 25/29 common boundary AOB FL340. MTJ and TEX arrivals on or south of J28, Area 3, must descend the aircraft to FL280 and initiate a handoff to the appropriate Area 4 sector.
- g. Colorado Springs (COS) and Pueblo (PUB)
 - i. Sector 37 must ensure that COS and PUB arrivals cross the Sectors 37/29 common boundary AOB FL290 descending to FL270. Sector 25 must ensure that COS and PUB arrivals cross the Sectors 25/29 common boundary AOB FL270.
- h. Albuquerque, NM (ABQ)
 - i. Arrivals south of J64 must enter Sector 37 at or below FL350.

Not to be used for real world use.

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- i. Salt Lake City, UT (KSLC)
 - i. Sectors 23 and 37 must route KSLC landing traffic on the HELPR transition via RIFMN or JNC.

5-4-6. Departures

N/A

Chapter 6. Area 5 Sector Specialization

Section 1. Area Summary

6-1-1. Area Information

A combination of both low altitude and high altitude airspace, Area 5 controls the airspace surrounding the TRACON at Ellsworth AFB. Between the AFB and the nearby SUA, traffic in Area 5 includes a high volume of military traffic. This Area also encompasses the northeast arrival gate for D01 and is actively involved in TMIs for aircraft proceeding to airports east of ZDV.

Section 2. Sector 9

6-2-1. Description

Sector 9 is a high altitude sector adjacent to Minneapolis ARTCC airspace. This sector's main flow of traffic is east/west with a large part arriving in the Denver (DEN) terminal area.

6-2-2. Airspace Limits

- a. Lateral:
413827/1011811 to 414850/1001429 to 420000/990100 to 414300/0990130 to 410430/0990200 to 405300/0990250 to 403409/1011722 to 413827/1011811.
- b. Vertical:
FL270 and above.

6-2-3. Delegated Airspace

N/A

6-2-4. General Procedures

- a. Area 5
 - i. Sector 9 has/gives control to/from Sectors 16/35 for 20 degree turns, 20 NM from the common boundary.
- b. Area 5/Area 2
 - i. Sector 8 releases control to Sector 9/16 for turns 20 degrees to the north 20 NM from the common boundary. Sector 9/16 releases control to Sector 8/67 for turns 20 degrees to the south 20 NM from the common boundary.

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or the real Denver Air Route Traffic Control Center.*

6-2-5. Arrivals

- a. Denver Terminal Area
 - i. Sector 9 must ensure all Denver terminal area Group A and B arrivals are routed via the appropriate Standard Terminal Arrival Route (STAR)/routing as prescribed in the Denver Center and Denver TRACON Letter of Agreement.
 - ii. Sector 9 and Sector 16 are responsible to establish the sequence on Denver Terminal Area Arrivals. Sector 19 must provide Sectors 9/16 a data block on turbojet Denver arrivals as soon as practicable.
 - iii. Sector 16 has control for turns 20 degrees either side of course and speed adjustment from Sector 9 on Denver Terminal Area arrivals 20 NM from the Sector 9/16 lateral boundary.
 - iv. Sector 9 has control from Sector 35 for speed adjustments on Denver Terminal Area arrivals.
 - v. Denver Terminal Area arrivals transitioning Sector 8 must be cleared no further than BRWRY on the LAWGR STAR and no further than PORDR on the AALLE STAR.
 - vi. Sector 8 releases control to Sector 9 on all Denver Terminal Area arrivals for turns to the right and for speed adjustments within 15 NM of the Sector 8/9 boundary.

6-2-6. Departures

N/A

Section 3. Sector 15

6-3-1. Description

Sector 15 is a low altitude sector which is adjacent to Denver Approach Control Airspace. This sector's main flow of traffic is to the southwest with a majority of traffic arriving in the Denver terminal area. Sector 15 ensures the arrival sequence for Denver Approach Control.

6-3-2. Airspace Limits

- a. Lateral:

395826N/1042527W	to	400558N/1035154W	to	400850N/1033904W	to
401059N/1032918W	to	401506N/1031031W	to	402514N/1021450W	to
412819N/1021613W	to	412430N/1023560W	to	411945N/1030160W	to
411430N/1031030W	to	404415N/1035230W	to	403232N/1040135W	to
402626N/1040617W	to	402358N/1040840W	to	401514N/1041703W	to
401210N/1041959W to 400830N/1042330W to 395826N/1042527W.					
- b. Vertical:

Surface to FL260.

6-3-3. Delegated Airspace

Denver Approach Control

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or the real Denver Air Route Traffic Control Center.*

6-3-4. General Procedures

Sector 15 has/gives control to/from Sectors 21/31 for 20 degree turns, 20NM from the common boundary, except for Denver arrivals (see paragraph 6-3-5.a.(6)).

