Minneapolis Terminal Radar Approach Control (TRACON)
Rochester Airport Traffic Control Tower

LETTER OF AGREEMENT

EFFECTIVE: December 27, 2023

SUBJECT: TOWER ENROUTE SERVICE

1. PURPOSE. To prescribe procedures for the inter-facility control of IFR and VFR air traffic.

2. SCOPE. This agreement between Minneapolis TRACON (M98) and Rochester Airport Traffic Control Tower (RST) establishes responsibilities and procedures for handling IFR and VFR air traffic. The procedures contained herein are supplementary to FAA Order JO 7110.65, Air Traffic Control, and VATUSA policies and procedures.

3. RESPONSIBILITIES.

a. Minneapolis ARTCC (ZMP) Sector 7 controls the RST delegated airspace when the approach facility is closed.

b. Transfer of control and frequency change shall take place after completion of radar handoff. Transfer of control and frequency change for aircraft on the BLUEM Arrival must take place prior to the aircraft crossing BLUEM.

c. Upon transfer of control, the receiving facility may alter the aircraft's course up to 30 degrees either side of the aircraft's track.

d. Upon transfer of control, RST may descend and/or alter the course of Owatonna arrivals.

e. The receiving facility may request a VFR aircraft to change beacon codes while in the transferring facility's airspace.

4. RADAR PROCEDURES.

a. Rochester Airport Traffic Control tower shall:

(1) Assign the BLUEM STAR to all capable turbojet aircraft landing MSP Airport. Assign the KASPR STAR to all other turbojet aircraft landing MSP Airport. RST must verbally coordinate all turbojet aircraft on the KASPR arrival.

(2) Assign the KASPR STAR to all turboprop aircraft capable of 200 knots or greater indicated airspeed (IAS) landing MSP Airport.

(3) Assign the following altitudes (and frequencies) to BLUEM/KASPR STAR arrivals:

(a) Landing Runways 12L/R – at 9,000 ft. (Feeder) Jets/Props

(b) Landing Runways 30L/R – at 7,000 ft. (Satellite) Props

(c) Landing Runway 30L/R – At 9,000 ft. (Feeder). Jets

(d) Landing Runway 30L/R and when departing 17 – at 9,000 ft. (Feeder) Jets/Props

(e) Landing Runway 35 – at 7,000 feet. (35 Arrival) Jets/Props

(f) Landing Runway 4 – at 8,000 feet. (Feeder) All aircraft capable of 200 kts>

(g) Landing Runway 17 or 22 – at 9,000 feet (Feeder) All aircraft capable of 200 kts>

(h) Any other Runway configurations as coordinated.

NOTE-
The KASPR STAR airspace is considered 4 NM wide each side of the STAR centerline. When MSP is landing Runway 35, the eastern side of the KASPR airspace shall be considered 7 NM wide.

(4) Have aircraft landing in M98 airspace that RST has worked through ZMP sector 5 airspace at 4,000 ft.

(5) Have all other aircraft landing in M98 airspace exit RST airspace or ZMP sector 8 airspace at 6,000 ft.

(6) Have overflight aircraft enter M98 airspace at 4,000, 6,000, or 8,000 ft.

(7) Individually coordinate aircraft that will transit M98 airspace (overflights) at 7,000 ft. or above at least 5 minutes before the time they are estimated to enter M98 airspace.

(8) Assign M98 frequencies and coordinate with positions as listed below and depicted in Attachment A.

(a) 135.47 – "Feeder" for MSP arrivals on the BLUEM/KASPR STAR, excluding Runway 35 traffic.

(b) 118.72 – "35 Arrival" for Runway 35 traffic on the BLUEM/KASPR STAR.

(c) 132.975 – "East Departure"

(d) 134.7 – "Satellite"

(e) Advise M98 Satellite and Departure positions when RST airspace is split.

b. Minneapolis Approach Control shall:

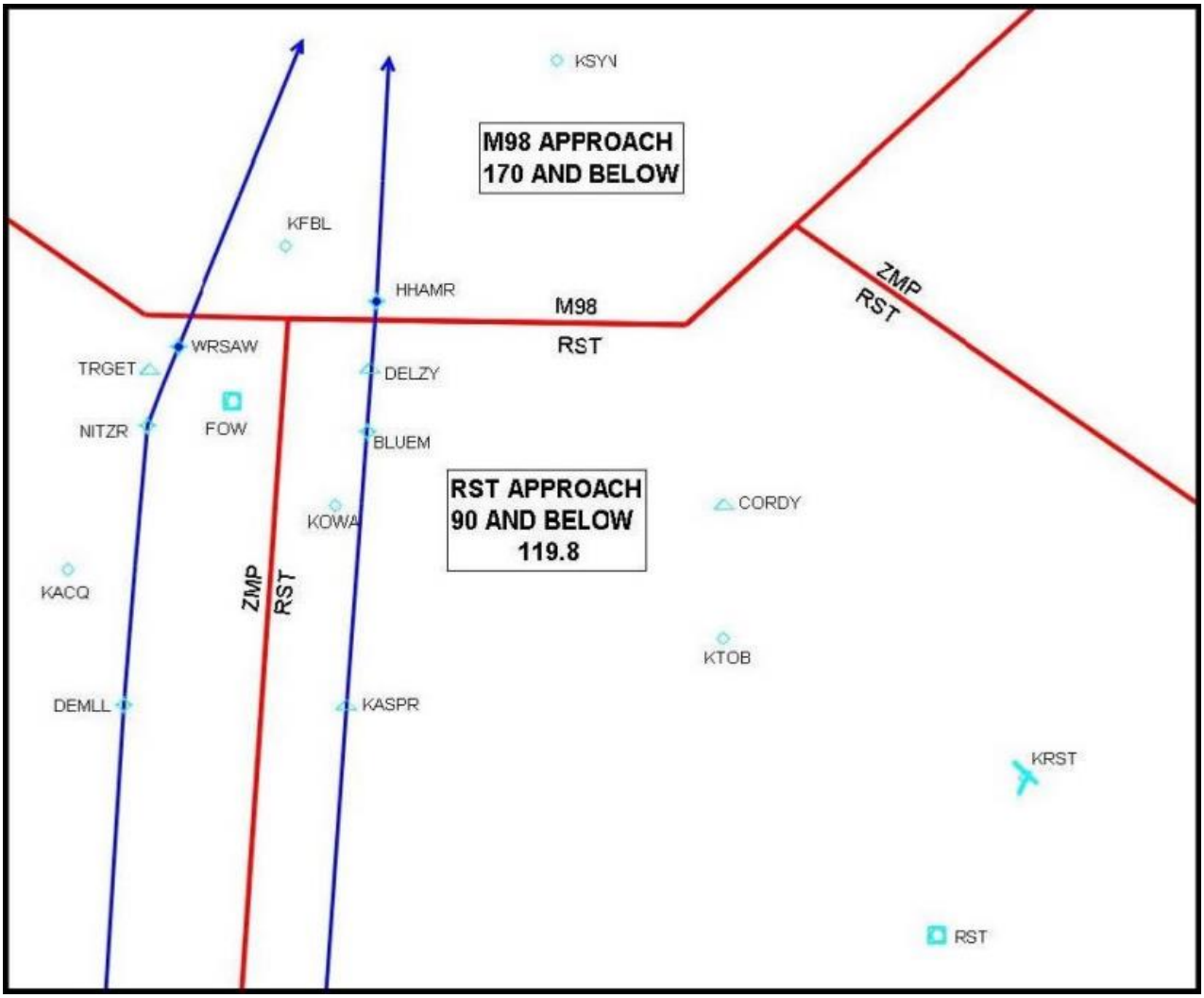
(1) Have aircraft entering RST airspace at 3,000, 5,000, 7,000, or 9,000 ft.

