

VATSIM CHICAGO ARTCC AND CHICAGO TRACON

LETTER OF AGREEMENT

Effective Date: 2/1/2021

Subject: Approach Control

1. **PURPOSE.** This agreement delegates airspace and associated air traffic control responsibilities to VATSIM Chicago TRACON.
2. **CANCELLATION.** VATSIM Chicago ARTCC and C90 TRACON LOA, dated 1/16/2019.
3. **SCOPE.** This Letter of Agreement is applicable to VATSIM Chicago ARTCC (ZAU) and VATSIM Chicago TRACON (C90), and is supplemental to current air traffic procedures, handbooks, and directives relating to enroute and terminal procedures.
4. **DELEGATION.** ZAU delegates to C90 the authority and responsibility for the control of air traffic within the designated airspace and at the altitudes depicted in Appendix A.
5. **GENERAL PROCEDURES:**
 - a. Clearance limits must be the destination airport until in-trail hand-offs cease.
 - b. Known traffic is an aircraft whose transfer of radar identification is complete from ZAU to C90 or from C90 to ZAU.
 - c. Enroute aircraft must not be cleared through C90 airspace unless coordinated.
6. **ARRIVALS:**
 - a. ZAU must:
 - (1) Issue a route in accordance with Appendices B, E, F, G, and H, and:
 - (a) Via RNAV STAR when capable, including MDW Runway transition.
 - (b) ORD and MDW prop arrivals must be routed through PLANO sector on or west of V429 or through SBN Approach.
 - (c) During East Flow, route SPI/BMI/PIA/CMI departures landing ORD via SHAIN, TRTLL, or BDF STARs.
 - (2) Issue an altitude in accordance with Appendices B, E, F, G, and H. Where the LOA indicates 2 altitudes (e.g., 4,000/5,000), the first altitude must be the primary altitude. The second altitude may be used to resolve overtakes (e.g., Jet and Prop).
 - (3) Provide 5 NM or greater in-trail radar separation between like types (e.g., Jet and Jet).
 - (4) Provide a minimum of 8 NM in trail behind super aircraft.
 - (5) For FARMM Sector arrivals, transfer communication to C90 by FYTTE.

- (6) Release control to C90 for speed increase and:

| From FARMM (74) | From KUBBS (26) |
|---|--|
| Turns from FYTTE 060° clockwise to 180° <i>NOTE – RFD releases control to C90 for the same turns and descent to 9,000</i> | Turns and ORD – Descent to 6,000 |
| From PLANO (51) | From BEARZ (35) |
| Turns and ORD – Descent to 11,000 Sector 2/3/4/NSAT – Descent | Descent and Turns above Area E or Descent North of HULLS |

- b. C90 must:
- (1) Ensure separation from known traffic.
 - (2) Authorize FARMM Sector to descend Milwaukee Terminal Area, KRFD, KARR, and KDPA arrivals to 11,000 within C90 Airspace Area A (See Appendix A). C90 must point out to FARMM Sector any aircraft not from FARMM Sector entering or within 3 NM of Area A above 10,000.
 - (3) Assume Area F from 11,000 to 12,000 for arrivals during West Flow and revert to departures for other ORD runway configurations.

7. DEPARTURES:

- a. C90 must:
- (1) Route aircraft via a departure track/fix/heading depicted in Appendix D.
 - (2) Ensure Non-RNAV aircraft assigned the same altitude are in-trail or have correct route relationship (e.g. RBS west of EON).
 - (3) Clear northbound aircraft no farther direct than NEATO/BRTMN except KUGN departures may be no farther direct than DLLAN/TAAYZ.
 - (4) Clear MOBLE or LEWKE aircraft vectored to avoid WATSN STAR traffic direct ADIME or GIJ as appropriate.
 - (5) Clear NSAT RNAV aircraft transferred to EON Sector north of KORD direct MONKZ/JORJO before joining the appropriate SID/departure track.
 - (6) Delegate to ZAU the use of ACCRA/UECKR SIDs through C90 airspace, provided aircraft meet all published crossing restrictions.
 - (7) Assign the lowest of the following altitudes:
 - (a) As depicted in Appendix D for the departure track/fix/heading.
 - (b) The flight plan requested altitude.
 - (c) 3,000 when the flight plan requested altitude is 4,000 and the aircraft is entering PLANO sector.
 - (8) Assign capable jets 250 knots.
 - (9) Provide CRIBB/EON/PLANO/MALTA/LNR sectors 3 NM separation increasing to 5 NM or greater per FAAO 7110.65 5-5-4.d.4.

