

VATUSA KANSAS CITY ARTCC AND VATUSA INDIANAPOLIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 06/23/2020

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 June 15, 2018 and all subsequent revisions.

4. DEFINITIONS:

- a. St. Louis Terminal Area: **STL, SUS, ALN, CPS, BLV**
- b. Indianapolis Terminal Area: **IND, EYE, TYQ, MQJ, UMP, GEZ, HFY**
- c. Louisville Terminal Area: **SDF, LOU, JYV**
- d. Cincinnati Terminal Area: **CVG, LUK, HAO, I69, K62**
- e. Dayton Terminal Area: **DAY, FFO, MGY**
- f. **PXV:** Pocket City HI, Sector 81 **IMP:** Impel Ultra HI, Sector 91
- g. **RSH:** Rushville HI, Sector 75 **WAB:** Wabash Ultra HI, Sector 99 **KNG:** King HI, Sector 80
- h. **HUF:** Hulman TRACON SFC-100 **EVV:** Evansville TRACON SFC-100

5. 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 all aircraft, except BMI arrivals, that are within 20 nautical miles of the common ZID/ZKC ARTCC boundary. The maximum turn must not exceed 30 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.
 - (5) Use of 4th line entries on datablocks is approved to coordinate headings or speed assignments.
- e. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.
- f. Communications should be transferred as soon as applicable once the radar handoff has been completed.

4. ATTACHMENTS:

- a. Routes/Altitude Restrictions – ZKC to ZID
- b. Routes/Altitude Restrictions – ZID to ZKC

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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.
INDY AREA	RNAV	WIDAM.SMUKE STAR USIRE.KOLTS STAR	AOB FL250 ¹
	Non-RNAV/Props	BIB.RACYR STAR BIB.RACYR.DRWUD.VHP.. BIB.THH.VHP..	
CVG	ALL	ENL.SARGO STAR (RNAV) JKUKA.SARGO.CVG..	AOB FL310 ²
CIN AREA, except CVG	ALL	JKUKA.SARGO.CVG.. SHB.CEGRM.CVG..	AOB FL370 ¹
SDF, LOU, JVY	RNAV	ENL.DAMEN STAR (RNAV) RAMSE.FRIZN STAR (RNAV)	AOB FL290 ²
	NON-RNAV	ENL.CHERI STAR	
DAY, FFO, MGY	ALL	SHB..RID..	
HUF	ALL	DCT DEST	AOB 110
EVV	AOA 110	DCT DEST	AT 110
	Below 100		ALT for direction of flight
CMH	STL DEP	GATWY/JHART DP ROD.CALOB.CMH..	
	RSH/KNG/WAB Sectors	.VHP.GUNNE STAR	
	PXV/IMP Sectors	.PXV.GAILL STAR .STL.GAILL STAR	

¹ZID has control for descent at 20nm from the ZKC/ZID Common Boundary.

²ZID has control for descent to FL240 at 20nm from the ZKC/ZID Common Boundary.

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**b. Routes/Altitude Restrictions
ZID to ZKC**

Arrival Airport(s)	Qualifier	Route Via	Altitude Cross the common Boundary, unless otherwise noted.
MCI (and Satellites)	ALL	SPI/MCM.BQS STAR	
STL ²	IND, CVG RSH Sector	VHP.AARCH STAR (RNAV) or VHP.VLA STAR	AOB FL300 ¹
	SDF PXV/IMP Sectors	PXV.BOOSH STAR (RNAV) or PXV.QBALL STAR	AOB FL320
BLV, ALN, CPS	ALL except RSH	Direct DEST	AOB FL280 ³
	RSH Sector	.VLA..	
SUS	RSH Sector	ANGUS.CSX..KSUS BUUDD.BUUDD STAR	AOB FL280 ³
	PXV Sector	PXV.MWA..KSUS	AOB FL320

¹ZKC has control for descent and speeds.

²ZID should re-route RNAV capable aircraft on RNAV STARs and may clear aircraft direct VLA/AARCH.

³ZKC has control for descent to FL240 within 20nm of the ZKC/ZID common boundary.

_____/s/_____
David Stone

Air Traffic Manager

Air Traffic Manager

VATUSA Indianapolis ARTCC

_____/s/_____
Kyle Kaestner

Air Traffic Manager

Air Traffic Manager

VATUSA Kansas City ARTCC

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