VATSIM CLEVELAND ARTCC AND DETROIT TRACON
LETTER OF AGREEMENT

EFFECTIVE: MAY 1, 2021

SUBJECT: INTERFACILITY COORDINATION

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1. PURPOSE
This Letter of Agreement defines interfacility procedures, communication procedures, and delegation of airspace between Cleveland ARTCC (ZOB) and Detroit TRACON (D21).

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. CANCELLATION
The Cleveland ARTCC and Detroit TRACON Letter of Agreement dated May 11, 2020 is hereby cancelled.

4. SCOPE
These procedures apply to Cleveland Air Route Traffic Control Center (ZOB) and Detroit Terminal Radar Approach Control (D21) and are supplementary to FAA Order JO 7110.65, Air Traffic Control.

5. RESPONSIBILITIES
ZOB delegates to D21, responsibility for approach control service within
the terminal area depicted in Attachment 1 - APPROACH CONTROL AREA and described in Attachment 2 - D21 AIRSPACE KEY.

6. GENERAL
a. Deviations from procedures contained in this agreement may be made on an individual aircraft basis after verbal coordination is accomplished by the controllers involved.
b. Deviations from procedures other than for individual aircraft must be coordinated through the appropriate Front Line Manager/Controller in Charge/Traffic Management Unit representative.

7. ARRIVALS
a. D21:
    i. Must advise ZOB TMU of KDTW runway configuration.
    ii. When changing landing direction, must accept aircraft within 30 nautical miles (nm) of the common boundary. D21 has control to descend aircraft upon completion of handoff and frequency change. ZOB is not responsible for changing the flight plans of these aircraft.
    iii. Must assign the proper runway transition.

iv. Has control to increase speed upon completion of handoff and frequency change.
v. Has control for turns and descent within 10NM of the common boundary. D21 must ensure separation with subsequent arrivals on the same route, and from arrivals on the adjacent parallel route. When necessary, D21 is responsible for point outs to adjacent ZOB sector airspace.
vi. When advised by ZOB of an arrival to KOZW from ZOB airspace, must block necessary airspace AOB 3,000 ft. for aircraft to conduct an instrument approach, including the published missed approach procedure until ZOB advises the block may be canceled.
vii. Must, when ZOB has control of AZO ATCT airspace, advise ZOB of KOZW arrivals from D21 airspace and when a previously coordinated KOZW arrival has canceled IFR and the required airspace no longer needs to be blocked.

b. ZOB must:
i. Assign any routing required in Attachment 5 - ROUTING, RESTRICTION & CONTROL TABLE.
ii. Issue “Descend Via” clearance to Advanced RNAV jet arrivals cleared via Optimized Profile Descent (OPD) STARS. Aircraft cleared to “descend via” that are already below the published D21 boundary crossing restrictions are approved provided they are at or above the next published crossing restriction (AOA 12,000 ft. at all fixes).
iii. Verbally coordinated aircraft cleared via OPD STARS, but unable to comply with the “descend via” clearance.
iv. Verbally coordinate with D21 any Non-RNAV aircraft.
v. Assign required restrictions in Attachment 5 - ROUTING, RESTRICTION & CONTROL TABLE to any aircraft not cleared via an OPD STAR or cleared via the STAR, but unable the “descend via” clearance.
vi. When advised by D21 of an arrival to KOZW, must block necessary airspace AOB 3,000 ft. for aircraft to conduct an instrument approach, including the published missed approach procedure until D21 advises the block may be canceled.
vii. Advise D21 when a previously coordinated KOZW arrival has canceled IFR and the required airspace no longer needs to be blocked.

c. 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 3 - ARRIVALS & DEPARTURES.
ii. After notification of holding, D21 must accept at least two aircraft if within 30 nm of the arrival fix at the time of notification.
iii. When holding is required, ZOB is authorized to hold aircraft, regardless of handoff status, at the arrival fixes, with 10 nm leg lengths as follows:
1. URBAN: AOA 12,000 ft. (11,000 ft. available on south flow.) Section 7.c.iv. procedures do not apply to this fix. ZOB will keep these aircraft on their frequency while in the hold. D21 will advise when they can accept

aircraft.

