

VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC

KANSAS CITY ARTCC/MEMPHIS ARTCC
LETTER OF AGREEMENT

EFFECTIVE: 09/05/2023

SUBJECT: INTER-CENTER COORDINATION PROCEDURES

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 February 19, 2021, and all subsequent revisions.

4. PROCEDURES:

- a. Each ARTCC should route/restrict aircraft in accordance with sections one thru seven.
- b. Either ARTCC may change the aircraft's beacon code after receipt of radar handoff.
- c. ZKC/ZME shall release control for 15 degree turns on aircraft 15 NM on either side of the ZKC/ZME boundary and control for speed adjustment on contact.
- d. 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.
- 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 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.

_____/s/_____
Dyland Lundberg
Air Traffic Manager
VATUSA Memphis ARTCC

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

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5. Route and altitude Assignments

a. St. Louis Area Arrivals/Departures (STL, SUS, ALN, CPS, BLV)

(1) STL Turbojet Arrivals

Qualifier	Route	Altitude
East of J180 (RNAV)	BOOSH STAR	AOB FL300 ¹
East of J180 (Non-RNAV)	FAM direct KSTL	AOB FL240
West of J180 (RNAV)	SGF.KAYLA STAR	
West of J180 (Non-RNAV)	SGF.KOOOP STAR	

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

(2) STL Turboprop Arrivals

Qualifier	Route	Altitude
AOA 10,000 and East of J180	MWA..KSTL or On a heading to overlie the BOOSH arrival track	AOB FL230

(3) STL Area Departures

(a) STL Area departures entering ZME east of J180 are released for climb 15NM from the ZKC/ZME boundary.

(4) STL Satellite Turbojet Arrivals (ALN, BLV, CPS, SUS)

Airport	Qualifier	Route	Altitude
ALN, BLV, CPS, SUS	West of J180	DELMA STAR or DELMA direct destination	AOB FL350
ALN, BLV, CPS	East of J180		AOB FL270 ¹
SUS	East of CGI	SLVER..KSUS	AOB FL270
	East of J180	FAM.SLVER STAR	AOB FL270

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

b. Kansas City (MCI, MKC) Arrivals

Airport	Qualifier	Route	Altitude
KMCI	RNAV	KRTNY or NELVY and MHOMS STAR	
	NON-RNAV	SGF or KRAZO and TGYER STAR	
KMKC		SGF or KRAZO and TYGER STAR	

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d. Memphis (MEM) Arrivals

Qualifier	Route	Arrival
RNAV	WHOLL/RZC/IGLOO.BRBQQ STAR	AOB FL340 ¹
	LIT/FSM.LIT/HOBRK STAR	
Non-RNAV	RZC/ARG.DAWGG STAR	
	LIT.UJM/UJM STAR	

¹Only applicable for arrivals East of J41.

e. Nashville Area Arrivals (BNA, JWN, MQY, MBT)

Qualifier	Route	Altitude
East of J35	RYYMN STAR	AOB FL330
West of J35	RYYMN STAR	

f. Marion (MWA), Carbondale (MDH), and Cape Girardeau (CGI) Arrivals

(1) ZKC/ZME Shall release control of these arrivals upon completion of radar handoff and transfer of communications.

g. Paducah (PAH) Arrivals

(1) Arrivals entering east of V9 are released for descent to 5,000 feet upon completion of radar handoff and transfer of communications.

h. Tulsa Area Arrivals/Departures

(1) Arrivals

(a) ZME must clear arrivals to their destination airport, except aircraft requesting high altitude approaches and aircraft at or below 6,000 feet, via the ATA's depicted on Attachment 1 at the following altitudes.

1 Arrival aircraft at or above 10,000 feet must cross the TUL 30 NM Fix at 10,000 feet.

2 Arrival aircraft between 9,000 and 6,000 feet must be assigned 6,000 feet.

(b) Arrival Aircraft at 4,000 and/or 6,000 feet may be cleared direct their destination airport, or TUL VORTAC, without regard to the ATA.

(c) Aircraft requesting high altitude instrument approaches must be cleared to the appropriate initial approach fix at 15,000 feet. Manual coordination must be affected prior to the aircraft entering Tower's airspace. Transfer of control point must be specified ZME.

(d) The center must release arriving aircraft to the Tower, for descent to 7,000 feet and for turns up to 30 degrees, within 10NM from the ZME/Tulsa ATCT boundary. The tower assumes responsibility for any point out to adjacent facilities. This paragraph is not applicable to high-altitude instrument approach arrivals.

