VATSIM CLEVELAND ARTCC AND CLEVELAND ATCT
LETTER OF AGREEMENT

EFFECTIVE: MAY 1, 2021

SUBJECT: INTERFACILITY COORDINATION PROCEDURES

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1. PURPOSE: . This agreement delegates authority and defines responsibility and coordination requirements for instrument flight rule (IFR) control service within the terminal area described herein.

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.

3. SCOPE: These procedures apply to Cleveland Air Route Traffic Control Center (ZOB) and Cleveland Airport Traffic Control Tower (CLE ATCT) and is supplementary to FAA Order JO 7110.65, Air Traffic Control.

4. RESPONSIBILITIES: ZOB delegates to CLE ATCT, responsibility for approach control service within the terminal area depicted in Attachment 1 - Approach Control Area, hours, and airspace described in CLE ATCT Airspace Key.

5. GENERAL:

a. CLE ATCT must keep ZOB advised of the runway in use at KCLE.
b. Deviations from procedures contained in this agreement may be made on an individual aircraft basis after verbal coordination is accomplished by the controllers involved.
c. Deviations from procedures other than for individual aircraft must be coordination through the appropriate Controller in Charge representative.
d. During hours when Section G of Attachment 1 is closed, Akron-Canton Tower will remain open and serve as a VFR tower with ZOB providing approach control service.
e. Controllers involved in inter-facility coordination are responsible for all coordination with their facility.

6. ARRIVALS:

a. From 2300L-0600L, arrivals may be cleared direct to their destination airport. Aircraft landing in section A on Attachment 1 must be descending to 12,000 ft. (jets) or 11,000 ft. (props), with no speed restriction.
b. ZOB must:
    i. Assign any routing or required restrictions in Attachment 3.
    ii. Issue Descend Via (DV) clearance to advanced RNAV jet arrivals cleared via Optimized Descent Profile (OPD) STARs. KCLE arrivals must be issued landing direction (North or South).
    iii. Cancel a DV in the event of a conflict with any Non-DV aircraft on the same OPD STAR. ZOB is responsible for coordinating this event with CLE ATCT.

iv. Verbally coordinate any Non-RNAV aircraft on an individual basis.

c. CLE ATCT has control for turns and descent on arrival aircraft landing in section A of Attachment 1. CLE ATCT must ensure separation with subsequent arrivals and Cleveland area departures, and must point out to any other affected ZOB sector.

d. Holding at Outer Fixes:
   i. Each facility must provide as much advance notice as possible when it becomes necessary to hold at the clearance limit fixes as depicted in Attachment 2.
   ii. CLE ATCT must accept handoffs on aircraft within 15NM from arrival fix. Arrivals beyond this distance at the time of notification must enter holding.
   iii. CLE ATCT will protect for the holding aircraft.
   iv. When holding is required, ZOB is authorized to hold aircraft, regardless of handoff status, at the arrivals fixes as follows:
      1. TRYBE, ROKNN, ROLLN: 9,000 ft. and above.
      2. BRWNZ: 10,000 ft. and above. CLE ATCT must notify D21 when holding is in progress at BRWNZ.

7. DEPARTURES

a. ZOB:
   i. Has control for climb on KCLE and Satellite Prop departure filed above 11,000 ft., and turns on all aircraft AOA 11,000 ft. When exercising control for climb and/or turns, ZOB assumes responsibility for separation from subsequent displayed departures.
   ii. Is not required to advise CLE ATCT when delaying the climb of KCLE departures. ZOB is responsible for point outs to subsequent ZOB sectors and Approach controls when delaying the climb of these departures.

b. CLE ATCT:
   i. Must ensure aircraft are assigned a departure fix and altitude as required in Attachment 4. MEDEVAC aircraft are exempt from routing requirements in Attachment 4.
   ii. Will verbally coordinate any Non-RNAV aircraft with ZOB on an individual basis.
   iii. Must ensure lateral separation of 5NM constant or increasing (jet-jet/prop-prop), routed via the same departure fix, at the same assigned altitude, except: May apply procedures in the appropriate section of FAAO 7110.65 to aircraft transitioning from terminal to enroute control provided that:
      1. This procedure is used when handing off to any adjacent ZOB sectors, or any combination thereof.
      2. The minima are not used for in-trail aircraft, but for aircraft on diverging courses/routes only.
      3. When using this procedure, CLE ATCT must maintain communications with at least one (1) of the aircraft until 3 NM lateral separation and divergence is established.
      4. Must ensure KCLE Jet departures with less than 10 MIT on the same procedure are assigned 270 KTS. ZOB has control to increase speeds.

