



VIRTUAL AIR TRAFFIC SIMULATION NETWORK

AMERICAS DIVISION

VATUSA CHICAGO ARTCC

**ORDER
vC90
7110.65A**

Effective:
1/11/2021

Subject: Chicago TRACON Standard Operating Procedures

This policy prescribes general procedures and guidance for use by individuals providing ATC services on the VATSIM network within the Chicago TRACON (C90). Any controller providing ATC services, whether assigned to the Chicago ARTCC (vZAU) or with visiting status, must be familiar and comply with the provisions of this order that pertain to their operational responsibilities and use their best judgment when encountering situations not covered by it.

Please note, this order is intended for use on the VATSIM network and only applies in a virtual environment simulated on the VATSIM network. It is not applicable for live operations in the National Airspace System.

The procedures contained within this order prescribe how the ATC facilities/positions are to be operated and, in conjunction with FAA Orders 7110.65, 7210.3 and various vZAU Orders will be the basis for performance evaluation, training, and certifications.

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Distribution: vZAU, VATSIM

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Record of Changes

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Chapter 1. Introduction

1-1. Purpose of this Order. This Order prescribes the standard operating procedures for providing air traffic control services by the VATSIM Chicago TRACON (C90). C90 controllers are required to be familiar with and apply the procedures contained within this Order. The procedures of this directive are supplemental to procedures prescribed in FAA Order 7110.65, Air Traffic Control, and incorporate guidance from vZAU Order 7110.65A, General ATC Operations, national and facility directives and Letters of Agreement (LOA).

1-2. Audience. All VATSIM Chicago ARTCC (vZAU) personnel working C90 positions.

1-3. Where Can I Find This Order? This order is available at <https://www.chicagoartcc.org>

1-4. Cancellation. ZAU 01.200A Chicago C90 TRACON dated 8/6/2020

1-5. Effective Date. 1/11/2021

1-6. Explanation of Changes. New document.

1-7. Word Meanings:

- a. *Must*, or an action verb in the imperative sense, means a procedure is mandatory.
- b. *Should* means a procedure is recommended.
- c. *May* and *need not* means a procedure is optional.
- d. *Will* indicates futurity, not a requirement for the application of a procedure.

Chapter 2. Positions and Operational Equipment

2-1. TRACON Positions. The following are the TRACON positions that require duty familiarization and the transfer of position responsibility.

<i>Position</i>	<i>Symbol</i>	<i>Callsign</i>	<i>Frequency</i>	<i>Position</i>	<i>Symbol</i>	<i>Callsign</i>	<i>Frequency</i>
O'Hare (ORD) Finals				South Satellite (SSAT)			
Z *	Z	CHI_Z_APP	119.0	Sector 1	S	CHI_S_APP	128.2
W	W	CHI_W_APP	133.62	Sector 2	P	CHI_P_APP	119.35
F	F	CHI_F_APP	124.35	Sector 3	L	CHI_L_APP	133.5
H	H	CHI_H_APP	132.17	Sector 4	U	CHI_U_APP	127.87
O'Hare (ORD) Feeders				Departure & North Satellite (NSAT)			
PLANO	X	CHI_X_APP	135.07	East	B	CHI_B_DEP	125.0
KUBBS	J	CHI_J_APP	125.7	South	M	CHI_M_DEP	126.62
OKK	E	CHI_E_APP	118.92	West	G	CHI_G_DEP	135.27
FARMM	Y	CHI_Y_APP	135.02	North	D	CHI_D_DEP	134.4
* Combined Position (Open First)				NSAT	A	CHI_A_APP	120.55

2-2. Position Combination. Positions are normally combined as follows:

<i>Position</i>	<i>To</i>	<i>Position</i>	<i>Position</i>	<i>To</i>	<i>Position</i>
Feeders/Finals			SSAT		
FARMM	→	KUBBS	Sector 3	→	Sector 2
KUBBS	→	F	Sector 2	→	Sector 1
OKK	→	PLANO	Sector 4	→	
PLANO	→	W	Departure & NSAT		
H	→		West	→	South
W	→	Z	South	→	East
F	→		NSAT	→	
Full Room			North	→	
Sector 1	→	Z			
East	→				

2-3. Video Maps

- a. Video maps are accessible by the “MAP” button in the vSTARS DCB or in VRC by selecting “Diagrams” under the View menu.
- b. Range marks are set up to default to the Range Ring Center Point (RRCP) coordinates defined in Appendix A. C90 airspace is defined by RRCP range marks.

2-4. Radar Sensors. For all positions:

- a. vSTARS – Multi-Mode must be used as the primary radar source.
- b. VRC – Target Visibility Range must be set at 150 NM and centered at KORD.

2-5. Radar Beacon Codes. Issue beacon codes automatically generated by the radar client or, if unable due to error, within the following code sets: IFR – 3101-3277 VFR – 5101-5177

2-6. vSTARS Procedures

- a. **Missed Approach/Go Around.** An arrival track meeting auto-drop requirements must be manually tracked by the affected departure controller.
- b. **Scratchpad.** The scratchpad must be used when entering approach types, including practice approaches.
 1. For controlled airports, make entries according to the appropriate LOA or in accordance with vZAU General ATC Order 7110.65.
 2. For uncontrolled airports, make entries as follows:

Cleared For	Scratchpad
ILS Approach	ILS
RNAV Approach	RNV
RNP Approach	RNP
VOR Approach	VOR
Visual Approach (Expecting Visual Approach)	VA (RVA)

2-7. Display Data.

- a. Mode C must be displayed within each controller’s area of responsibility.
 1. Set the upper altitude filter limit no lower than 1,000 above the highest altitude which the controller is responsible for.
 2. Set the lower limit to encompass field elevation, except feeders may set the lower limit to no less than 1,000 below the lowest altitude which they are responsible for.
- b. Scratchpad entries must be formatted as 3 alphanumeric characters.
- c. Temporary altitudes:
 1. Must be removed prior to initiating hand off unless otherwise coordinated.
 2. Must not be used to coordinate non-standard altitudes.

- d. Tower Position Symbols. Tower-tracked targets will display the following symbols:

Tower	Symbol	Tower	Symbol	Tower	Symbol
O'Hare (ORD) Center	T	Aurora (ARR)	8	Gary (GYG)	9
ORD North or South	Q	DuPage (DPA)	7	Lewis (LOT)	5
Midway (MDW)	R	Executive (PWK)	6	Waukegan (UGN)	4

2-8. Equipment Use

- a. Ensure equipment is operating for maximum performance.
 1. Check the radar client for usability.
 2. Use the most recent sector file available.
 3. Verify the correct frequency for your position is selected.
 4. Establish an efficient method to coordinate with adjacent controllers/facilities.
 5. Continually observe equipment for correct operation.
 6. Report outages or malfunctions to affected controllers, TMU, and CIC.
- b. Set parameters to conform to responsibilities of the position, including offset (if required) and filter limits.
- c. Utilize Equipment.
 1. Use radar clients and other software used while controlling in a manner such that all information is requested, received, or transferred in the correct format.
 2. Observe equipment presentations continually for information to be used in formulating control decisions.
 3. Weather reports for control purposes must be obtained via the radar client or vATIS.
 4. Track ATIS changes for underlying airports using automated methods when possible.
 5. Make changes to accommodate operational requirements.
 6. Use the IDS-4 in accordance with vZAU General ATC Order 7110.65.

Chapter 3. General Procedures

3-1. Prearranged Coordination Procedures (P-ACP)

- a. Controllers who penetrate another controller's airspace using P-ACP must:
 1. Display, at a minimum, the position symbol and altitude information.
 2. Determine whether the lead aircraft requires wake turbulence separation behind it.
- b. **Procedures:**
 1. Departure, NSAT, and SSAT positions may climb departures with reference to ORD and SSAT arrivals.
 2. Except as detailed below, NSAT & SSAT positions must not climb above 4,000 within RRCP 20 prior to coordinating with affected ORD Departure position(s).
 3. **SSAT:**
 - (a) Sector 1 may climb in Sector 2 airspace.
 - (b) May climb southbound departures with reference to ORD departures when south of an East/West line through MDW airport, exclusive of the ADA.
 4. **Final Controllers:**
 - (a) West Flow:
 - (1) Center Runway controller may penetrate North and South Runway airspace.
 - (2) South Runway controller may penetrate the MDW 22L protection area.
 - (b) East Flow: Center Runway controller may penetrate North and South Runway airspace.
 5. **Departure.** When using the ADA and uncommon boundaries:
 - (a) Approach Control must ensure diverging or 3 NM lateral separation from aircraft departing ORD airport, on tower-assigned headings, parallel with the ADA.
 - (b) Departure Control must ensure 1.5 NM lateral separation from the ADA when a tower-assigned heading does not parallel the ADA.

3-2. Minimum Vectoring Altitude Chart. See Appendix B.

3-3. Prominent Obstruction. Willis Tower (2325' MSL), depicted on the base video maps and buffered on the MVA chart, is deemed a prominent obstruction. This obstruction must be displayed during application of Vectors below Minimum Altitude for MDW departures.

3-4. Coordination Agreements. In general, coordination agreements are allowed. They must include specific altitudes and geographic locations (e.g., east of a North/South line through PAPPI and south of V84, descending to 5,000). Advise TMU or CIC (when staffed) of any agreement, and ensure information is passed during relief briefings.

3-5. Fix Pronunciations. As much as possible, fix names are designed to be pronounceable. The following table indicates frequently used fixes in the airspace and their pronunciations:

Fix Name	Pronunciation	Fix Name	Pronunciation
ACITO	AH-SEE-TOE	EARND	EARNED
BACEN	BACON	GRABL	GRAY-BULL
BUGSE	BUG-ZEE	HZLET	HAYSLETT
CMSKY	CO-MISS-KEY	LEWKE	LOU-KEY
DUFEE	DUFFY	MOBLE	MOW-BULL

3-6. Point Out Procedures

- The transferring controller must, when possible, force the display of a full data block onto the receiving controller's radar scope for any aircraft to be pointed out, prior to initiating verbal coordination of the point out.
- When the transferring controller is unable to display a full data block on the receiving controller's radar display, it must be the responsibility of the receiving controller to display a full data block on any aircraft on which he/she has approved a point out.
- The receiving controller must retain the data block on all aircraft on which he/she has approved a point out until the aircraft has exited the receiving controller's airspace.
- Inter-facility: It is each receiving controller's responsibility to ensure that the next affected TRACON position receives a point out.
- Shore at Four. See Glossary. Applies only when NSAT is de-combined.

3-7. Controlled Airspace Intrusions. Controllers must be observant of aircraft intrusions in to Chicago Class B and Midway Class C airspace. At a minimum, take the following actions:

- Provide, to the degree possible, approved separation between aircraft under your control and the violating aircraft.
- Assist (or attempt to assist) the violating aircraft exit the controlled airspace.
- Alert other controllers that may be affected and, if possible, track the aircraft.
- If the action(s) appear malicious or significantly impact air traffic, notify a supervisor.

3-8. ORD Specific Procedures. Prior to changing arrival configuration or advertised arrival runway(s), Z Final or TRACON CIC (when designated) must coordinate:

- With all TRACON controllers and TMU with as much advance notice as practicable.
- Area Z for West Flow when SBN TRACON is open/opening.
- Area G for East Flow when RFD TRACON is open/opening.

3-9. Position Relief Briefings. Conduct relief briefings using the checklist in Appendix G.

Chapter 4. O'Hare Approach Control

4-1. Delegated Airspace. Feeder and Final controllers are delegated airspace depicted in Appendix C according to the arrival configuration in use.

- a. When conducting Dual Instrument or Visual Approaches:
 - 1. Feeder must only use depicted North and South Runway altitudes.
 - 2. North Runway Final assumes overlying Center Runway airspace inside RRCP 25.
 - 3. South Runway Final assumes all other Center Runway airspace.
- b. ORD Feeder boundaries are uncommon with ORD departures and SSAT. Feeders may operate to the airspace boundary.

4-2. General Procedures

- a. Provide radar service, information, and control instructions to ORD arrivals and aircraft operating in Final and Feeder airspace.
- b. Keep adjacent positions informed of any problem that may impact the operation.
- c. Ensure affected positions are aware of arrival aircraft with only limited data blocks.

4-3. Position Responsibilities

- a. **Feeder(s) must:**
 - 1. Coordinate with adjacent facility sectors.
 - 2. Coordinate with other positions to provide appropriate in-trail spacing.
 - 3. Coordinate with Final a primary runway and subsequent changes (i.e., turn-ins).
 - 4. Accept hand-offs of ORD arrivals from ZAU and adjacent facilities.
 - 5. Initiate hand-offs to the appropriate Feeder/Final position.
 - 6. Control and sequence aircraft to the ADA.
 - 7. Adjust speeds/intervals to ensure Finals remain within the ADA.
 - 8. Transfer communication to another Feeder:
 - (a) On a STAR or heading that will enter the receiving controller's airspace.
 - (b) At altitudes depicted in Appendix C.
 - (c) No later than RRCP 15, provided hand-off has been completed and all conflicts are resolved.
 - 9. Transfer communication to Final:
 - (a) On a STAR, lead-in, downwind, or base heading as depicted in Appendix C.
 - (b) As soon as practicable provided hand-off has been completed and all conflicts are resolved.
 - 10. Release control to the receiving Feeder/Final on contact.

b. Final(s) must:

1. Normally be responsible for the following runway(s) when de-combined:

Final Position Symbol	Arrival Runway/Final For Configuration			
	West	East	4R Only	Parallel 22s
F	27R	9L		
Z	27L	9R	4R	22R
W	28C/28R	10L/10C		22L
H	28L	10R		

2. Accept handoffs from Feeder(s) and adjacent facilities when appropriate.
3. Final must not descend into the ADA until ensuring diverging or 3 NM lateral separation exists from ORD departure aircraft on ORD ATCT-assigned headings.
4. Provide final sequence to their primary runway(s).
5. Coordinate and initiate handoffs to other Finals/Feeders as necessary.
6. Inform LC and any affected controller(s) about a missed approach that will continue inbound on the localizer.
7. Coordinate with adjacent facility sectors when vectoring a straight in fix (including WATSN or SHAIN STARS) or when combined with Feeder.
8. Assign a speed of 210 knots or less prior to, or with, downwind to base turn.

NOTE – Exercise good judgment in considering the effects of wind.

