

VATUSA KANSAS CITY ARTCC/KANSAS CITY INTERNATIONAL ATCT

LETTER OF AGREEMENT

EFFECTIVE: 11/10/2020

SUBJECT: APPROACH CONTROL

1. **PURPOSE:** This Agreement between Kansas City ARTCC (ZKC) and Kansas City International ATCT (MCI) establishes procedures for approach control services of all airports within the jurisdiction of the TRACON area, and is supplemental to procedures found in FAA Orders JO7110.65 and JO7210.3
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:** This is the first version of this order; no previous version to supersede.
4. **SCOPE:**
 - a. Virtual Kansas City Air Route Traffic Control Center (ZKC)
 - b. Kansas City International ATCT (TRACON)
5. **RESPONSIBILITIES:** The airspace described as Fix Posting Area 46 (FPA46), in Attachment A, will be combined with either ZKC Sector 44, or Sector 48. The TRACON shall be responsible for providing air traffic services within the airspace depicted in Attachment A, at an altitude of 15,000 feet and below, with the following exceptions:
 - a. The TRACON shall have designated airspace 5,000 feet and below in the shelf area depicted as NORTH.
 - b. The TRACON shall have designated airspace 5,000 feet and below in the shelf area depicted as SOUTH.
6. **GENERAL:**
 - a. TRACON has control of all terminal area arrivals 20 NM from the boundary for descent and turns not to exceed 90 degrees as long as aircraft will enter TRACON airspace. TRACON shall not descend aircraft into, or within the ZKC Sector 44 Shelf without prior coordination.
 - b. Speed information on arriving aircraft need not be forwarded to TRACON.
 - c. Non-Mode C aircraft shall be verbally coordinated prior to handoff.
 - d. The exchange of radar headings/information does not need to be forwarded by either facility, if aircraft are cleared in accordance with procedures described in this Agreement.
 - e. During periods when an "ON-COURSE" operation is coordinated, ZKC may delete the use of arrival routes and crossing restrictions. TRACON will use PDRs. MCI may delete the use of gates. Unless otherwise coordinated, ZKC and TRACON shall operate in the "ON-COURSE" configuration from 11:00 p.m. to 6:00 a.m. local.

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- f. TRACON shall keep the ZKC Controller-in-Charge (CIC) advised of the flow and position configuration at MCI. The Trails FLM/CIC shall keep TRACON advised of the sector configuration.
- g. Deviations from procedures in this Agreement may be accomplished with prior coordination after complete responsibilities are agreed upon.

7. PROCEDURES:

a. Turbojet Arrivals

- (1) Unless otherwise noted, all turbojet arrivals landing in the Kansas City terminal area, including St. Joseph Rosecrans (STJ), and Atchison Amelia Earhart (K59), shall be assigned a Standard Terminal Arrival Route (STAR).
- (2) Arrivals landing within TRACON airspace shall be assigned a crossing restriction as depicted in the chart below. Arrivals may be routed to join the appropriate STAR at, or prior to, the first arrival fix inside TRACON. In the event of an overtaking situation, arrivals landing at airports other than MCI may cross at 11,000 feet.

	MCI RWY 19	MCI RWY 1
JHAWK	Pilot Discretion 12,000	Cross @ 12,000
TYGER	Pilot Discretion 12,000	Cross @ 12,000
BQS	Cross @ 12,000	Pilot Discretion 12,000
RBA	Cross @ 12,000	Pilot Discretion 12,000

Cross Exception

Johnson County Executive(OJC)/New Century (IXD) cross TYGER @ 11,000
 Johnson County Executive(OJC)/New Century (IXD) cross JHAWK @ 7,000
 Fort Leavenworth (FLV)/St. Joseph Rosecrans (STJ) cross BQS @ 11,000
 Fort Leavenworth (FLV)/St. Joseph Rosecrans (STJ) cross RBA @ 7,000

- (3) When MCI is in a north or south flow, arrivals from the east between BQS and TYGER inclusive landing at satellite airports, may be routed over LEXIN, direct LYMES, direct destination, to cross LEXIN at 8,000 feet.
- (4) When MCI is in an east or west flow arrivals shall cross RBA/BQS/TYGER/JHAWK at 12,000 feet. In the event of an overtaking situation, turbojet aircraft landing at airports other than MCI may cross at 11,000 feet.
- (5) OJC/IXD arrivals entering TRACON from TYGER through JHAWK inclusive may be cleared direct destination to cross the boundary at 6,000 feet.
- (6) STJ arrivals entering TRACON from RBA VOR through BQS VOR inclusive may be cleared direct destination to cross the boundary at 6,000 feet.

b. Turboprop/Piston Arrivals.