6-3-5. Arrivals

a. Denver Terminal Area

The following procedures must be utilized for arrivals from the north and east:

- i. Responsibilities. Sector 9 and Sector 16 are responsible to establish the sequence on Denver Terminal Area Arrivals. Sector 9 must start the sequence. Sector 16 is responsible to meet the TMA assigned meter fix crossing time and mile-in-trail restrictions. Sector 15 has final responsibility to ensure proper flow and required in-trail spacing over the arrival fixes.
- ii. All Denver terminal area Group A and B arrivals must be routed via the appropriate STAR/routing as prescribed in the Denver Center and Denver TRACON Letter of Agreement.
- iii. Sector 21 releases control to Sector 15 for lower altitude on Group B aircraft cleared via the LANDR STAR.
- iv. Sector 15 has control for turns up to 20 degrees from Sector 16 on Denver Terminal Area arrivals at or below FL290.
- v. Sector 15 has control for descent and speed adjustments on contact from Sector 16.
- vi. Sector 33 controllers must ensure Denver arrivals are at or below FL320. Sector 33 releases control to Sector 15 and Sector 16, 20 NM north of the common boundary, for turns up to 20 degrees left of course, descent to FL300, and speed adjustments.
- vii. Sector 31 is required to give a data block to Sectors 15/16 on all Group B and Group C aircraft landing at BJC, FNL, GXY, and LMO that will not enter Sector 15/16.
- viii. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.

b. Sidney, NE

- i. Sector 15 has control from Sector 21/31 within 10 NM of the common boundary.

c. Cheyenne (CYS)

- i. CYS arrivals must be descended to cross the Sector 16/33 boundary at or below FL260.

d. Practice Instrument Approaches

- i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airport: Sidney Municipal Airport/Lloyd W. Carr Field, Sidney, Nebraska.

6-3-6. Departures

N/A

Section 4. Sector 16

6-4-1. Description

Sector 16 is a high altitude sector with an east/west main flow of traffic. The majority of traffic in this sector is en route aircraft and Denver terminal area arrivals.

6-4-2. Airspace Limits

a. Lateral:

401210/1041959 to 401514/1041703 to 402358/1040840 to 402626/1040617 to 404415/1035230 to 411430/1031030 to 411945/1030200 to 412430/1023600 to 413211/1015452 to 413827/1011811 to 403409/1011722 to 402514/1021450 to 401506/1031031 to 401059/1032918 to 401210/1041959.

b. Vertical:

FL270 and above.

6-4-3. Delegated Airspace

N/A

6-4-4. General Procedures

a. Area 5

- i. Sector 16 has/gives control to/from Sectors 9/33/35 for 20 degree turns, 20 NM from the common boundary, except for Denver arrivals (see paragraph 6-4-5.a.(2)).

b. Area 5/Area 2

- i. Sector 8 releases control to Sector 9/16 for turns 20 degrees to the north 20 NM from the common boundary. Sector 9/16 releases control to Sector 8 for turns 20 degrees to the south 20 NM from the common boundary.

6-4-5. Arrivals

a. Denver Terminal Area

The following procedures must be utilized for arrivals from the north and east: Sector 9 and Sector 16 are responsible to establish the sequence on Denver Terminal Area Arrivals. Sector 9 must start the sequence. Sector 16 is responsible to meet the TMA assigned meter fix crossing time and mile-in-trail restrictions. Sector 15 has final responsibility to ensure proper flow and required in-trail spacing over the arrival fixes.

- i. All Denver terminal area Group A and B arrivals must be routed via the appropriate STAR/routing as prescribed in the Denver Center and Denver TRACON Letter of Agreement.
- ii. Sector 33 controllers must ensure Denver arrivals are at or below FL320. Sector 33 releases control to Sector 15 and Sector 16, 20 NM north of the common boundary, for turns up to 20 degrees left of course, descent to FL300, and speed adjustments.
- iii. For Group A aircraft landing APA, BJC, CFO, FNL, GXY, and LMO airports, Sector 33 must clear RNAV aircraft no further than ELWAY.BRNKO, and

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- non-RNAV aircraft no further than SNY.YOKES. Aircraft must cross the Sector 16 boundary at or below FL280.
- iv. Sector 31 is required to give a data block to Sectors 15/16 on all Group B and Group C aircraft landing at BJC, FNL, GXY, and LMO that will not enter Sector 15/16.
 - v. Sector 15 has control for descent and speed adjustments on contact from Sector 16.
 - vi. Sector 15 has control for turns up to 20 degrees from Sector 16 on Denver Terminal Area arrivals at or below FL290.
 - vii. Sector 16 has control for speed adjustment from Sector 9 on Denver Terminal Area arrivals upon acceptance of a radar handoff.
 - viii. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.
- b. Cheyenne (CYS)
 - i. Arrivals must be descended to cross the Sector 16/33 boundary at or below FL260.
 - c. Aspen (ASE)
 - i. ASE arrivals must be descended to cross the Sector 16/61 boundary at or below FL340 from November 1 to March 31.
 - d. Rifle (RIL)
 - i. RIL arrivals must be descended to cross the Sector 16/61 boundary at or below FL340.
 - e. Eagle (EGE)
 - i. EGE arrivals must be descended to cross the Sector 16/33 or the Sector 16/61 boundary at or below FL320.

6-4-6. Departures

N/A

Section 5. Sector 31

6-5-1. Description

Sector 31 is a low altitude sector which primarily handles military and general aviation traffic in the South Dakota, Wyoming, and Nebraska areas.

6-5-2. Airspace Limits

- a. Lateral:

450900/1044610	to 450700/1041500	to 445730/1031000	to 444200/1012900
434230/1012430	to 431720/1000600	to 430800/0995800	to 420000/0990100
414850/1001429	to 413827/1011811	to 413211/1015452	to 412819/1021613
412430/1023600	to 411945/1030200	to 411430/1031030	to 413330/1032300
414830/1043530	to 421700/1042300	to 431000/1044325	to 432900/1045130
434900/1045100	to 450900/1044610.		

