

# VATUSA C90 TRACON AND O'HARE ATCT

## LETTER OF AGREEMENT

EFFECTIVE: 02/20/2019

### SUBJECT: INTERFACILITY COORDINATION

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1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Chicago ARTCC (ZAU) and C90 TRACON. This agreement is supplemental to procedures contained within FAA Order 7110.65.
2. **DISCLAIMER:** Information contained herein is designed and specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).
3. **CANCELLATION:** None
4. **DEFINITIONS:**
  - a.) Arrival Area The airspace depicted in Attachment A used by C90 to descend O'Hare arrival aircraft.
  - b.) Departure Area – The airspace outside of the arrival area to be used by ORD for initial departure separation.
  - c.) Authorized Configurations using Simultaneous Independent Approaches to Widely-Spaced Parallel Runways without Final Monitors – 4L and 4R, 9L and 10L or 10C or 10R, 9R and 10R, 22L and 22R, 27L and 28L, 27R and 28R or 28C or 28L.
5. **DELEGATIONS:**
  - a.) The airspace within the Chicago Class B surface area:
    - (1) From the surface up to and including 4,000 feet MSL in the Arrival Area, and from the surface up to and including 5,000 feet MSL in the Departure Area, according to the arrival configuration in use as depicted in Attachment A:
      - I.) C90 has control to turn departures/missed approaches adjacent to the arrival/descent area at or above 2,500 feet MSL with respect to other arrivals and/or missed approaches.
      - II.) C90 can climb missed approaches on the localizer to 4,000 feet MSL, and transfer communications to ORD once coordination is complete.
  - b.) The authority to provide visual separation between arrivals, departures, and arrivals/departures in accordance with the provisions of FAAO 7110.65 and where applicable, FAAO 7110.659.
    - (1) ORD may apply visual separation between an aircraft under the control of ORD and an aircraft under the control of C90 provided the provisions of FAAO 7110.65, Chapter 7, Section 2 are adhered to.
    - (2) Ensure weather conditions do not obscure visibility prior to the application of visual separation.

### 6. APPROVAL:

/Matthew Campbell/  
Air Traffic Manager

/Jackson Gilliam/  
Deputy Air Traffic Manager

/Chris Hadden/  
Training Administrator

## 6. ARRIVALS:

### a.) C90 shall:

(1) Be responsible for the sequencing of IFR/VFR arrivals for the primary arrival runway(s). A missed approach may be retained within ORD delegated airspace provided the arrival sequence will not be interrupted and coordination is completed with the TRACON.

(2) Transfer communications of aircraft executing an approach at the following points:

- a.) Visual Approaches – At the final approach fix or boundary of ORD delegated airspace.
- b.) Instrument Approaches (including Widely Spaced) and Simultaneous Dependent Approaches – The final approach fix.
- d.) Simultaneous Independent Approaches – Within 25 NM from the runway.
- e.) Missed Approaches on the Localizer – After coordination with ORD, the final approach fix. C90 must assign missed approach aircraft 4,000 feet MSL.

(3) In the event of a blunder inside the final approach fix during Simultaneous Independent Approaches, C90 will issue initial action to prevent an aircraft from penetrating the No Transgression Zone (NTZ). ORD Local Control (LC) will issue missed approach instructions if necessary.

(4) Coordinate with ORD LC, verbally or via scratchpad entry, aircraft not executing the approach advertised on the ATIS. The following scratchpad entries shall be considered coordination with ORD LC:

- a.) VA shall indicate conducting a visual approach to the airport.
- b.) VS shall indicate conducting a visual approach following an aircraft.
- c.) ILS shall indicate conducting a ILS approach.
- d.) PRM shall indicate conducting a ILS PRM or RNAV PRM approach.
- e.) RNV shall indicate conducting a RNAV approach.
- f.) RNP shall indicate conducting a RNP approach.

### b.) ORD shall:

(1) Be responsible for longitudinal separation of arrivals inside the final approach fix.

I.) ORD provides visual separation as described in FAAO 7110.65, Paragraph 7-2-1, between successive arrivals on a runway.

**NOTE** – *ORD is authorized to conduct visual separation in accordance with FAAO 7110.65 whether the provisions of 6-b-1 have been met or not.*

(2) During Simultaneous Independent Approaches, be responsible for the lateral separation from 1 NM final inbound.

