

VATUSA CHICAGO ARTCC AND VATUSA INDIANAPOLIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 10/15/2018

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Chicago ARTCC (ZAU) and VATUSA Indianapolis ARTCC (ZID). 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 Indianapolis ARTCC Letter of Agreement dated January 01, 2017.
4. **RESPONSIBILITIES:**
 - a. ZID ARTCC and all of its members must abide to the entirety of this document.
 - b. ZAU ARTCC and all of its members must abide to the entirety of this document.
5. **PROCEDURES:**
 - a. Each ARTCC must route/restrict aircraft in accordance with Attachment A and Attachment B.
 - b. Transponder codes may be changed without coordination in an area of 30NM on either sides of the ZID/ZAU ARTCC common boundary, and the receiving controller must have control for turn up to 20 degrees left or right of course for aircraft within 20NM of the ZID/ZAU ARTCC common boundary.
 - c. For RNAV aircraft landing C90 area airport, Chicago ARTCC must have control for configuration-dependant STAR reroutes within 30NM of the ARTCC common boundary.
 - d. Aircraft with destination airports lying within 60NM of the ZID/ZAU common boundary must enter the receiving ARTCC's airspace AOB FL230 unless otherwise noted in Attachment A and/or Attachment B, and the receiving ARTCC must have control for descents and turns.
 - e. Data block coordination and interim altitude procedures:
 - i. Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
 - ii. 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.
 - iii. Use of interim (temp) altitudes is authorized between Chicago ARTCC and Indianapolis ARTCC. 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.
 - f. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis via verbal coordination.

For VATSIM Use Only

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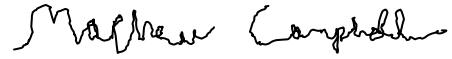
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6. ATTACHMENTS:

- a. Attachment A - Permanent Route/Altitude Restrictions from ZAU to ZID
- b. Attachment B - Permanent Route/Altitude Restrictions from ZID to ZAU
- c. Attachment C - ZID Airspace Delegation to ZAU
- d. Attachment D - ZAU Airspace Delegation to ZID



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ATTACHMENT A - PERMANENT ROUTES/ALTITUDE RESTRICTIONS
FROM ZAU TO ZID

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZAU/ZID common boundary, unless otherwise noted)
CVG	West of VHP	RNAV ...CEGRM#	Descending to Cross SHB @ 14,000
		Non-RNAV ...SHB#	
	East of VHP	FWA V55 DQN V275 NEATS	AOB FL210
IND ¹	West of VHP ²	RNAV JAKKS#	Descend via...
		Non-RNAV ...VHP	AOB 14,000
	East of VHP	RNAV SJAAY.SNKPT#	Descend via...
		Non-RNAV FWA.CLANG#	WGNER @ FL260
EYE, TYQ, UMP, MQJ ^{1, 2}		OKK V305 WELDO	WELDO @ 5,000
SDF	West of VHP	RNAV TTH.FRIZN#	AOB FL310
		Non-RNAV TTH.CHERI#	
	East of VHP	RNAV CVG.DLAMP#	AOB FL300
		Non-RNAV CVG.RDSTN#	
CMH		...FWA.GUNNE#	BRYEN AOB FL230
DAY		...FWA DQN	AOB 15,000
HUF		...TTH	AOB 15,000

¹ ZID has control for turns and descents for aircraft landing at these airports

² When IND_APP is staffed, aircraft landing in the IND TRACON shall be handed directly to the appropriate IND_APP, otherwise they shall be handed off to the appropriate IND_CTR.

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ATTACHMENT B - PERMANENT ROUTES/ALTITUDE RESTRICTIONS
FROM ZID TO ZAU

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZAU/ZID common boundary, unless otherwise noted)
ORD ²	Jets (RNAV)	...MZZ/FWA.WATSN# / VEECK#	AOB FL340
	Other	...FWA/MZZ.OXI#	
MDW	...FWA RNAV Aircraft	...FWA.PANGG#	AOB FL300
	...FWA Other	...FWA.GSH#	
			...OKK.FISSK#
MKE		...VINNE BRAVE EXARR	
FWA ¹		...FWA	AOB 11,000
GRR / AZO		...FWA AZO	AOB FL290
SBN		...GSH	AOB FL220
GYG	EAST VHP	FWA.GSH#	@ FL260
	WEST VHP	RNAV MACES.LUCIT#	@ FL260
		Non-RNAV ...BVT	
C90 Satellites ARR, LOT, DPA	EAST VHP	FWA.V38.EON...JOT	AOB FL300
	WEST VHP	BVT.V7.ZORRO..EON..JOT	AOB FL260

