

VATUSA KANSAS CITY ARTCC AND VATUSA DENVER ARTCC

LETTER OF AGREEMENT

EFFECTIVE 09/14/2020

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Kansas City ARTCC (ZKC) and VATUSA Denver ARTCC (ZDV). 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 Kansas City ARTCC and VATUSA Denver ARTCC Letter of Agreement dated December 01, 2018, and all subsequent revisions.
4. **PROCEDURES:**
 - a. Each ARTCC should route/restrict aircraft in accordance with Attachment A.
 - b. Transponder codes may be changed without coordination in an area 30NW either side of the ZDV/ZKC common boundary.
 - c. The receiving controller must have control for turns 20 degrees left or right of course for aircraft within 30NM of the ZDV/ZKC common boundary.
 - d. Aircraft landing within 60 miles of the boundary must enter the receiving ARTCCs airspace AOB FL230, and the receiving ARTCC must have control for descent and turns up to 30 degrees left or right of course.
 - e. Data Block Coordination and Interim Altitude Procedures.
 - (1) Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
 - (2) Handoffs must be directed to the appropriate sector for the aircraft's altitude assignment. Acceptance of a radar handoff constitutes approval coordination for that aircraft to climb or descend to the displayed altitude.
 - (3) Use of interim (temp) altitudes is authorized between Kansas City ARTCC and Denver ARTCC and must represent valid altitude coordination. Use of interim altitudes must not be authorized to coordinate Inappropriate Altitude for Direction of Flight (IAFDOF), or to supersede altitude restrictions established within this Letter of Agreement.
 - (4) When unable to approve the automated altitude, the receiving controller must coordinate with the transferring controller prior to acceptance of the handoff.
 - f. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.
 - g. Sector Stratification
 - (1) Denver ARTCC sectors are stratified at FL260 and below for low altitude sectors and FL270 and above for high altitude sectors.
 - (2) Kansas City ARTCC sectors are stratified at FL230 and below for low altitude sectors and FL240 and above for high altitude sectors.

5. ATTACHMENTS:

- a. Routes/Altitude Restrictions
- b. Sector Map

_____/s/_____
Brandon Wening
Air Traffic Manager

_____/s/_____
Kyle Kaestner
Air Traffic Manager

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ATTACHMENT A – Routes/Altitude Restrictions

ZDV to ZKC

Arrival Airport	Qualifier	Route	Altitude
MCI	North J102	PWE.RBA STAR	
	South J102	EMP.JHAWK STAR	
STL ¹	Non-RNAV	ANX/BUM.KOOOP STAR	
	RNAV	ANX/BUM.KAYLA STAR	
SLN	ON/North J24		PD/FL250 ²
GCK/HYS	All		AOB 9,000 ³

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

²ZKC has control for descent to FL240.

