

OPERATIONAL LETTER OF AGREEMENT

Between

MINNEAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

and

BISMARCK AIR TRAFFIC CONTROL TOWER

Effective: 4 August 2020

I. Purpose:

This agreement governs procedures between Minneapolis ARTCC (ZMP) and Bismarck ATCT (BIS) on the VATSIM Network. This agreement is supplemental to each facilities Standard Operating Procedures and policies, FAAO 7110.65, VATSIM Code of Conduct, VATSIM Code of Regulations, VATSIM User Agreement, and applicable division policies.

II. Cancellation:

This LOA cancels any and all previous LOAs between ZMP and BIS prior to the above effective date.

III. Responsibilities:

During published hours of operation, Bismarck Tower is delegated control responsibility for IFR and SVFR aircraft at 15,000 feet MSL and below within the confines of the airspace depicted on Attachment "A."

IV. Open/Close Procedures:

- a. Bismarck ATCT shall verbally coordinate with ZMP when opening and closing. (ref. 7110.65 Ap. D Transfer of Position Responsibility, BIS 7110.65A Ap. B).
- b. During scheduled closures or in the event that control services cannot be provided, delegated airspace and responsibilities shall revert to ZMP.
- c. The facility assuming control responsibilities shall obtain the status of equipment, conditions, and procedures (including NOTAM's and weather) via the appropriate Status Information systems.
- d. The facility divesting responsibilities shall brief the relieving controller on the status of items not available via automated Status Information systems, and any items of special interest calling for explanation, including airport conditions, approach in use, equipment status, TMU initiatives, special activities, and traffic.
- e. Upon completion of the briefing, transfer control of all aircraft and release the airspace to the receiving facility.

V. Radar Procedures:

Unless otherwise coordinated, the following procedures shall apply:

- a. Radar handoffs between facilities are mandatory as depicted on Attachment "A."
- b. Arrivals/Over-flights:
 - (1) The clearance limit for arrivals shall be the destination airport.
 - (2) Arrivals shall be descending to or level at 8,000 feet MSL.
 - (3) When automated handoffs are in use:
 - (a) Acceptance of a handoff by BIS of an aircraft with Mode C readout in level flight at or below 15,000 feet MSL constitutes altitude approval on over-flight traffic and arrivals 7,000 feet MSL and below.
 - (4) After receiving a handoff from ZMP, BIS shall have control for descent and/or control to alter the heading/route of an aircraft. The maximum turn shall not exceed 30 degrees either side of the aircraft's ground track.
- c. Departures:
 - (1) BIS may issue en route departure clearances to aircraft without ZMP approval provided the following conditions are met:
 - (a) Departures are cleared to 15,000 feet MSL or below.
 - (b) BIS shall inform aircraft restricted below their requested altitude to, "Expect (requested altitude) 10 minutes after departure."
 - (c) After ZMP has accepted the handoff, BIS shall ensure the aircraft is at or climbing to the requested altitude or FL230, whichever is lower. (ZMP shall advise BIS when an altitude different from that stated above is to be assigned before accepting the handoff.)
 - (d) After receiving a handoff from BIS, ZMP may alter the heading/route of the aircraft. The maximum turn shall not exceed 30 degrees either side of the aircraft's ground track.

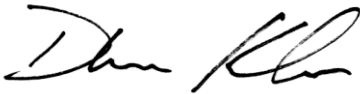
VI. General:

Unless otherwise coordinated, the following procedures shall apply:

- a. When BIS is not operational or conditions render it incapable of providing Air Traffic service, delegated control and airspace shall revert to ZMP.

VII. Military Training Routes:

- a. Aircraft using IR644, depicted on Attachment "A", shall be transferred using non-radar procedures. Radar handoffs may be used if non-radar is deemed unnecessary.
- b. BIS and ZMP need not advise the other when the aircraft is in/out of the respective facility's assigned airspace, as would normally be expect in accordance with non-radar procedures.
- c. ZMP shall forward to Bismarck Approach an estimated time for Point "R."
- d. BIS shall make the frequency change to Minneapolis Center at Point "V."



Dhruv Kalra
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Minneapolis ARTCC, VATSM

ATTACHMENT "A"

