

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 04/15/2015

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Chicago ARTCC (ZAU) and VATUSA Minneapolis ARTCC (ZMP). 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 Chicago ARTCC and VATUSA Minneapolis ARTCC Letter of Agreement dated January 15, 2011.
4. **RESPONSIBILITIES:**
 - a. ZMP delegates to ZAU control jurisdiction of airspace in the vicinity of Volk Field, WI (VOK) and Waterloo, IA (ALO) as depicted in Attachment A and B.
 - b. ZAU delegates to ZMP control jurisdiction of airspace in the vicinity of Des Moines, IA (DSM) as depicted in Attachment C.
5. **PROCEDURES:**
 - a. Each ARTCC must route/restrict aircraft in accordance with Attachment D.
 - b. Transponder codes may be changed without coordination in an area 30NM either side of the ZMP/ZAU ARTCC common boundary, and the receiving controller must have control for turns up to 20 degrees left or right of course for aircraft within 20NM of the ZMP/ZAU ARTCC common boundary.
 - c. For RNAV aircraft landing C90 area airports, Chicago ARTCC must have control for configuration-dependent STAR reroutes within 30NM of the ARTCC common boundary.
 - d. Flights originating less than 5 minutes flying time from the adjacent ARTCC's boundary must be coordinated by the transferring ARTCC.
 - e. Aircraft whose destination airports lie within 60 miles of the ZMP/ZAU ARTCC common boundary must enter the receiving ARTCC's airspace AOB FL230, and the receiving ARTCC must have control for descent and turns.
 - f. Routes/restrictions listed in Attachment E must apply upon request of the receiving ARTCC for events or periods of heavy arrival or departure traffic to or from the designated airport.
 - g. 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 Chicago ARTCC and Minneapolis ARTCC and must represent valid altitude coordination. Use of interim altitudes must not be

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

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.

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

6. ATTACHMENTS:

- a. Attachment A – VOK Approach Control Airspace
- b. Attachment B – ALO Approach Control Airspace
- c. Attachment C – DSM Approach Control Airspace
- d. Attachment D – Permanent Route/Altitude Restrictions
- e. Attachment E – Traffic Dependent Route/Altitude Restrictions

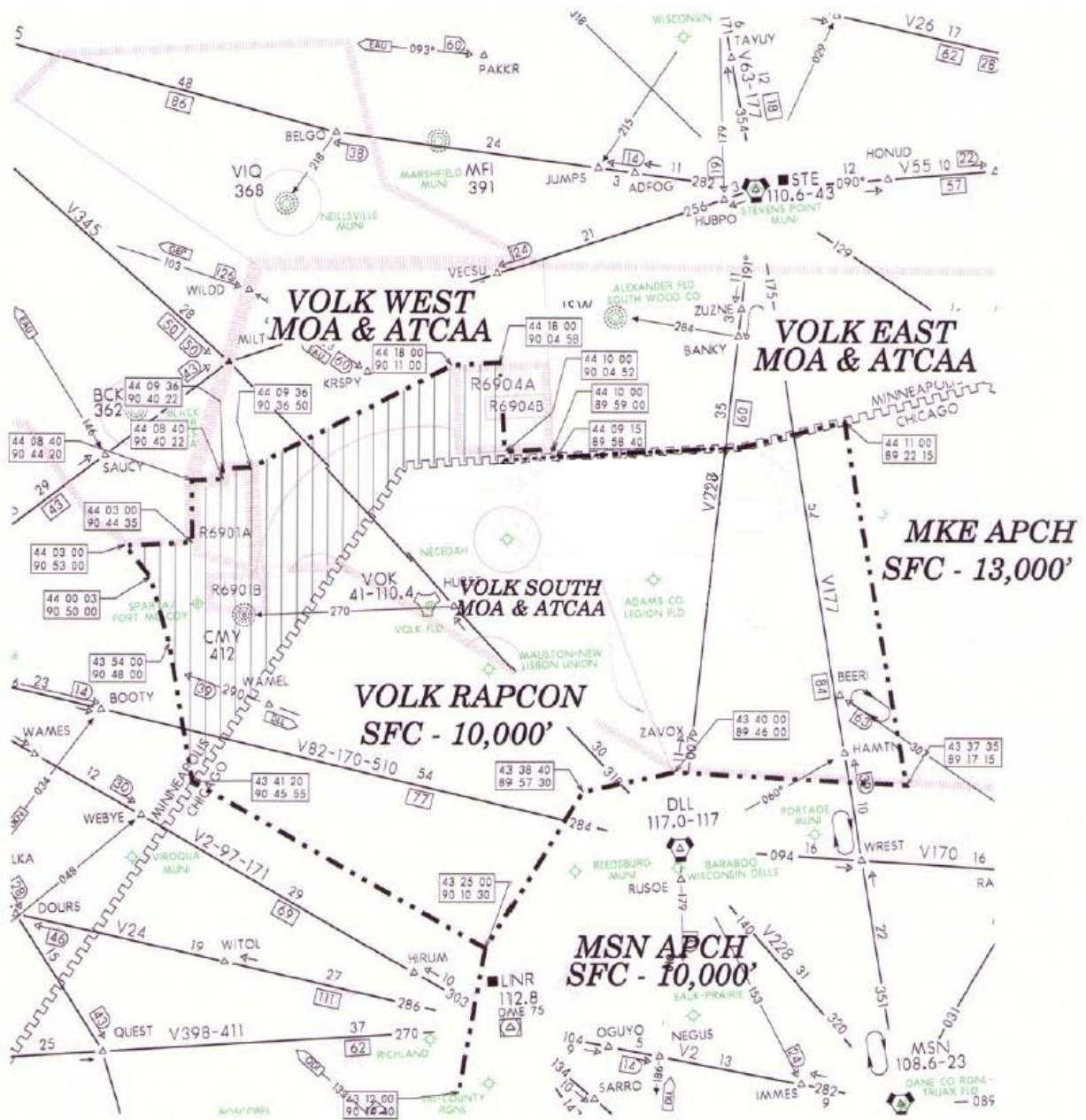
_____/s/
Dhruv Kalra
Air Traffic Manager
VATUSA Minneapolis ARTCC

