



**COLORADO SPRINGS
ATCT/TRACON**

**ORDER
COS 7110.1A**

Effective: June 1, 2019

**SUBJ: COLORADO SPRINGS TERMINAL AIR TRAFFIC CONTROL STANDARD OPERATING
PROCEDURES (SOP)**

1. Purpose of this Order. This order establishes operational procedures, including jurisdictional boundaries for each operational position within the Colorado Springs Terminal area, in order to maintain a safe and efficient facility.
2. Cancellation. This order supersedes the preceding SOP dated October 7, 2018

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CHAPTER 1 GENERAL POSITION INFORMATION

1-1 APPROVED COS CALLSIGNS, FREQUENCIES AND VOICE CHANNELS

CALLSIGN	FREQUENCY	VOX CHANNEL
COS_DEL	134.450	COS_DEL
COS_GND	121.700	COS_GND
COS_E_TWR	133.150	COS_E_TWR
COS_W_TWR	119.900	COS_W_TWR
COS_TWR When E/W combined.	119.900	COS_W_TWR
COS_APP	118.500	COS_APP
COS_VR_APP	120.600	COS_VR_APP
KCOS_ATIS	125.000	

Unless otherwise authorized all voice communication will use the voice server: rw.liveatc.net

Chapter 2

COS Air Traffic Control Tower (ATCT)

2-1 Operational Area Positions

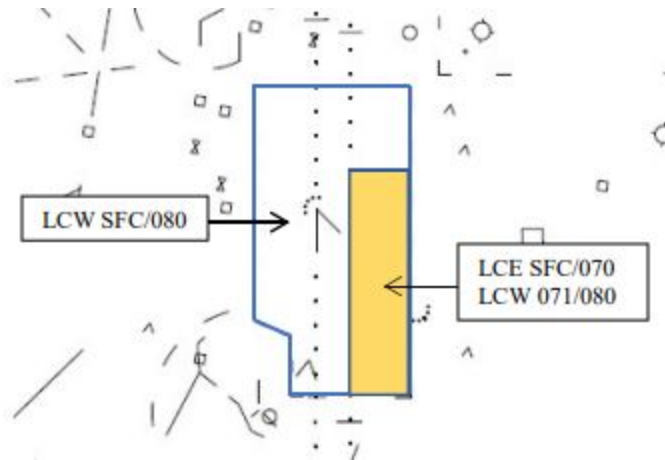
- a. COS ATCT is comprised of four positions
 1. CD - Clearance Delivery/Flight Data
 2. GC - Ground Control
 3. LCW - Local Control West
 4. LCE - Local Control East
- b. Operational Area Configuration
 1. LCE is normally combined at the LCW position
 2. CD is normally combined at the GC position

2-2 Preferred Runways

Unless an operational necessity exists, aircraft should utilize the preferred runway as listed below

- a. RWY 17L/35R is the preferred runway for air carrier and subsidiary carrier aircraft
- b. RWY 17R/35L is the preferred runway for:
 1. Military aircraft
 2. General aviation aircraft
 3. West ramp cargo and air taxi aircraft

2-3 ATCT Airspace



2-4 Clearance Delivery

- a. IFR Clearances
 - 1. Issue the current SID departure to all aircraft unless pilot requests otherwise. Issue the filed altitude if lower than 10,000. Aircraft landing D01 or PUB will be issued altitudes in accordance with the current LOA
 - 2. Clear aircraft without the current SID to fly runway heading, maintain 10,000 and expect filed altitude 10 minutes after departure.
 - 3. Local IFR issue a clearance limit of COS Airport.
- b. VFR Clearances
 - 1. Assign CAT I and CAT II VFR aircraft departing 170 degrees clockwise through 010 degrees
 - a. Fly runway heading
 - b. Maintain VFR (no altitude restriction)
 - c. Departure frequency
 - d. Assign a discrete VFR beacon code
 - 2. Assign CAT I and CAT II VFR aircraft departing 010 degrees clockwise through 169 degrees
 - a. Fly runway heading
 - b. Maintain VFR at or below 8,500ft
 - c. Departure frequency
 - d. Assign a discrete VFR beacon code
 - 3. Assign CAT III VFR aircraft departing
 - a. Fly runway heading
 - b. Maintain VFR at or below 9000ft
 - c. Departure frequency
 - d. Assign a discrete VFR beacon code
- c. Practice Approaches
 - 1. IFR
 - a. Clear aircraft to COS via radar vectors, fly runway heading, maintain 9,000ft.
 - 2. VFR
 - a. Fly runway Heading
 - b. Maintain VFR at or below 8,500ft
 - c. Departure frequency
 - d. Assign a discrete VFR beacon code