2. HANBL: At or above (AOA) 12,000 feet (ft.) (11,000 ft. available on north flow.)
3. BONZZ & CRAKN: AOA 12,000 ft. (11,000 ft. available on north flow.)
4. TPGUN & WNGNT: AOA 12,000 ft. (11,000 ft. available on south flow.)
5. SMMNS: AOA 12,000 ft. (11,000 ft. available on south flow.)
6. THEEE: AOA 12,000 ft. (11,000 ft. available on south flow.) Section 7.c.iv procedures do not apply to this fix. ZOB will keep these aircraft on their frequency while in the hold. D21 will advise when they can accept aircraft.
7. FOREY: AOA 11,000 ft.
8. PETTE & KILTT: AOA 11,000 ft.

iv. ZOB:

1. Must issue holding instructions and expect further clearance time (EFC).
2. Must initiate handoffs on holding aircraft at or below (AOB) FL180 (or lowest usable flight level), and forward any non-published holding instructions (except as stated in paragraph 6.c.iii) above) to D21. ZOB will not forward EFC.
3. Must change communications to D21 upon acceptance of handoff.
4. Must verbally coordinate entry of subsequent aircraft at an altitude lower than any aircraft already established in the holding pattern, AOB FL180 (or lowest usable flight level).
5. Must advise D21 when holding is completed.

v. D21:

1. Must issue new EFC.
2. May shorten the outbound leg as needed. If exercising this, D21 is responsible for separation from aircraft in holding or arriving at the adjacent fix.
3. Has control to descend aircraft subsequent to radar handoff and frequency change.
4. Must make all flight plan amendments for aircraft requesting a change of destination for which they have the handoff. Unless otherwise coordinated, all aircraft changing destination must depart D21 airspace via an appropriate departure fix.
5. Must advise ZOB when holding is no longer necessary.

8. DEPARTURES

a. ZOB:

i. Must correct filed routes so that all aircraft are cleared via a Standard Instrument Departure (SID) if available, or, if there are none available, a departure fix and route (see Attachment 6).
ii. Has control to increase speed.
iii. Has control, upon completion of handoff and frequency change, for

unrestricted climb on aircraft that are assigned AOA 12,000 ft. (including aircraft with “climb via” clearances).

iv. With the exception of aircraft cleared via the MIGGY SID or JAXII waypoint, has control for turns so long as the aircraft is, and remains, clear of the shaded areas depicted in ATTACHMENT 4 - OVERFLIGHT TRAFFIC & FREQUENCIES. When vectoring departures, ZOB is responsible for separation with subsequent departures on the same and parallel departure routes. ZOB Windsor sector is also responsible for separation between vectored departures and BRWNZ arrival aircraft.

b. D21:

i. Lateral Separation Minima:

1. Must provide five (5) nm separation, constant or increasing, between radar separated aircraft. Communications change/transfer of control must not be accomplished on the second aircraft until this separation is established, or
2. May apply procedures in the appropriate section of FAAO 7110.65, regarding 3 nm increasing to 5 nm or greater separation when transitioning from terminal to enroute control, provided:
    a. This procedure is used when handing off to any adjacent ZOB sectors or any combination thereof.
    b. The minima are not used for in-trail aircraft, but for aircraft on diverging courses/routes only.
    c. When using this procedure, D21 must maintain communications with at least one (1) of the aircraft until 3 nm lateral separation and divergence is established.

ii. Must ensure aircraft cleared via a SID are established on the SID at or prior to the departure fixes defined in Attachment 6 - ROUTING, RESTRICTION AND CONTROL TABLES – DEPARTURES.

iii. Must ensure aircraft not cleared via a SID depart the lateral limits of D21 airspace via routings and/or altitudes as required in Attachment 6 - ROUTING, RESTRICTION AND CONTROL TABLES – DEPARTURES.

iv. Aircraft unable to navigate to a departure fix must be assigned a heading and be coordinated on an individual basis.

v. Stacking Procedures:

1. Need not space aircraft filed AOB FL230, provided the aircraft requesting the lower altitude is below the aircraft requesting the higher altitude. The lower aircraft must be assigned 12,000 ft., and spaced with other jet aircraft assigned 12,000 ft. ZOB has control to climb upon completion of handoff and frequency change.
2. Except via KAYLN, need not space KPTK departures with departures from other airports.
3. Need not space KPTK, KARB, and KYIP departures via KAYLN with departures from other airports provided the aircraft requesting the

lower altitude is below the aircraft requesting the higher altitude. The lower aircraft must be assigned 12,000 ft., and spaced with other jet aircraft assigned 12,000 ft. ZOB has control to climb upon completion of handoff and frequency change.

vi. Must ensure jet departures are assigned 280 kts. (except: Citation 5xx series, Eclipse, Phenom).