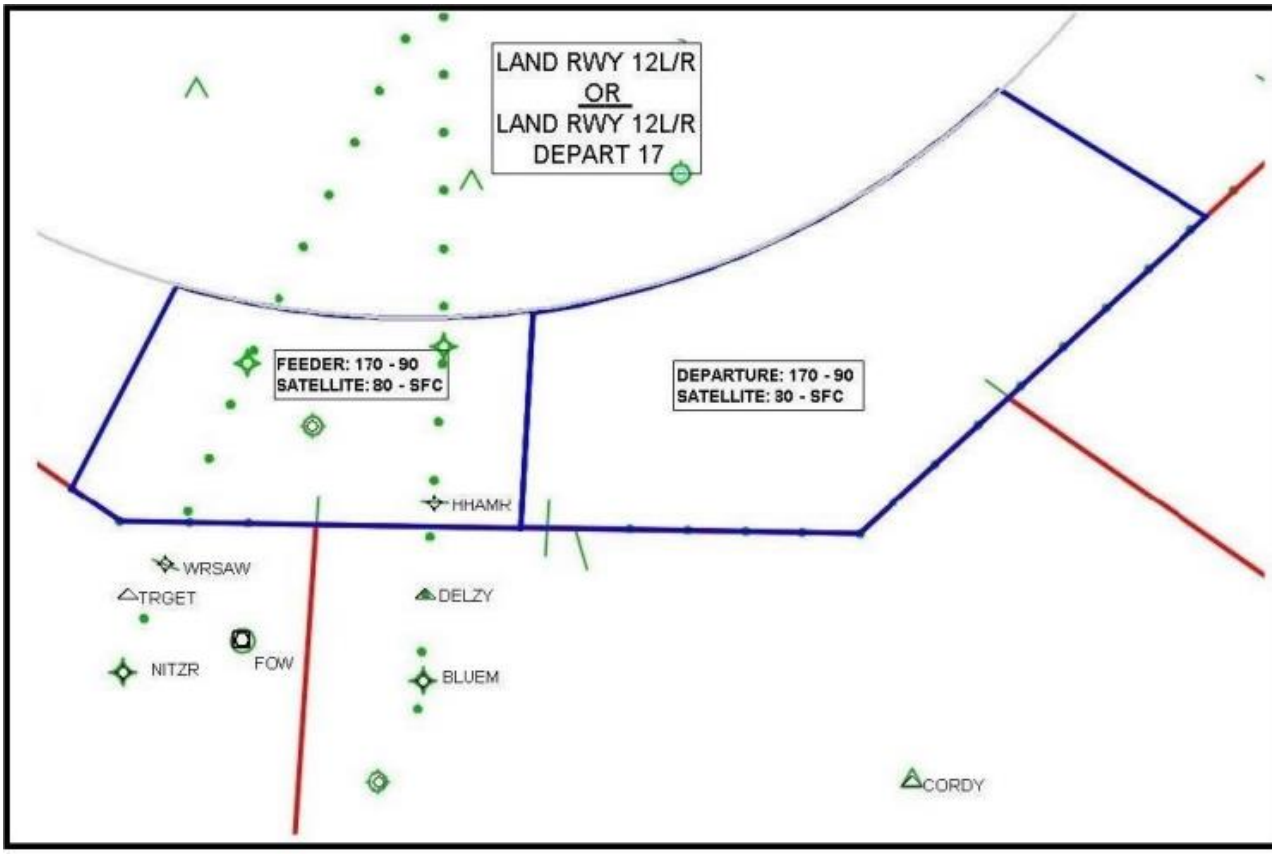
(2) Ensure that aircraft at 7,000 and 9,000 ft. are clear of (parallel to or diverging from) the KASPR STAR.

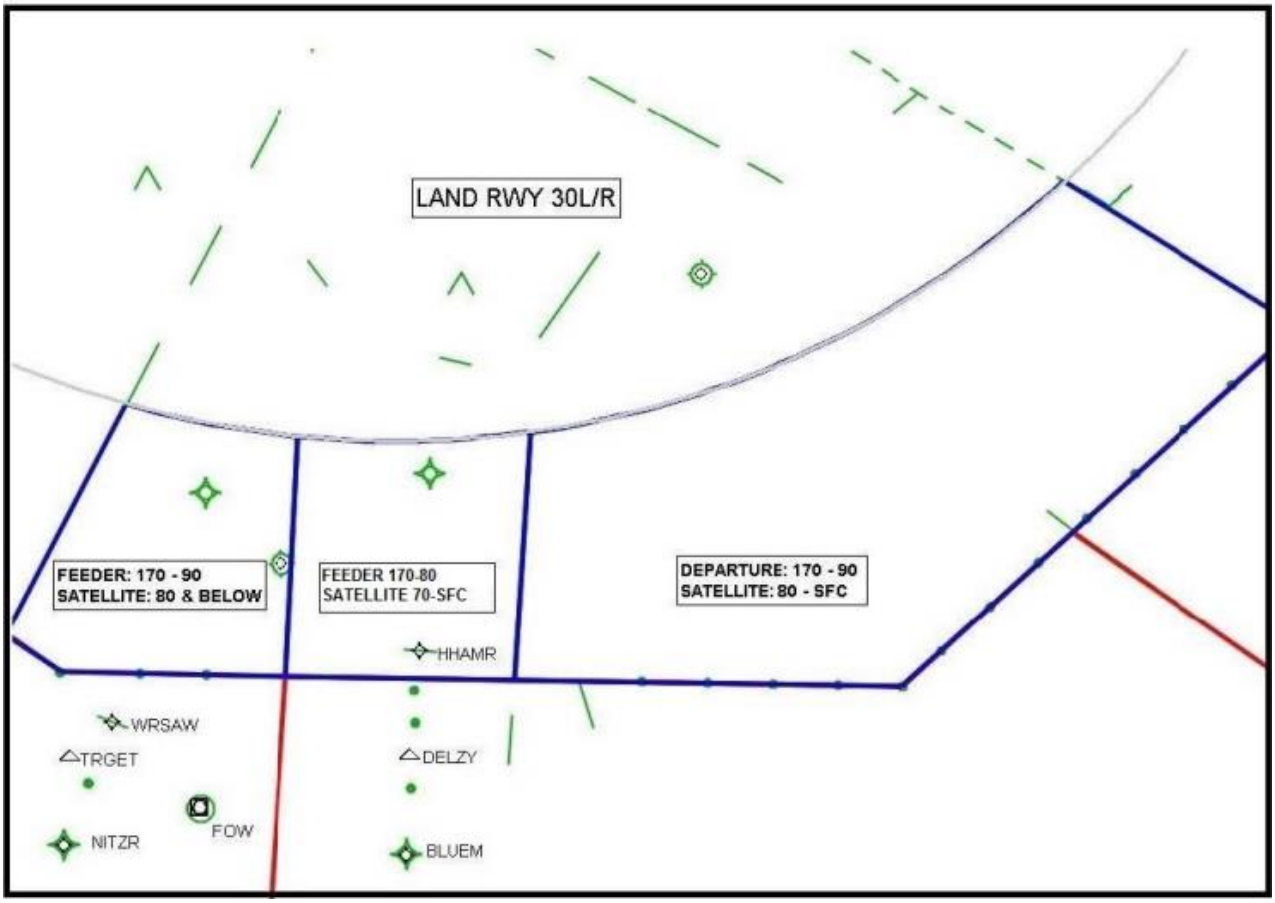
(3) Assign aircraft entering RST Approach airspace frequency 119.8 or 119.2 as appropriate.