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- b. Vertical:
Surface to FL260.

6-5-3. Delegated Airspace

Ellsworth Approach.

6-5-4. General Procedures

Sector 31 has/gives control to/from Sectors 15/21/22 for 20 degree turns, 20 NM from the common boundary.

6-5-5. Arrivals

- a. Ellsworth (RCA)/Rapid City, SD
 - i. All RCA terminal arrivals transitioning from Sectors 33/34/35 through Sector 32 to Sector 31 must be descending to FL270, pilot's discretion descent is approved. Continued pilot's discretion descent is allowed for Sector 31.
- b. Sidney, NE
 - i. Sector 15 has control from Sector 31 within 10 NM of the common boundary.
- c. Denver Terminal Area
 - i. All Denver terminal area Group A and B arrivals must be routed via the appropriate STAR/routing as prescribed in the Denver Center and Denver TRACON Letter of Agreement.
 - ii. Group A aircraft landing APA, BJC, CFO, FNL, GXY, and LMO airports, Sector 31 must clear RNAV aircraft no further than ELWAY.BRNKO, and non-RNAV aircraft no further than SNY.YOKES.
 - iii. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.
 - iv. Sector 31 is required to give a data block to Sectors 15/16 on all Group B and Group C aircraft landing at BJC, FNL, GXY, and LMO that will not enter Sector 15/16.
- d. Scottsbluff, NE (BFF)
 - i. Sector 21 will descend BFF landing traffic to 9,000 feet MSL (or MEA altitude for aircraft on V524). Sector 21 releases control to Sector 31 for descent and turns upon acceptance of a radar handoff.
- e. Alliance, NE (AIA)
 - i. Sector 21 releases control for descent and turns upon acceptance of a radar handoff.
- f. Gillette, WY (GCC)
 - i. APREQs are not required for IAFDOF aircraft from Sector 31 to Sector 22. Sector 22 has control for descent and turns upon acceptance of a radar handoff.
- g. Practice Instrument Approaches
 - i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airport: Scottsbluff, Western Nebraska Regional, William B. Heilig Field, Nebraska.

6-5-6. Departures

- a. Denver Terminal Area
 - i. Aircraft assigned the HHOTH departure may proceed direct SAABR or JOBBA. Aircraft assigned the CHUWY departure, and north of YOKES, may proceed no further than LNGWD.

Section 6. Sector 32

6-6-1. Description

Sector 32 is a high altitude sector which primarily handles en route military and air carrier traffic.

6-6-2. Airspace Limits

- a. Lateral:
444200/1012900 to 434230/1012430 to 425130/1022700 to 424400/1044100 to
422900/1070400 to 423235/1070425 to 425700/1070800 to 435300/1071700 to
441900/1061600 to 444600/1060830 to 451415/1060000 to 450900/1044610 to
450700/1041500 to 445730/1031000 to 444200/1012900.
- b. FL270 and above.

6-6-3. Delegated Airspace

N/A

6-6-4. General Procedures

Sector 32 has/gives control to/from Sectors 33/34/35 for 20 degree turns, 20 NM from the common boundary.

6-6-5. Arrivals

- a. Rapid City (RAP)/Ellsworth (RCA)
 - i. All RCA terminal arrivals transitioning from Sectors 33/34/35 through Sector 32 to Sector 31 must be descending to FL270, pilot's discretion descent is approved. Continued pilot's discretion descent is allowed for Sector 31.
- b. Denver Terminal Area
 - i. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.
 - ii. Sector 32 releases control for speed adjustments to Sector 34 on all Denver terminal area arrivals.

6-6-6. Departures

N/A

Section 7. Sector 33

6-7-1. Description

Sector 33 is a high altitude sector which sequences northeastbound Denver Terminal Area departures with en route traffic.

6-7-2. Airspace Limits

a. Lateral:

401232/1043914 to 411245/1043300 to 424400/1044100 to 425130/1022700 to 413211/1015452 to 412430/1023600 to 411945/1030200 to 411430/1031030 to 404415/1035230 to 402626/1040617 to 402358/1040840 to 401514/1041703 to 401210/1041959 to 401232/1043914.

b. Vertical:

FL270 and above.

6-7-3. Delegated Airspace

N/A

6-7-4. General Procedures

Sector 33 has/gives control to/from Sectors 16/32/34/35 for 20 degree turns, 20 NM from the common boundary, except for Denver arrivals (see paragraph 6-7-5.b.ii).

6-7-5. Arrivals

a. Rapid City (RAP)/Ellsworth (RCA)

- i. All RCA terminal arrivals transitioning from Sectors 33/34/35 through Sector 32 to Sector 31 must be descending to FL270, pilot's discretion descent is approved. Continued pilot's discretion descent is allowed for Sector 31.

b. Denver Terminal Area

- i. All Denver terminal area Group A and B arrivals must be routed via the appropriate STAR/routing as prescribed in the Denver Center and Denver TRACON Letter of Agreement.
- ii. Sector 33 controllers must ensure Denver arrivals are at or below FL320. Sector 33 releases control to Sector 15 and Sector 16, 20 NM north of the common boundary, for turns up to 20 degrees left of course, descent to FL300, and speed adjustments.
- iii. For Group A aircraft landing APA, BJC, CFO, FNL, GXY, and LMO airports, Sector 33 must clear RNAV aircraft no further than ELWAY.BRNKO, and non-RNAV aircraft no further than SNY.YOKES. Aircraft must cross the Sector 16 boundary at or below FL280.
- iv. Sector 33 must give a data block to Sectors 15/16 for Group B aircraft landing BJC, FNL, GXY, and LMO that will not enter Sector 15/16. Sector 33 must descend aircraft to cross the Sector 21 boundary at FL270.
- v. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.

