

VATUSA KANSAS CITY ARTCC AND VATUSA INDIANAPOLIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 06/15/2018

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE: This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Kansas City ARTCC (ZKC) and VATUSA Indianapolis ARTCC (ZID). 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 Indianapolis ARTCC Letter of Agreement dated September 29, 2007 and all subsequent revisions.

4. PROCEDURES:

a. Each ARTCC must route/restrict aircraft in accordance with Attachments A and B.

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 ZID/ZKC ARTCC boundary. The maximum turn must not exceed 10 degrees and must not affect another sector without proper coordination.

c. Aircraft landing within 30 miles of the boundary must enter the receiving ARTCC's airspace AOB 11000 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 Indianapolis 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 verbally 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.

4. ATTACHMENTS:

a. Routes/Altitude Restrictions – ZKC to ZID

b. Routes/Altitude Restrictions – ZID to ZKC

_____/s/_____
David Stone

Air Traffic Manager

VATUSA Indianapolis ARTCC

_____/s/_____
Wes Miles

Air Traffic Manager

VATUSA Kansas City ARTCC

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a. Routes/Altitude Restrictions

ZKC to ZID

Arrival Airport(s)	Qualifier	Route Via	Altitude Cross the common Boundary, unless otherwise noted.
IND	RNAV	WIDAM.SMUKE STAR USIRE.KOLTS STAR	Descend Via
	Non-RNAV	BIB.RACYR STAR	AOB FL250
CVG	N of J134	VHP.SHB STAR	
	S of J134	ENL.SARGO STAR (RNAV) or r/v IIU (non-RNAV)	
SDF	RNAV	ENL.DAMEN STAR (RNAV) or ENL.CHERI STAR	AOB FL270 ¹
	Non-RNAV	ENL.CHERI STAR	

¹Aircraft must be descending to FL240 at pilot's discretion.

b. Routes/Altitude Restrictions

ZID to ZKC

Arrival Airport(s)	Qualifier	Route Via	Altitude Cross the common Boundary, unless otherwise noted.
MCI (and Satellites)	Departing KIND, KCVG	SPI.BQS STAR	
	Departing KSDF	SGF.TYGER STAR	
STL (and Satellites)	Departing KIND, KCVG	VHP.AARCH STAR (RNAV) or VHP.VLA STAR	AOB FL300 ¹ AOB FL240 ² Descending via the ARR
	Departing KSDF	PXV.BOOSH STAR (RNAV) or PXV.QBALL STAR	

¹Aircraft must be descending to FL240 at pilot's discretion.

²All prop aircraft arriving St. Louis must cross the sector boundary AOB FL240.