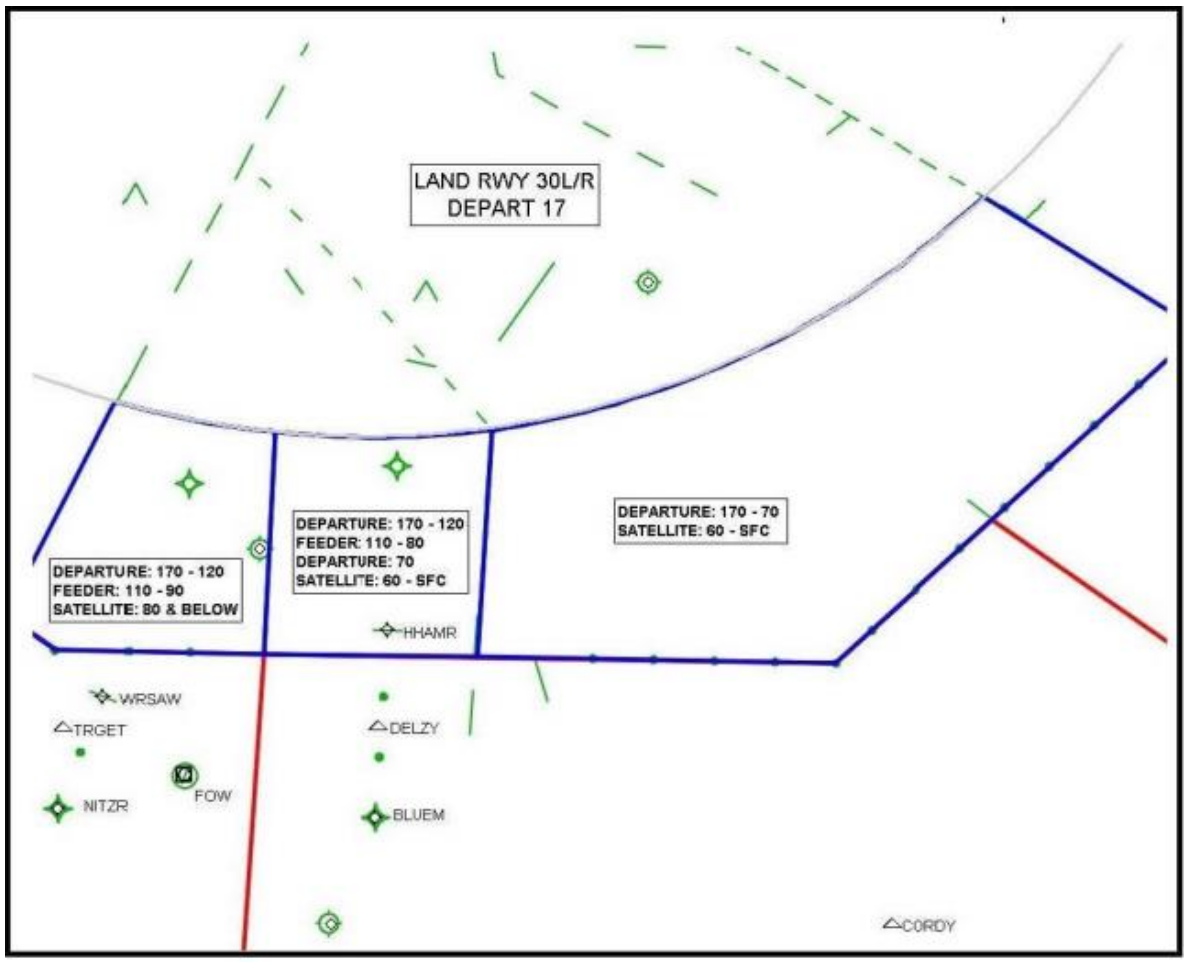
5. ATTACHMENT. M98/RST Approach Control Airspace.