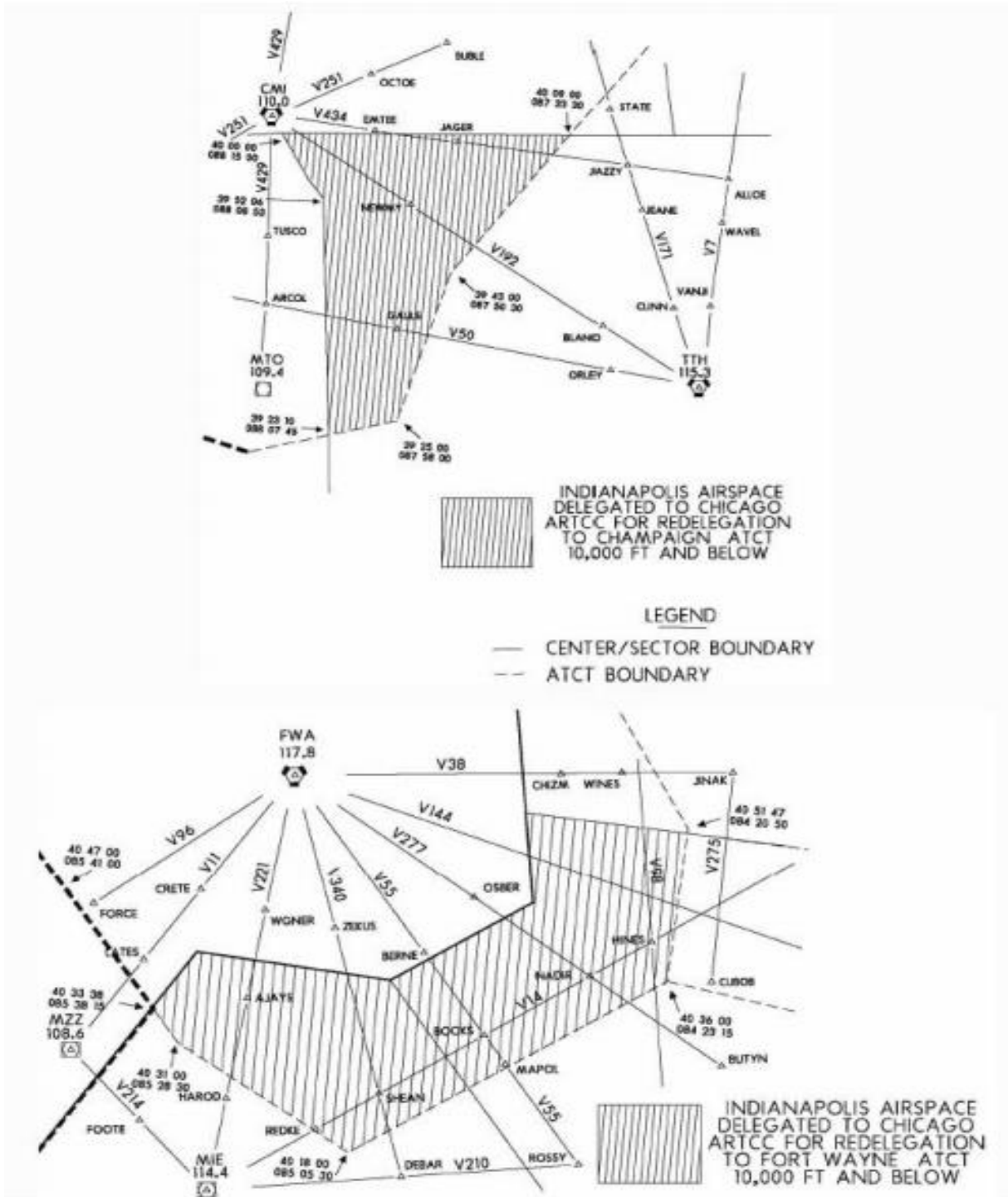
¹ ZAU has control for turns and descents for aircraft landing at these airports

² The preferred arrival into ORD is the VEECK arrival; suitable for all runways. The WATSN arrival is only for when ORD is landing west.

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ATTACHMENT C - ZID AIRSPACE DELEGATION TO ZAU



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ATTACHMENT D - ZAU AIRSPACE DELEGATION TO ZID

