

Denver FNO Pilot Brief

Feb 19, 2021 | events@denartcc.org

Departures Out of DEN

ATIS:

Two ATISes will be online during this event: **KDEND_ATIS** and **KDENA_ATIS**. All departures must have the Departure ATIS (**KDEND_ATIS**) before pushback/startup.

Advise the Ramp controller of your information on board on initial contact. The Clearance Delivery and Metering don't care!

Clearances:

Contact **DEN_DEL** on **118.750** for clearance. Do not contact **DEN_E_DEL** unless advised to do so by the controller.

Ramp Flow:

Once receiving your clearance, you will be told to contact Denver Metering on **129.570** before being switched over to the correct ramp controller for pushback and startup instructions. When checking in with Metering, advise your gate number or location.

Do ***NOT*** push without explicit clearance from the Ramp controller!

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When given taxi instructions by ramp, you may be asked to taxi via a taxiway in which you are not currently on. You must taxi diagonally across the taxiway you are on to get to that other taxiway.

Ex. "taxi via BS, hold short of L."

This means that if you are on AN, you ***must*** taxi diagonally across the ramp and join BS.

Arrivals Into DEN

ATIS:

Two ATISes will be online during this event: **KDEND_ATIS** and **KDENA_ATIS**. All arrivals must have the Arrival ATIS (**KDENA_ATIS**) before contacting the first Approach controller.

Communication:

When checking in with your second Approach controller, use ***only*** your callsign. You will be reminded of this from the first Approach controller.

Ex. "Denver Approach, UAL213."

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Flying STARS and Transitions:

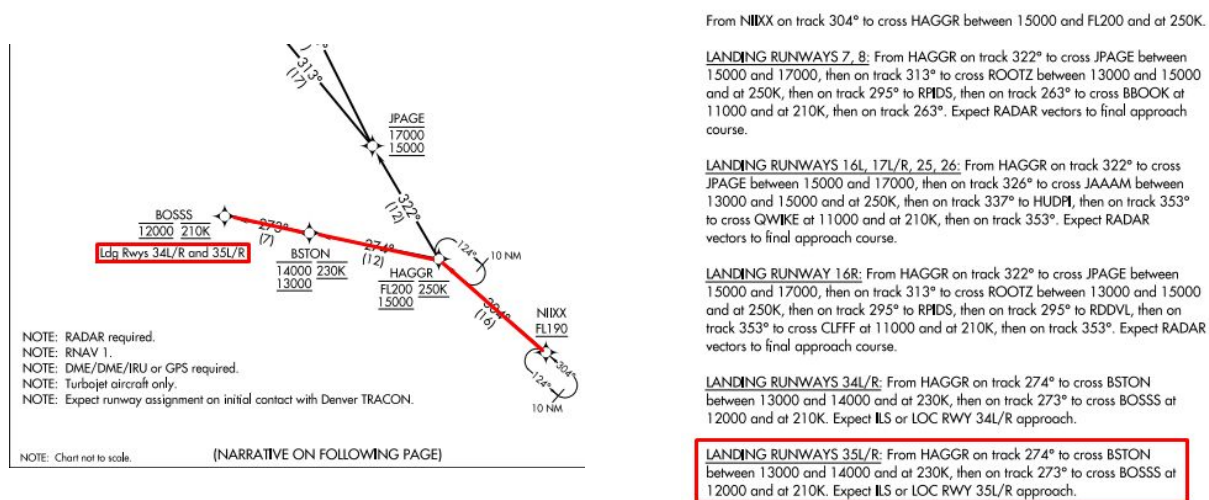
Aircraft on RNAV Arrivals will be given “*Descend Via*” Instructions as well as a transition.

Ex. “*Descend via the N11XX two arrival, runway 35R transition.*”

This authorizes you to start your descent as well as manage your speed to reach all crossing and speed restrictions published on the chart.

It is crucial you input the correct transition assigned for the STAR.

On FAA Charts found here: <https://airnav.com>, you can find the Runway Transition routing on the narrative page or on the graphic as indicated with the pictures below.



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Airspeed Transitioning:

Unless otherwise asked, all pilots should descend via their assigned Mach number until intercepting **280 knots** indicated. Once at **280 knots**, all pilots should maintain **280 knots** in the descent until slowed by the arrival.

If told to do otherwise, the controller will issue an instruction such as:

“When you transition, maintain 270 knots until slowed by the arrival.”

This means you ***must*** descend via your assigned Mach number until intercepting **270 knots** indicated.

Minor Field Arrivals/Departures

Denver will have **2 low centers**. Low centers control from the ground up to and including FL260.

Any aircraft departing from an airport that is not within Denver Approach control or Springs Approach control should contact the appropriate low center using the picture on the right. Common airports are depicted.