- (10) Release control to ZAU for climb, speed increase, and turns not to exceed 30°, as follows (See Appendix C):

| | | |
|---------------------|---------------------|---------------------|
| | Entering HARLY (62) | |
| | At or Above 13,000 | |
| Entering MALTA (77) | | Entering CRIBB (81) |
| At or Above 10,000 | | At or Above 11,000* |
| | Entering EON (44) | * West Flow – |
| | On Contact | MOBLE/LEWKE |
| | | At or Above 13,000 |

- b. ZAU must ensure separation from known traffic.
8. **TRAFFIC MANAGEMENT.** Coordinate the following through TMU unless an immediate need exists or TMU is not staffed, then coordinate with affected position(s) any:
- Interruption of or changes to arrival traffic flows/STARs in use.
 - Necessary spacing or speed restrictions.
 - Information that may impact operations.
 - Sector opening/closing and ORD/MDW runway/configuration changes.
9. **BEACON CODE ALLOCATION.** ZAU allocates the following beacon code to C90 for internal use: 0100-0137, 0301-0377, and 5101-5177

Appendix A – Airspace Delegated to Chicago TRACON

Appendix B – Chicago Terminal Area Airports

Appendix C – ZAU Sectors and Frequencies

Appendix D – C90 Departure Tracks/Fixes and Altitudes

Appendix E – ORD RNAV Arrival Routes and Altitudes

Appendix F – ORD Non-RNAV Arrival Routes and Altitude

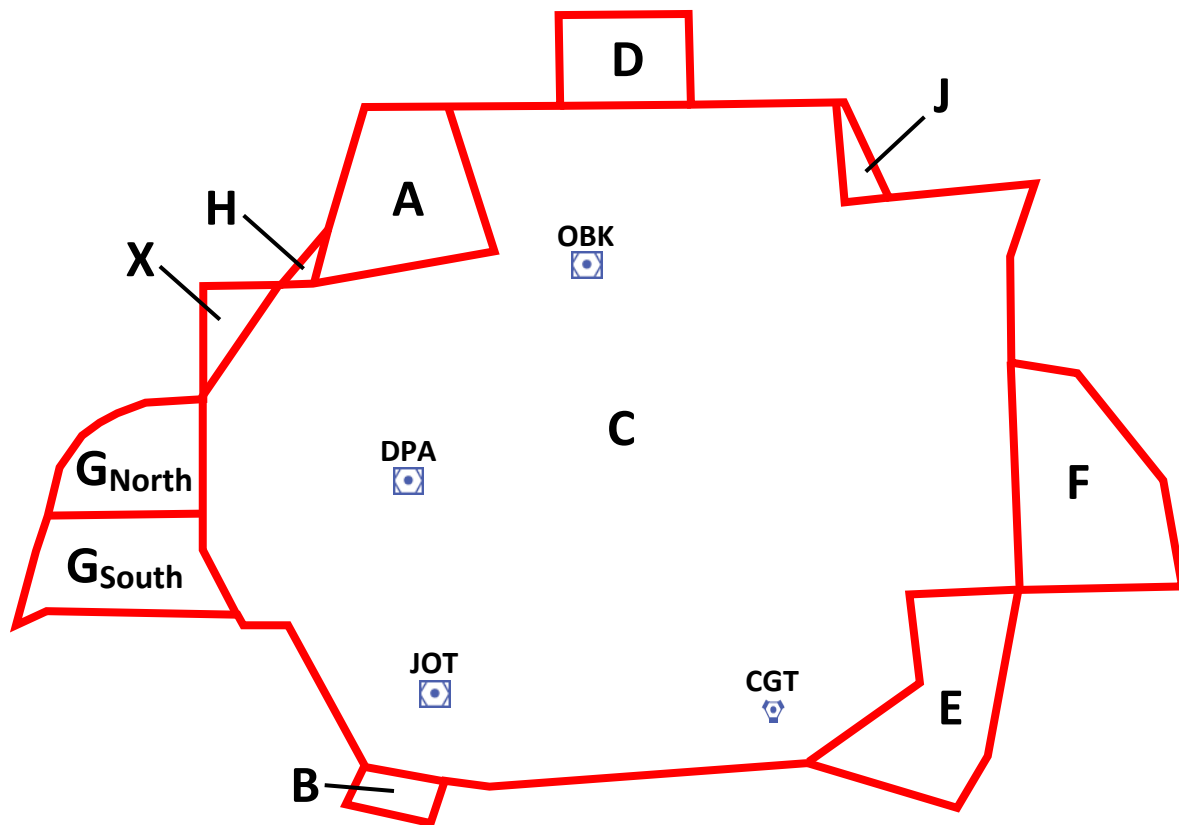
Appendix G – C90 Satellite Airport Arrival Routes