8. OVERFLIGHTS ***(Except those routed to/through Detroit Approach):*** CLE ATCT and ZOB must accept overflight traffic on flight plan routes without coordination at any altitude appropriate for direction of flight.

- **a. Overflight Aircraft Routed To/Through Detroit Approach.**
  - i. DTW prop arrivals:
    1. When DTW is on a north/west flow, CLE ATCT must accept arrivals routed via BONZZ/CRAKN.
    2. ZOB must:
       - a. Amend the altitude to 8,000 ft.
       - b. Descend aircraft to cross EEEZI at 15,000 ft., or FIYUR at 11,000 ft.
       - c. Handoff to CLE ATCT and transfer to frequency:
         - i. 128.25 (EEEZI)
         - ii. 126.35 (FIYUR)
       - d. Separate from this traffic until the aircraft is at or below 10,000 ft.
  - ii. D21 satellite prop arrivals:
    1. CLE ATCT must accept handoffs or coordinate with ZOB to approve a point out in order to facilitate descent of the D21 satellite prop arrival.
    2. For aircraft above section A in Attachment 1.
       - a. ZOB must
         - i. Amend altitude to 8,000 ft.
         - ii. Descend to 15,000 ft.
         - iii. Handoff to CLE ATCT and transfer to frequency 128.25.
         - iv. Separate from this traffic until the aircraft is at or below 10,000 ft.
    3. For aircraft above section C in Attachment 1:
       - a. ZOB must
         - i. ZOB must amend altitude to 8,000 ft.
         - ii. Descend to 11,000 ft.
         - iii. Handoff to CLE ATCT and transfer to frequency 126.35.

9. SOUTH/EAST/WEST SECTOR OPENING AND CLOSING PROCEDURES: CLE ATCT/ZOB must perform the following coordination prior to assuming or relinquishing approach control airspace.

- a. Prior to transfer of control of airspace, each facility is responsible for retrieving all airport NOTAMs.
- b. CLE ATCT must contact adjacent facilities prior to assuming or relinquishing approach control airspace and advise them of airspace status and where to address handoffs.
- c. Transferring controller must:
  - i. Verbally provide the receiving controller the following information as appropriate.
    1. Verbally provide the receiving controller the following information as appropriate.

a. NAVAID and equipment status affecting the airspace.
b. Any weather, special instructions, or activities affecting the airspace.
c. Any outages not covered in the current NOTAM list.
d. ATIS code in use.
e. Approaches in use and runway configuration.

2. Transfer control of all aircraft prior to the transfer of airspace. This must include current IFR/VFR traffic, as well as traffic cleared in or out of all airports contained in the airspace being transferred.

