VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 01/01/2019

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, 2008 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 30 nautical miles of the common ZKC/ZME ARTCC boundary. The maximum turn must not exceed 30 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 Maps
    c. FSM ATCT FYV Area
    d. Delegation of Airspace

_____/s/_____	_____/s/_____	_____/s/_____
Richard Sill	Wesley Miles	Dristin Rose
Air Traffic Manager	Air Traffic Director	Air Traffic Manager
VATUSA Memphis ARTCC	Southern Region, VATUSA	VATUSA Kansas City ARTCC

ATTACHMENT A – Routes/Altitude Restrictions

ZME to ZKC

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Arrival Airport	Qualifier	Route	Altitude
MCI	All	SGF.TYGER STAR	
STL	Non-RNAV	BNA/MEM/VISQA.QBALL STAR	AOB FL260[1]
	RNAV	ARG/MEM/BNA/VISQA.BOOSH STAR	AOB FL300[1]
TUL			AOB 10,000
MDH			AOB 7,000
MWA			AOB 7,000
SGF			AOB 10,000
BBG			AOB 5,000[2]

[1] STL Turbojet Arrivals

(a) Arrivals entering ZKC east of J180 shall be cleared via CGI and the QBALL/BOOSH STAR. Aircraft on the QBALL STAR shall cross the ZKC/ZME boundary at or below FL260. Aircraft on the BOOSH STAR shall cross the ZKC/ZME boundary at or below FL300. ZME shall release control for descent to FL240 15NM from the ZKC/ZME boundary.

(b) Arrivals entering ZKC west of J180 shall be cleared via the SGF TRAKE/KAYLA STAR.

STL Turboprop Arrivals

ZME shall clear arrivals operating at or above 10,000 feet entering ZKC east of J180, via CGI or MWA, then the QBALL STAR to cross the ZKC/ZME boundary at or below FL230.

[2]BBG Arrivals

(a) ZME shall clear arrivals to cross the common SGF/ZME boundary at or below 5,000 feet. ZME shall release control of these arrivals upon radar handoff and transfer of communications no later than 10NM from the common boundary.

[2]BBG Departures

(a) ZKC shall clear departures on course before reaching 4,000 feet, safety permitting. ZKC shall handoff departures crossing the common SGF/ZME boundary no later than 5,000 feet.