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(2) Departures

- (a) Departures at 5,000 feet, with a first fix outbound of FSM, HRO, LIT, or RZC must proceed via V140 or V74, whichever is appropriate.
- (b) The Tower must clear departing aircraft requesting 16,000 feet or above to maintain 15,000 feet and to expect requested altitude 10 minutes after departure. All other departures must be assigned their requested altitude.
- (c) Tulsa ATCT will release control of departing aircraft at or above 11,000 feet to ZME for turns up to 30 degrees either side of initial flight path. Center assumes responsibility for any point out to adjacent facilities.
- (d) Tulsa ATCT must provide at least 5 NM separation constant or increasing between departures and/or enroute aircraft entering ZME airspace at the same altitude.

(3) Overflights

- (a) Center must APREQ overflights AOB 5,000 feet through the Tulsa ATCT airspace.

i. **Springfield Area Arrivals/Departures**

(1) Arrivals from ZME (Except PLK/BBG)

- (a) ZME must clear arrivals, operating east of the FSM ATCT delegated airspace, at or above 16,000, to 16,000 feet and direct their destination.
- (b) ZME must clear arrivals below 16,000 to cross the common ZME/SGF boundary at an altitude correct for direction of flight.
- (c) Within 10 NM of the common ZME/SGF boundary, ZME releases control for descent and turns.

(2) Arrivals from FSM ATCT

- (a) Aircraft landing at Monett (HFJ), Cassville (94K), Branson (BBG), Branson West (FWB), or Clark Downtown (PLK) must be assigned to 5,000 feet prior to crossing the SGF/FSM common boundary.
- (b) Aircraft landing at Bolivar (M17), Lebanon (LBO) Springfield (SGF), Aurora (2H2), Ava (AOV), or Stockton (M03) must be assigned the following:
 - 1** Aircraft at or above 11,000 must be assigned 11,000 prior to crossing the common boundary.
 - 2** Aircraft at or below 10,000 must be assigned their enroute altitude, correct for direction of flight.
- (c) FSM Releases control of arrivals 10NM from the common ZKC/ZME boundary.

(3) Overflights

- (a) Overflights must be cleared via the routes and altitudes as filed or as coordinated.

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(4) PLK Arrivals from ZME

- (a) Arrivals at or above 6,000 must be at or descending to 6,000 feet and direct PLK. All other must be verbally coordinated.
- (b) ZME releases control for descent and turns within 10 NM of the common ZME/SGF boundary.

(5) BBG Arrivals from ZME

- (a) Arrivals will be routed via CADAN direct BBG when instrument approaches are in use. During times where visual approaches are in use, aircraft may be routed direct BBG.
- (b) Arrivals must be assigned 6,000 feet or as coordinated.
- (c) ZME releases control for descent and turns within 10 NM of the common ZME/SGF boundary.

(6) Departures (except BBG) to ZME

- (a) SGF will clear departures to 15,000 feet or requested altitude, whichever is lower, and expect requested altitude 10 minutes after departure.
- (b) SGF must provide at least 5 NM separation constant or increasing between departures and/or enroute aircraft entering ZME airspace at the same altitude.

(7) BBG Departures to ZME

- (a) SGF must coordinate the following on all BBG departures entering ZME airspace:
 - 1** Callsign
 - 2** Departure Runway
 - 3** First Fix

(8) HRO Approach Procedures with ZME

- (a) ZME must receive approval from SGF ATCT for the procedure turn for the HRO GPS 18 approach.
- (b) Coordination with SGF ATCT to “block for an approach into HRO” means SGF ATCT will block the airspace parallel the east/west centerline of the GPS 18 FAC extending 4 miles from the CAVEK, ADOKE, and FATGO fixes of the approach.
- (c) When ZME advises that an aircraft on the HRO GPS 18 approach is ADKOE inbound, SGF will discontinue blocking airspace for the approach.

(9) BBG Approach Procedures with ZME

- (a) SGF ATCT must receive approval from ZME for the procedure turn for the BBG GPS/ILS 32 approach.
- (b) Coordination with ZME to “block for an approach into BBG” means ZME will block the airspace 5NM west of the FAC and 10NM east of the FAC.