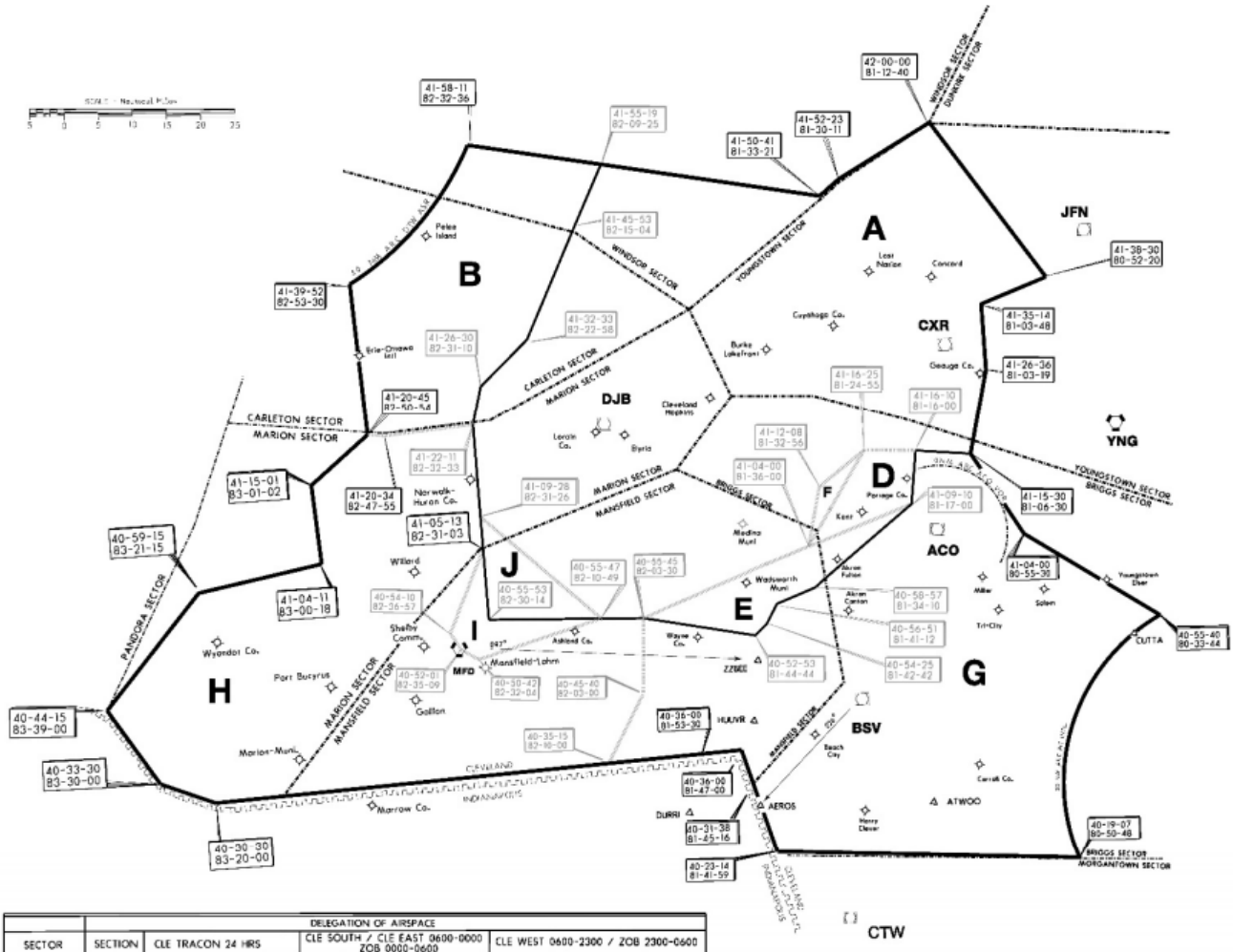
d. Receiving controller must indicate that control of the airspace has been assumed.

10. ATTACHMENTS:

a. ATTACHMENT 1 - APPROACH CONTROL AREA
b. ATTACHMENT 2 - CLEARANCE LIMIT FIXES
c. ATTACHMENT 3 - ARRIVAL ROUTING, RESTRICTION, AND CONTROL TABLE
d. ATTACHMENT 4 - DEPARTURE ROUTING, RESTRICTION, AND CONTROL TABLE