ZKC to ZME

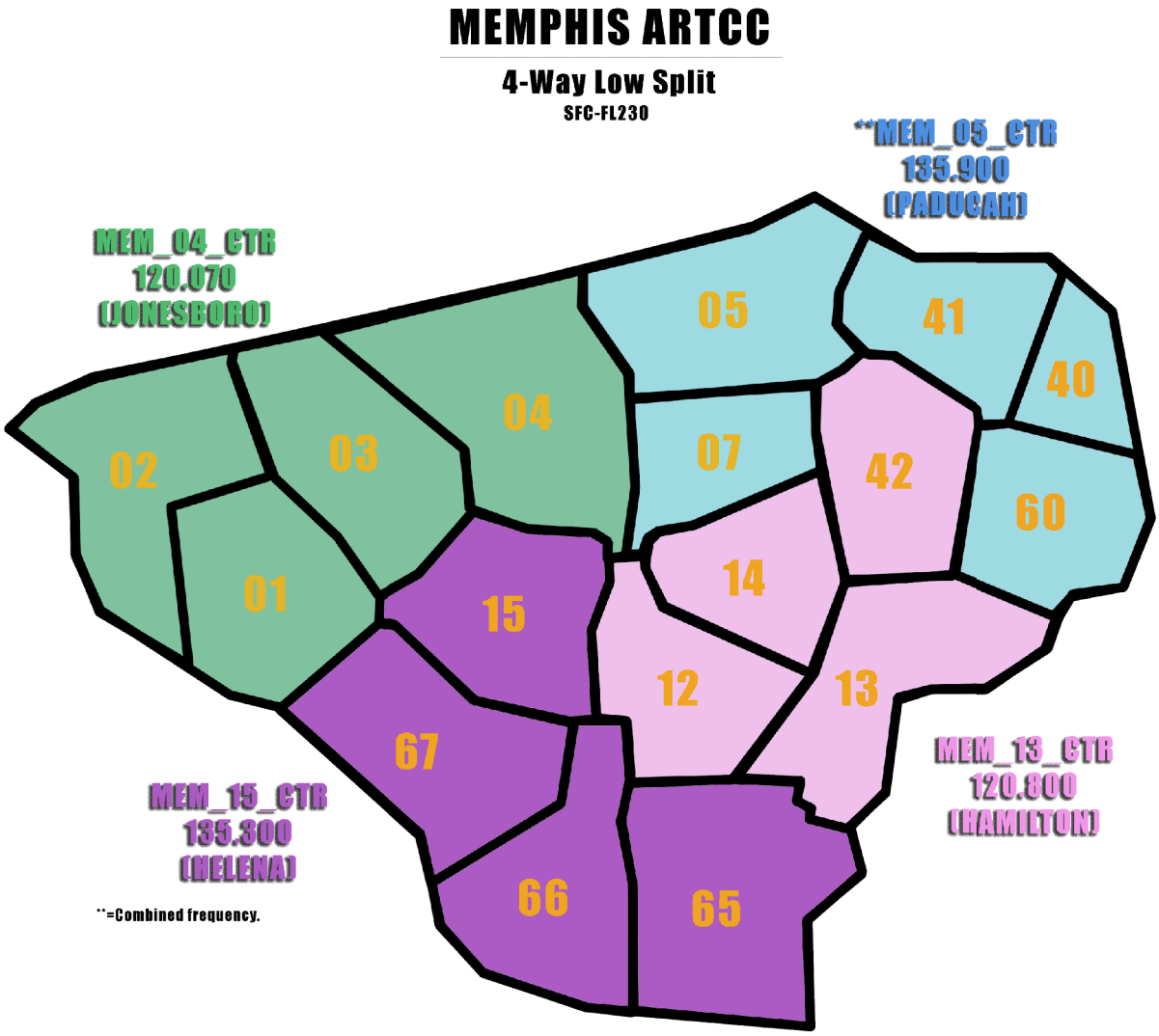
Arrival Airport	Qualifier	Route	Altitude
MEM	Non-RNAV	RZC/ARG.DAWGG STAR	
	RNAV (jet only)	RZC/WHOLL/IGLOO.BRBBQ STAR	
BNA[3]		YACKS/RANTS.RYMMN STAR	AOB FL330
		LOPPY.CHSNE STAR	
FSM	FYV Area[4]		AOB 10,000
	FSM Area		AOB FL230
CGI			AOB 6,000
PAH			AOB 8,000

Note: MEM arrivals. Routing not required for propeller-driven aircraft.

[3] N/A for propeller-driven aircraft.

[4] Includes the following airports: XNA, ROG, ASG, FYV.

