

VATUSA KANSAS CITY ARTCC AND VATUSA ALBUQUERQUE ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 12/01/2018

SUBJECT: INTERFACILITY COORDINATION

- 1. PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Kansas City ARTCC (ZKC) and VATUSA Albuquerque ARTCC (ZAB). 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 Albuquerque ARTCC Letter of Agreement dated October 30, 2010 and all subsequent revisions.
- 4. PROCEDURES:**
 - a. Each ARTCC should 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 ZKC/ZAB ARTCC boundary. The maximum turn must not exceed 10 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 Albuquerque 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

_____/s/_____
Austin Robison
Air Traffic Manager
VATUSA Albuquerque ARTCC

_____/s/_____
Dristin Rose
Air Traffic Manager
VATUSA Kansas City ARTCC

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VATUSA KANSAS CITY ARTCC AND VATUSA ALBUQUERQUE ARTCC

ATTACHMENT A – Routes/Altitude Restrictions

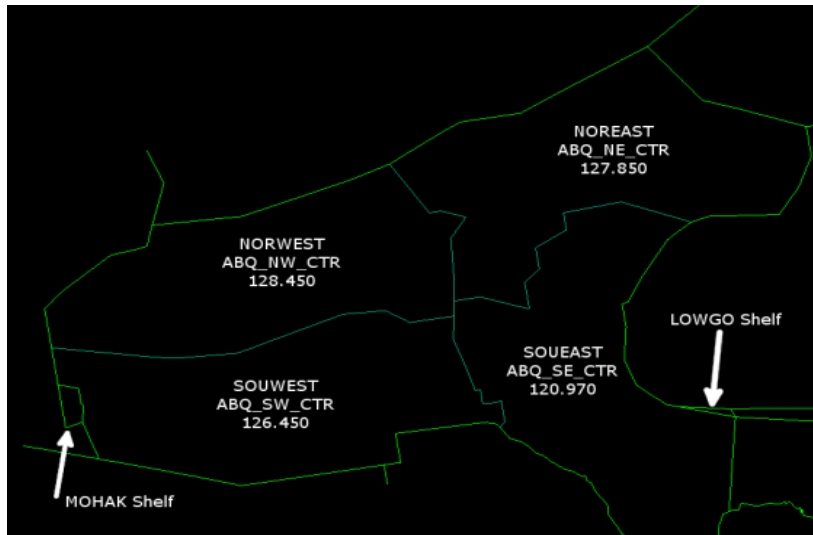
ZAB to ZKC

Arrival Airport	Qualifier	Route	Altitude
MCI	All	CNU/EMP.JHAWK STAR	Unrestricted
STL	All	COU/ANX/BUM/SGF.KOOOP STAR or ANX/BUM/SGF.KAYLA STAR (RNAV)	Unrestricted

ZKC to ZAB

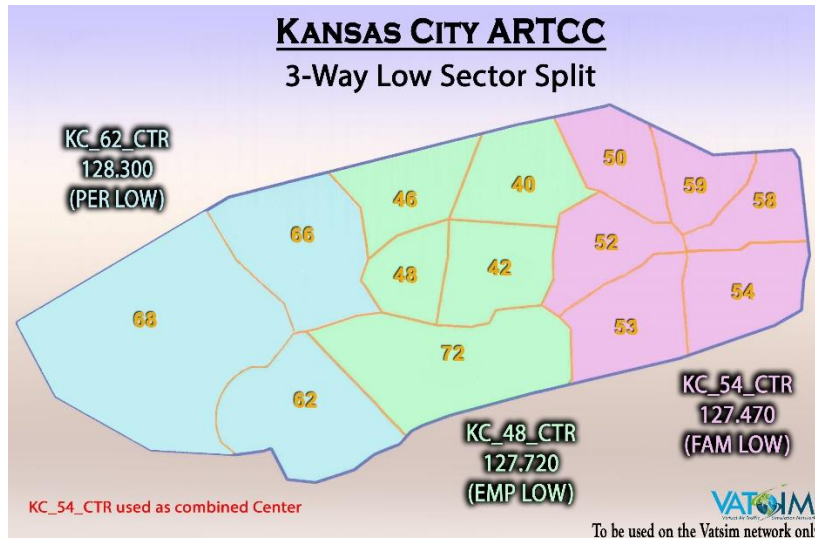
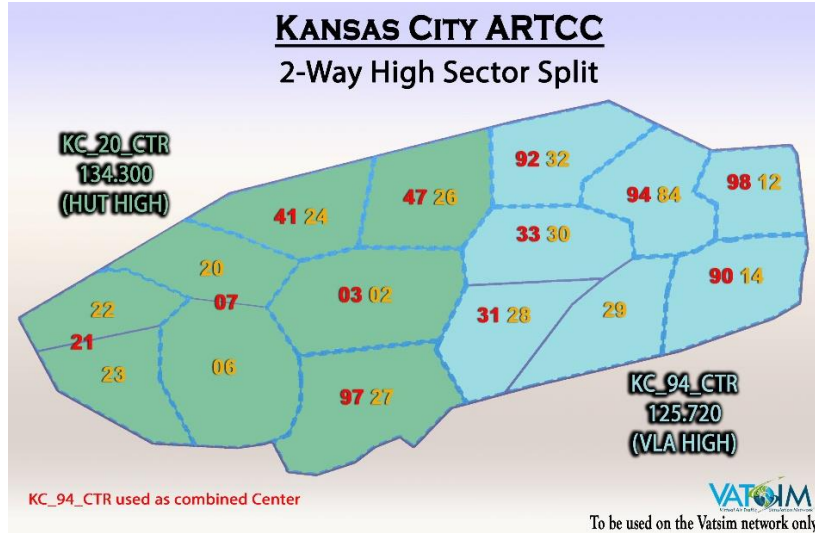
Arrival Airport	Qualifier	Route	Altitude
ABQ	All	FITEE/TAMEY.SNDIA STAR (RNAV) or FTI.FRIHO STAR	Unrestricted
PHX	All	ZUN.BUNTR STAR or ZUN.EAGUL STAR (RNAV)	Unrestricted
AMA	All	Unrestricted	AOB FL240

ATTACHMENT B – Sector Maps



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