

VATSIM ZMP – OMA R90

LETTER OF AGREEMENT

EFFECTIVE: December 26, 2018

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. vZMP Minor ATCT/TRACON LOA, “Omaha (OMA)/Offutt AFB (OFF)/Lincoln (LNK) ATCT & R90 TRACON.”

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 shall be responsible for internal sector pointouts.

2. STAR Arrivals

- a. From 0730 to 2300 LCL all aircraft at or above 16,000 feet landing OMA or OFF shall 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. R90 has control for descent on STAR arrivals 10NM from the R90/ZMP boundary. R90 has control for turns up to 30 degrees at lateral boundaries R90's airspace or the following fixes: BECOM, HOWRY, LANTK, and MARWI provided the aircraft will not enter another controller's airspace.
- d. 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 shall be direct destination or a destination approach fix. Aircraft descending over R90 East/West shall be at or descending to 16,000 feet or at or below 13,000 feet in level flight, and aircraft over R90 LNK shall 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. Turbojet aircraft landing OMA and OFF below 16,000 feet require an apeq.
- c. R90 has control for descent and turns up to 30 degrees within 10NM of the lateral boundaries of R90's airspace at or below 15,000 feet provided the aircraft will not enter another controller's airspace.
- d. During non-STAR periods, R90 has control of all R90 arrivals for descent and turns up to 30 degrees within 10 NM of the lateral boundary.
- e. Lincoln sector arrivals from the east above 15,000 feet shall be handed off to Omaha Radar West Sector. ZMP 27 is responsible for 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 shall climb all R90 departures to requested altitude or the top of R90's airspace, whichever is lower (as define in Attachment "A").
2. While the STARs are active all aircraft filed off OMA and OFF, and aircraft filed eastbound (entering sector 27) off FET and MLE that have requested altitudes above 15,000 shall be vectored clear of the STAR arrival areas, and nearest to their flight plan route on a heading as noted below:
 - a. Between 360° and 030° for aircraft between SIOUX CITY and LANTK STARs.
 - b. Between 090° and 110° for aircraft between LANTK and MARWI STARs.
 - c. Between 150° and 185° for aircraft between MARWI and PAWNEE CITY STARs, except that aircraft filed on the RBA arrival or J41 shall be established on course.
 - d. Between 220° and 320° for aircraft between PAWNEE CITY and HOWRY STARs.
 - e. 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.
 - f. SLN/PWE/ICT departures shall go west of the PAWNEE CITY STAR when Omaha Eppley is in a north flow and east of the PAWNEE CITY STAR when in a south flow.
3. Aircraft with requested altitudes above 15,000 departing airports in R90 East and West airspace and not listed above shall be assigned headings to miss the STARs.
4. All aircraft departing R90 LNK sectors shall be cleared on course.
5. When STARs are off all R90 aircraft shall be on course.

6. 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 or 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.
7. ZMP shall have control for turns up to 30 degrees at or above 6,000 feet on aircraft exiting R90's airspace. R90 is responsible for internal point outs necessitated by these turns.
8. ZMP shall have control for code changes.
9. 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.