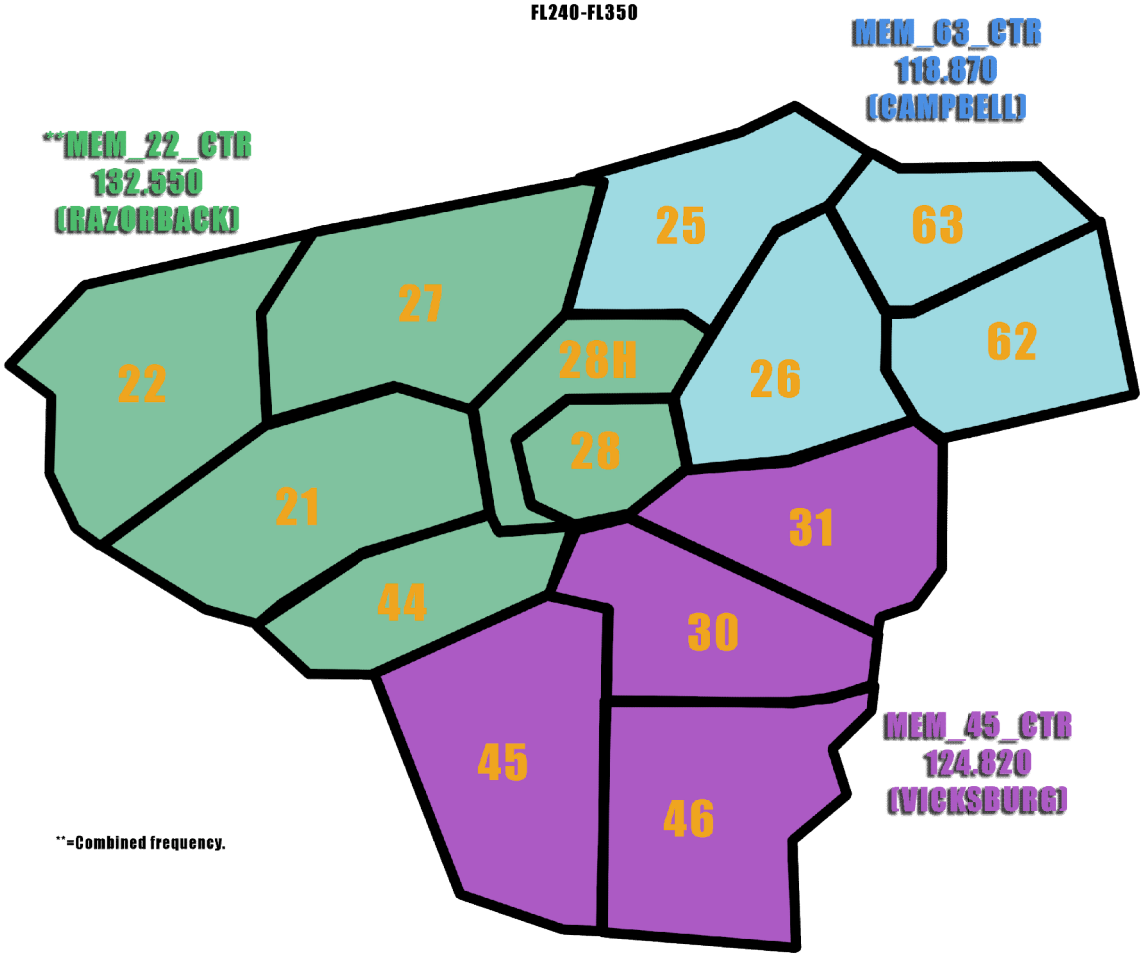
ATTACHMENT B – Sector Maps



MEMPHIS ARTCC

3-Way High Split

FL240-FL350

