

**VATSIM CHICAGO ARTCC AND MINNEAPOLIS ARTCC APPROACH CONTROLS
LETTER OF AGREEMENT**

Effective Date: 10/26/2023

Subject: Interfacility Procedures and Airspace Delegation

1. **PURPOSE.** This agreement delegates airspace and establishes air traffic procedures between VATSIM Chicago ARTCC (ZAU), VATSIM Minneapolis ARTCC (ZMP), and the following approach controls: Des Moines TRACON (DSM), Great Lakes TRACON (AZO), Green Bay TRACON (GRB), Milwaukee TRACON (MKE), Rochester TRACON (RST), Volk RAPCON (VOK), and Waterloo TRACON (ALO).
2. **CANCELLATION.** VATUSA Chicago ARTCC and VATUSA Minneapolis ARTCC Letter of Agreement, dated 04/15/2015.
3. **SCOPE.** This Letter of Agreement is supplemental to current air traffic procedures, handbooks, and directives relating to enroute and terminal procedures.
4. **AIRSPACE DELEGATION.** ZAU delegates airspace to ZMP, and ZMP delegates airspace to ZAU, for air traffic services as depicted in Appendix A.
5. **GENERAL**
 - a. The destination airport must be the clearance limit.
 - b. Aircraft must be cleared via their filed or amended flight plan route.
 - c. The transferring controller releases control to the receiving controller for:
 - (1) Turns not to exceed 30°.
 - (2) Transponder code change.
 - (3) Descent, except:
 - (a) GRB may not descend below 4,000 within 5 NM of KOSH.
 - (b) MKE may not descend below 4,000 within 5 NM of KATW.
 - d. The transferring controller must provide 5 NM in-trail separation, constant or increasing, to aircraft assigned the same altitude.
 - e. Facilities must coordinate opening/closing with adjacent operational facilities.
 - f. When multiple positions within facility are operational, facilities must:
 - (1) Coordinate frequency assignment(s).
 - (2) Only coordinate with a single sector for inter-facility coordination. Each facility must be responsible for any additional intra-facility coordination.
6. **ARRIVALS FROM ZAU OR ZMP AIRSPACE**
 - a. ZAU must clear aircraft landing within DSM in accordance with Appendix B.
 - b. ZMP must clear aircraft landing within ALO, AZO, MKE, and VOK in accordance with Appendix B.

7. DEPARTURES TO ZAU OR ZMP AIRSPACE

- a. DSM, ALO, VOK, MKE, and AZO must apply restrictions in accordance with Appendix C.
- b. Instructed aircraft to expect filed altitude 10 minutes after departure.

8. TOWER ENROUTE CONTROL (TEC)

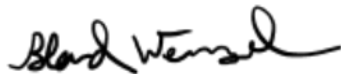
- a. Aircraft within and entering GRB and MKE airspace must be cleared in accordance with Appendix D.
- b. Aircraft within ALO, DSM, and RST airspace must:
 - (1) Enter adjacent approach control airspace in this Letter of Agreement on course on their flight plan route.
 - (2) Be level at their assigned altitude, correct for direction of flight, at least 5 NM prior to the facility boundary.
- c. GRB must:
 - (1) Amend the final altitude of aircraft departing KGRB/KATW/KMTW and landing at MKE or C90 Terminal Area airports to at or below 13,000. See Appendix E.
 - (2) Notify MKE when KATW is using ILS/LOC RWY 3 Approach