2-5 Ground Control

- a. General Information and Responsibilities
 - 1. Ensure aircraft taxiing for departure have the current ATIS information
 - 2. When IFR aircraft are taxiing for departure, be aware of the number and order that will be departing on the same departure route/radial. Aircraft should be taxied in an order that alternates route/radials to prevent potential conflicts.
- b. Required Coordination
 - 1. Ground control must coordinate with the appropriate Local Control verbally when an aircraft is:
 - a. Not taxied to the preferred runway
 - b. Taxied to an intersection
 - c. Taxied for an opposite direction departure
 - 2. Ground control must advise the active RADAR controller of aircraft taxied for opposite direction departures.
- c. Runway Crossings
 - 1. Ground control must coordinate with the appropriate Local Control position prior to crossing a runway
 - 2. Ground control may cross closed runways without coordination.

2-6 Local Control West (LCW) and Local Control East (LCE)

- a. Frequencies
 1. Local Control West - 119.9
 2. Local Control East - 133.15
- b. Separation
 1. Ensure separation continuity between successive departures, between arrivals and departures, successive arrivals and arrivals with tower pattern traffic within 5NM of the airport. **NOTE: DR/VR is responsible for separation between successive arrivals to the COS airport. - LC is responsible for separation of arrival aircraft and tower pattern aircraft to the runway.**
- c. Transfer of Control Procedures
 2. All full stop aircraft shall be sequenced by the TRACON prior to transfer of communications with to the Tower.
 3. The Tower has control for descent and turns toward the tower airspace for arrivals within 10 miles of the airport.
 4. DR has control for departures on contact.
 5. When Local Control East is open, DR has control leaving 7100ft MSL or clear of LCE airspace.
- d. Departures
 6. LCE must obtain a release from LCW for all IFR and CAT III VFR aircraft departing 17L/35R
 7. Coordinate all IFR and VFR CAT III departures with DR.
 8. Prior to exiting the lateral confines of Tower's airspace establish IFR, VFR CATIII departures, and all aircraft request practice approaches in the IFR fan area depicted in Appendix 1-4 and listed below:
 - a. Runway 35L/R - 350 degrees or 010 degrees
 - b. Runway 17L/R - 170 degrees or 150 degrees
 - c. Runway 13 - 170 degrees
 - d. Runway 31
 1. IFR - SID heading, 350 or 010
 2. VFR CAT III - 350 or 010
 2. Assign VFR CAT I and II departures a heading in the general direction request by the aircraft and a heading that establishes the departure within the confines of the VFR departure fan area, as depicted in Appendix 1-3 and listed below:
 - a. Runway 35L/35R/31 - 280 degrees clockwise to 060 degrees from the departure end of runway
 - b. Runway 17L/17R/13 - 100 degrees clockwise to 260 degrees from the departure end of runway
- e. Missed Approaches and Go-Arounds
 1. Runway 31 missed approaches/go-arounds will be turned heading 350 degrees
 2. Runway 13/17L/17R/35L/35R missed approaches/go-arounds will be issued runway heading, maintain 9000.

Chapter 3

Terminal Radar Approach Control (TRACON)

3-1 Airspace Allocation

- a. Appendix 1-6 depicts the airspace allocation for VR, DR is allocated all airspace not delegated to VR.
- b. For the area of Colorado Springs airspace assignment where DR overlies VR, VR owns 500 feet above their designated airspace for use by VFR aircraft only.

