

DENARTCC

Denver International Airport
Air Traffic Control Tower

and

Denver Approach D01

LETTER OF AGREEMENT

Subject: Standard Operation and Control Jurisdiction

Effective: 12/20/2016

Purpose: This letter of agreement establishes coordination procedures and responsibilities concerning the D01 TRACON and the KDEN ATCT.

Scope: In concurrence with the D01 7110.65A and DEN 7110.65B, ATC's must adhere to the agreements specified within this document.

Responsibility: The signatories to this Letter of Agreement agree to ensure complete controller cooperation to this document.

Procedures: Located within this document.

Marcus Miller
Air Traffic Manager
Denver ARTCC

Tony Jeppesen
Air Traffic Director
VATUSA Wester Region

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DEFINITIONS

- **BKF Sandbox:** As depicted in [Figure 1](#). This airspace can be blocked from 7,500 MSL to FL230 for use for BKF fighter jet departures and arrivals.
- **Configuration:** The primary direction of landing.
- **Departure Gates:** Radials defining boundaries in which aircraft exit TRACON airspace:
 - North gate: Mile High VOR (DVV) 314 radial clockwise to the DVV038 radial.
 - East gate: Falcon VOR (FQF) 038 radial clockwise to the DVV125 radial.
 - South gate: FQF127 radial clockwise to the FQF220 radial.
 - West gate: DVV225 radial clockwise to the FQF306 radial
- **Final Radar (FR) airspace:** Airspace depicted in the departure heading diagrams

GENERAL CONTROL

- D01 delegates to DEN ATCT airspace at or below 10,000 MSL within 8NM of the approach end of Runway 17R as depicted in [figure 1](#) excluding:
 - Airspace in FR airspace above 7,000 MSL
 - BKF Class D airspace, below 8,000 MSL
 - FTG Class D airspace, below 7,000 MSL
- DEN ATCT is responsible for separation inside of the Final Approach Fix except:
 - During simultaneous instrument approaches, D01 is responsible for separation until a 1-mile final

BKF SANDBOX PROCEDURES

- D01 shall advise when aircraft that will utilize the Sandbox are 25 NM from BKF.
- When the Sandbox is active, DEN ATCT shall ensure aircraft do not enter the protected airspace around the Sandbox
 - For Sandbox departures only, do not use the 185 heading for DEN departures to the South Corridor.

- For Sandbox arrivals, assign south corridor departures the 135 heading only.

ARRIVALS

- The following converging instrument approaches are authorized any time DEN weather is 2,000 AGL and 5 NM visibility or greater:
 - ILS or RNAV: 16L / 16R and 17R / 17L and ILS or RNAV 7
 - ILS or RNAV: 34L / 34R and 35L / 35R and ILS or RNAV 26
 - ILS or RNAV: 35L / 35R and ILS or RNAV 07
- Visual approaches to Runways 16L, 16R, 35L and 35R (“Civil War ops”) are authorized.
- Visual approaches to Runways 07 and 26 are authorized.
- DEN ATCT must be able to, and is responsible for, providing separation in the event of missed approaches in all of the above situations
- Reduced separation (2.5 miles in trail) is authorized for Runways 16L, 16R, 35L and 35R.
- D01 shall be informed as soon as practicable of all missed approaches. Unless otherwise coordinated, missed approaches shall be issued the following:
 - An authorized departure heading immediately adjacent to FR airspace
 - Example: during LAND NORTH, only assign an east or west heading (ie: 105, 245)
 - Climb to 9,000
 - Handoff to the appropriate DR controller
- D01 has control for turns towards FR airspace and climb to 9,000 for all missed approaches.
- D01 shall:
 - Transfer communications no less than 5, preferably more than 10, flying miles from the airport.
 - During simultaneous ILS approaches, transfer communications no later than the DUALS/TRIPS bar as appropriate.
 - Ensure all arrival aircraft have the assigned landing runway in the scratch pad.
 - Not allow aircraft landing runways 35L, 34R or 17R to intercept the final approach course inside the Final Approach Fix.

DEPARTURES

- DEN ATCT shall:
 - Issue proper routing for all IFR departures including:
 - A pilot-nav SID (not the DENVER SID) as much as possible for aircraft leaving D01 to destinations other than COS or CYS
 - Compliant with all inter-ARTCC, D01-COS and D01-CYS LOA's
 - Assign the following altitudes to departing aircraft:
 - SID departures with a published top altitude: "Climb via SID".
 - Except non-jet aircraft on the PLAINS departure: "Climb via SID except maintain 9,000".
 - Non-SID departures
 - 9,000 MSL to all departures landing in Denver TRACON airspace.
 - 9,000 MSL to IFR aircraft filed 10,000 MSL or below and exiting TRACON airspace.
 - 9,000 MSL to all non-jet aircraft filed out of the East departure gate.
 - 10,000 MSL to all other aircraft
 - Request a release from D01 for all VFR departures leaving tower airspace. The release may include a departure heading and/or altitude restriction.
 - Ensure aircraft are turning to or established on the appropriate departure heading or RNAV path.
 - Assign 10,000 feet to aircraft on an RNAV SID that have been assigned a departure heading (due to converging ops).
 - Ensure like-type aircraft do not require flight paths to cross in order to intercept the flight planned route.
 - Transfer communications to DR no later than the lateral boundary of DEN ATCT airspace.
 - Preferably, transfer should occur prior to the aircraft leaving 8,000.

