

**VATUSA CLEVELAND ARTCC AND VATUSA MINNEAPOLIS ARTCC  
LETTER OF AGREEMENT**

**EFFECTIVE: SEPTEMBER 28, 2018**

**SUBJECT: INTERFACILITY COORDINATION**

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**1. PURPOSE**

This Letter of Agreement defines inter-facility responsibilities and communication procedures between VATUSA Cleveland ARTCC (ZOB) and VATUSA Minneapolis ARTCC (ZMP). This agreement is supplemental to procedures contained within FAA Order 7110.65. Controllers must coordinate and resolve, in a practical manner that provides the smoothest experience to the pilot, all deviations from, and situations not addressed by, this document (e.g., non-standard sectorization, holding, pilots unable to accept LOA routes, aircraft above/below LOA altitudes, etc.).

**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 Cleveland ARTCC and VATUSA Minneapolis ARTCC Letter of Agreement dated December 1, 2015 is hereby cancelled.

**4. RESPONSIBILITIES**

- a. When MBS approach is closed, the airspace AOB 10,000', including the airspace underlying ZMP, is delegated to ZOB (see Attachment A).
- b. ZMP delegates the airspace north of BAX AOB 6,000' to ZOB (see Attachment B).
- c. Toronto Center (ZYZ) is delegated airspace located in the northeast corner of ECK sector FL240 and above, per the ZOB / ZYZ Letter of Agreement (see Attachment B).

**5. PROCEDURES**

- a. Each ARTCC must route/restrict aircraft in accordance with Attachment D and Attachment E of this document.
- b. The receiving ARTCC has control for beacon code changes and turns, when aircraft are within 20 nautical miles of the common ZOB/ZMP boundary. The maximum turn must not exceed 20 degrees off course and must not affect another sector without proper coordination.
- c. Ensure the data block is formatted as follows:
  - 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 Cleveland ARTCC and Minneapolis ARTCC and must represent valid altitude coordination. Use of interim altitudes must not be authorized to coordinate Inappropriate Altitude

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for Direction of Flight (IAFD OF), or to supersede altitude restrictions established within this Letter of Agreement.

- iv. No scratchpad/ERAM 4th line data, except if specific control instructions that differ from LOA procedures have been issued. In these cases, the alternate instruction shall be verbally or textually included as well as included in the scratchpad. Scratchpad entries may include:
1. Indicated speed restrictions (e.g., "S210", "S270+"). Clients only capable of 4-characters remove the "S" if needed (e.g., "270+")
  2. "M" for Mach speed restrictions (e.g., "M81", "M78+")
  3. "H" for heading assignments (e.g., "H230")
  4. "D" and direction for deviations (e.g., "D15L" for 15 degrees left of track)

**6. ATTACHMENTS**

- a. Attachment A – MBS Approach Control Delegated Airspace
- b. Attachment B – BAX / ZYZ Delegated Airspace
- c. Attachment C – Area Airport Listings
- d. Attachment D – Permanent Route/Altitude Restrictions from ZOB to ZMP
- e. Attachment E – Permanent Route/Altitude Restrictions from ZMP to ZOB

