

VATUSA KANSAS CITY ARTCC AND VATUSA FORT WORTH ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 02/01/2021

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 January 01, 2015.

4. DEFINITIONS:

TUL HI: Tulsa Hi, Sector 27 **EDNA SH:** EDNA Super Hi, Sector 97 (FL360 ↑)

ANY HI: Anthony HI, Sector 06 **Flint Hills:** ZKC Area, TUL27, EDNA97, PER62

Prairie: LBL23 DDC21, ANY06, HUT07 **D10:** D10 TRACON/Regional APP CNTRL

5. 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 15 nautical miles of the ARTCC boundary. The maximum turn must not exceed 15 degrees and must not affect another sector without proper coordination.
- c. OKC ATCT/TRACON may assume control for aircraft on contact for 30 degree turns with 15NM of the boundary.
- d. OKC ATCT/TRACON departures – ZKC assumes control on contact for 30 degree turns at or above 11,000 or within 15NM of the boundary.
- e. 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.
- f. 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.
- g. 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.

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- f. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.

6. ATTACHMENTS:

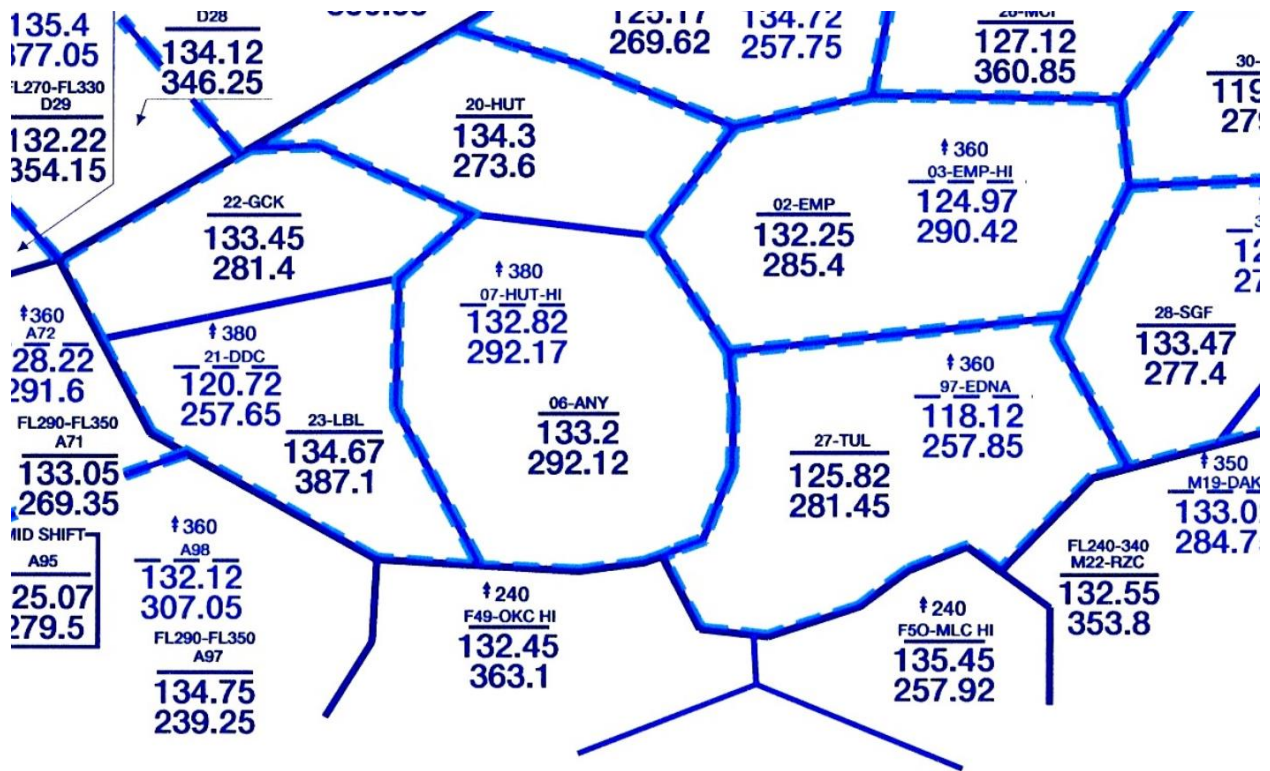
- a. Attachment A – Radar Sectors/Depictions
- b. Attachment B – Route/Altitude Restrictions