Nicholas Lascko
Air Traffic Manager
Cleveland ARTCC

ATTACHMENT 1 - APPROACH CONTROL AREA

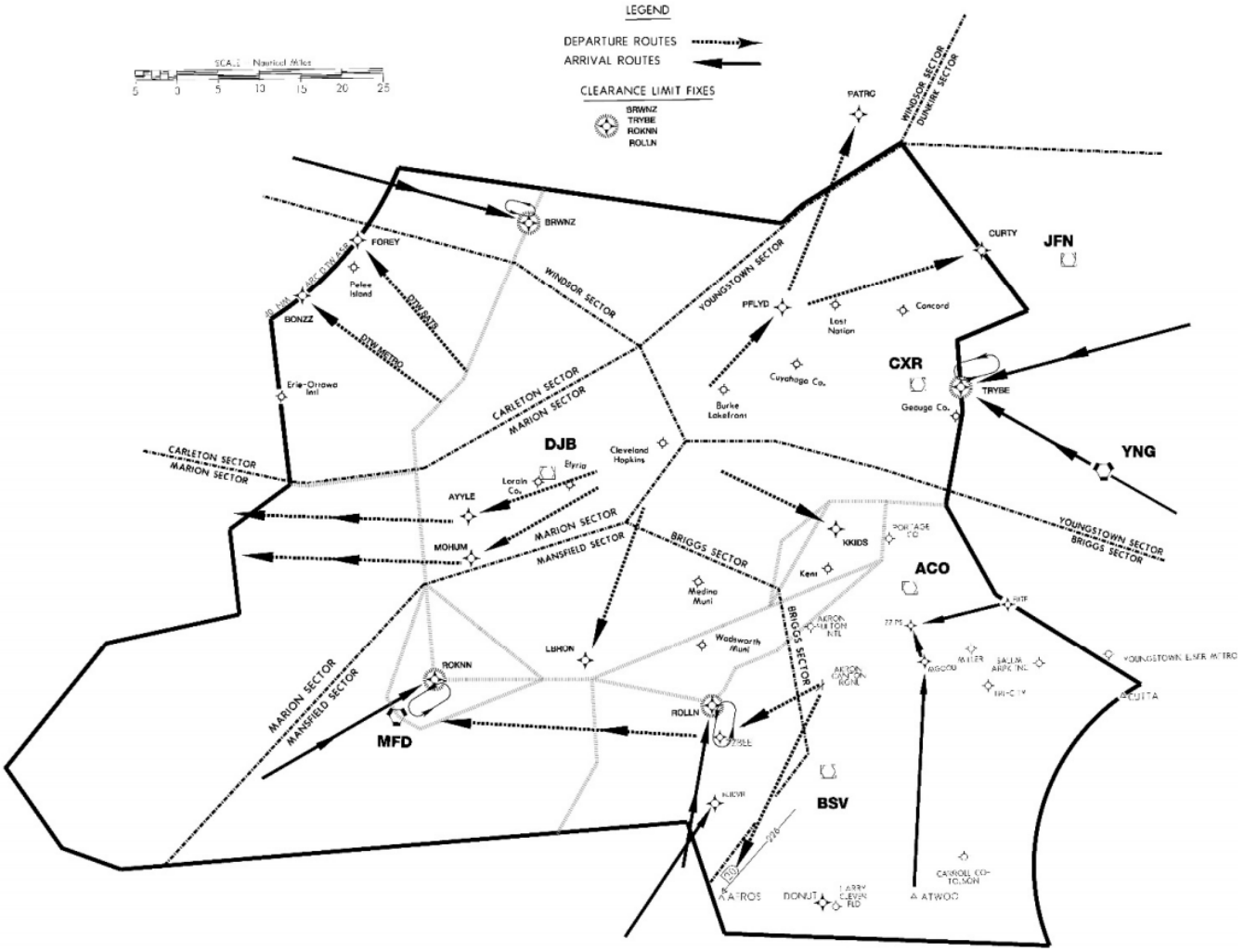


SECTOR	SECTION	DELEGATION OF AIRSPACE CLE TRACON 24 HRS	CLE SOUTH / CLE EAST 0600-0000 ZOB 0000-0600	CLE WEST 0600-2300 / ZOB 2300-0600
CLE NORTH	A	14,000 FT. & BLO		
	B	10,000 FT. & BLO		
CLE SOUTH/EAST	D	7,000 FT. TO 14,000 FT.	6,000 FT. & BLO	
	E	9,000 FT. TO 14,000 FT.	8,000 FT. & BLO	
	F	4,000 FT. TO 14,000 FT.	3,000 FT. & BLO	
	G		8,000 FT. & BLO	
CLE WEST	H			8,000 FT. & BLO
	I	7,000 FT. TO 8,000 FT.		6,000 FT. & BLO
	J	7,000 FT. TO 14,000 FT.		6,000 FT. & BLO

