

# VATUSA KANSAS CITY ARTCC/TULSA ATCT

## LETTER OF AGREEMENT

EFFECTIVE: 02/5/2021

### **SUBJECT: APPROACH CONTROL**

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1. **PURPOSE:** This agreement delegates responsibility and authority for Approach Control service for airports within the airspace delegated to Tulsa ATCT and is supplemental to the provisions of 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. Tulsa Airport Traffic Control Tower
5. **RESPONSIBILITIES:**
  - a. Responsibility is delegated to Tower for the control of traffic within the delegated airspace as depicted on Attachment A at 15,000 feet MSL and below.
  - b. Deviations from this Agreement shall be made only after specific coordination has been accomplished and an agreement reached.
6. **PROCEDURES:**
  - a. **General.**
    - (1) From 7:00 a.m. to 7:00 p.m., Monday through Friday, aircraft shall be cleared via arrival gates, and Preferential Departure Routes (PDRs), unless otherwise coordinated by the Tower FLM/CIC and Center FLM/CIC. At all other times Tower and Center shall operate in an "on course" configuration unless coordinated by the Tower and Center. This configuration is defined as:
      - (a) Aircraft arriving in the Tulsa terminal area shall be cleared direct destination airport/VOR and not be required to proceed through an arrival gate.
      - (b) Crossing restrictions for arriving aircraft shall not apply.
      - (c) Departures shall be cleared direct to the first fix that appears in the PDR outside Tower airspace, or if no PDR, the first fix filed outside Tower airspace. This fix may be a navigational aid, intersection, Lat/Long fix, or destination airport.
    - (2) BVO arrivals from Tower shall be issued a pilot discretion descent to 3,000 feet. Center shall have control for descent and turns up to 30 degrees within 10 miles of the Center/Tower boundary.

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### b. Arrivals.

#### (1) Center Shall:

- (a) Not forward estimates on arrival aircraft unless requested by the Tower.
- (b) When requested by pilots, and time/airspace permitting, accomplish break-up of military aircraft inbound to Tulsa prior to the Center/Tower transfer control point (TCP).
- (c) When both Center and Tower radar are in operation, clear aircraft to destination airport as indicated below.
  - 1 Clear aircraft arriving in the Tulsa terminal area, except those making published high-altitude approaches, via the appropriate arrival gate depicted on Attachment A.
    - i Clear aircraft at or above 10,000 feet to cross the Tulsa 30NM DME fix at 10,000 feet MSL.
    - ii Clear aircraft at or below 9,000 feet to descend and maintain 6,000 feet MSL.
  - 2 Clear aircraft that will execute a high-altitude instrument approach to the TUL VORTAC at 16,000 feet. Manual coordination is not required.

**Exceptions to Arrival Gate Assignment:** Aircraft at 6,000 feet or below, based on appropriate altitude for direction of flight, may be cleared direct to destination airport, TUL VORTAC or GNP VOR. Clear Vance-based T-1 and T-38 aircraft requesting en route descent via the Tulsa VORTAC 283 radial at 26 DME to cross the fix at 11,000 feet unless prior coordination is accomplished.

#### (2) Tower (TRACON):

- (a) Shall keep Center sector advised of the current configuration at the Tower.
- (b) May descend a radar arrival to 6,000 feet when the aircraft is within 10 miles of the Tower/Center boundary and, when the aircraft is at or below 15,000 feet, make turns of up to 30 degrees either side of the flight path.
- (c) May, for aircraft executing a high-altitude instrument approach, turn the aircraft up to 30 degrees either side of the flight path within the confines of the transferring Center sector.
- (d) Shall, for aircraft executing a high-altitude instrument approach, descend the aircraft to 15,000 feet or below within the confines of the transferring Center sector.

### c. Departures.

#### (1) Tower Shall:

- (a) Assign aircraft requesting 16,000 feet or above, 15,000 feet and to expect further clearance to specified filed altitude 10 minutes after departure. Assign other aircraft their requested altitude.

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**EXCEPTION:** T-1s, and T-38s not on Vance stereo flight plans, returning to Vance, shall be cleared at 13,000 feet.

(b) If the first fix outbound (except GULLI PDRs) serves the destination airport, aircraft assigned 6,000 feet or below may be cleared direct, based on appropriate altitude for direction of flight.

(2) Center:

(a) Shall accept provisions of FAA JO 7110.65 (3 miles increasing to 5 miles), provided the aircraft involved are established on course prior to the Tower lateral boundary, and are out the same departure gate.

(b) May, when a departing aircraft is past a point 5 DME from the TUL VORTAC, turn the aircraft up to 30 degrees either side of the flight path.

**d. Visual Separation.**

(1) Center and Tower are authorized to apply the procedures in FAA JO 7110.65, at or below 15,000 feet between all aircraft.

(2) The controller applying visual separation between aircraft shall notify the receiving controller that this rule is being applied.

(3) If one of the aircraft involved is on another controller's frequency, immediate coordination shall be affected for proper communication with that aircraft.

**7. ATTACHMENTS:**

a. Attachment A – Approach Control - A

          /s/          

Kyle Kaestner  
Air Traffic Manager  
VATUSA Kansas City ARTCC

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ATTACHMENT A – Approach Control A