3-2 Frequencies

- a. DR 124.0
- b. VR 120.6

3-3 DR Procedures

- a. DR has sequencing authority for all runways
- b. DR must APREQ all RY 13/31 arrivals with LCW
- c. DR must coordinate any arrivals/departures to/from RY31 with VR
- d. If runway assignment is changed within 10nm of COS DR must coordinate with LC
- e. DR is responsible for the release of opposite direction IFR and CAT III VFR departures
- f. DR must coordinate with VR prior to releasing any IFR departures from FLY (Meadow Lake) airport.

3-4 VR Procedures

- a. VR must ensure all CAT I and CAT II aircraft from the east maintain at or below 8500 and are vectored to enter midfield downwind to RY17L/35R for Tower sequence.
- b. VR must ensure all aircraft inbound to COS requesting practice instrument approaches or a full stop landing, be put on a heading and at an altitude that allows DR to sequence them with his/her arrivals. Once completed transfer communications to DR.

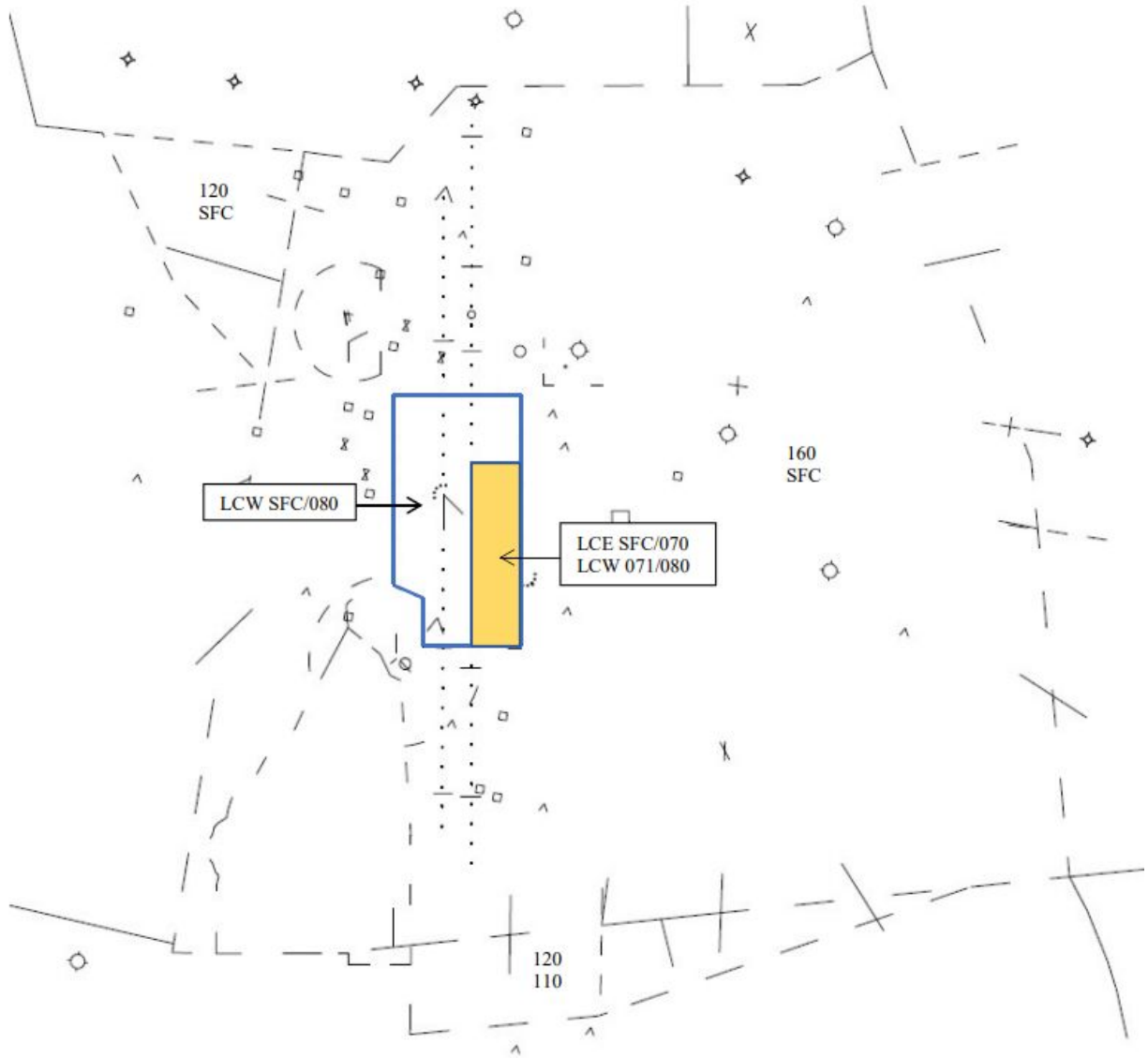
3-5 Prearranged Coordination Procedures

- a. DR may climb aircraft being cleared direct or vectored to the initial departure fix through VR airspace provided appropriate radar separation and/or course divergence between all radar targets are ensured. If the aircraft needs to level at an altitude in VR airspace, automated/verbal coordination is required.