9. When conducting dual or triple simultaneous approaches:
 - (a) Display the Capture Bar map.
 - (b) Use the procedures detailed in paragraphs 4-4, 4-5, and 4-6 below.
 - (c) Intercept the FAC outside the capture point except when:
 - (1) Coordinated with all other final controllers, and;
 - (2) Remaining at least 1000 vertical or 3 NM radar separation from parallel traffic until established on the FAC (Visual separation or visual approach clearance does not relieve controllers from this restriction), and;
 - (3) It will not be a constant or repetitive operation.
10. To the extent practicable, ensure aircraft vectored to a localizer intercept inside RRCP 25 due to flight simulator limitations.

NOTE – Suitably equipped aircraft may be able to intercept the FAC when given direct clearances to appropriate fixes.

11. Not conduct PRM approaches when the KORD METAR indicates a ceiling of less than 800 feet or visibility less than 2 SM.

4-4. Dual Simultaneous Instrument Approaches

- a. Traffic must be established on final at the Turn-On Altitude prior to the Capture Points defined in the table below:

Flow	Arrival Runways	Turn On Altitude	Capture Point
West	27L and 28C	North Runway: 4,000 South Runway: AOA 5,000	6,000 Fix
East (PRM)	10C and 10R		
East (No PRM)	9R and 10C		
Parallel 22s	22L and 22R		

- b. Traffic vectored for the North Runway must be at the Turn-On Altitude before traffic is less than 3 NM from the South Runway FAC.
- c. Final controllers are responsible for separation until aircraft are established on their FAC and inside the Final Approach Fix (FAF).

4-5. Triple Simultaneous Approaches

- a. Initiate triple simultaneous approaches when traffic volume or complexity prevents efficient application of dual simultaneous approaches.

NOTE – *Limitations of flight-simulator-generated localizer courses may prevent aircraft from intercepting the FAC outside required capture points.*

- b. Traffic must be established on final at the Turn-On Altitude prior to the Capture Points defined in the table below:

Arrival Runway	Turn-On Alt.	Capture Pt.
North	4,000	6,000 Fix
Center	AOA 7,000	8,000 Fix
South	5,000/6,000	7,000/8,000 Fix

- c. Traffic vectored to the North and South Runways must be at the Turn-On Altitude for the appropriate Capture Point before traffic is less than 3 NM from other FACs in use.
- d. Final may issue visual approaches to the North and South Runways, but must issue instrument approaches to Center Runway arrivals. Aircraft issued visual approaches:
1. Must be instructed to fly the localizer.
 2. May intercept the localizer at the next closest capture point (e.g., 6,000 Fix Capture Point may be changed to the 5,000 Fix for a visual approach).
 3. North Runway controller must separate from Center and South Runway traffic.
 4. South Runway controller must separate from Center Runway traffic.

4-6. Visual Approaches

a. Dual Runway Procedures:

1. The controller vectoring to the North Runway is responsible for separation from South Runway traffic.
2. Traffic must be established on final at the Turn-On Altitude prior to the Capture Points defined in the table below:

Flow	Arrival Runways	Turn On Altitude	Capture Point
West	27L and 28C	North Runway: 4,000 South Runway: AOA 5,000	5,000 Fix
East	10C and 10R		
Parallel 22s	22L and 22R		

3. Traffic vectored to the North Runway must be at the Turn-On Altitude before traffic is less than 3 NM from the South Runway FAC.
4. Traffic vectored to the South Runway must intercept the FAC at or above 5,000 and may be issued an instrument or visual approach.

b. Runway 10R Visual Approaches:

1. Aircraft must be advised to expect to fly the ILS/RNAV Y RWY 10R FAC. This may be accomplished via ATIS.
2. Controllers must use ILS/RNAV Y RWY 10R approach fixes to ensure crossing, speed, and communication transfer fixes are consistent between ATC and pilots.

NOTE – Aircraft may be unable to intercept the ILS Y RWY 10R localizer due flight simulator limitations. Advise suitably equipped aircraft to expect to fly the RNAV (GPS) Y RWY 10R FAC.

3. Aircraft must be instructed to intercept a Runway 10R “Y” ILS, Localizer (LOC), or RNAV (GPS) FAC no later than the FAF when conducting simultaneous visual approaches with aircraft landing Runway 10C.
- c. Triple Runway Procedures. Due to performance limitations of pilots and flight simulator graphics generation, do not conduct triple simultaneous visual approaches.

Chapter 5. Departure Control

5-1. Delegated Airspace

- a. Departure control is delegated all airspace that is exclusive of Feeder, Final, SSAT, and NSAT airspace as defined in this order.
- b. Departure and Feeder have uncommon boundaries as defined in Appendix A.

5-2. General Procedures

- a. Provide radar service, information, and control instructions to all departure aircraft within departure airspace.
- b. Keep adjacent positions informed of any problem that may impact the operation.
- c. Coordinate missed approaches with the affected Final controller.
- d. Ensure a data block acquires on and remains associated with the correct departure aircraft. Inform all affected positions of the location of an untracked target if automatic or manual tagging cannot be initiated.
- e. ZAU 250 Knot Departure Speed Restriction. Unless the speed restriction is included in the assigned SID, the position issuing a climb clearance to 10,000 or above to a jet aircraft is responsible to issue the 250 knot speed assignment.
- f. 6,000 outside the ADA may be used to shuttle traffic.

NOTE – *This procedure should only be used for safety or traffic. Excessive use of 6,000 creates a burden to issue mandatory merging traffic advisories.*

5-3. West Departure Procedures. West Departure must work all westbound departures requesting at or above 6,000.

5-4. East Departure Procedures. East Departure Must:

- a. Remain north of the SSAT Climb Corridor Boundary east of RRCP 15. See Appendix D.
- b. Ensure aircraft are 3 NM north of the SSAT Climb Corridor Boundary prior to transferring communications to ZAU.
- c. Route propeller driven aircraft through SBN airspace.
- d. Have control of NSAT MOBLE departures.

5-5. South Departure Procedures. South Departure must point-out or issue traffic to the appropriate SSAT sector(s) any departure restricted to at or below 13,000.

5-6. North Departure Procedures. North Departure must ensure vertical separation under or at least 4 NM lateral separation from the centerline of the ACCRA and UECKR SIDs. See Appendix D.

Chapter 6. North Satellite (NSAT)

6-1. Delegated Airspace. See Appendix E.

6-2. General Procedures. NSAT must:

- a. Provide radar service, information, and control instructions to all aircraft operating in NSAT airspace.
- b. Keep adjacent positions informed of any problem that may impact the operation.
- c. Use the following altitudes and procedures:

From Sector	Entering Sector	Approved Altitude	Condition(s)
NSAT	1	4,000	Outside RRCP 35 During MDW Runway 22L
	3	3,000	Outside RRCP 15
	4	4,000	Outside RRCP 20 or the ADA, whichever is farther, except do not enter Sector 4 during MDW Runway 22L
1 or 4	NSAT	3,000	Outside RRCP 15
3	NSAT	4,000	Outside RRCP 20 or the ADA, whichever is farther

6-3. Departures

- a. NSAT must hand off aircraft to departure positions as follows:
 1. North/East/West Departures: On a heading to remain clear of the ADA at 4,000.
 2. During West Flow, departures filed via MOBLE/GIJ may be on a south heading at 6,000 and handed off to East departure after completing required point outs.
 3. South Departures:
 - (a) To South Departure after required point-outs on a south heading at 6,000, OR,
 - (b) To Sector 1/4 or Sector 3 as directed in 6-2.c above.
- b. ZAU 250 knot departure speed restriction: Unless the speed restriction is included in the Departure Procedure, the position issuing a climb clearance to 10,000 ft. or above to a jet aircraft is responsible to issue the speed assignment.

6-4. Chicago Executive Airport (PWK) Procedures

- a. When a PWK IFR departure requires Runway 16 (per C90/ORD LOA), NSAT must coordinate the NSAT Light with ORD prior to releasing the departure.
- b. Coordinate with ORD ATCT any PWK arrival that will circle to Runway 6/24/30/34 IFR.

NOTE – The NSAT Light should not be used for PWK arrivals.

Chapter 7. South Satellite (SSAT)

7-1. Delegated Airspace

- a. SSAT is delegated that airspace as depicted in Appendices F-1 thru F-9, according to the ORD and MDW Airport configurations in use.
- b. SSAT is delegated the area south of the SSAT Climb Corridor Boundary in Departure Airspace. See Appendix D.
- c. Adjoining Feeder and SSAT boundaries are uncommon boundaries as defined in Appendix A.

7-2. General Procedures

- a. Provide radar service, information, and control instructions to all aircraft operating within their designated airspace.
- b. Keep adjacent positions informed of any problem that may impact the operation.
- c. Coordinate the SSAT Light as appropriate.
- d. SSAT departures may be climbed in accordance with P-ACP.
- e. Arrivals, departures and overflights must be handed-off to the appropriate sector controller in accordance with the depicted airspace boundary for the arrival configuration in use. See Appendix F.
- f. When ORD is landing on Runway 4R, instrument approaches to MDW Runway 13C are not authorized.
- g. After coordinating with the MDW final controller to conduct other than the advertised approach, MDW feeder sectors must indicate their assigned approach in the scratchpad as follows:

Scratchpad	Aircraft Expecting
RVA	Visual Approach
RNX	RNAV X Approach
RNY	RNAV Y Approach
RNZ	RNAV Z Approach
ILS	ILS Approach

- h. Reduced Separation on Final. Separation between aircraft landing on runways 4R, 22L, and 31C may be allowed to reduce to 2.5 nautical, provided:
 - 1. Both aircraft are within 10 NM of the landing runway
 - 2. Additional wake turbulence separation is not required
 - 3. The KMDW METAR visibility is 2 SM or greater.

7-3. Departure Procedures**a. Eastbound Departures:**

1. Eastbound aircraft must be 3 miles south of the SSAT Climb Corridor Boundary, over LEWKE or GIJ, or on a 090° heading according to the ZAU or SBN LOA. East Departure must remain north of this line when beyond RRCP 15. See Appendix D.
2. Sector 3 may route eastbound traffic over HOBEL at 4,000 ft. after coordination with Sector 1, Sector 2, and Sector 4.
3. Individual jet aircraft requesting 15,000 or above may be climbed utilizing P-ACP to 15,000 per the C90/ZAU LOA and handed off to the appropriate ZAU sector.

b. Westbound Departures. West Departure must work all westbound departures requesting at or above 6,000.**c. Northbound Departures.** Northbound aircraft departing MDW into:

1. Sector 3 must be handed-off to:
 - (a) North Departure, after required point-outs, on a north heading at 6000, or;
 - (b) NSAT in accordance with 7-4 below.
2. Sector 1/4 must be handed off to:
 - (a) North Departure, after required point-outs, on a northeast heading at 4000
 - (b) NSAT in accordance with 7-4 below.

NOTE – See Glossary “Shore at Four”

d. Southbound Departures:

1. Sector 2 has control to climb southbound MDW departures in Sector 3 airspace.
2. All southbound traffic departing SSAT airports other than MDW must be coordinated with the SSAT sector working MDW south departures.
3. SSAT may use P-ACP to climb jet/prop departures southbound with respect to ORD/NSAT traffic.

e. ZAU 250 knot departure speed restriction. Unless the speed restriction is included in the Departure Procedure, the position issuing a climb clearance to 10,000 or above to a jet aircraft is responsible to issue the speed assignment.

7-4. Altitudes and Procedures. Use the following depending on MDW Runway Configuration:

Runway 13C		
From Sector	Entering Sector	Approved Altitude(s)
1	2	4,000
	4	3,000/5,000
2	1	3,000/5,000
	3	4,000
3	2	3,000/5,000
	NSAT *	4,000
4	1	4,000
	NSAT *	3,000
Runway 13C MDW LTFC Procedures		
1. Aircraft must be given right turn-ins 2. The SSAT Light must be coordinated prior to aircraft crossing RRCP 20. 3. The requirements of FAAO 7110.65 Section 5-9-1.a are reduced from 2 NM from the approach gate to 1 NM from the approach gate.		
Runway 4R		
From Sector	Entering Sector	Approved Altitude(s)
1	2	4,000
	4	3,000/5,000
2	1	3,000/5,000
	3	4,000
3	2	3,000/5,000
	NSAT *	4,000
4	1	4,000
	NSAT *	3,000
* Sector 3/4 Traffic Entering NSAT		
1. Sector 3 must enter outside the RRCP 20 (RRCP 30 East Flow). 2. Sector 4 must enter outside the RRCP 15 (See Also – Shore at Four).		

Runway 22L		
From Sector	Entering Sector	Approved Altitude(s)
1	2	4,000/6,000
	4	4,000
	NSAT	3,000
2	1	3,000/5,000
	3	3,000/5,000
	4	4,000
3	2	3,000/5,000
	NSAT *	4,000
NSAT	1	4,000
Runway 22L Procedures		
1. MDW LTFC. Sector 1 must: a. Release control for turns to Sector 4 b. Route or vector aircraft over MIING 2. NSAT must enter Sector 1 outside RRCP 35 on a south heading. 3. Sector 4 vectors MDW arrivals.		
Runway 31C		
From Sector	Entering Sector	Approved Altitude(s)
1	2	4,000/6,000
	4	3,000/5,000
2	1	3,000/5,000
	3	4,000
	4	3,000
3	2	3,000/5,000
	NSAT *	4,000
4	1 or 2	4,000
	NSAT *	3,000
Runway 31C Procedures		
Sector 4 must enter: 1. Sector 1 with MDW LTFC outside the RRCP 25 on a southwest heading. 2. Sector 2 on a west heading.		

Appendix A – Glossary

This glossary provides definitions of commonly used terms and phrases intended only for internal controller-to-controller communication, and that are site-specific to Chicago TRACON. The use of a unique term contained in this glossary does not relieve the controller of the requirements contained in FAAO 7110.65, paragraph 2-4-12, Interphone Message Format.

4R Only – ORD arrival configuration landing runway 4R.

Arrival / Approach – Refers to Feeder and/or Final.

Arrival Descent Area (ADA) – The area used to descend ORD arrival aircraft. References to the ADA refer to the ADA in use according to the current ORD arrival configuration.

Bags – The sectorization of the Chicago TRACON and associated positions, where North Bags refers to NSAT operations and South Bags refers to SSAT operations.