9. OVERFLIGHTS

a. D21 and ZOB must accept overflight traffic on flight plan routes without coordination at any altitude appropriate for direction of flight, provided that aircraft do not enter D21 airspace through the shaded areas depicted in Attachment 4 - OVERFLIGHT TRAFFIC & FREQUENCIES.
b. The receiving facility has control for turns on all overflight traffic, subsequent to radar hand off and frequency change.
c. When ZOB issues FL180, or lowest usable flight level, to overflight traffic descending through the top of D21 airspace, D21 shall have control for further descent upon completion of radar handoff and frequency change.
d. BRWNZ Arrival traffic:
    i. Jets:
        1. ZOB must hand off BRWNZ arrival traffic to D21 prior to MCKOY. D21 must accept hand off prior to WEEDN.
        2. Aircraft not handed back off to ZOB Windsor (YQG) sector by RDZON, will be descended to FL180 (or lowest usable flight level) and switched to D21 (frequency 132.02). D21 will issue the descent clearance, and is responsible for hand offs and any coordination with CLE TRACON.
        3. Aircraft handed back off to ZOB YQG sector before RDZON will remain on ZOB YQG sector frequency. ZOB YQG sector must issue the “Descend Via” clearance and is responsible for any hand offs and coordination with CLE TRACON.
    ii. Props and Turboprops:
        1. Must be level AOB 17,000 ft. prior to the D21 boundary.
        2. Must not be routed via the BENJO Transition.
e. High-performance tactical aircraft inbound to KTOL, recovering from the north, must be handed off to D21 as follows:
    i. Required Route: HHRNT..WASPP..BURDZ..RPTER..KTOL.
    ii. ZOB must descend aircraft to cross WASPP at FL180 (or lowest usable flight level), initiate a radar handoff, and transfer communication to D21.
    iii. D21 must ensure aircraft cross RPTER AOB departure traffic on the BARII/CLVIN SIDs. D21 may route aircraft direct KTOL at or after WASPP.
    iv. D21 must descend aircraft to 10,000 ft. or below and hand off to Toledo (TOL) ATCT.
    v. ZOB Pandora (PAN) sector must display data block until the aircraft descends below 10,000 ft., and is responsible for any point outs to ZOB Carleton (CRL)

sector.

f. KFNT departures via HHRNT:
   i. AZO TRACON must hand off departures to D21.
   ii. D21 will handoff aircraft to ZOB Flint (FNT) sector.
   iii. ZOB FNT sector's acceptance of handoff shall constitute approval for D21 to climb aircraft to 17,000 ft. into ZOB FNT sector.

10. MISCELLANEOUS

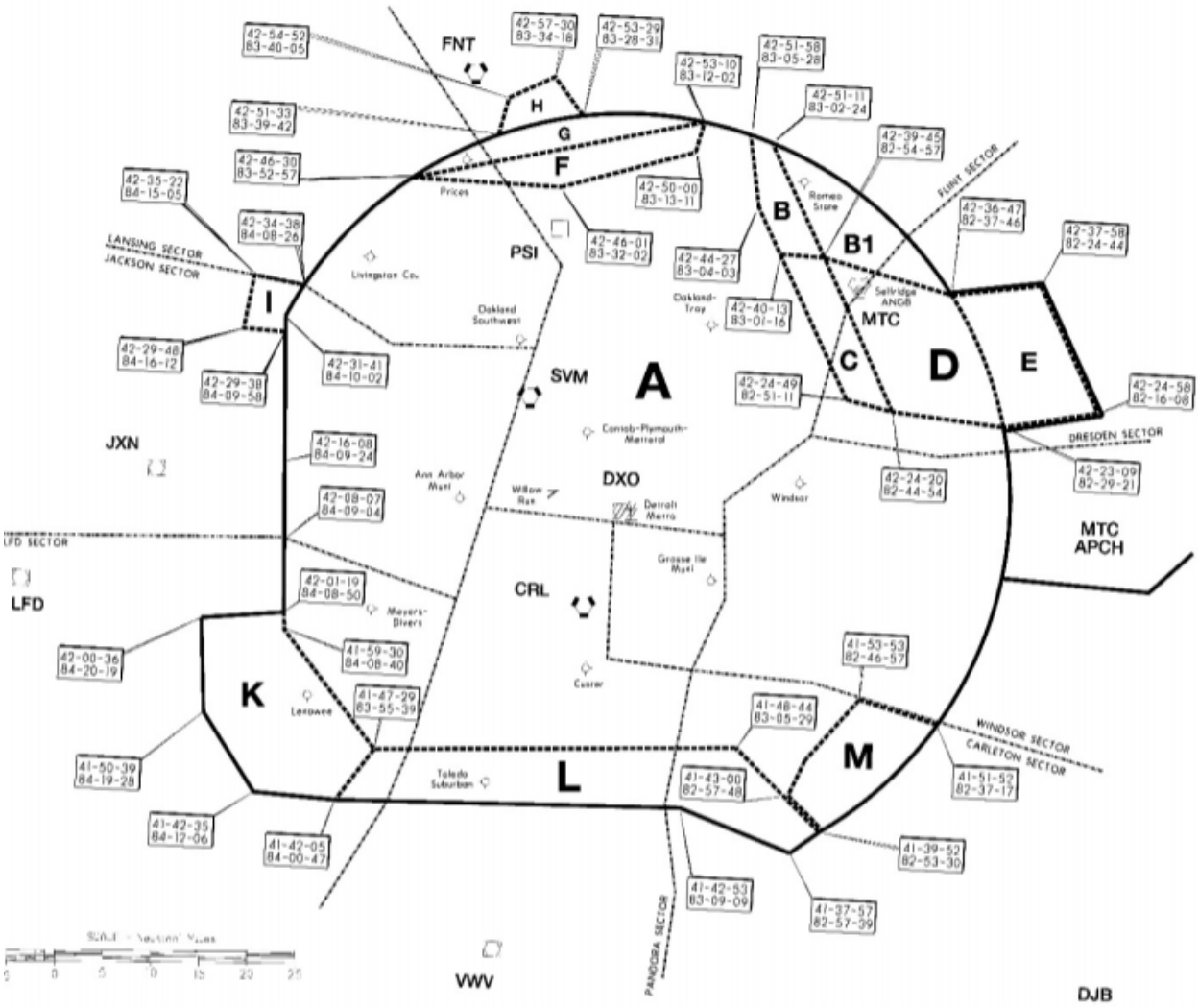
a. Controllers may use departure or arrival gate/fix names for position identification during interphone communications.
b. Controllers involved in inter-facility coordination will be responsible for all necessary coordination within their facility.

