

MEMPHIS ARTCC & FORT SMITH ATC TOWER

LETTER OF AGREEMENT

PURPOSE:

To delegate authority and responsibility for approach control service in the airspace depicted on Attachment 1 and to outline interfacility procedures supplemental to the Air Traffic Control Handbook.

RESPONSIBILITY:

Memphis ARTC Center (ARTCC) delegates to Fort Smith ATC Tower (ATCT) / Razorback Approach authority and responsibility for control of IFR aircraft operations within the terminal area depicted on Attachment 1. The transfer of control point (TCP) shall be ten nautical miles either side of the common boundary unless otherwise specified.

PROCEDURES:

The ARTCC and ATCT shall transition arrivals, departures, and overflights as follows:

A. Arrivals

1. The ATCT shall have control for turns, speed adjustments, and lower altitude of all aircraft at the TCP
2. Arrivals shall be handled in the following manner:
 - a) All arrival aircraft shall be cleared direct destination.
 - b) All arrivals at or above 16,000 feet shall be assigned 16,000 feet.
 - c) All other arrivals shall be at or below 15,000, level at an altitude correct for direction of flight.
3. When an aircraft executes a high-altitude instrument approach, ARTCC shall forward the aircraft call sign, clearance limit, altitude, type of approach, holding instructions (if necessary), and TCP.
4. When notified that holding is required, ARTCC shall clear subsequent arrivals to the appropriate arrival holding fix depicted on Attachment 1.

B. Departures

1. ATCT shall clear aircraft to 15,000 ft, or requested altitude, whichever is lower, and expect requested altitude 10 minutes after departure if applicable.
2. ATCT may release IFR departures from Ozark-Franklin County Airport (7M5) direct FSM VOR at 3,000 ft or below without co-ordination.

3. ATCT shall provide a minimum of 5 NM separation, constant or increasing, between departures and/or en route aircraft entering ARTCC's airspace on the same route and at the same altitude.
4. Departures from Razorback Terminal Area (FYV, ROG, VBT, ASG, XNA, SLG and 5M5) on routes between the Razorback RZC285R clockwise to RZC050R, shall be tower en route with SGF ATCT or Kansas City ARTC Center, whichever is appropriate, regardless of requested altitude.
5. The Center has control for turns and speed adjustments of all departing aircraft at the TCP.
6. Turbojet aircraft departing any airport inside of FSM ATCT airspace that are landing in the DFW metroplex filed via FSM shall be cleared by FSM ATCT as follows:
 - a) FSM KOMMA RRNET BRDJE/SEEVN STAR direct to KOMMA.
 - b) FSM KOMMA CAMAL HIBIL/CRICK/SLANT STAR direct to KOMMA.
 - c) FSM KOMMA RRNET TRUUK STAR direct to KOMMA.

C. Overflights

1. All other overflights shall be cleared via routes/altitudes printed on the flight strips, or as coordinated.

D. Other

1. ARTCC shall clear arrivals to Joplin (JLN), Neosho (EOS), Miami (MIO), Monett (HFJ), and Grove (GMJ), to 16,000 feet, and handoff these aircraft to the ATCT for descent.
2. Runway 34 should be used as the calm wind runway.

SIGNED: Air Traffic Manager, Memphis ARTCC

Air Traffic Manager, Fort Smith ATCT

Memphis ARTC Center and Fort Smith ATC Tower Letter of Agreement

Attachment #1

