

# VATUSA CHICAGO ARTCC AND C90 TRACON

## LETTER OF AGREEMENT

EFFECTIVE: 01/16/2019

### SUBJECT: INTERFACILITY COORDINATION

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1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Chicago ARTCC (ZAU) and C90 TRACON. 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:** None

#### 4. PROCEDURES:

##### a.) General Procedures.

- (1) Clearance limit shall be the airport of intended landing until in-trail hand-offs cease.
- (2) Known traffic is defined as an aircraft that C90 has accepted the handoff.
- (3) No enroute aircraft shall be cleared through the Chicago TRACON Airspace, as described and depicted in Attachment 1, between the hours of 0600 to 2200 (local time) daily.
- (4) With prior coordination, enroute aircraft may be routed through Chicago TRACON's delegated airspace outside of the times in paragraph 4.a.3
- (5) Under normal circumstances, C90 shall notify ZAU prior to holding. ZAU will advise preference of the hold.
- (6) When holding is in progress, ZAU will determine the time and sequence of holding fixes.
- (7) When feasible, ZAU will notify C90 when holding at other than the primary arrival fixes.
- (8) When feasible, C90 will notify ZAU when placing adjacent Approach Control on hold.

#### 5. APPROVAL:

/Matthew Campbell/  
Air Traffic Manager

/Jackson Gilliam/  
Deputy Air Traffic Manager

/Chris Hadden/  
Training Administrator

## 6. ARRIVALS:

a.) ZAU shall:

(1) Provide in-trail radar separation between successive arrivals crossing the fix at an interval and speed as coordinated through the receiving controller.

(2) Where the LOA indicates a second altitude (e.g, 4,000/5,000 feet), the first altitude shall be the primary altitude. The second altitude may be used to resolve overtakes.

(3) Release control for speed increase.

(4) Arrival Routes which indicate (RNAV) are for aircraft capable of RNAV STAR procedures. Arrival Routes which indicate (NON-RNAV) are for aircraft unable to fly RNAV STAR procedures.

(5) When handing off directly to C90, ZAU must advise C90 when a pilot advises that they are unable to participate in Precision Runway Monitor (PRM) Approaches. ZAU may disregard notification when ZAU TMU is advised by C90 that PRM approaches are not in use.

(1) SOUTHEAST: (BEARZ Sector)

(a) C90 Arrival will assume 11,000 – 12,000 within AREA F with the first coordinated WATSN arrival and revert to C90 Departure following the last WATSN Arrival.

(b) C90 shall assume control from ZAU for descent north of HULLS.

(c) BEARZ sector releases control on all ORD arrivals, provided the aircraft has crossed the southern and eastern boundary of Area E.

(d) BEARZ sector releases control on all ORD arrivals, provided the aircraft has crossed the southern and eastern boundary of Area E.

(e) BEARZ Sector shall route MDW arrivals and ORD prop arrivals through SBN Approach if online.

(2) SOUTHWEST: (PLANO Sector)

(a) Chicago TRACON shall advise the PLANO Sector when initiating any airspace configuration changes that affect Chicago TRACON Sectors 1, 2 or 4.

(b) PLANO Sector shall route MDW arrivals and ORD prop arrivals through SBN Approach or Streator Sector.

(c) The PLANO Sector releases control for descent and turns up to 30° to Chicago TRACON.

(d) C90 will ensure AREA G is transferred to C90 prior to the first coordinated SHAIN arrival and revert to RFD following the last SHAIN Arrival.

(e) ZAU shall assign runway transitions to aircraft routed via the ENDEE STAR. ZAU shall issue a clearance for ENDEE STAR arrivals to descend via the ENDEE STAR except maintain 6,000 feet when MDW is landing 4R.