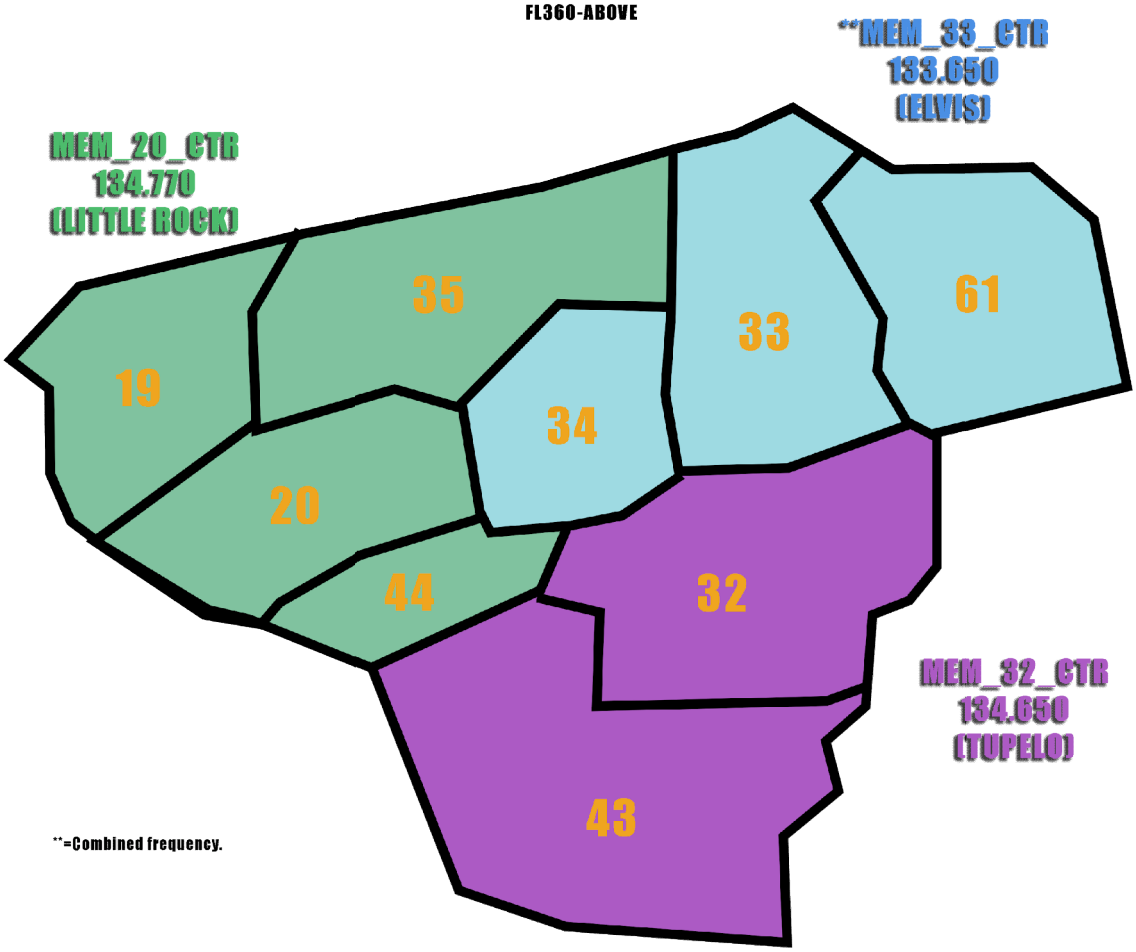


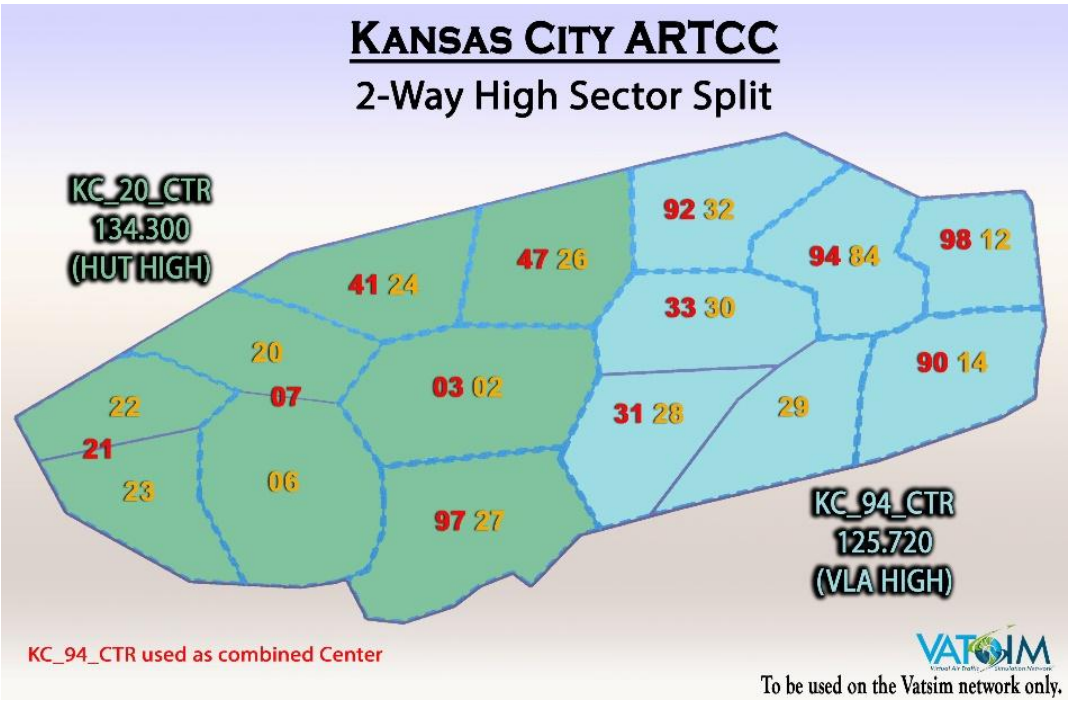
**=Combined frequency.