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- vi. Sector 15 is responsible for coordinating with Sector 33 when holding. In the event that traffic volume exceeds Sector 15's ability to hold, Sector 33 may be required to hold Denver landing traffic.
- c. Eagle (EGE)
 - i. Sector 16 must have EGE arrivals on the appropriate routing and must be descended to cross the Sector 16/33 boundary AOB FL320.
- d. Hayden (HDN) and Rifle (RIL)
 - i. Sector 34 has control for lower altitude 15 NM from the Sector 33/34 boundary for HDN and RIL landing traffic.

6-7-6. Departures

- a. Denver Terminal Area
 - i. Aircraft assigned the HHOTH departure may proceed direct SAABR or JOBBA. Aircraft assigned the CHUWY departure, and north of YOKES, may proceed no further than LNGWD.
 - ii. Sector 33 has control for assignment of present heading and/or turns to the east from Sector 21 on all Denver terminal area departures at or above FL240.
- b. Ellsworth (RCA)/Rapid City (RAP)
 - i. Aircraft requesting FL270 and above, and entering Sector 33, may be handled in the following manner:
 1. Sector 31 may climb the aircraft to FL260 and initiate a transfer of radar identification to Sector 32.
 2. Sector 32 may accept the transfer of radar identification, input a new altitude in the data block, and initiate a transfer of radar identification to Sector 33.
 3. Sector 31 may climb the aircraft to the altitude shown in the data block and switch the aircraft to Sector 33 frequency. Sector 31 may transfer communications to Sector 32 per standard operating procedures contained in FAA Order 7110.65.

Section 8. Sector 35

6-8-1. Description

Sector 35 is a high altitude sector which primarily handles en route air carrier traffic.

6-8-2. Airspace Limits

- a. Lateral:

425130/1022700 to 434230/1012430 to 431720/1000600 to 430800/0995800 to 420000/0990100 to 414850/1001429 to 413827/1011811 to 413211/1015452 to 425130/1022700.
- b. Vertical:

FL270 and above.

6-8-3. Delegated Airspace

N/A

6-8-4. General Procedures

Sector 35 has/gives control to/from Sectors 9/16/32/33 for 20 degree turns, 20 NM from the common boundary.

6-8-5. Arrivals

- a. Ellsworth (RCA)/ Rapid City (RAP)
 - i. All RCA terminal arrivals transitioning from Sectors 33/34/35 through Sector 32 to Sector 31 must be descending to FL270, pilot's discretion descent is approved. Continued pilot's discretion descent is allowed for Sector 31.
- b. Denver Terminal Area
 - i. Group A aircraft landing APA, BJC, CFO, FNL, GXY, and LMO airports, Sector 35 must clear RNAV aircraft no further than ELWAY.BRNKO, and non-RNAV aircraft no further than SNY.YOKES. Aircraft must cross the Sector 16 boundary at or below FL280.
 - ii. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.
 - iii. Sector 9 has control from Sector 35 for speed adjustments for Denver Terminal Area arrivals.

6-8-6. Departures

- a. Ellsworth (RCA)/Rapid City (RAP)
 - i. Aircraft requesting FL270 and above, and entering Sector 35, may be handled in the following manner:
 1. Sector 31 may climb the aircraft to FL260 and initiate a transfer of radar identification to Sector 32.
 2. Sector 32 may accept the transfer of radar identification, input a new altitude in the data block, and initiate a transfer of radar identification to Sector 35.
 3. Sector 31 may climb the aircraft to the altitude shown in the data block and switch the aircraft to Sector 35 frequency. Sector 31 may transfer communications to Sector 32 per standard operating procedures contained in FAA Order 7110.65.

Chapter 7. Area 6 Sector Specialization

Section 1. Area Summary

7-1-1. Area Information

Area 6 works a combination of low altitude and high altitude airspace and overlies many of the busiest ski country airports. Area 6 provides the initial sequencing for DEN arrivals from the northwest and works the north departure gate from D01. This Area also controls the airspace around the TRACONS at Casper and Cheyenne, both located in Wyoming.

Section 2. Sector 03

7-2-1. Description

Sector 3 is a high altitude sector which is adjacent to Salt Lake City ARTCC airspace. This sector's main flow of traffic is east/west, with a majority of the air traffic being enroute.

7-2-2. Airspace Limits

- a. Lateral:
400700/1065800 to 394325/1071323 to 392952/1071323 to 385600/1095900 to 385673/1095900 to 391300/1095900 to 393500/1101800 to 394583/1094900 to 400000/1091000 to 401400/1090900 to 401600/1073500 to 400700/1065800.
- b. Vertical:
FL270 and above.

7-2-3. Delegated Airspace

N/A

7-2-4. General Procedures

Sector 3 has control from and releases control to Sectors 4, 5, and 14 for 20 degree turns, 20 NM from the common boundary.