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j. Fayetteville Area Arrivals/Departures

(1) Arrivals from ZKC

- (a) Arrivals with routes crossing the ZKC/ZME boundary west of V13 shall cross the ZKC/ZME boundary at or below FL230, descending to 16,000 feet, IAFDOF is approved.
- (b) Arrivals that will not cross common ZKC/ZME boundary will be cleared direct their destination and at the following altitudes:
 - 1** Arrival aircraft at or above 10,000 must cross the ZKC/FSM boundary at 10,000 feet.
 - 2** Arrival aircraft operating between 9,000 and 6,000 feet must cross the ZKC/FSM boundary at 6,000 feet.
 - 3** Arrival aircraft below 6,000 feet will be level at an altitude appropriate for direction of flight.

(2) Arrivals from SGF

- (a) Aircraft landing at Rogers (ROG) must be assigned 6,000 prior to crossing the common ZKC/ZME boundary.
- (b) Aircraft landing at Northwest Arkansas (XNA), Bentonville (VBT), Springdale (ASG), Fayetteville (FYV), Decatur (5M5), Siloam Springs (SLG), Berryville (4M1), or Huntsville (H34), must be assigned the following:
 - 1** Aircraft at or above 10,000 must be assigned 10,000 prior to crossing the common boundary.
 - 2** Aircraft at or below 9,000 must be assigned 6,000 prior to crossing the common boundary.

(3) Departures to ZKC

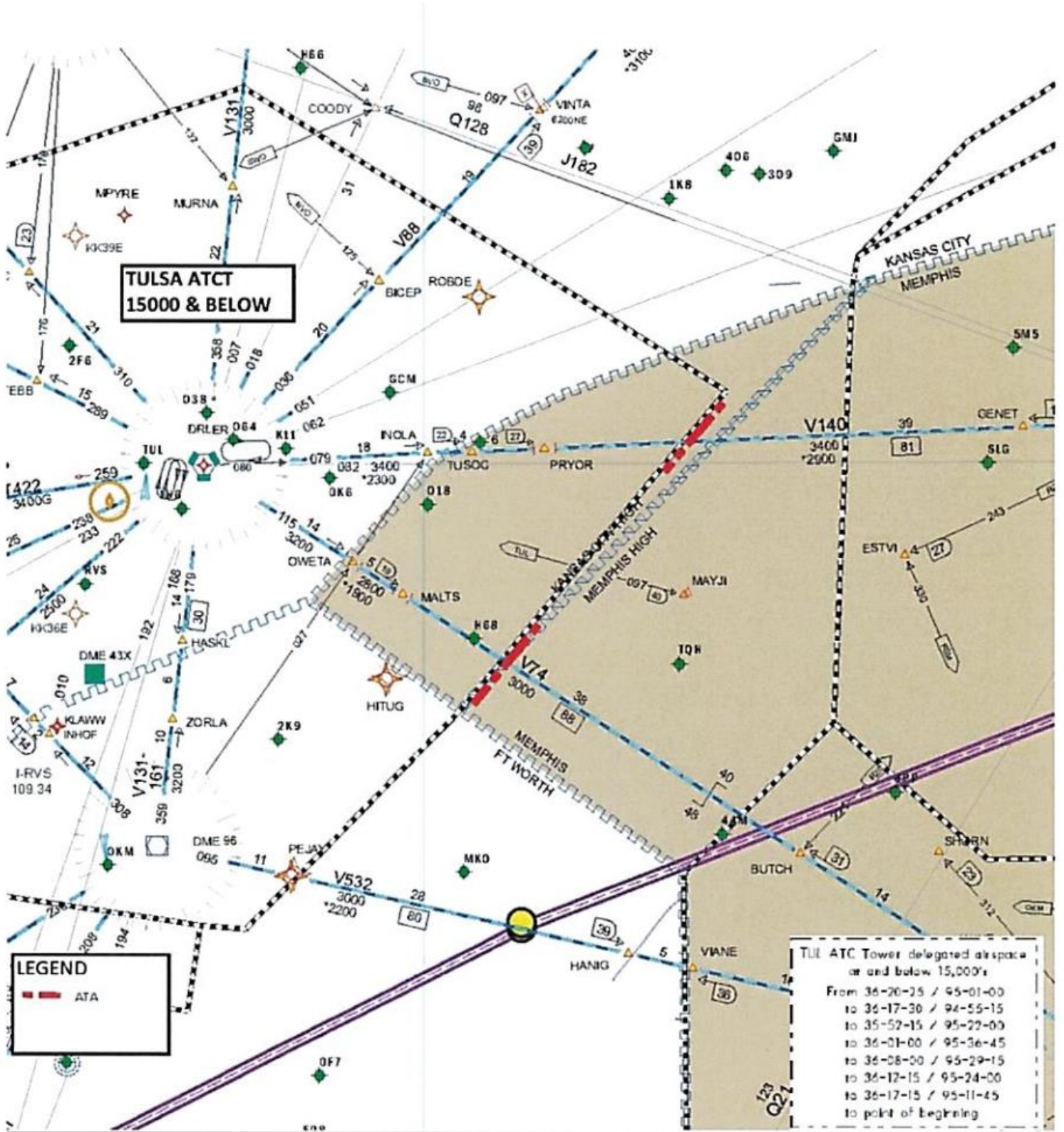
- (a) FSM will clear departures to 15,000 feet or requested altitude, whichever is lower, and expect requested altitude 10 minutes after departure.
- (b) ZKC has control for climb upon contact, for aircraft departing the FSM ATCT terminal airspace, up to FL230.
- (c) FSM must provide at least 5 NM separation constant or increasing between departures and/or enroute aircraft entering ZME airspace at the same altitude.

