

**VATSIM CHICAGO TRACON AND MILWAUKEE ATCT  
LETTER OF AGREEMENT**

**Effective Date:** 2/11/2021

**Subject:** Tower En Route Control

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1. **PURPOSE.** This agreement specifies facility procedures and responsibilities to be used when providing tower en route control between VATSIM Chicago TRACON (C90) and VATSIM Milwaukee ATCT (MKE).
2. **CANCELLATION.** New Document.
3. **FLIGHTS FROM C90 AIRSPACE ENTERING MKE AIRSPACE.** C90 Must:
  - a. Assign a route and altitude in accordance with Appendices A, B, and E.
  - b. Release control to MKE for:
    - (1) Landing KENW/KRAC – Turns, descents, and speed adjustment.
    - (2) Overflying MKE airspace or Landing at RIPON Sector Airports – Turns only north of the State Line and speed increase.
4. **FLIGHTS FROM MKE AIRSPACE LANDING IN C90 AIRSPACE.** MKE must:
  - a. Assign a route and altitude in accordance with Appendices C, D, and E.
  - b. For aircraft landing KORD, release control within 10 NM of the MKE/C90 boundary for descent to 8,000, speed adjustment, and when at or below 10,000:
    - (1) MADII STAR In Use – Turns to the left (east) up to 30°
    - (2) ERNNY STAR In Use – Turns up to 30°
  - c. For aircraft landing all other C90 airports, release control for turns and, for aircraft landing KPWK/KUGN, descent and speed adjustment.
5. **FLIGHTS FROM MKE AIRSPACE OVERFLYING C90 AIRSPACE.** Overflights must be coordinated except aircraft routed via ACCRA/UECKR SID requesting at or above 16,000.
6. **WAUKEGAN AND KENOSHA AREAS.** See Appendix E, and:
  - a. C90 must coordinate with MKE for the use of the Waukegan Area.
  - b. MKE must coordinate with C90 for the use of the Kenosha Area.
7. **MKE/C90 BOUNDARY PROTECTED HOLDING AIRSPACE.** When MKE is holding KORD arrivals, C90 must protect the holding airspace depicted in Appendix E for the coordinated RNAV STAR (MADII or ERNNY).

8. **GENERAL PROCEDURES.** C90 and MKE must advise the other facility of frequency assignments.

**Appendix A – Flights from C90 Airspace Entering MKE Airspace**

**Appendix B – Milwaukee (MKE) Terminal Area Airports**

**Appendix C – Flights from MKE Airspace Landing in C90 Airspace**

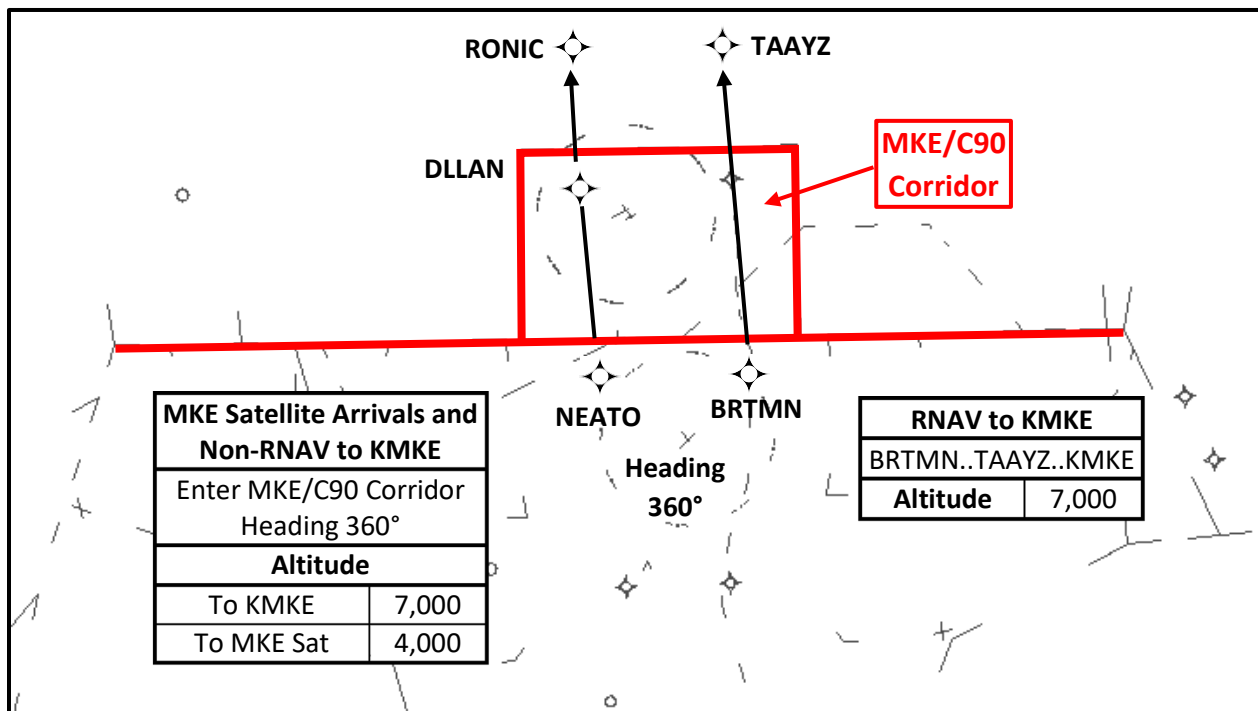
**Appendix D – Chicago TRACON (C90) Airports**