(3) NORTHEAST: (KUBBS Sector)

a.) When ORD is on East Flow RNAV capable aircraft must be assigned the WYNDE STAR.

b.) The Satellite airport arrival route is-direct WURKO or FIYER.OBK.destination. Chicago ARTCC releases control for descent and turns. WURKO/FIYER is considered one route and must be in-trail.

(4) NORTHWEST: (FARMM Sector)

a.) FARMM Sector must transfer communications to C90 by FYTTE.

b.) FARMM Sector releases control for turns from FYTTE 060, clockwise to FYTTE 180. Chicago TRACON assumes separation responsibility with known ORD Arrival traffic.

c.) The FARMM Sector is authorized to descend ARR, DPA, Milwaukee Metropolitan Area and Rockford arrivals to 11,000 feet in an area on or north of the centerline of V100 and on or west of the JOT 360 degree radial. Chicago TRACON must point out to the FARMM Sector aircraft either entering or within 3 miles of this airspace with the exception of aircraft handed off to C90 TRACON by the FARMM Sector.

Arrival Airport(s)	Qualifier	Routed Via	Altitude	
			Jets	Props
ORD	KUBBS	FIYER/WYNDE STAR (ORD E)	11,000	8,000
		FIYER/WYNDE STAR (ORD W)	9,000	8,000
		OBK 30 DME	4,000/3,000	
North Satellite			4,000	
Sector 3				
ORD	BEARZ	HULLS/WATSN STAR	12,000	No Props
		ESSPO/ESSPO STAR	12,000	8,000
		HALIE/OXI STAR	12,000	8,000
		BOONE/VEECK STAR	11,000	8,000
North Sat			6,000	
Sector 3			6,000/7,000	
MDW		ENDEE/ENDEE STAR	6,000/7,000	
JOT, 1C5, LOT			5,000	
Sector 2/3/North Sat			4,000	
ORD	PLANO	TRIDE/SHAIN STAR	12,000	8,000
		BENKY/BENKY STAR	12,000	8,000
		TRTLL/TRTLL STAR	11,000	8,000
		BENKY/BDF STAR	12,000	8,000
North Sat			6,000	
Sector 3			6,000/7,000	
MDW		ENDEE/ENDEE STAR	6,000/7,000	
JOT, 1C5, LOT			5,000	
Sector 2/3/North Sat			4,000	
ORD	FARMM	FYTTE/FYTTE STAR	11,000	8,000

## 7. DEPARTURES:

### a.) General Procedures.

(1) Chicago TRACON must ensure all departures are cleared via the C90 departure tracks. Jet departures shall be assigned 250 knots.

(2) Chicago TRACON must assign departure aircraft the flight plan requested altitude unless another lower altitude is specified in the area departure procedures (See Attachment 1).

(3) Known traffic is defined as an aircraft that ZAU has accepted the handoff.

### (1) EAST (KUBBS Sector)

a.) Chicago TRACON shall advise the KUBBS Sector when initiating any airspace configuration change that affects Chicago TRACON Area F. When C90 is using the WATSN STAR, 11,000 – 12,000 feet within Area F is delegated to C90 Arrivals.

b.) Departures on NON-RNAV routes shall be established on a 090 heading underlying the appropriate sector.

c.) When vectoring MOBLE/LEWKE departures past MOBLE/LEWKE to avoid the WATSN STAR, aircraft shall be cleared to the next fix, ADIME or GIJ as appropriate.

d.) C90 releases control to the KUBBS Sector on all east departure aircraft at or above 11,000 feet except when the WATSN STAR is in use. When WATSN is in use, then C90 releases control to the KUBBS Sector on the EBAKE/DUFEE departures at or above 11,000 feet and on the MOBLE/LEWKE departures at or above 13,000 feet. The KUBBS Sector assumes separation responsibility with known traffic.

