

**VATUSA CLEVELAND ARTCC AND VATUSA CHICAGO ARTCC
LETTER OF AGREEMENT**

EFFECTIVE: SEPTEMBER 28, 2018

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE

This Letter of Agreement defines inter-facility responsibilities and communication procedures between VATUSA Cleveland ARTCC (ZOB) 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 Cleveland ARTCC and VATUSA Chicago ARTCC Letter of Agreement dated December 5, 2016 is hereby cancelled.

4. RESPONSIBILITIES

Airspace delegation between ZOB and ZAU must be in accordance with Attachment A of this document.

5. PROCEDURES

- a. Each ARTCC must route/restrict aircraft in accordance with Attachment C and Attachment D of this document.
- b. Coordinate and resolve, in a practical manner that provides the smoothest experience to the pilot, all deviations from, and situations not addressed by, this document (e.g., non-standard sectorization, holding, pilots unable to accept LOA routes, aircraft above/below LOA altitudes, etc.).
- c. Ensure that all aircraft are at a 1X simulation rate prior to initiating handoff.
- d. Ensure that aircraft on the same route segment at the same altitude (or different altitudes, but same destination airport within ZOB or ZAU) are separated by not less than 10 nautical miles (steady or increasing) or other value specified herein unless greater MIT separation is requested real-time by ZOB/ZAU.
 - i. NOTE: Separation of less than 10 nautical miles is permitted provided the trailing aircraft is operating at a speed that will permit it to overtake the lead aircraft, and both are vertically separated.
- e. Ensure that handoff requests are made at least 10 nautical miles prior to the relevant airspace boundary unless otherwise specified in this document. Handoff requests may be initiated up to 50 nautical miles without prior coordination.
 - i. NOTE: Transfer of radio communications can be delayed no later than the lateral boundary.
- f. The receiving ARTCC has control for beacon code changes and turns, when aircraft are within 20 nautical miles of the common ZOB/ZAU boundary. The maximum turn

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must not exceed 20 degrees off course and must not affect another sector without proper coordination.

- g. Ensure that all scratchpad entries are cleared unless required to convey operational information (e.g. "M80" for assigned Mach number, "H####" for assigned heading) not coordinated by other means (e.g. private message, verbally, etc.).
- h. Ensure the data block is formatted as follows:
 - i. Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
 - ii. No scratchpad, except if specific control instructions that differ from LOA procedures have been issued. In these cases, the alternate instruction shall be verbally or textually included as well as included in the scratchpad.
Scratchpad entries may include:
 - 1. Indicated speed restrictions (e.g., "S210", "S270+"). Clients only capable of 4-characters remove the "S" if needed (e.g., "270+")
 - 2. "M" for Mach speed restrictions (e.g., "M81", "M78+")
 - 3. "H" for heading assignments (e.g., "H230")
 - 4. "H" and direction for deviations (e.g., "H15L" for 15 degrees left of track)

6. ATTACHMENTS

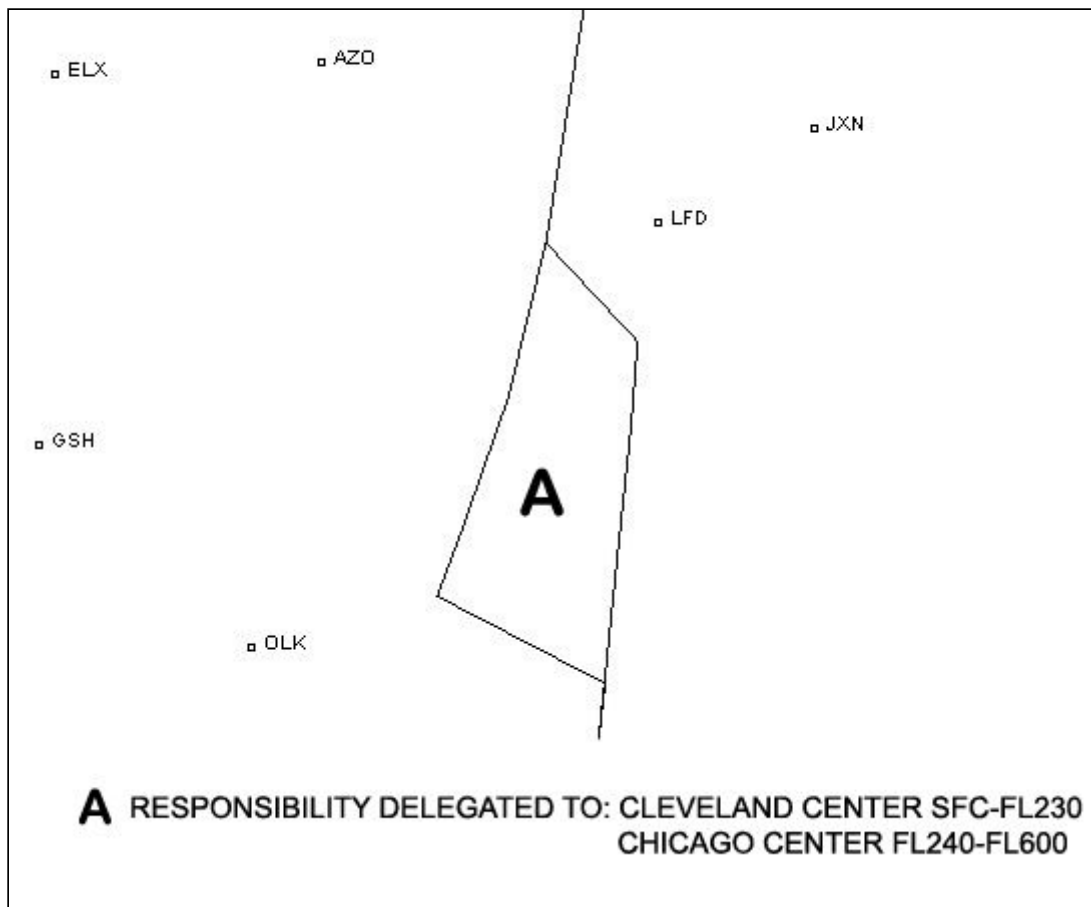
- a. Attachment A – Airspace Delegation Chart
- b. Attachment B – Area Airport Listings
- c. Attachment C – Permanent Route/Altitude Restrictions from ZOB to ZAU
- d. Attachment D – Permanent Route/Altitude Restrictions from ZAU to ZOB