Appendix A – Airspace Depiction and Delegation


Appendix B – Arrival Restrictions

Appendix C – Departure/Overflight Restrictions

Appendix D – Tower En-Route Control (TEC) Between GRB and MKE TRACONS

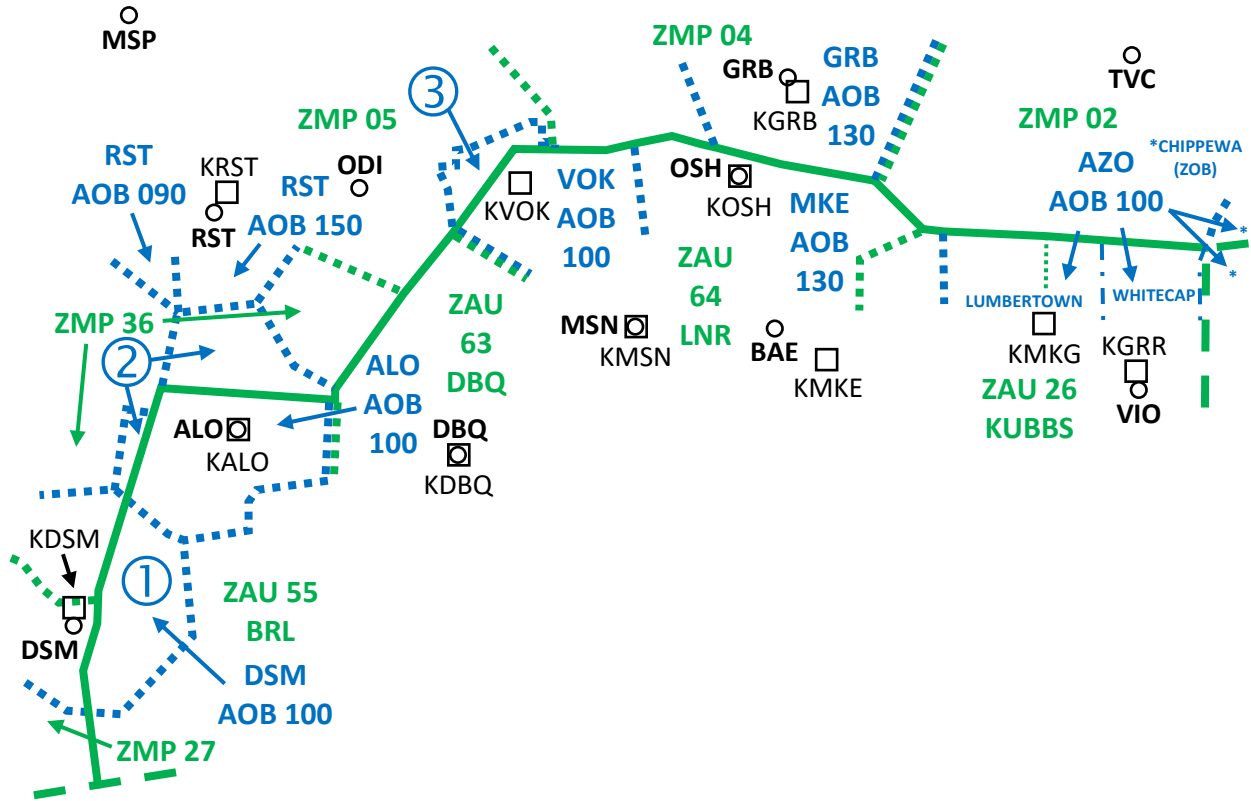


Roland Wenzel
Air Traffic Manager
VATSIM Chicago ARTCC



Dhruv Kalra
Air Traffic Manager
VATSIM Minneapolis ARTCC

Appendix A – Airspace Depiction and Delegation



Area	Description
①	ZAU Delegates to ZMP At or Below 10,000 (ZMP Re-Delegates to DSM When Operational)
②	ZMP Delegates to ZAU At or Below 10,000 (ZAU Re-Delegates to ALO When Operational)
③	ZMP Delegates to ZAU At or Below 10,000 (ZAU Re-Delegates to VOK When Operational)

Appendix B – Arrival Restrictions

From ZAU

Arriving	Qualifier	Altitude
KDSM	AOA 11,000	At/Descending to 11,000
	4,000 to 10,000	At Assigned Altitude 5 NM from ZAU/DSM Boundary

From ZMP

Arriving	Qualifier	Altitude	Special
KALO	AOA 11,000	Descending to 11,000	ALO must ensure arrivals are AOB 10,000 before crossing the ZAU/ZMP Boundary
KGRR KMKG	AOA 11,000	Descending to 11,000	
	AOB 10,000	At Assigned Altitude 5 NM from ZMP/AZO Boundary	
KFLD KSBM	From ZMP 04	Level AOB 13,000	
KOSH		Descending to 7,000 or Level AOB 7,000	
KVOK	AOA 11,000	Cross Lateral Limit of VOK Airspace at 11,000	

Appendix C – Departure/Overflight Restrictions

From ALO/MKE/VOK Approach Controls to ZMP

Departing	Qualifier	Altitude
KALO		Climbing to 10,000 or Lower Requested Altitude
MKE TRACON Airspace	Landing KCWA/KAUW/KMFI	Descending to 8,000 or Level AOB 8,000
	Landing KISW KSTE	AOB 6,000 Descending to 4,000
	Landing KPCZ	AOB 4,000
VOK RAPCON Airspace	Landing KLSE AOA 6,000	Descending to 6,000
	Landing KCWA/KAUW/KMFI/KSTE/KISW AOA 8,000	Descending to 8,000

From DSM Approach Control to ZAU

Departing	Qualifier	Route Via	Altitude	Special
DSM Terminal Area			Climbing to 10,000 or Lower Requested Altitude	ZAU must coordinate with ZMP before initiating a climb above 10,000 west of the ZAU/ZMP Boundary

Appendix D – Tower En-Route Control (TEC) Between GRB and MKE TRACONS

From MKE to GRB

Arriving	Qualifier	Route Via	Altitude
KATW		When Using ILS/LOC RWY 3: Heading to Intercept or On Localizer	At/Descending to 4,000
KGRB	AOA 10,000	Direct or Radar Vector Toward KGRB	At/Descending to 10,000
	AOB 9,000		At Assigned Altitude

From GRB Overflying MKE RIPON Sector

Departing	Qualifier	Route Via	Altitude
KATW	West of OSH	Heading 220°	AOB 5,000
	Over/Via OSH	Heading 130° or 220°	If 130°: AOB 9,000 If 220°: AOB 5,000
	East of OSH	Heading 130°	AOB 9,000
KGRB	Requesting 11,000 to 13,000		AOA 11,000
	Requesting 10,000		At 9,000
	AOB 9,000		At Correct Altitude for Direction of Flight

From GRB Landing MKE RIPON Sector Airports

Arriving	Route Via	Altitude
KOSH KSBM KFLD	Direct or Radar Vectors	AOB 7,000 Descending to 5,000

Appendix E – Terminal Area Airports

Milwaukee (MKE) Airports		Chicago (C90) Terminal Area	
KMKE	General Mitchell Int'l	KORD	Chicago O'Hare Int'l
KBUU	Burlington Muni	KMDW	Chicago Midway Int'l
KENW	Kenosha Reg'l	KARR	Aurora Muni
KETB	West Bent Muni	KDPA	Dupage
KHXF	Hartford Muni	KGYG	Gary/Chicago Int'l
KMWC	Lawrence J Timmerman	KLOT	Lewis University
KRAC	Batten Int'l	KPWK	Chicago Exec
KUES	Waukesha Co	KUGN	Waukegan Ntl