

VATUSA KANSAS CITY ARTCC AND VATUSA CHICAGO ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 06/01/2018

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE: This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Kansas City ARTCC (ZKC) and VATUSA Chicago ARTCC (ZAU). 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: VATUSA Kansas City ARTCC and VATUSA Chicago ARTCC Letter of Agreement dated September 20, 2007 and all subsequent revisions.

4. PROCEDURES:

a. Each ARTCC must route/restrict aircraft in accordance with Attachments A and B.

b. The receiving ARTCC may assume control for beacon code changes and control for turns, on aircraft at or above 10,000 feet MSL, when aircraft are within 30 nautical miles of the common ZAU/ZKC ARTCC boundary. The maximum turn must not exceed 10 degrees and must not affect another sector without proper coordination.

c. Aircraft landing within 60 miles of the boundary must enter the receiving ARTCC's airspace AOB FL230, and the receiving ARTCC must have control for descent and turns.

d. Data Block Coordination and Interim Altitude Procedures.

(1) Data blocks must reflect the aircraft's assigned altitude at the time of handoff.

(2) Handoffs must be directed to the appropriate sector for the aircraft's altitude assignment. Acceptance of a radar handoff constitutes approval coordination for that aircraft to climb or descend to the displayed altitude.

(3) Use of interim (temp) altitudes is authorized between Kansas City ARTCC and Chicago ARTCC and must represent valid altitude coordination. Use of interim altitudes must not be authorized to coordinate Inappropriate Altitude for Direction of Flight (IAFDOF), or to supersede altitude restrictions established within this Letter of Agreement.

(4) When unable to approve the automated altitude, the receiving controller must verbally coordinate with the transferring controller prior to acceptance of the handoff.

e. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.

5. ATTACHMENTS:

a. Routes/Altitude Restrictions – ZKC to ZAU

b. Routes/Altitude Restrictions – ZAU to ZKC

_____/s/_____

Jakob Kruse

Air Traffic Manager

VATUSA Chicago ARTCC

_____/s/_____

Wesley Miles

Air Traffic Manager

VATUSA Kansas City ARTCC

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• Routes/Altitude Restrictions

ZKC to ZAU

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross the ZKC/ZAU Boundary, unless otherwise noted.)
ORD	Turboprops	IRK/BAYLI/STL.BDF STAR	AOB FL370 ²
	Turbojets	WELTS/FTZ/STL.TRLL STAR (RNAV) or IRK/TRICH.BENKY STAR (RNAV) or IRK/BAYLI/STL.BDF STAR	
MDW	Turboprops	IRK/SPI.MOTIF STAR	ZAU has control for descent to FL240 north of J80.
	Turbojets	IRK/MAGOO/PHEEB.ENDEE STAR (RNAV) or IRK/MAGOO/SPI.MOTIF STAR	
ORD Satellite	Turboprops	IRK/BAYLI/STL.BDF STAR	AT FL310 ³
	Turbojets	IRK/TRICH.BENKY STAR (RNAV) or IRK/BAYLI/STL.BDF STAR	
CMI	All		AOB 7,000MSL
PIA or BMI	All		AOB 10,000MSL

¹ORD satellite arrivals must enter ZAU either in-trail with or below ORD arrivals.

²ZKC releases control for descent.

³OR as assigned/filed, whichever is lower.

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ZAU to ZKC

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross the ZKC/ZAU Boundary, unless otherwise noted.)
MCI (and Satellites)	All	IRK/SPI.BQS STAR	
STL (and Satellites)	Turboprops Turbojets	SPI/RBS.VLA STAR RBS.AARCH STAR (RNAV) or SPI/RBS.VLA STAR	AOB FL320 ¹
SPI	All		AOB 7,000MSL
IRK	All		AOB 10,000MSL

¹Aircraft must be descending to FL280 at pilot's discretion.