Appendix H – Interim Chicago Terminal Area Tower En Route Control Procedures



Dristin Rose
Air Traffic Manager
VATSIM Chicago ARTCC

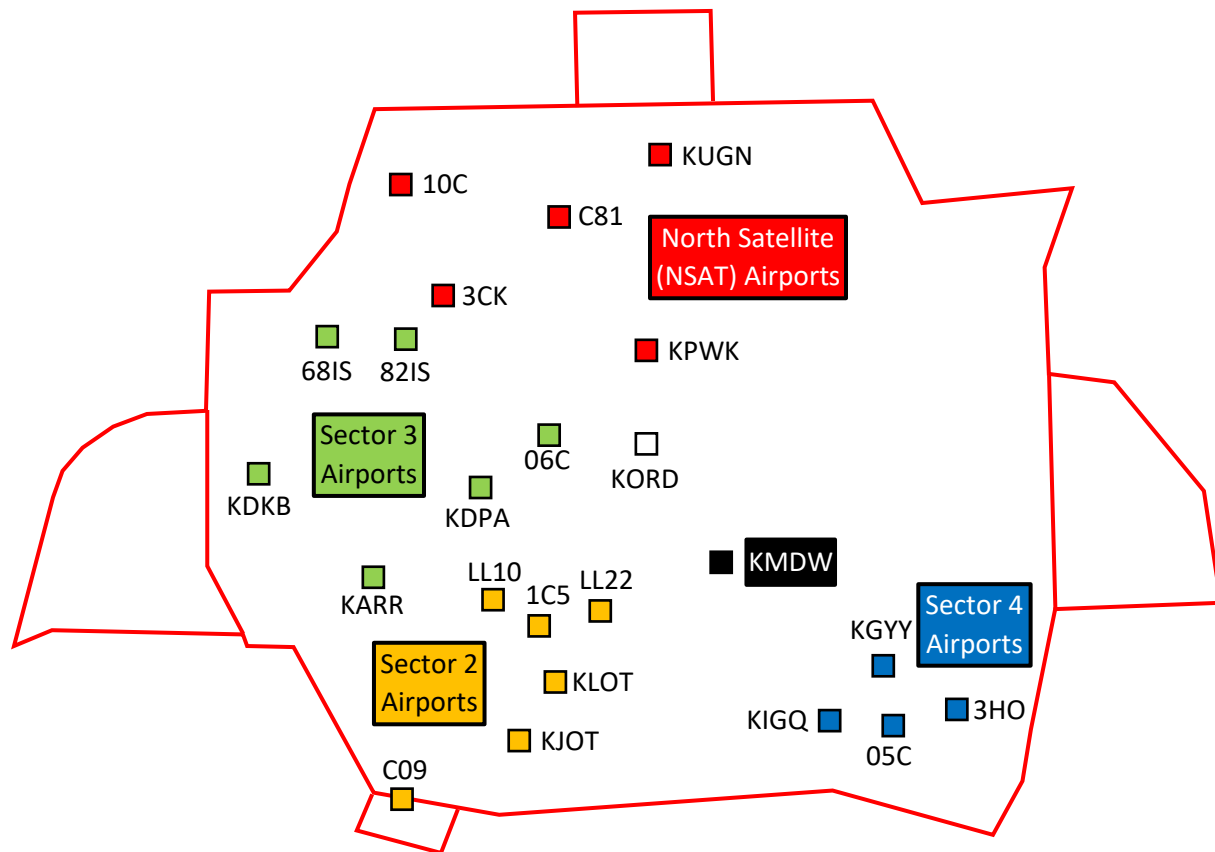
Appendix A – Airspace Delegated to Chicago TRACON



| Area Label | Altitude Strata |
|--------------------|------------------|
| A | SFC to 13,000 |
| B | SFC to 3,000 |
| C | SFC to 15,000 |
| D | 8,000 to 13,000 |
| E | SFC to 10,000 |
| F | 11,000 to 15,000 |
| G _{North} | 9,000 to 12,000 |
| G _{South} | 11,000 to 12,000 |
| H | SFC to 10,000 |
| J | SFC to 7,000 |
| X | 13,000 to 15,000 |

