



**ORDER  
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**SUBJ: GJT FCT Standard Operating Procedures**

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

The information contained herein is to be used for flight simulation purposes only on the VATSIM network. It is not intended, nor should it be used for real-world navigation. The Virtual Denver ARTCC is not affiliated with the FAA, the actual Denver ARTCC, or any governing aviation body.

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## Record of Changes

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*Not for real world use.*

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# Chapter 1 - Introduction

## 1-1. Purpose

This document establishes the Grand Junction Federal Contract Tower (GJT FCT) Standard Operating Procedures within the Denver ARTCC on VATSIM (vZDV).

## 1-2. Audience

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

## 1-3. Distribution

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

## 1-4. Cancellation

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

## Chapter 2 - Positions Table

Table 1. Grand Junction FCT Operational Positions Table

Position	Radio Name	Callsign	Relief	STARS Symbol	Frequency
Ground	Grand Junction Ground	GJT_GND	1	5G	121.700
Tower	Grand Junction Tower	GJT_TWR	1	5T	118.100

## Chapter 3 - Ground Control

### 3-1. Responsibilities

- a. Issue ATC clearances to all departing IFR aircraft at Grand Junction Regional Airport (GJT).
- b. Create VFR flight plans for all departing VFR aircraft.
- c. Issue taxi instructions to all aircraft on all movement areas not controlled by Local Control.

### 3-2. Area of Responsibility

- a. Ground Control has control of Taxiway A and its respective connectors, and Taxiway C and its respective connectors.

### 3-3. IFR Departure Instructions

- a. IFR departures shall be routed in accordance with the following procedures:
  - i. Unless otherwise coordinated with Denver TRACON (D01), all aircraft shall be assigned the Grand Mesa departure procedure (GRAND#) and issued one of the following headings:
    1. Departing Runway 11: Heading 150
    2. Departing Runway 29: Heading 290

#### **EXAMPLE-**

*“Cleared to Denver Airport via Grand Mesa one departure. Fly heading 150, radar vectors HAQHY, then as filed.”*

- ii. All routes assigned to aircraft must be checked to ensure they are in compliance with published Letter of Agreement (LOA) documents and published preferred routes. Any aircraft that is not in compliance shall be amended as necessary.
      1. Aircraft unable to accept amended routing shall be coordinated with Denver Center (ZDV).
- b. IFR departures shall be instructed to maintain 14,000 and to expect filed altitude 10 minutes after departure or maintain filed altitude if lower than 14,000.

### 3-4. VFR Departure Instructions

- a. VFR departures not requesting flight following shall be given taxi instructions to the active runway.
- b. VFR departures requesting flight following shall be coordinated with D01.
  - i. If D01 approves flight following, aircraft shall be issued a departure frequency and discrete beacon code prior to being given taxi instructions.
- c. Ground Control is responsible for filling out a VFR flight plan including, at a minimum, the following elements:
  - i. Aircraft type
  - ii. Destination airport and/or direction of flight

### **3-5. Runway 29 Full-Length Departures**

- a. When Runway 29 is in use, aircraft requiring the full runway length shall be taxied to Taxiway A and instructed to hold short of Runway 22.

**NOTE-**

*Intersection departures shall not be solicited unless an operational necessity exists.*

**EXAMPLE-**

*“Runway two-niner, taxi via charlie, alpha. Hold short runway two-two at alpha.”*

### **3-6. ATIS**

- a. Ground Control shall ensure all aircraft have the current ATIS information prior to communications transfer to Local Control.

## Chapter 4 - Local Control

### 4-1. Responsibilities

- a. Determine the appropriate runway configuration in accordance with paragraph 4-3.
- b. Sequence and separate departures and arrivals.
- c. Issue clearances to departing and arriving aircraft.
- d. Obtain departure releases for departing aircraft.

### 4-2. Area of Responsibility

- a. Local Control has control of the GJT Class D airspace, which is defined as the airspace extending upward from the surface up to and including 7,400 feet MSL within a 4.7 nautical mile radius of GJT.
- b. Local Control has control of Runway 4/22 and Runway 11/29.

### 4-3. Runway Selection

- a. Land East
  - i. Magnetic wind is 020° clockwise to 209° at any velocity.
  - ii. Landing and departing Runway 11.
- b. Land West
  - i. Magnetic wind is 210° clockwise to 019° at any velocity.
  - ii. Landing and departing Runway 29.

### 4-4. ATIS

- a. When the outside air temperature is 23°C or greater, include the following statement on the ATIS after reading the temperature but before reading the dew point:
  - i. "CHECK DENSITY ALTITUDE."

### 4-5. Departures

- a. Local Control shall ensure IFR departures are established on their assigned heading prior to transferring communications to D01.