

VATUSA KANSAS CITY ARTCC AND VATUSA CHICAGO ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 07/08/2020

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 June 1, 2018 and all subsequent revisions.

4. DEFINITIONS

- a. Chicago Metropolitan Area Satellite: **ARR, DKB, DPA, GYY, LOT, MDW, PWK**
- b. St. Louis Metropolitan Area: **STL, SUS, CPS, ALN, BLV**
- c. Kansas City Metropolitan Area: **MCI, MKC, OJC, IXD**
- d. Moline Metropolitan Area: **MLI, MUT, C66, CBG, EZI, CWI**
- e. **RBS:** Roberts HI, Sector 45 **BDF:** Bradford HI, Sector 52 **LOWLI:** LOWLI HI, Sector 90
- f. **TRENTON:** Trenton/IRK HI, Sector 32

5. PROCEDURES:

- a. Each ARTCC must route/restrict aircraft in accordance with Attachments A and B.
- b. Unless stated otherwise in this agreement, 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 & ZAU to ZKC
- b. Airspace Depiction – Center Sectors, CMI ATCT, SPI ATCT, BRL LO Shelf.

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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/NON-RNAV	IRK/BAYLI/STL.BDF STAR	AOB FL370 ³
	RNAV ¹	TRTLL STAR (RNAV) BENKY STAR (RNAV) SHAIN STAR (RNAV) ²	
MDW	NON-RNAV/Turboprops	IRK/MAGOO/SPI.MOTIF STAR	AOB FL310 ⁴ Except RBS Sector: AOB FL290 ⁴
	RNAV/Turbojets	IRK/MAGOO/PHEEB.ENDEE STAR (RNAV)	
NON RNAV- Chicago Metro SAT	ALL except RBS	J26, J35, J96, J101, J105 or direct BDF, PIA, or PNT VORTAC	AOB FL310 ⁴
	RBS SECTOR		AOB FL290 ⁴
GYG	RBS Sector	SOHOW.LUCIT STAR	4
	West of RBS Sector	Filed Routing	
CMI	AOA 11000		AT 11,000 ⁵
	AOB 10000		Level at assigned altitude ⁵
BRL, FSW, MPZ, MQB	ALL		At 5000, 6000 for direction of flight ⁶
CID	ALL		AOB FL290 ⁷
PIA or BMI	ALL		AOB 10,000

¹Aircraft shall be cleared no further than VINCA or DRAMS.

²ZAU will advise ZKC when this STAR is active (east flow).

³Kansas City ARTCC releases control for descent.

⁴ZAU has control for descent to FL240 and 30 degree turns north of J80.

⁵CMI has control for descent.

⁶ZKC releases control for descent and 30 degree turns upon contact.

⁷ZKC releases control for descent upon contact.

NOTE: St. Louis Metropolitan departures filed into Roberts sector shall be at or climbing to FL330, or requested altitude, whichever is lower. ZAU Roberts sector shall assume control for climb to FL340 and turns up to 30 degrees, north of the centerline of J80.

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- **Routes/Altitude Restrictions**

ZAU to ZKC

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross the ZKC/ZAU Boundary, unless otherwise noted.)
KC METRO	All	IRK.BQS STAR	AOB FL380
		SPI.BQS STAR	
STL ³	LOWLI → TRENTON (MSP/DSM)	GUZIK/IRK.LORLE STAR (RNAV) CNOTA/IRK.RIVRS STAR	AOB FL310 ¹
	BDF SECTOR		AOB FL260 ²
	ORD/MDW/MKE RBS SECTOR	RBS.AARCH STAR (RNAV) or RBS.VLA STAR	AOB FL280 ²
SPI	All		SPI TRACON AT 11,000
IRK	All		AOB 10,000MSL

¹Kansas City ARTCC may assume control of these arrivals abeam the Ottumwa VORTAC for descent to FL240 and turns not to exceed 40 degrees.

²Kansas City ARTCC may assume control of these arrivals upon completion of a radar handoff and communications transfer for descent to FL240 and turns not to exceed 30 degrees.

³ZAU should re-route RNAV capable aircraft on RNAV STARs.