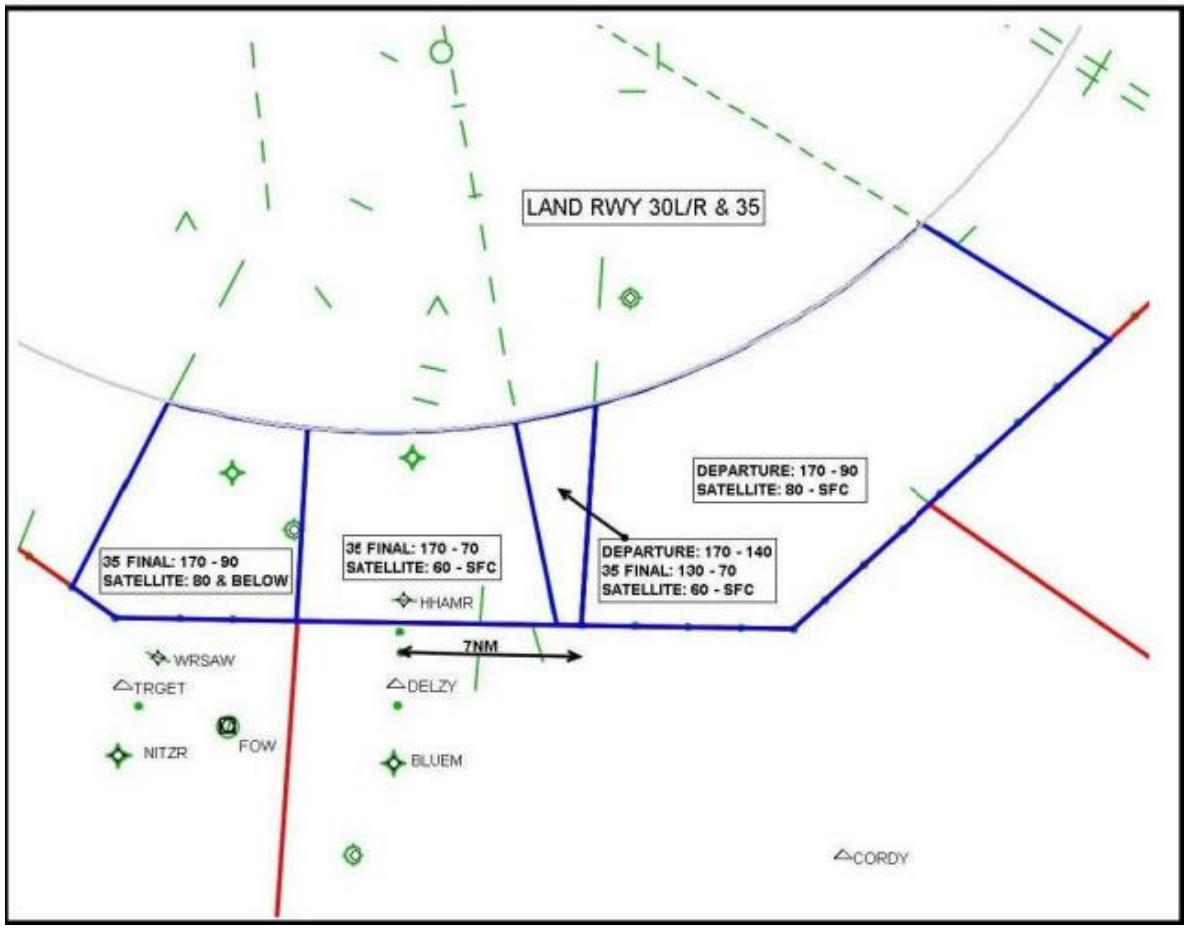
Dhruv Kalra
Air Traffic Manager
VATSIM Minneapolis ARTCC


KSYN
M98 APPROACH
170 AND BELOW
KFBL
HHAMR
M98
RST
ZMP
RST
WRSAW
TRGET
DELZY
NITZR
FOW
BLUEM
RST APPROACH
90 AND BELOW
119.8
KOWA
CORDY
KACQ
ZMP
RST
KTOB
DEMLL
KASPR
KRST
RST


LAND RWY 12L/R
OR
LAND RWY 12L/R
DEPART 17
FEEDER: 170 - 90
SATELLITE: 80 - SFC
DEPARTURE: 170 - 90
SATELLITE: 80 - SFC
HHAMR
WRSAW
TRGET
DELZY
NITZR
FOW
BLUEM
CORDY


