VATSIM CHICAGO TRACON AND O'HARE TOWER

LETTER OF AGREEEMENT

Effective Date: 12/21/2020

Subject: Inter-facility Coordination for the Control of IFR and VFR Aircraft

1. PURPOSE: To establish operating procedures, delegate authority, and establish inter-facility coordination requirements for IFR and VFR service.

2. CANCELLATION: Letter of Agreement (LOA) between VATSIM Chicago TRACON (C90) and VATSIM O'Hare Air Traffic Control Tower (ORD), dated 2/1/2019.

3. SCOPE: The procedures contained herein apply to the control of IFR and VFR operations conducted between C90 and ORD, and operations conducted within the Chicago Class B airspace. These procedures are supplementary to FAAO 7110.65.

4. DEFINITIONS:

a. Airspace – Where the is a requirement to protect 1½ miles from the boundary.

b. Area – Where there is no requirement to protect 1½ miles from the boundary.

c. Arrival Descent Area – The area used by C90 to descend O'Hare arrival aircraft as depicted in Appendix A.

d. Authorized Runways Approved for Reduced Separation on Final – 9L, 9R, 10C, 10R, 22R, 27L, 27R, 28C, and 28R.

e. Departure Area – The airspace outside of the Arrival Descent Area to be used by ORD for initial departure separation.

f. North Satellite Light – A restriction that, when coordinated between C90 and ORD, requires ORD to protect the lateral and altitude limits of the area delegated to C90 North Satellite as depicted in Appendix B.

g. South Satellite Light – A restriction that, when coordinated between C90 and ORD, requires ORD to protect the lateral limits of the area delegated to C90 South Satellite as depicted in Appendix C.

5. DELEGATION: C90 delegates to ORD:

a. The airspace within the Chicago Class B surface area:

(1) From the surface up to and including 4,000' MSL in the Arrival Descent Area, and from the surface up to and including 5,000' MSL in the Departure Area, according to the arrival configuration in use as depicted in Appendix A.

(2) Exclusive of the areas identified in Appendices B and C when the respective satellite light(s) are coordinated.

b. The authority to provide visual separation between arrivals, departures, and arrivals/departures where applicable, provided:
   (1) Visual separation between an aircraft under the control of ORD and an aircraft under the control of C90 meets the provisions of FAAO 7110.65 Chapter 7, Section 2, and;
   (2) The KORD METAR meets or exceeds Basic VFR Minimums.

6. ARRIVAL PROCEDURES:

a. C90 must:
   (1) Sequence IFR/VFR arrivals for the advertised arrival runway(s).
   (2) Obtain approval for aircraft vectored to non-advertised arrival runways.
   (3) Ensure all aircraft inbound to O'Hare Airport have track data correlated with the correct aircraft and which displays the following minimum information:
      (a) Aircraft Identification and Type
      (b) Scratchpad information as defined in Appendix D.
   (4) Assign missed approach aircraft on the final approach course, or on a heading associated with the final approach course, 4,000' MSL.
   (5) Transfer communications of aircraft executing an approach (or missed approach after coordination with ORD) at the final approach fix or before entering ORD delegated airspace, whichever occurs first.

b. ORD must:
   (1) Utilize aircraft data blocks that display Aircraft Identification, Type, and scratchpad information for the data transfer/identification of arrivals.
   (2) Ensure longitudinal separation of arrivals inside the final approach fix.
   (3) Provide visual separation per FAAO 7110.65, Paragraph 7-2-1, between successive arrivals on a runway when the KORD METAR meets or exceeds Basic VFR Minimums.
   (4) Coordinate all aircraft executing a missed approach by contacting the appropriate C90 departure controller. Assign an altitude of 5,000' MSL and issue headings according to the arrival area in use.
   (5) Coordinate all operations above 2,000' MSL inside the arrival descent area (not landing at O'Hare).

7. DEPARTURE PROCEDURES: ORD must:

a. Release control to C90 to turn departures/missed approaches adjacent to the Arrival Descent Area at or above 2,500' MSL with respect to other arrivals and/or missed approaches, as depicted in Appendix A.

b. Release control to C90 to turn departures/missed approach adjacent to the South Satellite Delegated Area when the South Satellite Light is coordinated, as depicted in Appendix B.

c. Issue the IFR route and requested altitude in accordance with Appendix E, FDIO Clearance Procedures.

d. Assign headings to departures/missed approaches which will preclude aircraft from entering the Arrival Descent Area when exiting ORD delegated airspace, as depicted in Appendix A, except comply with Noise Abatement Procedures (Appendix F) when coordinated.