**Appendix E – Waukegan and Kenosha Areas, Holding Airspace, and Airspace Detail**

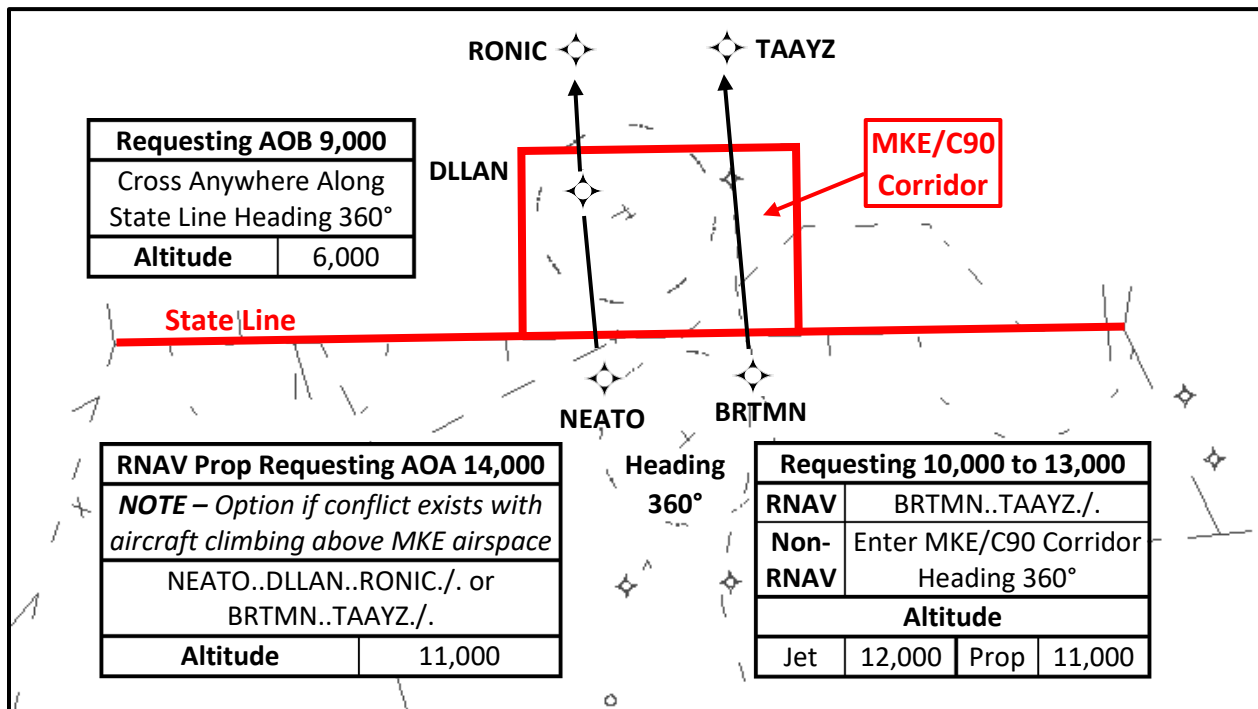
A handwritten signature in blue ink that reads "Dristin Rose". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Dristin Rose  
Air Traffic Manager  
VATSIM Chicago ARTCC