_____/s/
Mathew M. Magera
Air Traffic Manager
VATUSA Chicago ARTCC

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

ATTACHMENT A – VOK APPROACH CONTROL AIRSPACE



LEGEND

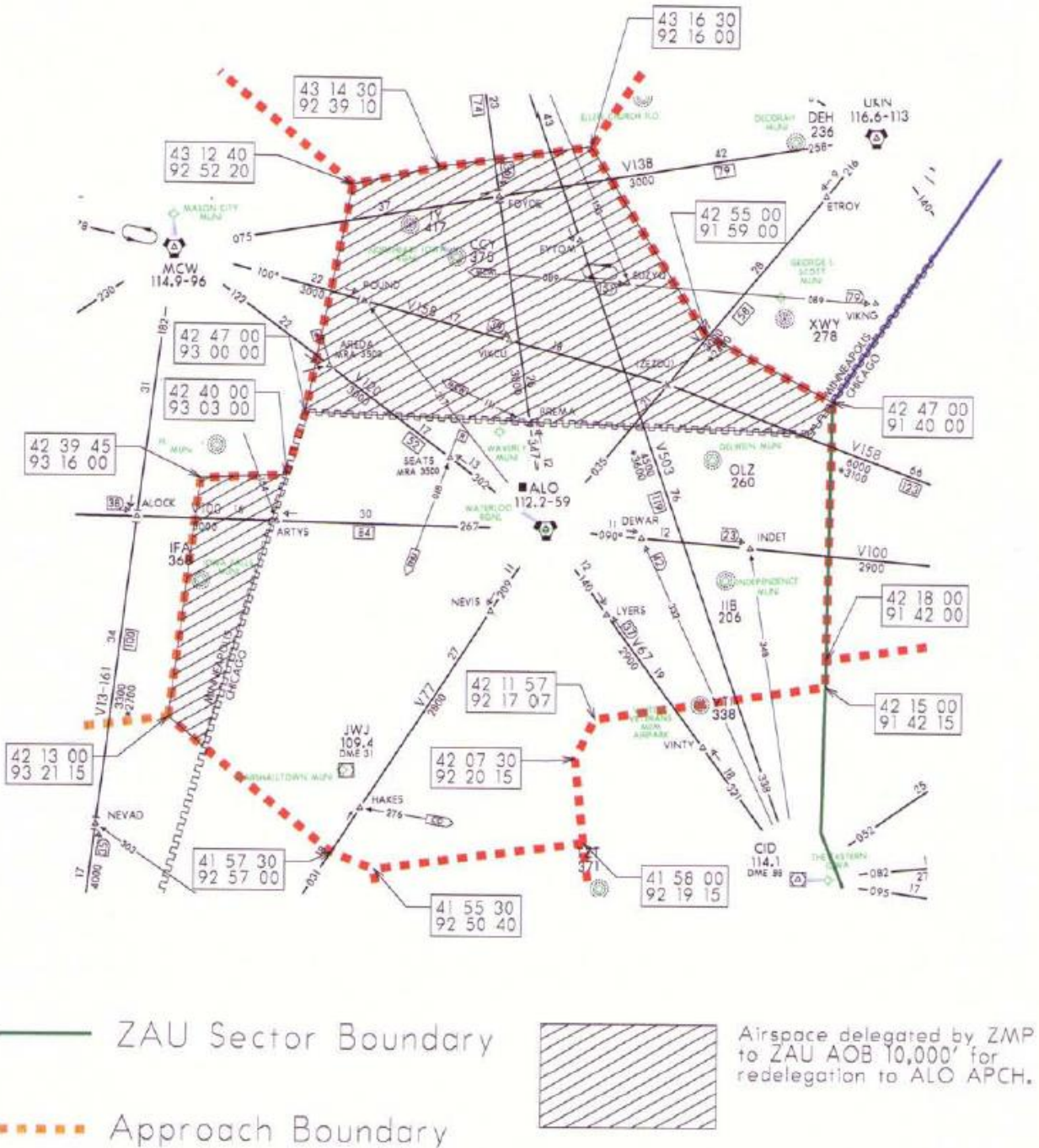
- CENTER BOUNDARY
- MOA/ATCAA BOUNDARY
- VOK RAPCON BOUNDARY

