

VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 02/19/2021

SUBJECT: INTERFACILITY COORDINATION

- 1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Kansas City ARTCC (ZKC) and VATUSA Memphis ARTCC (ZME). 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 Memphis ARTCC Letter of Agreement dated January 1, 2019 and all subsequent revisions.
- 4. **PROCEDURES:**
 - a. Each ARTCC should route/restrict aircraft in accordance with Attachment A.
 - b. The receiving ARTCC may assume control for beacon code changes and control for turns, on aircraft at or above 10,000 feet MSL, when aircraft are within 15 nautical miles of the common ZKC/ZME ARTCC boundary. The maximum turn must not exceed 15 degrees and must not affect another sector without proper coordination.
 - c. Aircraft landing within 60 miles of the boundary must enter the receiving ARTCC's airspace AOB FL230, and the receiving ARTCC must have control for descent and turns.
 - d. 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 Memphis 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.
 - e. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.

5. ATTACHMENTS:

- a. Routes/Altitude Restrictions
- b. Sector/Airspace Maps

_____/s/_____
 Richard Sill
 Air Traffic Manager
 VATUSA Memphis ARTCC

_____/s/_____
 Kyle Kaestner
 Air Traffic Manager
 VATUSA Kansas City ARTCC

_____/s/_____
 Paul Semeran
 South Central Region Manager

_____/s/_____
 Ryan Pitt
 Midwest Region Manager

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ATTACHMENT A – Routes/Altitude Restrictions

ZME to ZKC

Arrival Airport	Qualifier		Route	Altitude
KC AREA	All		SGF/KRAZO.TYGER STAR	
STL (Turbojet)	East of J180	NON RNAV	FAM.STL	AOB FL260 ¹
		RNAV Turbojets	ARG/MEM/BNA/VISQA.BOOSH STAR	AOB FL300 ¹
	West of J180		SGF.KAYLA STAR (RNAV) SGF.KOOOP STAR	
STL (Turboprop)	AOA 10,000 & east of J180		YACKS/ALING.QBALL	AOB FL230
STL Satellite	West of J180		DELMA STAR or DELMA	AOB FL350
	East of J180		FAM.SLVER KSUS arrivals east of CGI may be direct SLVER	AOB FL270 ¹
SGF Area	West of J180			AOB FL230, ↓16,000
TUL	AOA 10,000			TUL 30NM DME @ 10,000
	9,000 – 6,000			Desc. To 6,000
	AOB 6,000			ALT FOR DOF
MWA, MDH	All			AOB 7,000 ²
BBG	All		CADAN ³	AOB 6,000 ⁴

¹ZME shall release control for descent to FL240 15NM from the ZKC/ZME boundary.

²ZME shall release control of these arrivals upon completion of a radar handoff and transfer of communications.

³ZME shall route BBG arrivals via CADAN direct BBG **ONLY** when instrument approaches are in use.

⁴ZME shall release control of these arrivals within 10 NM of common ZME/SGF boundary

Note: Springfield area departures entering ZME airspace west of J180 shall be climbing to their requested altitude or FL230, whichever is lower.

Note: STL area departures entering ZME east of J180 are released for climb 15NM from the ZKC/ZME boundary.

Note: When requested, ZME will block airspace for BBG RWY 32 approaches. ZME shall block airspace north of V140, 5 NM West of the BBG RWY 32 extended centerline and 10 NM East of BBG RWY 32 extended centerline. SGF must state ceiling of block with **EACH** request.

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ZKC to ZME

Arrival Airport	Qualifier	Route	Altitude
MEM	Non-RNAV	RZC/ARG.DAWGG STAR LIT.UJM/UJM STAR	1, 2, 3
	RNAV (Turbojet)	WHOLL/RZC/IGLOO.BRBQQ STAR (RNAV) LIT/FSM.LIT/HOBRK STAR (RNAV)	
Nashville Area	Turbojet	RYMNN STAR (RNAV)	East of J35, AOB FL330
RZC ⁵	AOA 10,000		Desc 10,000
	9,000-6,000		Desc 6,000
	AOB 6,000		ALT FOR DOF
CGI	All	CGI	AOB 7,000
PAH	All		4

¹Arrivals entering ZME east of J41 shall cross the ZKC/ZME boundary at or below FL340.

²Between the hours of 2200 and 0200 local, arrivals entering ZME west of the ZKC Sector 14/90 boundary may remain at their altitude.

³ZKC shall release control for descent, turns and speed 20NM from the ZKC/ZME boundary.

⁴Arrivals entering ZME east of V9 are released for descent to 5,000 upon completion of radar handoff and transfer of communications.

