

VATUSA KANSAS CITY ARTCC/GATEWAY TRACON/ST. LOUIS ATCT

LETTER OF AGREEMENT

EFFECTIVE: 11/10/2020

SUBJECT: APPROACH CONTROL

1. **PURPOSE:** This agreement delegates responsibility and authority for approach control services within the airspace delegated to Gateway Terminal Radar Approach Control (TRACON) and is supplemental to provisions found in FAA JO 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:** This is the first version of this order; no previous version to supersede.
4. **SCOPE:**
 - a. Virtual Kansas City Air Route Traffic Control Center
 - b. Gateway Terminal Radar Approach Control
 - c. St. Louis ATCT
5. **RESPONSIBILITIES:** T75 shall be responsible for providing ATC service for airports within the TRACON boundary (15,000 feet and below) and the Scott Shelf (7,000 feet and below), except PRUITT MOA at and below 3,000 feet, as depicted in Attachment A.
6. **PROCEDURES:**
 - a. General.
 - (1) The TCP is the T75/Scott Shelf Boundary.
 - (2) Heading and speed information on arriving aircraft need not be forwarded to T75.
 - (3) T75 shall:
 - (a) Provide ZKC with:
 - 1 Runway Configuration
 - 2 Weather Conditions
 - 3 Airport Acceptance Rate
 - (b) Notify each sector of the runway change time and coordinate which aircraft will be assigned the new altitude appropriate for the new runway configuration.
 - (4) ZKC shall keep T75 apprised of sector configuration as changes are made. Automated notification is acceptable. T75 shall forward information internally.
 - (5) ZKC may assume control of departures/overflights for climb to filed altitude on contact and turns at the 15 NM arc of the STL Class B center point. ZKC shall assume responsibility for separation from any T75 traffic for which the same ZKC sector has accepted radar transfer. T75 is responsible for internal coordination of all departure aircraft.

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- (6) T75 may assume control for turns and descent on contact. Should T75 exercise this control, they will be responsible for separation from aircraft that T75 has accepted a handoff.
- (7) T75 shall be responsible for internal coordination with their arrival sector (position) for aircraft transitioning from ZKC through/to T75.
- (8) ZKC shall enter a hard altitude in the data-block for all aircraft prior to making a radar hand off to T75.

(9) Visual Separation

- (a) ZKC and T75 are authorized to apply visual separation procedures IAW FAA JO 7110.65, at or below 15,000 feet between all aircraft.
- (b) The controller applying visual separation between aircraft shall notify the receiving controller that this rule is being applied.

b. Departures. STL ATCT and T75 Shall:

- (1) Consider the automated departure strip to be a silent clearance and shall issue the route as indicated on the strip.
- (2) Ensure that departures requesting 11,000 feet or above (except those in Paragraph 6 c (4)) exiting T75 airspace have received the assigned Adapted Departure Route (ADR) or are on a heading to join, direct a fix on the SID, or established on the appropriate SID (or route) in accordance with Paragraph 6 c (1). EXCEPTION: BERYY, CHUUC, GATEWAY, JHART, BRAKK, OZARK, WHRLI SIDs, as well as the LINDY SIDLIT/ARG/MAW/MYERZ transitions; these departures shall be established on the SID prior to exiting the lateral limits of T75 airspace. Departures requesting 10,000 feet or below may be cleared on course with the following exception: aircraft at 9,000 or 10,000 feet within 5NM either side of any STL STAR shall be verbally coordinated.
- (3) Assign all aircraft 15,000 feet or filed altitude (if lower).
- (4) Ensure that BLV departures entering Sector 54 are cleared 7,000 feet, or filed altitude, whichever is lower as follows:
 - (a) North of V4, shall be assigned a 090-degree heading.
 - (b) South of J45, shall be assigned a heading of 150 degrees.
- (5) Establish a minimum of 5 NM constant or increasing in-trail radar separation, ensuring the separation is maintained until exiting T75 airspace, except as follows:
 - (a) Vertical separation may be used between two aircraft in lieu of in-trail separation when the aircraft filed the higher altitude is established at 1,000 feet above the assigned altitude of the lower aircraft.
 - (b) Three (3) NM increasing to five (5) NM or greater may be used between aircraft assigned SIDs in accordance with FAA JO 7110.65, Radar Minima.

c. STL Arrivals.

- (1) Turbojet aircraft shall be cleared:

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(a) When Runways 6, 11, or 12 are in use:

- 1** To cross LORLE/KAYLA on the RIVERS/KOOOP STAR at 11,000 feet, or to “descend via” LORLE/KAYLA STAR, “St. Louis Landing South/East.”
- 2** To cross PETTI/QBALL on the VLA/QBALL STAR at 15,000 feet, or to “descend via” AARCH/BOOSH STAR, “St. Louis Landing South/East.”

(b) When Runways 24, 29, or 30 are in use:

- 1** To cross LORLE/KAYLA on the RIVERS/TRAKE STAR at 15,000 feet, or to “descend via” LORLE/KAYLA STAR, “St. Louis Landing North/West.”
- 2** To cross PETTI/QBALL on the VLA/QBALL STAR at 11,000 feet, or to “descend via” AARCH/BOOSH STAR, “St. Louis Landing North/West.”

(2) All other aircraft shall be accepted on course at or below 9,000 feet.

d. Satellite Arrivals. All aircraft may be cleared on course to cross the T75 boundary at or below 9,000 feet, with the following exceptions for turbojets (turboprops may also be cleared as follows):

(1) Sector 50. ALN/CPS/BLV arrivals shall be routed via FARMR STAR, or via FARMR, direct TOY, and direct destination to cross the T75 boundary at 13,000 feet. SUS arrivals shall be routed via DIRTT STAR, or via DIRTT, direct destination to cross the T75 boundary at 13,000 feet.