(4) Overflights

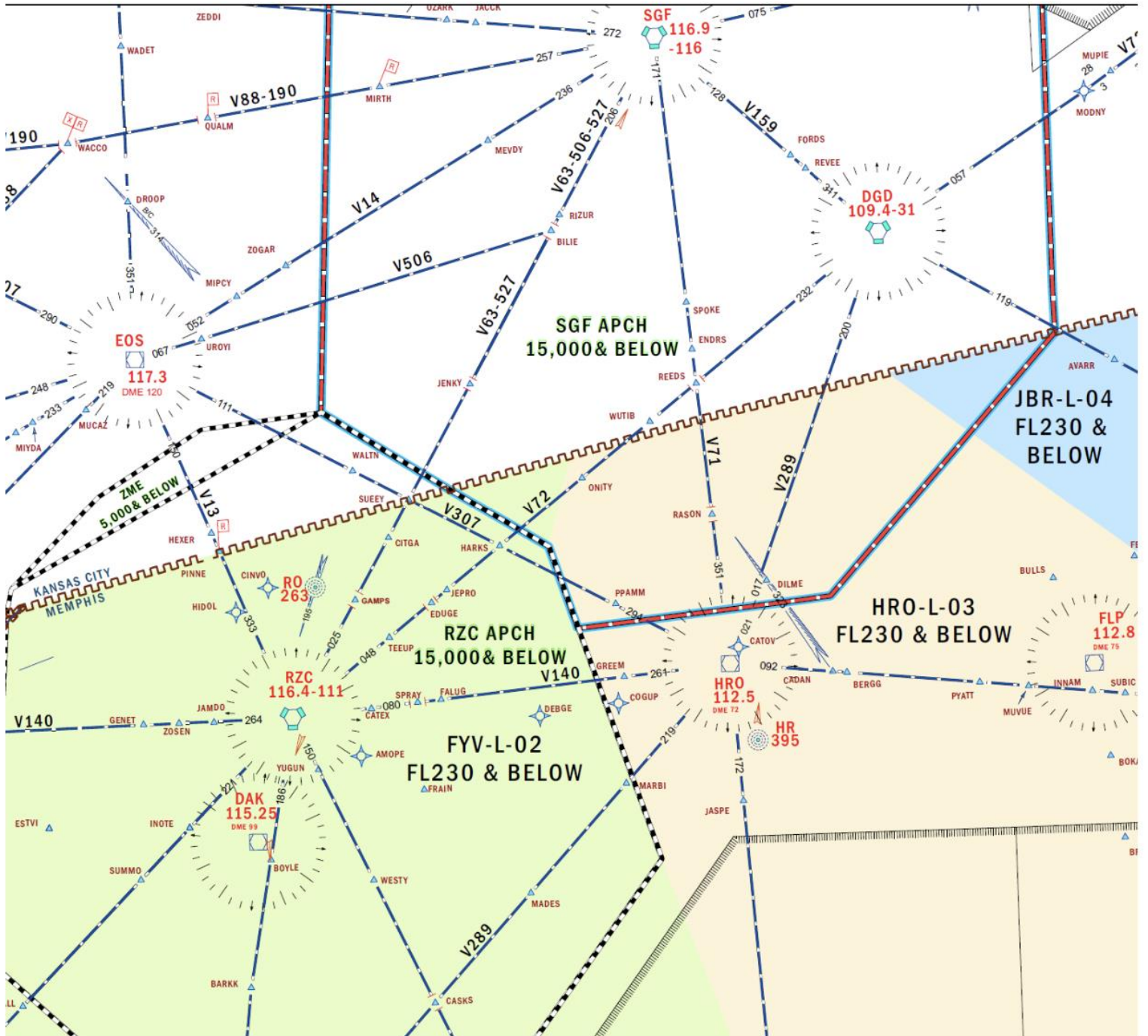
- (a) Overflights must be cleared via the routes and altitudes as filed or as coordinated.