- b. DR may climb through VR airspace with overflying aircraft departing Pueblo enroute northbound. If the aircraft needs to level prior to exiting VR airspace automated/verbal coordination is required.
- c. After coordination with VR on usage of RY13/31, DR has control to turn and climb an aircraft with the expectation that DR will turn the aircraft into his/her airspace as soon as practical to exit VR airspace. If the turn and/or climb cannot be accomplished on initial contact, coordination is required with VR
- d. After completion of a communications transfer, both DR and VR have control for descent and turns up to 90 degrees within the transferring controller's airspace.

3-6 Practice Approaches

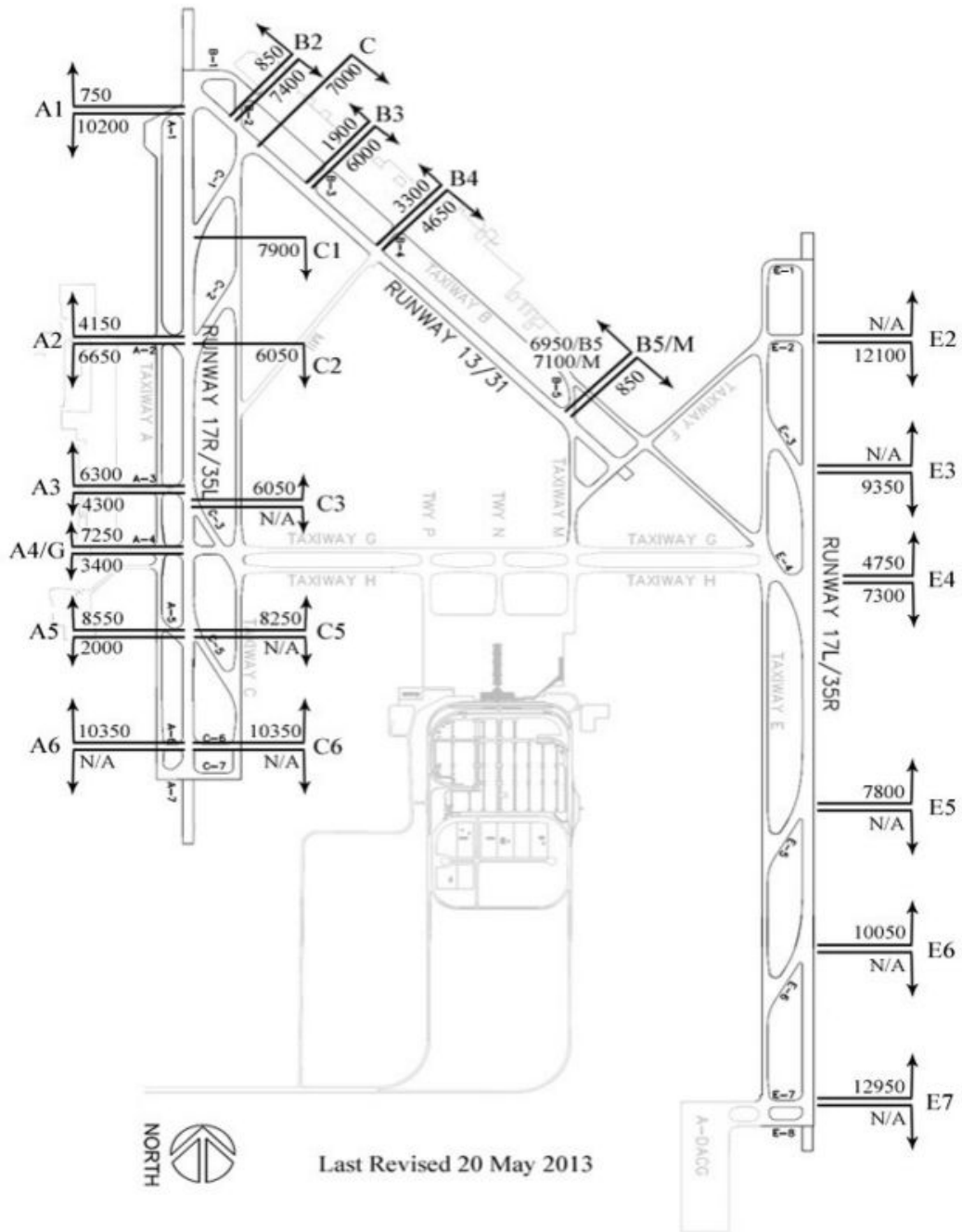
- a. Aircraft conducting a practice approach must have the type of approach being conducted displayed in the data block.
- b. Climb out instructions must be issued to aircraft practicing successive approaches by the DR/VR controller. Standard climbout instructions are below.
 1. IFR aircraft: "Fly runway heading, maintain 9000
 2. VFR CAT III aircraft. "Fly runway heading, maintain VFR at or below 9000"
 3. CAT I and II VFR aircraft. "Fly runway heading, maintain VFR at or below 8500"
- c. DR/VR is responsible for issuing the published missed approach. If LC is unable to provide the published missed LC must coordinate with DR