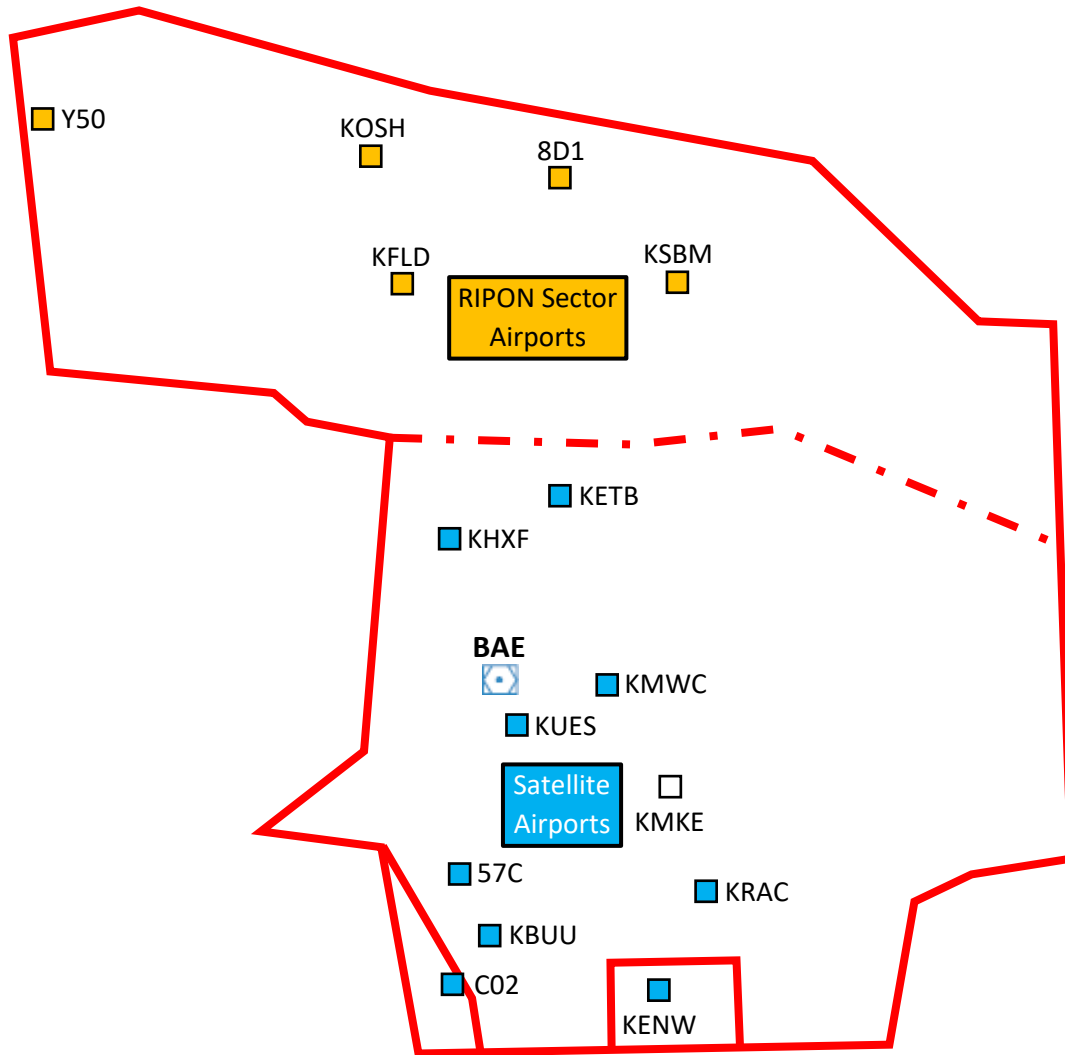
**Appendix A – Flights from C90 Airspace Entering MKE Airspace**  
**Aircraft Landing in MKE Airspace (Excluding RIPON Sector Airports)**



