Denver ARTCC

Colorado Springs ATCT & TRACON

STANDARD OPERATING PROCEDURES

OCTOBER 7, 2018

Definition of Airspace

Colorado Springs Class C airspace is defined as show in Appendix 1.

Definition of Positions

SPRINGS APPROACH (COS_APP)

- This position is responsible for the separation and sequencing of IFR/VFR aircraft within the Colorado Springs TRACON.
- Colorado Springs Approach shall use 118.500/239.02 as its normal operating frequency.

SPRINGS APPROACH [VFR RADAR] (COS_VR_APP)

- This position is responsible for the separation and sequencing of VFR aircraft within the defined airspace.
- Colorado Springs VFR Radar shall use 120.600/370.875 as its normal operating frequency.

SPRINGS TOWER (COS_E_TWR)

- This position is responsible for the safe movement of aircraft within the Colorado Springs Class Charlie airspace.
- Colorado Springs Tower shall use 133.150/335.55 as its normal operating frequency.

SPRINGS TOWER (COS_W_TWR)

- This position is responsible for the safe movement of aircraft within the Colorado Springs Class Charlie airspace.
- Aspen Tower shall use 119.900/360.6 as its normal operating frequency.

SPRINGS GROUND (COS_GND)

- This position is responsible for the safe movement of aircraft and vehicles on active taxiways and inactive runways.
- Colorado Springs Ground shall use 121.700/348.6 as its normal operating frequency.

SPRINGS CLEARANCE DELIVERY (COS_DEL)

- Colorado Springs Clearance Delivery shall use 121.700/348.6 as it's normal operating frequency. Colorado Springs Clearance Delivery will be responsible for issuing all IFR clearances.

SPRINGS ATIS (KCOS_ATIS)

- Aspen’s ATIS shall be broadcasted on frequency 125.000 by Springs Tower or his designee.

Runway Selection

Runway 17L/35R is the preferred runway for Air Carriers.

Runway 17R/35L is the preferred runway for:

- Military Aircraft
- General Aviation aircraft
- West ramp cargo and Air taxi.

When the wind reported by the ATIS is to be less than 10 kts the calm wind runway use program will be in effect (North Operations) unless an operational necessity exists.

When wind is greater than 10 kts the runway used will be most aligned with the wind.

Position Duties

Clearance Delivery (CD):

- Issue IFR clearances to aircraft.
- Ensure all IFR departures are assigned a departure procedure.
- All IFR departures shall be assigned an initial altitude of 10,000' MSL and be instructed to expect filed cruise altitude 10 minutes after departure.
- Advise GC of any EDCT times for departing aircraft.
- All IFR Departure not on a SID must be Issued Runway Heading Initial altitude 10,000

VFR Departures:

ALL CAT I and CAT II VFR aircraft departing Southwest heading 170 clockwise through 010 must:

- Fly Runway Heading (Helicopters will receive a Tower assigned heading.
- Maintain VFR (No altitude restriction).
- Departure Frequency
- Assign a discrete VFR beacon code.

ALL CAT I and CAT II VFR aircraft departing northeast heading 011 clockwise through 169:

- Fly Runway Heading (Helicopters will receive a Tower assigned heading).
- Maintain VFR at or below 8,500ft MSL.
- Departure Frequency.
- Assign a discrete VFR beacon code.

CAT III VFR Aircraft

- Fly Runway Heading
- Maintain VFR at or below 9,000ft MSL.
- Departure Frequency
- Assign a discrete VFR Beacon Code.

Special VFR:

- Fly Runway Heading
- CAT I and II aircraft Maintain SVFR at or below 8,500ft MSL. CAT III aircraft maintain SVFR at or below 9,000ft MSL.
- Assign a discrete IFR beacon code.
- Assign appropriate frequency for departure (LCW/LCE for local SVFR or APP if departing the area).

Practice Approaches:

VFR:

- Fly Runway heading (Helicopters get Tower assigned heading).
- Maintain VFR at or below 8,500ft MSL.
- Departure Frequency.
- Assign a discrete VFR beacon code.

IFR

- Clear aircraft to COS via radar vectors, Fly runway heading, maintain 9,000ft MSL, Departure frequency xxx.xxx squawk xxxx

GROUND CONTROL (GC):

- Ensure all departures have current ATIS information
- Do not group aircraft flying the same departure route next to each other in the takeoff sequence whenever possible

LOCAL CONTROL (LC):