e. Coordinate aircraft departing a runway not advertised on the ATIS or IDS-4.

f. Coordinate aircraft unable to comply with the O'Hare SID in the following manner, prior to departure:

(1) Advise the appropriate C90 departure controller

(2) Enter the following scratchpad information:

ORD SID Non-Compliance	Scratchpad Entry
Altitude Only	ALT
Speed Only	SPD
Altitude and Speed	NSD

g. Utilize no more than 2 tracks for departures that are adjacent to the arrival descent area. If the departure direction will turn a corner of an arrival descent area, one track will be for jets, the other for props.

h. Ensure aircraft departing O'Hare Airport are established on tracks appropriate to achieve route relationship. In the event this cannot be accomplished, ORD must coordinate with the appropriate departure controller(s).

i. Assign an altitude of 5,000' MSL to all IFR aircraft.

j. Coordinate VFR aircraft requesting to climb above 1,800' MSL and assign an initial altitude no higher than 4,500' MSL.

k. If a departure aircraft data block does not acquire prior to leaving ORD delegated airspace:

(1) Advise the appropriate controller the aircraft position and call sign.

(2) Hold subsequent departures to the same controller, not already on the runway, until released by C90.

l. Provide C90 with a flight progress strip at the time of departure and prior to leaving ORD delegated airspace.

m. Coordinate any formation flights with C90 prior to release.

n. APREQ any round robin flights with C90 prior to release and provide aircraft call sign, requested altitude, first fix, and intentions of the flight.

o. Provide a minimum of 8 miles separation between a jet departing behind a prop aircraft on the same heading.

p. Non-RNAV departures must be handled in the following manner:

Departure Fix:	Treat As:	
ELX	DUFEE	
GIJ	MOBLE	
EON	CMSKY & DENNT	
RBS	ACITO & BACEN	
IOW	West Flow:	OLINN & PEKUE
	East Flow:	PEKUE
PLL	MYKIE & NOONY	
BAE	PMPKN & RAYNR	
PETTY	PMPKN & RAYNR	

q. On East Flow, all westbound props must be routed on the north side of the Arrival Descent Area.

r. Coordinate the appropriate Departure Control frequency to use when multiple C90 controllers are online.

8. North and South Satellite Area Lights.

a. South Satellite Light:

(1) C90 must initiate coordination of the South Satellite Light as soon as practical before conducting Midway (MDW) ILS RWY 13C approaches, and terminate the light when the approach is no longer in use.

(2) ORD must protect C90 South Satellite Delegated Area depicted in Appendix C

(3) KORD must have a ceiling of 3,000’ and 5 SM visibility to land Runway 10R.

b. North Satellite Light. C90 must initiate coordination for any Chicago Executive (PWK) IFR departure requiring Runway 16. ORD must protect the North Satellite Area as depicted in Appendix B until C90 terminates the light.