7-2-5. Arrivals

- a. Denver Terminal Area
 - i. Sector 14 has control of Denver terminal area arrival traffic from Sector 3 for turns to the left in an area on and north of J84 and control for turns direct TOMSN for aircraft abeam EKR.

7-2-6. Departures

N/A

Section 3. Sector 04

7-3-1. Description

Sector 4 is a high altitude sector which is adjacent to Salt Lake City ARTCC airspace. This sector's main flow of traffic is east/west, with a majority of the air traffic being enroute.

7-3-2. Airspace Limits

- a. Lateral:
392952/1071323 to 392164/1065787 to 390480/1064364 to 383000/1082000 to 381100/1090200 to 381200/1095900 to 383167/1095900 to 385600/1095900 to 392952/1071323.
- b. Vertical:
FL270 and above.

7-3-3. Delegated Airspace

N/A

7-3-4. General Procedures

Sector 4 has control from and releases control to Sectors 3 and 5 for 20 degree turns, 20 NM from the common boundary.

7-3-5. Arrivals

- a. Denver Terminal Area
 - i. Sector 4 releases control to Area 4 on KDEN arrivals for right turns and speed adjustments.
 - ii. All RNAV equipped Group A aircraft landing APA, CFO, or BKF (Non Fighter) from Area 6 to Area 4 must be routed via HBU STIFS ZOMBZ STAR.
 - iii. All RNAV equipped Group A aircraft landing BJC from Sector 4 to Area 4 must be routed via GRIPP POWDR STAR.
- b. Aspen, Colorado (ASE)
 - i. Area 4 must ensure all ASE arrivals cross the Area 4/Area 6 common boundary AOB FL390.
 - ii. Sectors 24 and 64 release control for lower altitude 15NM from the Sector 4 boundary on ASE landing traffic.
- c. Eagle, Colorado (EGE)
 - i. Sector 24 must ensure all EGE arrivals cross the Sector 24/Sector 4 common boundary AOB FL390.
 - ii. Sector 64 must ensure all EGE arrivals cross the Sector 64/Sector 4 common boundary AOB FL370. APREQs for IAFDOF are not required for EGE landing traffic at FL370.
- d. Salt Lake City, UT (SLC)
 - i. Sectors 23/24/37/38/64 must route SLC landing traffic on the HELPR transition via RIFMN or JNC.
- e. Los Angeles, CA (LAX)
 - i. Arrivals transitioning Sector 4, north of TEHRU, and transitioning Sector 23/24 must be routed PEEWE.Q98.HAKMN.ANJLL STAR.

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7-3-6. Departures

N/A

Section 4. Sector 05

7-4-1. Description

Sector 5 is a high altitude sector with an east/west main flow of traffic. The majority of traffic in this sector is en route aircraft and Denver terminal area departures via the west departure gate. The sector also works the majority of the high altitude arrivals and departures for Eagle, Colorado, and a significant number of high altitude arrivals and departures for Aspen, Colorado.

7-4-2. Airspace Limits

a. Lateral:

401290/1050353 to 400850/1050300 to 395913/1050497 to 393010/1051092 to 392857/1052887 to 392820/1053310 to 390633/1063927 to 390480/1064364 to 392164/1065787 to 392952/1071323 to 394325/1071323 to 400700/1065800 to 400872/1063315 to 401113/1054575 to 401178/1053085 to 401290/1050353.

b. Vertical:

FL270 and above.

7-4-3. Delegated Airspace

N/A

7-4-4. General Procedures

Sector 5 has control from and releases control to Sectors 3, 4, and 14 for 20 degree turns, 20 NM from the common boundary.

7-4-5. Arrivals

a. Aspen, Colorado (ASE)

- i. Sector 61 must ensure all ASE arrivals cross the 5/61 common boundary AOB FL300 from November 1 to March 31, and AOB FL340 from April 1 to October 31.
- ii. Sector 61 releases control for descent to Sector 5, 15NM east of the 5/61 common boundary.

b. Eagle, Colorado (EGE)

- i. Sector 61 must ensure all EGE arrivals cross the 5/61 common boundary AOB FL280 from November 1 to March 31, and AOB FL300 from April 1 to October 31.
- ii. Sector 61 releases control for descent to Sector 5, 15NM east of the 5/61 common boundary.
- iii. Sector 6 has control for 20-degree turns to the right from Sector 5 on Eagle arrivals 15NM or more west of AVVVS intersection.

c. Rifle, Colorado (RIL)

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- i. Sector 61 must ensure all RIL arrivals cross the 5/61 common boundary AOB FL300 from November 1 to March 31, and AOB FL340 from April 1 to October 31.
- ii. Sector 61 releases control for descent to Sector 5, 15NM east of the 5/61 common boundary.
- d. Denver Terminal Area
 - i. All RNAV equipped Group A aircraft landing APA, CFO, or BKF (Non Fighter) from Area 6 to Area 4 must be routed via HBU STIFS ZOMBZ STAR.

7-4-6. Departures

- a. Denver Terminal Area
 - i. Sector 5 has control of Denver terminal area departures from Sector 6 for turns up to 10 degrees either side of the aircraft's tracked course 40NM west of DEN VOR/DME.
 - ii. Aircraft on the BAYLR departure procedure climbing above FL260 must not be shortcut south of TEHRU by Sectors 5 or 6.
 - iii. Sector 6 must not shortcut ZIMMR departures climbing above FL260 north of CHNGY.
- b. ASE/RIL/EGE
 - i. Sector 5 releases control for climb to the altitude in the flight plan database at handoff to Sector 61, 15NM west of the 5/61 common boundary.

