



Quad City TRACON / vZAU ARTCC Letter of Agreement

Effective: 26 February 2010

Subject: INTER-facility memorandum delegating the airspace, and area of responsibility necessary for the Moline TRACON from the Chicago vARTCC for use on the VATSIM network.



I. Purpose

A. The procedures in this document SHALL NOT replace “common sense” or the need to assist your fellow controllers within the VATSIM environment. UNDER NO CIRCUMSTANCES SHALL YOU “BURY”, OR ALLOW YOUR NEIGHBOR TO BE “BURIED”.

B. It is to be understood, this document cannot account for every scenario that may arise during the “day to day” operations of the facility. Controllers are encouraged to work out any individual situations amongst each other.

C. In lieu of an otherwise coordinated situation, this Letter of Agreement defines the INTER-facility procedures between the Quad City TRACON, and the Chicago vARTCC as they exist on the VATSIM network.

D. This agreement designates, and defines both, the lateral, and vertical boundaries between the Rockford TRACON and the Chicago vARTCC as they exist on the VATSIM network. Its intent is to provide a reference for our sector files as, over time, our boundaries have proven to have shifted or moved so that different files have slightly different boundaries.

II. Effective Date:

A. 26 February 2010, 0001Z

III. Cancellation

A. This document supersedes

1. ANY known or unknown Letters of Agreement regarding the same subject matter.

IV. Scope

A. These procedures apply to the Quad City (MLI) TRACON and to the Chicago vARTCC.

B. They are to be considered supplemental to existing VATSIM, VATNA, and VATUSA policies and/or procedures.

V. Definitions



- A. A.O.A. (AOA) – At or Above
 - B. A.O.B. (AOB) – At or Below
 - C. L.O.A (LOA) – Letter of Agreement
 - D. M.I.T. (MIT) – Miles In Trail
 - E. M.S.L. (MSL) – Mean Sea Level
 - F. N.M. (NM) – Nautical Miles
 - G. MLI – Quad City
 - H. SFC – Surface
 - I. T.C.P. (TCP) – Transfer of Control Point
 - J. TRACON – Terminal Radar Approach CONTROL
 - K. UNL – Unlimited
 - L. vARTCC – virtual Air Route Traffic Control Center
 - M. VATNA – VATSIM’s North American Region
 - N. VATSIM – Virtual Air Traffic SIMulation
 - O. VATUSA – VATSIM’s United States of America Division
 - P. vZAU – the virtual Chicago ARTCC
- VI. **Airspace**
- A. The common vARTCC or TRACON boundaries SHALL be considered the Transfer of Control Point (TCP).
 - B. The boundary line described in Section “XII” shall be considered as the TCP between the Quad City TRACON and vZAU’s applicable center sector.



C. When the Rockford TRACON is not staffed, the control of the airspace described in Section “XII” reverts to vZAU’s applicable center sector.

VII. General Procedures

A. All aircraft, bound for the same airport, SHALL be sequenced AT LEAST 15 MIT, steady or increasing.

B. Aircraft data blocks, tags, and flight plans SHALL be current, and correct PRIOR to initiating a handoff.

C. Unless otherwise stated in sections “VIII” or “IX”, 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.

1. 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.

D. The Quad City TRACON is allocated the following beacon code blocks for its use.

1. 5620 through 5637

E. Notwithstanding paragraph “A” of this section, no facility SHALL transfer communication or control of aircraft unless

1. 5 NM radar separation, constant or increasing has been established

2. Vertical separation has been effected

F. 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.

VIII. vZAU’s procedures

A. Quad City Terminal Area Arrivals

1. Aircraft NORTH of the KMLI airport SHALL be routed via “..CVA..direct”

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



3. 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

(1) Arrivals landing in Area A as defined in Section VII that will enter the Quad City TRACON in Area A Shall be descended to 7,000 ft MSL.

(2) 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

IX. Quad City's TRACON's procedures:

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

1. Exception

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

B. Chicago Terminal Arrivals

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

2. KORD Arrivals aircraft SHALL be routed via "..BDF.BDF5.KORD"

3. North Satellites (KPWK, KUGN, C81, 10C, and 3CK) SHALL

a) Be routed via "..CVA..PLL..RFD..OBK..destination"

b) Be sequenced as a single stream (MIT requirements)

4. South Satellites (KGYG, KIGQ, JOT, KLOT, KMDW, C09, LL10, LL22, 05C, 1C2, and 1C5) SHALL

a) Be routed via "..MZV..BDF..JOT..destination"

b) Be sequenced as a single stream (MIT requirements)

5. West Satellites (KARR, KDPA, KDKB, 06C) SHALL

a) Be routed via "..CVA..PLL..DPA..destination"

b) Be sequenced as a single stream (MIT requirements)

