

**VATSIM CHICAGO ARTCC, CLEVELAND ARTCC, AND
KALAMAZOO ATCT
LETTER OF AGREEMENT**

EFFECTIVE: DECEMBER 13, 2020

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE

This notice defines interfacility coordination between the East Wall and West Wall of the Great Lakes TRACON.

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.

3. DEFINITIONS

- a. West Wall
 - i. Bells, Bronco, Griffin, Whitecap, Shoreline, and Lumbertown Sectors. Any local procedures created for these sectors will be the responsibility of ZAU.
- b. East Wall
 - i. Capital, Reynolds, Old, Buick, Chippewa, and Bay Sectors. Any local procedures created for these sectors will be the responsibility of ZOB and may be filed under LAN.

4. SECTOR COORDINATION AND CONTROL PROCEDURES

- a. After receiving an intra-facility handoff, the receiving controller may:
 - i. Turn aircraft a maximum of 30 degrees either side of course, but must ensure any course change does not affect another sector, approach or center's airspace without prior coordination.
 - ii. Descend Mode-C equipped aircraft within the airspace of the radar sector which initiated the handoff.
 - iii. Change the beacon code
- b. Altitude information may be electronically passed via data block (climbing, descending or level). Assigned altitudes may be entered for climbing or descending in lieu of verbal coordination.

5. SCRATCHPAD USAGE

Utilizing the quicklook function and STARS scratchpads, silent coordination must be accomplished between the TRACON and Towers for arrivals to the advertised runways. No entry

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is required when an aircraft is executing the advertised approach per the ATIS. The approach type and the last two digits of the runway must be used.

BLOCK 1. APPROACH TYPE	
C- VISUAL	A- SURVEILLANCE/ASR
I- ILS	N- NDB
L- LOCALIZER	O- OVERHEAD
G- RNAV/GPS	X- VFR
V- VOR	

6. BELLS/REYNOLDS/CAPITAL COORDINATION AND PROCEDURES

- a. Bells to Reynolds/Capital
 - i. Aircraft landing LAN or JXN should be level or descending to 9,000'.
 - ii. IFR aircraft landing Detroit area airports, except for aircraft landing DTW, may be cleared direct destination.
- b. Reynolds/Capital to Bells
 - i. Aircraft landing AZO or BTL should be level or descending to 10,000'.
 - ii. Reynolds/Capital must APREQ all IFR aircraft entering BELLS airspace assigned 3,000'.



7. CAPITAL/GRIFFIN/WHITECAP COORDINATION AND PROCEDURES

- a. Capital to Griffin/Whitecap
 - i. Capital shall ensure arrivals to GRR above 8,000' are at or descending to 8,000'.
- b. Griffin/Whitecap to Capital
 - i. Griffin/Whitecap shall ensure arrivals to LAN above 9,000' are or descending to 9,000'.
 - ii. IFR aircraft landing Detroit area airports, except for aircraft landing DTW, may be cleared direct destination.