9. GENERAL:

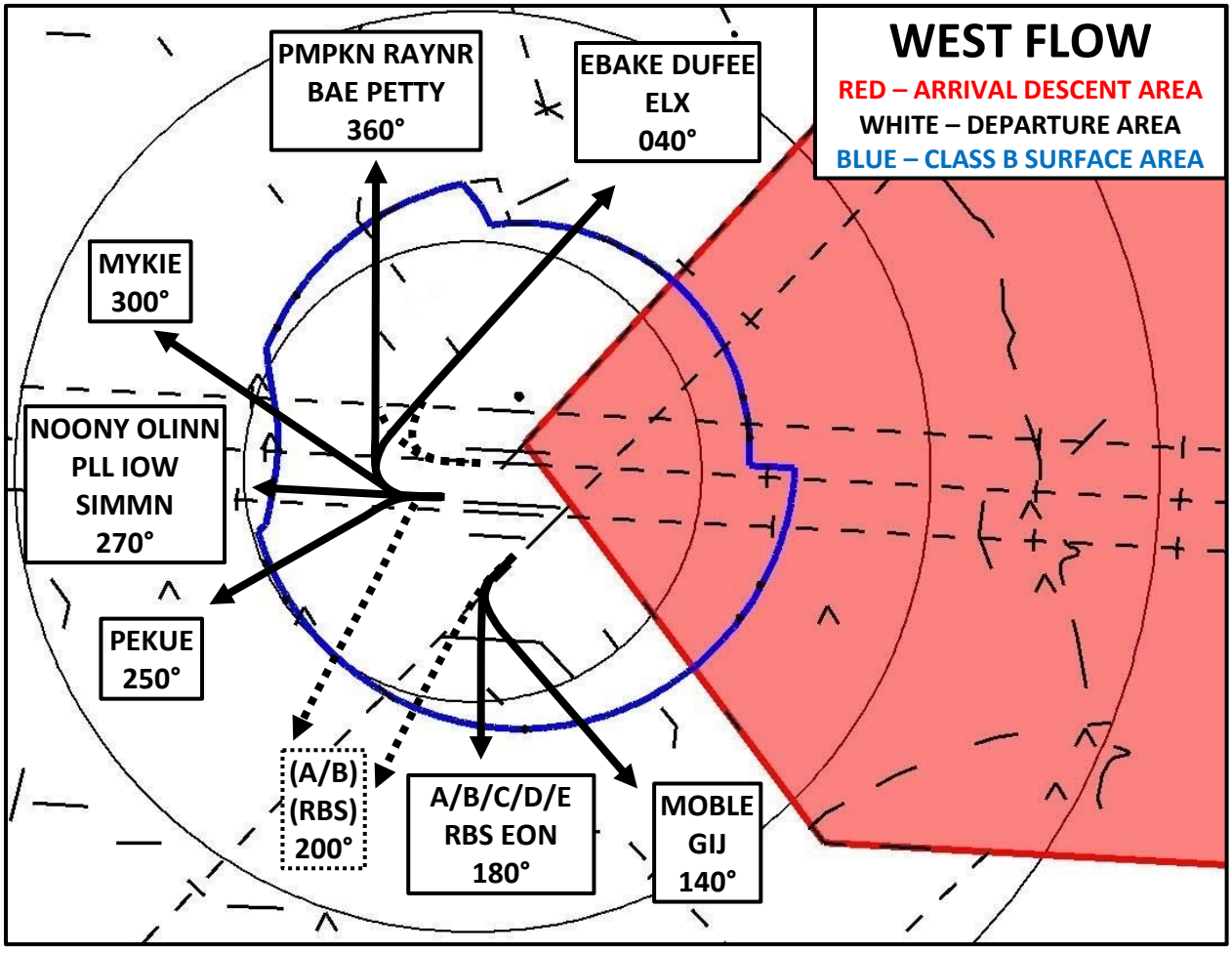
a. ORD must notify C90 of the current ATIS code.

b. Specific arrival runway configurations are assigned with the following designations:
   (1) East Flow – 9's, 10's