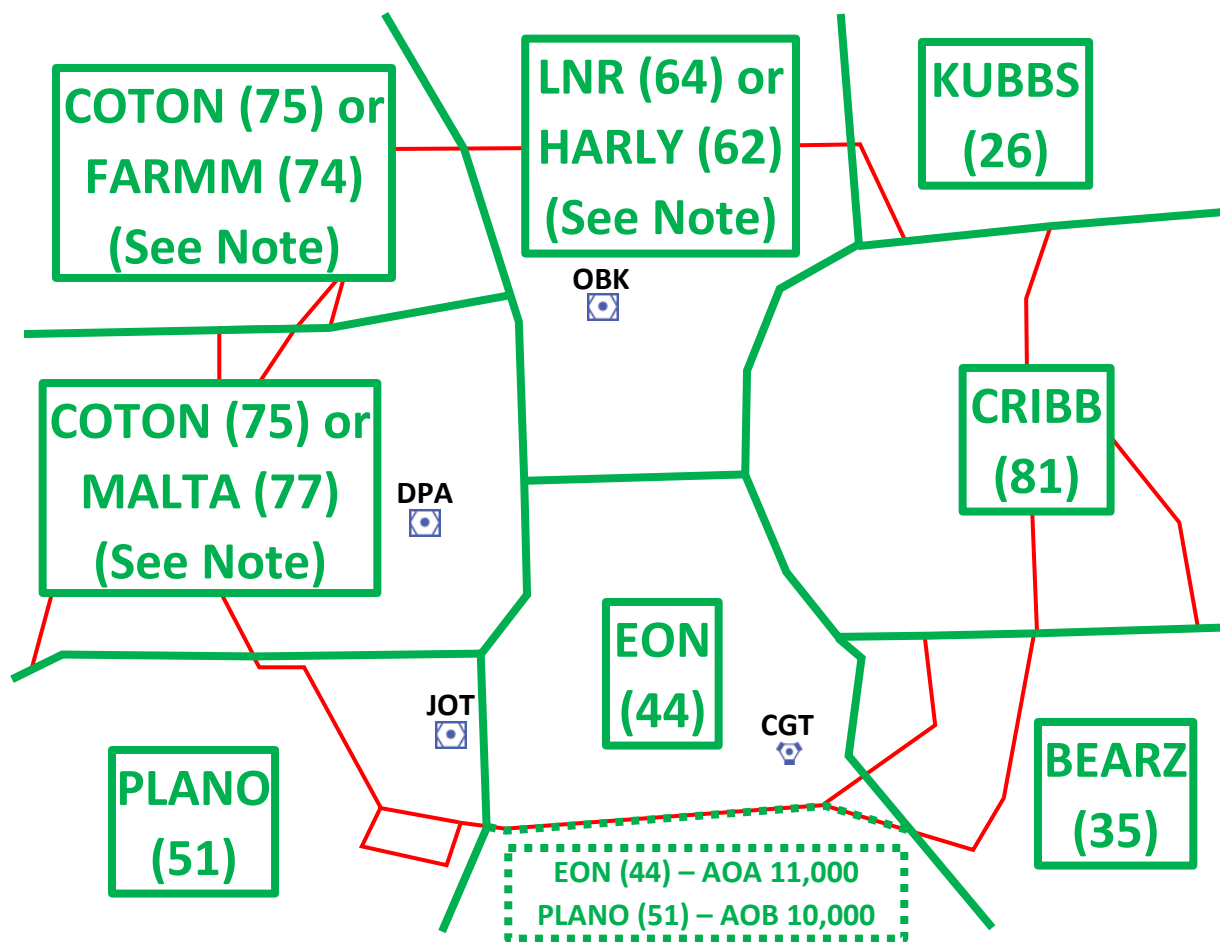
NOTE – Areas *G_{North}* and *G_{South}* are delegated to C90 only during ORD East Flow Configuration

Appendix B – Chicago Terminal Area Airports



NOTE – KMDW and Sector 2, 3, and 4 airports are South Satellite (SSAT) airports.