APPENDIX 1 FACILITY MAPS



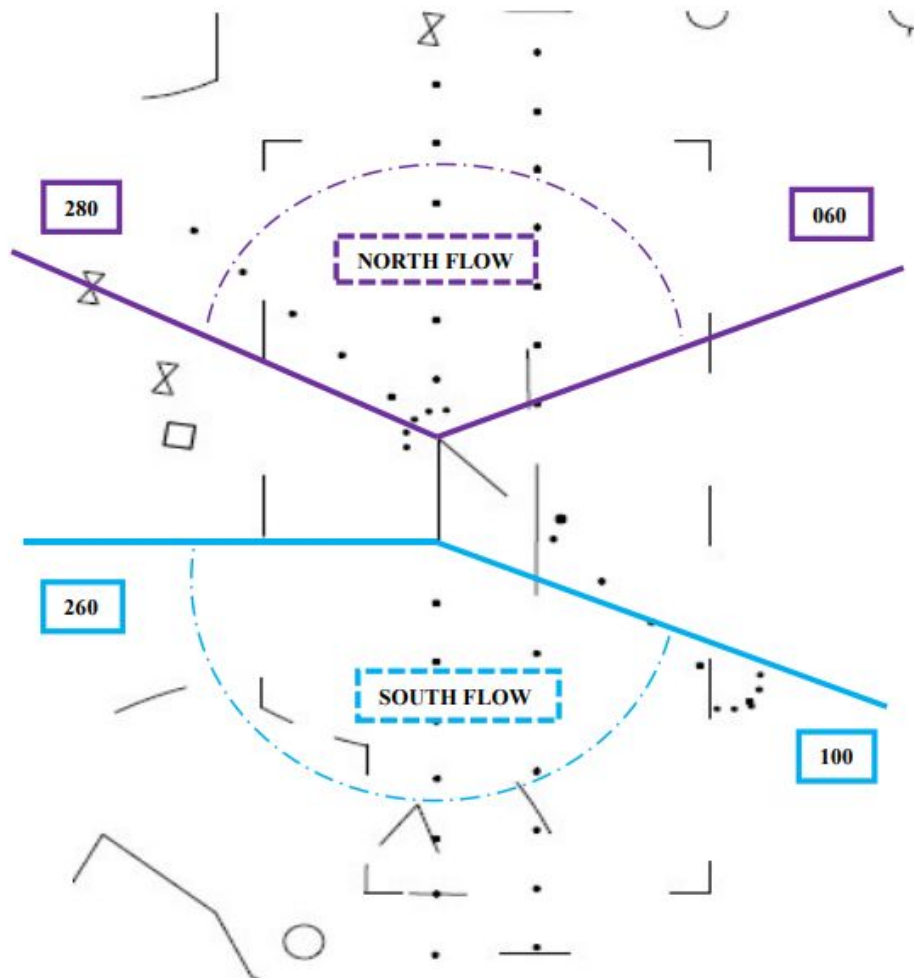
APPENDIX 1-1 COS TOWER AND TRACON AIRSPACE