   (2) West Flow – 27's, 28's
   (3) 4R Only
   (4) Parallel 22's

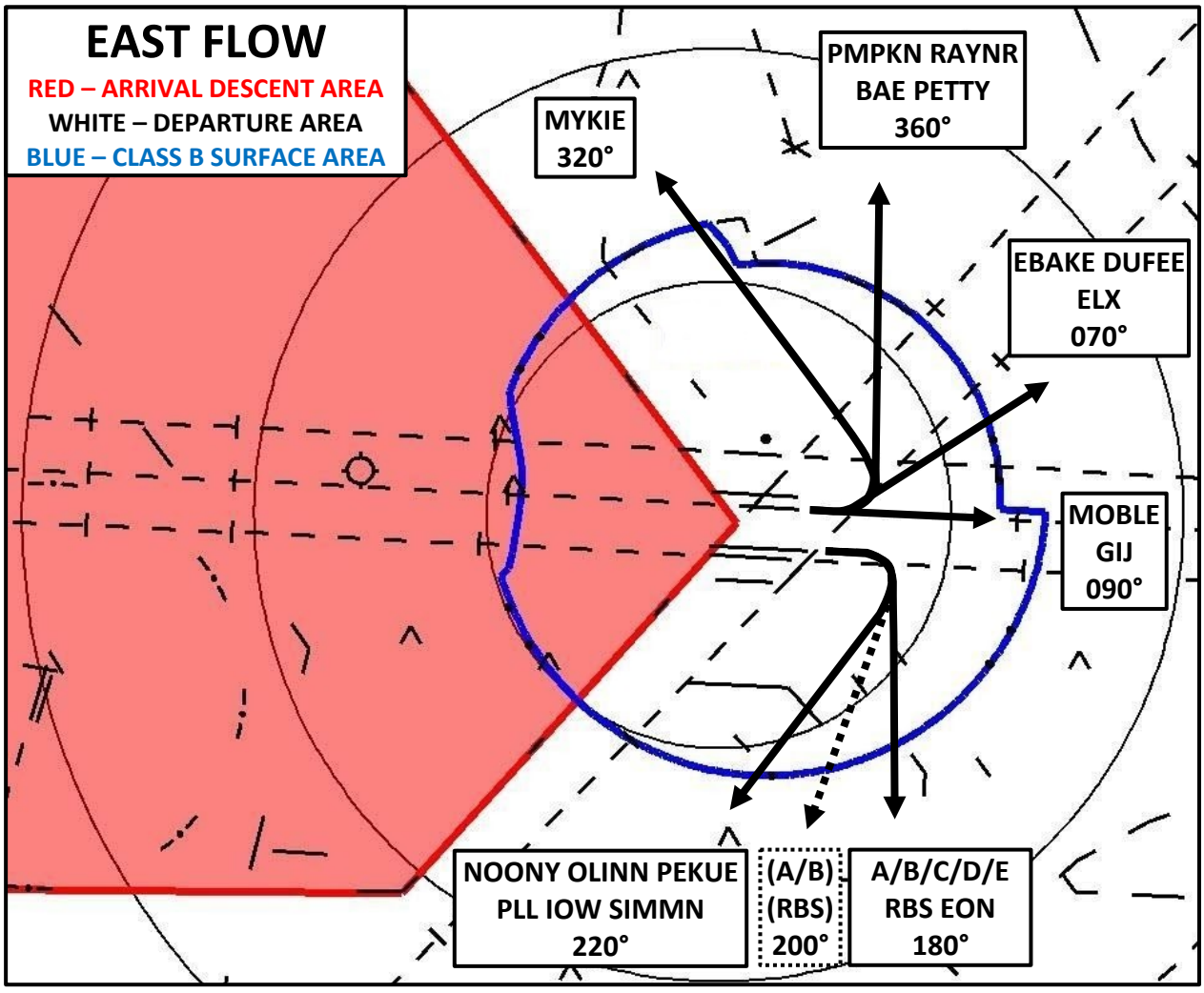
c. C90 must coordinate any simulated emergency, medevac, minimum fuel, or radio failure situation.