Appendix C – ZAU Sectors and Frequencies



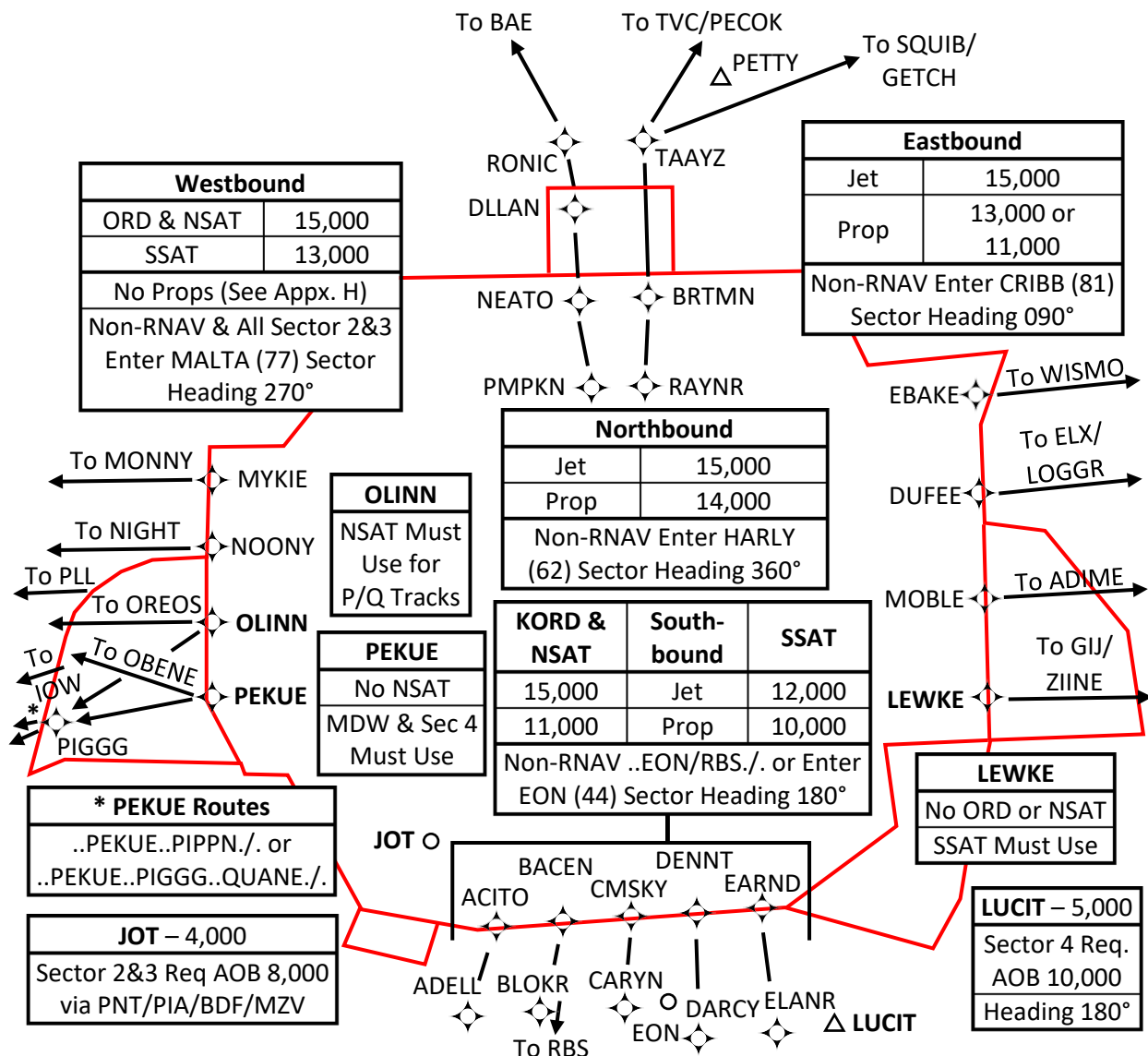
ZAU Sector Frequencies

| | | | |
|------------|------------|------------|-------------------|
| | | HARLY (62) | |
| | | 123.82 | |
| FARMM (74) | | LNR (64) | KUBBS (26) |
| 133.35 | COTON (75) | 133.3 | 133.2 |
| MALTA (77) | 127.77 | | CRIBB (81) |
| 134.82 | | | 120.35 |
| | PLANO (51) | EON (44) | BEARZ (35) |
| | 135.15 | 120.12 | 134.87 |