_____/s/_____

Dristin Rose

Air Traffic Manager

VATUSA Chicago ARTCC

_____/s/_____

Kyle Kaestner

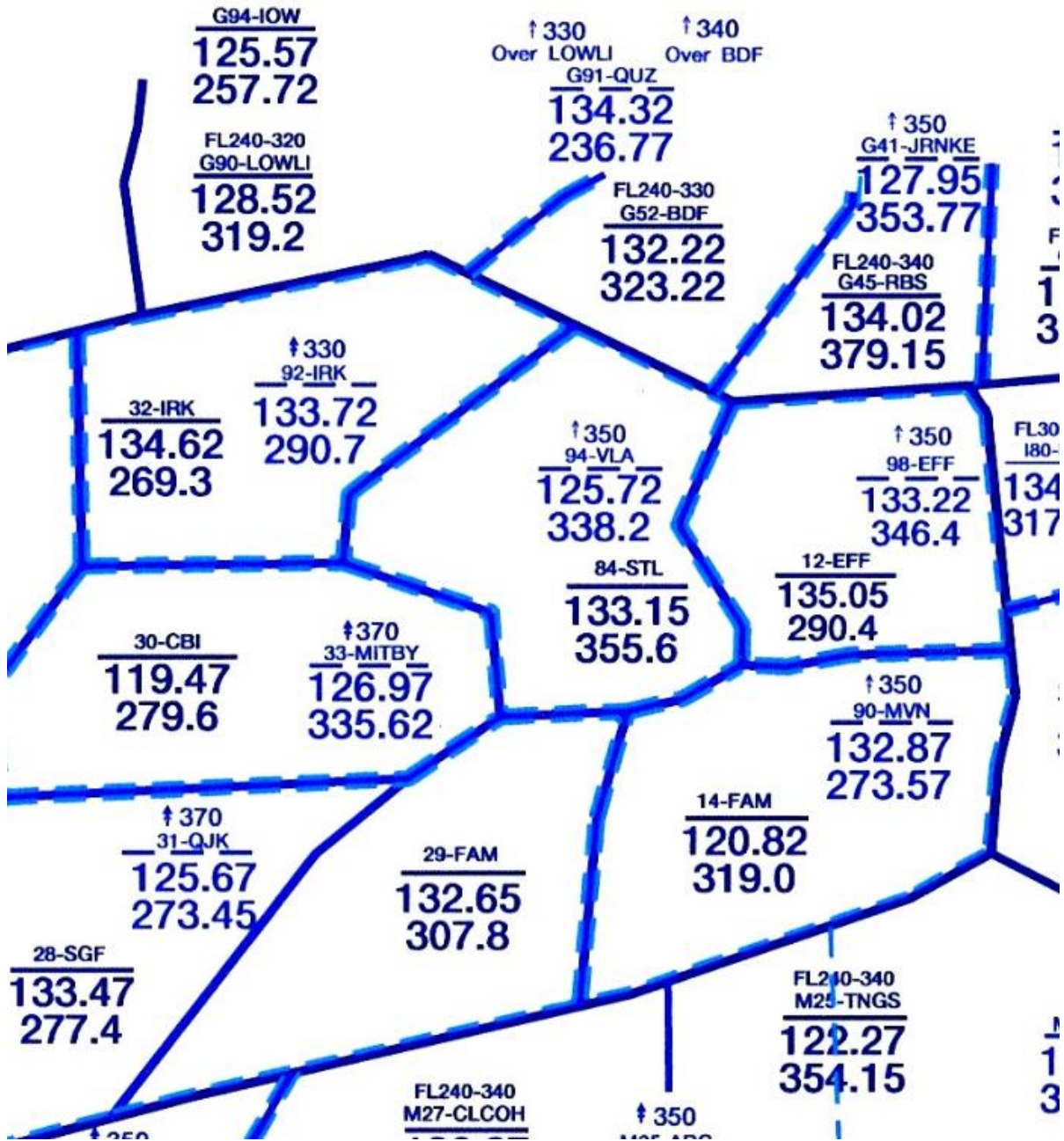
Air Traffic Manager

VATUSA Kansas City ARTCC

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• Airspace Depiction



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