Dristin Rose
Air Traffic Manager
VATSIM Chicago ARTCC

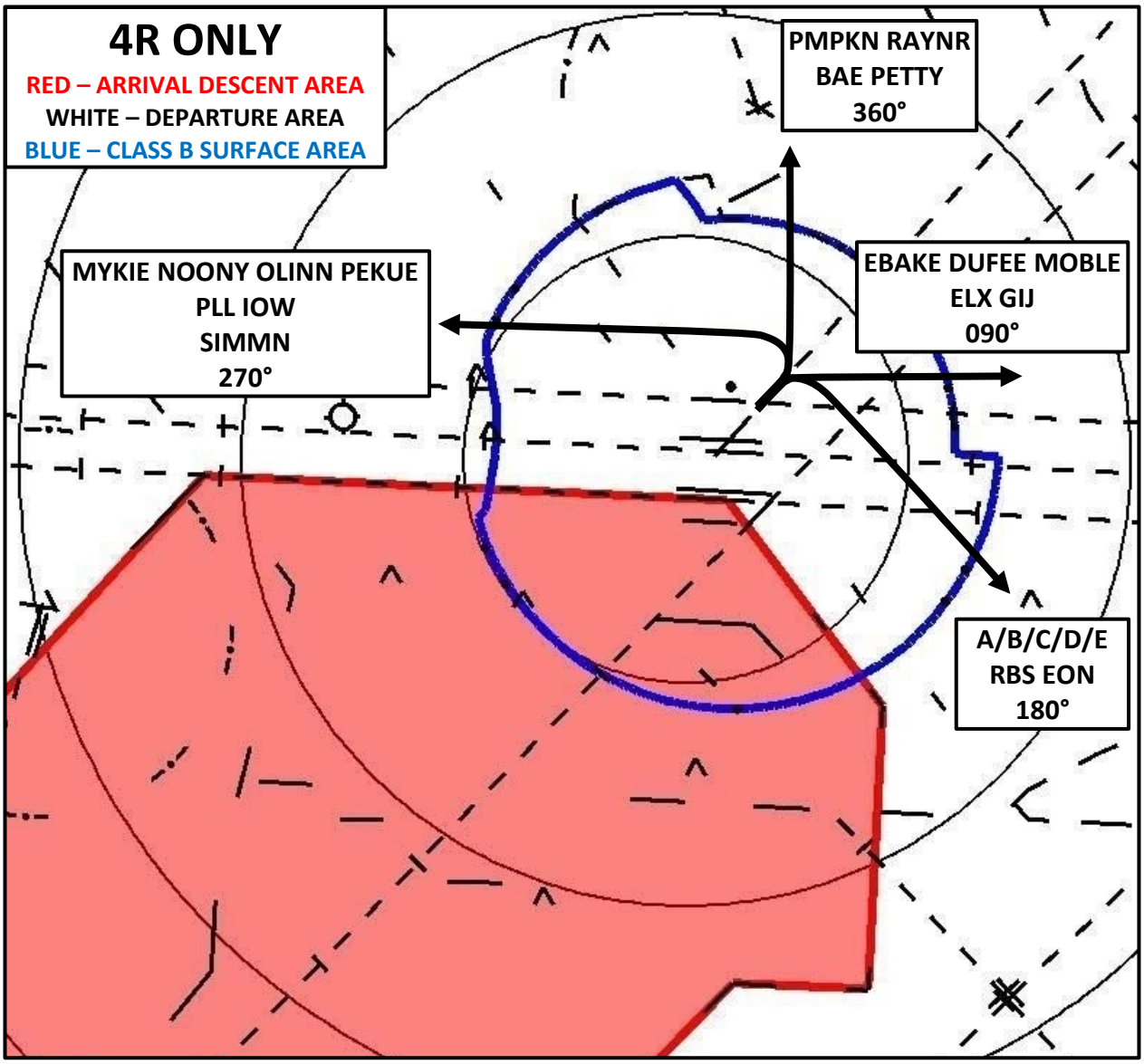
Appendix A. Arrival Descent Areas and Departure Headings