Section 5. Sector 14

7-5-1. Description

Sector 14 is a high altitude sector, which is adjacent to Salt Lake City ARTCC. This sector's main flow of en route traffic is east/west. Additionally, Sector 14 is responsible for the initial arrival sequence for Denver terminal area arrivals into the northwest arrival gate.

7-5-2. Airspace Limits

- a. Lateral:

401360N/1090900W	to	401600N/1073460W	to	400700N/1065800W	to
400843N/1063309W	to	400915N/1062515W	to	401108N/1054545W	to
401147N/1053051W	to	401254N/1050332W	to	402730N/1050512W	to
402939N/1050528W	to	403348N/1050841W	to	404345N/1051625W	to
405121N/1052231W	to	410311N/1054342W	to	410700N/1060100W	to
411000N/1061520W	to	411351N/1063334W	to	413215N/1080420W	to
412200N/1081630W to 405100N/1090560W to 401360N/1090900W.					
- b. Vertical:
 - FL270 and above.

7-5-3. Delegated Airspace

N/A

7-5-4. General Procedures

Sector 14 has control from and releases control to Sectors 3, 5, and 34 for 20 degree turns, 20 NM from the common boundary.

7-5-5. Arrivals

a. Denver Terminal Area

- i. All Denver terminal arrivals transferred from Sectors 14 and 34 to Sector 13 must be sequenced in-trail. Sector 13 has the final sequencing responsibility for all Denver terminal area arrivals.
- ii. All Denver terminal arrivals transferred from Sectors 14 and 34 to Sector 13 must have routing via the appropriate STAR or route. DEN arrivals must cross at or abeam BYYKE on the LONGZ STAR and HIPEE on the FLATI STAR AOB FL290.
EXCEPTION: Sector 14 may issue a pilot's discretion descent to FL270 and release control for descent to Sector 13.
- iii. Sector 14 has control for speed adjustments and 20-degree turns to the right from Sector 34 on all Denver terminal area arrivals on and west of the LAR 142R.
- iv. Sector 14 has control for turns to the left from Sector 3 on all Denver terminal area arrivals on and north of J84 and control for turns direct TOMSN for aircraft abeam EKR.
- v. Sector 13 has control for speed adjustments and 30-degree turns from Sector 14/77 on all Denver terminal area arrivals east of CHE VOR/DME provided the Denver terminal arrivals remain west of V575 (LAR 142R).
- vi. Sectors 14 and 34 must not shortcut arrivals on the PINNR STAR beyond CHOTS and must ensure arrivals cross at or abeam BANNA AOB FL300.
- vii. Sector 14 has control for descent from Sector 34 on all Denver terminal area arrivals after acceptance of the radar handoff.
- viii. Sector 14 is responsible for coordinating with Sector 34 when holding is in progress.
- ix. Area 6 must not shortcut arrivals on the FLATI STAR beyond HIPEE, or on the LONGZ STAR beyond BYYKE.

NOTE: departures from CPR, GCC, and LAR are exempt from this restriction.

7-5-6. Departures

N/A

Section 6. Sector 21

7-6-1. Description

Sector 21 is a low altitude sector, which handles air traffic departing the Denver terminal area to the north.

7-6-2. Airspace Limits

a. Lateral:

413130N/1060115W	to	410700N/1060100W	to	410311N/1054342W	to
405121N/1052231W	to	404345N/1051625W	to	403658N/1051532W	to
403348N/1050841W	to	402939N/1050528W	to	402730N/1050512W	to
401254N/1050332W	to	400830N/1050260W	to	395908N/1050458W	to
395826N/1042527W	to	400830N/1042330W	to	401210N/1041959W	to
401514N/1041703W	to	402358N/1040840W	to	402626N/1040617W	to
403232N/1040135W	to	404415N/1035230W	to	411430N/1031030W	to
413330N/1032260W	to	414830N/1043530W	to	414845N/1050815W	to
413130N/1060115W.					

b. Vertical:

Surface to FL260.

7-6-3. Delegated Airspace

Cheyenne Approach/Tower (Approach)

NOTE: CYS Approach is a part-time operation (0600-2200L). During the time CYS Approach is nonoperational, Sector 21 must assume CYS Approach airspace.

7-6-4. General Procedures

Sector 21 has control from and releases control to Sectors 15, 22, and 31 for 20 degree turns, 20 NM from the common boundary.

7-6-5. Arrivals

a. Denver Terminal Area

i. Northeast Gate Arrival Traffic

1. APREQs are not required for IAFDOF aircraft from Sectors 21/31/32/33 to Sectors 15/16/21/33/35.
2. Sector 21 releases control to Sector 15 for lower altitude on Group B aircraft cleared via the LANDR STAR.

ii. Northwest Gate Arrival Traffic

1. Sector 13 has control for descent to 17,000 feet MSL on Denver terminal area arrivals, 10 miles north of the Sectors 13/21/22 common boundary.

b. Alliance, NE (AIA)

- i. Sector 21 releases control to Sector 31 for descent and turns upon acceptance of a radar handoff.

c. Scottsbluff, NE (BFF)

- i. Sector 21 must descend BFF landing traffic to 9,000 feet MSL (or to the MEA altitude for aircraft on V524). Sector 21 releases control to Sector 31 for descent and turns upon acceptance of a radar handoff.

d. Sidney, NE (SNY)

- i. Sector 15 has control from Sectors 21/31 within 10 NM of the common boundary.

e. Practice Instrument Approaches

Not to be used for real world use.