**Aircraft Overflying MKE Airspace or Landing at RIPON Sector Airports**

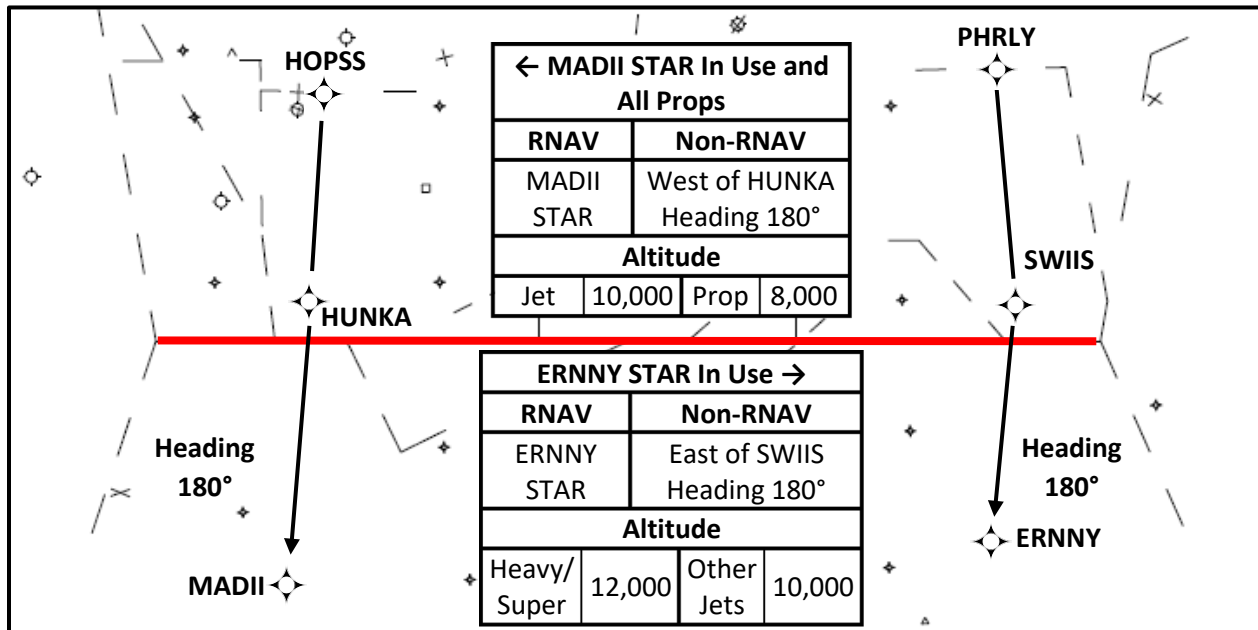


## Appendix B – Milwaukee (MKE) Terminal Area Airports

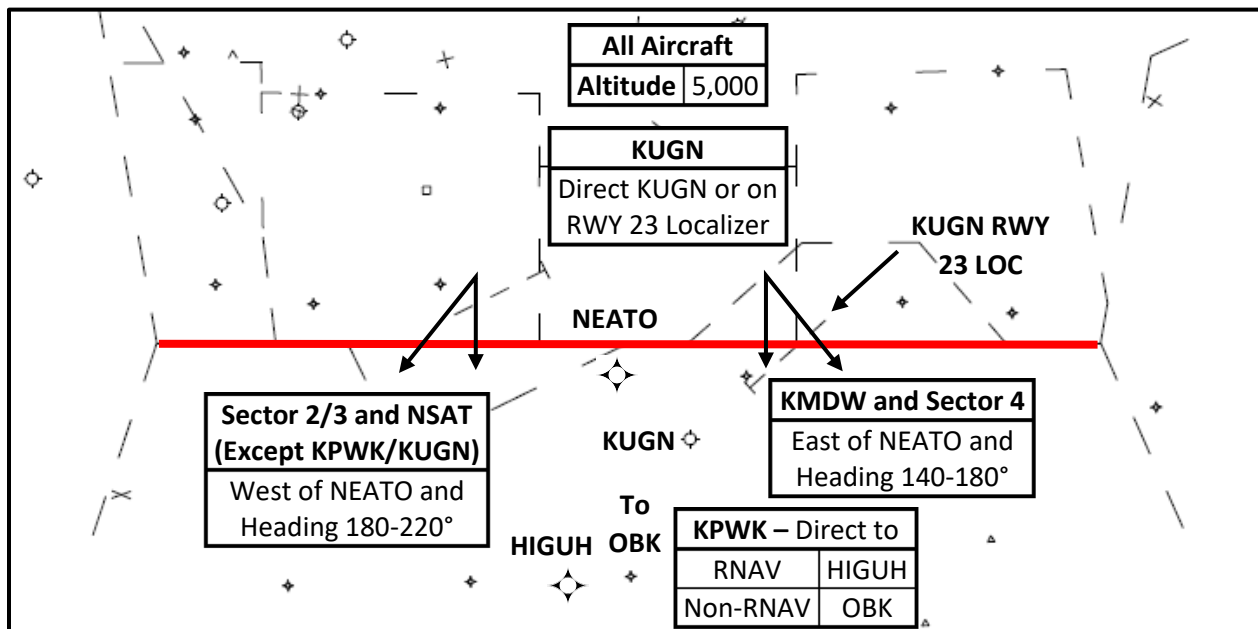