11. ATTACHMENTS

a. ATTACHMENT 1 - APPROACH CONTROL AREA
b. ATTACHMENT 2 - D21 AIRSPACE KEY
c. ATTACHMENT 3 - ARRIVALS & DEPARTURES
d. ATTACHMENT 4 - OVERFLIGHT TRAFFIC & FREQUENCIES
e. ATTACHMENT 5 - ROUTING, RESTRICTION AND CONTROL TABLES - ARRIVALS
f. ATTACHMENT 6 - ROUTING, RESTRICTION AND CONTROL TABLES - DEPARTURES

Nicholas Lascko
Air Traffic Manager
Cleveland ARTCC

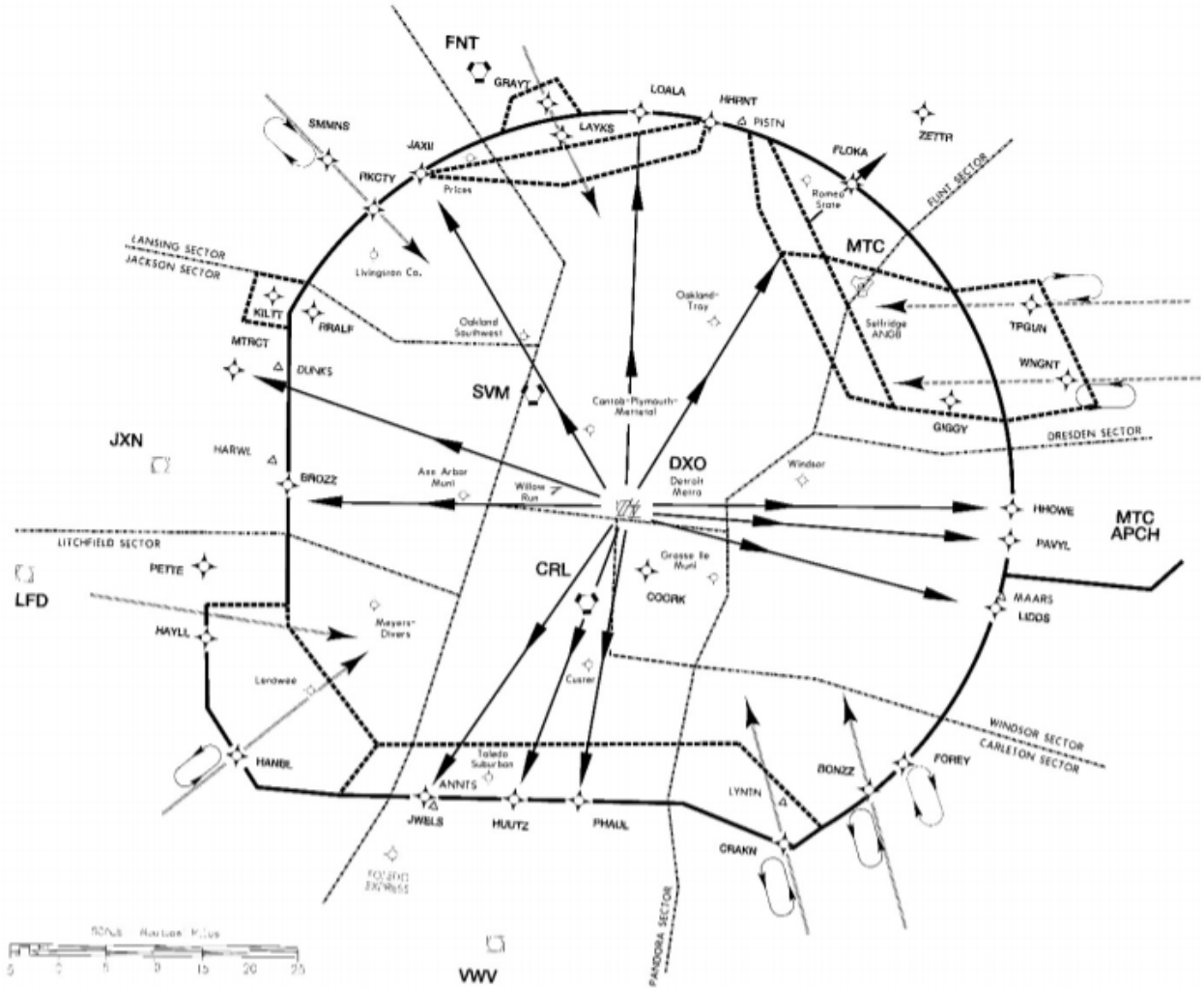
ATTACHMENT 1 - APPROACH CONTROL AREA



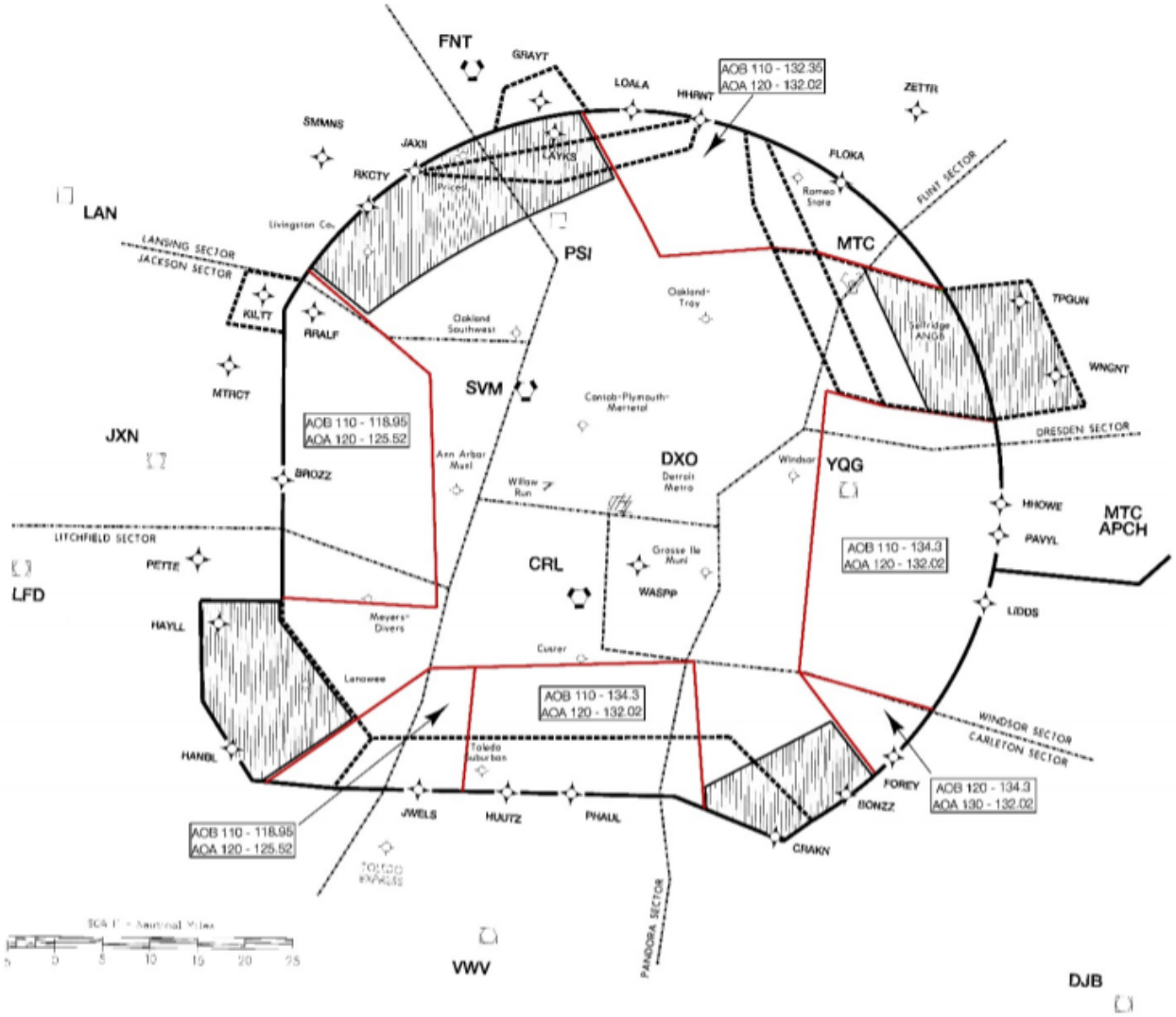
ATTACHMENT 2 - D21 AIRSPACE KEY

SECTION	NORMAL OPERATIONS D21 Airspace	CHANGES TO NORMAL OPERATIONS When the Following Conditions Exist
A	Surface to 17,000 ft.	
B	4,000 ft. thru 17,000 ft.	MTC Approach Closed D21 surface thru 17,000 ft.
B1	11,000 ft. thru 17,000 ft.	MTC Approach Closed D21 surface thru 17,000 ft.
C	5,000 ft. thru 17,000 ft.	MTC Approach Closed D21 surface thru 17,000 ft.
D	6,000 ft. thru 17,000 ft.	MTC Approach Closed D21 surface thru 17,000 ft.
E	8,000 ft. thru 17,000 ft.	MTC Approach Closed ZOB surface thru 7,000 ft.