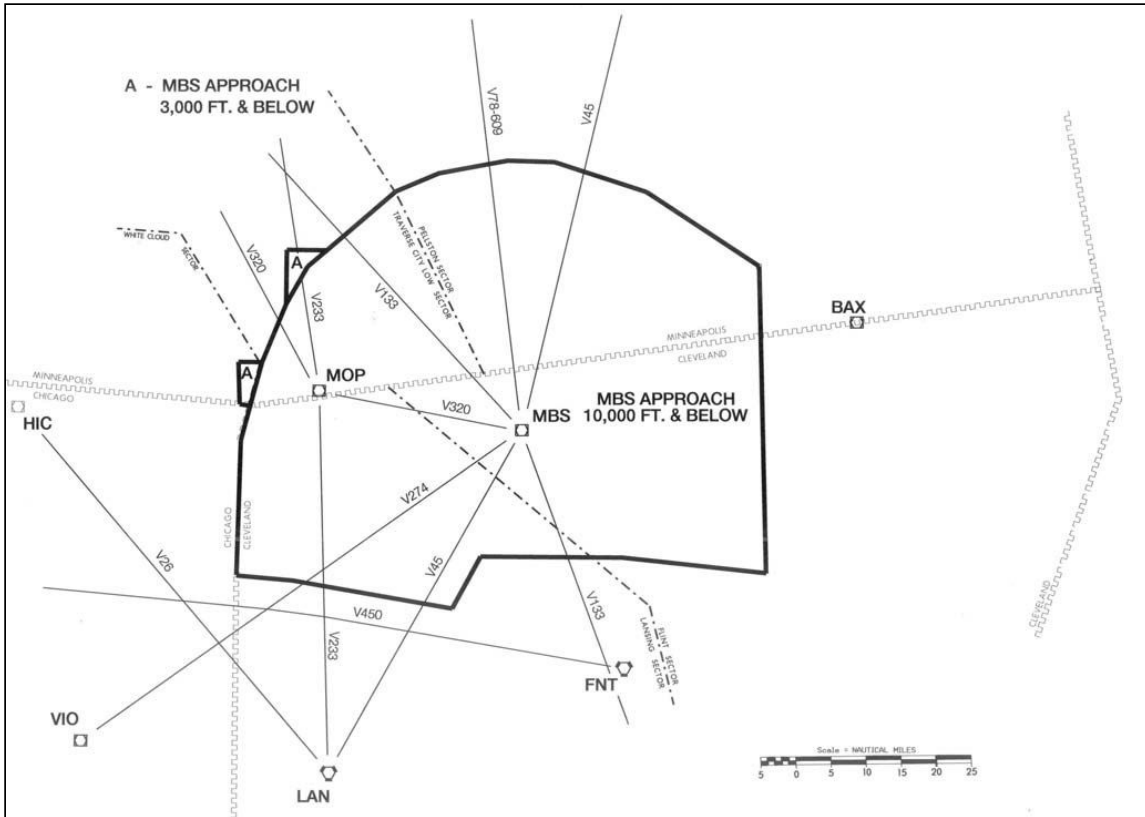
/Amin Abraham/  
Air Traffic Manager  
Cleveland ARTCC, VATUSA

/Dhruv Kalra/  
Air Traffic Manager  
Minneapolis ARTCC, VATUSA

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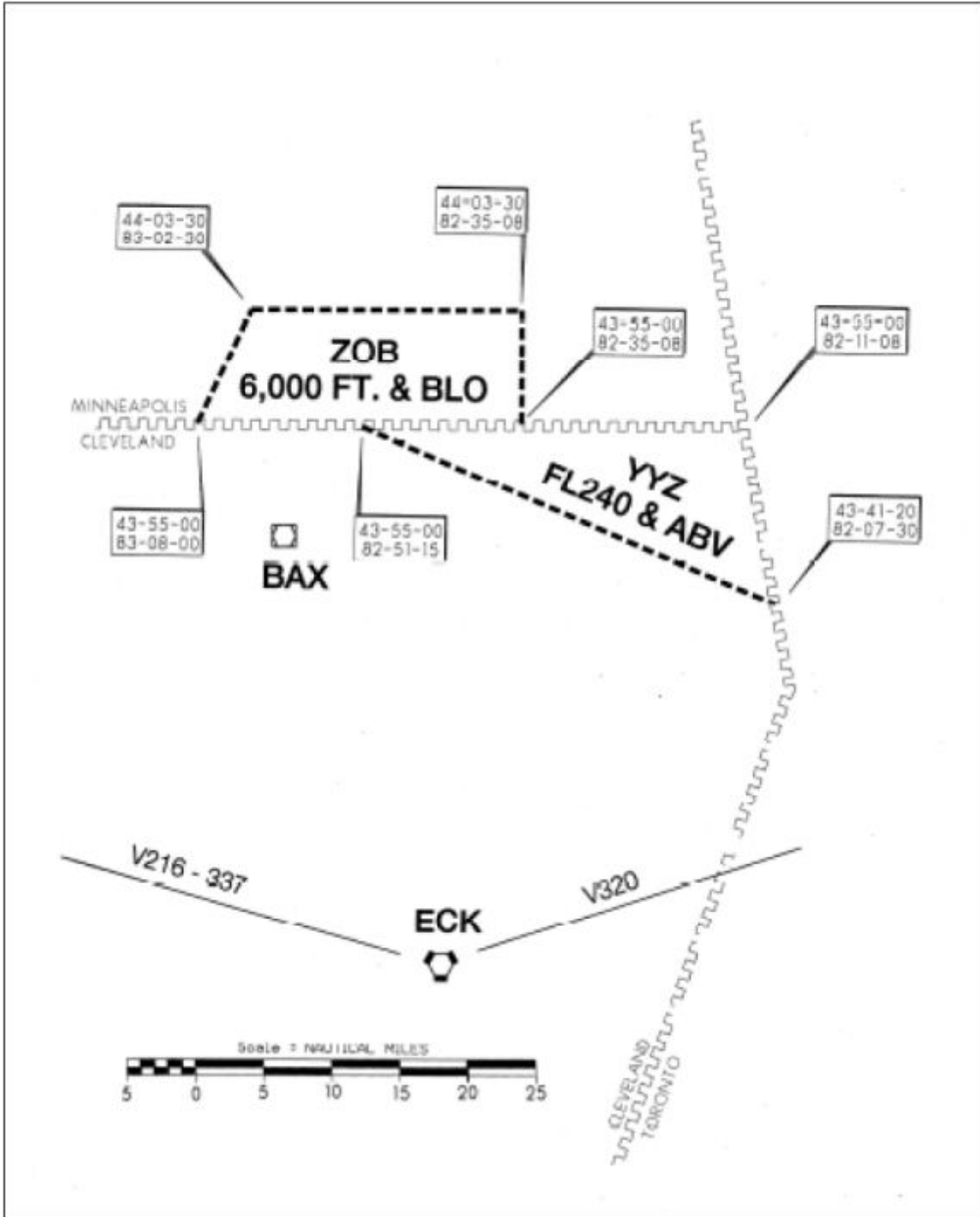
ATTACHMENT A - MBS APPROACH CONTROL DELEGATED AIRSPACE



