

LETTER OF AGREEMENT

EFFECTIVE: January 26, 2022

SUBJECT: Terminal Area Control

1. PURPOSE: To establish procedures for controlling air traffic between Denver Air Route Traffic Control Center, herein referred to as "Center", and 28th Operations Group, Ellsworth Air Force Base (AFB), South Dakota, Air Traffic Control Facility, referred to as "Approach."

2. CANCELLATION: Any Letter of Agreement between Denver Center and 28th Operations Group, Ellsworth Air Force Base, South Dakota dated prior to 1/26/2022

3. SCOPE: The following procedures are applicable to both Center and Approach facilities. Center delegated airspace to Approach is defined as the surface to 16,000 feet Mean Sea Level (MSL) within the lateral boundary as described in Attachment 1.

4. PROCEDURES: The following must apply unless otherwise coordinated:

a. Arrivals.

(1) The clearance limit must be the destination airport.

(2) Transfer of control should occur no later than 10 nautical miles (NM) prior to the lateral boundary of the Approach airspace. Upon transfer of control, Approach has control for descent and turns of 60 degrees or less at or below FL260.

(3) Arrivals must be cleared to 17,000 feet MSL.

(4) Acceptance of a handoff for an aircraft below 17,000 feet MSL, **level** at their assigned altitude constitutes approval by Approach, except wrong altitude for direction of flight.

(5) Arrivals entering Approach airspace between the Rapid City (RAP) 200°-310° radials must enter Approach airspace at or above 10,000 feet MSL.

b. Departures.

(1) Departures must be cleared to 16,000 feet MSL or requested altitude if lower.

(2) Formation flights departing as non-standard formation must be cleared to block altitude 15,000 feet MSL through 16,000 feet MSL (150B160) or as coordinated. Approach must notify Center of non-standard flights.

(3) Aircraft requesting altitudes above 16,000 feet MSL must be advised to expect the filed altitude 10 minutes after departure.

c. En Route.

(1) Overflights must remain on the Center-assigned beacon code for handoff between facilities.

(2) Overflights must be at the altitude indicated on the flight progress strip and need not be verbally coordinated, except wrong altitude for direction of flight.

(3) Overflights entering Approach airspace between the RAP 200°-310° radials must enter Approach airspace at or above 10,000' MSL.

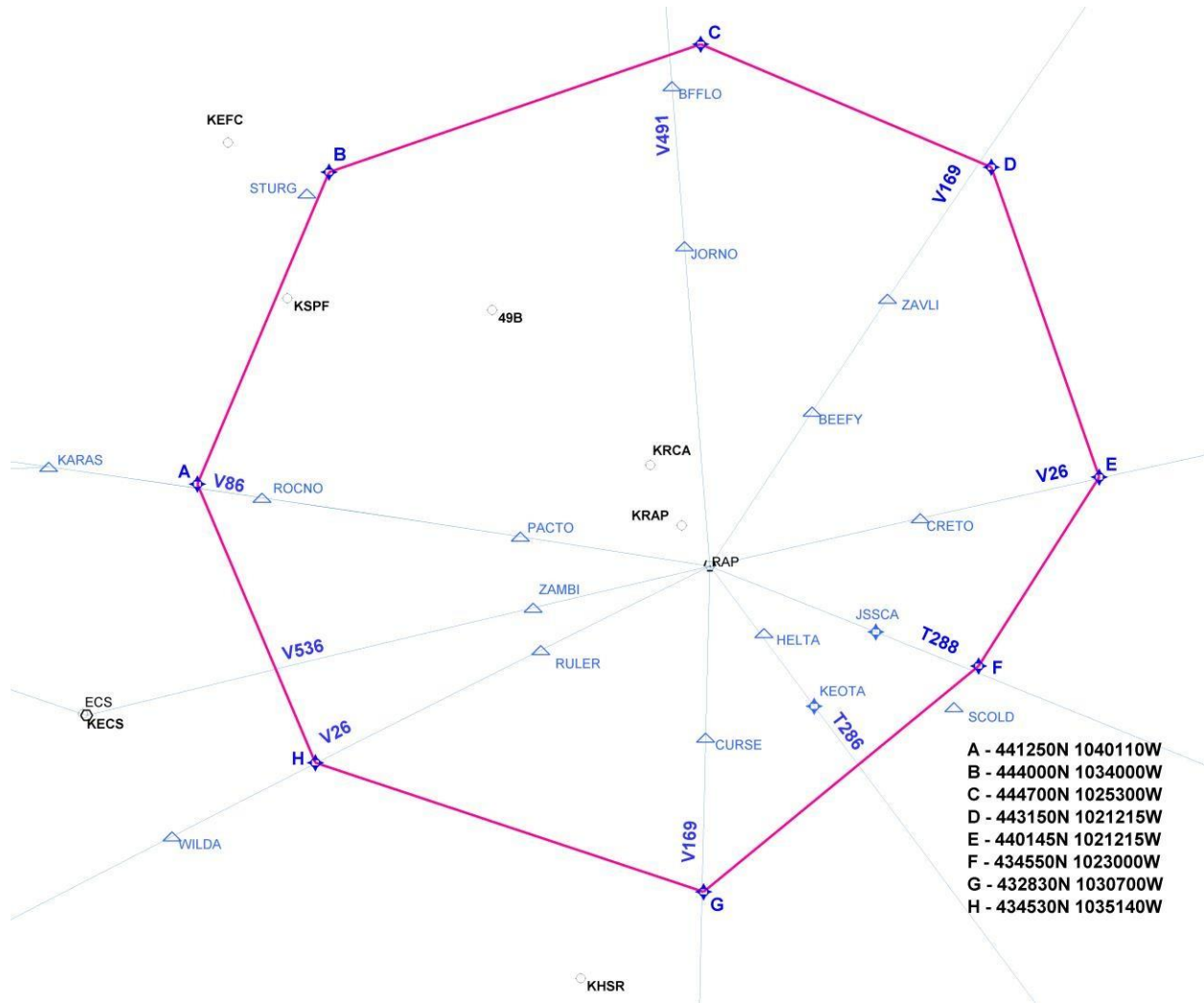
5. ATTACHMENTS.