F	5,000 ft. thru 17,000 ft.	AZO Approach Closed D21 surface thru 17,000 ft.
G	9,000 ft. thru 17,000 ft.	AZO Approach Closed D21 surface thru 17,000 ft.
H	10,000 ft.	AZO Approach Closed ZOB surface thru 9,000 ft.
I	9,000 ft. thru 10,000 ft.	AZO Approach Closed ZOB surface thru 8,000 ft.
K	11,000 ft. thru 17,000 ft. on South Flow 8,000 ft. thru 17,000 ft. on North Flow	TOL Approach Closed D21 surface thru 17,000 ft
L	6,000 ft. thru 17,000 ft.	TOL Approach Closed D21 surface thru 17,000 ft

ATTACHMENT 3 - ARRIVALS & DEPARTURES



ATTACHMENT 4 - OVERFLIGHT TRAFFIC & FREQUENCIES



ATTACHMENT 5 - ROUTING, RESTRICTION AND CONTROL TABLES - ARRIVALS

NORTHWEST CORNERPOST								
#	Destination	Qualifier	Required Route	Crossing Fix	Aircraft Type	Aircraft unable "Descend Via"		Special
						Altitude	Speed	
1	KDTW	South Flow RNAV	LAYKS STAR	GRAYT	Jets	11,000 ft.	260 kts.	
					Props	Via AZO TRACON		6,000 ft. when AZO TRACON closed.
			RKCTY STAR	RKCTY	Jets	11,000 ft.	260 kts.	
					Props	Via AZO TRACON		7,000 ft. when AZO TRACON closed.