Bold – Combined Center Position

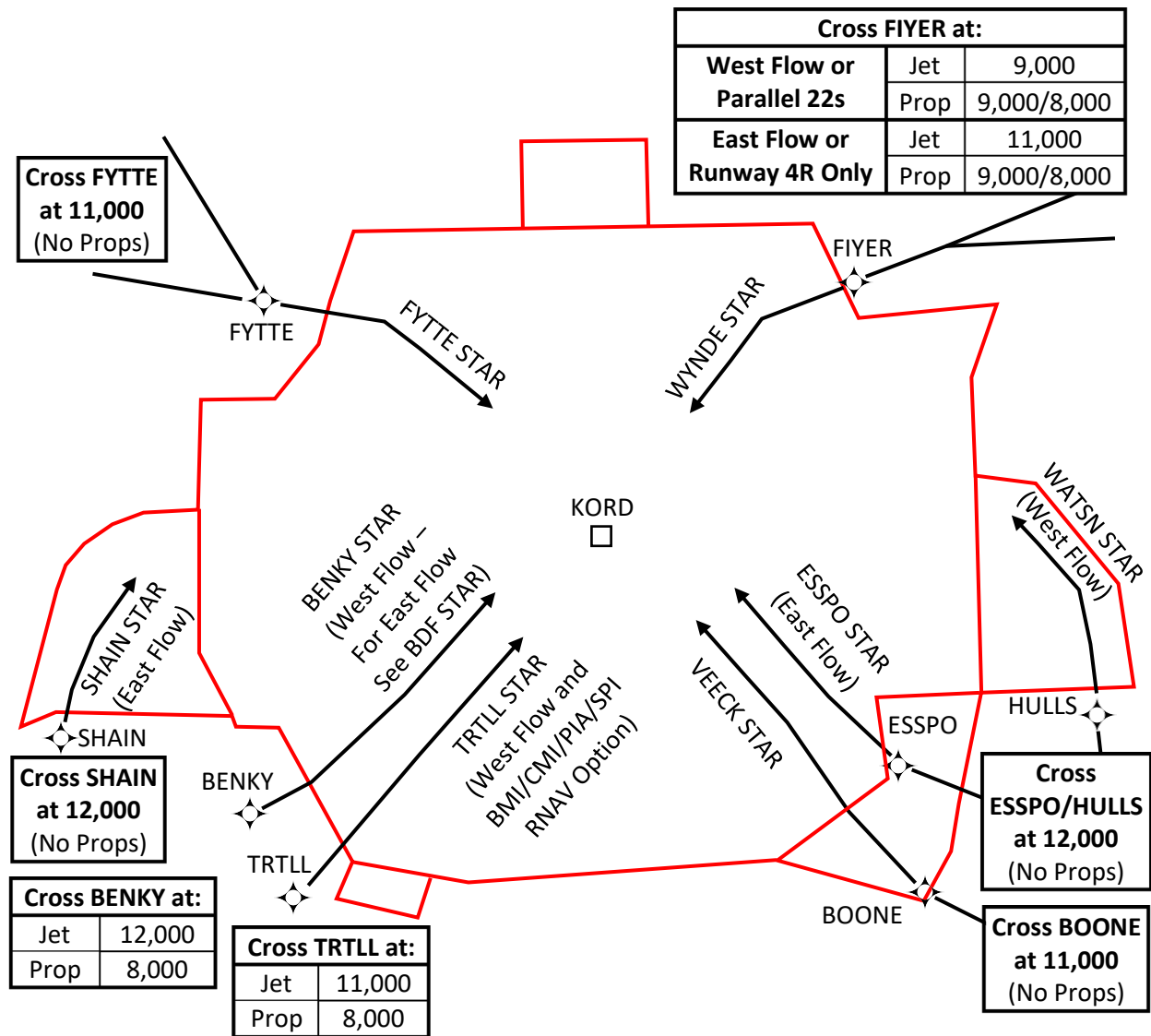
NOTE – FARMM (74) and MALTA (77) normally combine at COTON (75),
HARLY (62) normally combines at LNR (64)