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- i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airport: Cheyenne Airport, Wyoming.

7-6-6. Departures

- a. Denver Terminal Area Departures
 - i. Denver Terminal Area Departures must be assigned the appropriate Preferential Departure Route (PDR) before transfer of communication from Sector 21. Aircraft assigned the HHOTH departure may proceed direct SAABR or JOBBA. Aircraft assigned the CHUWY departure, and north of YOKES, may proceed no further than LNGWD.
- b. Sector 33
 - i. Sector 33 has control for assignment of present heading and/or turns to the east from Sector 21 on all Denver Terminal Area departures at or above FL240.
- c. Sector 34
 - i. Sector 34 has control for assignment of present heading and/or turns to the west from Sector 21 on all Denver Terminal Area departures at or above FL240 on or west of the DEN346R.

Section 7. Sector 22

7-7-1. Description

Sector 22 is a low altitude sector which handles aircraft in the Wyoming area.

7-7-2. Airspace Limits

- a. Lateral:
413215/1080420 to 413630/1080000 to 422500/1070300 to 422900/1070400 to
423235/1070425 to 425700/1070800 to 435300/1071700 to 441900/1061600 to
444600/1060830 to 451415/1060000 to 450900/1044610 to 434900/1045100 to
432900/1045130 to 431000/1044325 to 421700/1042300 to 414830/1043530 to
414845/1050815 to 413130/1060115 to 410700/1060100 to 411000/1061520 to
413215/1080420.
- b. Vertical:
Surface to FL260.

7-7-3. Delegated Airspace

Casper ATCT/Approach (Approach)

NOTE: CPR Approach is a part-time operation (0500-2100L). During the time that CPR Approach is nonoperational, Sector 22 must assume CPR Approach's airspace.

7-7-4. General Procedures

Sector 22 has control from and releases control to Sectors 21 and 31 for 20 degree turns, 20 NM from the common boundary.

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or the real Denver Air Route Traffic Control Center.*

7-7-5. Arrivals

- a. Denver Terminal Area
 - i. Sector 13 has control for descent to 17,000 feet MSL on Denver terminal area arrivals, 10 miles north of the Sector 13/21/22 common boundary.
 - ii. Sector 22 is responsible for meeting meter times for Denver landing traffic traversing Sectors 21 and 22.
 - iii. Area 6 must not shortcut arrivals on the FLATI STAR beyond HIPEE.
NOTE: departures from CPR, GCC, and LAR are exempt from this restriction
 - iv. Category B aircraft landing KDEN must be cleared via the RAMMS STAR.
- b. Gillette, WY (GCC)
 - i. APREQs are not required for IAFDOF aircraft from Sector 31 to Sector 22. Sector 22 has control for descent and turns upon acceptance of a radar handoff.
- c. Practice Instrument Approaches
 - i. To the extent practicable, provide IFR separation to aircraft not on an IFR flight plan conducting practice instrument approaches to the following airports: Casper Natrona County Intl., Wyoming; Gillette-Campbell County Airport, Wyoming

7-7-6. Departures

N/A

Section 8. Sector 34

7-8-1. Description

Sector 34 is a high altitude sector, which sequences northwestbound Denver Terminal Area departures with en route traffic. Additionally, Sector 34 is responsible for the initial arrival sequence for Denver terminal area RNAV arrivals filed over RAMMS.

7-8-2. Airspace Limits

- a. Lateral:

413215N/1080420W	to	411351N/1063334W	to	411000N/1061520W	to
410700N/1060100W	to	410311N/1054342W	to	405121N/1052231W	to
404345N/1051625W	to	403348N/1050841W	to	402939N/1050528W	to
402730N/1050512W	to	401254N/1050332W	to	401232N/1043914W	to
411245N/1043260W	to	424360N/1044060W	to	423720N/1054600W	to
422860N/1070400W	to	422500N/1070260W	to	413630N/1080000W	to
413215N/1080420W.					
- b. Vertical:

FL270 and above.

7-8-3. Delegated Airspace

N/A

7-8-4. General Procedures

Sector 34 has control from and releases control to Sectors 14, 32, and 33 for 20 degree turns, 20 NM from the common boundary.