LAND RWY 30L/R
FEEDER: 170 - 90
SATELLITE: 80 & BELOW
FEEDER 170-80
SATELLITE 70-SFC
DEPARTURE: 170 - 90
SATELLITE: 80 - SFC
HHAMR
WRSAW
TRGET
DELZY
NITZR
FOW
BLUEM


LAND RWY 30L/R
DEPART 17
DEPARTURE: 170 - 120
FEEDER: 110 - 90
SATELLITE: 80 & BELOW
DEPARTURE: 170 - 120
FEEDER: 110 - 80
DEPARTURE: 70
SATELLITE: 60 - SFC
DEPARTURE: 170 - 70
SATELLITE: 60 - SFC
HHAMR
WRSAW
TRGET
DELZY
NITZR
FOW
BLUEM
CORDY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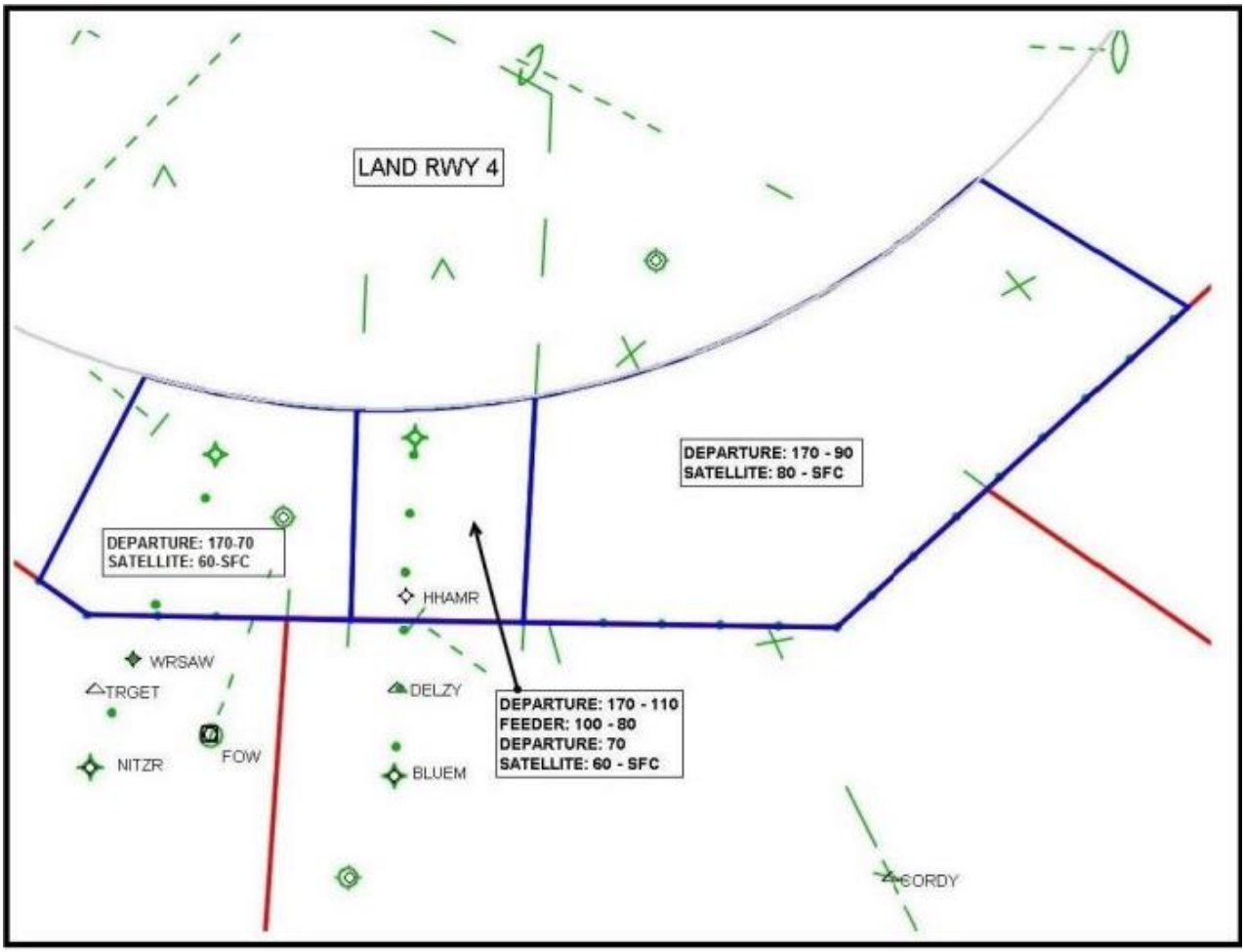
35 FINAL: 170 - 90
SATELLITE: 80 & BELOW
35 FINAL: 170 - 70
SATELLITE: 60 - SFC
DEPARTURE: 170 - 90
SATELLITE: 80 - SFC
DEPARTURE: 170 - 140
35 FINAL: 130 - 70
SATELLITE: 60 - SFC
HHAMR
7NM
WRSAW
TRGET
DELZY
NITZR
FOW
BLUEM
CORDY