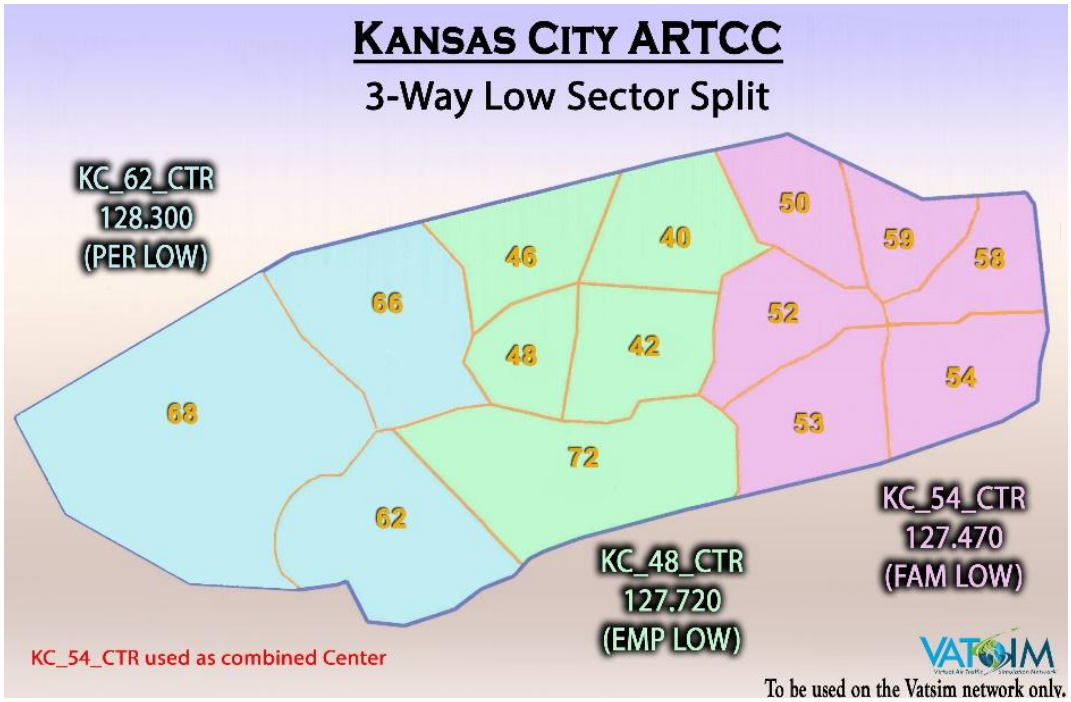
MEMPHIS ARTCC

3-Way Ultra High Split

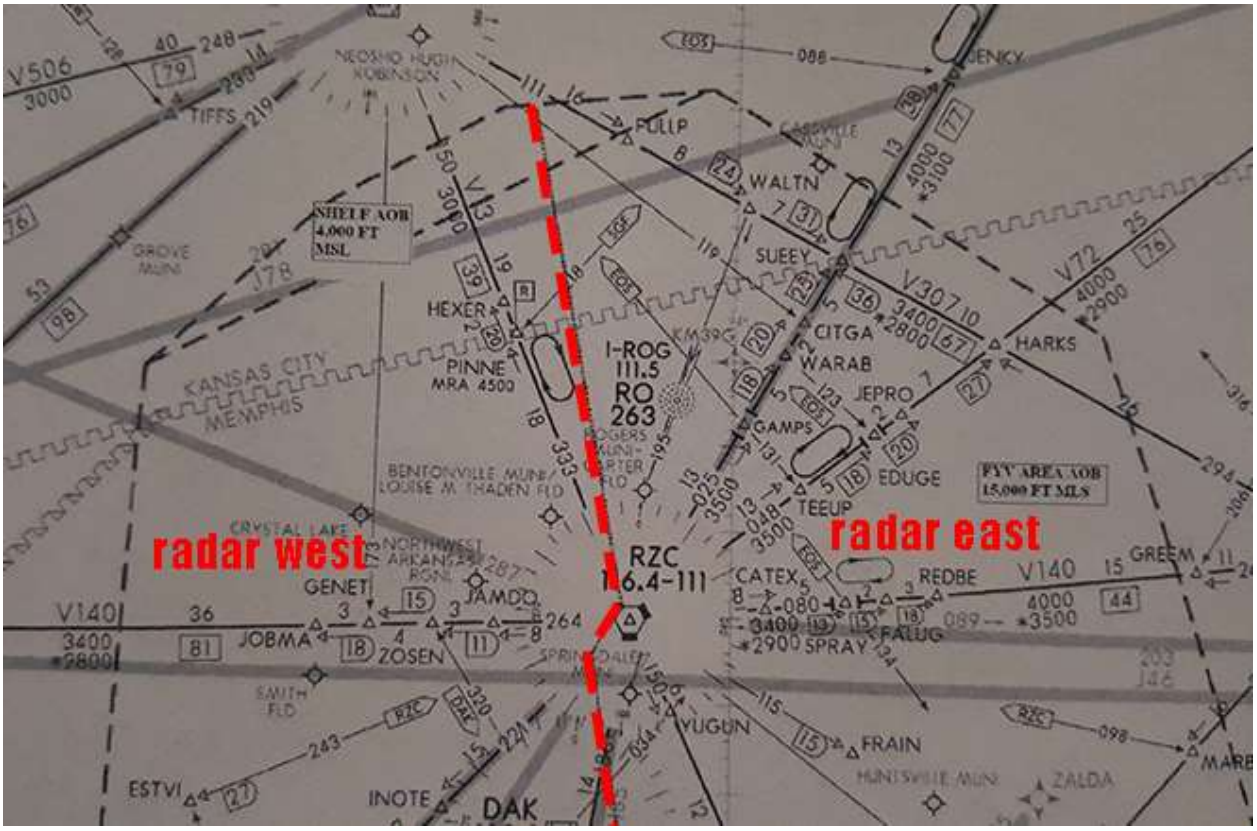
FL360-ABOVE




KANSAS CITY ARTCC
2-Way High Sector Split
KC_20_CTR
134.300
(HUT HIGH)
92 32
47 26
41 24
94 84
98 12
33 30
20
90 14
03 02
07
22
31 28
29
21
06
23
97 27
KC_94_CTR
125.720
(VLA HIGH)
KC_94_CTR used as combined Center
To be used on the Vatsim network only.


KANSAS CITY ARTCC
3-Way Low Sector Split
KC_62_CTR
128.300
(PER LOW)
50
40
46
59
58
66
52
42
48
54
68
53
72
62
KC_54_CTR
127.470
(FAM LOW)
KC_48_CTR
127.720
(EMP LOW)
KC_54_CTR used as combined Center
To be used on the Vatsim network only.

