

Denver ARTCC

Farmington (FMN) ATCT

Standard Operating Procedure

July 25, 2018

Definition of Airspace

Farmington Class D airspace is defined as the airspace extending upward from the surface up to and including 8,000 MSL within a 5 NM radius of the defined coordinates of Farmington Airport.

Definition of Positions

***FMN ATCT operates from 0600-2200 local time. When FMN ATCT is not operational, FMN will act as an uncontrolled airport.**

Farmington Tower (FMN_TWR)

- This position is responsible for the separation and sequencing of IFR/VFR aircraft within the Farmington Class Delta airspace.
- Farmington Tower shall use 118.900 as its normal operating frequency.

Farmington Ground (FMN_GND)

- This position is responsible for the safe movement of aircraft and vehicles on active taxiways and inactive runways.
- Farmington Ground will be responsible for issuing all IFR clearances.
- Farmington Ground shall use 121.700 as its normal operating frequency.

Farmington ATIS

- Farmington's ATIS shall be broadcasted on frequency 127.150 by Farmington Tower or his designee.

Runway Selection

- Winds less than 6 knots in any direction or during IMC OR greater than sig knots from 130 degrees clockwise to 350 degrees:
 - RWY 25 (primary)
 - RWY 23 (secondary)
- 7 knots or more from 130 degrees counter-clockwise to 350 degrees:
 - RWY 7 (primary)
 - RWY 5 (secondary)

IFR Operations

All IFR Departures will abide by the provisions set forth in the letter of agreement between the Farmington Air Traffic Control Tower and ZDV (Denver Center).

FMN_TWR shall not issue departure headings to aircraft that have filed the PLATA or CHACO departures. Aircraft who have not filed an instrument departure shall be instructed to fly runway heading.

KFMN is assigned squawk range 1450-1477.

Appendix 1 – FMN ATCT Boundary

