ALERT BULLETIN

2026:33/8-8
10/27/2026
2406502

TO: FAA (ATM D01 TRACON, ATM DEN Tower)

INFO: FAA (AVP-1, AVP-200, AFS-260, AFS-200, ANM-600, AAS-1, AAS-300, Director of Air Traffic Operations WSA), Airport Manager, Denver Int'l Airport (DEN), CO, A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, NTSB, PAMA, SWAPA, TWU

FROM: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

SUBJ: DEN Tower LOA Compliance

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from a D01 TRACON Controller with concerns regarding the Letter of Agreement (LOA) between D01 and DEN Tower not being followed as it pertains to the handling of aircraft inbound to CFO airport. The Controller stated they called DEN Tower to point out Aircraft X on arrival to CFO as per LOA, which was accepted. Reportedly, DEN Tower continued launching departures without ensuring separation with Aircraft X. Controller stated one of the departing aircraft was in conflict with Aircraft X and since they cannot turn aircraft in DEN Tower's airspace they had to expedite the departure to FL230. Reporter recommended the "...LOA... procedure needs to be re-trained at DEN or changed so that we have the support to shut off DEN departures when we have CFO arrival."

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2406502	
DATE / TIME	
Date of Occurrence	202609
Local Time Of Day	1201 to 1800
PLACE	
Locale	DEN.Airport
State	CO
Altitude - MSL	7000
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - TRACON	D01
Make Model Name	Small Transport, Low Wing, 2 Recip Eng
AIRCRAFT / EQUIPMENT Y	
ATC / Advisory - Tower	DEN
ATC / Advisory - TRACON	D01
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Air Traffic Control	Approach
ASRS Report Number	2406502
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Separated Traffic
NARRATIVE 1	

Aircraft X was inbound for Runway 26 at CFO. In our Letter of Agreement (LOA) with DEN we are required to point these aircraft out with DEN tower as the CFO airspace is in close proximity and conflict with DEN departures. When Aircraft X was approximately 20 miles from DEN and 10 miles from CFO, I called the DEN local controller to point the CFO arrival out. The point out was accepted. I vectored Aircraft X to a straight-in final and went as low as I could on altitude 7,000. DEN continued to launch departures without regard for their acceptance of the point out on Aircraft X. The closest being Aircraft Y on the EPKEE Departure opposite direction of Aircraft X. The tower shipped me Aircraft Y BELOW Aircraft X climbing. We do not have controls for turns within tower airspace and luckily there was no arrival traffic above Aircraft Y and so my first transmission to Aircraft Y was either to expedite or no delay (I forget which I said in the moment) to flight level 230. I just achieved 1,000 feet of separation when the aircraft were about 4 miles apart, opposite direction, with around a 350 – 400 kt. closure rate.

Recommendation: DEN tower provides no positive control between their traffic and CFO arrivals. Per our LOA, when they take the point out, they should be separating from the inbound CFO traffic but they continue to launch departures in conflict without pause or consideration. Either this procedure needs to be re-trained at DEN or changed so that we have the support to shut off DEN departures when we have CFO arrival. At this

point we do not have the support of the Traffic Management Unit (TMU) or supervision to stop departures as they say “it is covered by the LOA and the tower’s responsibility to separate.” The solution to this is as simple as DEN stopping their departures for 30 seconds to a minute while the traffic is in conflict.

SYNOPSIS

D01 TRACON Controller reported a point out was approved but DEN Tower did not separate traffic as required per the LOA.