(3) During Simultaneous Independent Approaches to Widely Spaced Parallel Runways without Final Monitors, be responsible for lateral separation from the final approach fix inbound.

(4) Perform a verbal handoff on all aircraft executing a missed approach by contacting the C90 Departure controller via the appropriate voice coordination line. Assign an altitude of 4,000 feet MSL and issue headings according to the Arrival Area in use.

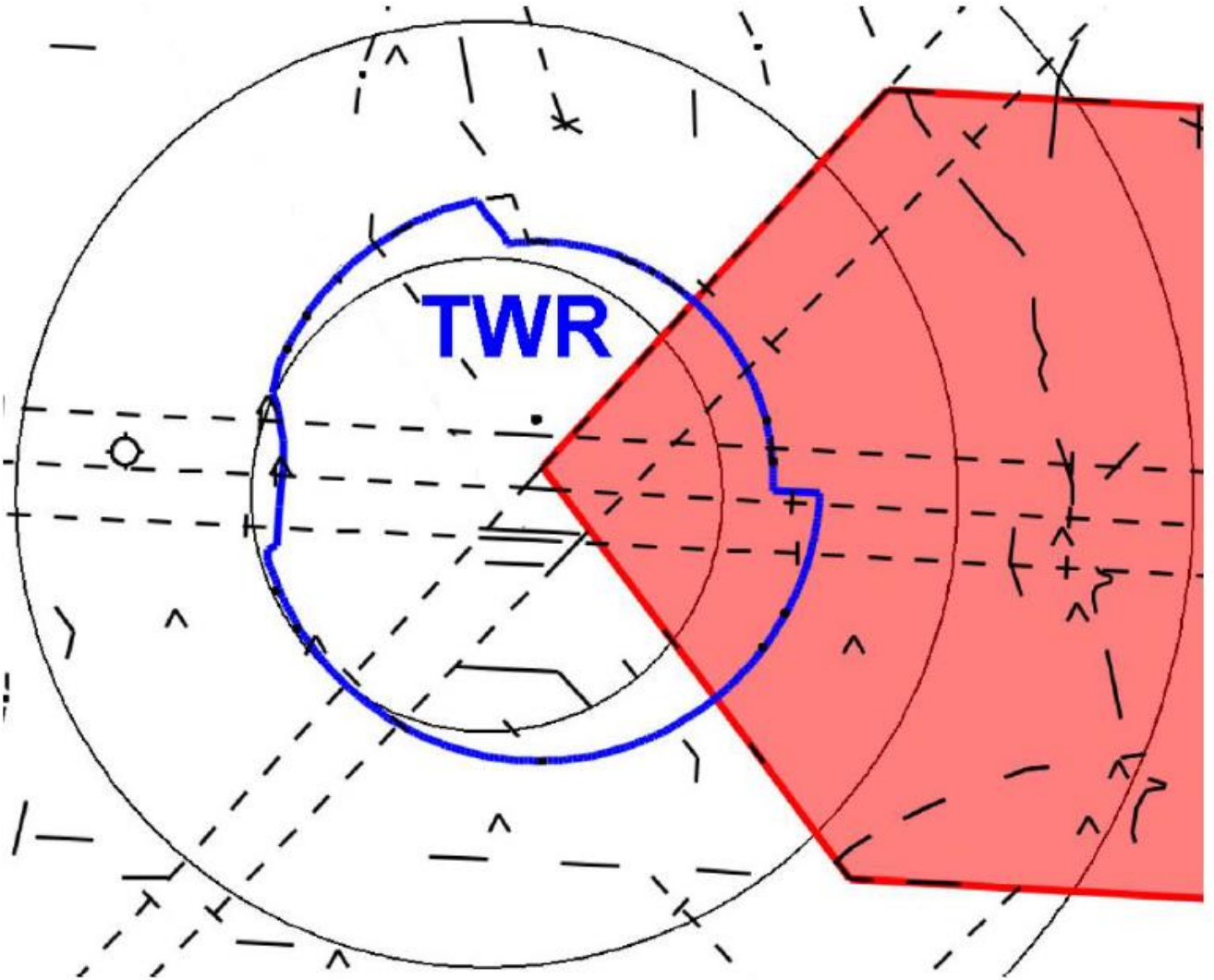
(5) Coordinate all operations above 2,000 feet MSL inside the arrival descent area (not landing at O'Hare).