Appendix D – C90 Departure Tracks/Fixes and Altitudes



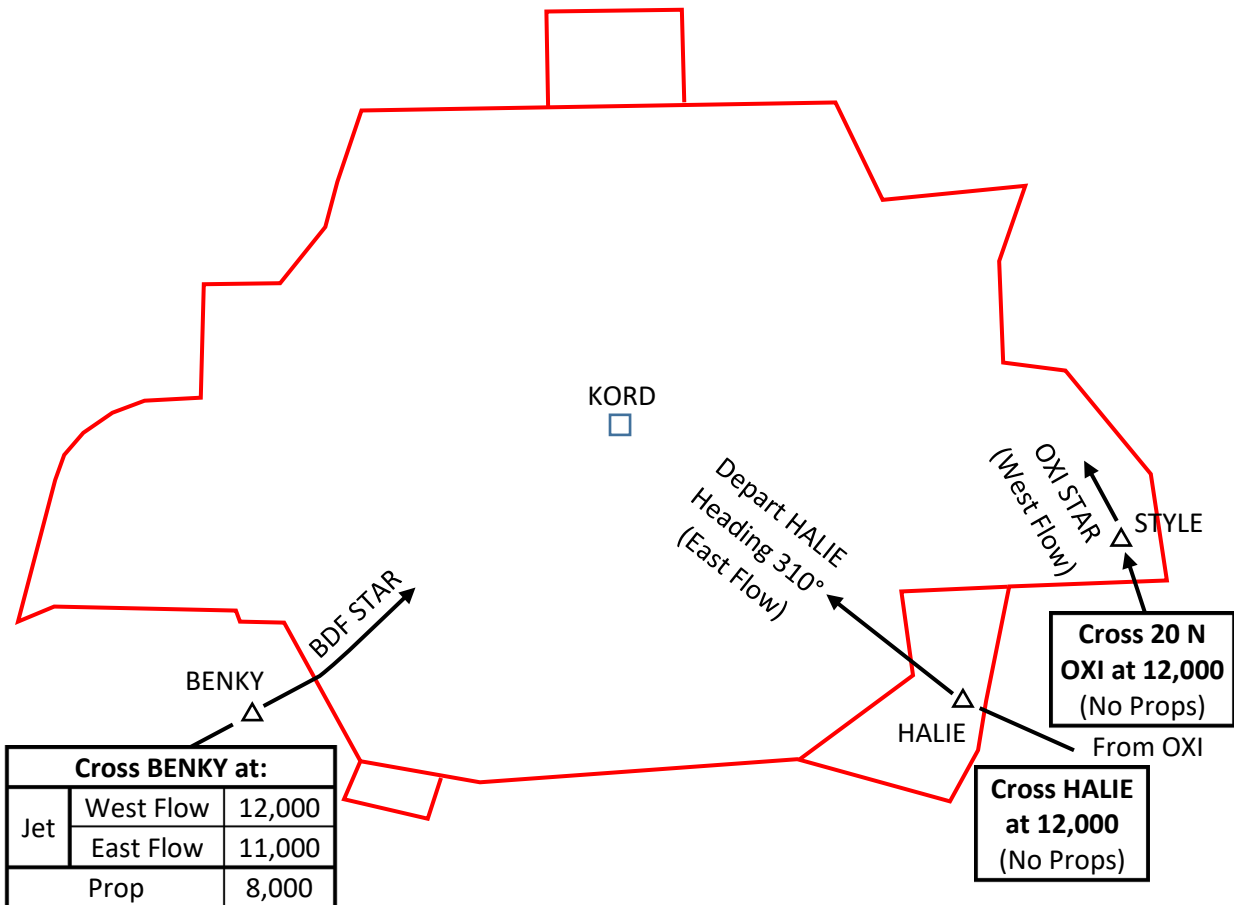
NOTE – Other C90 Departure Tracks/Fixes and Altitudes traverse adjacent TRACON airspace.
See Appendices B and H.

Appendix E – ORD RNAV Arrival Routes and Altitudes



NOTE – ERNNY and MADII RNAV STARs are routed thru MKE or SBN TRACON airspace.
See Appendix H.

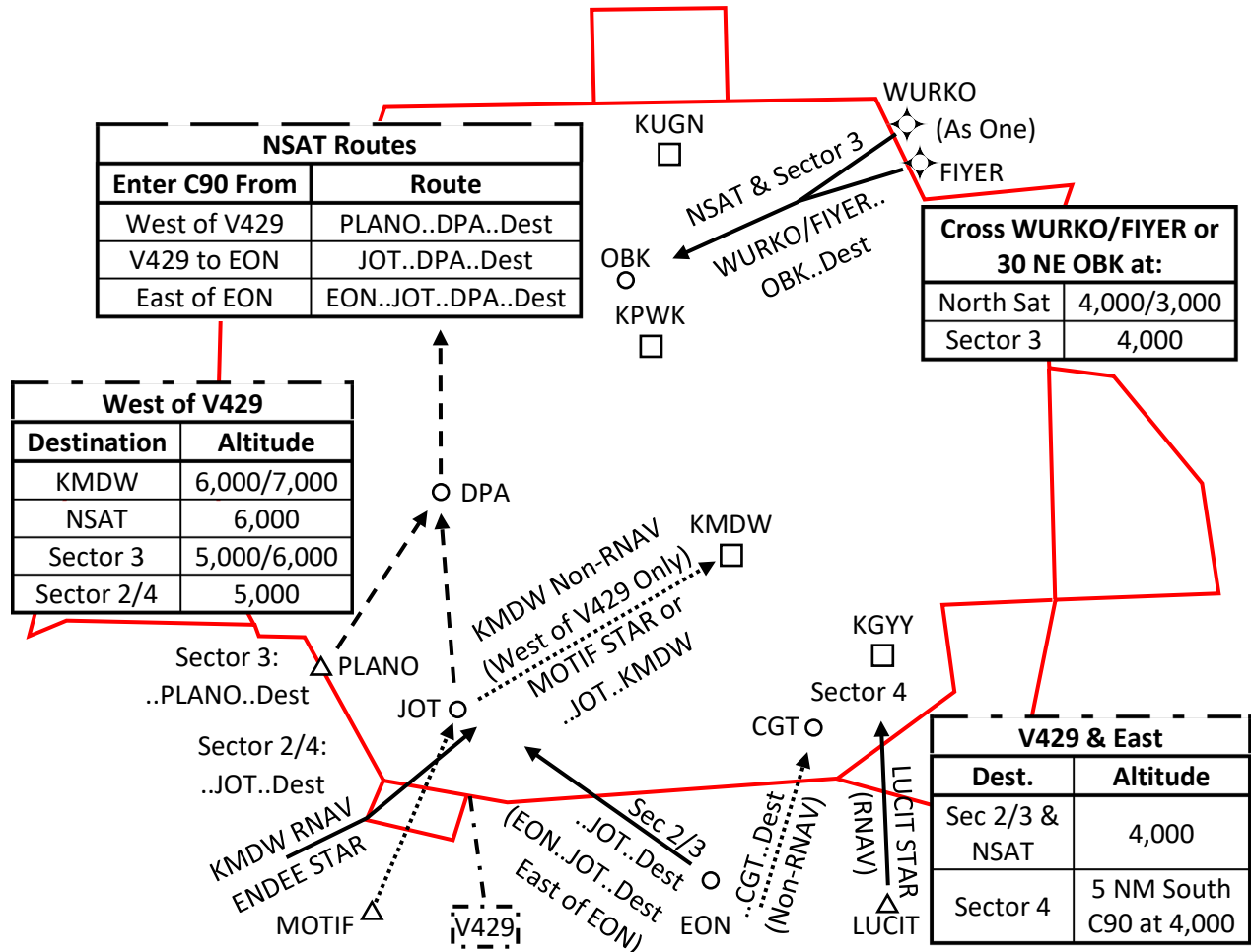
Appendix F – ORD Non-RNAV Arrival Routes and Altitudes



