

VIRTUAL MINNEAPOLIS CENTER/GREEN BAY 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 Green Bay Tower and is supplementary to procedures contained in Air Traffic handbooks and VATUSA/VATSIM directives.
2. **CANCELLATION.** ZMP – Minor ATCT/TRACON LOA, “Green Bay (GRB)/Appleton (ATW) ATCT/Green Bay TRACON
3. **RESPONSIBILITIES.** During published hours of operation, Green Bay Tower has been delegated responsibility for control of IFR and special VFR aircraft at 13,000 feet MSL and below, within the Minneapolis Center airspace, and 4,000 feet MSL and below for that portion which underlies Minneapolis Center’s Sectors 03 and 04, 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 14,000 feet MSL, shall be descending to or level at 14,000 feet MSL. Arrivals, at or below 13,000 feet MSL, landing at Green Bay or satellite airports shall be handed off to the satellite controllers.
  3. Transfer of control of all aircraft shall be within 10 nm of the boundary unless otherwise stated, providing the following conditions are met:
    - a. Approach control may alter an arrival’s route of flight no more than 30 degrees either side of course:
    - b. Approach control shall ensure that any course change does not affect any other facility’s airspace, unless otherwise coordinated.
  4. When automated handoffs are used:
    - a. Acceptance of a handoff by approach control of an aircraft with mode C readout in level flight at or below 13,000 feet MSL constitutes altitude approval.

## b. Departures.

1. En route departure clearance to aircraft departing airports within approach control delegated airspace may be issued without Center approval provided the following conditions are met:
  - a. Departures are cleared at 13,000 feet MSL or below, except MNM departures are cleared at 4,000 feet MSL or below.
  - b. Approach control confines all departures to within approach control delegated airspace until a radar handoff is completed.

**5. GENERAL**

- a. Aircraft exiting Green Bay Approach Control and landing at Central Wisconsin, Wausau, and Stevens Point shall be the control of Minneapolis Center once the aircraft has crossed V191.
- b. Unless otherwise coordinated, the Center shall assign radio frequencies as follows:
  1. Arrivals/overflights at or below 13,000 feet MSL.  
  
126.3 for aircraft landing at Appleton.  
120.2 for aircraft landing at Manitowoc, Menominee, and Sturgeon Bay.
  2. Green Bay arrivals, at or above, 14,000 feet MSL.  
  
119.4 for aircraft landing at Green Bay.

**6. ATTACHMENT.**

Attachment "A".

Dhruv Kalra

Air Traffic Manager

VATSIM Minneapolis ARTCC

