

VATUSA CHICAGO ARTCC AND QUAD CITY TRACON

LETTER OF AGREEMENT

EFFECTIVE: 05/15/2019

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Chicago ARTCC (ZAU) and QUAD CITY 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.) Definitions

- (1) A.O.A. (AOA) – At or Above
- (2) A.O.B. (AOB) – At or Below
- (3) L.O.A (LOA) – Letter of Agreement
- (4) M.I.T. (MIT) – Miles In Trail
- (5) M.S.L. (MSL) – Mean Sea Level
- (6) N.M. (NM) – Nautical Miles
- (7) MLI – Quad City
- (8) SFC – Surface
- (9) T.C.P. (TCP) – Transfer of Control Point
- (10) TRACON – Terminal Radar Approach Control
- (11) UNL – Unlimited
- (12) ARTCC – virtual Air Route Traffic Control Center
- (13) VATNA – VATSIM's North American Region
- (14) VATSIM – Virtual Air Traffic Simulation
- (15) VATUSA – VATSIM's United States of America Division
- (16) ZAU –Chicago ARTCC

5. APPROVAL:

/Matthew Campbell/
Air Traffic Manager

/Jackson Gilliam/
Deputy Air Traffic Manager

/Chris Hadden/
Training Administrator

6. Attachment A

a. Airspace

- (1) The common ARTCC or TRACON boundaries SHALL be considered the Transfer of Control Point (TCP).
- (2) The boundary line described in Section "e" shall be considered as the TCP between the Quad City TRACON and ZAU's applicable center sector.
- (3) When the Rockford TRACON is not staffed; the control of the airspace described in Section "e" reverts to ZAU's applicable center sector.

b. General Procedures

- (1) All aircraft, bound for the same airport, SHALL be sequenced AT LEAST 15 MIT, steady or increasing.
- (2) Aircraft data blocks, tags, and flight plans SHALL be current, and correct PRIOR to initiating a handoff.
- (3) Unless otherwise stated in sections "e" or "c", ALL aircraft SHALL be descended as appropriate, so as to remain BELOW a 3 degree descent angle into an airport inside the MLI TRACON, or to an airport within close proximity of the MLI TRACON boundary.

(4) Examples

(a.) 40 miles from the destination airport, the aircraft should be below 12,000 feet MSL.

(b.) 20 miles from the destination airport, the aircraft should be below 6,000 feet MSL.

(c.) The Quad City TRACON is allocated the following beacon code blocks for its use.

I.) 5620 through 5637

(d.) Notwithstanding paragraph "a" of this section, no facility SHALL transfer communication or control of aircraft unless

I.) 5 NM radar separation, constant or increasing has been established

II.) Vertical separation has been effected

(e.) Upon completion of handoff AND transfer of communications, the "giving" controller SHALL release control of aircraft for turns, provided the aircraft does NOT reverse direction, and descents. Responsibility for separation from traffic is the responsibility of the "receiving" controller.

c. ZAU's procedures

(1) Quad City Terminal Area Arrivals

(a.) Aircraft NORTH of the KMLI airport SHALL be routed via “..CVA..direct”

(b.) Aircraft SOUTH of the KMLI airport SHALL be routed via “..BRL..MZV..direct”

(2) All aircraft with a final altitude above 11,000 ft MSL SHALL be descended to, or in descent to 11,000 ft MSL before handoff is initiated.

(a.) EXCEPTION

I.) Arrivals landing in Area A as defined in Section “e” that will enter the Quad City TRACON in Area A Shall be descended to 7,000 ft MSL.

II.) Arrivals landing Muscatine field SHALL be descended to an altitude A.O.B 9,000 ft MSL and A.O.A. 4,000 ft MSL

d.) Quad City's procedures:

(1) All Departures SHALL be climbed to 10,000 ft MSL while inside the TRACON until handed off to the appropriate Center sector.

(a.) Exception

I.) Departures out of fields in Area A as depicted in Section “e” that will not enter the “main area” as depicted in Section “e” SHALL be climbed to 6,000 ft MSL.

(2) Chicago Terminal Arrivals

(a.) MLI TRACON MUST coordinate each departure with the appropriate Chicago Center sector so the aircraft will fit into the flow.

(b.) KORD Arrivals aircraft SHALL be routed via “..BDF.BDF5.KORD”

(c.) North Satellites (KPWK, KUGN, C81, 10C, and 3CK) SHALL Be routed via “..CVA..PLL..RFD..OBK..destination” Be sequenced as a single stream (MIT requirements)

(d.) South Satellites (KGYG, KIGQ, JOT, KLOT, KMDW, C09, LL10, LL22, 05C, 1C2, and 1C5) SHALL Be routed via “..MZV..BDF..JOT..destination” Be sequenced as a single stream (MIT requirements)

(e.) West Satellites (KARR, KDPA, KDKB, 06C) SHALL Be routed via “..CVA..PLL..DPA..destination” Be sequenced as a single stream (MIT requirements)

(f.) Exceptions

I.) Exceptions to this Letter of Agreement MAY be made at ANY time, provided ALL appropriate controllers have coordinated the individual situation with each other.

II. When the Quad Cities TRACON is not staffed, the airspace delegated by this LOA is returned to, and the responsibility of, the vZAU ARTCC.