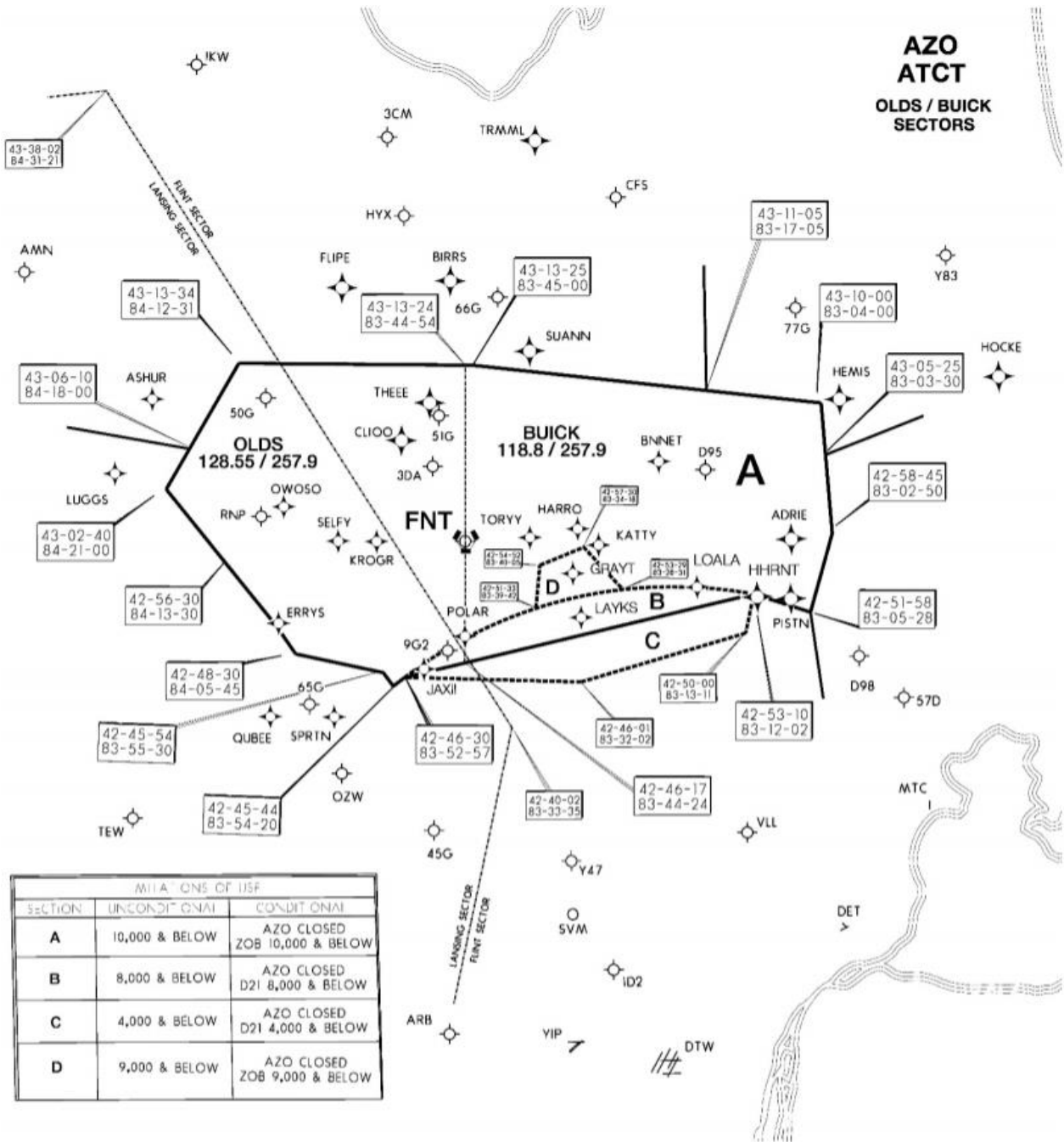
8. ATTACHMENTS

- a. ATTACHMENT 1 - AIRSPACE

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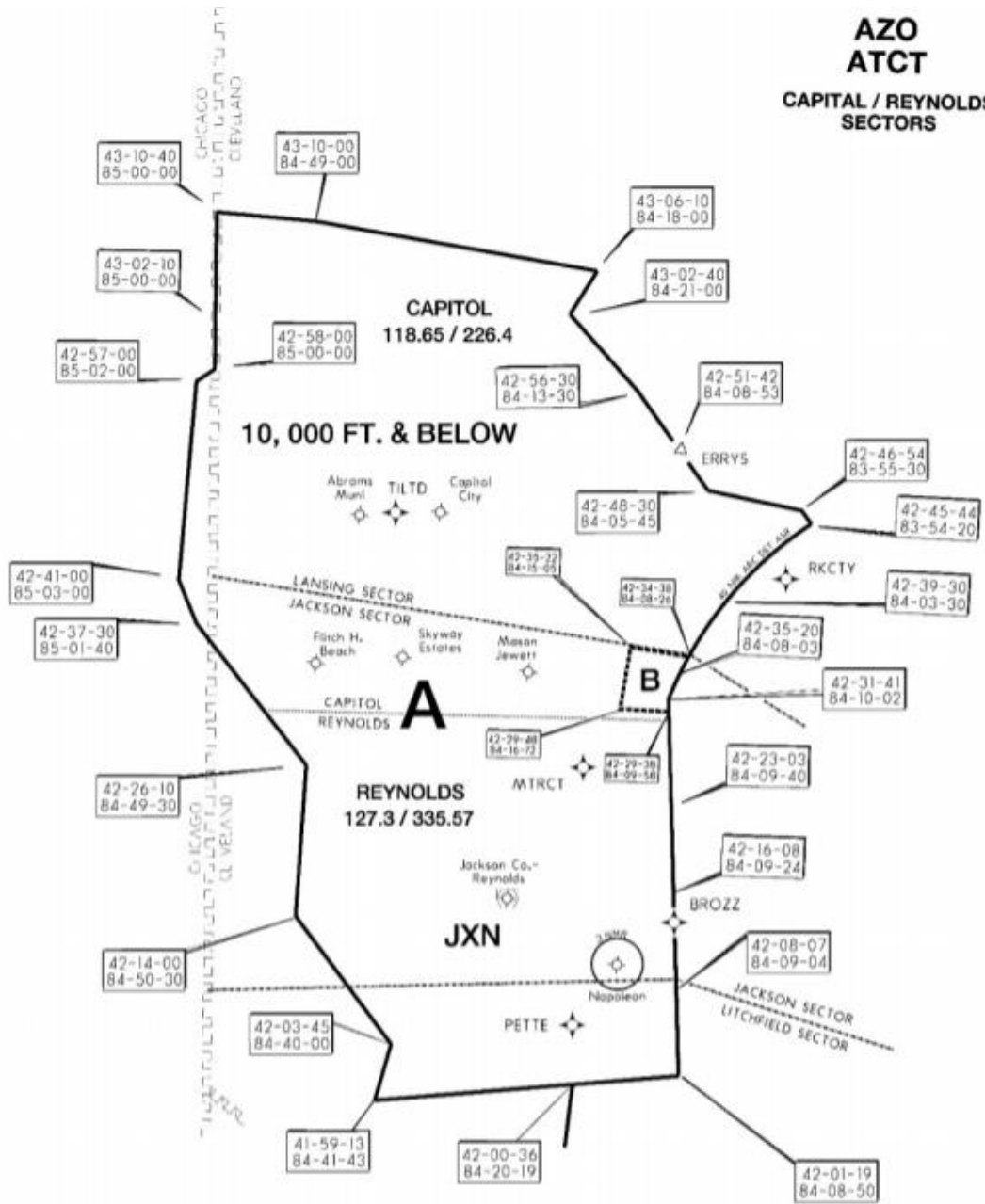
	
Nicholas Lascko Joint Air Traffic Manager Great Lakes TRACON, East Wall	Dristin Rose Joint Air Traffic Manager Great Lakes TRACON, West Wall

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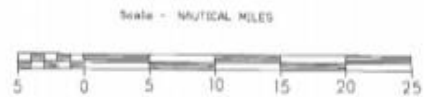


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**AZO
ATCT
CAPITAL / REYNOLDS
SECTORS**