LAND RWY 4
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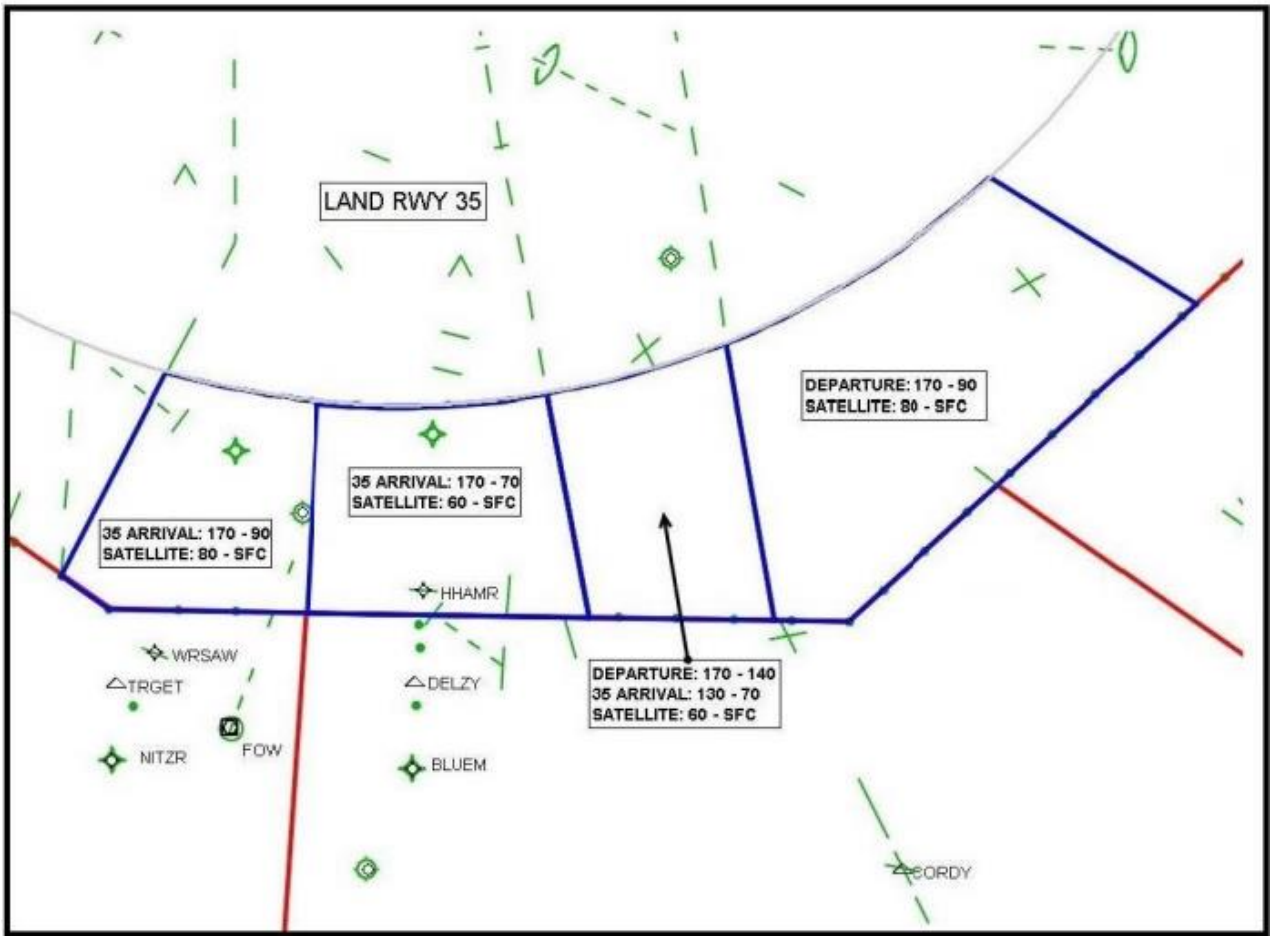
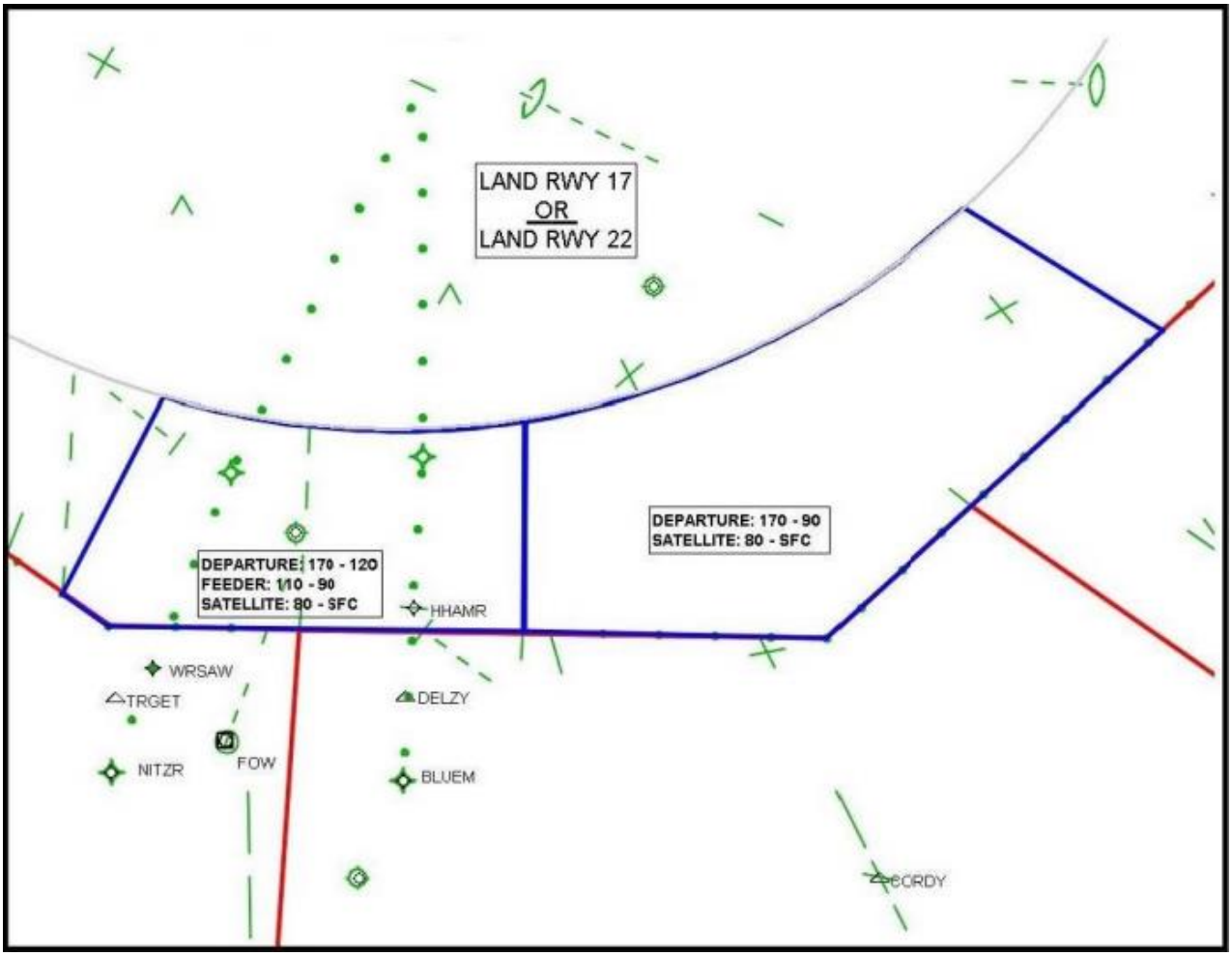
SATELLITE: 80 - SFC
DEPARTURE: 170-70
SATELLITE: 60-SFC
HHAMR
WRSAW
TRGET
DELZY
DEPARTURE: 170 - 110
FEEDER: 100 - 80
DEPARTURE: 70
SATELLITE: 60 - SFC
NITZR
FOW
BLUEM
GORDY


LAND RWY 35
DEPARTURE: 170 - 90
SATELLITE: 80 - SFC
35 ARRIVAL: 170 - 70
SATELLITE: 60 - SFC
35 ARRIVAL: 170 - 90
SATELLITE: 80 - SFC
HHAMR
WRSAW
TRGET
DELZY
DEPARTURE: 170 - 140
35 ARRIVAL: 130 - 70
SATELLITE: 60 - SFC
NITZR
FOW
BLUEM
GORDY


LAND RWY 17
OR
LAND RWY 22
DEPARTURE: 170 - 120
FEEDER: 110 - 90
SATELLITE: 80 - SFC
DEPARTURE: 170 - 90
SATELLITE: 80 - SFC
HHAMR
WRSAW
TRGET
DELZY
FOW
NITZR
BLUEM
ECRDY