		North or West Flow RNAV	GRAYT STAR	GRAYT	Jets	17,000 ft.	280 kts.	
					Props	Via AZO TRACON		9,000 ft. when AZO TRACON closed.
			KKISS STAR	RKCTY	Jets	16,000 ft.	280 kts	
					Props	Via AZO TRACON		7,000 ft. when AZO TRACON closed.
		South Flow Unable the STAR	...LAN SVM	20 DME SVM	Jets	11,000 ft.	260 kts.	
					Props	Via AZO TRACON		7,000 ft. if AZO TRACON closed
			...MBS DXO	40 DME DXO	Jets	11,000 ft.	260 kts.	
					Props	Via AZO TRACON		7,000 ft. if AZO TRACON closed
		North or West Flow Unable the STAR	...LAN SVM	20 DME SVM	Jets	13,000 ft.	280 kts.	
					Props	Via AZO TRACON		7,000 ft. if AZO TRACON closed
			...MBS DXO	40 DME DXO	Jets	13,000 ft.	280 kts.	
					Props	Via AZO TRACON		7,000 ft. if AZO TRACON closed
2	CYQG KARB D98 KDET KMTC KONZ KPTK KTTF KVLL KYIP	RNAV	RRALF STAR	KILTT	Jets	11,000 ft.	250 kts.	
					Props	Via AZO TRACON		5,000 ft. if AZO TRACON closed
		Unable the STAR	...SVM	20 DME SVM	Jets	11,000 ft.	250 kts.	
					Props	Via AZO.		5,000 ft. if AZO closed.