_____/s/
Kyle Kaestner
Air Traffic Manager
VATUSA Kansas City ARTCC

_____/s/
Tyler Beals
Air Traffic Manager
VATUSA Fort Worth ARTCC

ATTACHMENT A – RADAR SECTORS

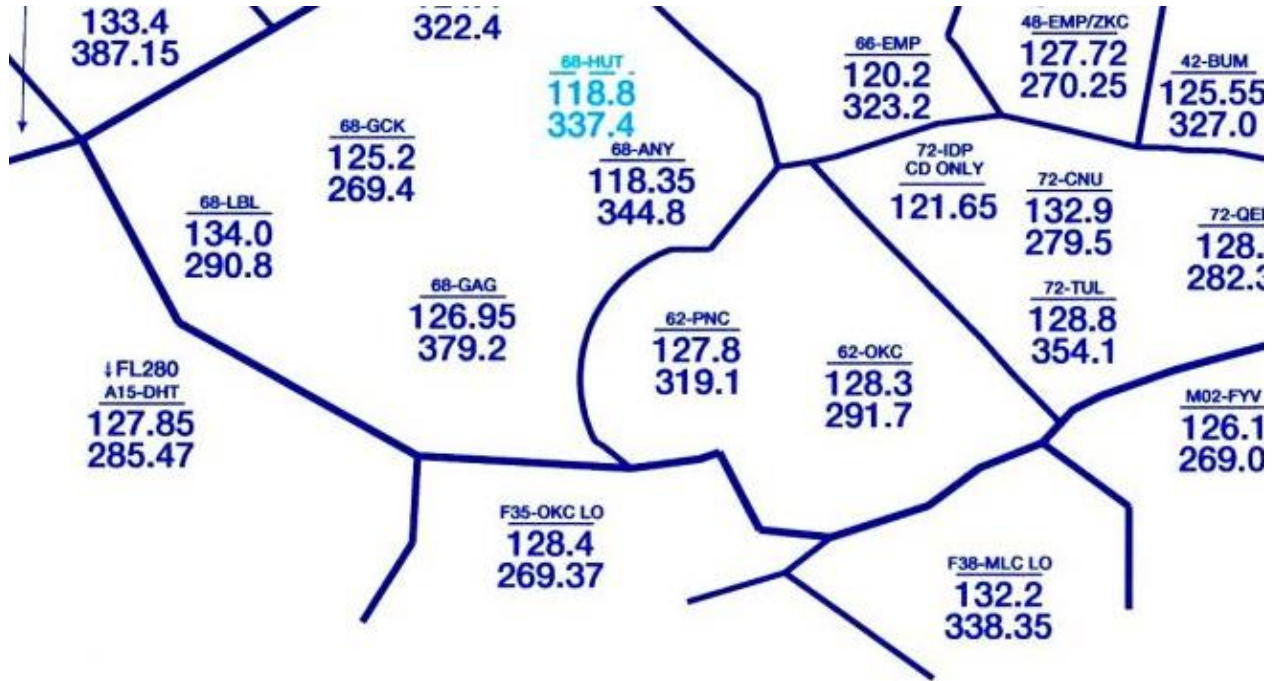
HI Sectors



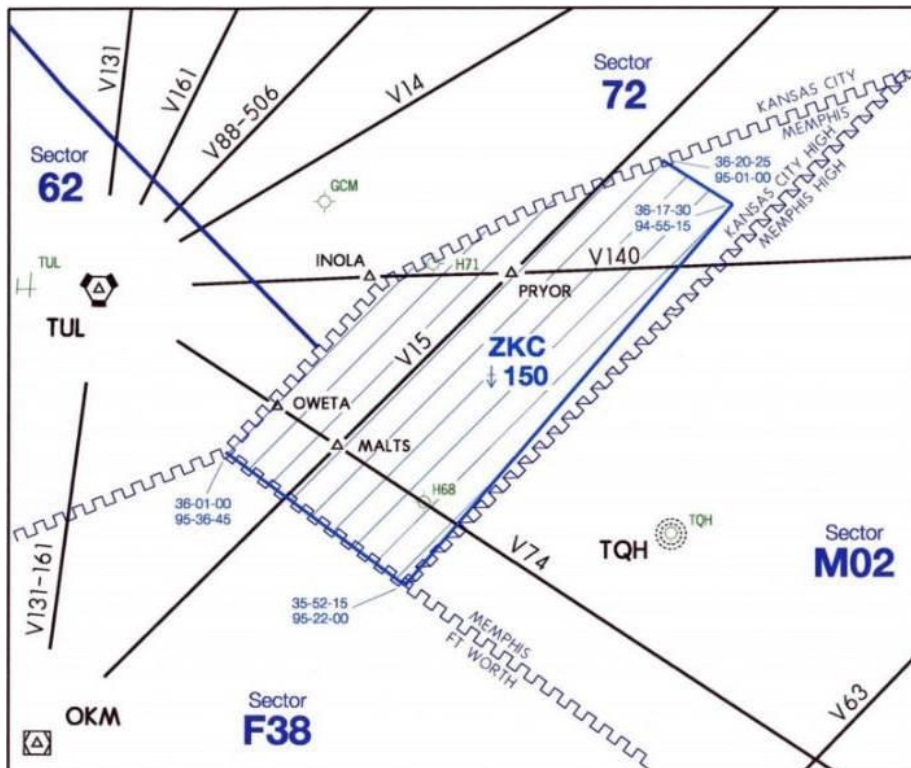
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LO Sectors