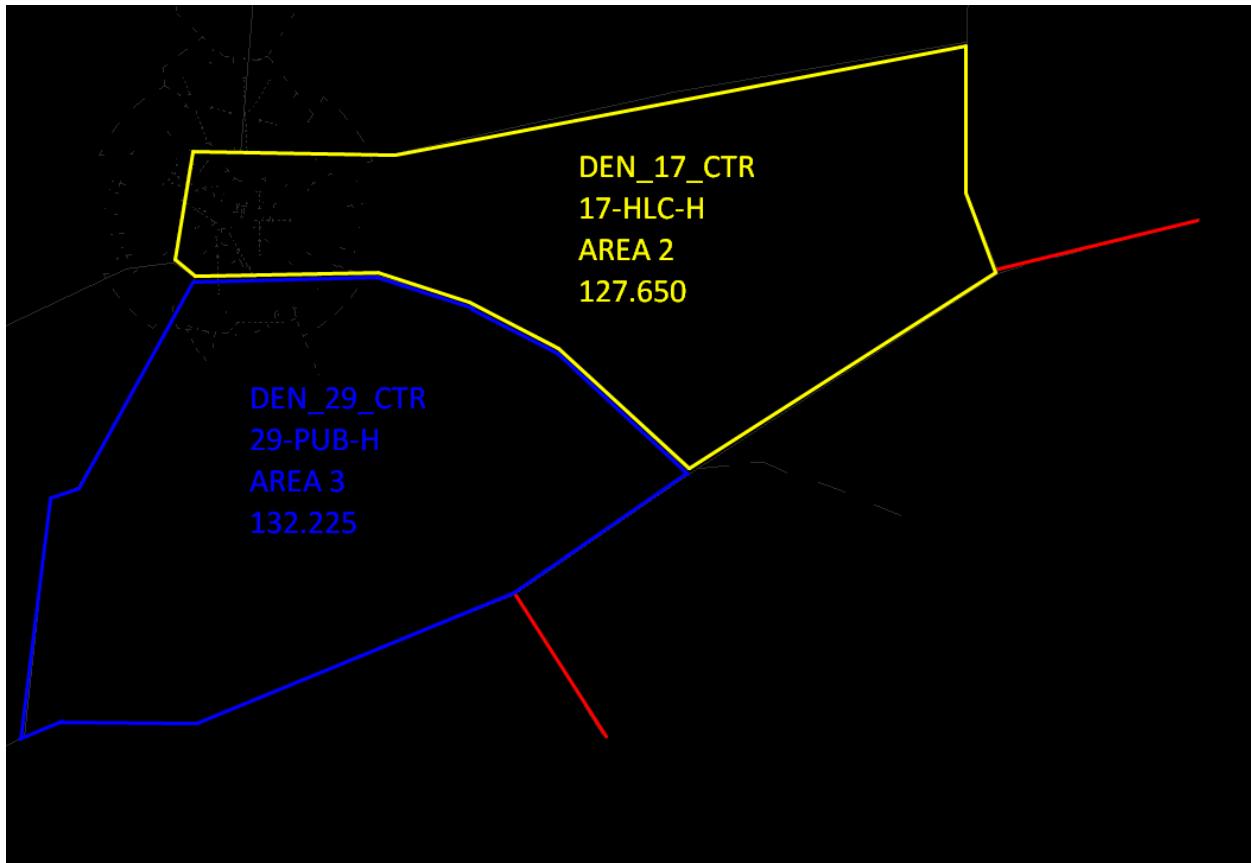
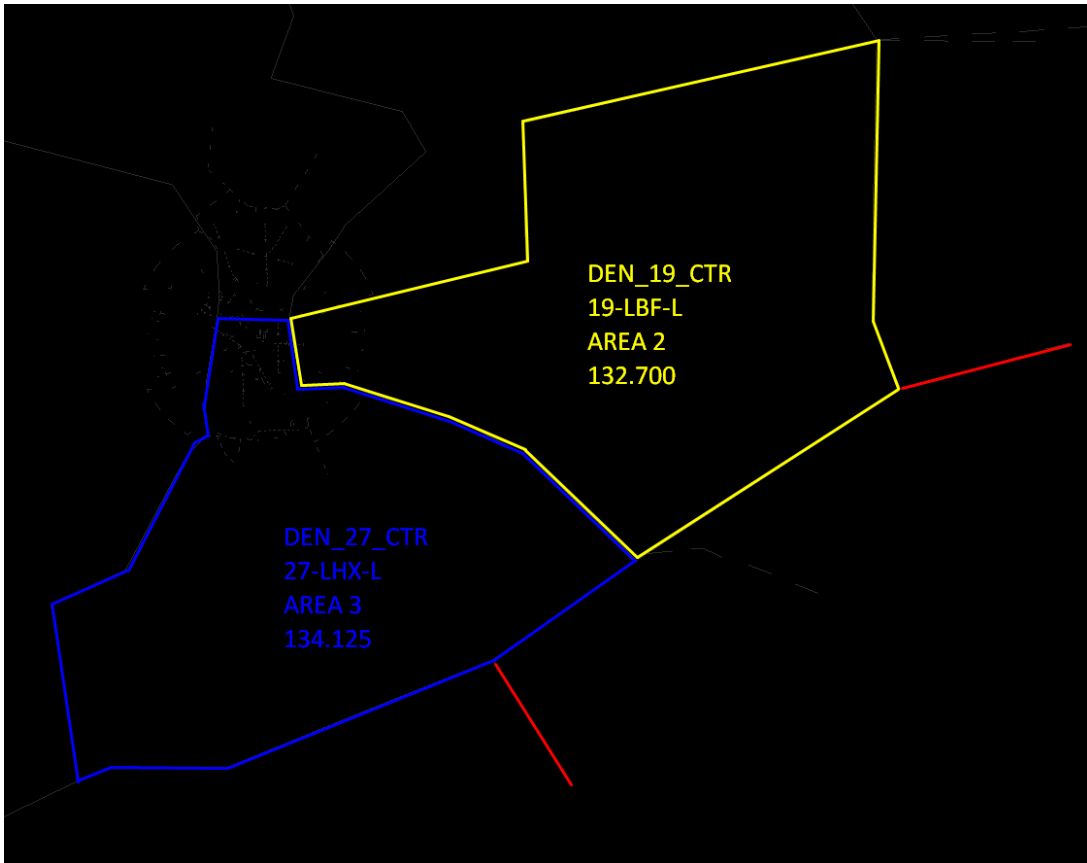
³Aircraft may be descending at pilot's discretion.

ZKC to ZDV

Arrival Airport	Qualifier	Route	Altitude
DEN	NON RNAV - South of J28	LAA.QUAIL STAR	
	NON RNAV - North of J28	HYS/GCK.DANDD STAR	
	RNAV + North of J28	OATHE/KISSS.CLASH STAR	
	RNAV + South of J28	HALEN.NIIXX STAR	
COS	RNAV	LAA/GLD.OZZZY STAR	AOB FL360
	Non-RNAV	GLD/LAA..HGO..BRK	AOB FL360

ATTACHMENT B – Sector Maps

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