## 7. DEPARTURES:

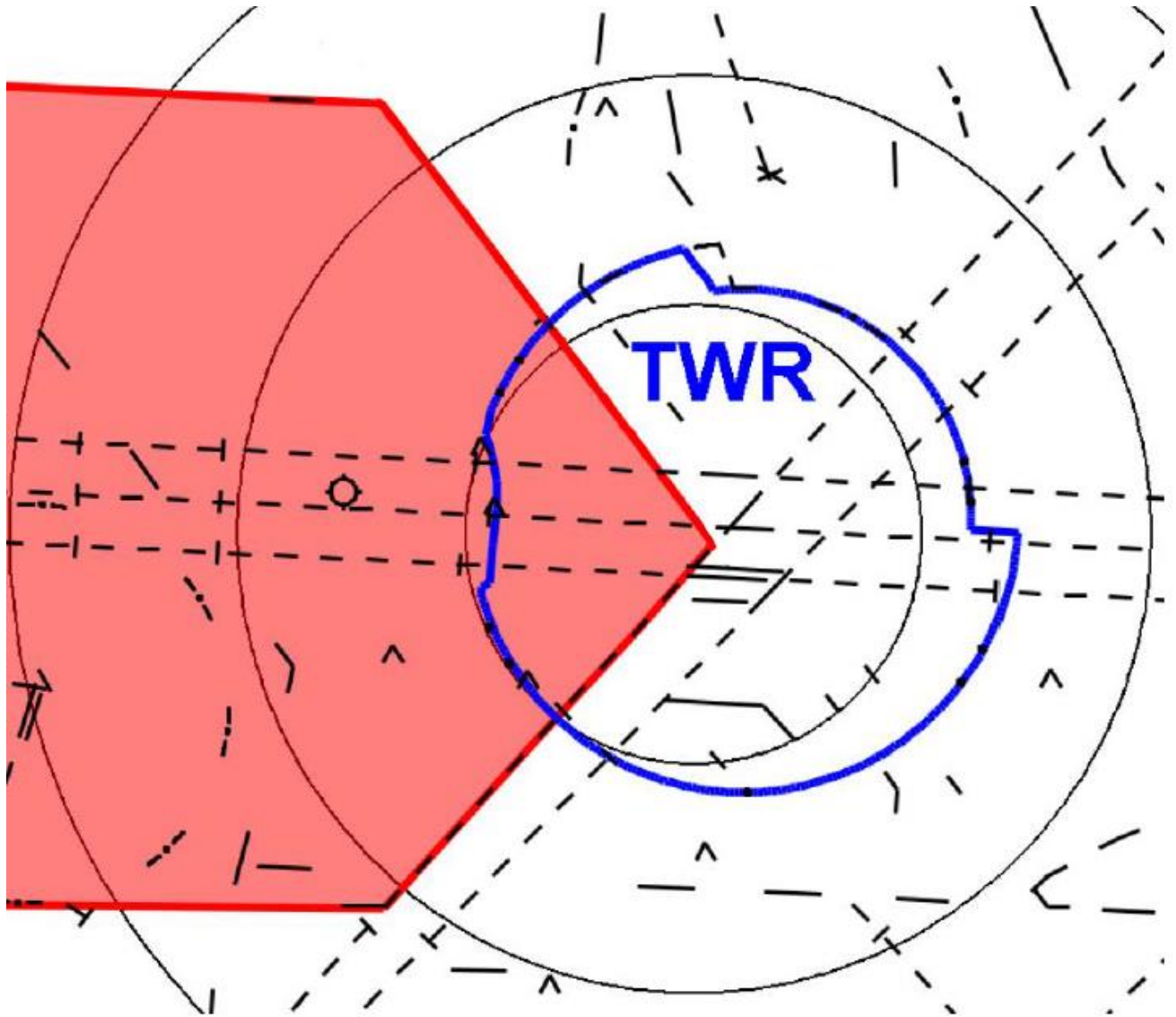
a.) ORD shall:

- (1) Except as required in Attachment H, Noise Abatement, assign headings to departures/missed approaches which will preclude aircraft from entering the Arrival Area when exiting ORD delegated airspace.
- (2) Aircraft unable to comply with the appropriate O'Hare SID shall be coordinated prior to departure in the following manner:
  - a.) When not able to comply with the ALTITUDE only portion of the SID, notify the C90 Departure controller via the appropriate voice coordination line and enter "ALT" on the flight progress strip.
  - b.) When not able to comply with the SPEED only portion of the SID, enter "SPD" on the flight progress strip.
  - c.) When not able to comply with both the ALTITUDE and SPEED portion of the SID, notify the C90 Departure controller via the appropriate voice coordination line, and enter "NSD" on the flight progress strip.
- (3) Utilize no more than two tracks for departures that are adjacent to the arrival descent area. If the departure direction must turn a corner of an arrival descent area, one track shall be for jets, the other for props.
- (4) Ensure that aircraft departing O'Hare Airport are established on tracks appropriate to achieve route relationship. In the event this cannot be accomplished, ORD shall coordinate with the appropriate departure controller(s).
- (5) Assign an altitude of 5,000 feet MSL to IFR aircraft except that 4,000 feet MSL may be assigned if verbally coordinated or indicated on the flight progress strip. Any altitude below 4,000 feet MSL must be verbally coordinated.
- (6) Assign an altitude no higher than 4,500 feet MSL to VFR departures requesting altitudes above 1,800 feet MSL.
- (7) Coordinate all IFR departures that will land within C90 airspace
- (8) The letters "YC" may be printed on a flight progress strip indicating that the departure controller may turn the aircraft toward the Arrival Area prior to leaving ORD delegated airspace.
- (9) Coordinate any formation flight(s) with the C90 Departure controller prior to release.
- (10) Provide a minimum of 8 miles separation between a jet departing behind a prop aircraft on the same heading.
- (11) Non-RNAV departures shall be handled in the following manner:
  - a.) ELX shall be treated as a DUFEE
  - b.) GIJ shall be treated as a MOBLE
  - c.) EON shall be treated as a CMSKY and DENNT
  - d.) RBS shall be treated as an ACITO and BACEN
  - e.) IOW shall be treated as an OLINN and PEKUE on West Flow, and as a PEKUE on East Flow
  - f.) PLL shall be treated as a MYKIE and NOONY
  - g.) BAE shall be treated as a PMPKN and RAYNR
  - h.) PETTY shall be treated as a PMPKN and RAYNR
- (12) On East Flow all west props shall be routed on the north side of the arrival descent area.
- (13) Unless otherwise coordinated, departing aircraft shall be transferred to the appropriate Departure Control frequency associated to the radar control symbol.

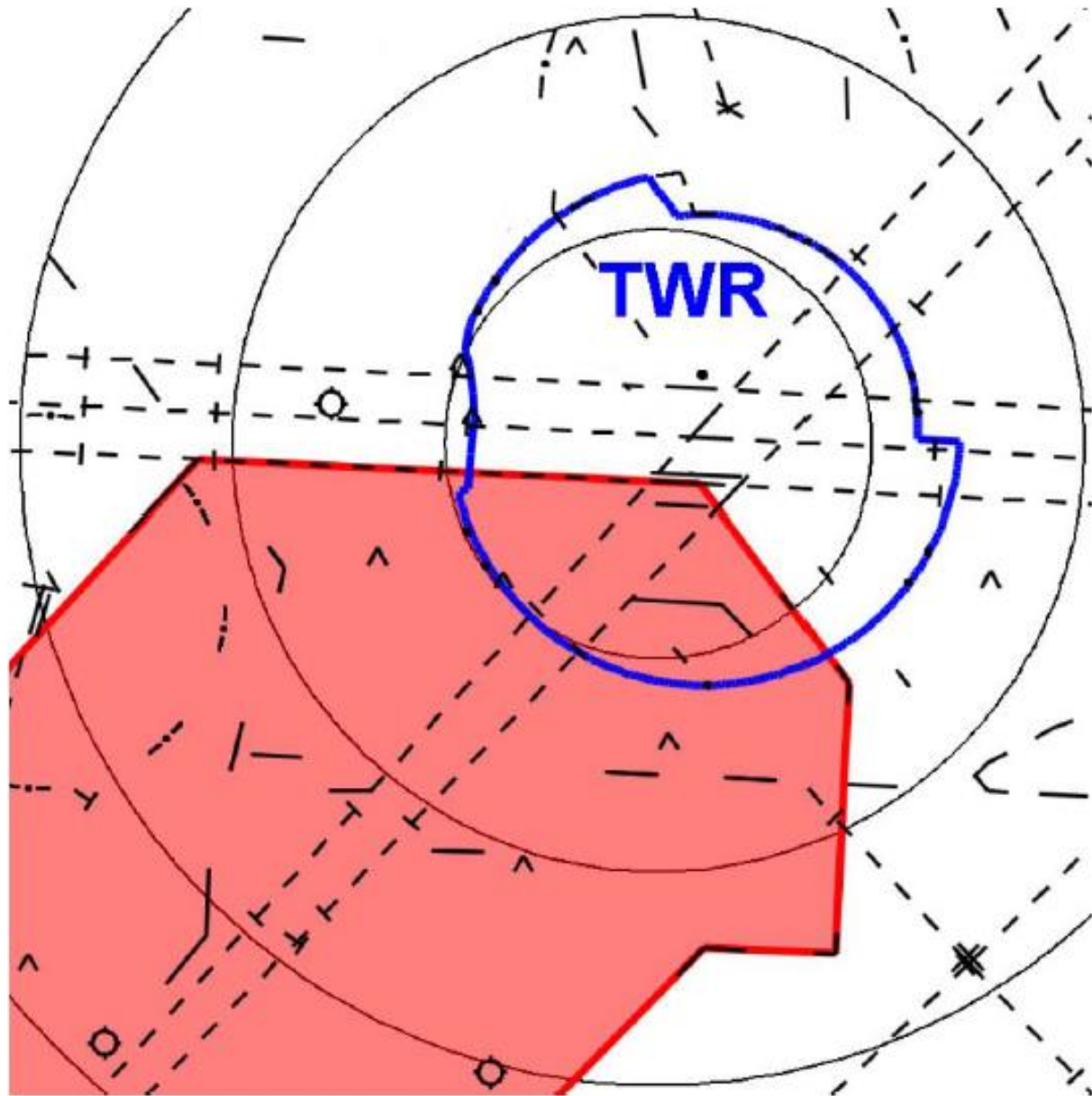
**Attachment A**  
**ARRIVAL DESCENT AREA**  
**WEST FLOW**



