

LETTER OF AGREEMENT

Effective: September 10, 2022

SUBJECT: TERMINAL AREA CONTROL SERVICE

1. **PURPOSE.** This agreement governs approach control service within airspace delegated to Sioux City Tower and is supplementary to procedures contained in Air Traffic Handbooks.
2. **CANCELLATION.** vZMP Minor ATCT/TRACON LOA, "Sioux City (SUX) ATCT"
3. **RESPONSIBILITIES.** During published hours of operation, Sioux City Tower is delegated the responsibility for control of IFR and Special VFR aircraft at 10,000 feet MSL and below in the area depicted on Attachment "A."
4. **RADAR PROCEDURES.** Unless otherwise coordinated, the following procedures shall apply:
 - a. Arrivals.
 - 1) Arrivals shall be descending to or level at 11,000 feet MSL
 - 2) IFR transfer of control for turns of 30 degrees either side of the aircraft's assigned routing and descent occurs when the following conditions are met:
 - a) After receipt of a radar handoff and completion of a frequency change; and,
 - b) The course and/or altitude change does not affect another approach control without proper coordination; and,
 - c) The alteration of course or altitude shall not be made within the lateral limits of Center Sectors 26 and 27, as depicted on Attachment "A".
 - 3) When automated handoffs are used, the acceptance of a handoff by Approach Control of an aircraft with Mode C readout in level flight below 10,000 feet MSL constitutes altitude approval. Aircraft without Mode C shall be verbally coordinated.
 - b. Departures.
 - 1) When automated handoffs are in use, the Approach Control shall issue the requested altitude or FL230 (whichever is lower) after the Center has accepted the handoff.
 - 2) The Center may alter an aircraft's route of flight no more than 30 degrees either side of the aircraft's heading provided:
 - a) The departure is at or above 9,000 feet MSL; or,
 - b) If below 9,000 feet MSL, is more than 25 NM from the Sioux City Airport.

FOR SIMULATION USE ONLY

5. GENERAL.

- a. The Tower shall inform departures restricted to altitudes below their requested altitude, "Expect further clearance to (filed altitude) 10 minutes after departure."
- b. The approach control shall coordinate and control arrivals to the Le Mars, Iowa; Mapleton, Iowa; Vermillion, South Dakota; and Wayne, Nebraska, airports, and shall advise the Center when the additional airspace is no longer needed.
- c. The Center shall coordinate and control arrivals to the Yankton, South Dakota (ILS Rwy. 31 and NDB Rwy. 31); Ida Grove, Cherokee, and Orange City, Iowa, airports; and shall advise approach control when the additional airspace is no longer needed.

6. ATTACHMENT. Attachment "A" – Sioux City Approach Control Area

