

VATSIM MINNEAPOLIS CENTER/DULUTH TOWER

LETTER OF AGREEMENT

EFFECTIVE: March 17, 2020

SUBJECT: TERMINAL AREA CONTROL SERVICE

1. PURPOSE. This agreement governs approach control service within airspace delegated to Duluth Tower and is supplementary to procedures contained in Air Traffic Handbooks and VATSIM/VATUSA directives.

2. CANCELLATION. ZMP – Minor ATCT/TRACON LOA, “Duluth (DLH) ATCT/TRACON.”

3. SCOPE. Duluth Tower has been delegated responsibility for control of IFR and special VFR aircraft at 12,000 feet MSL and below, and at 8,000 feet MSL and below, within the Minneapolis Center airspace as depicted on Attachment “A.”

4. RADAR PROCEDURES. Unless otherwise coordinated, the following procedures shall apply:

a. Arrivals.

1. The clearance limit for arrivals shall be the destination airport.
2. Arrivals at or above 13,000 feet MSL shall be descending to or level at 13,000 feet MSL or 9,000 feet MSL over the Hibbing shelf (see shaded area on Attachment “A”).
3. Duluth Approach Control may descend and/or alter an arrival’s route of flight no more than 30 degrees to either side of the aircraft’s heading provided the aircraft is within 10 miles of Duluth Approach Control’s airspace, and the alteration of course or altitude does not affect another Center sector’s airspace.
4. When automated handoffs are used, acceptance of a handoff by Approach Control of an aircraft with Mode C readout in level flight at or below 12,000 feet MSL constitutes altitude approval.

b. Departures.

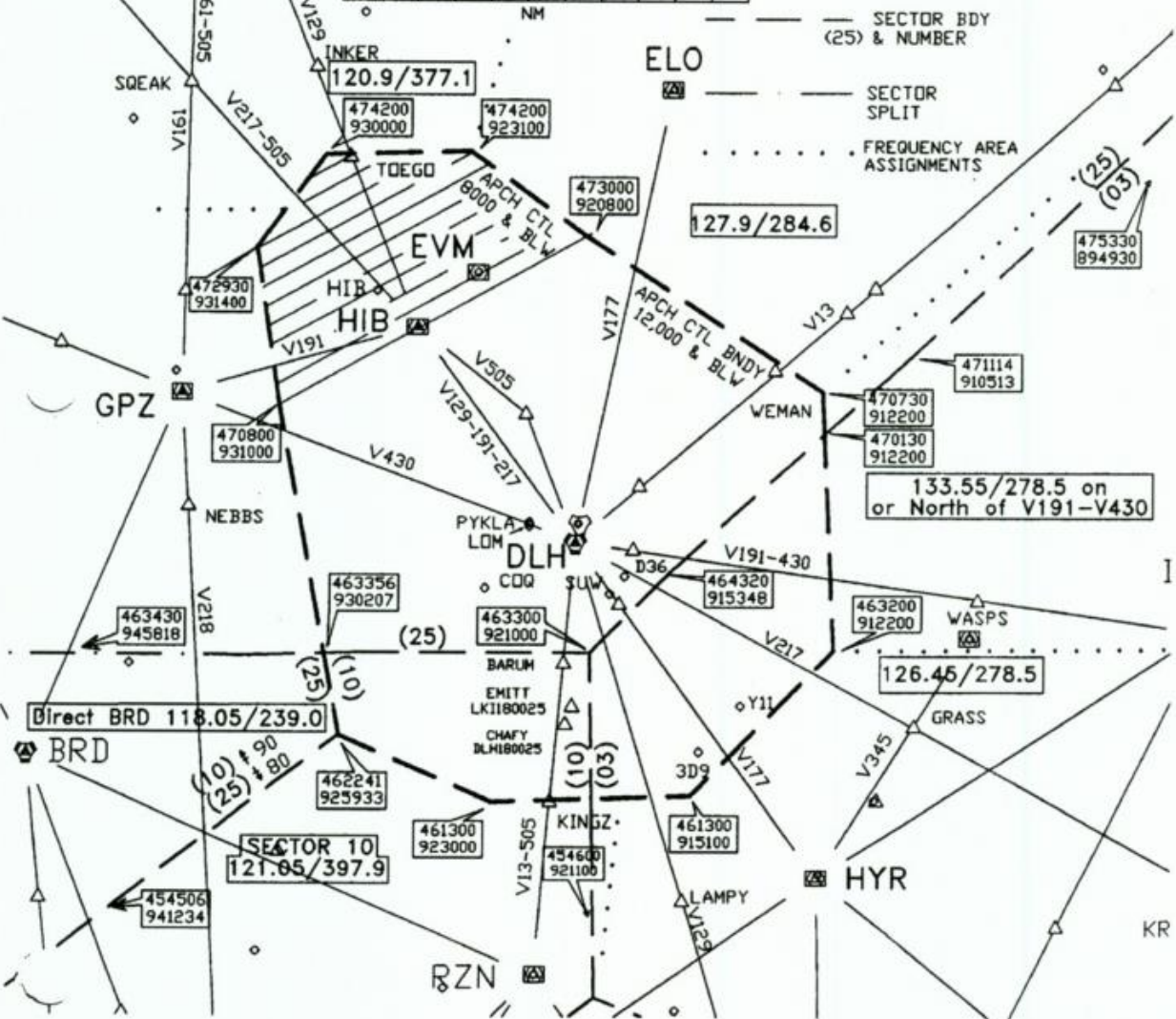
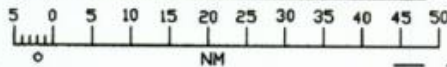
1. When automated handoffs are used, issue FL230 or the requested altitude, if lower, to departures after ZMP has accepted the handoff. (Before accepting a handoff, ZMP will advise Approach Control when a different altitude is to be assigned.)
2. After receiving a handoff and frequency change from Duluth Approach Control and the departure has reached an altitude of 8,000 feet MSL, Minneapolis Center may alter a departure’s heading and/or route. The maximum turn shall not exceed 30 degrees either side of the aircraft’s heading and/or route.

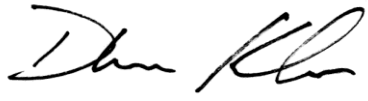
5. GENERAL.

- a. Frequencies:
 - 1. The Center shall assign frequencies 125.45, as appropriate, to arrivals/overflights.
 - 2. The Tower shall assign frequencies to departures/overflights as depicted on Attachment "A".
- b. All Duluth departures to MSP assigned the BAINY/GEP STAR shall be handed off to Sector 10. Any required pointouts of this traffic to Sector 25 shall be accomplished by Sector 10.

JOINT MINNEAPOLIS CENTER AND DULUTH TOWER LETTER OF AGREEMENT ATTACHMENT "A"

EFFECTIVE: September 24, 2001



A handwritten signature in black ink, appearing to read 'Dhruv Kalra'.

Dhruv Kalra

Air Traffic Manager

VATSIM Minneapolis ARTCC