AIRCRAFT ENTERING SECTIONS H & I
USE FREQ. 124.2/360.65

AIRCRAFT ENTERING SECTION G
USE FREQ. 125.5/269.25

ATTACHMENT 2- CLEARANCE LIMIT FIXES



ATTACHMENT 3- ARRIVAL ROUTING, RESTRICTION, AND CONTROL TABLE

(see Note 2) NORTHEAST CORNERPOST								
#	**Destination**	**If Via**	**Aircraft Type** *(see Note 1)*	**Required Route**	**Crossing Fix**	**OPD Altitudes**	**Non-DV Procedure**	**Special**
1	**KCLE**	RNAV	Jet	TRYBE STAR	TRYBE	100B190	10,000 ft. and 280kts.	Freq. 124.0
			Prop	TRYBE STAR or CLERI direct	TRYBE	N/A	9,000 ft.	Freq. 124.0
					CLERI	N/A	9,000 ft.	Freq. 128.25
		Non-RNAV	Jet	CXR direct	CXR	N/A	10,000 ft. and 280kts.	Freq. 124.0
			Prop	CXR direct	CXR	N/A	9,000 ft.	Freq. 124.0
				JFN direct	JFN	N/A	12,000 ft.	Freq. 128.25
2	**KBKL KCGF KLNN**	RNAV	Jet	TRYBE STAR or CLERI direct	TRYBE	N/A	6,000 ft.	Freq. 125.35
					CLERI	N/A	6,000 ft.	
			Prop	TRYBE STAR or CLERI direct	TRYBE	N/A	4,000 ft.	
					CLERI	N/A	4.000 ft.	
		Non-RNAV	Jet	CXR direct	CXR	N/A	6,000 ft.	
				JFN direct	JFN	N/A	9,000 ft.	
			Prop	CXR direct	CXR	N/A	4,000 ft.	
				JFN direct	JFN	N/A	7,000 ft.	
3	**KLPR KPCW CYPT**	Arrivals from the East		Between the DJB R-075 and DJB R-100			Descending to 15,000 ft.	Freq. 128.25

Note 1: Props will not be issued a DV clearance. Props must be issued the altitude and/or speed as indicated in Non-DV Procedure.
Note 2: When CLE is on a NORTH Flow, ZOB has the option to delete the speeds on the DVs.

(see Note 2) **SOUTHEAST CORNERPOST**								
#	**Destination**	**If Via**	**Aircraft Type** *(see Note 1)*	**Required Route**	**Crossing Fix**	**OPD Altitudes**	**Non-DV Procedure**	**Special**
1	**KCLE**	RNAV	Jet	ROLLN STAR	ROLLN	110B170	11,000 ft. and 280kts.	Freq. 124.0
			Prop	ROLLN STAR	ROLLN	N/A	9,000 ft.	
		Non-RNAV	Jet	BSV BSV322 KEATN	KEATN	N/A	11,000 ft. and 280kts.	
			Prop	BSV BSV322 KEATN	KEATN	N/A	9,000 ft.	
2	**KBKL KCGF KLNN**	RNAV	Jet	ROLLN STAR	ROLLN	110B170	11,000 ft. and 280kts.	Freq. 124.0
				ACO direct			Cross 10NM from ACO @ 9,000 ft.	
			Prop	ROLLN STAR	ROLLN	N/A	9,000 ft.	Freq. 124.0
				ACO direct			Cross 10NM from ACO @ 9,000 ft.	
		Non-RNAV	Jet	BSV BSV322 KEATN	ROLLN	N/A	11,000 ft. and 280kts.	Freq. 124.0
				ACO direct			Cross 10NM from ACO @ 9,000 ft.	
			Prop	BSV BSV322 KEATN	ROLLN	N/A	9,000 ft.	Freq. 124.0
				ACO direct			Cross 10NM from ACO @ 9,000 ft.	
3	**KLPR 1G1 1G5**			ROLLN direct	ROLLN			
4	**CYPT KPCW**			Between the DJB R-075 and DJB R-100 DJB direct	30NM east of DJB		15,000 ft.	Freq. 135.875

Note 1: Props will not be issued a DV clearance. Props must be issued the altitude and/or speed as indicated in Non-DV Procedure.

Note 2: When CLE is on a SOUTH Flow, ZOB has the option to delete the speeds on the DVs.