- Provide departure with at least 5NM spacing between same route departures
- Aircraft released on these headings will not be coordinated with Departure.
- Runway 35L, 35R, and 31
    - 350 degrees clockwise to 010 degrees
- Runway 17R, 17L, and 13
    - 150 degrees to 170 degrees
- Aircraft released on these headings will not be coordinated with Departure.
- Runway 35L, 35R, and 31
    - 260 degrees clockwise to 080 degrees
- Runway 17R, 17L, and 13
    - 080 degrees to 260 degrees
- VFR Aircraft should be clear of all subsequent departures and incoming arrivals prior to frequency change
- Local Control shall coordinate with Approach and Departure prior to making runway changes
- Local Control shall ensure all departures are squawking altitude on the appropriate code prior to frequency change to Departure

TERMINAL CONTROL (TC):

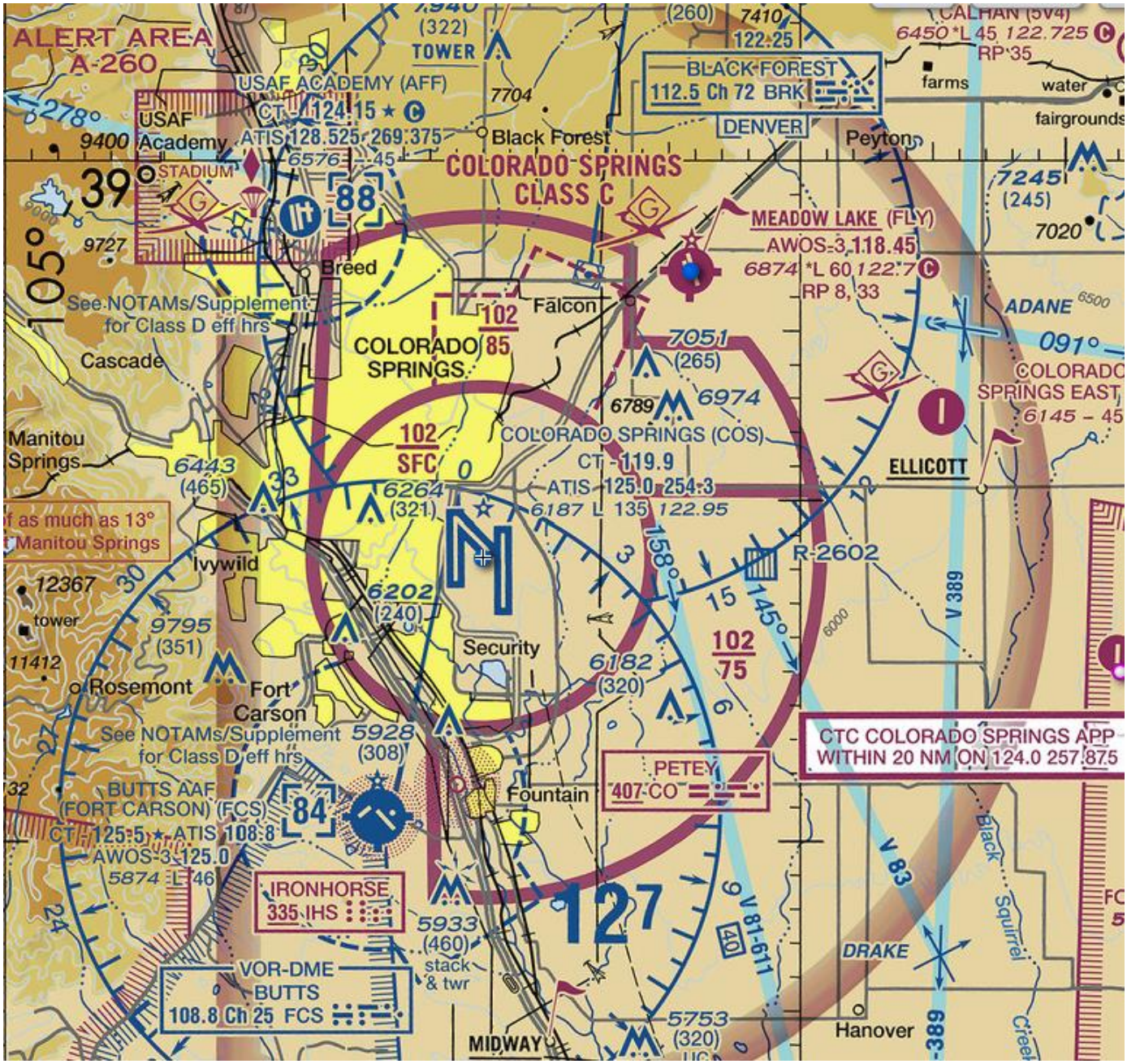
- Approach Radar is the Primary Position
- Arrival Radar is combined with Departure unless split. Any reference to approach will also apply to departure when combined as the primary
- Arrival Radar has sequencing responsibilities for KCOS Arrivals
- SOUTH FLOW
    - Departure is responsible for Fort Carson sequencing
    - Departure shall handoff jet departures filed over FQF to approach heading 080 to 12,000
    - Approach has control to turn these departures left to a 300 heading and climb to 16,000
- NORTH FLOW
    - Departure may climb departures through approach airspace provided lateral separation, regardless of altitude between arrivals and departures, of at least 10NM.
        - EXCEPTION: Departures filed over FQF shall be pointed out to Approach climbing to 12,000, with D01's control for higher 5NM from the boundary where D01 owns 13,000 and above. If there is little traffic, do not switch departure to D01 frequency prior to the point that the conflict is clear

