

KANSAS CITY ARTCC/WICHITA APPROACH CONTROL

LETTER OF AGREEMENT

EFFECTIVE: April 13, 2020

SUBJECT: APPROACH CONTROL

1. PURPOSE. This agreement delegates responsibility and authority for Approach Control services to airports within the airspace delegated to Wichita Approach Control, and is supplemental to provisions in FAA order JO7110.65.

2. CANCELLATION. This letter of agreement is the initial release.

3. SCOPE.

a. Kansas City Air Route Traffic Control Center (Center)
Olathe, Kansas

b. Wichita Approach Control (Approach)
Wichita, Kansas

4. RESPONSIBILITIES. Responsibility is delegated to Wichita Approach Control for controlling traffic within the delegated airspace as depicted in Attachment A.

5. PROCEDURES.

a. Arrivals.

(1) Center releases control on arrival aircraft within 55 Nautical Miles (NM) of Wichita Dwight D. Eisenhower National Airport for descent and turns not to exceed 90 degrees, provided the aircraft will not enter another Center sector or Vance Approach/Military Operating Area (MOA)/Air Traffic Control Assigned Airspace (ATCAA).

(2) Between Monday through Friday, Center shall clear turbojet/turboprop arrivals from Sectors 62, 66, and 68/67 via the appropriate arrival gate or fix, then direct destination to cross the boundary at or below 15,000' Mean Seal Level (MSL), descending to either 10,000' or 11,000' MSL. Exception: Aircraft over ANY shall be descending to 16,000' MSL.

(3) Between Monday through Friday, Center shall clear Sector 72 turbojet/turboprop arrivals via the REDMN gate or fix, direct destination, to cross the boundary at or below 15,000' MSL, descending to 11,000' MSL. Simultaneous arrivals shall be sequenced in-trail. When EUREKA MOA/ATCAA is active, arrivals shall be routed via the HUSKA gate.

(4) Between Monday through Friday, Center shall clear piston arrivals direct destination and shall cross the boundary at or below 9,000' MSL descending to 6,000' MSL (7,000' MSL from Sector 68/67).

(5) During all other days:

(a) Center shall clear turbojet/turboprop arrivals direct destination. Arrivals from Sector 68/67 south of the Hutchison gate shall be descending to 16,000' MSL. All other arrivals shall be at or descending to 10,000' (11,000' MSL from Sector 72). Piston arrivals shall be cleared direct destination descending to 6,000' MSL (7,000' MSL from Sector 68/67). Descent may be at pilot's discretion.

(b) Aircraft arriving over active Vance/ICT airspace boundary shall be descending to 16,000' MSL.

(6) Specific Satellite Arrivals:

(a) Sectors 62 and 72 arrivals to MPR, HUT, and EWK shall be cleared direct destination. Aircraft operating at or above 16,000' MSL shall be assigned 16,000' MSL.

(b) Sectors 66 and 68/67 arrivals to MPR, HUT and EWK shall be cleared direct destination at or descending to 6,000' MSL.

(c) Sectors 66 and 72 arrivals to AAO, BEC, 3AU, 1K1, and EQA shall be cleared direct destination and shall cross the boundary at 6,000' MSL, or filed altitude if lower. On weekends and between 1800-0900 local, Monday through Friday, arrivals may be descending to 6,000' MSL at pilot's discretion.

(d) Sectors 66 and 68/67 arrivals to EGT shall be cleared direct destination. Aircraft operating at or above 16,000' MSL shall be assigned 16,000' MSL.

b. Departures.

(1) Approach shall consider the departure strip as a clearance and release from Center, except those specified by Center TMU requiring a release time. If an Automated Departure Route (ADR) appears during the following days, and is different from the filed route, the ADR shall be issued, Monday through Friday. The ADR shall also be issued so as to avoid Vance RAPCON airspace anytime the RAPCON is open. During all other times, Approach may clear departing aircraft direct to the first en-route fix, provided they suppress the ADR.

(2) Area A Departures, (except HUT) shall be climbing to 15,000' MSL or requested altitude, whichever is lower. Approach releases control for turns not to exceed 90 degrees leaving 11,000' MSL, provided the aircraft will not enter another Approach sector.

(3) Area B Departures (except HUT) shall be climbing to 5,000' MSL or requested altitude, whichever is lower. Approach releases control for turns not to exceed 90 degrees leaving 4,000' MSL, provided the aircraft will not enter another Approach sector.

(4) HUT departures exiting the northern part of area A at or above 6,000' MSL shall be climbing to 15,000' MSL or requested altitude, whichever is lower. Departures through area B shall be climbing to 5,000' MSL or requested altitude whichever is lower. Approach releases control on all HUT departures as stated in (2) and (3) above.

(5) Approach shall ensure departing aircraft exit Approach airspace established on (or on a heading to join) it's filed route or ADR. Aircraft filed 10,000' MSL and above shall be separated from active arrival gates by at least 3 NM.

(6) When EUREKA MOA is active, Approach shall ensure all aircraft whose altitude and route of flight transit the active portion of the MOA are re-routed via BURDN, direct CHELI, then on course, or via the ICT115 Radial to the ICT115/90 mile DME fix, then on course. Aircraft issued the ICT115 Radial shall be established on the radial prior to exiting Approach airspace.

d. General.

(1) Radar separation shall be 5 NM, constant or increasing, into ZKC.

(2) Coordination is not required for inappropriate altitude for direction of flight.

(3) Medevac flights may be cleared direct destination by either facility, provided the preferential routing is suppressed. Medevac flights may be climbing/descending to assigned altitude at pilot's discretion.

(4) Approach shall be responsible for coordination and pointouts of arrival/overflight aircraft to affected approach sectors.

(5) Kansas City Center shall advise Approach when Vance MOA/ATCAA is active/inactive.

(6) Center shall clear END WDG arrivals that are operating AOA 16,000' MSL and will cross the laterally boundary of Wichita Approach, direct MAKES direct WMICO (END011036) direct destination airport. These aircraft shall cross MAKES at 16,000' MSL and a Radar hand-off shall be initiated to Wichita Approach.

6. ATTACHMENT. Attachment A - Wichita Approach Control Airspace/Arrival Gates.