X. Exceptions

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

XI. Hierarchy

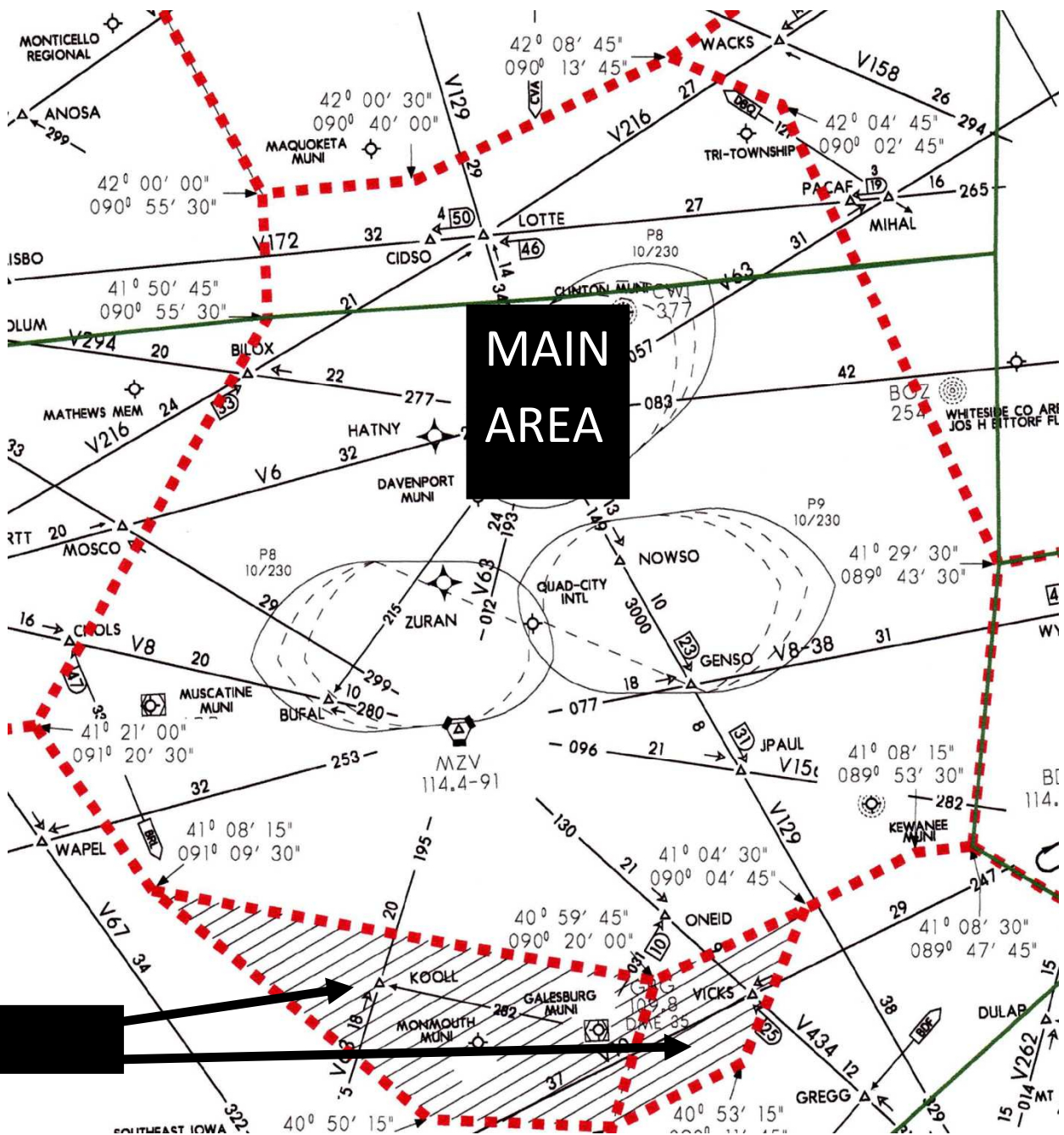


A. When the Quad Cities TRACON is not staffed, the airspace delegated by this LOA is returned to, and the responsibility of, the vZAU vARTCC.

XII. Boundary and Airspace Delegation

A. Picture of Airspace

CHICAGO CENTER / QUAD CITIES ATCT
LETTER OF AGREEMENT



AREA A



B. Lateral Boundary

1. Main Area

N042.08.45.000 W090.13.45.000 N042.00.30.000 W090.40.00.000
N042.00.30.000 W090.40.00.000 N042.00.00.000 W090.55.30.000
N042.00.00.000 W090.55.30.000 N041.50.45.000 W090.55.30.000
N041.50.45.000 W090.55.30.000 N041.21.00.000 W091.20.30.000
N041.21.00.000 W091.20.30.000 N041.08.15.000 W091.09.30.000
N041.08.15.000 W091.09.30.000 N040.50.15.000 W090.43.00.000
N040.50.15.000 W090.43.00.000 N040.49.00.000 W090.25.00.000
N040.49.00.000 W090.25.00.000 N040.53.15.000 W090.11.45.000
N040.53.15.000 W090.11.45.000 N041.04.30.000 W090.04.45.000
N041.04.30.000 W090.04.45.000 N041.08.15.000 W089.53.30.000
N041.08.15.000 W089.53.30.000 N041.08.30.000 W089.47.45.000
N041.08.30.000 W089.47.45.000 N041.29.30.000 W089.43.30.000
N041.29.30.000 W089.43.30.000 N042.04.45.000 W090.02.45.000
N042.04.45.000 W090.02.45.000 N042.08.45.000 W090.13.45.000
N041.08.15.000 W091.09.30.000 N040.59.45.000 W090.20.00.000
N040.59.45.000 W090.20.00.000 N041.04.30.000 W090.04.45.000
N040.49.00.000 W090.25.00.000 N040.59.45.000 W090.20.00.000

C. Vertical Boundary

- 1. Main Area – SFC up to and including 10,000**
- 2. Area A – SFC up to and including 6,000**

Signed:

*Joe Clark
vZAU ATM
26 February 2010*

*Joe Clark
MLI TRACON "Lead Controller" (acting)
26 February 2010*