(2) Sector 59. SUS/CPS/BLV arrivals shall be routed via BUUDD STAR, or via AGNUS (CSX045R/40 DME) direct CSX, direct destination, to cross the T75 boundary at 12,000 feet.

(3) Sector 54. ALN and SUS arrivals shall cross the T75 boundary at 12,000 feet and be routed as follows:

(a) During Runway 6, 11, or 12 configuration, route ALN arrivals via JHAUN, direct destination, and SUS arrivals via SLVER STAR, or via SLVER, direct destination.

(b) During Runway 24, 29, or 30 configuration, route ALN arrivals via JHAUN, or SLVER, direct destination. Route SUS arrivals via JHAUN STAR, or SLVER STAR, or via JHAUN, or SLVER, direct destination.

(4) Sector 53. SUS/CPS/BLV/ALN arrivals shall be routed via DELMA STAR, or via DELMA, direct destination to cross the T75 boundary at 13,000 feet.

(5) Sector 52. ALN arrivals shall be routed via BINGO, direct ALN to cross the T75 boundary at 13,000 feet. BLV and CPS arrivals shall be routed via DIXEE STAR, or via DIXEE, direct destination to cross the T75 boundary at 13,000 feet. SUS arrivals shall be cleared either direct DIXEE, direct KSUS, to cross DIXEE at 9,000 feet or direct KSUS to cross the T75 boundary at 5,000 feet.

e. Overflights shall be accepted on course.

7. ATTACHMENTS:

a. Attachment A – Approach Control - A

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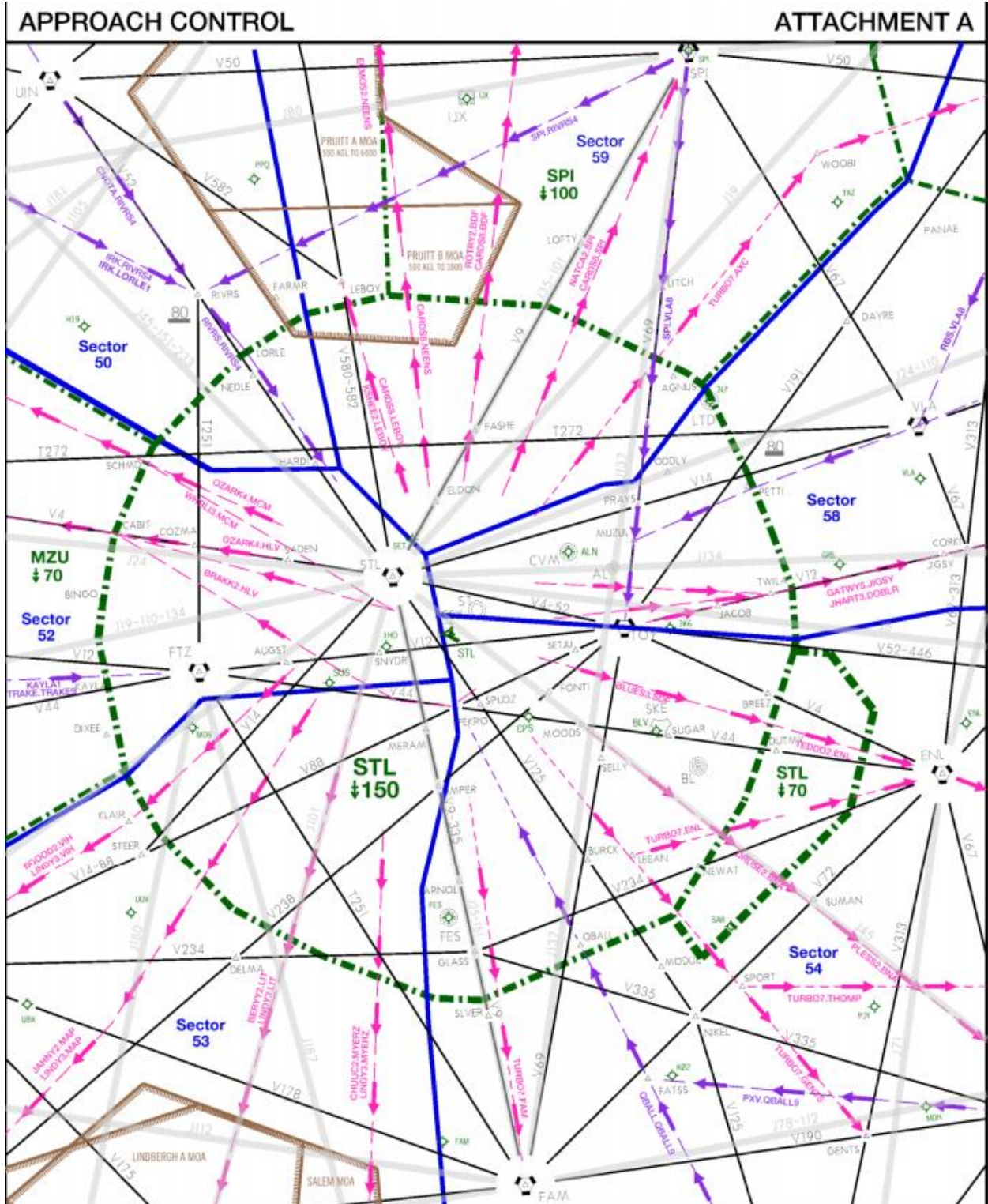
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b. Attachment B – Approach Control - B

/s/

Kyle Kaestner
Air Traffic Manager
VATUSA Kansas City ARTCC

ATTACHMENT A – Approach Control A



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ATTACHMENT B – Approach Control B