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ATTACHMENT B - BAX / ZYZ DELEGATED AIRSPACE



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**ATTACHMENT C - AREA AIRPORT LISTINGS**

<b>Area</b>	<b>Satellite Airport Codes</b>
Detroit Area (D21)	CYQG, KARB, KDET, KYIP, KONZ, KOZW, KTTF, Y47, 1D2, KPTK, 3TE, KVLL

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**ATTACHMENT D - PERMANENT ROUTES/ALTITUDE RESTRICTIONS  
FROM ZOB TO ZMP**

<b>Arrival Airports(s)</b>	<b>Qualifier</b>	<b>Route Via</b>	<b>Altitude (Cross ZOB/ZMP common boundary, unless otherwise noted)<sub>1</sub></b>
KMSP	RNAV Jet	...CEWDA/IDIOM.MUSCL STAR	
	Turboprop/ Non-RNAV Jet	...GRB/BAE.EAU STAR	
KTVC			AOB FL230
KOSC			AOB FL230 DESC 11,000'

<sub>1</sub> Aircraft whose destination airports lie within 60NM of the ZOB/ZMP common boundary must enter the receiving facility's airspace AOB FL230 unless otherwise noted in Attachment D and/or Attachment E.

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**ATTACHMENT E - PERMANENT ROUTES/ALTITUDE RESTRICTIONS  
FROM ZMP TO ZOB**

<b>Arrival Airports(s)</b>	<b>Qualifier</b>	<b>Route Via</b>	<b>Altitude (Cross ZOB/ZMP common boundary, unless otherwise noted)<sub>2</sub></b>
KDTW	RNAV <sub>3</sub> West of J548	...HOOTA.KKISS/RCKTY STAR	
	RNAV <sub>3</sub> East of J548	...GRAYT/LAYKS STAR	WLEYE AOB FL240
	Turboprop/ Non-RNAV	...MBS..PSI..DXO	AOB FL230
KDTW <sub>1</sub>	RNAV	...OREYO.RRALF STAR	AOB FL200
	Non-RNAV	...LAN..PSI	
KFNT		...FNT	AOB FL230
KMBS		...MBS	AOB 9,000'

<sub>1</sub> Detroit Satellite Arrivals (see Attachment C)

<sub>2</sub> Aircraft whose destination airports lie within 60NM of the ZOB/ZMP common boundary must enter the receiving facility's airspace AOB FL230 unless otherwise noted in Attachment D and/or Attachment E.

<sub>3</sub> ZMP shall ensure that RNAV aircraft landing at KDTW are routed via the proper configuration-dependent STAR. KKISS and GRAYT STARs are used when KDTW is in north flow. RCKTY and LAYKS STARs are used when KDTW is in south flow. ZOB shall advise ZMP of the flow in use at KDTW.