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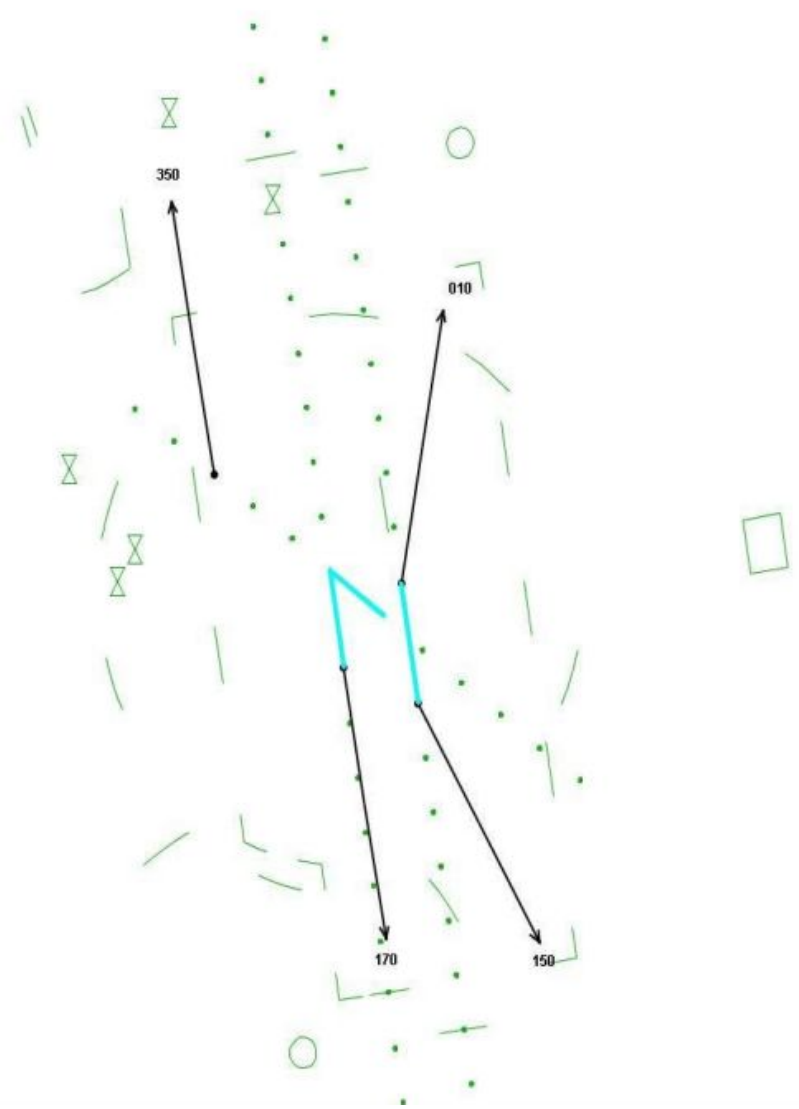
APPENDIX 1-2 COS RUNWAY AND INTERSECTIONS