NORTHEAST CORNERPOST								
#	Destination	Qualifier	Required Route	Crossing Fix	Aircraft Type	Aircraft unable "Descend Via"		Special
						Altitude	Speed	
3	KDTW	South or West Flow RNAV	FERRL STAR	WNGNT	Jets	11,000 ft.	280 kts.	
					Props	Via MTC RAPCON		8,000 ft. when MTC RAPCON closed
			TPGUN STAR	TPGUN	Jets	11,000 ft.	280 kts.	
					Props	Via MTC RAPCON		8,000 ft. when MTC RAPCON closed
		North Flow RNAV	WNGNT STAR	WNGNT	Jets	16,000 ft.	280 kts.	
					Props	11,000 ft.		
			CUUGR STAR	TPGUN	Jets	16,000 ft.	280 kts	
					Props	11,000 ft.		
		South or West Flow Unable the STAR	...SVM	60 DME SVM	Jets	11,000 ft.	280 kts.	
					Props	Via MTC RAPCON		8,000 ft. when MTC RAPCON closed
		North Flow Unable the STAR	...SVM	60 DME SVM	Jets	12,000 ft.	280 kts.	
					Props	11,000 ft.		
4	CYQG KDET KONZ KTTF	RNAV	GIGGY STAR	D21 Boundary		Via MTC RAPCON		6,000 ft. when MTC RAPCON closed
		Unable the STAR	...MTC					
5	KOZW KPTK KVLL Y47 KARB KYIP	RNAV	OKLND STAR	D21 Boundary		Via MTC RAPCON		6,000 ft. when MTC RAPCON closed
		Unable the STAR	...MTC					
6	CLM2					At or descending to 4,000 ft.		D21 has control for vectors and approach clearance within 15NM of the airport. Frequency 134.4.

SOUTHEAST CORNERPOST								
#	Destination	Qualifier	Required Route	Crossing Fix	Aircraft Type	Aircraft unable "Descend Via"		Special
						Altitude	Speed	
7	KDTW	South Flow RNAV	BONZZ STAR	BONZZ	Jets	15,000 ft.	280 kts.	
					Props	11,000 ft		
			HTROD STAR	CRAKN	Jets	15,000 ft.	280 kts.	
					Props	11,000 ft.		
		North or West Flow RNAV	KLYNK STAR	BONZZ	Jets	12,000 ft.	260 kts.	
				EEEZI	Props	Via CLE TRACON		8,000 ft. if CLE TRACON is closed
			CRAKN STAR	CRAKN	Jets	12,000 ft.	260 kts	
				FIYUR	Props	Via CLE TRACON		8,000 ft. if CLE TRACON closed.
		South Flow Unable the STAR	...DXO	40 DME DXO	Jets	12,000 ft.	280 kts.	
					Props	11,000 ft.		
		North or West Flow Unable the STAR	...DXO	40 DME DXO	Jets	12,000 ft.	260 kts.	
					Props	Via CLE TRACON		8,000 ft. if CLE TRACON closed
8	CYQG KARB KDET KFNT KMTC KOZW KPHN KPTK KVLL KYIP	RNAV	FOREY STAR	FOREY	Jets	12,000 ft.	250 kts.	
					Props	11,000 ft.		
		Unable the STAR	...DXO	40 DME DXO	Jets	12,000 ft.	250 kts.	
					Props	11,000 ft.		

SOUTHWEST CORNERPOST								
#	Destination	Qualifier	Required Route	Crossing Fix	Aircraft Type	Aircraft unable "Descend Via"		Special
						Altitude	Speed	
9	KDTW	South or West Flow RNAV	HANBL STAR	HANBL	Jets	17,000 ft.	280 kts.	
					Props	11,000 ft.		
			VCTRZ STAR	HAYLL	Jets	17,000 ft.	280 kts.	
					Props	11,000 ft.		
		North Flow RNAV	LECTR STAR	HANBL	Jets	11,000 ft.	260 kts.	
					Props	Via TOL TRACON		8,000 ft. if TOL TRACON closed
			HAYLL STAR *(see Note 1)*	HAYLL	Jets	11,000 ft.	260 kts	
					Props	Via TOL TRACON		8,000 ft. if TOL TRACON closed
		South or West Flow Unable the STAR	...DXO	40 DME DXO	Jets	12,000 ft.	280 kts.	
					Props	11,000 ft.		
		North Flow Unable the STAR			Jets	11,000 ft.	260 kts.	
					Props	Via TOL TRACON		8,000 ft. if TOL TRACON closed
10	CYQG KARB KDET D98 KMTC KONZ KOZW KPTK KTTF KVLL KYIP	RNAV	PETTE STAR	PETTE		Via TOL/AZO TRACON		7,000 ft. if AZO or TOL TRACON is closed
		Unable the STAR	...DXO	40 DME DXO				

NOTE 1: When there is competing PETTE traffic, ZOB will issue "descend via except maintain 12,000", or coordinate an altitude and speed with Approach Control as necessary.