**Attachment A**  
**ARRIVAL DESCENT AREA**  
**EAST FLOW**

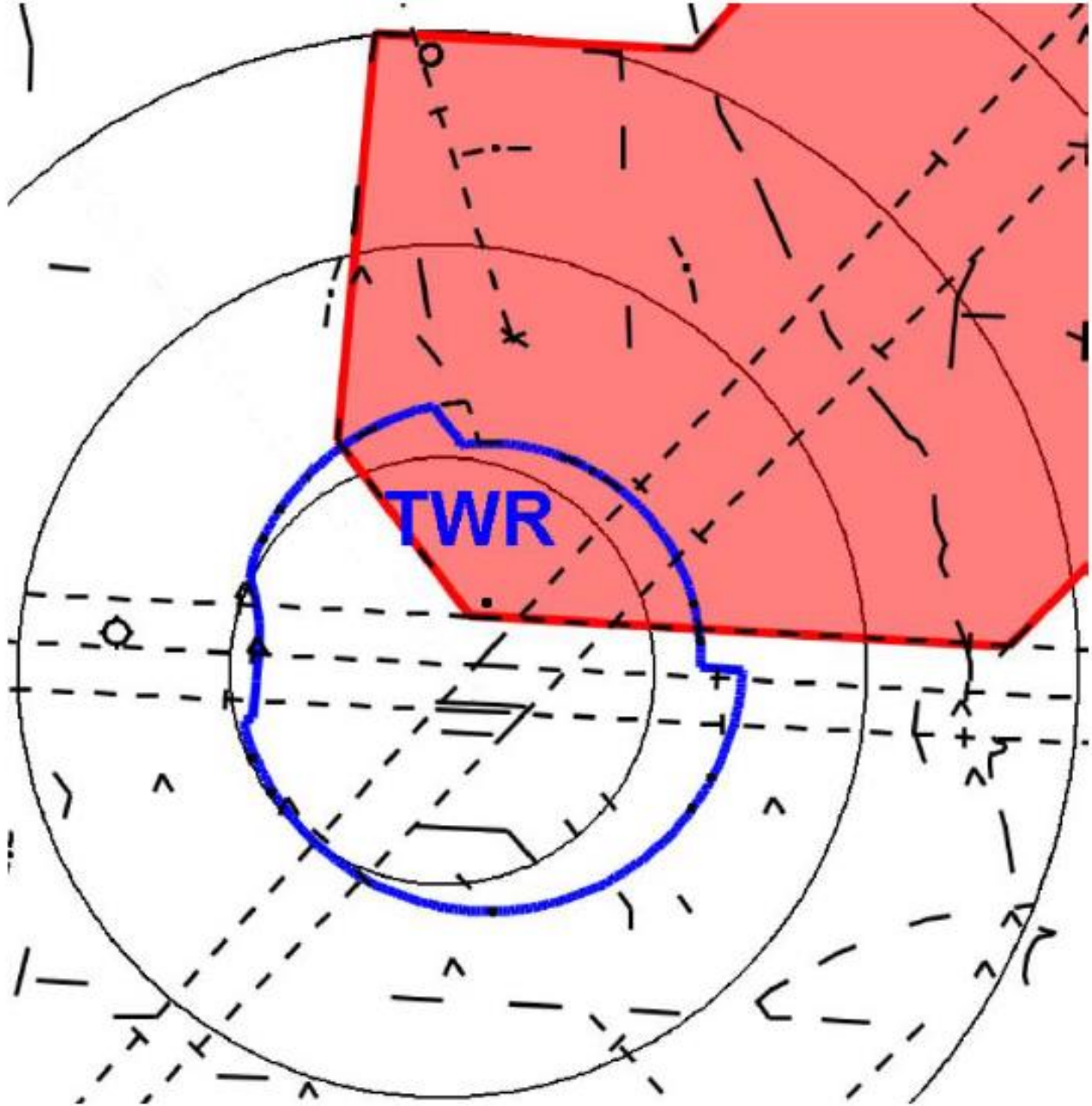


**Attachment A**  
**ARRIVAL DESCENT AREA**  
**PARALLEL 4'S**





**Attachment A**  
**ARRIVAL DESCENT AREA**  
**PARALLEL 22'S**



# Attachment B

## NOISE ABATEMENT

- 1.) These procedures are applied at Chicago O'Hare International Airport.
  - a.) To the extent possible, arrival/departure runway configurations shall be rotated every eight (8) hours to provide equitable noise relief to the communities surrounding O'Hare International Airport. Runway configurations shall be predicated upon safety considerations such as (but not all inclusive) wind, weather conditions, runway conditions/closures, navigational aid outages, traffic volumes, etc. The time of the configuration change will be determined by the ORD CIC after coordination with the C90 CIC.
  - b.) When feasible, noise abatement procedures shall be applied between the hours of 10:00 p.m. and 7:00 a.m. The runway configuration shall be determined by safety considerations such as (but not all inclusive) wind, weather conditions, runway conditions/closures, navigational aid outages, traffic volumes, etc. Noise abatement headings shall also be dictated by safety considerations.
  - c.) Noise abatement procedures shall be applied to all turbojet and large turboprop aircraft.
  - d.) The ORD CIC shall notify the C90 CIC when noise abatement procedures are initiated and discontinued.