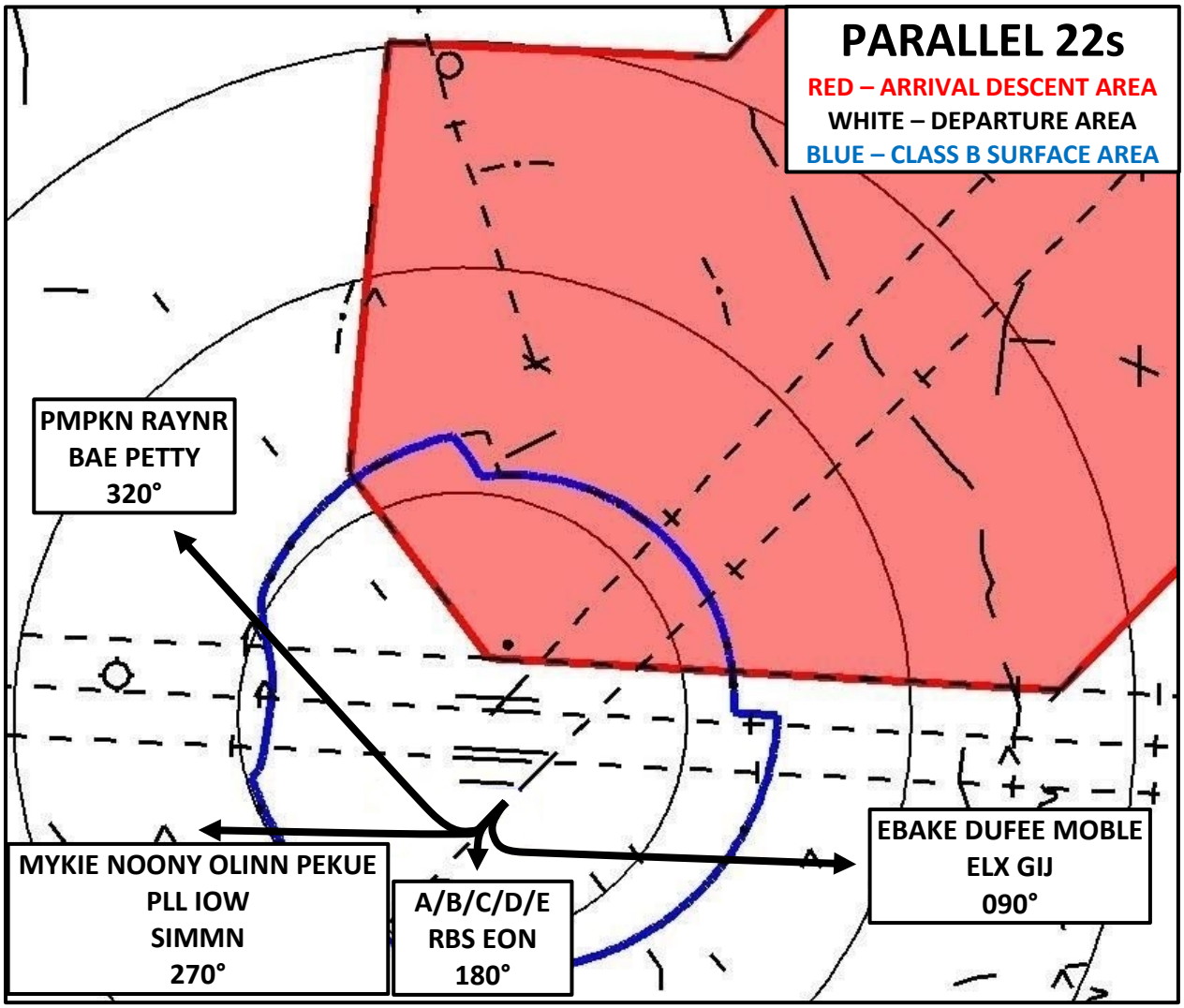
Appendix A. Cont'd



Appendix A. Cont'd



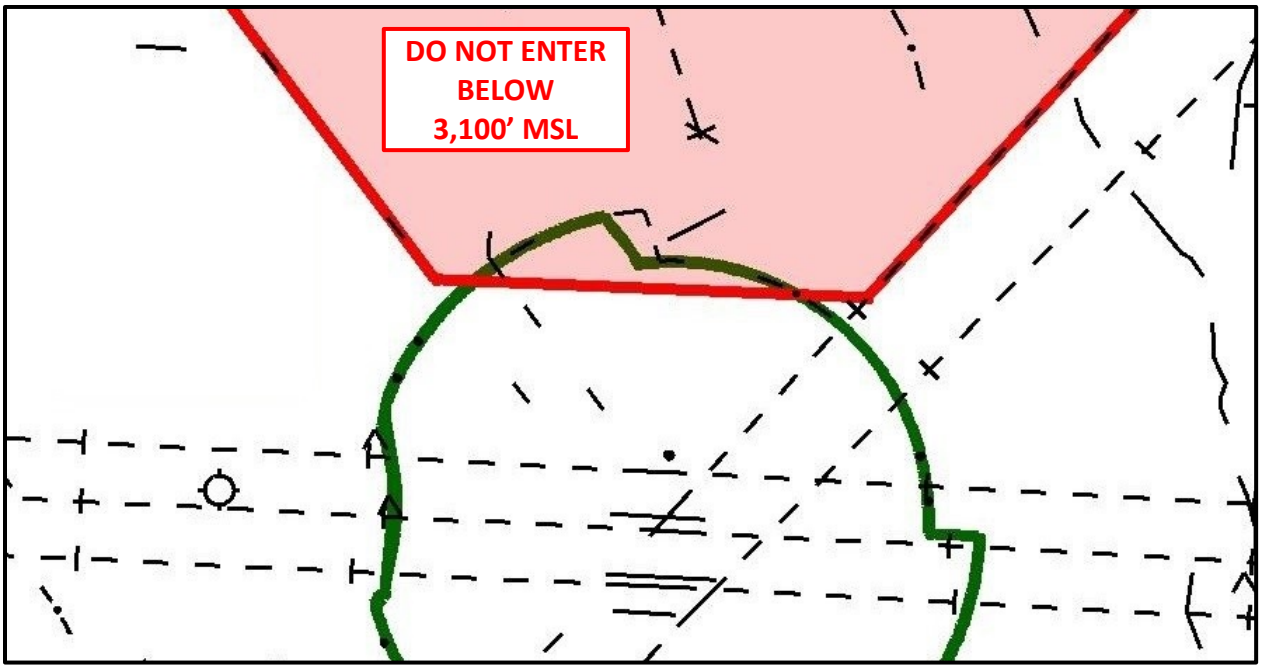