- (1) Arrivals shall be routed through an arrival gate at 11,000 feet on the long side, and at 10,000 through 8,000 feet on the short side. AOB 7,000 feet arrivals may be cleared direct destination.

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- (2) OJC/IXD arrivals entering TRACON from RBA VOR through BQS VOR inclusive may be cleared direct destination to cross the TRACON boundary AOB 10,000 feet.

c. TOP, FOE and LWC Arrivals.

- (1) Turbojet/Turboprop aircraft landing TOP/FOE operating AOA 16,000 feet shall be cleared LEXIN..MCI..OZAKI..TOP/FOE and shall cross MCI at 16,000 feet except aircraft north of a line IRK..MCI may be cleared direct MCI..OZAKI..TOP/FOE and shall cross MCI at 16,000 feet. Hand off shall be made to the west departure controller. TRACON shall have control for turns west of MCI and clear aircraft direct TOP/FOE prior to communications change to sector 44.
- (2) Turbojet/Turboprop aircraft landing LWC operating AOA 16,000 feet shall be cleared direct MCI..LWC and cross the MCI/ZKC eastern boundary at 16,000 feet. These aircraft shall be handed off to the appropriate departure controller.
- (3) Turbojet aircraft operating AOB 15,000 feet shall cross the boundary at filed altitude. Turboprop/Piston aircraft shall cross the boundary at 12,000 feet, or filed altitude if lower.
- (4) The TRACON shall have control for descent within 20 NM of the boundary.
- (5) Arrivals shall exit TRACON airspace descending to 6,000 feet or level at 4,000 feet.
- (6) ZKC shall have control for descent and radar vectors up to 30 degrees 10 NM from the Sector 44 Shelf /TRACON boundary.

d. Departures.

- (1) TRACON shall consider the automated departure strip to be a silent clearance and shall issue the route depicted on the strip. In the event of identical duplicate flight plans with different CIDs, the TRACON shall remove one of the flight plans.
- (2) In the case of two or more turbojets departing the same gate area side by side, they shall be established on the Standard Instrument Departure (SID) radial prior to exiting TRACON.
- (3) The minimum separation between radar separated aircraft, transferred from the TRACON to ZKC, shall be 3 NM and increasing provided the aircraft are established on diverging SID radials. These radials are limited to the MCI257R, MCI266R, and MCI285R in the FPA46 area. If the above is not applicable, then the minimum separation shall be 5 NM constant, or increasing.
- (4) ZKC may assume control of departures/overflights for **90 degree turns at the 20 NM arc of MCI VOR or out of 11,000 feet** provided the aircraft remains at least two and one-half miles from the arrival gate. ZKC shall assume responsibility for separation from any TRACON traffic for which the same ZKC sector has accepted radar transfer.
- (5) Turbojet aircraft requesting 7,000 through 15,000 feet, or not assigned a SID shall exit TRACON airspace on a heading through the appropriate departure area and be climbing to 15,000 feet or filed altitude whichever is lower. All aircraft departing through the OCTAM gate at or above 8,000 feet shall be assigned a heading no further south than a 090 heading off

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ANX VOR. Turbojet aircraft requesting above 15,000 feet shall be assigned 15,000 feet and exit TRACON airspace within the appropriate departure area as follows:

- (a) SIFER, EXCEL and OCTAM departures shall be established, on, or on a vector, to intercept the appropriate SID radial.
- (b) All other departures shall be on a vector to join the SID radial prior to, or direct to, the following fixes, or navigational aids:

1 BUM, DOSOA

2 KENTN

3 TIFTO

4 STJ, CATTS

5 TONCE

- (6) Turboprop/Piston aircraft will be assigned 15,000 feet, or their requested altitude if lower. In the case of an overtaking situation, TRACON will have the option to assign 8,000 feet to one of the aircraft. ZKC will have control for climb 20 NM from MCI VOR.

- (a) Turboprop/Piston aircraft requesting 7,000 feet or above, shall exit TRACON airspace on an assigned heading (radar vector) out of the appropriate departure area. All aircraft departing through the OCTAM gate at or above 8,000 feet shall be assigned a heading no further south than a 090 heading off ANX VOR.

- (b) Aircraft requesting 6,000 feet or below shall exit TRACON airspace on course.

- (7) Aircraft departing STJ, entering FPA46 northbound, shall be assigned 5,000 feet or requested altitude if lower. ZKC shall have control for climb and radar vectors toward the filed route, or destination airport leaving 4,000 feet.

- e. **Overflights.** Aircraft enter and exit TRACON airspace via ON-COURSE. MCI shall treat all STJ/K59 traffic as TRACON departures.

- f. Holding.