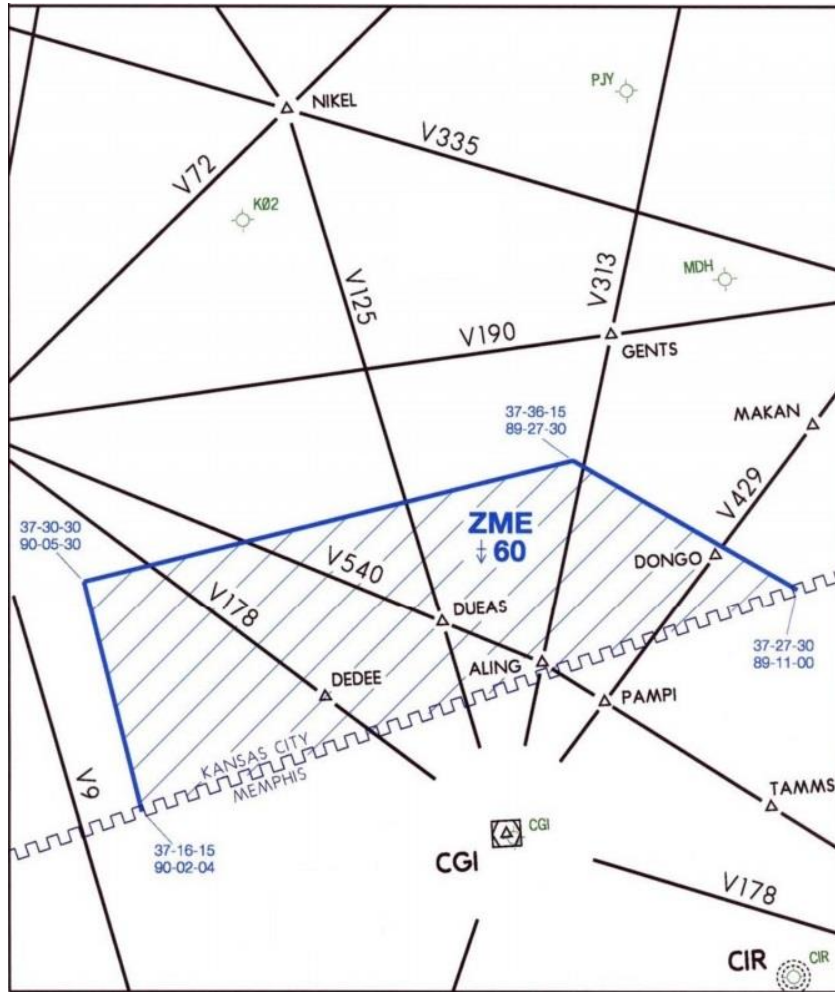
⁵ZKC releases control for RZC area arrivals within 10 NM of the common ZKC/RZC boundary.

Note: RZC Area arrivals that do not directly enter the RZC ATCT airspace directly, will cross the common ZKC/ZME boundary AOB FL230 descending to 16,000

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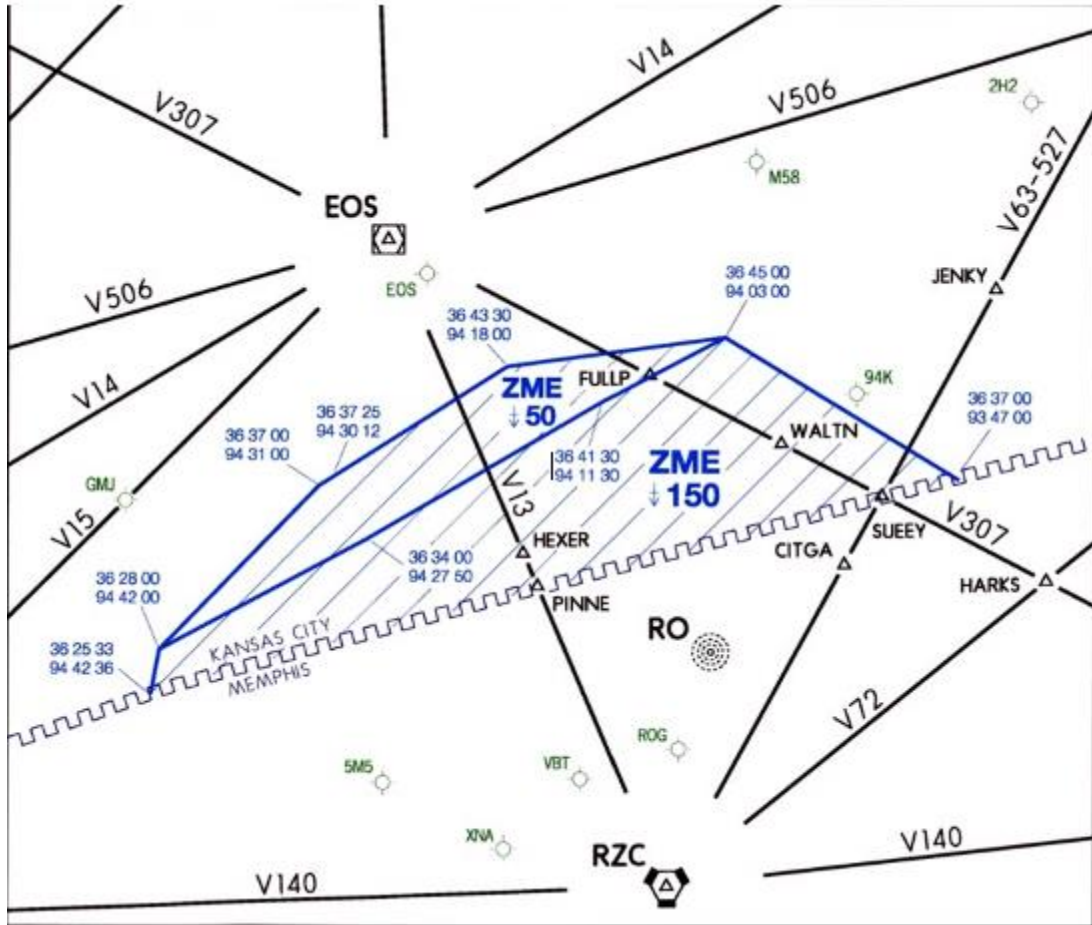
ATTACHMENT B – Sector Maps