Appendix A. Cont'd



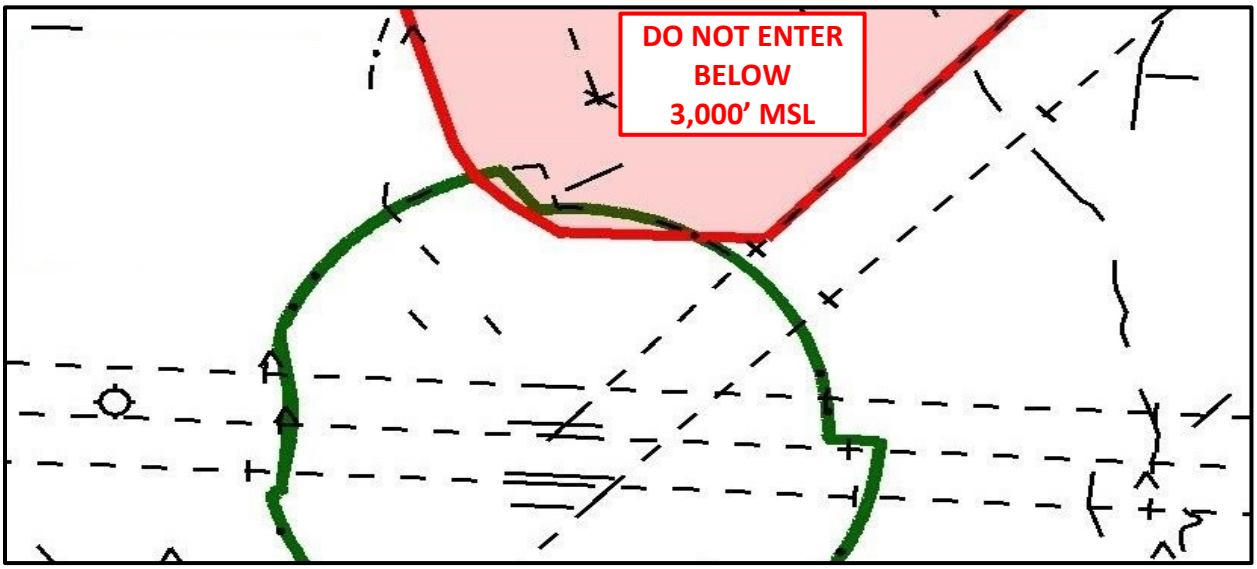
Appendix B. North Satellite Delegated Area