TUL/ZKC Boundaries



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ZKC-Stillwater Shelf



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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 ¹	RNAV - Turbojet	SGF.KAYLA (RNAV) STAR	
	NON - RNAV	SGF.KOOOP STAR	Via ZME
MCI & Satellites (MKC IXD, OJC, STJ)	AOA 11,000	TUL.CNU/CNU.JHAWK STAR	
ICT	D10	(ZEMMA or IRW).HUSKA	AOB FL360
	Entering TUL HI/EDNA HI	.HUSKA..	
	Entering ANY HI	.ANY..	
TUL ²	MLC LO AOA 6,000	.TUL..	AOA 10,000: TUL 30nm DME @ 10,000
	KOKC AOA 6,000	TRUPR3 DRLER	AOB 9,000: Desc. To 6,000
	OKC HI	.IFI.	AOB 6,000
	AOB 6,000	DCT KTUL .TUL..	AOB 290, PD 240
			ALT FOR DOF
SWO ³	OKC ATCT	DCT SWO	Descending to 5000
END/WDG	AOA FL230		FL230
	13,000-FL220		13,000
	AOB 12,000		6,000

¹ZFW should re-route RNAV capable aircraft on RNAV STARs.

²Between 0700 – 1900LCL M-F aircraft must be cleared via arrival gates. All other times operate in an "on course" config, meaning, direct destination descending at PD to 10,000 or 6,000. Departures will be cleared direct to first fix.

³ZKC assumes control for descent and turns up to 30 degrees.

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FROM ZKC TO ZFW

Arrival Airport(s)	Qualifier		Route Via	Altitude (Cross ZFW/ZKC Boundary, unless otherwise noted)
DFW	Flint Hills/MCI Deps	RNAV	IBAKE/KLAWW/RBKUL ¹ .VKTRY (South) STAR IBAKE/KLAWW/RBKUL ¹ .JOVEM (North) STAR AXXEE. SEEVR/BRDJE STAR ²	
		NON-RNAV	TUL/RIGYA.FINGR STAR IRW/TUL.UKW STAR	
	Prairie	06/07	IBAKE.VKTRY STAR HOFF.JOVEM STAR	
		21/23	MDANO.VKTRY STAR (RNAV) MDANO.JOVEM STAR (RNAV) IRW.UKW STAR	
	STL Deps/ORD		RRNET.SEEVR STAR RRNET.BRDJE STAR FSM.FINGR STAR	Via ZME
DAL	Flint Hills/Prairie	RNAV	HYDES/NUKLZ.JFRYE STAR AXXEE ¹ /KLAWW/HITUG.CRIKT STAR (North) AXXEE ¹ /KLAWW/HITUG.HIBIL STAR (South)	
		NON-RNAV	HYDES/IRW/TUL.GREGS STAR RIGYA/TUL.FINGR6	
	STL	RNAV	CAMAL.CRIKT STAR (North) CAMAL.HIBIL STAR (South)	Via ZME
		NON-RNAV	MAP.FSM.FINGR STAR	

¹SWO departures

²TUL departures.

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Arrival Airport(s)	Qualifier		Route Via	Altitude (Cross ZFW/ZKC Boundary, unless otherwise noted)
OKC ³	Flint Hills/END	RNAV	MURAH STAR (RNAV)	Descend via
		NON RNAV AOA 11,000	PER/SGF/TUL.GULLI STAR DCT, when applicable END: IRW OR DCT	Cross GULLI AOB 17,000, descending to 11,000
		AOB 10,000		Descending to 11,000
		AOB 6,000		Descending to 6,000
		SWO DEP	DCT	ALT for Direction
	Prairie	ROLLS/SCUFF.CAMET STAR (RNAV) Direct Destination Airport ⁴	Assigned 11,000 ⁴ ROLLS AOB FL290, assigned FL250 ⁵ Direct SCUFF, Assigned 17,000 ⁶	

ZFW/ZKC LOA Notes Cont.

³OKC terminal arrivals must be cleared via the PARs weekdays between 0800-2000 Local.

⁴Vance RAPCON Closed, arrivals given direct destination, and if they will enter ZFW, ZKC releases control for descent.

⁵Vance RAPCON open with western VANCE MOA's – ZKC releases control to ZFW for descent.

⁶Only Vance RAPCON open-ZKC releases control for descent to ZFW to 10,000.

OKC Departures that will transition from ZFW to ZKC (Prairie) should be climbed to F300, and ZKC has control to FL340.

VANCE RAPCON Hours: 0700-2000 MON-FRI, 1300-1700 SUN

VANCE MOA Hours: 0600-1800 MON-FRI