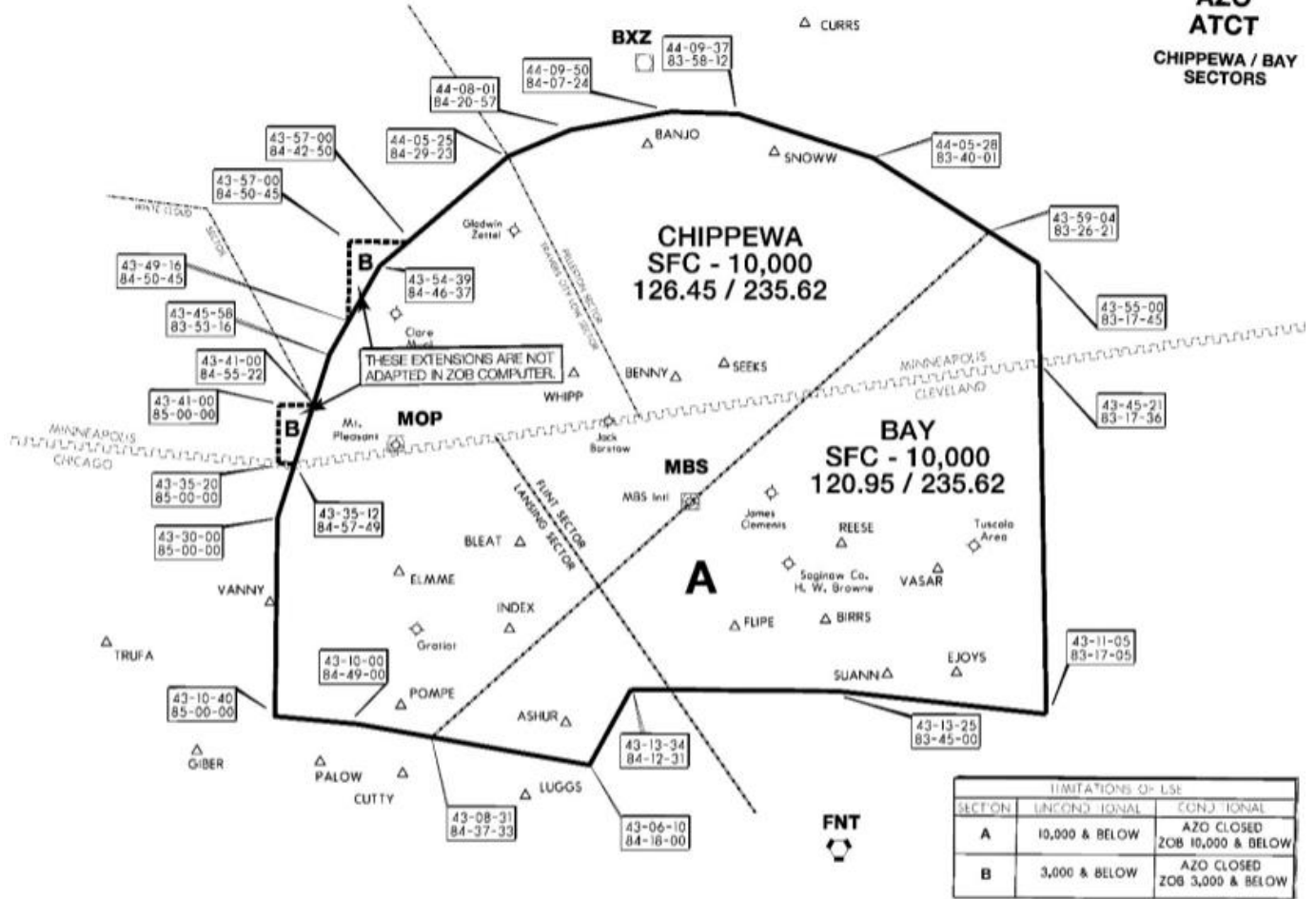


LIMITATION OF USE		
SECTION	UNCONDITIONAL	CONDITIONAL
A	10,000 FT. & BELOW	AZO CLOSED ZOB 10,000 & BELOW
		D21 9,000 TO 10,000
B	8,000 FT. & BELOW	AZO CLOSED ZOB 8,000 & BELOW



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**AZO
ATCT
CHIPPEWA / BAY
SECTORS**



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