(see Note 2) **SOUTHEAST CORNERPOST**								
#	**Destination**	**If Via**	**Aircraft Type** *(see Note 1)*	**Required Route**	**Crossing Fix**	**OPD Altitudes**	**Non-DV Procedure**	**Special**
1	**KCLE KBKL KCGF KLNN**	RNAV	Jet	ROKNN STAR	ROLLN	100B170	10,000 ft and 280kts.	Freq. 124.0
			Prop	ROKNN STAR	ROLLN	N/A	9,000 ft.	
		Non-RNAV	Jet	MFD direct	MFD	N/A	10,000 ft and 280kts.	
			Prop	MFD direct	MFD	N/A	9,000 ft.	
2	**KBKL KCGF KLNN**			ROKNN direct	ROKNN	N/A	9,000 ft.	Freq. 124.0

Note 1: Props will not be issued a DV clearance. Props must be issued the altitude and/or speed as indicated in Non-DV Procedure.

Note 2: When CLE is on a SOUTH Flow, ZOB has the option to delete the speeds on the DVs.

(see Note 3) **NORTHWEST CORNERPOST**								
#	**Destination**	**If Via**	**Aircraft Type** *(see Note 1)*	**Required Route**	**Crossing Fix**	**OPD Altitudes**	**Non-DV Procedure**	**Special**
1	**KCLE KCAK KAKR KLPR**	RNAV via GOLIC	Jet	BRWNZ STAR	BRWNZ	110B140	11,000 ft. and 280kts.	Freq. 124.0. 8,000 ft. for props when D21 is closed.
			Prop *(see Note 1)*	BRWNZ STAR	BRWNZ	N/A	Via D21 TRACON	
		RNAV via DOZRR	Jet	BRWNZ STAR	BRWNZ	110B140	11,000 ft. and 280 kts.	
			Prop *(see Note 1)*	BRWNZ STAR	BRWNZ	N/A	8,000 ft.	
		Non-RNAV	Jet	MAARS DJB direct		N/A	Cross 30NM from DJB @ 11,000 ft. and 280 kts	
			Prop from the North	MAARS DJB direct		N/A	Cross 30 NM from DJB @ 8,000 ft.	
			Prop from the NW	MAARS DJB direct		N/A	Via D21 TRACON	
2	**KBKL KCGF KLNN**	RNAV via GOLIC	Jet	BRWNZ STAR	BRWNZ	110B140	11,000 ft. and 280kts.	Freq. 124.0.
			Prop *(see Note 1)*	BRWNZ STAR	BRWNZ	N/A	Via D21 TRACON	8,000 ft. for props when D21 is closed.
		RNAV via DOZRR	Jet	BRWNZ STAR	BRWNZ	110B140	11,000 ft. and 280 kts.	Freq. 124.0.
			Prop *(see Note 1)*	SIIPE direct	SIIPE	N/A	5,000 ft.	Freq. 125.35
		Non-RNAV	Jet	CXR direct		N/A	Cross 30 NM from CXR @ 7,000 ft.	Freq. 125.35
			Prop *(see Note 1)*	CXR direct		N/A	Cross 30 NM from CXR @ 5,000 ft.	Freq. 125.35
3	**CYPT KPCW 1G1 1G5**	RNAV	All	BRWNZ direct	BRWNZ	N/A	5,000 ft.	Freq. 125.35

Note 1: Props will not be issued a DV clearance. Props must be issued the altitude and/or speed as indicated in Non-DV Procedure.
Note 2: BRWNZ arrivals to different airports need not be spaced so long as: KLPR arrivals are always the lowest, and KCLE arrivals are below all other satellite arrivals. The top altitude of the stack must be coordinated with CLE ATCT.
Note 3: When CLE is on a NORTH Flow, ZOB has the option to delete the speeds on the DVs.

