

LETTER OF AGREEMENT

**EFFECTIVE: March 17, 2020**

SUBJECT: Terminal Area Control Service

1. **PURPOSE.** This agreement between Minneapolis Center (ZMP) and Des Moines ATCT (DSM) delegates airspace and associated air traffic control responsibilities and supplements the procedures in FAA Order 7110.65 and 7210.3.
2. **CANCELLATION.** vZMP Minor ATCT/TRACON LOA, "Des Moines (DSM) ATCT/TRACON."
3. **SCOPE.** The responsibilities and procedures contained herein and applicable to all aircraft operations controlled by Minneapolis Center and Des Moines ATCT.
4. **RESPONSIBILITIES.** DSM is delegated responsibility for providing air traffic control services to aircraft operating 10,000 feet MSL and below within ZMP's airspace, as depicted on Attachment 'A'.
5. **PROCEDURES.** Unless otherwise coordinated, the following procedures shall apply:

**a. Altitude Coordination**

1. Arrival altitudes need not be coordinated on aircraft with Mode C that are at or descending to 11,000 feet MSL or are level at an altitude appropriate for direction of flight between 4,000 and 10,000 feet MSL when a radar handoff is completed.
2. Overflight altitudes need not be verbally coordinated on aircraft with Mode C that are level at an assigned altitude appropriate for direction of flight.

**b. Pointout Procedures**

1. DSM is responsible for intrafacility "pointouts" of aircraft entering its delegated airspace.
2. ZMP is responsible for intrafacility "pointouts" of aircraft entering its airspace.

**c. Transfer of Control Procedures**

1. ZMP/DSM release control for code changes after a frequency change has been made.
2. ZMP releases control of arriving aircraft for turns and descent after a radar handoff and frequency change has been completed. Turns shall not exceed 45 degrees from the assigned route/heading, and the turns shall not affect another sector.

3. DSM releases control of departing aircraft for turns after the completion of a radar handoff and frequency change. Turns shall not exceed 45 degrees from the assigned route/heading, and the turns shall not affect another sector.

**d. Separation**

1. DSM will separate arrivals from other sectors by 2.5 miles.
2. DSM will provide ZMP with separation of 1,000 feet vertically or 5 miles radar, constant or increasing.

**e. Frequency Assignments**

1. ZMP: As indicated on Attachment A.
2. Des Moines ATCT:
  - a. Controller Symbol A – 135.2
  - b. Controller Symbol D – 123.9
  - c. Controller Symbol S – 118.6

**6. ATTACHMENTS.**

Attachment A – DSM delegated airspace and clearance limit fixes.

Attachment A

# MINNEAPOLIS CENTER/DES MOINES APPROACH CONTROL LETTER OF AGREEMENT ATTACHMENT "A"

DATE November 3, 2009