Capture Bars – Lines adjacent to the 5,000 foot, 6,000 foot, 7,000 foot and 8,000 foot FAC fixes to aid in identifying capture points.

Capture Point – Point on final before which an aircraft must be established on the localizer and cleared for the approach.

Center Runway – The middle of the 3 arrival runways in use when conducting triple simultaneous approaches.

East Flow – ORD arrival configuration landing any of runways 9L/C/R and 10L/C/R.

FAC – Final Approach Course.

Foul Line – The Chicago TRACON South Satellite positions.

Front Line – The Chicago TRACON ORD Arrival positions.

Head fake – An ORD arrival that has been coordinated as a “turn-in” and is returned to the normal arrival flow.

North Runway – The northernmost arrival runway in use in any configuration.

Parallel 22s – ORD arrival configuration landing any of runways 22L and 22R.

PRM – Precision Runway Monitor approaches. This type of approach is simulated only by runway and instrument approach assignment due to pilot and controller equipment limitations.

RRCP – Range Ring Center Point, defined as the coordinates 41°58'48"N/087°55'40"W (old ORD west ASR-9 sensor location). RRCP distances reference the range mark specified centered on the RRCP (e.g., RRCP 20 means the 20 NM range mark from the RRCP).

Side Line – The Departure and North Satellite positions.

Shore at Four – Point out to North Satellite by Sector 1/ 4 of a northbound departure that will be handed off to either North or East Departure at 4,000.

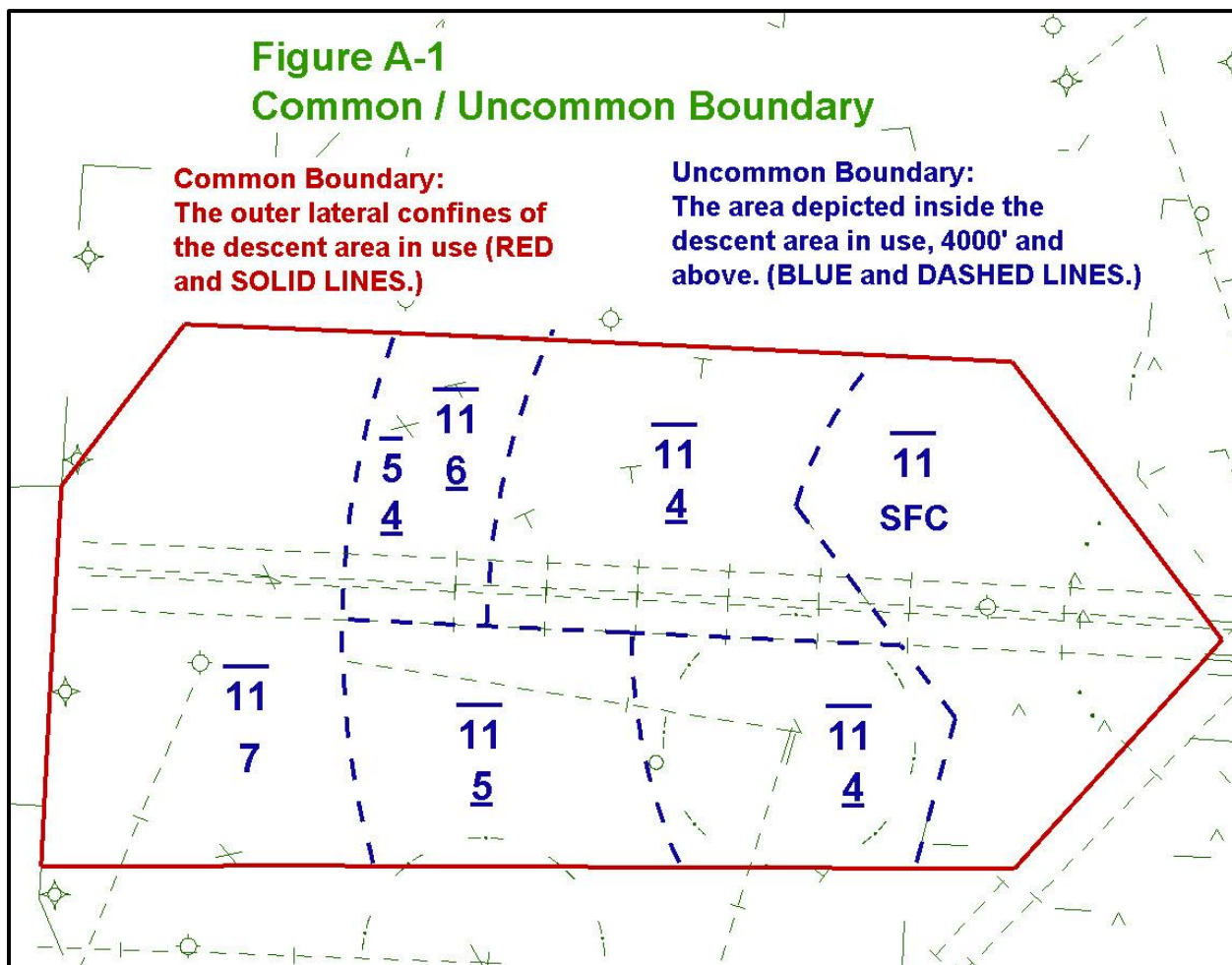
Turn-In – An ORD arrival that will be vectored across the normal arrival flow to the opposite arrival controller for sequencing to that runway.

South Runway – The southernmost arrival runway in use in any configuration.

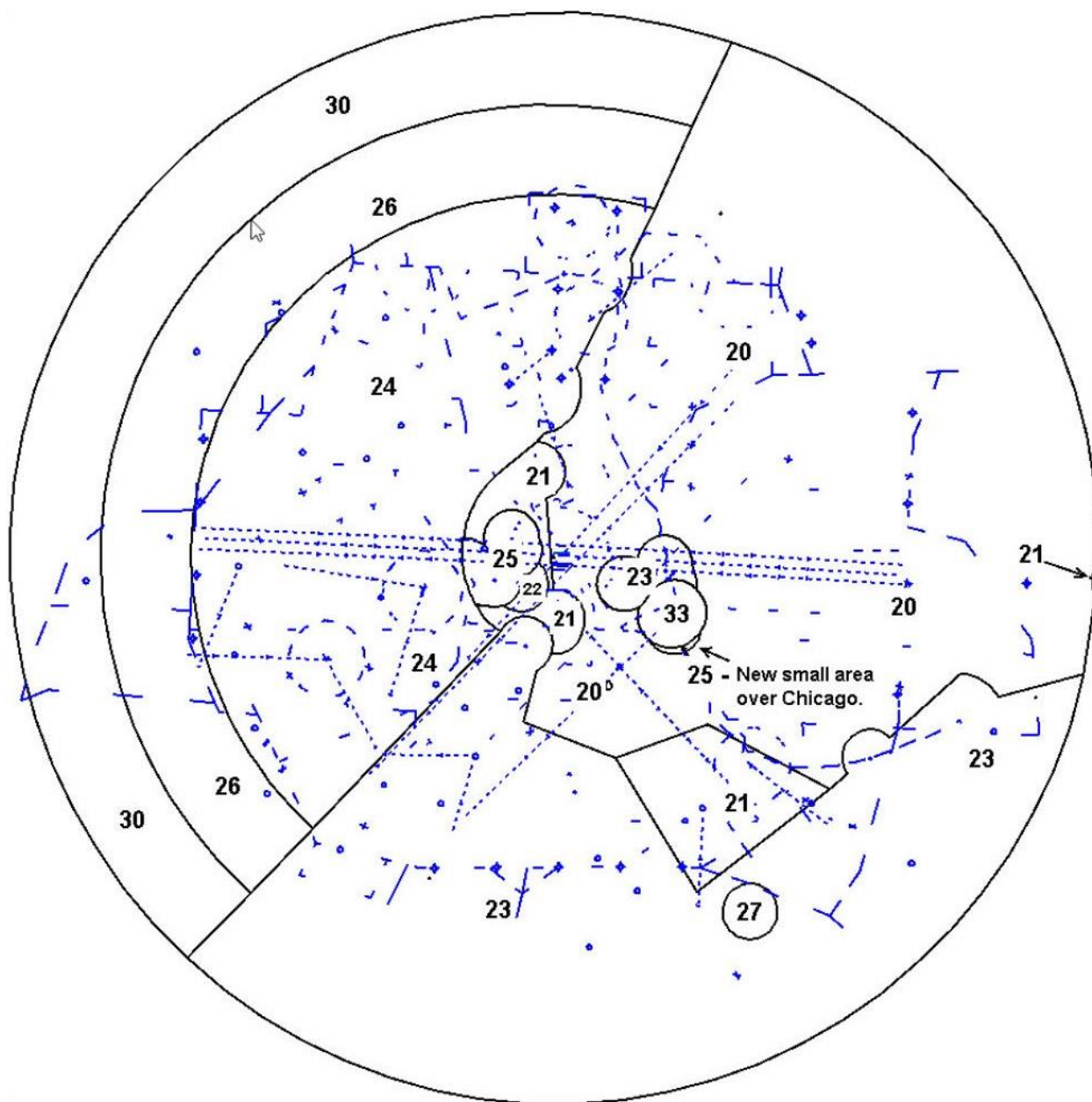
Appendix A – Glossary, Cont'd

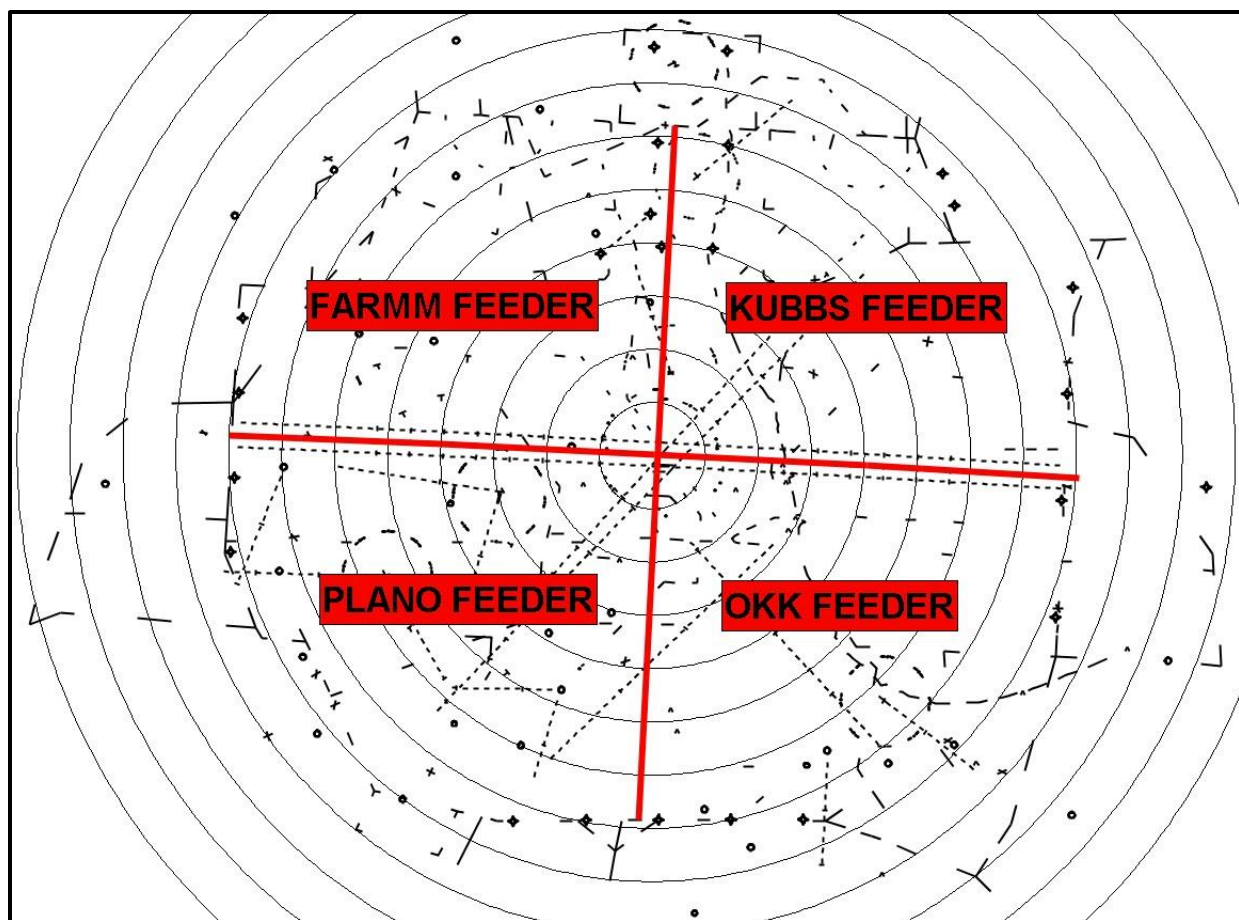
Uncommon Boundary – A boundary which one position owns to the boundary and other positions must remain 3NM from Feeder boundaries are uncommon. Departure/Satellite must remain 3 NM from Feeder airspace.

The Final (Arrival) airspace boundaries depicted within the lateral confines of the ADA, 4000 and above, are uncommon boundaries. Satellite/Departure positions must remain 3NM from these uncommon boundaries (see Figure A-1 below).

