



**ORDER  
7110.13B**

## **SUBJ: GUR ATCT Standard Operating Procedures**

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This order describes Standard Operating Procedures for the safe and efficient operation of the Camp Guernsey Airport Air Traffic Control Tower (GUR ATCT). The provisions and procedures described below are supplemental to and in accordance with Denver ARTCC General Policy and FAA Order JO 7110.65, as well as any published FAA guidelines and procedures. The information contained in this document is to be used for flight simulation purposes only on the VATSIM network. It is not intended, nor should it be used for real-world navigation. This site is not affiliated with the FAA, the actual Denver ARTCC, or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

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**Effective 09/11/2021**

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## **Section 1 - Introduction**

### **1-1. Audience**

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

### **1-2. Distribution**

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

### **1-3. Effective**

This order is effective upon immediate release and cancels all previous versions and publications of the GUR ATCT SOP.

### **1-4. Change Log**

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

## Section 2 - Change Log

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

Revision Number	Revision Effective Date	Changelog	Revised By	Approvals
7110.13A	06/08/2020	Initial Release	Kody Bowman	Brandon Wening   ATM
7110.13B	09/11/2021	Format Change	Austin Wilkins	Austin Wilkins   ATM

Table 2-2-1

## Section 3 - Primary Positions

### 3-1. Positions Table

Position	Radio Name	Callsign	Relief	ARTS Symbol	Frequency
Tower	Guernsey Tower	GUR_TWR	1	17T	126.200

## Section 4 - Ground/Local Control

### 4-1. Responsibilities

- a. Issue takeoff and landing clearances to all departing and arriving aircraft.
- b. Issue taxi instructions to all aircraft on all movement areas.
- c. Determine active runway.

### 4-2. Area of Responsibility

- a. Local Control is responsible for all movement areas as defined below.
  - i. Taxiway A
  - ii. Taxiway B up to but not including adjacent ramp area;
  - iii. Taxiway C including adjacent ramp and parking spots;
  - iv. Taxiway D up to but not including FBO and adjacent ramp area;
  - v. Runway 14/32
- b. Local Control is responsible for the Guernsey Class D airspace, which is defined as the airspace extending upward from the surface up to 6,900 feet MSL within a 5.0 nautical mile radius of the defined coordinates for Guernsey Army Airfield. Included in this area is a keyhole extending 1.5 NM beyond the 5.0 NM radius from the extended centerline of Runway 32.

### 4-3. Active Runway Selection

- a. Active runway shall be the runway most aligned with the wind unless requested by pilots.
- b. Runway 32 shall be used when wind speed is less than 5kt.
- c. **Active Runway Change Procedure**
  - i. When changing an active runway, controllers shall verbally notify the appropriate ZDV controller of the runway change.
  - ii. Ensure the ATIS has been updated to properly reflect the new active runway.

### 4-4. Departure Procedures

- a. Controllers shall provide separation for all aircraft operating within KGUR airspace.

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- b. Controllers shall provide and ensure initial separation between consecutive departures.
- c. IFR Departures**
  - i. All IFR clearances will be assigned an initial altitude of 9,000 ft MSL.
  - ii. IFR departures require a departure release from the appropriate radar controller.
  - iii. Upon release, aircraft shall be issued headings as follows unless otherwise stated in the obtained departure release.
    - 1. Runway 32 - 070°
    - 2. Runway 14 - Runway Heading

#### **4-5. Arrival Procedures**

- a. Controllers shall provide separation for all aircraft operating within KGUR airspace.
- b. Controllers shall provide and ensure separation is maintained between consecutive arrivals.
- c. IFR Arrivals**
  - i. Communications transfer between arrivals on final approach must be completed prior to arrival aircraft entering Guernsey Class D airspace.
  - ii. Controllers are responsible for coordinating with approach controllers to ensure communication is maintained between aircraft and appropriate air traffic control personnel.
- d. VFR Arrivals**
  - i. Controllers shall instruct VFR aircraft to report entering Guernsey Class D airspace upon initial contact.
  - ii. Due to noise abatement agreements with the town of Guernsey, pilots shall be instructed to avoid flying over the population center.
    - 1. Phraseology: "avoid overflight of town."

#### **4-6. Traffic Patterns**

- a. Pattern Direction**
  - i. In an effort to adhere to noise abatement:
    - 1. Runway 32 shall utilize right traffic.
    - 2. Runway 14 shall utilize standard (left) traffic.
- b. Pattern Altitude**
  - i. Fixed-wing aircraft - 5,900 ft MSL
  - ii. Rotary-wing aircraft - 5,100 ft MSL
  - iii. Overhead Maneuver - 6,400 ft MSL
  - iv. Local Control may authorize deviations to pattern direction and/or altitude as necessary to maintain efficient flow of traffic.