- (1) ZKC may hold at BQS, TYGER, JHAWK, and RBA at 7,000 feet through 14,000 feet. TRACON shall protect 7,000 through 14,000 feet in the holding pattern airspace as depicted on Attachment A

- (2) TRACON shall be responsible for advising ZKC of the anticipated length of delay at each of the arrival fixes.

8. ATTACHMENTS:

- a. Attachment A – Center / Approach Boundaries – A
- b. Attachment B – Center / Approach Boundaries – B

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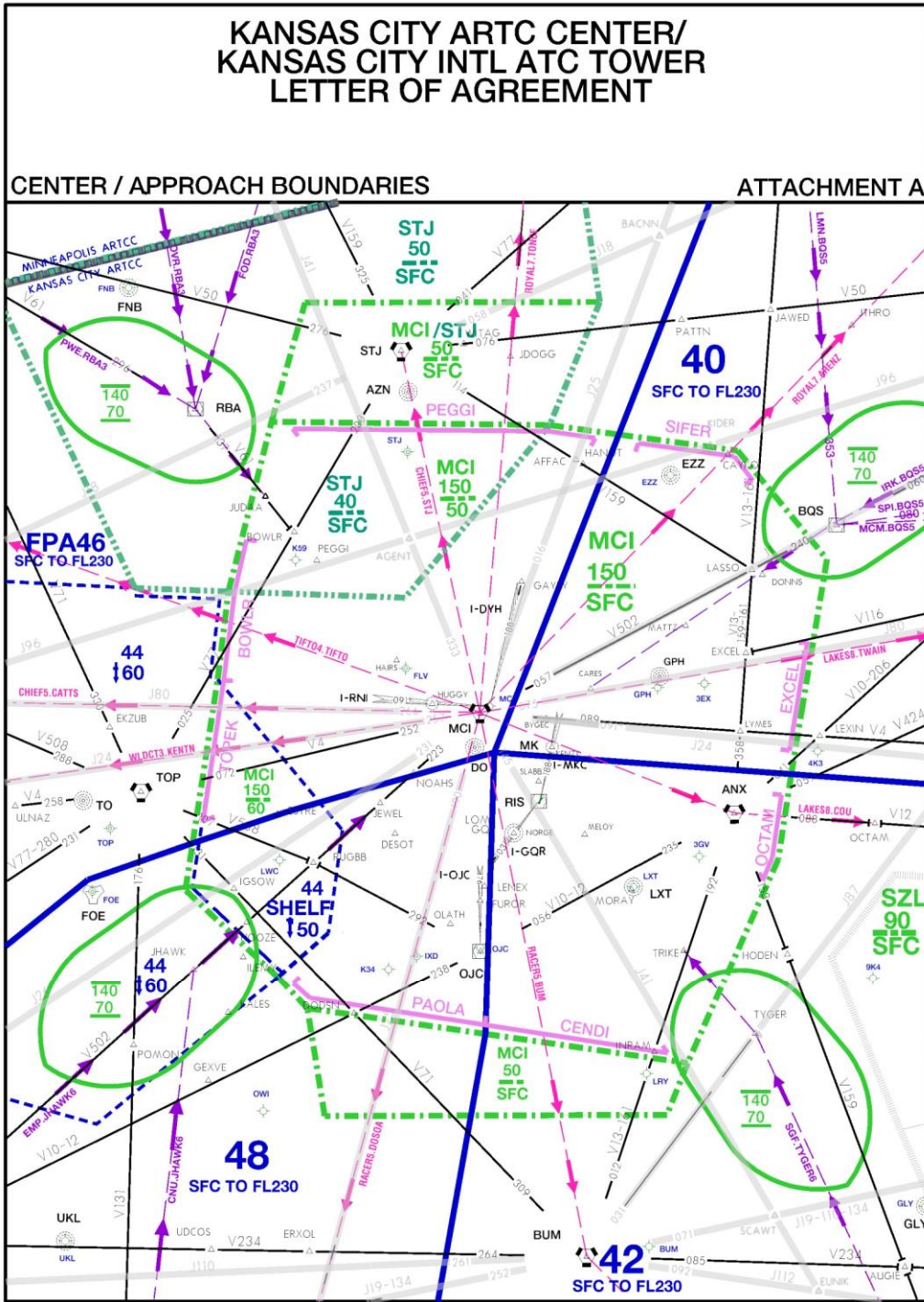
/s/

Kyle Kaestner

Air Traffic Manager

VATUSA Kansas City ARTCC

ATTACHMENT A – Center / Approach Boundaries – A



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ATTACHMENT B – Center / Approach Boundaries – B

KANSAS CITY ARTC CENTER/
KANSAS CITY INTL ATC TOWER
LETTER OF AGREEMENT

CENTER / APPROACH BOUNDARIES

ATTACHMENT B