/Amin Abraham/
Air Traffic Manager
Cleveland ARTCC, VATUSA

/Matthew Campbell/
Air Traffic Manager
Chicago ARTCC, VATUSA

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ATTACHMENT A - AIRSPACE DELEGATION CHART



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ATTACHMENT B - AREA AIRPORT LISTINGS

Area	Satellite Airport Codes
Detroit Area (D21)	CYQG, KARB, KDET, KYIP, KONZ, KOZW, KTTF, Y47, 1D2, KPTK, 3TE, KVLL
Chicago Area (C90)	KMDW, KPWK, KUGN, KARR, KDPA, KGYG, KLOT

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**ATTACHMENT C - PERMANENT ROUTES/ALTITUDE RESTRICTIONS
FROM ZOB TO ZAU**

Arrival Airports(s)	Qualifier	Route Via	Altitude (Cross ZOB/ZAU common boundary, unless otherwise noted)₂
KORD	RNAV	...FNT.WYNDE#	EMMMA AOB FL320
		...ZANLA.WATSN#	AOB FL320
	Non-RNAV	...VWV/DJB/BSV.OXI#	AOB FL300
KMDW	RNAV	...PANGG#	BAGEL AOB FL200
	Non-RNAV	...GSH#	
KORD ₁	North of J146	...VIO OBK	AOB FL240
	South of J146	...GSH CGT	AOB FL240
KGRR		...VIO	AOB 9,000'
KFWA		...FWA	AOB 9,000'
KAZO / KBTL		...AZO	AOB 9,000'
KSBN	North of J146	...LEROY GIJ	AOB 16,000'
	South of J146	...VWV GIJ	AOB 16,000'

₁ Chicago Satellite Arrivals (see Attachment B)

₂ Aircraft whose destination airports lie within 60NM of the ZOB/ZAU common boundary must enter the receiving facility's airspace AOB FL230 unless otherwise noted in Attachment C and/or Attachment D.

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**ATTACHMENT D - PERMANENT ROUTES/ALTITUDE RESTRICTIONS
FROM ZAU TO ZOB**

Arrival Airports(s)	Qualifier	Route Via	Altitude (Cross ZOB/ZAU common boundary, unless otherwise noted)₂
KDTW	RNAV ₃	...HOOTA/PORZL/DUUDA. KKISS# / RCKTY#	CCRIS AOB FL230
		...OLYEE.KKISS# / RCKTY#	DYWKR AOB FL210
		...SAMPL.VCTRZ# / HAYLL#	HOSSA AOB FL190
		...WWODD.LECTR# / HANBL#	CLRIC AOB FL210
	Non-RNAV	...LAN SVM	AOB 15,000'
		...LFD/FWA.MIZAR#	MIZAR AOB 12,000'
KDTW ₁	RNAV	...WEBOR.RRALF#	AOB 15,000'
		...HOSSA/WWODD.PETTE#	
	Non-RNAV	...LAN PSI	
		...FWA/LFD.CRUXX#	
KCLE	RNAV	...BRWNZ#	AOB FL330
	Non-RNAV	...HIMEZ#	
KFNT		...FNT	AOB 15,000'
KTOL		...VWV	AOB 11,000'
KMBS		...MBS	AOB 15,000'
KLAN / KJXN		...LAN	AOB 9,000'

₁ Detroit Satellite Arrivals (see Attachment B)

₂ Aircraft whose destination airports lie within 60NM of the ZOB/ZAU common boundary must enter the receiving facility's airspace AOB FL230 unless otherwise noted in Attachment C and/or Attachment D.

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₃ ZAU shall ensure that RNAV aircraft landing at KDTW are routed via the proper configuration-dependant STAR. KKISS#, LECTR#, and VCTRZ# arrivals are used when KDTW is in north flow. RCKTY#, HANBL#, and HAYLL# arrivals are used when KDTW is in south flow. ZOB shall advise ZAU of the flow in use at KDTW.