TRAFFIC MANAGEMENT

- During a change in runway configuration, DEN shall advise which aircraft will be the final departure in the old configuration, and when that aircraft will be airborne.

- During a change in runway configuration, D01 shall advise which aircraft will be the last arrival on the old configuration.
- Whenever possible, 2 or more runways shall be designated for arrivals.
- Runway configuration priorities:
 - The primary calm wind configuration is SOUTH.
 - The second preferred configuration is NORTH.
 - The third preferred configuration is NORTH or SOUTH converging with WEST.
 - The fourth preferred configuration is NORTH or SOUTH converging with EAST.
- During VFR conditions, LAND NORTH/SOUTH (“Civil War ops”) may be considered for peak arrival demand.

Figures

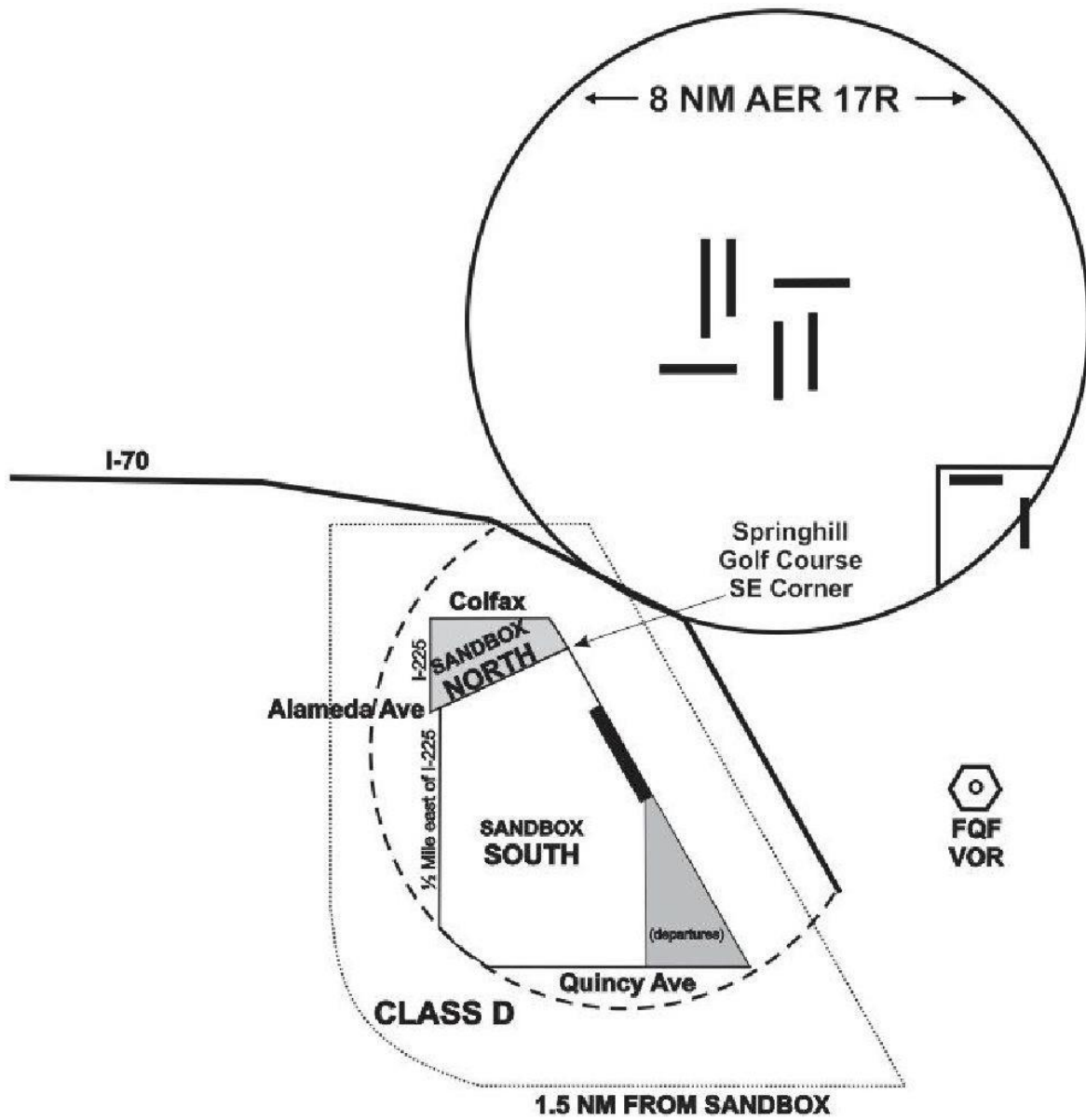


Figure 1: Tower airspace and BKF Sandbox