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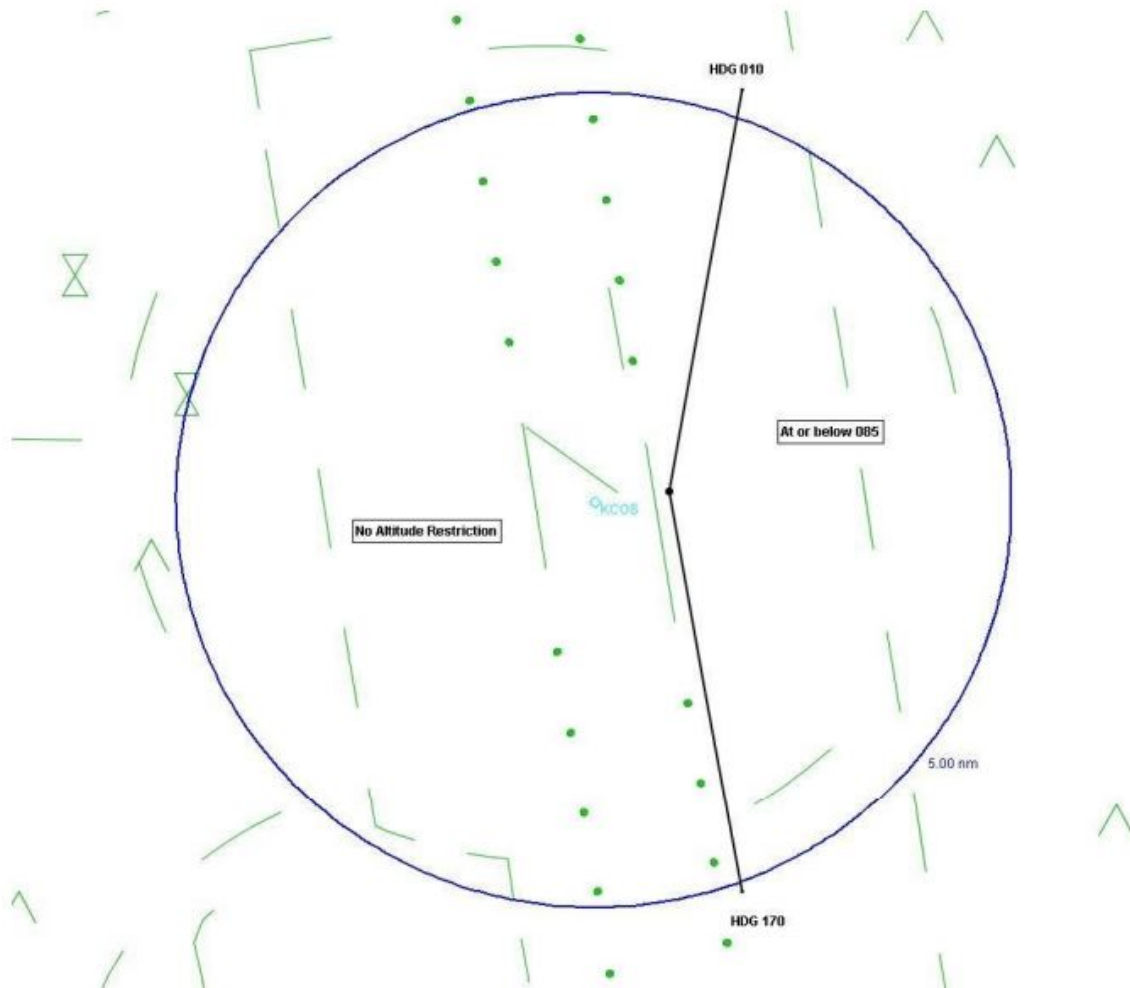
APPENDIX 1-3 CAT I AND CAT II VFR DEPARTURE FAN HEADINGS