- 2.) Arrival Procedures
  - a.) When noise abatement procedures are in effect, C90 shall keep turbojet and large turboprop aircraft at or above 4,000 feet MSL until turned onto the final approach course.
- 3.) Departure Procedures:
  - a.) ORD shall initiate noise abatement procedures when practical. A crosswind cannot exceed 80 degrees from either side of the centerline of the runway to be used and cannot exceed fifteen knots.
    - (1) The following arrival/departure configurations, which are listed in preferential order, shall be used to the maximum extent possible. Each configuration lists a primary (P) and alternate (A) departure runway.
      - i. 27L arrival – 28R (P) and 22R (A) departure
      - ii. 22R arrival – 28R (P) and 22R (A) departure
      - iii. 10L arrival – 9R (P) and 10L (A) departure

Unless safety considerations dictate otherwise, assign the following noise abatement headings to all turbojet and large turboprop aircraft:

- (1) 28R – 290 degrees until 3,000 feet MSL. This heading will enter the Arrival Area when Runway 15 is in use
- (2) 4R – 040 degrees for one (1) mile, then 090 degrees until 3,000 feet MSL
- (3) 22L – 180 degrees until 3,000 feet MSL
- (4) All other runways – runway heading until 3,000 feet MSL.
- (5) ORD shall advise, via the ATIS, when noise abatement procedures are in effect.
- (6) Unless otherwise coordinated, ORD shall issue a noise abatement aircraft the heading to be flown after leaving 3,000 feet MSL.