### (2) SOUTH (BEARZ Sector)

a.) C90 may enter the C90 Climb Corridor as depicted in Attachment 1 without a point out to the BEARZ Sector. The BEARZ Sector, as appropriate, shall point out to C90 traffic traversing the C90 Climb Corridor between 11,000 and 15,000 feet.

b.) North Satellite aircraft that have been transferred to the Newtt Sector (West of ORD) north of ORD shall be assigned direct JORJO (departures on non-RNAV routes shall be assigned direct RBS).

c.) North Satellite aircraft that have been transferred to the Peotone Sector (East of ORD) north of ORD shall be assigned direct MONKZ (departures on non-RNAV routes shall be assigned direct EON).

d.) BEARZ Sector (Newtt and Peotone Sectors Combined) shall have control to climb, increase speed and turns up to 30°, on Chicago Metropolitan departures.

(3) WEST (FARMM Sector)

- a.) Chicago TRACON shall advise the FARMM Sector when WEST Departure splits/combines with KANE departure.
- b.) Chicago TRACON releases control of west departures to the FARMM Sector to climb, increase speed, and turns up to 30 degrees provided:
  - (1) MYKIE/NOONY/OLINN/PLL/NSAT departures remain north of the Kane sector boundary.
  - (2) PEKUE /IOW/Sec 1, 2, 3, and 4 departures remain south of the West sector boundary.
  - (3) The departure aircraft is at or above 10,000 and west of a north/south line through the JORJO waypoint.
  - (4) FARMM assumes separation responsibility with known traffic.
- c.) Chicago Center Malta Sector will accept aircraft under the provisions of FAAO 7110.65, paragraph 5-5-4, b.4., 3 miles separation increasing to 5 miles.
  - (1) PLL Aircraft shall be established on a 270 heading between the MYKIE and NOONY tracks. IOW Aircraft shall be established on a 270 heading South of the OLINN intersection and North of the ARR Airport.
  - (2) Aircraft shall be established on a 270 heading between the MYKIE and NOONY tracks.
  - (3) Aircraft shall be established on a 270 heading South of the OLINN intersection and North of the ARR Airport. All South Satellite aircraft must be in-trail.

(3) NORTH (FARMM Sector)

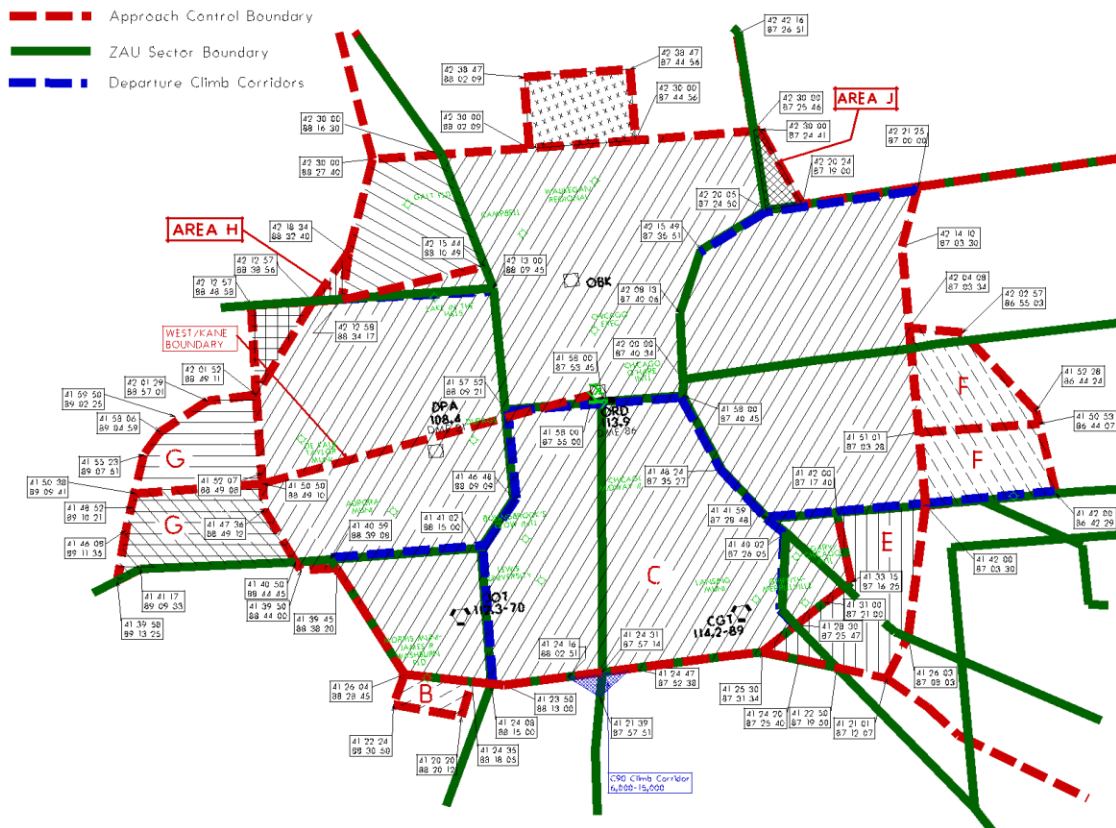
- a.) C90 releases control for speed increase at or above 14,000 feet.
- b.) C90 releases control for turns at or above 13,000 feet.
- c.) C90 releases control for climb on prop aircraft reference known traffic.
- (d) C90 delegates to ZAU the use of ACCRA/UECKR SIDs through C90 airspace. Departures must be established on the appropriate SID, and must cross KAJJY or MAULT at or above 13,000 feet and cross LVENS or UECKR at or above 16,000 feet.
- (e) Aircraft must be established on course by NEATO/BRTMN.  
Exception: UGN departures must be established on course by DLLAN/DNIKA.