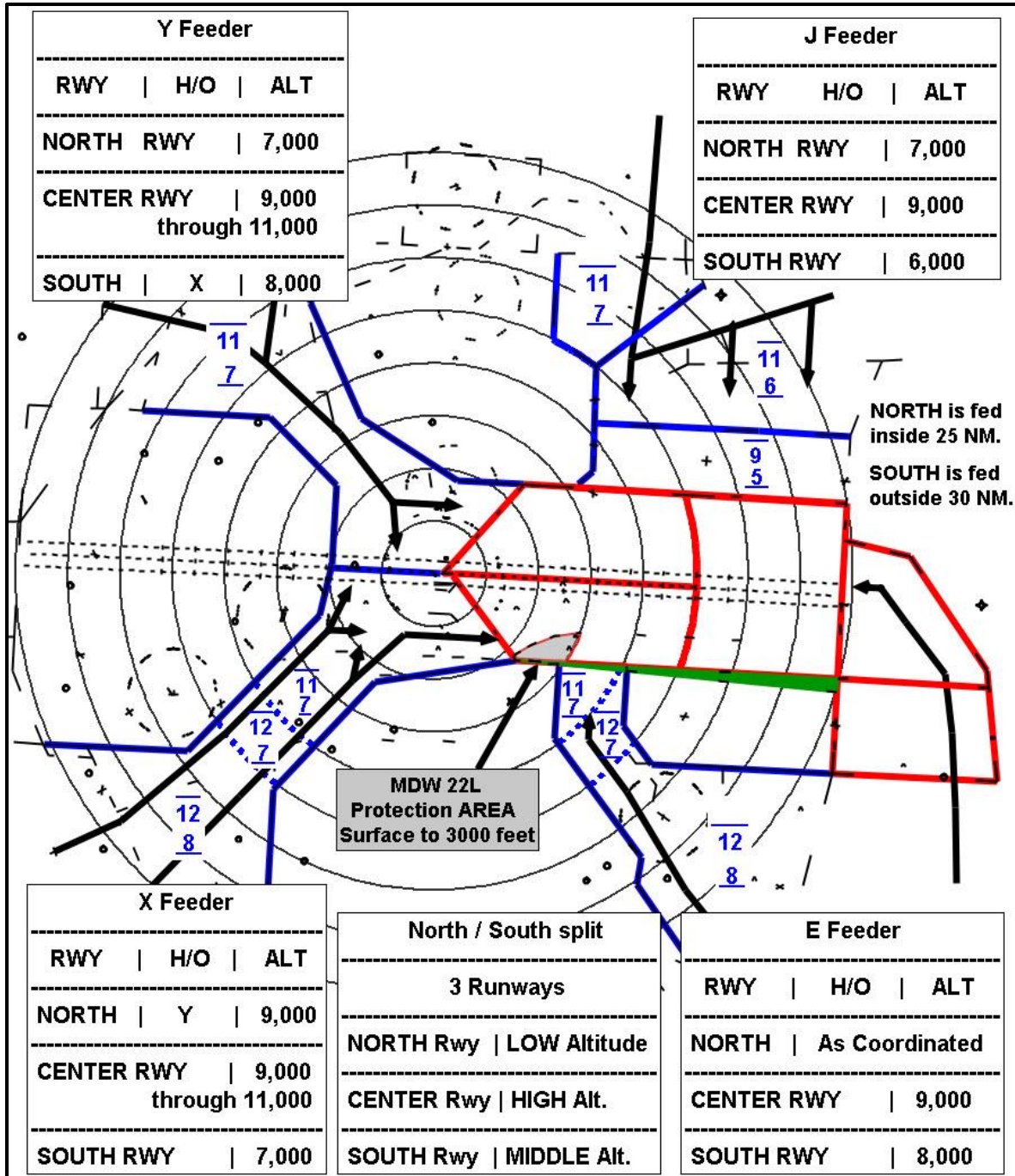


West Flow – ORD arrival configuration landing any of runways 28L/C/R and 27L/C/R.

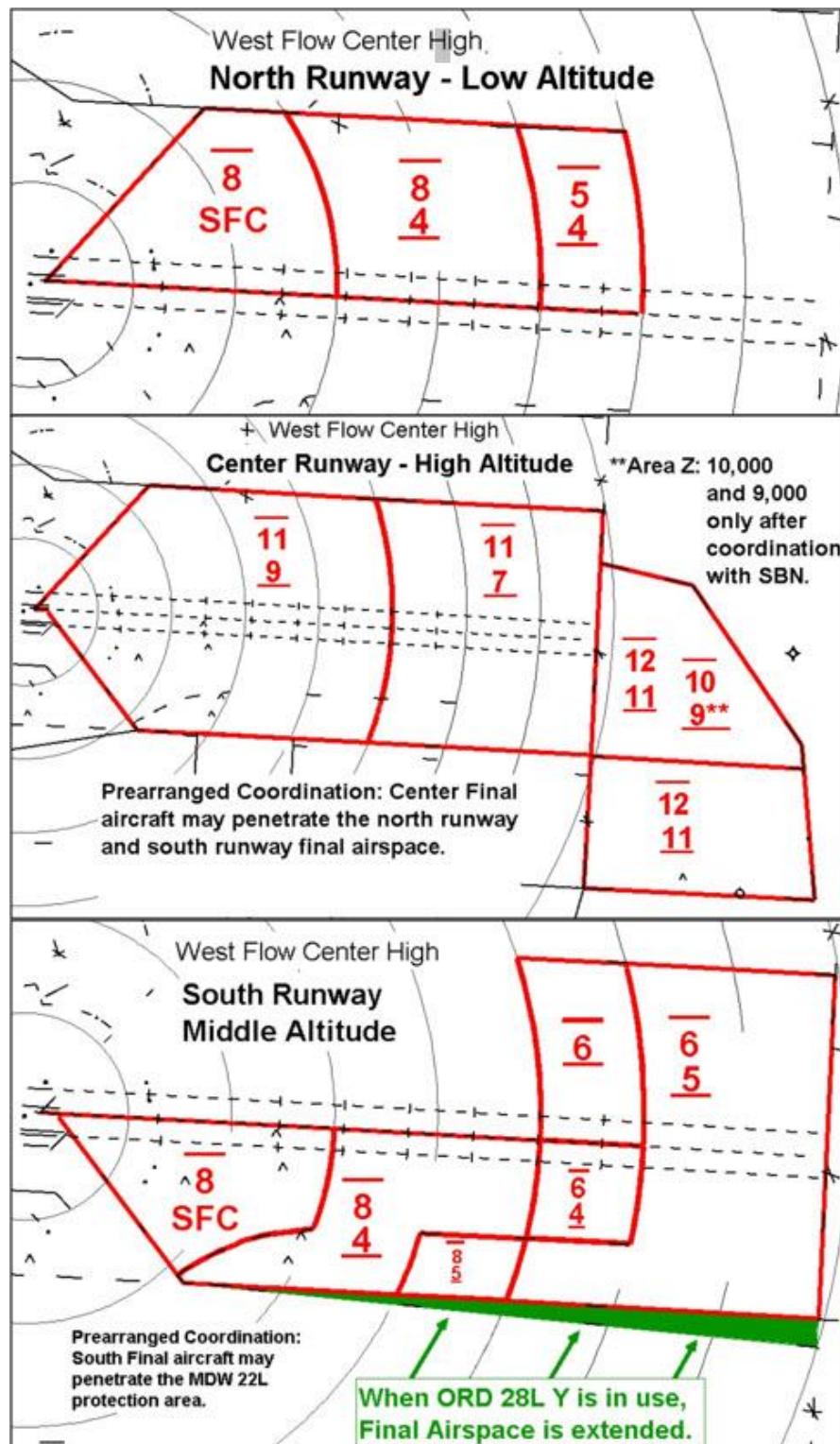
Appendix B – Minimum Vectoring Altitude (MVA) Map

Appendix C-1 – Feeder Delegated Airspace

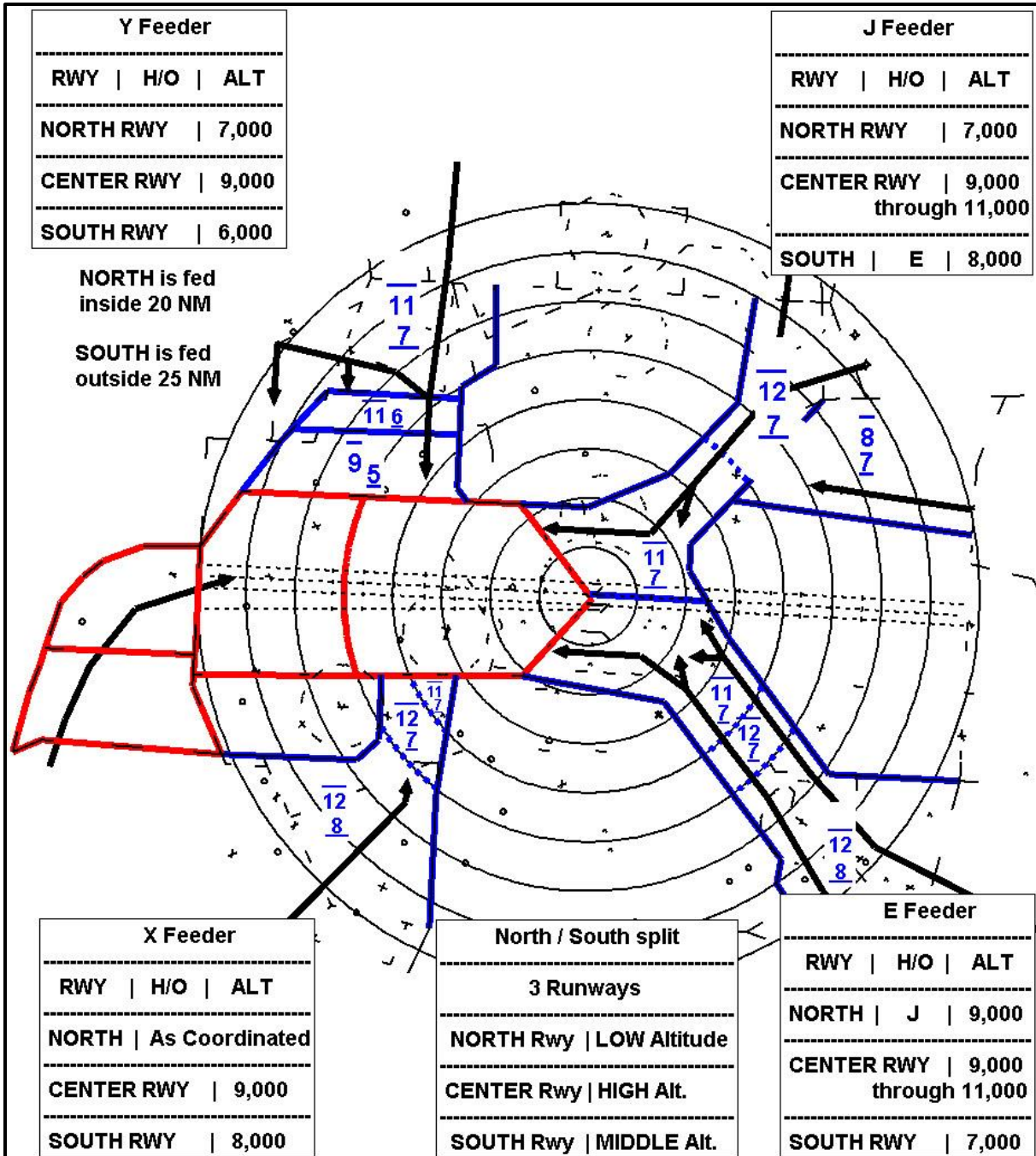
Appendix C-2 – Feeder/Final Delegated Airspace - West Flow



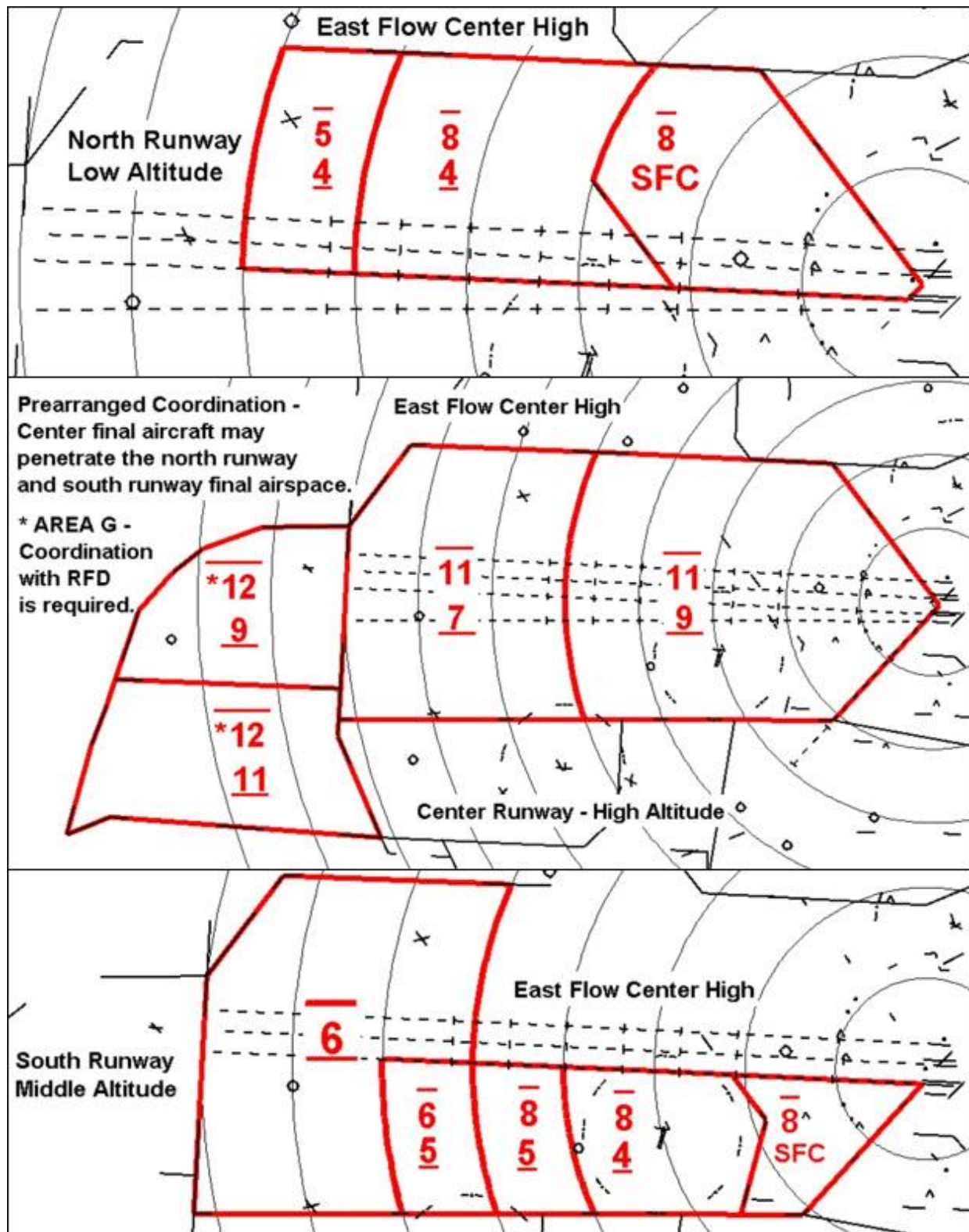
Appendix C-3 – Final Airspace - West Flow