ATTACHMENT C – FSM ATCT FYV Area



ATTACHMENT D – Delegation of Airspace

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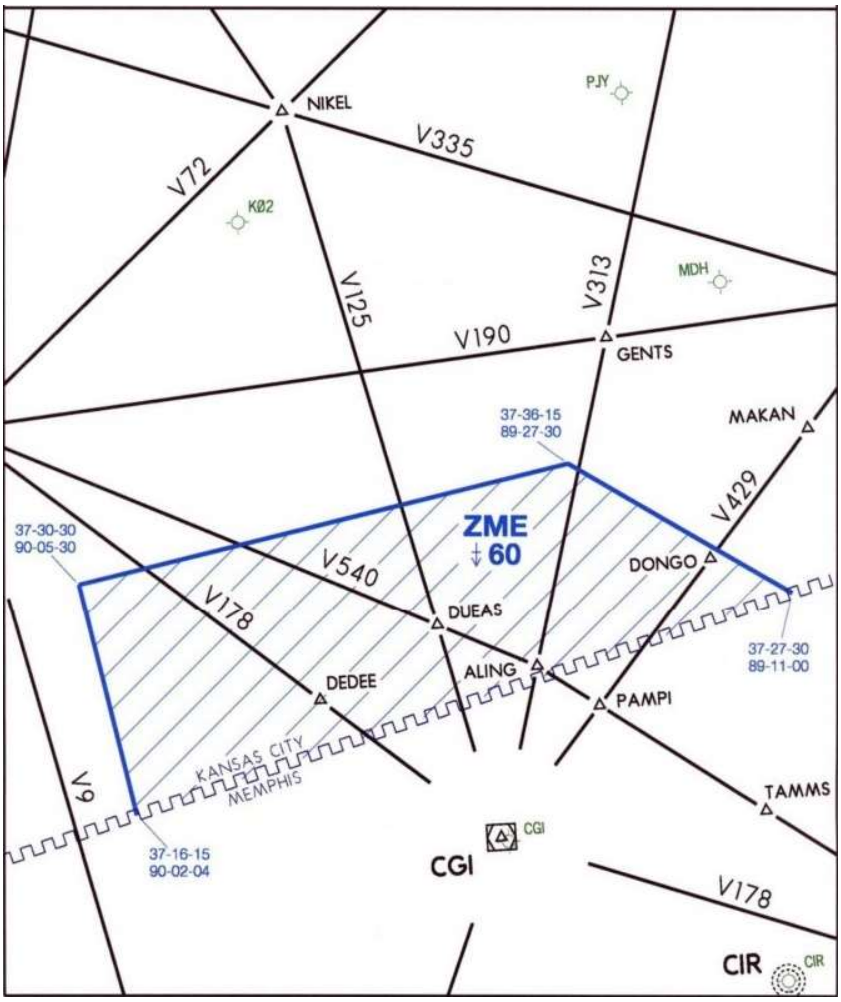
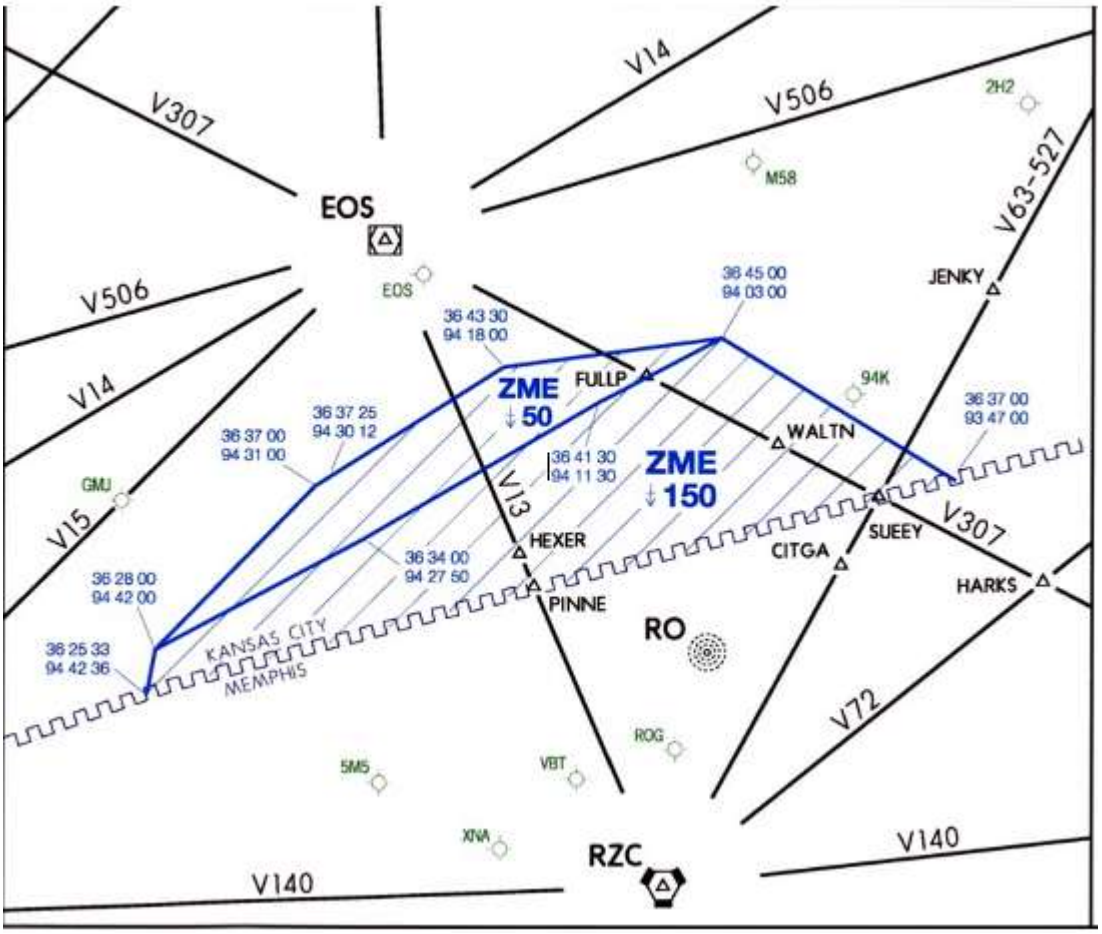
VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC



VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC



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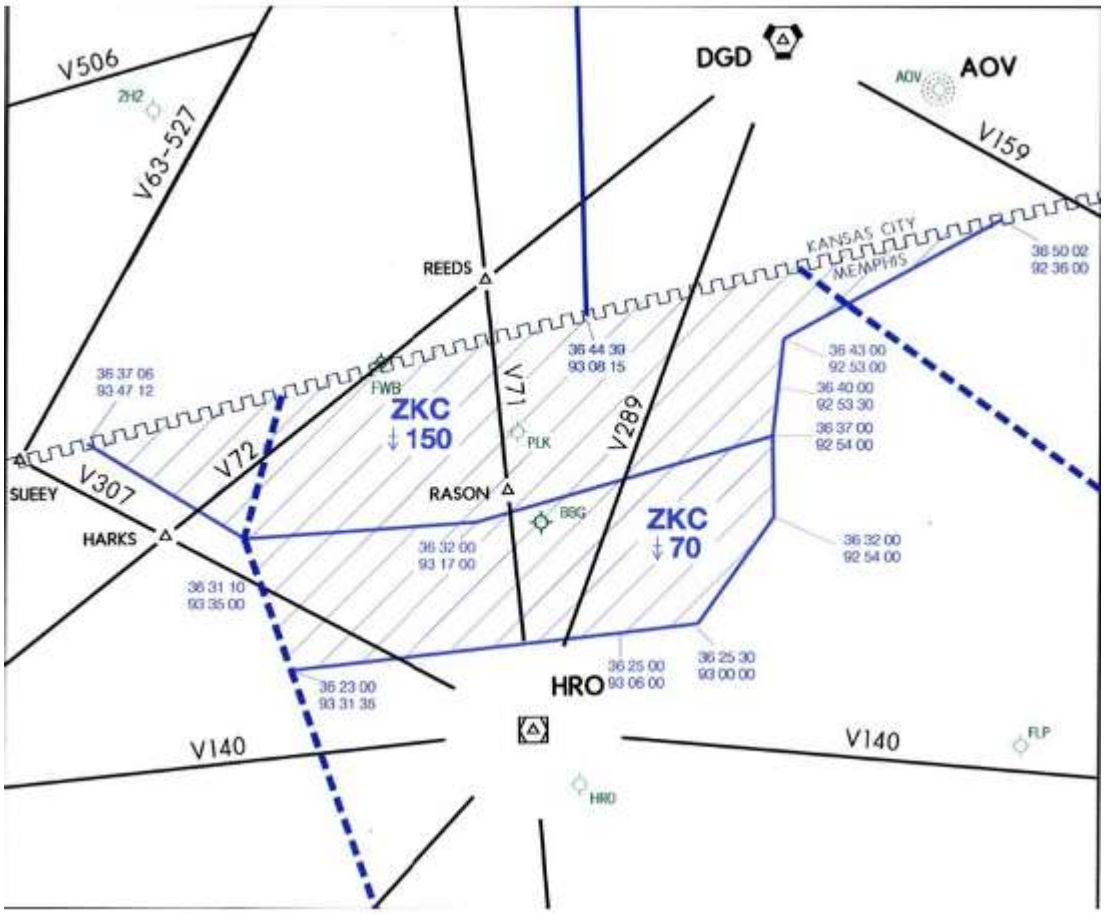

VATUSA KANSAS CITY ARTCC AND VATUSA MEMPHIS ARTCC