- CGI SHELF



VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC

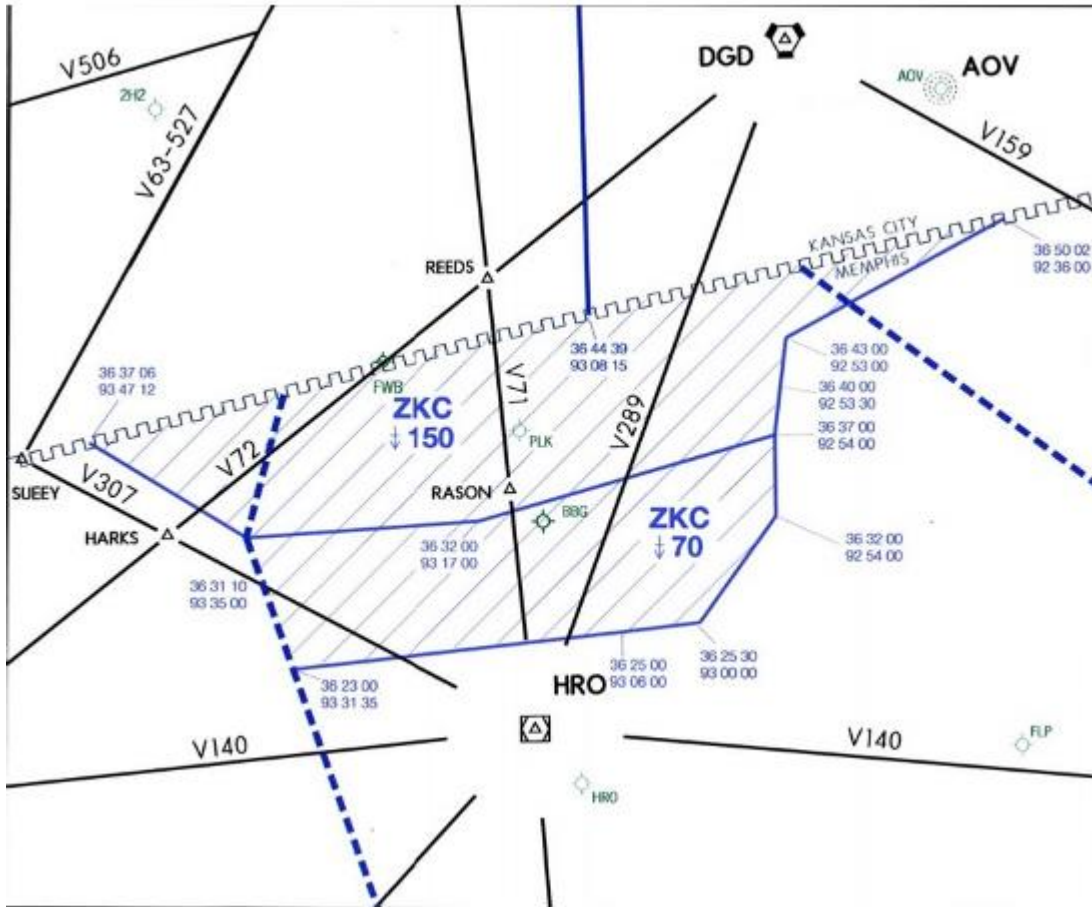
- RZC APCH Airspace



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- SGF APCH Airspace



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VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC

- TUL APCH Airspace and ZKC HI/LO Boundary

