



ZFW-OKC
LOA

SUBJ: ZFW-OKC Letter of Agreement

This order describes interfacility procedures between the Fort Worth ARTCC (ZFW) and the Oklahoma City TRACON (OKC). The provisions and procedures described below are supplemental to and in accordance with Fort Worth ARTCC General Policy and FAA Order JO 7110.65, as well as any published FAA guidelines and procedures. The information contained in this document is to be used for flight simulation purposes only on the VATSIM network. It is not intended, nor should it be used for real-world navigation. This site is not affiliated with the FAA, the actual Fort Worth ARTCC, or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

/Austin Wilkins/

Air Traffic Manager
Fort Worth ARTCC

/Jonathan O'Malley/

Deputy Air Traffic Manager
Fort Worth ARTCC

/Brandon Wening/

Deputy Director for Air Traffic Services
VATUSA

ZFW/OKC LETTER OF AGREEMENT

- 1. PURPOSE.** The following agreement between Fort Worth Air Route Traffic Control Center (ZFW) and Oklahoma City Air Traffic Control Tower (OKC) covers approach control service for all airports within the OKC Terminal Radar Approach Control (TRACON) area of jurisdiction and is supplementary to the procedures contained in FAA Order 7110.65.
- 2. CANCELLATION.** None
- 3. SCOPE.** TRACON's area of jurisdiction includes that airspace 15,000 feet MSL and below, as depicted in Attachment A.
- 4. RESPONSIBILITIES.**
 - a.** The transferring ZFW controller must ensure that aircraft who are on the same route and altitude are at least 10 miles in trail. The transferring OKC controller must ensure that aircraft who are on the same route and altitude are at least 5 miles in trail.
 - b.** Aircraft on a radar vector shall be coordinated.
 - c.** TRACON supervisor must coordinate flow changes with ZFW via land line or FDIO.
- 5. PROCEDURES.**
 - a. Departure Control.** The TRACON must clear departing aircraft as follows:
 - i.** Aircraft requesting 15,000 feet MSL or above must be assigned 15,000 feet MSL.
 - ii.** Aircraft requesting a block altitude must be assigned the highest altitude in the block, not to exceed 15,000 feet MSL.
 - iii.** Aircraft requesting 14,000 feet MSL or below must be assigned the requested altitude.
 - iv.** Route departure aircraft as follows:
 - 1.** RNAV departures must be cleared on the appropriate RNAV departure prior to exiting TRACON airspace.
 - 2.** Conventional aircraft must be cleared direct their first valid fix outside of TRACON airspace, so long as they are laterally clear of

arrival traffic. If the conventional departure will not be laterally clear of arrival traffic, issue a radar vector and coordinate with ZFW.

v. ZFW will have control for vectors not to exceed 30 degrees, provided that:

1. The radar handoff has been completed, and
2. The aircraft is within 20NM of the common boundary.

b. Arrival Control. ZFW must clear arriving aircraft as follows:

i. RNAV Arrivals:

1. RNAV arrivals must be established on the RNAV STAR prior to entering TRACON's airspace.
2. RNAV jet aircraft on OPD STARs (STARs with crossing restrictions) must be instructed to descend via the arrival.
3. Aircraft not on an OPD RNAV STAR above 10,000 must be assigned 10,000. Aircraft at 9,000 feet or below must be assigned 6,000.

ii. Conventional Arrivals:

1. ZFW must clear all other aircraft via the radials depicted in Attachment A prior to entering TRACON airspace.
2. Aircraft above 10,000 must be assigned 10,000. Aircraft at 9,000 feet or below must be assigned 6,000.
3. In a north flow, jet arrivals on the IRW146 radial must cross TSDEL at 10,000 and 250 knots.

iii. Exceptions to the altitude assignments:

1. All aircraft arriving through NEADS/YUCKS who are also below 10,000, must be assigned 9,000.
2. Aircraft landing TIK from OKC-L sector who are at or above 12,000 must be assigned 12,000. Aircraft at or below 11,000 must be assigned 6,000.

iv. TRACON will have control for vectors not to exceed 30 degrees and descent to 6,000 provided that:

1. Radar handoff has been completed, and
2. Aircraft are within 20 miles of the common boundary.

c. Overflights.

i. ZFW must clear overflights on V140 at 5,000; 9,000; or 11,000 feet MSL.

d. General.

i. ZFW must coordinate when the Washita MOA is in use.

ii. Aircraft must be assigned via the appropriate arrival and departure routes set forth in this LOA during the following times:

1. Monday through Friday, 8AM to 8PM central time.
2. At all other times, TRACON and Center may operate in an "On course" configuration, unless otherwise coordinated. This "On course" configuration is defined as follows:
 - a. Departures, except to the DFW terminal area, must be cleared direct the first filed fix outside TRACON's airspace.
 - b. Aircraft arriving in TRACON's airspace may be cleared direct to the destination airport without regard to altitude restrictions.

6. ATTACHMENTS.

a. Attachment A. Conventional Arrival Radials

