

VATSIM Minneapolis Air Route Traffic Control Center (ZMP), and
Omaha Terminal Radar Approach Control (R90)

LETTER OF AGREEMENT

EFFECTIVE: November 6, 2023

SUBJECT: Terminal Area Control Service

1. PURPOSE. This agreement delegates authority and establishes procedures for the control of IFR and special VFR traffic within the terminal area described herein and is supplementary to FAA Order 7110.65, Air Traffic Control Handbook, and VATSIM/VATUSA guidelines and directives.

2. CANCELLATION. VATSIM ZMP – OMA R90 LETTER OF AGREEMENT Effective December 26, 2018

3. SCOPE. ZMP delegates to R90 that airspace depicted in Attachment “A” for the control of IFR traffic at and below 15,000 feet MSL over R90 East and West, and at or below 10,000 feet MSL over R90 LNK.

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

a. R90 shall notify ZMP of the following:

1. Runway in Use

b. Arrival Procedures

1. **All Arrivals**

a. R90 shall have control for code changes.

b. R90 may level all R90 arrivals at ZMP assigned altitude without coordination. ZMP is responsible for necessary coordination with other ZMP sectors, provided the aircraft is left on course.

c. R90 sector accepting the handoff must be responsible for internal sector point outs.

2. STAR Arrivals

- a. From 0730 to 2130 LCL Monday through Friday, all aircraft at or above 16,000 feet landing OMA or OFF must be assigned a STAR.
 - b. STAR arrivals shall be level at or descending to 16,000 feet (or 17,000 feet stacked on the STARS).
 - c. Arrivals routed over SUX/MZEEE must be level or descending to 11,000 feet.
 - d. R90 has control on all STAR arrivals at or below FL230 for descent and turns up to 30 degrees on initial contact provided the aircraft will not enter another controller's airspace.
 - e. ZMP assigned speeds on STAR inbounds do not need to be coordinated with R90.
- 3. All other Arrivals** (satellite airports, as well as OMA & OFF during non-star periods.)

- a. All other R90 arrivals must be direct destination or a destination approach fix. Aircraft descending over R90 East/West must be at or descending to 16,000 feet or in level flight at or below 15,000 feet, and aircraft over R90 LNK must be at or descending to 11,000 feet or in level flight below 11,000 feet. Acceptance of the handoff of an aircraft in level flight by R90 constitutes approval of inappropriate altitude for direction of flight.
- b. Arrivals routes over SUX Approach Control must be level or descending to 11,000 feet.
- c. R90 has control on all arrivals at or below FL230 on initial contact for descent and turns up to 30 degrees provide the aircraft will not enter another controller's airspace.
- d. Lincoln sector arrivals from the east above 15,000 feet must be handed off to Omaha Radar West Sector. ZMP 27 is responsible for coordination with ZMP sector 26 (i.e. point out or flash through automated information transfer).

c. **Over-flights.** R90 sector accepting the handoff shall be responsible for internal sector point outs.

d. **Departures Procedures.**

1. R90 must climb all R90 departures to requested altitude or the top of R90's airspace, whichever is lower (as defined in Attachment "A").
2. While the STARs are active all aircraft filed off OMA and OFF, that have requested altitudes above 15,000 must be vectored clear of the STAR arrival areas, and nearest to their flight plan route on a heading as follows.
 - a. Between 360° and 030° for aircraft between the ZMP Sector 26/27 boundary and LANTK STAR.
 - b. Between 090° and 110° for aircraft between LANTK and MARWI STARs.
 - c. Between 150° and 185° for aircraft between MARWI and TIMMO STARs, except that aircraft filed on the RBA arrival or J41 shall be established on course.
 - d. Between 220° and 250° for aircraft between TIMMO and HOWRY STARs.
 - e. Between 280° and 320° for aircraft between the HOWRY STAR and the ZMP Sector 26/27 boundary.
 - f. OBH/LBF departures shall go north of the HOWRY STAR when Omaha Eppley is in a north flow and south of the HOWRY STAR when in a south flow.
 - g. SLN/PWE/ICT departures shall go west of the TIMMO STAR when Omaha Eppley is in a north flow and east of the TIMMO STAR when in a south flow.
3. All satellite departures with requested altitudes above 15,000 feet departing airports in R90 East and West must be assigned headings to miss the STARs.
4. All aircraft departing R90 LNK sectors must be cleared on course.
5. ZMP has control to climb R90 LNK sector departures with a requested altitude above 10,000 feet, that will traverse, or be within 2.5 miles of, the R90 west shelf over R90 LNK. R90 LNK sector is responsible to ensure coordination is completed with R90 West.
6. When STARs are off all R90 aircraft must be on course.

7. ZMP acceptance of a handoff of a R90 satellite departure constitutes approval for climb to requested altitude or the top of R90's airspace, whichever is lower (15,000 feet for R90 East and R90 West or 10,000 feet for R90 LNK) provided the aircraft is established within R90's airspace. If a R90 departure is within 2.5 miles of the common ZMP/R90 boundary or in ZMP airspace an approval request is required.
8. ZMP must have control for turns up to 30 degrees on aircraft exiting R90's airspace. R90 is responsible for internal point outs necessitated by these turns.
9. ZMP must have control for code changes.
10. ZMP may level all R90 departures at R90 assigned altitudes without coordination. R90 is responsible for internal point outs.

5. ATTACHMENTS.

- a. Attachment "A" – R90 delegated airspace.
- b. Attachment "B" – Omaha STARs.

ATTACHMENT "B" - OMAHA STARS

*Sioux City/Pawnee City Arrivals replaced by AANDY/TIMMO Arrivals.