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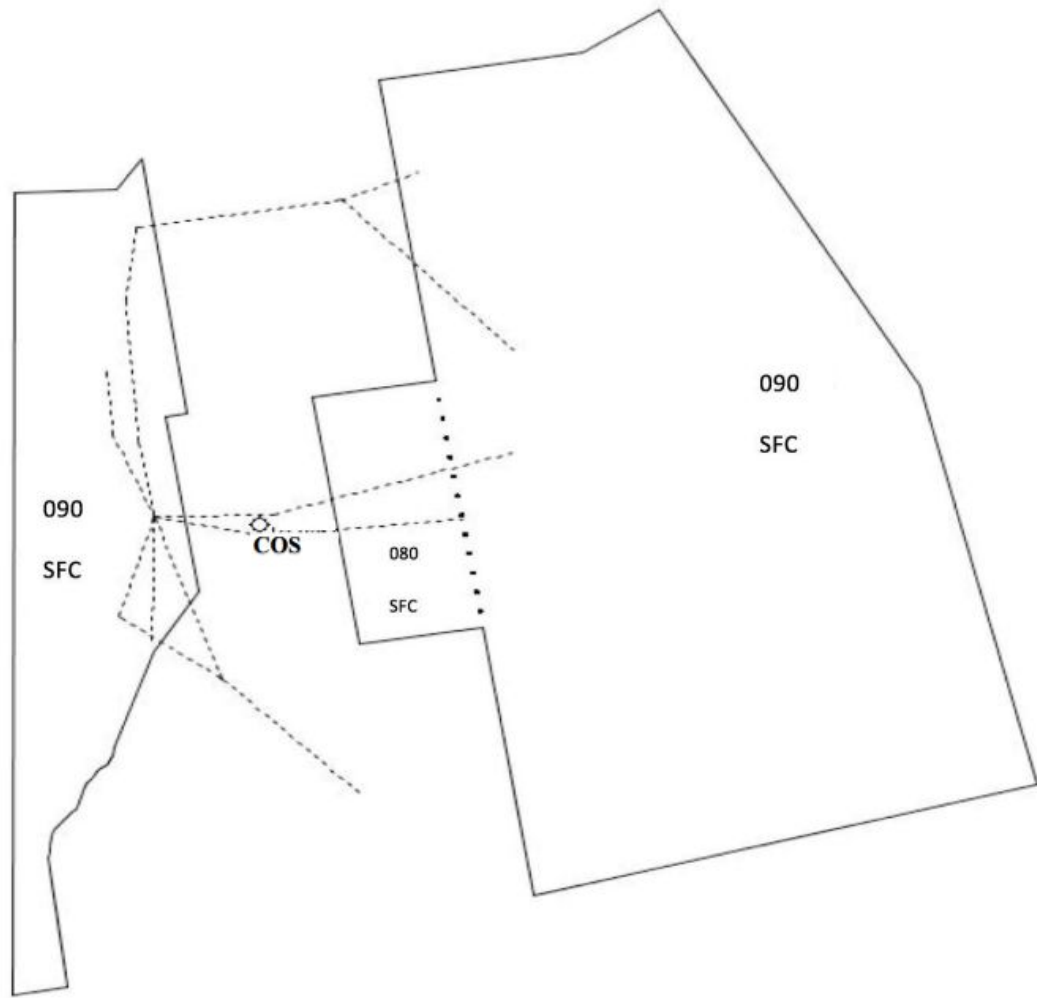
APPENDIX 1-4 IFR/VFR CAT III DEPARTURE AND PRACTICE APPROACH FAN HEADINGS

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APPENDIX 1-5 VFR CAT I AND II ALTITUDE RESTRICTIONS

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APPENDIX 2 DR/VR SCRATCHPAD ENTRIES

PROCEDURE	ENTRY
ILS 17R	I7R
ILS 17L	I7L
ILS 35L	I5L
ILS 35R	I5R
RNAV Y 17L	G7L
RNAV Y 17R	G7R
RNAV Y 35R	G5R
RNAV Y 35L	G5L
RNAV 31	G31
RNAV Z 35L	R5L
RNAV Z 35R	R5R
RNAV Z 17L	R7L
RNAV Z 17R	R7R
NDB 35L	NDB
VISUAL APPROACH ANY RUNWAY	COS

APPENDIX 2-1 DR/VR SCRATCHPAD ENTRIES

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