Departure Airport(s)	Qualifier	Routed Via	Altitude			
			Jets	Props		
ORD/ North Sat.	KUBBS (EAST)	EBAKE	15,000	13,000		
		DUFEE	15,000	13,000		
		MOBLE	15,000	13,000		
		LEWKE	15,000	13,000		
Sectors 1/2/3/4						
ORD/ North Sat.	BEARZ (SOUTH)	ACITO	15,000	11,000		
		BACEN	15,000	11,000		
		CMKSY	15,000	11,000		
		DENNT	15,000	11,000		
		EARND	15,000	11,000		
MDW/Sectors 1/2/3/4		ACITO	12,000	N/A		
		BACEN	12,000	N/A		
		CMSKY	12,000	N/A		
		DENNT	12,000	N/A		
		EARND	12,000	N/A		
ORD/North Sat	FARMM (NORTH/WEST)	MYKIE	15,000	N/A		
		NOONY	15,000	N/A		
		OLINN	15,000	N/A		
		PLL	15,000	N/A		
		IOW	15,000	N/A		
		PEKUE	15,000	N/A		
			13,000	N/A		
		Sectors 1 and 4		Any 270 heading	13,000	N/A
		Sectors 2 and 3				
ALL RNAV		PMPKN/RAYNR	15,000	14,000		
Non-RNAV		BAE/PETTY	15,000	14,000		

Attachment 1

CHICAGO ARTCC / CHICAGO TRACON  
LETTER OF AGREEMENT  
ATTACHMENT 1

EFF. 1/5/17



	C90 SURFACE TO 13,000 AREA A		C90 surface to 7,000 AREA J
	C90 9,000 TO 12,000 (WHEN ACTIVE) AREA G North		C90 SURFACE TO 15,000 AREA C
	C90 11,000 TO 12,000 (WHEN ACTIVE) AREA G South		C90 SURFACE TO 10,000 AREAS E + H
	C90 Departures 11,000 TO 15,000 AREA F		C90 13,000 TO 15,000
	C90 8,000 TO 13,000 ENW SOUTH		C90 SURFACE TO 3,000 AREA B