# Attachment C

## OPPOSITE DIRECTION OPERATIONS

These procedures apply to same and parallel runway Opposite Direction Operations (ODO) at O'Hare Airport between an:

- (1) Arrival and a departure
- (2) Arrival and an arrival

**DEFINITION:** ODO: IFR/VFR operations conducted to the same or parallel runways where an aircraft is operating in a reciprocal direction of another aircraft arriving, departing, or conducting an approach.

### RESPONSIBILITIES:

- a. C90 and ORD share the responsibilities to coordinate ODO and issue traffic advisories as prescribed in this agreement.
- b. ORD is responsible to apply the cutoff point(s) between arriving and departing aircraft in accordance with paragraph 4-c-1 and 2.
- c. C90 is responsible to apply the cutoff point(s) between successive ODO arrivals in accordance with paragraph 4-c-3.

### PROCEDURES FOR AIRCRAFT RECEIVING IFR SERVICES:

#### a.) General:

- i. ODO procedures are applicable when two aircraft will execute approaches to opposite ends of the same or parallel runway, or an aircraft will depart prior to an arrival on an opposite direction approach to the same or parallel runway.
- ii. Traffic advisories must be issued to both aircraft.

**EXAMPLE** – “OPPOSITE DIRECTION TRAFFIC (distance) MILE FINAL, (type aircraft).”

**EXAMPLE** – “OPPOSITE DIRECTION TRAFFIC DEPARTING RUNWAY (number), (type aircraft).”

**EXAMPLE** – “OPPOSITE DIRECTION TRAFFIC (position), (type aircraft).”

- iii. Do not allow opposite direction same runway operations with opposing traffic inside the cutoff point unless an emergency situation exists.

#### b.) Use of visual separation is not authorized for aircraft receiving IFR services that are conducting ODO to the same runway.

##### (1) Coordination:

- i.) C90 and ORD are responsible for initiating coordination required to accomplish an opposite direction arrival or departure.
- ii.) ORD CIC must verbally request opposite direction departures with C90 CIC.
- iii.) C90 CIC must verbally request opposite direction arrivals with ORD CIC.
- iv.) Initial coordination must be on a recorded line and must state “OPPOSITE DIRECTION” and include call sign, type, and arrival or departure runway.

b.) For aircraft receiving IFR services and conducting opposite direction same runway operations:

- a. A departing aircraft, including an aircraft performing a touch-and-go or stop-and-go, must be airborne and issued a turn to avoid conflict prior to an aircraft reaching a point ten (10) flying miles from the threshold of the runway of intended landing.
- b. An aircraft performing a go-around, low approach, or missed approach must be issued a turn to avoid conflict prior to an aircraft reaching a point ten (10) flying miles from the threshold of the runway of intended landing.
- c. An arriving aircraft must cross the runway threshold prior to an aircraft reaching a point ten (10) flying miles from the threshold of the runway of intended landing, regardless of aircraft type.
- d. If the above conditions are not met, action must be taken to ensure control instructions are issued to protect the integrity of the cutoff points.

c.) For aircraft receiving IFR services and conducting ODO to parallel runways, regardless of distance between centerlines, ensure a turn away from the opposing traffic is provided when inside the cutoff point to the other runway. Visual separation may be applied after the turn away from conflicting traffic.

**NOTE** – ODO requirements impose no restrictions to arrival vs. arrival conducted to parallel runways. Standard IFR separation rules apply.

- a. C90 controllers must ensure “OD” is entered into the arrival aircraft’s Special Character Field in the data block until the ODO is complete.

d.) ORD Local Control (LC) must make a verbal announcement when departing opposite direction.

**EXAMPLE** – “ROLLING RUNWAY 10L.”

(1) PROCEDURES FOR VFR/VFR AND VFR/IFR OPERATIONS:

- a.) When conducting ODO with a VFR aircraft, ORD must make a verbal announcement when departing opposite direction.
- b.) If coordination with C90 is required, ORD must state the phrase “OPPOSITE DIRECTION.”
- c.) ORD must ensure VFR aircraft are issued a turn to avoid conflict with opposing IFR/VFR traffic.
- d.) ORD, and when required C90, must issue traffic to both aircraft and indicate the direction that the departure will turn (arrival/departure), or the location of the opposing aircraft on final (arrival/arrival).