Scratchpad Entries

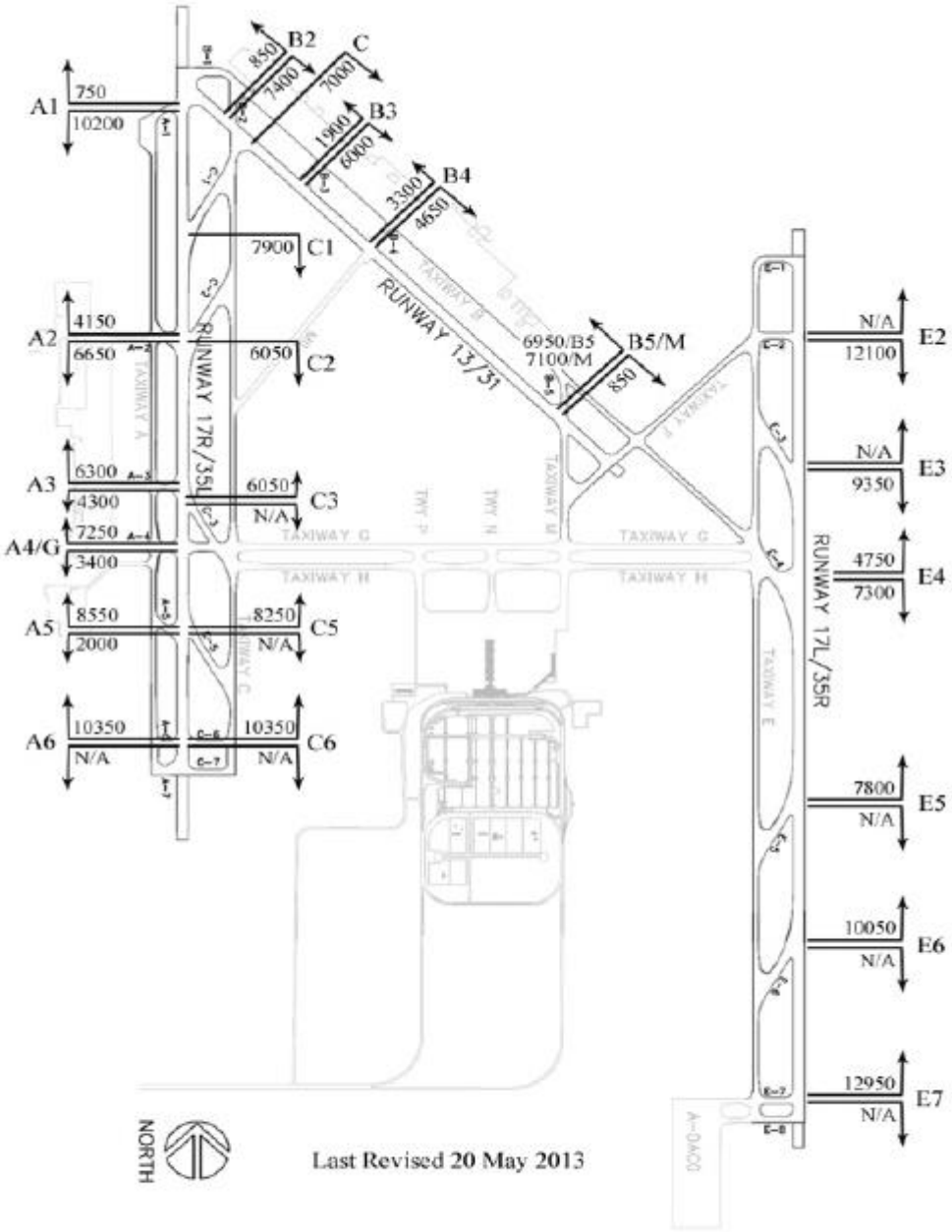
Colorado Springs Terminal Control shall enter the appropriate scratchpad entries for which approach the aircraft will be conducting.

Procedure	Entry
ILS17L	i7L
ILS35L	i5L
ILS35R	i5R
RNAV17L	R7L
RNAV17R	R7R
RNAV31	R31
RNAV35R	R5R
ILS17L	i7L
ILS35L	i5L

Airspace Diagram – Appendix 1



Runway Lengths – Appendix 2



COS TWR and TRACON Airspace – Appendix 3