7-8-5. Arrivals

- a. Denver Terminal Area
 - i. All Denver terminal arrivals transferred from Sectors 14 and 34 to Sector 13 must have routing via the appropriate STAR or route. DEN arrivals must cross at or abeam BYYKE on the LONGZ STAR and HIPEE on the FLATI STAR AOB FL290.
 - ii. All Denver terminal arrivals transferred from Sectors 14 and 34 to Sector 13 must be sequenced in-trail. Sector 13 has the final sequencing responsibility for all Denver terminal area arrivals.
 - iii. Sector 34 releases control for speed adjustments and 20-degree turns to the right, to Sector 13 and Sector 14, on all Denver terminal area arrivals, on or west of the LAR 142R.
 - iv. Sectors 14 and 34 must not shortcut arrivals on the PINNR STAR beyond CHOTS and must ensure arrivals cross at or abeam BANNA AOB FL300.
 - v. Sector 14 has control for descent from Sector 34 on all Denver terminal area arrivals after acceptance of the radar handoff.
 - vi. Sector 14 is responsible for coordinating with Sector 34 when holding is in progress.
 - vii. Area 6 must not shortcut arrivals on the FLATI STAR beyond HIPEE or on the LONGZ STAR beyond BYYKE.
NOTE: departures from CPR, GCC, and LAR are exempt from this restriction.
 - viii. Sector 32 releases control for speed adjustments and up to 20-degree turns to Sector 34 on all Denver terminal area arrivals.
- b. Cheyenne, WY (CYS)
 - i. Sector 15 and Sector 16 must descend Cheyenne arrivals to cross the Sector 33 boundary at or below FL260.
- c. Rapid City, SD (RAP)/ELLSWORTH (RCA)
 - i. All RCA terminal arrivals transitioning from Sectors 33/34/35 through Sector 32 to Sector 31 must be descending to FL270, pilot's discretion descent is approved. Continued pilot's discretion descent is allowed for Sector 31.
- d. Hayden, CO (HDN)
 - i. Sector 33 releases control for lower altitude 15 NM from the Sector 33/34 boundary for HDN landing traffic.
- e. Rifle, CO (RIL)
 - i. Sector 33 releases control for lower altitude 15NM from the Sector 33/34 boundary for RIL landing traffic.

7-8-6. Departures

- a. Sector 34

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or the real Denver Air Route Traffic Control Center.*

- i. Sector 34 has control for assignment of present heading and/or turns to the west from Sector 21 on all Denver Terminal Area departures at or above FL240 on or west of the DEN346R.

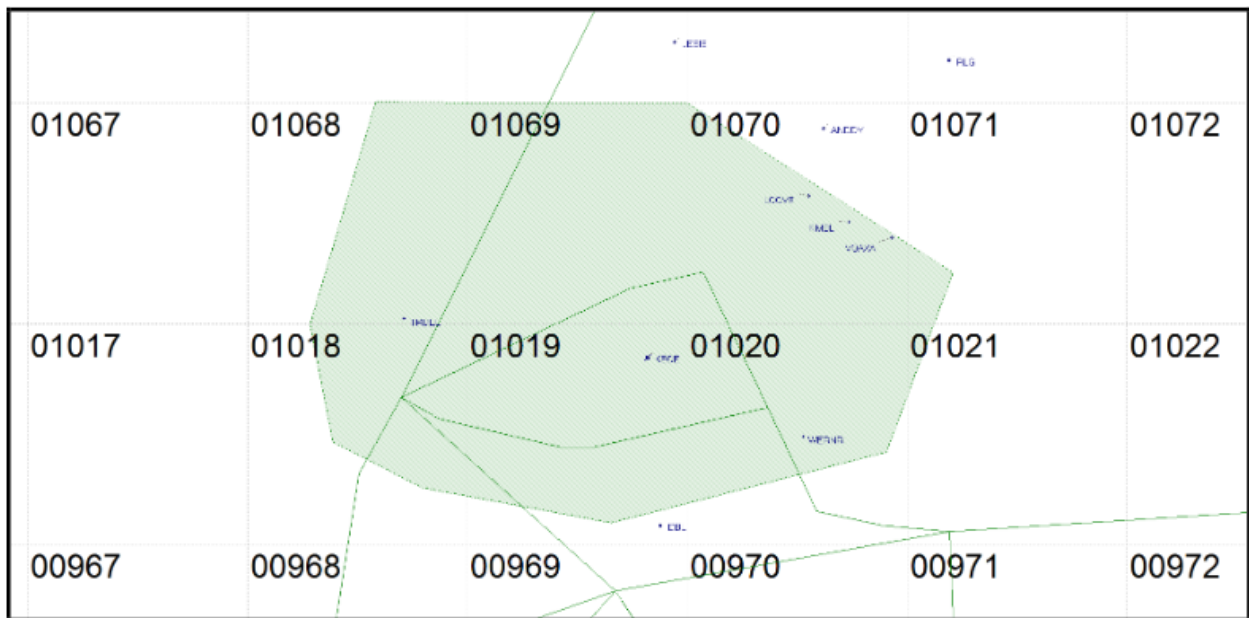
Appendix 1. 3 Mile Separation Areas and Procedures

Section 1. Procedures

A1-1-1. General

- a. 3 NM separation is only authorized in the area depicted in Section 2 (see below).
- b. In order to use 3 NM radar separation minima, both aircraft must be in the specified area, at and below FL230, and displaying the 3 NM target symbol. The 3 NM areas are depicted on the ERAM ZDV Map under the IR tab.
NOTE: The designated target may be within the reduced separation airspace but in some cases may not display a reduced separation halo due to vERAM limitations.
- c. Wake turbulence separation must be applied IAW JO 7110.65.
- d. Provide supplemental separation for formation flights IAW JO 7110.65.
- e. Standard 5 NM/1,000 feet separation minima must be applied to aircraft prior to exiting the lateral/vertical confines of the single site adapted areas.

Section 2. Three-Mile Separation Area



NOTE: Shaded area depicts 3 NM separation area