NOTE – Other ORD Non-RNAV Arrival Routes are descended through adjacent TRACON airspace.
See Appendix H.

Appendix G – C90 Satellite Airport Arrival Routes

Enter C90 airspace at the altitude(s) specified below:



NOTE – Other Satellite Airport Arrival Routes are descended through adjacent TRACON airspace. See Appendices B and H.

Appendix H – Interim Chicago Terminal Area Tower En Route Control Procedures

Use the following table to determine arrival and departure procedures not discussed in this document until a Letter of Agreement between C90 and the appropriate TRACON is published.

| From | Destination | Route Required | Alt. Required | Qualification |
|------------|--|--|------------------------------|---|
| MKE TRACON | KORD | MADII STAR (RNAV) or Over/West HUNKA Heading 180° | Jets 10,000 Props 8,000 | West Flow / All Props |
| | | ERNNY STAR (RNAV) or Over/East SWIIS Heading 180° | Heavy 12,000 Jets 10,000 | East Flow / No Props |
| | KMDW & Sector 4 | Over/East NEATO Heading 140-180° | 5,000 | MKE Releases Control for Turns up to 30° and Descent to 3,000 |
| | Sector 2/3 & NSAT Except KPWK/KUGN | West NEATO Heading 180-220° | | |
| | KPWK | Direct OBK | | |
| | KUGN | Direct or on RWY 23 Localizer | | |
| C90 TRACON | KMKE | BRTMN..DNIKA..TAAYZ (RNAV) or Over/East NEATO Heading 360° | 7,000 | C90 Releases Control for Turns |
| | MKE Satellites | Under “Area D” and Heading 360° | 4,000 | C90 Releases Control for KENW and KRAC LTFC |
| | MKE Overflights | Heading 360° | 6,000 | RAL AOB 9,000 |
| | | BRTMN..DNIKA..TAAYZ (RNAV) or Over/East NEATO Heading 360° | Jets 12,000 Props 11,000 | RAL 10,000 to 13,000 |
| SBN TRACON | KORD | ERNNY STAR (RNAV) or V100/V526 DEERE | 8,000 | SBN Releases Control for Turns |
| | KMDW | FISSK/PANGG STARs (RNAV) or Direct CGT Over/South KPPO | 6,000 | SBN Releases Control |
| | NSAT | ELX V100 DEERE or EON JOT DPA (No Water) | 4,000 | |
| | Sector 3 | V100 FARMM | | |
| | Sector 4 | Direct | | |
| C90 TRACON | SBN Term Area & Overflights | Heading 090° | 5/6/9/10,000 | |
| RFD TRACON | KORD | FYTTE STAR (RNAV) or KRENA | 7,000 | RFD Releases Control |
| | NSAT | KRENA | 5,000 | |
| | SSAT | V171 or SIMMN..JOT | | |
| C90 TRACON | RFD Term Area & Overflights | Heading 270° | 4/6/8/10,000 (12 S NUELG) | Includes All C90 Westbound Props |