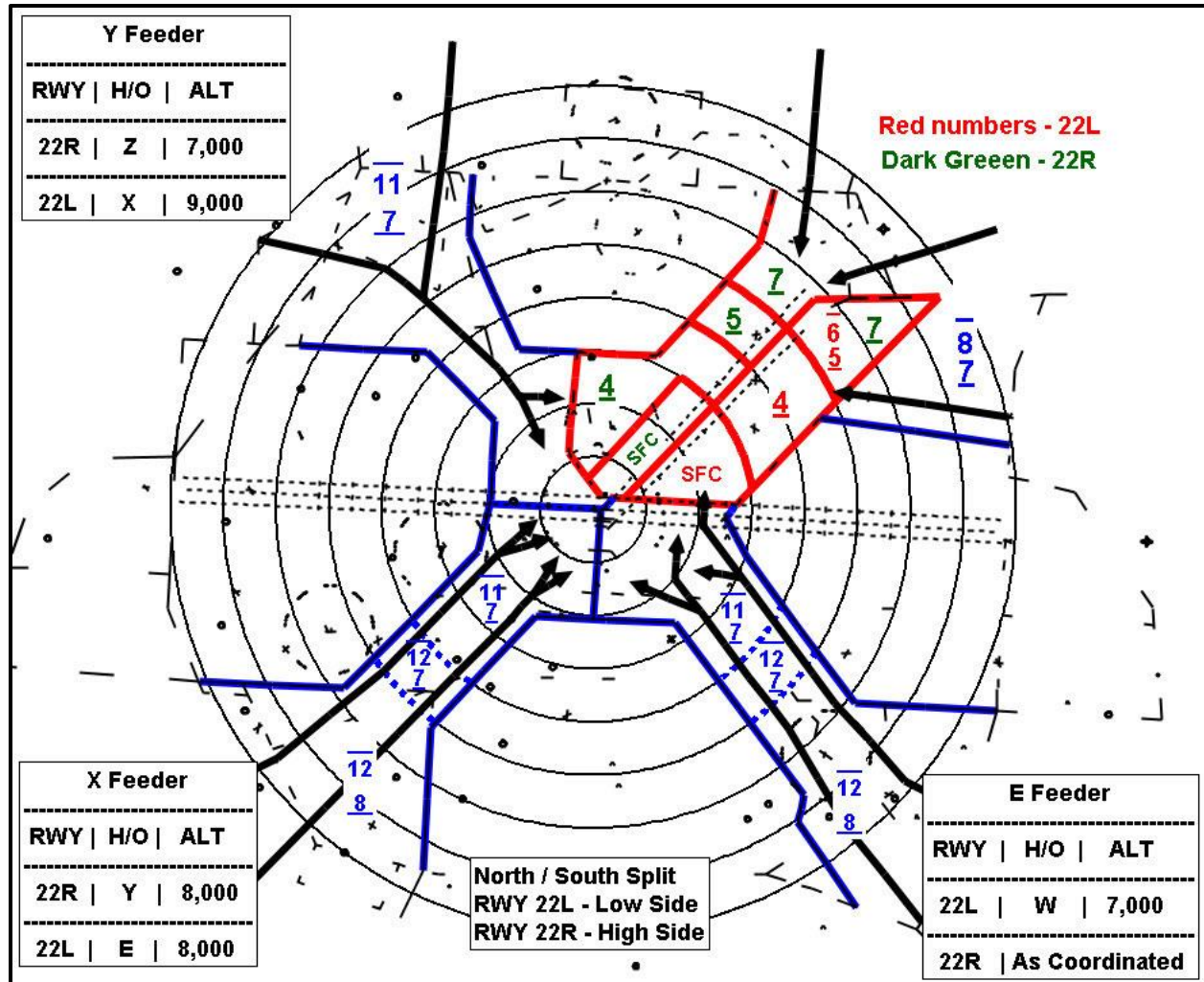
Appendix C-4 – Feeder/Final Delegated Airspace - East Flow



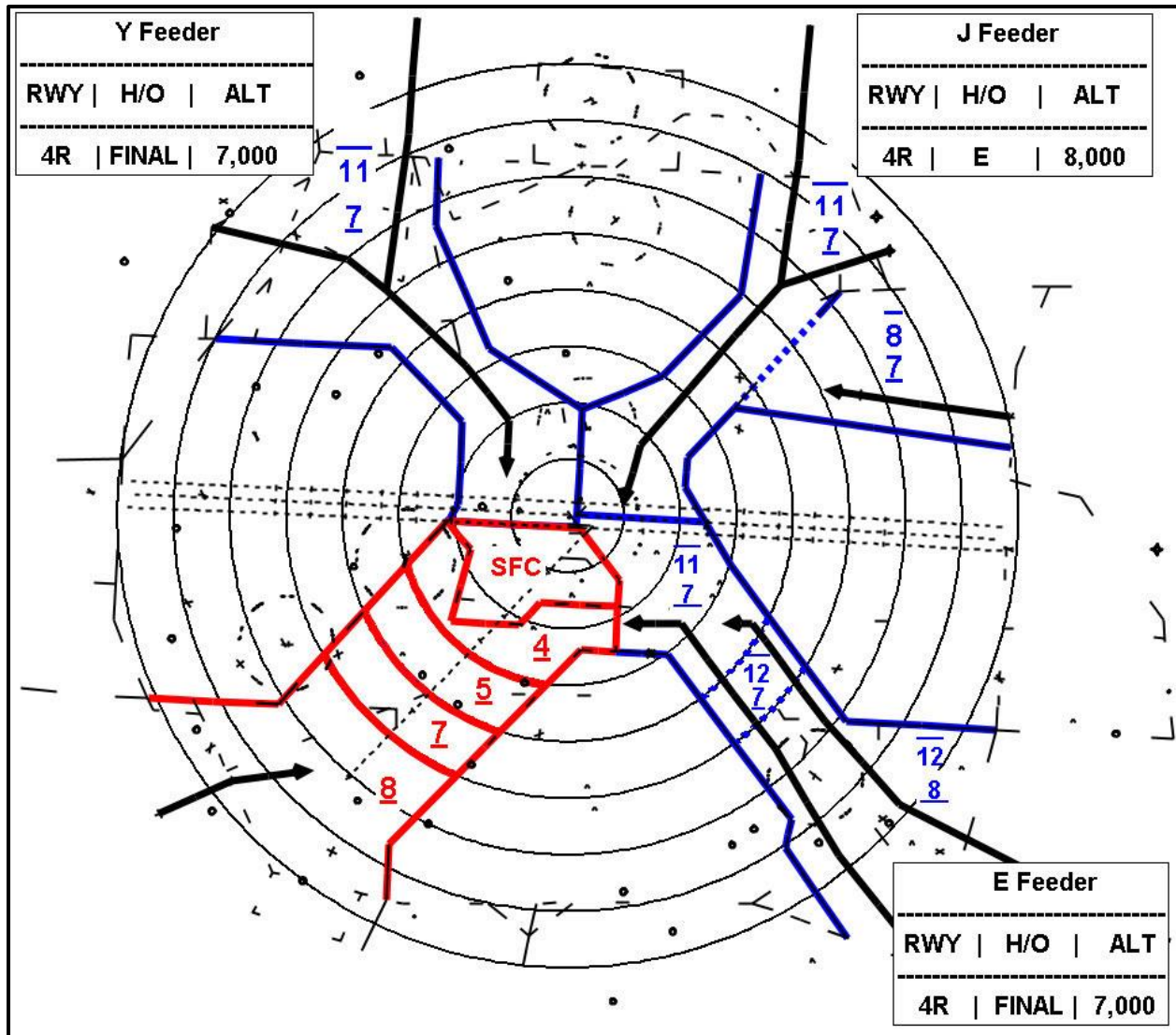
Appendix C-5 – Final Airspace - East Flow