ATTACHMENT 5 - ROUTING, RESTRICTION AND CONTROL TABLES - DEPARTURES

Qualifiers/Definitions				Requirements/Restrictions		
#	**Dept. Arpt.**	**Qualifier**	**Aircraft Type**	**Altitude** (or requested lower)	**Required SIDS or, if unable, Departure Fixes**	**Special**
11	**KDTW**	RNAV	Jets	17,000 ft.	HHOWE SID or, if unable, HHOWE as filed or PAVYL SID or, if unable, PAVYL as filed or CLVIN SID or, if unable, PHAUL as filed or BARII SID or, if unable, HUUTZ as filed or SNDRS SID or, if unable, JWELS as filed or MIGGY SID or, if unable, JAXII as filed or TRMML SID or, if unable, LOALA as filed or ZETTR SID or if unable, FLOKA as filed or CCOBB SID or, if unable, BROZZ as filed or KAYLN SID or, if unable, MTRCT as filed or LIDDS SID or, if unable, KZLOV LIDDS as filed (south flow) LIDDS as filed (north flow)	
			Props	11,000 ft.		
		Non-RNAV	Jets	12,000 ft.	METRO SID	
			Props	11,000 ft.		
12	**KDET CYQG**	RNAV	Jets	12,000 ft.	HHOWE SID or, if unable, HHOWE as filed or PAVYL SID or, if unable, PAVYL as filed or TRMML SID or, if unable, LOALA as filed or ZETTR SID or, if unable, FLOKA as filed or LIDDS SID or, if unable, LIDDS as filed	Need only be spaced with other aircraft stopped at 12,000 ft.
			Props	11,000 ft.		
			Jets	17,000 ft.	MIGGY SID or, if unable, JAXII as filed or CLVIN SID or, if unable, PHAUL as filed or BARII SID or, if unable, HUUTZ as filed or SNDRS SID or, if unable, JWELS as filed or CCOBB SID or, if unable, BROZZ as filed or KAYLN SID or, if unable, MTRCT as filed	
			Props	11,000 ft.		
		Non-RNAV	Jets	12,000 ft.	METRO SID	
			Props	11,000 ft.		

Qualifiers/Definitions				Requirements/Restrictions		
#	**Dept. Arpt.**	**Qualifier**	**Aircraft Type**	**Altitude** (or requested lower)	**Required SIDS or, if unable, Departure Fixes**	**Special**
13	**KARB KYIP**	RNAV	Jets	17,000 ft.	HHOWE SID or, if unable, HHOWE as filed or PAVYL SID or, if unable, PAVYL as filed or MIGGY SID or, if unable, JAXII as filed or TRMML SID or, if unable, LOALA as filed or ZETTR SID or, if unable, FLOKA as filed or LIDDS SID or, if unable, LIDDS as filed or KAYLN SID or, if unable, MTRCT as filed	
			Props	11,000 ft.		
			Jets	12,000 ft.	CLVIN SID or, if unable, PHAUL as filed or BARII SID or, if unable, HUUTZ as filed or SNDRS SID or, if unable, JWELS as filed or CCOBB SID or, if unable, BROZZ as filed or	Need only be spaced with other aircraft stopped at 12,000 ft.
			Props	11,000 ft.		
		Non-RNAV	Jets	12,000 ft.	METRO SID	
			Props	11,000 ft.		
14	**KPTK**	RNAV	Jets	17,000 ft.	HHOWE SID or, if unable, HHOWE as filed or PAVYL SID or, if unable, PAVYL as filed or CLVIN SID or, if unable, PHAUL as filed or BARII SID or, if unable, HUUTZ as filed or SNDRS SID or, if unable, JWELS as filed or LIDDS SID or, if unable, LIDDS as filed or CCOBB SID or, if unable, BROZZ as filed or KAYLN SID or, if unable, MTRCT as filed	PTK prop departures requesting AOA FL180 may climb to 170 without coordination.
			Props	11,000 ft.		
			Jets	12,000 ft.	MIGGY SID or, if unable, JAXII as filed or TRMML SID or, if unable, LOALA as filed or ZETTR SID or, if unable, FLOKA as filed	Need only be spaced with other aircraft stopped at 12,000 ft.
			Props	11,000 ft.		
		Non-RNAV	Jets	12,000 ft.	METRO SID	
			Props	11,000 ft.		

Qualifiers/Definitions				Requirements/Restrictions		
#	**Dept. Arpt.**	**Qualifier**	**Aircraft Type**	**Altitude** (or requested lower)	**Required SIDS or, if unable, Departure Fixes**	**Special**
15	**KMTC KONZ KOZW KTTF KVLL**	RNAV	Jets	17,000 ft.	HHOWE SID or, if unable, HHOWE as filed or PAVYL SID or, if unable, PAVYL as filed or CLVIN SID or, if unable, PHAUL as filed or BARII SID or, if unable, HUUTZ as filed or SNDRS SID or, if unable, JWELS as filed or MIGGY SID or, if unable, JAXII as filed or TRMML SID or, if unable, LOALA as filed or ZETTR SID or if unable, FLOKA as filed or CCOBB SID or, if unable, BROZZ as filed or KAYLN SID or, if unable, MTRCT as filed or LIDDS SID or, if unable, LIDDS as filed	
			Props	11,000 ft.		
		Non-RNAV				Aircraft will be coordinated on an individual basis.
16	**FNT**	If via HHRNT		17,000 ft.	HHRNT DELOW	