

VATUSA KANSAS CITY ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 04/08/2015

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Kansas City ARTCC (ZKC) and VATUSA Minneapolis ARTCC (ZMP). 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 Minneapolis ARTCC Letter of Agreement dated October 24, 2012.
4. **PROCEDURES:**
 - a. Each ARTCC must route/restrict aircraft in accordance with Attachment 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 ZMP/ZKC 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 Minneapolis 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.
5. **ATTACHMENTS:**
 - a. Attachment A – Radar Sectors
 - b. Attachment B – Route/Altitude Restrictions

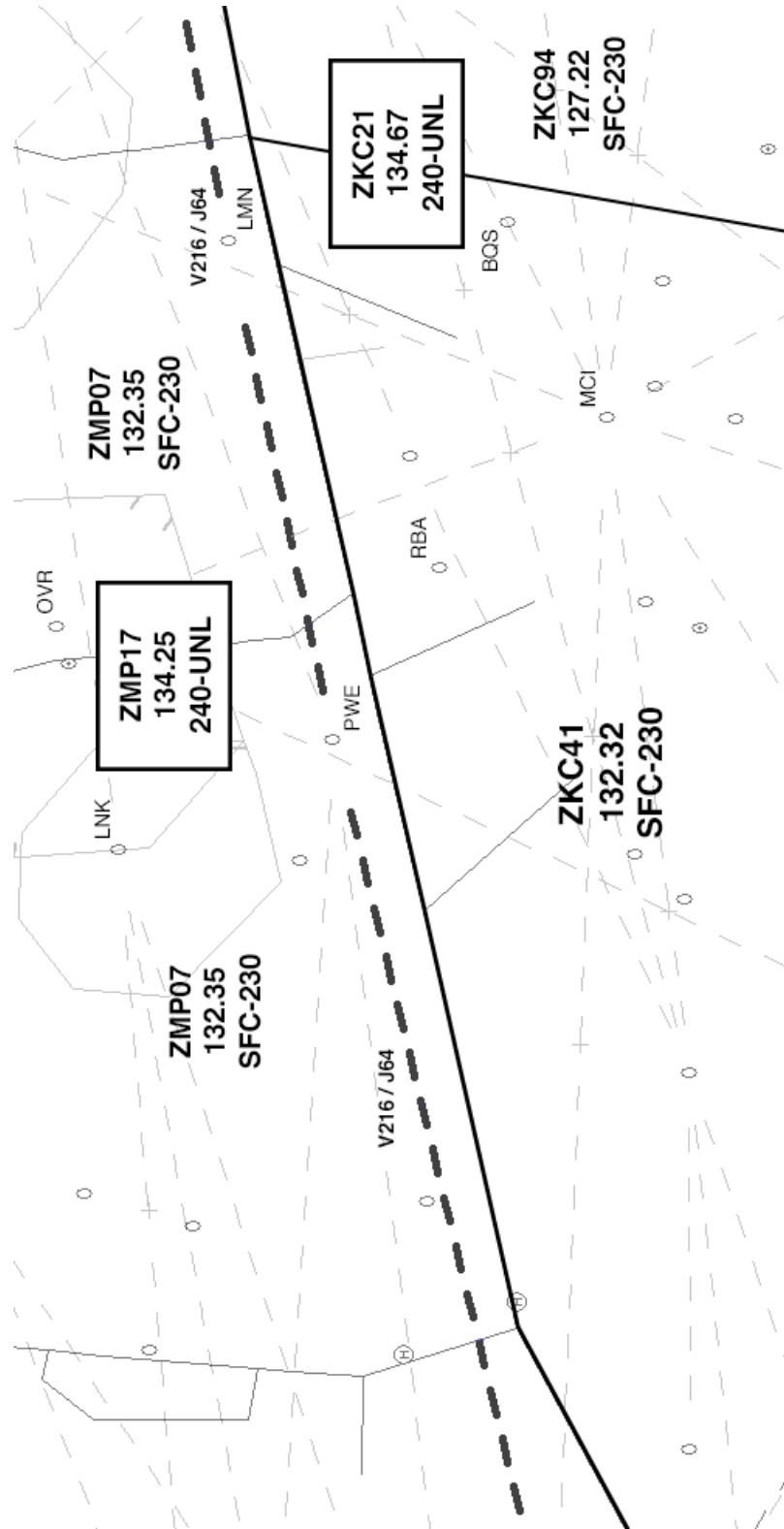
 /s/
Dhruv Kalra
Air Traffic Manager
VATUSA Minneapolis ARTCC

 /s/
Wes Miles
Air Traffic Manager
VATUSA Kansas City ARTCC

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ATTACHMENT A – RADAR SECTORS



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ATTACHMENT B – ROUTES/ALTITUDE RESTRICTIONS

FROM ZKC TO ZMP

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZKC/ZMP Boundary, unless otherwise noted)
MSP	Turbojets	ROKKK.NITZR STAR (RNAV) or FOD.TWOLF STAR	
	Turboprops	FOD..KASPR.KASPR STAR	
	All STL Departures	MNOSO.BLUEM STAR (RNAV) or ALO.KASPR STAR	
MSP Satellite (ANE FCM LVN MIC STP) ¹	All	FOD.TWOLF STAR	
OMA/OFF	AOA 11,000 MSL	PWE or MARWI STARs	AOB FL280 ²
LNK	AOA 11,000 MSL		AOB FL280 ²
DSM	AOA 11,000 MSL		AOB FL280 ²

¹ MSP satellite arrivals must enter ZMP either in-trail with or below MSP arrivals

² Aircraft must be descending to FL240 at pilot's discretion

FROM ZMP TO ZKC

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZKC/ZMP Boundary, unless otherwise noted)
MCI and Satellites (MKC OJC FLV IXD) ¹	Turbojets from the North	FOD.RBA STAR or LMN.BQS STAR	AOB FL230 ²
	Turbojets from the Northwest	PWE.RBA STAR	AOB FL230 ²
	Turboprops from the North	RBA.RBA STAR or BQS.BQS STAR	AOB FL230 ²
	Turboprops from the Northeast	RBA.RBA STAR	AOB FL230 ²
STL	All	LMN or CNOTA.RIVRS STAR	

¹ ZKC must have control for descent of all MCI TRACON arrival aircraft upon crossing V216/J64

² Aircraft must be descending to FL190, Pilot's discretion not authorized unless individually coordinated