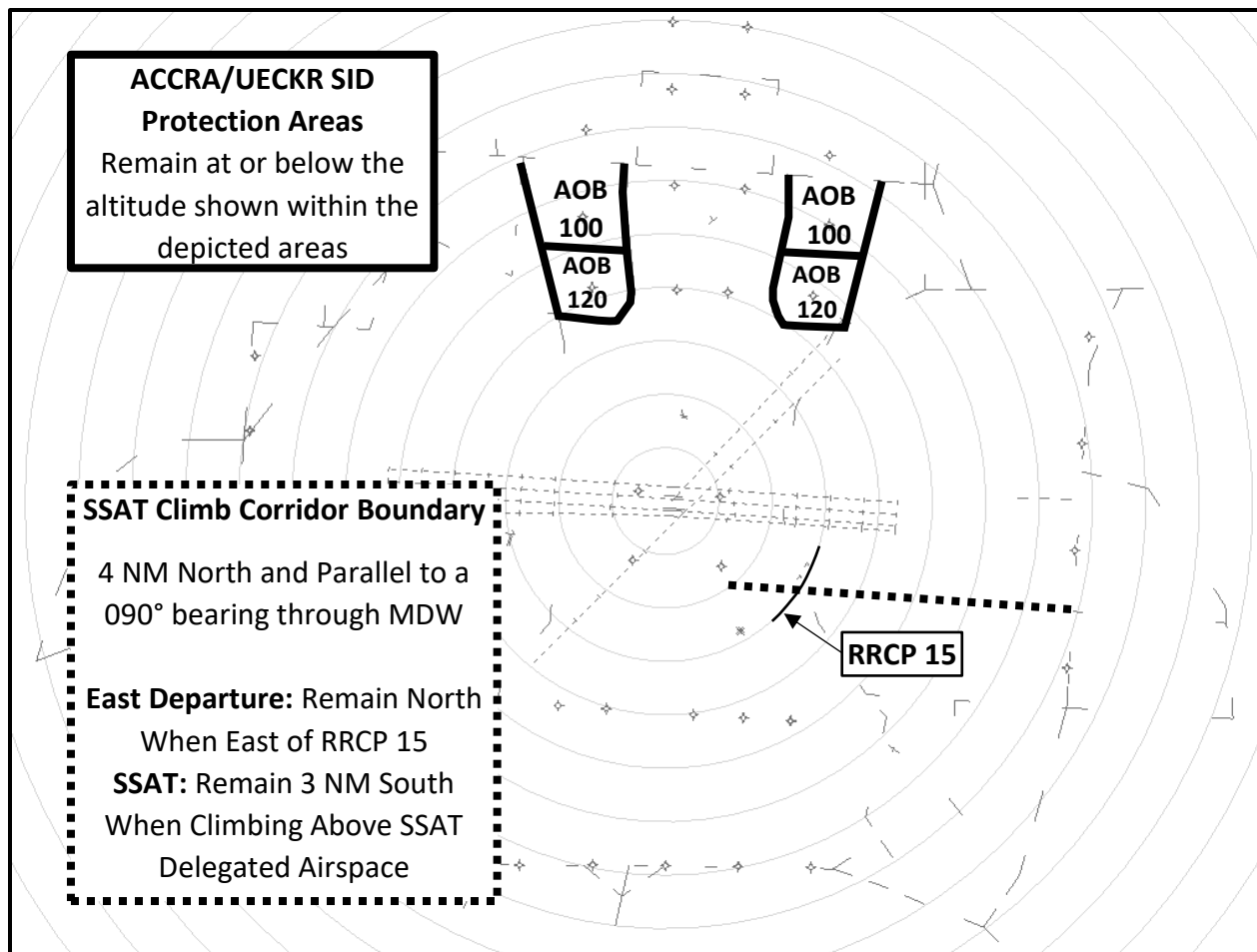


Appendix C-6 – Feeder/Final Delegated Airspace - 4R Only

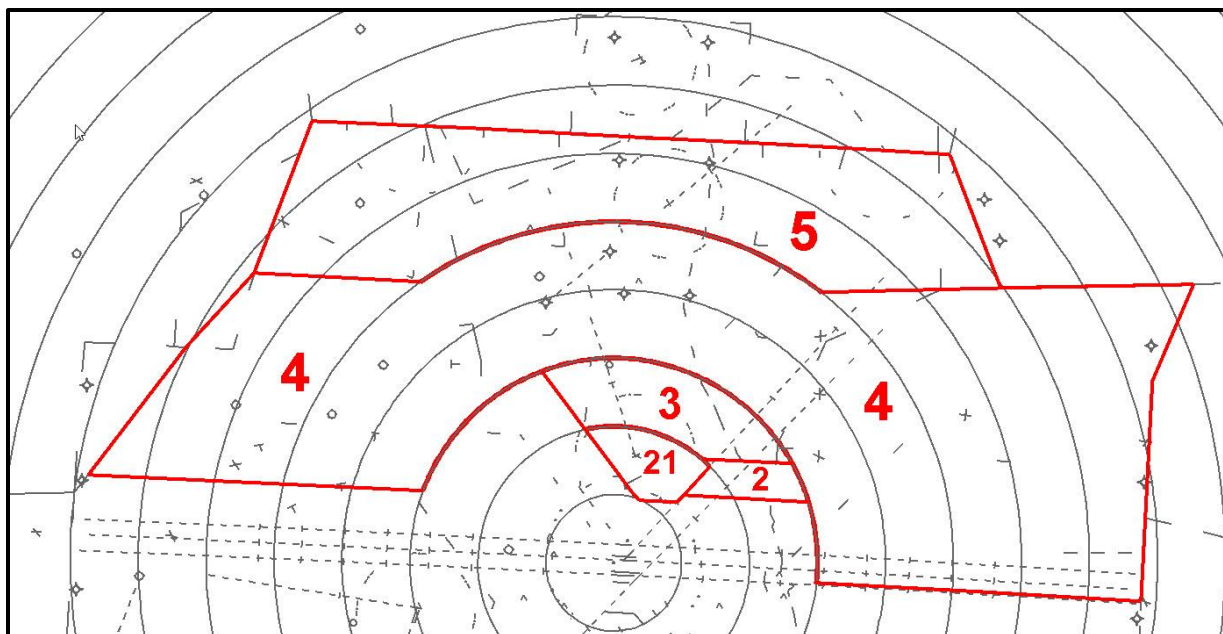


Appendix C-7 – Feeder/Final Delegated Airspace - Parallel 22s

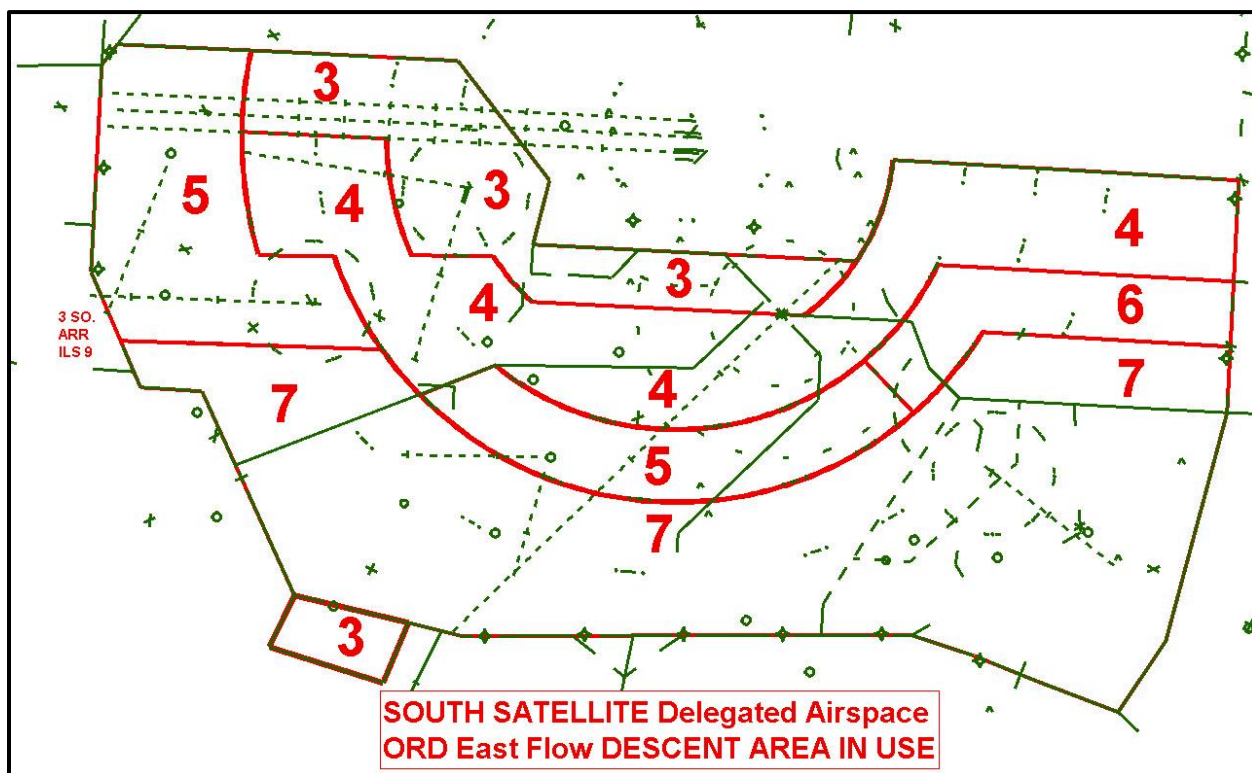
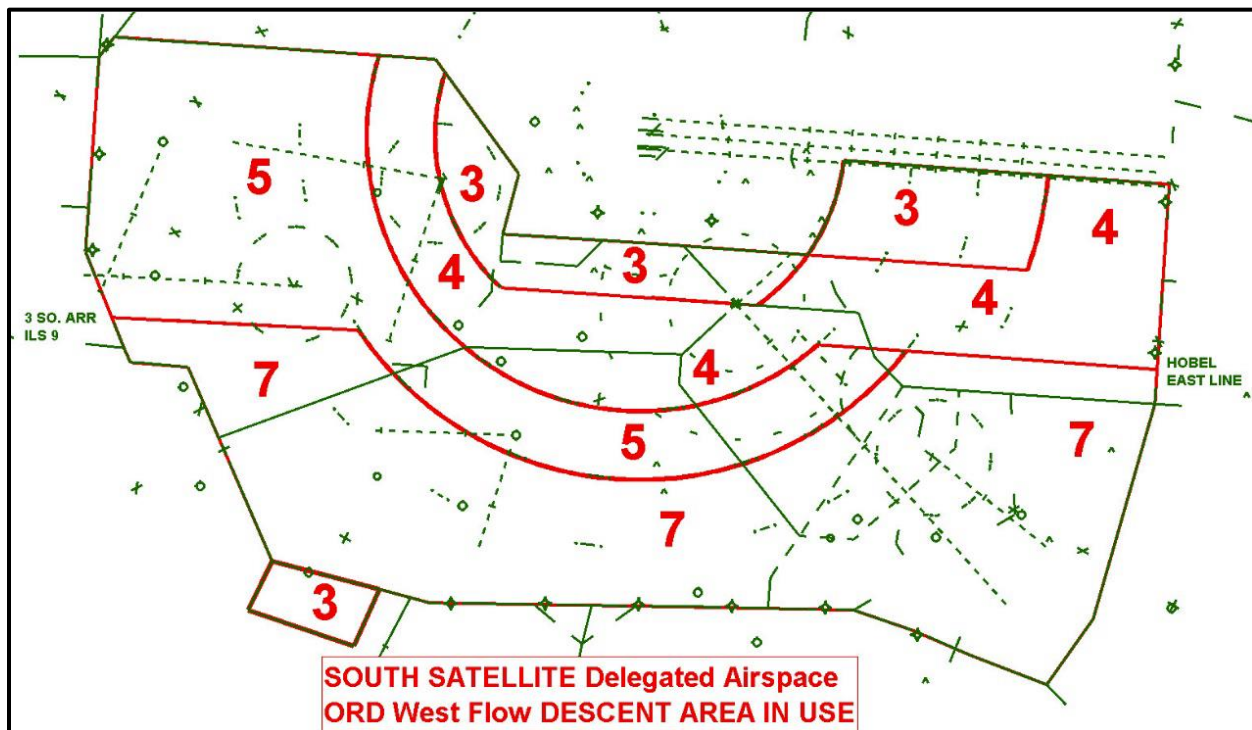


Appendix D – ACCRA/UECKR Protection Areas and SSAT Climb Corridor Boundary

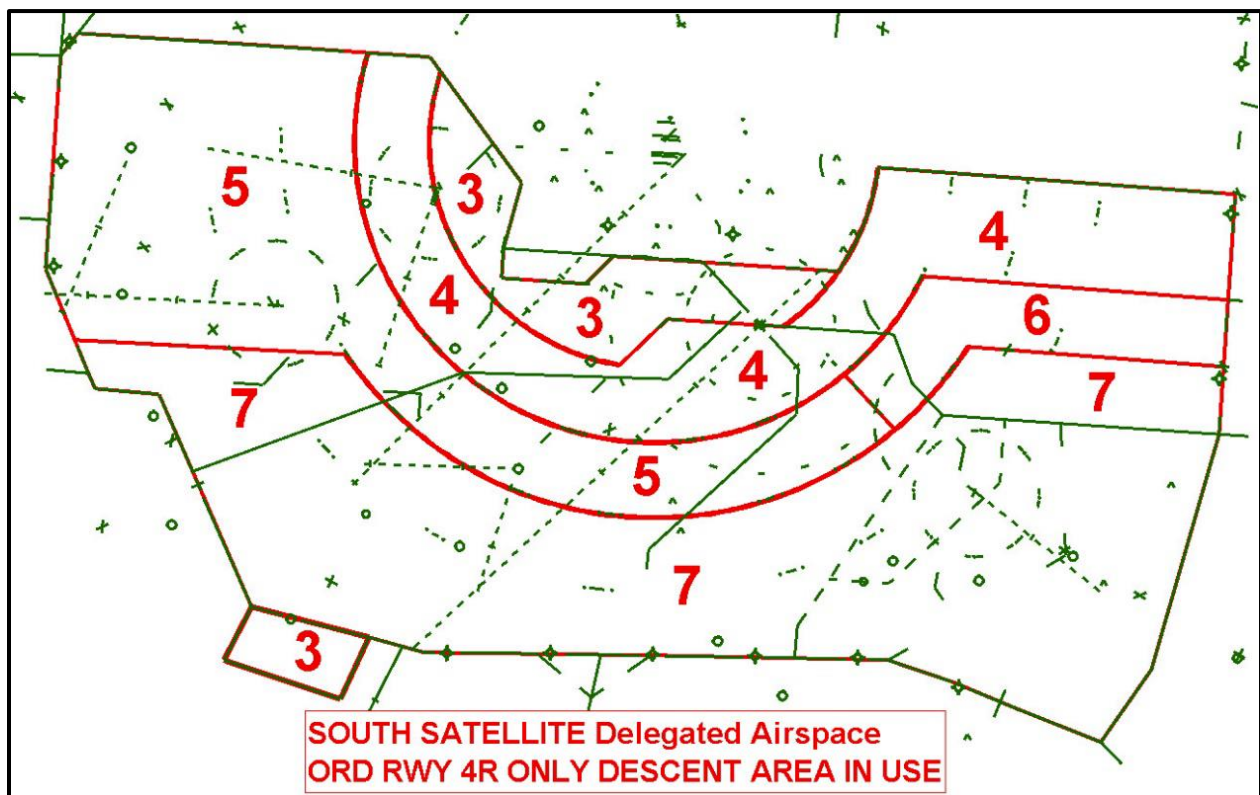
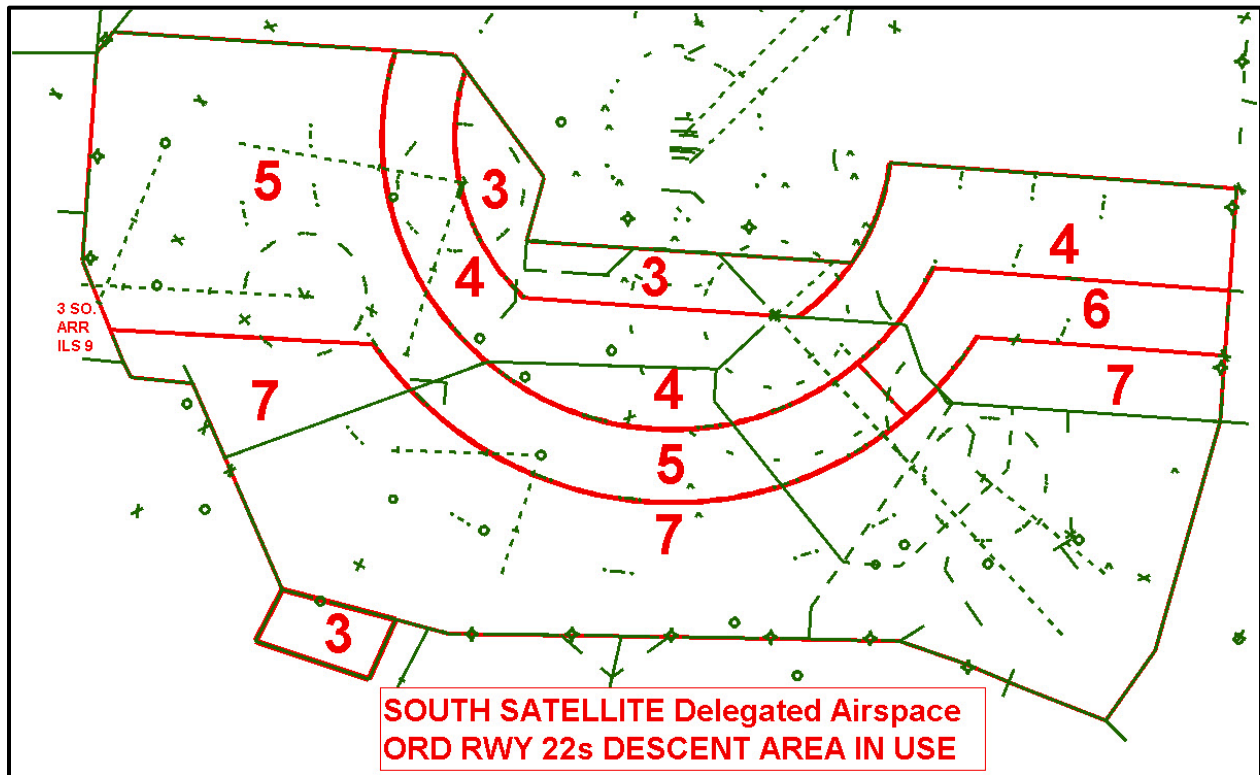
**Appendix E – North Satellite (NSAT) Delegated Airspace
(Numbers Indicate Airspace Ceiling in Thousands of Feet)**