AIRSPACE DELEGATED TO CHICAGO ARTCC BY MINNEAPOLIS ARTCC FOR VOK APPROACH CONTROL

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

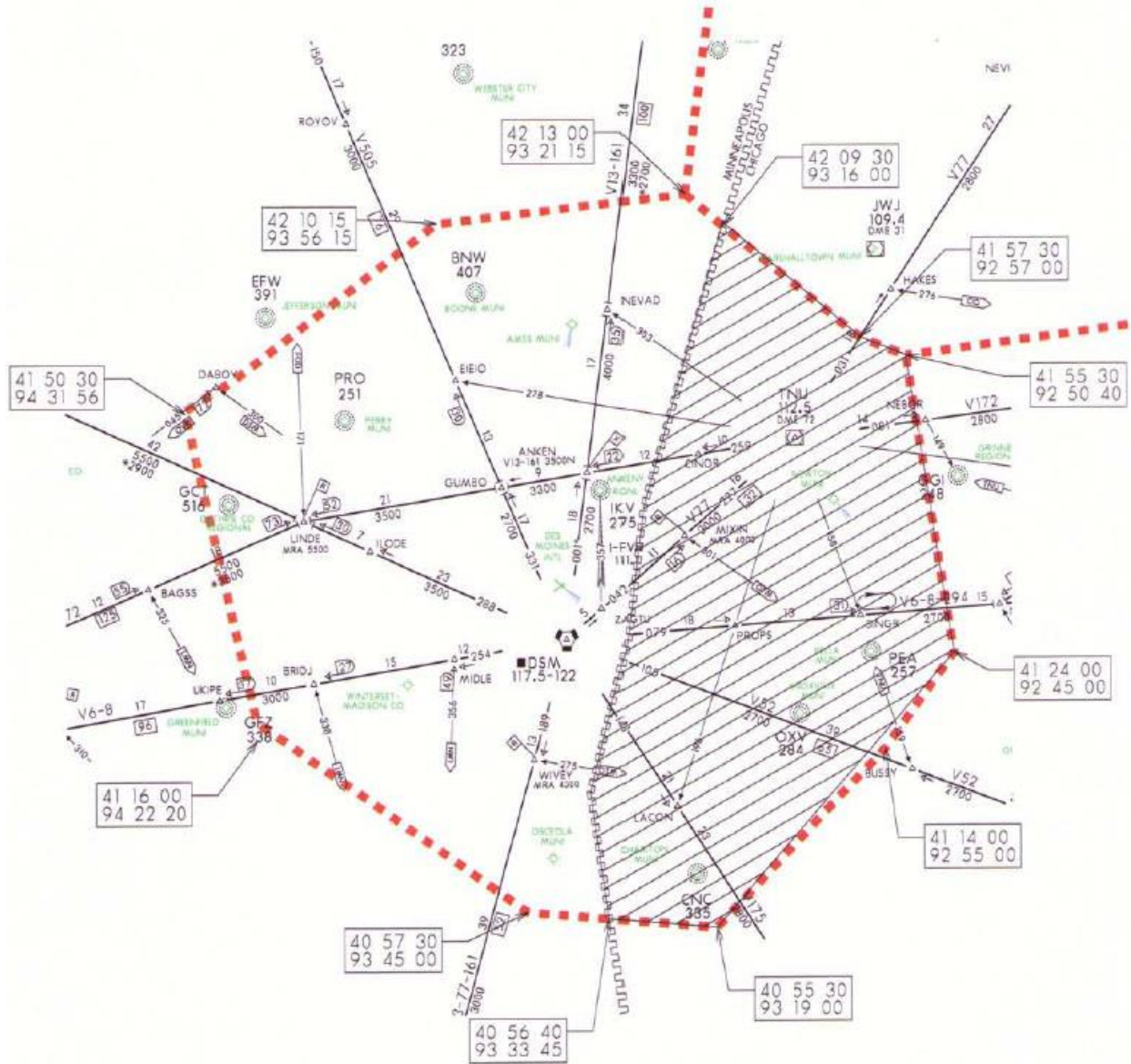
ATTACHMENT B – ALO APPROACH CONTROL AIRSPACE



VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

ATTACHMENT C – DSM APPROACH CONTROL AIRSPACE



----- Approach Boundary



Airspace delegated by ZAU to ZMP AOB 10,000' for redelegation to DSM Approach

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

ATTACHMENT D – PERMANENT ROUTES/ALTITUDE RESTRICTIONS
FROM ZAU TO ZMP

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZAU/ZMP Boundary, unless otherwise noted)
MSP ¹	North/East of ORD	KAMMA.KKILR STAR (RNAV) or BAE.EAU STAR ²	AOB FL340
	South/West of ORD	MNOSO.BLUEM STAR (RNAV) or ALO.KASPR STAR	AOB FL320
	MSN Jet Departures	BEERI.KKILR STAR (RNAV) or RST..KASPR.KASPR STAR	AOB FL280
MSP Satellite (ANE FCM LVN MIC STP) ³	North/East of ORD	BAE.AGUDE STAR	AOB FL340
	South/West of ORD	ALO..TWOLF.TWOLF STAR	AOB FL320
OMA		FOD/DABOY/DSM.LANTK STAR or LMN.MARWI STAR	AOB FL340

¹ C90 Jet Departures must be routed via KKILR/EAU or BLUEM/KASPR STARs, with KKILR/EAU being the primary preferred routing.

² WILDD STAR Not Authorized. Aircraft filed for or requesting the WILDD STAR must be routed via the EAU STAR.

³ C90 Jet/Turboprop Departures must be routed via BAE.AGUDE STAR. MSP satellite arrivals must enter ZMP either in-trail with or below MSP arrivals.

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

ATTACHMENT D – PERMANENT ROUTES/ALTITUDE RESTRICTIONS
FROM ZMP TO ZAU

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZAU/ZMP Boundary, unless otherwise noted)
ORD	From the West	MYRRS.FYTTE STAR (RNAV) or DBQ..JVL.JVL STAR	
	From the Northwest	ZZIPR/SHIKY.FYTTE STAR (RNAV) or JVL.JVL STAR	AOB FL310 (SHIKY AOB FL280)
	From the North	MADII STAR	AOB FL230
	From the Northeast	PAITN/WYNDE STAR	AOB FL320
MDW	From the West	JALAP.ENDEE STAR (RNAV) or BDF/LMN.MOTIF STAR or BDF..JOT	
	From the North/Northwest	OHHMY.ENDEE STAR (RNAV) or CVA.MOTIF STAR or CVA/DLL/MSN..RFD..JOT	
	From the Northeast	GSH.GSH STAR or GSH..CGT	
Chicago Metro Area	From the North	BJB..OBK..Destination	AOB FL230
DTW	From the Northeast	POLAR STAR	AOB FL310

VATUSA CHICAGO ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

ATTACHMENT E – TRAFFIC DEPENDENT ROUTE/ALTITUDE RESTRICTIONS

The restrictions listed below should only be requested for one or more specific airport(s), and only for events or other periods of heavy traffic arriving or departing the designated airport(s).

FROM ZAU TO ZMP

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZAU/ZMP Boundary, unless otherwise noted)
GRB	Over MKE Apch Airspace (MKE Apch Not Open)		AOB 10,000
	East of MKE Apch Airspace		Descending to AOB FL240
LSE			Descending to AOB 6,000
RST			Descending to AOB FL240

FROM ZMP TO ZAU

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZAU/ZMP Boundary, unless otherwise noted)
MKE & MKE Metro Area	From the West	GOPAC STAR (RNAV) or JVL..BAE	
	From the Northwest	MSN.V2.BAE Or WAITS..BAE	AOB FL310
	From the North	BJB	AOB FL190
	From the Northeast	SUDDS	AOB FL200
CID	ZMP Sectors 17/30		AOB FL290
CVG	ZMP Sectors 27/30	JOT.SHB/CEGRM STAR	
GRR	ZMP Sector 2 Above 11,000		Descending to 11,000
MSN	ZMP Sector 6		AOB FL230
OSH/FLD/SBM	ZMP Sector 4		AOB 7,000