

VATUSA KANSAS CITY ARTCC AND VATUSA FORT WORTH ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 1/1/2015

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE: This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Fort Worth ARTCC (ZFW) and VATUSA Kansas City ARTCC (ZKC). This agreement is supplemental to procedures contained within FAA Order 7110.65.

2. DISCLAIMER: Information contained herein is designed and specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).

3. CANCELLATION: VATUSA Fort Worth ARTCC and VATUSA Kansas City ARTCC Letter of Agreement dated November 15, 2010.

4. PROCEDURES:

- a. Each ARTCC will route/restrict aircraft in accordance with Attachment B.
- b. The receiving ARTCC may assume control for beacon code changes and turns on aircraft at or above 10,000 feet MSL, when aircraft are within 30 nautical miles of the ARTCC boundary. The maximum turn must not exceed 40 degrees and must not affect another sector without proper coordination.
- c. Aircraft landing within 60 miles of the boundary must enter the receiving ARTCC's airspace AOB FL230, and the receiving ARTCC must have control on radio contact for descent and turns. Instructions issued must not transition any underlying terminal airspace without prior coordination.
- d. Unless otherwise coordinated, each sector will provide the receiving sector a minimum of 5-miles steady or increasing separation with aircraft flying same or similar routes.
- e. Interim Altitude Procedures.
 - (1) Use of interim (temp) altitudes is authorized between Fort Worth Center and Kansas City Center and must reflect the aircraft's assigned altitude at time of handoff. Use of interim altitudes must not be authorized to coordinate Inappropriate Altitude for Direction of Flight (IADOF), or to supersede altitude restrictions established within this Letter of Agreement.
 - (2) Acceptance of a radar handoff constitutes approval coordination for that aircraft to climb or descend to the displayed altitude.
 - (3) When unable to approve the automated altitude, the receiving controller must verbally coordinate with the transferring controller prior to acceptance of the handoff.
- f. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.

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5. ATTACHMENTS:

- a. Attachment A – Radar Sectors
- b. Attachment B – Route/Altitude Restrictions

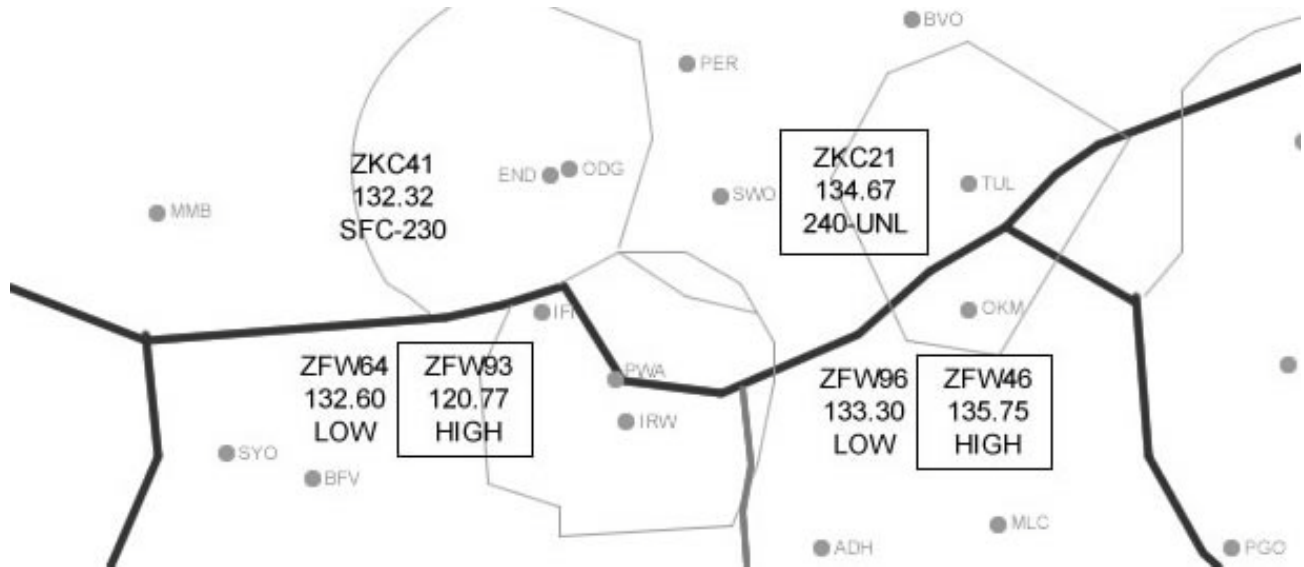
_____/s/
Wes Miles
Air Traffic Manager
VATUSA Kansas City ARTCC

_____/s/
Brighton McMinn
Air Traffic Manager
VATUSA Fort Worth ARTCC

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ATTACHMENT A – RADAR SECTORS



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ATTACHMENT B – ROUTES/ALTITUDE RESTRICTIONS

FROM ZFW TO ZKC

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZFW/ZKC Boundary, unless otherwise noted)
STL & Satellites (CPS SUS ALN BLV)	OKC; AOA 11,000	(DRLER ¹ or TUL).SGF. (KAYLA ^{1,2} or TRAKE) STAR	Via ZME
	DFW and North; AOA 11,000	MLC.SGF. (KAYLA ^{1,2} or TRAKE) STAR	
MCI & Satellites (MKC IXD, OJC, STJ)	AOA 11,000	TUL.CNU.JHAWK STAR	
ICT	All	(ZEMMA or IRW).HUSKA	AOB FL340
TUL	AOA 13,000		TRACON AT 12,000

¹ RNAV

² Turbojet Only

FROM ZKC TO ZFW

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZFW/ZKC Boundary, unless otherwise noted)
DFW	MCI; AOA 10,000	DOSOA.TUL.BYP STAR	Via ZME
	STL; AOA 10,000	LIT.BYP STAR	
DAL	MCI; AOA 10,000	DOSOA.TUL.FINGR STAR	Via ZME
	STL; AOA 10,000	MAP.FSM.FINGR STAR	
OKC	MCI; AOA 13,000	DOSOA.PER.GULLI STAR	TRACON AT 12,000 or "Descend Via the Arrival" ²
	STL; AOA 13,000	VIH.SGF. (GULLI or MPYRE.MURAH ¹) STAR	
	AOA 13,000		

¹ RNAV

² Aircraft on STARs which include altitude restrictions