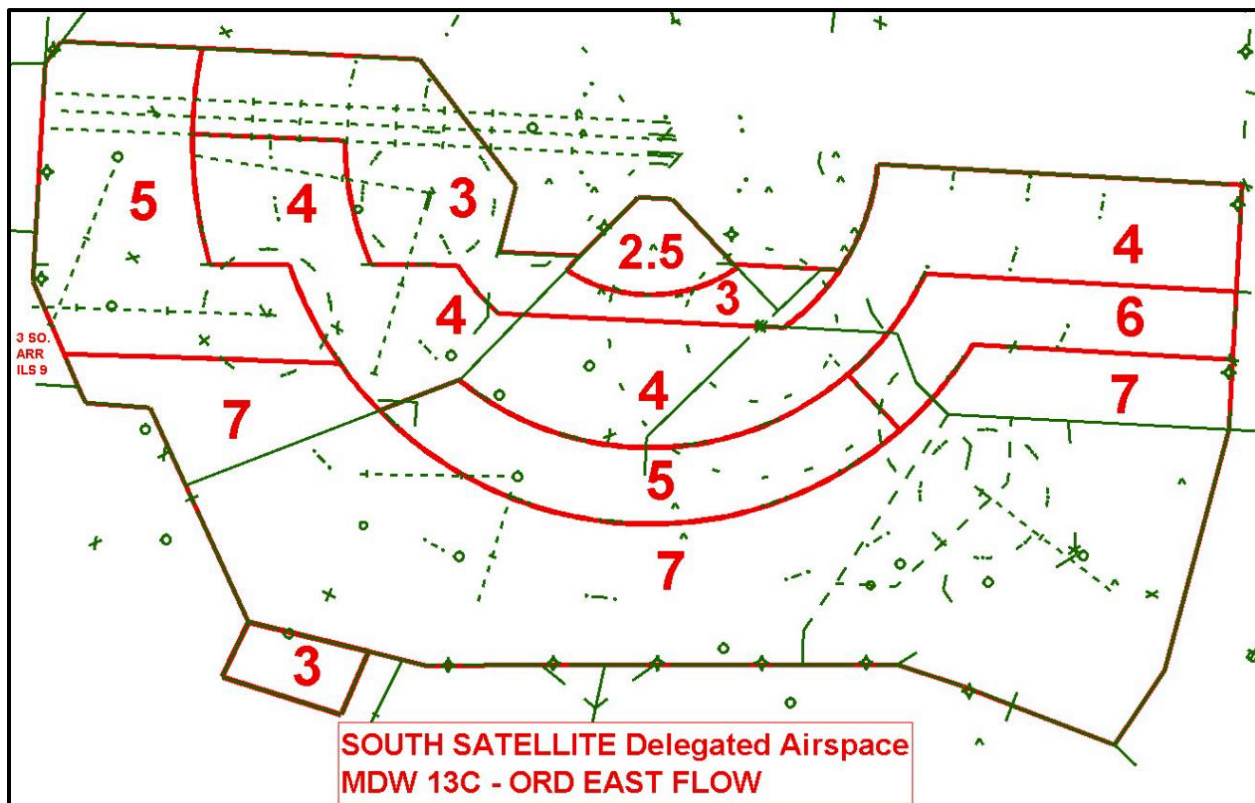
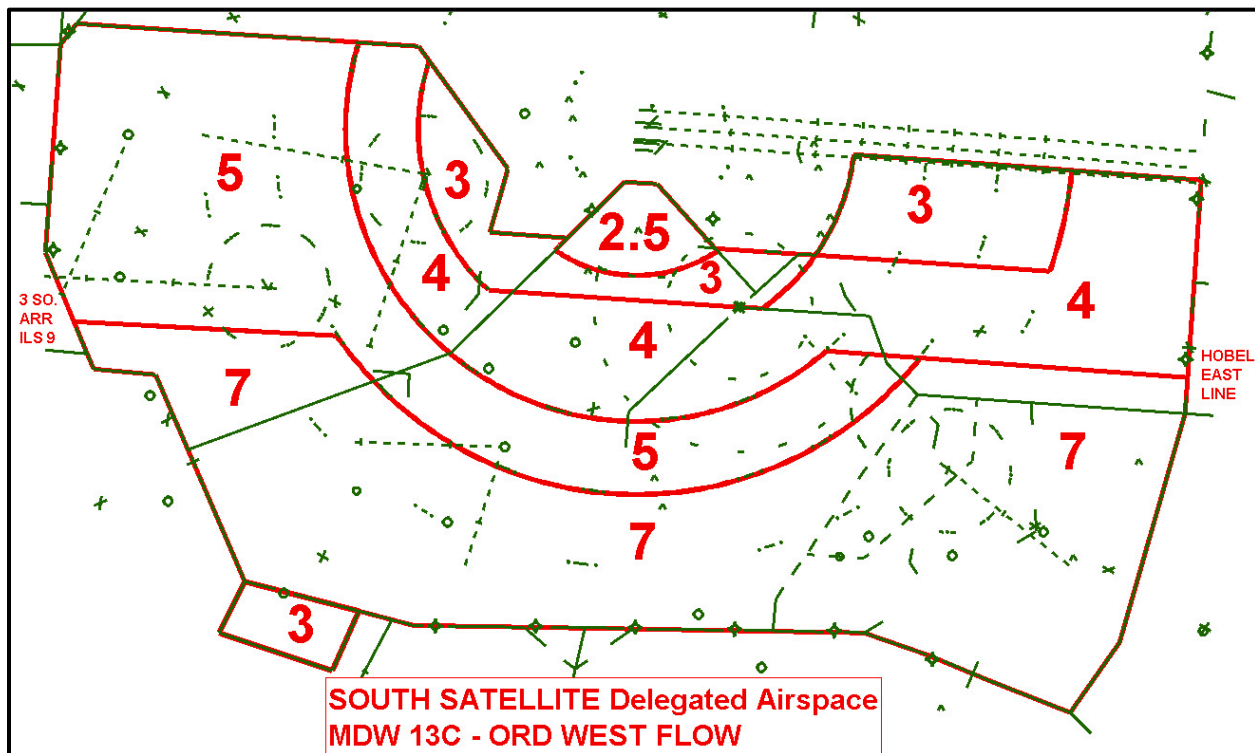
Appendix F-1 – South Satellite (SSAT) Delegated Airspace - West or East Flow
(Numbers Indicate Airspace Ceiling in Thousands of Feet)



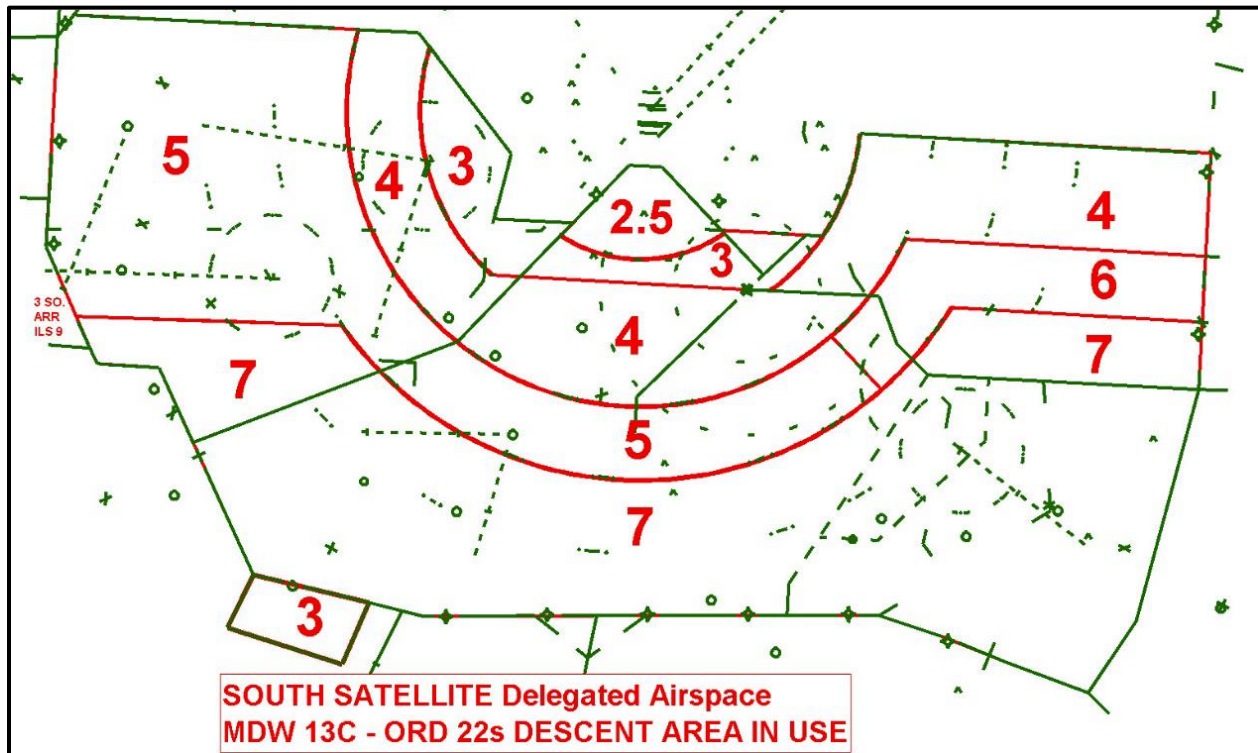
Appendix F-2 – South Satellite (SSAT) Delegated Airspace - Parallel 22s or 4R Only
(Numbers Indicate Airspace Ceiling in Thousands of Feet)



Appendix F-3 – South Satellite (SSAT) Delegated Airspace - 13C & ORD West/East Flow
(Numbers Indicate Airspace Ceiling in Thousands of Feet)

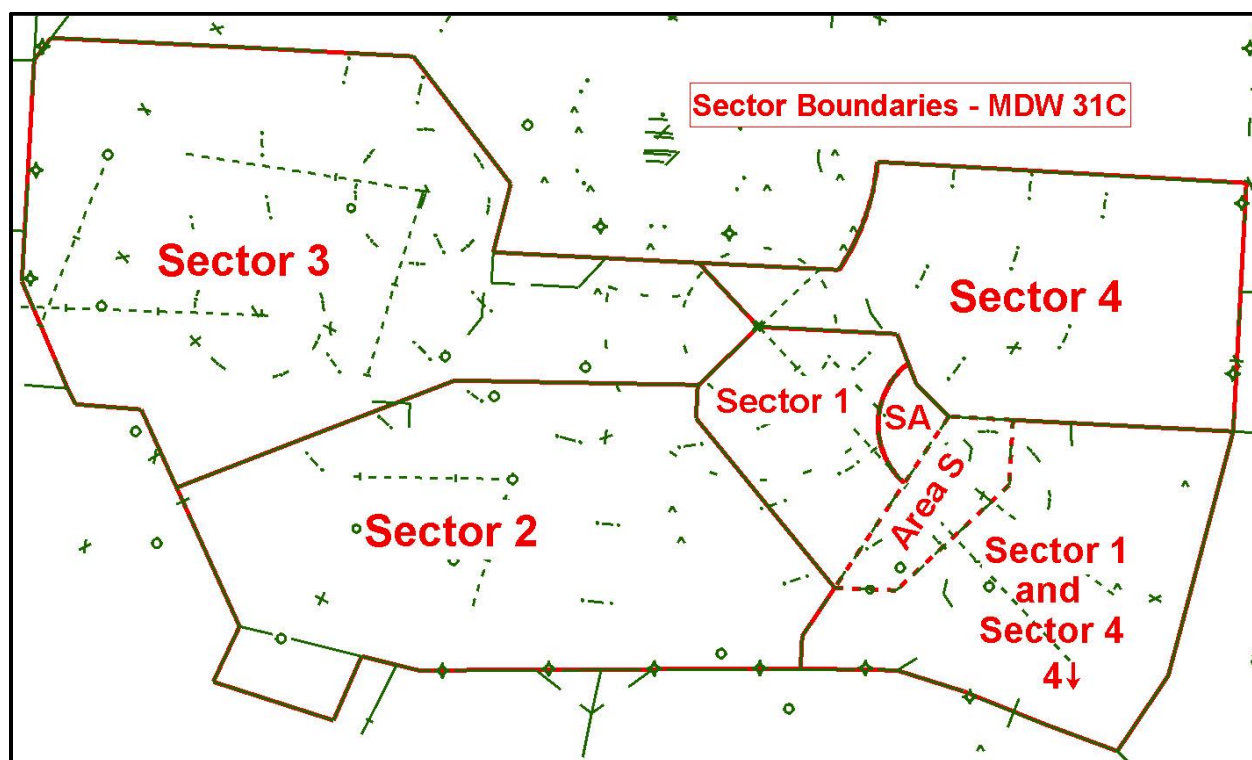


Appendix F-4 – South Satellite (SSAT) Delegated Airspace - 13C & ORD Parallel 22s
(Numbers Indicate Airspace Ceiling in Thousands of Feet)



Appendix F-5 – SSAT Sector Boundaries - MDW Runway 31C

F-5.1 Lateral Limits:



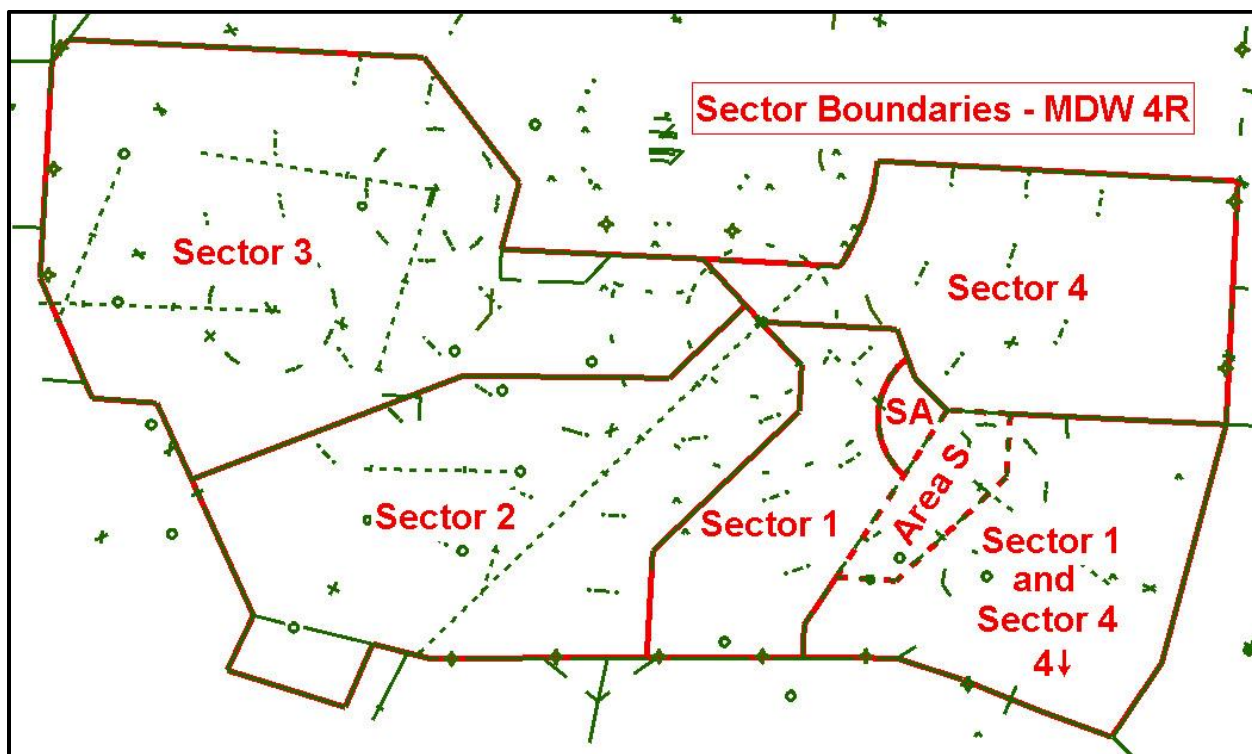
F-5.2 Vertical Limits:

Sector(s)	Area Label(s)	Lower Altitude Limit	Upper Altitude Limit
1	"Sector 1" and "SA"	SFC, except 3,000 in "SA" when coordinated	SSAT Airspace Ceiling
	Area S	4,000	
	"Sector 1 and Sector 4"	5,000	
2 and 3	"Sector 2" and "Sector 3"	SFC	SSAT Airspace Ceiling
4	Sector 4	SFC	SSAT Airspace Ceiling
	"Sector 1 and Sector 4"		4,000
	Area S		3,000
	SA (When Coordinated)		2,000

NOTE – "SA" is coordinated by Sector 4 when conducting KGYR RNAV (RNP) approaches.

