Denver ARTCC

Rapid City (RAP) ATCT and Ellsworth Approach Control

Standard Operating Procedure

July 14, 2010

Rapid City Air Traffic Control Tower

Definition of Airspace

Rapid City Class D airspace is defined as the airspace extending upward from the surface up to and including 5,700 MSL within a 5 NM radius of the defined coordinates of Rapid City Airport.

Definition of Positions

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

Rapid City Tower (RAP_TWR)

- This position is responsible for the separation and sequencing of IFR/VFR aircraft within the Rapid City Class Delta airspace.
- Rapid City Tower shall use 125.85 as its normal operating frequency.

Rapid City Ground (RAP_GND)

- This position is responsible for the safe movement of aircraft and vehicles on active taxiways and inactive runways.
- Rapid City Ground will be responsible for issuing all IFR clearances.
- Rapid City Ground shall use 121.900 as its normal operating frequency.

Rapid City ATIS

- Rapid City's ATIS shall be broadcasted on frequency 118.525 by Rapid City Tower or his designee.

Runway Selection

Rapid City's primary runway will be 14/32 for arrivals and departures. Runway 5/23 shall only be used when specifically requested by the pilot and when operations on that runway will not negatively effect operations on runway 14/32.

- Land north (Winds 050 CCW to 230 or IMC conditions)
    - Runway 32
- Land south (winds 050 CW to 230)
    - Runway 14

IFR Operations

All IFR departures shall be issued runway heading.

Rapid City Tower will obtain an IFR release from Rapid City Approach when the aircraft is ready for departure but prior to the aircraft taking the runway.

IFR aircraft shall be issued an initial altitude of 10,000 feet (or lower assigned cruise altitude) and instructed to expect filed cruise altitude 10 minutes after departure.

Rapid City Tower shall immediately advise Rapid City Approach of any missed approaches. Tower shall give rolling calls to departure once the aircraft has begun it's takeoff roll.

Ellsworth Approach Control

Diagram 1-1 - Ellsworth Approach Control Airspace

Definition of Airspace

Rapid City Approach/Departure control owns the airspace depicted in Diagram 1-1 from the surface up to and including 16,000 feet, excluding the Rapid City And Ellsworth Air Force Base Class D airspaces.

Controller will make use of the Denver Center MIA graphics as depicted in the Denver Center sector file under Geography and Static Text.

Definition of Position

Ellsworth Approach/Departure (RCA_APP)

- This position is responsible for the separation and sequencing of IFR aircraft within Ellsworth Approach's designated airspace.
- Ellsworth Approach/Departure shall use 119.500 as its normal operating frequency.

IFR Operations

Ellsworth Approach/Departure shall abide by the provisions set forth in the Letter of Agreement between Ellsworth Approach/Departure and Denver Center.

Ellsworth Approach/Departure shall enter the following scratch pad entries for arrivals:

- ILS OR LOC RWY 32 - i32
- RNAV RWY 14 - R14
- RNAV RWY 32 - R32
- VOR OR TACAN RWY 14 - V14
- VOR OR TACAN RWY 32 - V32

Ellsworth Approach/Departure shall transfer radio communications to Rapid City Tower prior to the FAF or outer marker.

Appendix 1 – RAP-RCA Boundary