North Satellite Light

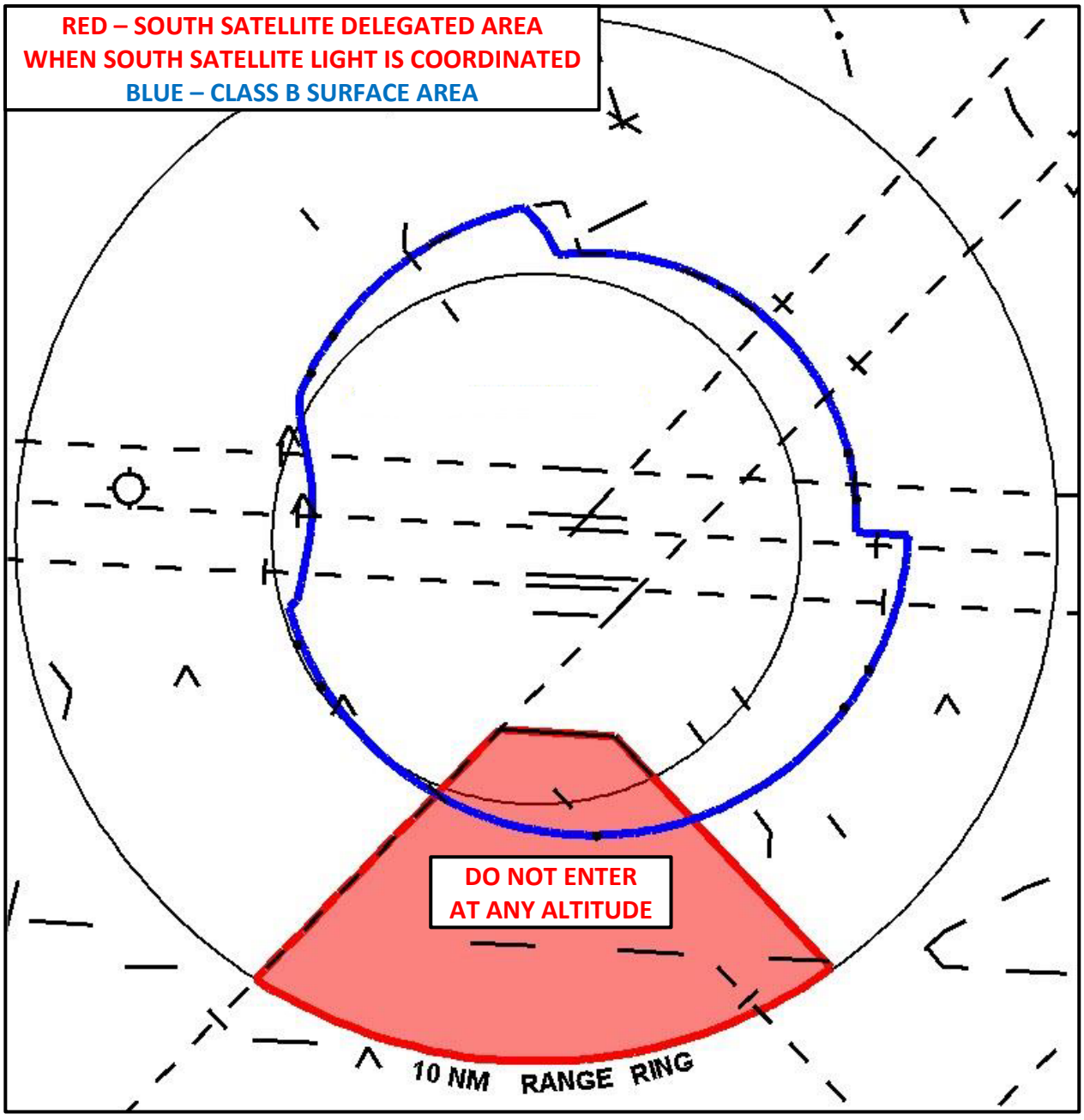
Area A – Landing Runway 22L or 22R



Area B – Not Landing Runway 22L or 22R



Appendix C. South Satellite Delegated Area



Appendix D. Arrival Scratchpad Entries

C90 must indicate the approach type and assigned runway for ORD arrivals in the scratchpad as follows:

1. For instrument approaches, according to the table below:

ILS Z	ILS Y	RNAV (GPS)	ILS	Runway		ILS	RNAV (GPS)	RNAV Y	RNAV Z
				4L	22R	I2R	R2R		
		R4R	I4R	4R	22L	I2L	R2L		
		R9L	I9L	9L	27R	I7R	R7R		
		R9C	I9C	9C	27C	I7C	R7C		
		R9R	I9R	9R	27L	I7L	R7L	Y7L	Z7L
		R0L	I0L	10L	28R	I8R	R8R		
		R0C	I0C	10C	28C	I8C	R8C		
Z0R	Y0R	<----------		10R	28L	I8L	----->	Y8L	Z8L

2. For visual approaches:
   a. To an advertised runway, the first character in the scratchpad must be ‘V’.
      EXAMPLE – Visual Approach to Runway 28C – V8C
   b. Following an aircraft to an advertised runway, the first character in the scratchpad must be ‘S’
      EXAMPLE – Visual Approach to Runway 10R following a B737 – S0R
3. Coordinate any other approach types.

Appendix E. FDIO Clearance Procedures

ORD must:

1. Issue IFR clearance consistent with an initial fix and altitude depicted on the appropriate O'Hare SID unless the aircraft is landing within C90 airspace.
2. Issue the altitude indicated on the flight progress strip, except as follows:
   a. Clear all traffic landing in C90 airspace via "radar vectors (destination)" with a final altitude of 5,000' MSL unless lower is coordinated with C90. These airports are as follows:

05C	Griffith-Merrillville	ARR	Aurora	JOT	Joliet
06C	Schaumberg	C09	Morris	LL10	Naper
10C	Galt	C81	Campbell	LL22	Brookeridge
1C5	Clow	DKB	DeKalb	LOT	Lewis University
3CK	Lake In The Hills	DPA	DuPage	MDW	Midway
68IS	Casa de Aero	GYY	Gary	PWK	Chicago Executive
82IS	Landings	IGQ	Lansing	UGN	Waukegan

   c. Amend requested altitude in accordance with the following:

Departure Fix/Destination	Requested Altitude
ACITO/BACEN/RBS	At or Above 8,000
CMSKY/DENNT/EARND/EON	At or Above 7,000
KMKE	7,000

Appendix F. Noise Abatement Procedures

1. General.

a. When practicable, apply noise abatement procedures between the hours of 10:00 p.m. and 7:00 a.m.

b. ORD must:

1. Initiate and discontinue noise abatement procedures.
2. Advise the runway(s) in use.
3. Advise when noise abatement procedures are in effect via the ATIS.

c. Apply noise abatement procedures to all turbojet and large turboprop aircraft.

d. Crosswinds must not exceed 80 degrees from either side of the runway(s) intended to be used and be less than 15 knots.

2. Arrival Procedures. C90 must keep turbojet and large turboprop aircraft at or above 4,000' MSL until turned onto the final approach course.

3. Departure Procedures. ORD Must:

a. Use the following arrival/departure runway configurations, listed in preferential order, to the maximum extent possible:

Configuration	Arrival Runway	Departure Runway(s)
1	27L	28R
2	22R	22L and 28R
3	9R	10L

b. Assign the following noise abatement headings until 3,000' MSL:

Runway	Heading
4R	040° for 1 Mile, then 090°
22L	180°
28R	290°
All Others	Runway Heading