ATTACHMENT 1

TULSA ATCT AIRSPACE DEPICTION

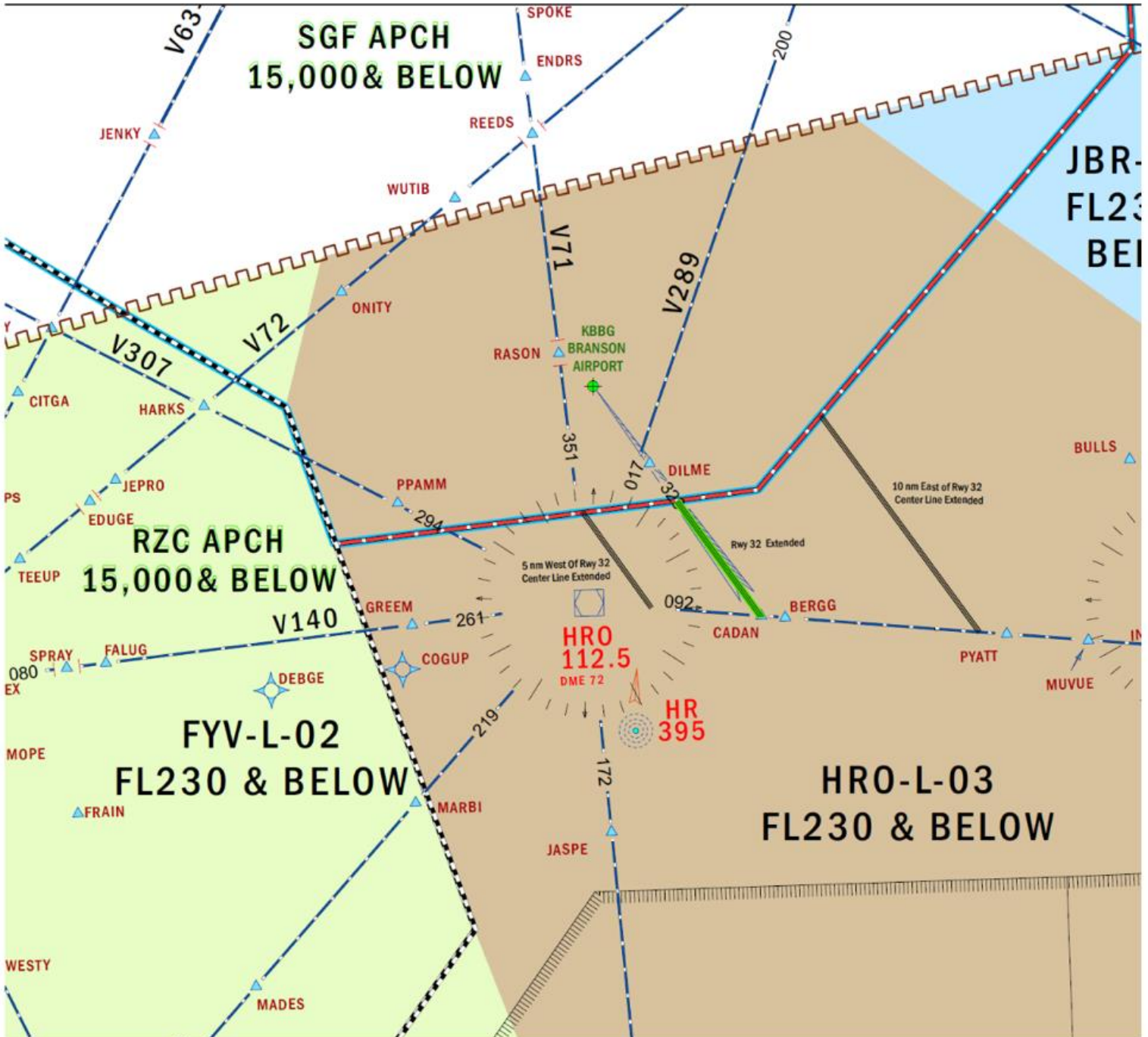


ATTACHMENT 2 SPRINGFIELD ATCT AIRSPACE DEPICTION

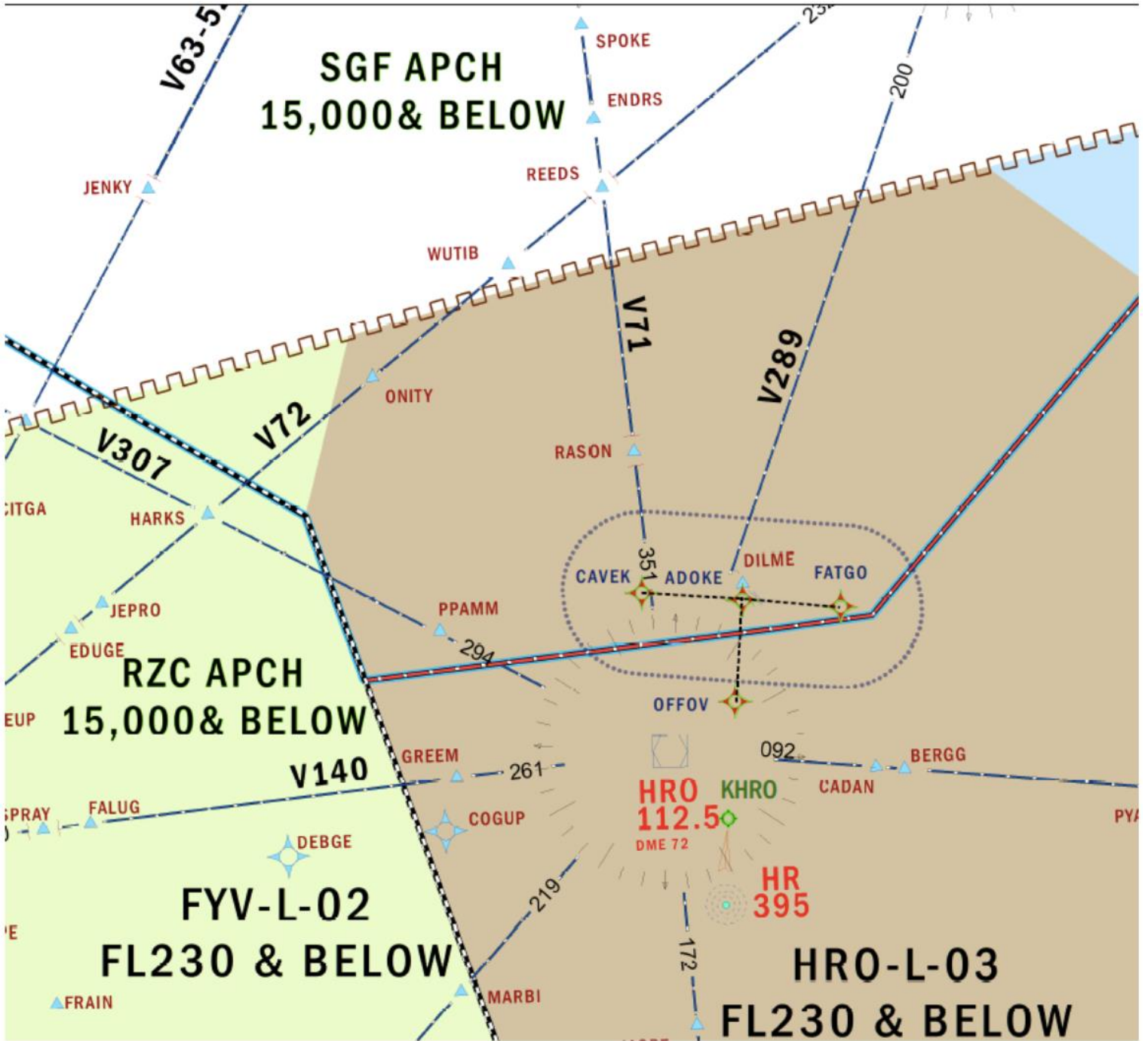


ATTACHMENT 3

AIRSPACE BLOCKED BY ZME DEPICTION



ATTACHMENT 4
AIRSPACE BLOCKED BY SGF DEPICTION



ATTACHMENT 6 CGI SHELF AIRSPACE DEPICTION