## Appendix C – Flights from MKE Airspace Landing in C90 Airspace

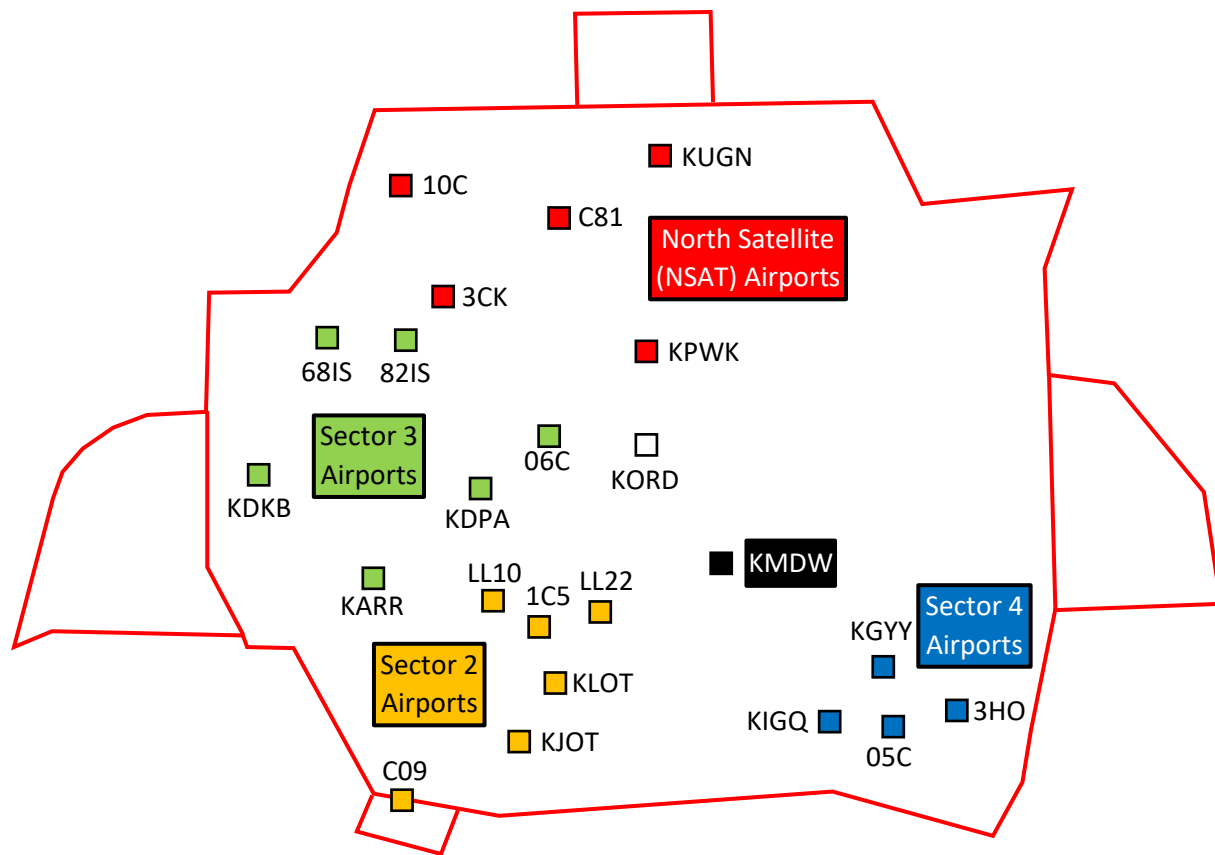
## Aircraft Landing KORD



## Aircraft Landing All Other C90 Airports

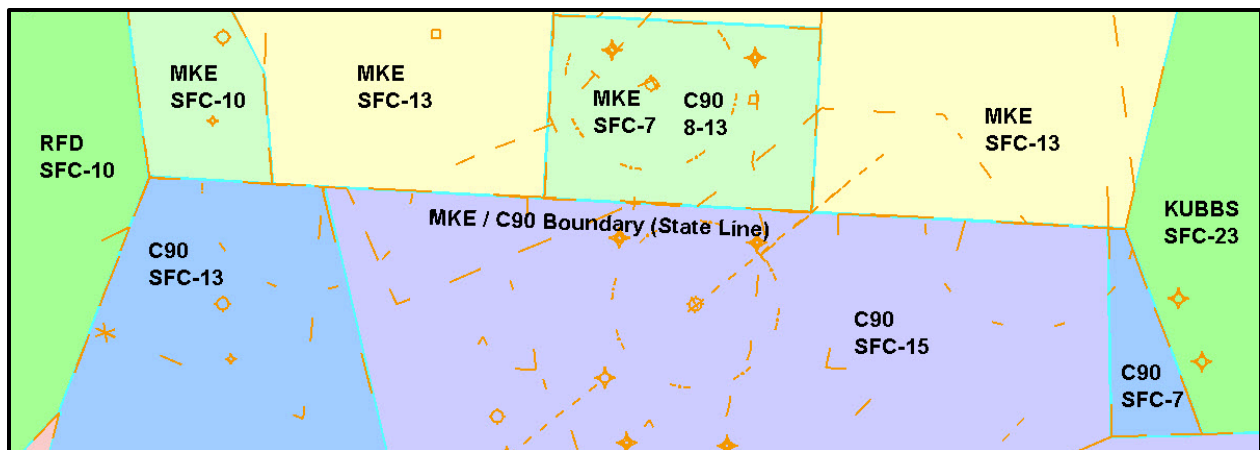