Appendix F-6 – SSAT Sector Boundaries - MDW Runway 4R

F-6.1 Lateral Limits:



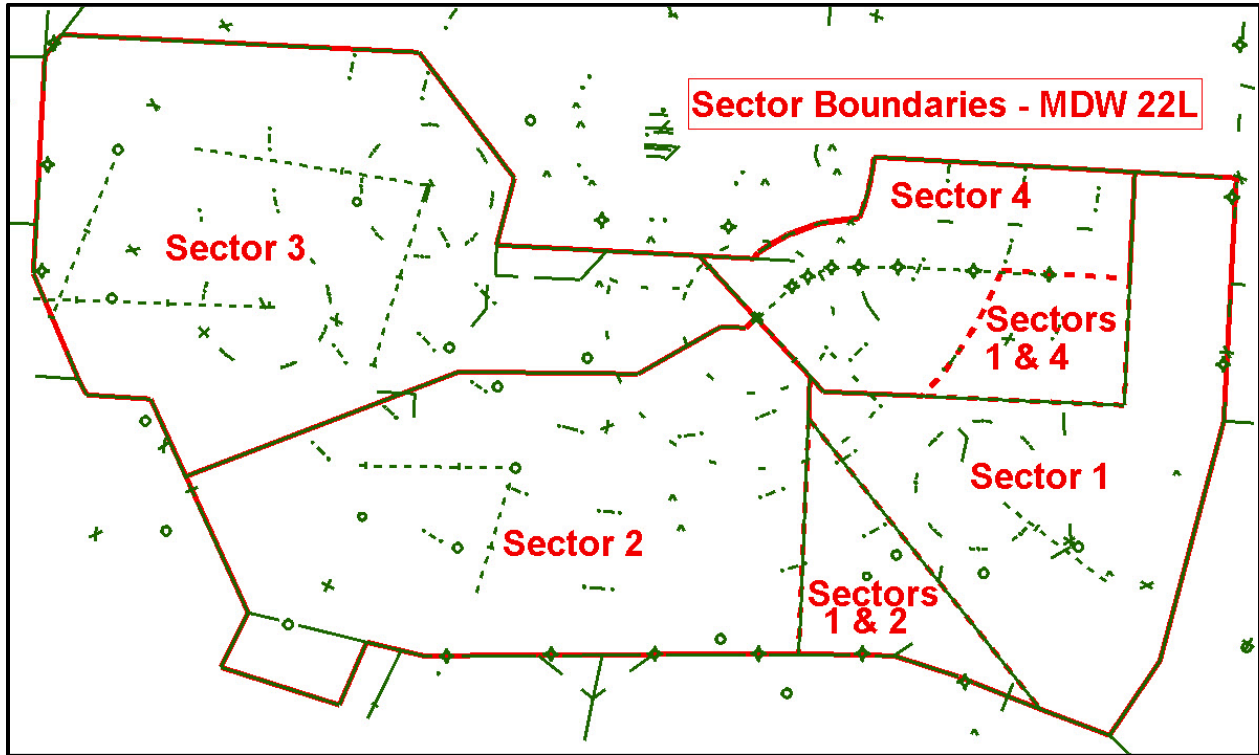
F-6.2 Vertical Limits:

Sector(s)	Area Label(s)	Lower Altitude Limit	Upper Altitude Limit
1	"Sector 1" and "SA"	SFC, except 3,000 in SA when coordinated	SSAT Airspace Ceiling
	Area S	4,000	
	"Sector 1 and Sector 4"	5,000	
2 and 3	"Sector 2" and "Sector 3"	SFC	SSAT Airspace Ceiling
4	Sector 4	SFC	SSAT Airspace Ceiling
	"Sector 1 and Sector 4"		4,000
	Area S		3,000
	SA (When Coordinated)		2,000

NOTE – "SA" is coordinated by Sector 4 when conducting KGYR RNAV (RNP) approaches.

Appendix F-7 – SSAT Sector Boundaries - MDW Runway 22L

F-7.1 Lateral Limits:

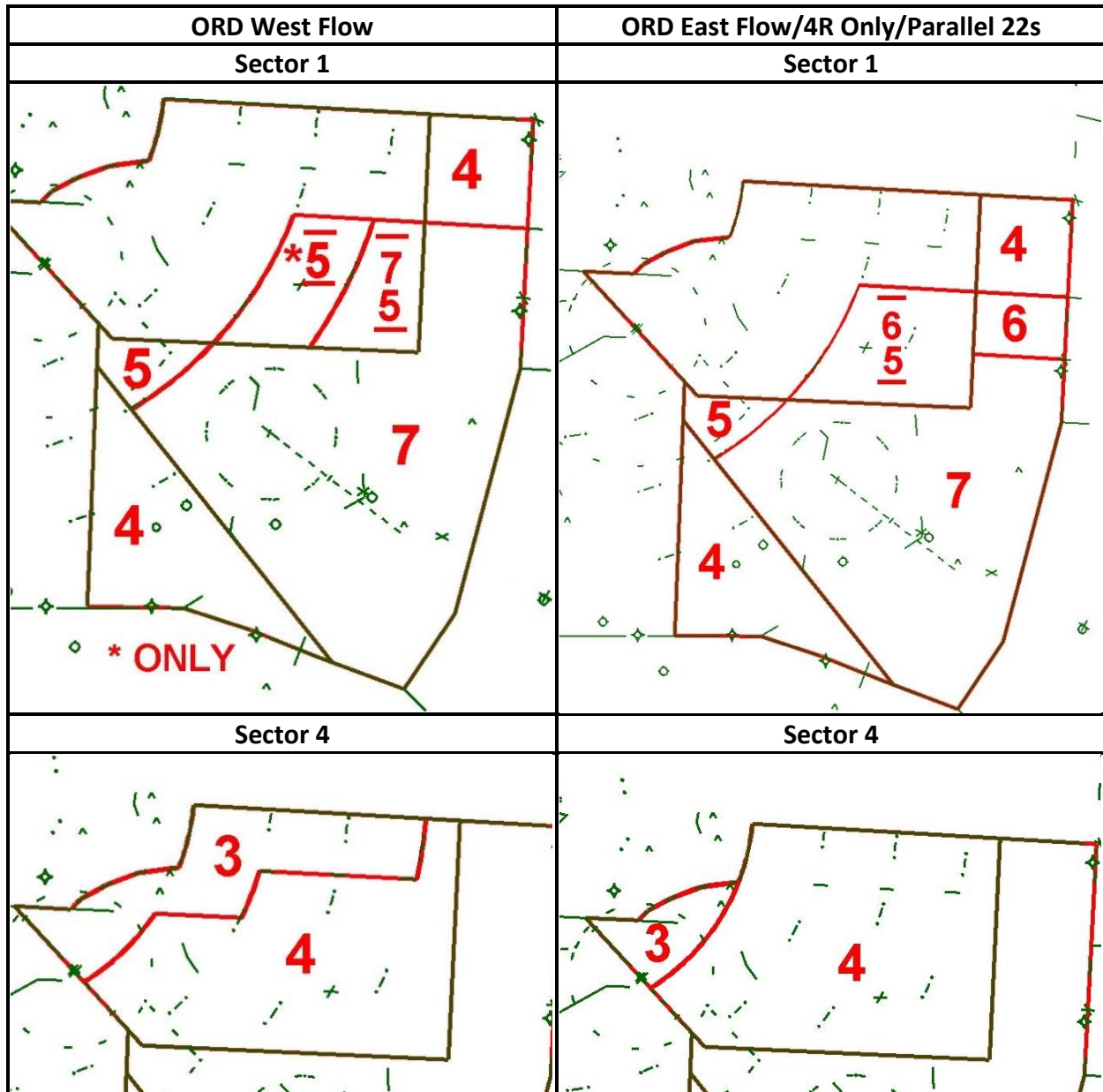


F-7.2 Vertical Limits:

Sector(s)	Area Label	Lower Altitude Limit	Upper Altitude Limit
1 and 4	Sector 1	SFC, Except as Depicted in Appendix F-8 Below	As Depicted in Appendix F-8 Below
	Sectors 1 & 2		
	Sectors 1 & 4		
	Sector 4		
2	Sector 2	SFC	SSAT Airspace Ceiling
	Sectors 1 & 2	5,000	
3	Sector 3	SFC	SSAT Airspace Ceiling

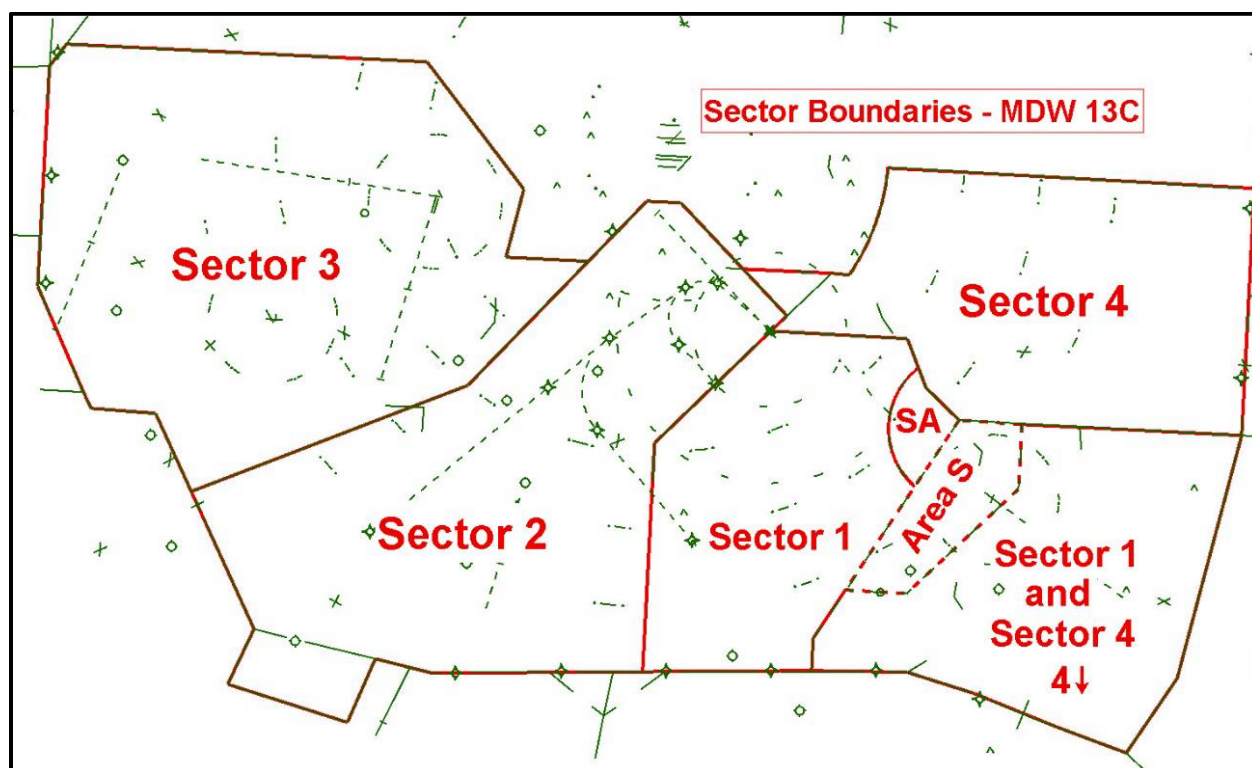
Appendix F-8 – SSAT Sector Boundaries - MDW Runway 22L (Sectors 1/4 Detail)
(Numbers in Thousands of Feet)

Underlined Numbers Indicate Airspace Floor
Other Numbers Indicate Airspace Ceiling



Appendix F-9 – SSAT Delegated Airspace - MDW Runway 13C

F-9.1 Lateral Limits:



F-9.2 Vertical Limits:

Sector(s)	Area Label(s)	Lower Altitude Limit	Upper Altitude Limit
1	"Sector 1" and "SA"	SFC, except 3,000 in SA when coordinated	SSAT Airspace Ceiling
	Area S	4,000	
	"Sector 1 and Sector 4"	5,000	
2 and 3	"Sector 2" and "Sector 3"	SFC	SSAT Airspace Ceiling
4	Sector 4	SFC	SSAT Airspace Ceiling
	"Sector 1 and Sector 4"		4,000
	Area S		3,000
	SA (When Coordinated)		2,000

NOTE – "SA" is coordinated by Sector 4 when conducting KGYR RNAV (RNP) approaches.

Appendix G – Position Relief Checklist

Use the following checklist during position relief briefings. Items may be omitted when not relevant to the position, sector combination(s), or traffic situation.

SIA	Positions/Frequencies
Runway Configuration	C90 Positions
ORD/MDW/Satellites	ZAU Positions
Closures	Open Underlying/Adjacent Facilities
Conditions	Traffic Management/Flow
Availability of Visuals	TMU Initiatives
Weather Conditions	Altitude/In-Trail Restrictions
Weather Sequence	Arrival Speeds/Holding
PIREP/SIGMET	Coordination Agreements
Turbulence/Windshear	Coordination Lights
Icing	Deviations
RVR	Silent/Call for Release
Braking Action/RCCs	Current Traffic
Equipment	Headings/Altitudes/Speeds
Network or Software Anomalies	Point Outs
NOTAMs/Outages	Spacing Requirements
Special Activities	Coordination Agreements
Emergency/Priority Handling	Communications Status
TFRs	Pending Cancellation(s)/Release(s)
Special Events	Airspace Exclusions (C09/DKB/ENW/UGN)