SOUTH/EAST AREA ARRIVALS						
Qualifiers/Definitions				Requirements/Restrictions		
#	Arrival Airport	If Via	Aircraft Type	Route Required	Altitude	Special
1	**KCAK KAKR**	WEST		HUUVR STAR	Cross HUUVR @ 9,000 ft.	CLE ATCT may assume control for right turns of up to thirty (30) degrees on arrival aircraft via JUUNY.HUUVR STAR that have progressed the JUUNY Waypoint and are at or below (AOB) 10,000. CLE ATCT may assume control for turns of up to thirty (30) degrees right or left on all other arrival aircraft AOB 10,000. CLE ATCT is responsible for all associated coordination. Freq. 125.5
		SOUTHWEST		JUNNY HUUVR STAR	Cross HUUVR @ 9,000 ft.	
		SOUTH		ZZIPS STAR	Cross ATWOO @ 9,000 ft.	
		EAST		ZZIPS STAR	Cross FIITE @ 9,000 ft.	
			Non-RNAV	Assign a heading direct ACO	Descending to 9,000 ft.	
		NORTH		BRWNZ STAR	***(see Note 1)***	
2	**KBVI**	WEST		CUTTA direct	Cross 15 NM West of CUTTA @ 9,000 ft.	Handoff to CLE ATCT must be initiated prior to 15 miles west of CUTTA. Communications transfer will be accomplished as soon after CLE ATCT's acceptance of the handoff as possible. Freq. 125.5

Note 1: See NORTHWEST CORNERPOST on the previous page.

ATTACHMENT 4- DEPARTURE ROUTING, RESTRICTION, AND CONTROL TABLE

NORTH SECTOR						
Qualifiers/Definitions				**Requirements/Restrictions**		
#	**Departure Airport**	**If Via**	**Aircraft Type**	**Altitude** *(see Note 1)*	**Route**	**Special**
1	**KCLE**	AYYLE	JET	14,000 ft.	GTLKE SID, or if unable, AYYLE or BRNIN as filed	
			PROP	12,000 ft.		
		KKIDS	JET	14,000 ft.	KKIDS SID, or if unable, KKIDS as filed	
			PROP	12,000 ft.		
		LBRON	JET	14,000 ft.	CAVVS SID, or if unable, LBRON as filed	
			PROP	12,000 ft.		
		MOHUM	JET	14,000 ft.	ZAAPA SID, or if unable, MOHUM as filed	
			PROP	12,000 ft.		
		PFLYD	JET	14,000 ft.	PFLYD SID, or if unable, PFLYD as filed	
			PROP	12,000 ft.		
2	**KBKL KCGF KLNN KLPR**	AYYLE	JET	14,000 ft.	GTLKE SID, or if unable, AYYLE or BRNIN as filed	
			PROP	12,000 ft.		
		KKIDS	JET	14,000 ft.	AHMET SID, or if unable, KKIDS as filed	
			PROP	12,000 ft.		
		LBRON	JET	14,000 ft.	CAVVS SID, or if unable, LBRON as filed	
			PROP	12,000 ft.		
		MOHUM	JET	14,000 ft.	ZAAPA SID, or if unable, MOHUM as filed	
			PROP	12,000 ft.		
		WHARS	JET	14,000 ft.	MYCAR SID, or if unable, WHARS as filed	
			PROP	12,000 ft.		
3	**ALL**	D21 Arrivals	ALL		BONZZ or KLYNK STAR	KDTW Metro Only
					FOREY STAR	D21 Satellites

4	**CYPT KPCW**	EAST, NORTHEAST	ALL			Handed off to ZOB
		WEST	ALL			Handed off to TOL APCH
5	**ALL**	YQG sector	PROPS	Climbing to 6,000 ft.		YQG sector has control to climb

Note 1: Or lower requested altitude.

SOUTH/EAST SECTOR						
Qualifiers/Definitions				**Requirements/Restrictions**		
#	**Departure Airport**	**If Via**	**Aircraft Type**	**Altitude** ***(see Note 1)***	**Route Required**	**Special**
1	**ALL** ***(see NOTE 2)***	MFD sector between HUUVR and CANCR	RNAV	8,000 ft.	ZZBEE..MFD	Aircraft departing from airports west of ZZBEE may be cleared direct MFD.
		AEROS	RNAV	8,000 ft	AEROS direct	
		Departures from north of BSV destined to D21				Approach Control Enroute

Note 2: ZOB may assume control for turns of up to thirty (30) degrees on departure aircraft at or above (AOA) 6,000 ft. Center is responsible for all associated coordination.