## Appendix D – Chicago TRACON (C90) Airports

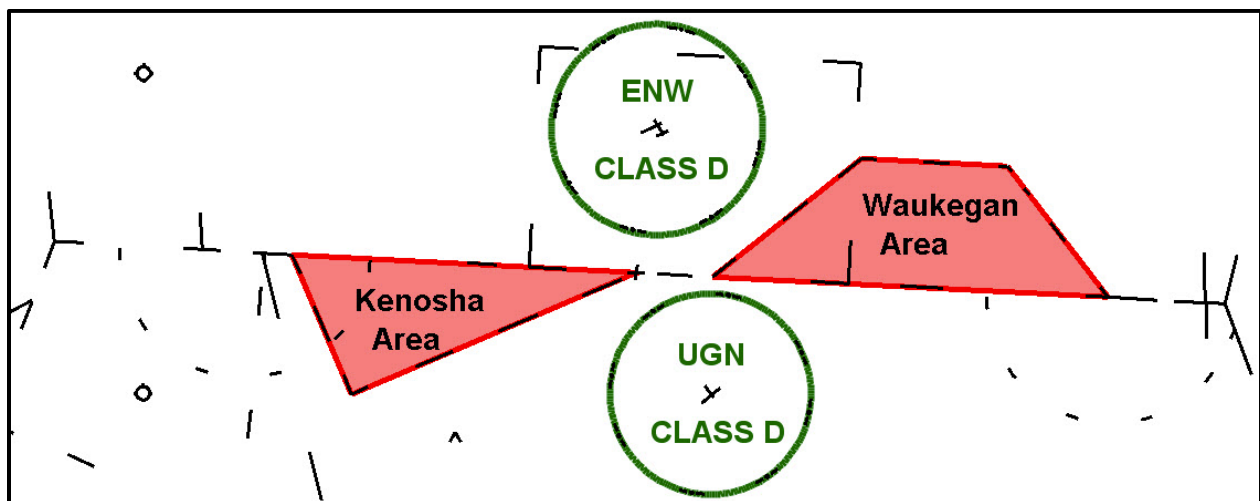


## Appendix E – Airspace Detail, Waukegan and Kenosha Areas, and Holding Airspace

## Airspace Detail



## Waukegan and Kenosha Areas (At or Below 3,000)



## Holding Airspace