a. Attachment 1: Approach-Delegated Airspace At and Below 16,000 Feet MSL

b. Attachment 2: RCA Non-Radar Holding Patterns

ATTACHMENT 1

APPROACH-DELEGATED AIRSPACE AT AND BELOW 16,000 FEET MSL



Denver Air Route Traffic Control Center and 28th Operations Group, Ellsworth Air Force Base, South Dakota, Air Traffic Control Facility

ATTACHMENT 2

RCA NON-RADAR HOLDING PATTERNS

CLEAR OF PROTECTED HOLDING		
RUUSH	RAP - 043 CW 319	8 DME
	RCA - 102 CW 314	1 DME
HELTA	RAP - 208 CW 040	N/A
	RCA - 169 CW 116	9 DME
YUNGS	RAP - 347 CW 285	14 DME
	RCA - 008 CW 279	5 DME
FEPDI	RAP - 319 CW 293	31 DME
	RCA - 322 CW 290	21 DME
DRACO	RAP - 308 CW 290	49 DME
	RCA - 308 CW 289	41 DME
SPF	RAP - 333 CW 284	33 DME
	RCA - 340 CW 279	23 DME
RAP	RAP - 237 CW 026	13 DME *
	RCA - 228 CW 045	6 DME *

HOLDING RESTRICTIONS				
FIX	MAX	MIN	SPEED	
RUUSH	160	60	310	
RAP	160	55	265	
			200*	
			200*	
			200*	
HELTA	80	55	265	
YUNGS	110	90	310	
FEPDI	140	66	230	
DRACO	140	70	200	

DME DIVERGENCE		
DEGREES DIVERGENCE	DISTANCE(NM) BELOW FL180	DISTANCE (NM) FL 180 - 450
15	17	18
20	13	15
25	11	13
30	9	11
35	8	11
45	7	11
55	6	11
90	5	11

IAF REFERENCE RAPID CITY VORTAC		
RUUSH	R-009	21.6 DME
SCOLD	R-116	25.37 DME
STURG	R-310	50.62 DME
FEPDI	R-309	41.6 DME
DRACO	R-289	58.74 DME
SPF	R-299	45.14 DME
RCA	R-327	11.31 DME

IAF REFERENCE ELLSWORTH TACAN		
SPF	R-284	35.65 DME
FEPDI	R-307	31.2 DME
DRACO	R-295	49.14 DME
RAP	R-151	11.2 DME

NOTE 1: All DMEs clear specific holding pattern entirely

* Both RCA TACAN and RAP VORTAC are within protected holding for RAP. These radials and DMEs remain clear of protected holding for RAP.

