

## **Boston ARTCC Letter of Agreement (Cleveland)**

### **Chapter 1. General**

#### **Section 1. Purpose**

This document describes the parameters required by BOSTON ARTCC for aircraft entering its airspace from Cleveland ARTCC airspace. This document also contains parameters required by Cleveland ARTCC for aircraft entering its airspace from the BOSTON ARTCC.

#### **Section 2. Assumptions**

Boston Center ATC shall control the airspace of Boston controlled TRACON's in the event that any one of them is not online. When a center controller assumes the responsibility of a TRACON, normal airspace limits apply to the parts of the TRACON airspace that are inside the other ARTCC's border.

### **Chapter 2. Landing Boston Airports Via Cleveland Airspace**

#### **Section 1. General**

This chapter describes the handoff parameters required by Boston for aircraft landing at airports controlled by Boston.

- All aircraft are to be at 1x simulation rate.
- Aircraft on the same route must be separated by no less than 10 nm.
- All separation and altitude/speed restrictions may be temporarily overridden by the receiving controller should the situation warrant such a change. This should be on a plane by plane basis only.
- All conflicts or imminent situations must be resolved prior to handoff.
- No aircraft may enter Boston airspace or be switched to Boston control without explicit coordination with the receiving controller. This coordination may be via automated handoff or manual coordination via chatbox

#### **Section 2. Boston**

This section describes the handoff parameters required by Boston for aircraft landing at airports controlled by Boston.

##### **2-1 Entering Boston Airspace [destination: KBOS]**

- All aircraft entering the Boston ARTCC airspace from Cleveland airspace shall be handed off to the appropriate Boston Center Controller within 10nm of the ARTCC boundary and no later than the Syracuse (SYR) VOR at the filed altitude.

##### **2-2 Entering Boston Airspace [destination: KSYR]**

- All aircraft entering the Boston ARTCC with a destination of Syracuse (KSYR) shall be handed off to the appropriate Boston Center Controller within 10nm of the ARTCC boundary at 11000 and 250kts or the lower filed altitude if the Boston Center Controller is acting as the TRACON Controller for Syracuse.
- If the Boston Center Controller is not acting as the TRACON Controller for Syracuse, then the aircraft shall be handed off to the appropriate Boston Center Controller at a suitable altitude and speed for the aircraft to continue under its own navigation.

##### **2-3 Entering Boston Airspace [destination: all others and over flights]**

- All aircraft entering the Boston ARTCC airspace with a destination other than mentioned above, or flights transiting the Boston airspace shall be handed off to the appropriate Boston Center Controller within 10nm of the ARTCC boundary and no later than the Syracuse (SYR) VOR.

## **Chapter 3. Landing Cleveland Airports or Overflights Via Boston Airspace**

### **Section 1. General**

This chapter describes the handoff parameters required by Boston for aircraft landing at airports controlled by Cleveland, or over flights. All aircraft are to be at 1x simulation rate. Aircraft on the **same route** must be separated by no less than 10 nm. All separation and altitude/speed restrictions may be temporarily overridden by the receiving controller should the situation warrant such a change. This should be on a plane by plane basis only. All conflicts or imminent situations must be resolved prior to handoff.

### **Section 2. Cleveland and Over flights**

This section describes the handoff parameters required by Boston for aircraft landing at airports controlled by Cleveland and all over flight aircraft.

#### **3-1 Entering Cleveland Airspace [destination: Cleveland Airports and Over Flights]**

- All aircraft entering Cleveland airspace with a destination not mentioned below, or flights transiting the Cleveland ARTCC airspace, shall be handed off to the appropriate Cleveland Center Controller at the Syracuse (SYR) VOR and no later than 10nm before the ARTCC boundary at the filed altitude.

#### **3-2 Entering Cleveland Airspace [destination: KROC]**

- All aircraft entering the Cleveland airspace with a destination of Rochester (KROC) shall be handed off to the appropriate Cleveland Center Controller at Syracuse (SYR) VOR, and no later than 10nm from the ARTCC boundary at 11000 and 250kts or the lower filed altitude provided the Cleveland Center Controller is acting as the TRACON Controller for Rochester.
- If the Cleveland Center Controller is not acting as the TRACON Controller for Rochester, then the aircraft shall be handed off to the appropriate Cleveland Center Controller at an suitable altitude and speed for the aircraft to continue under its own navigation.

#### **3-2 Entering Cleveland Airspace [destination: KBUF]**

- All aircraft entering the Cleveland airspace with a destination of Buffalo (KBUF) shall be handed off to the appropriate Cleveland Center Controller at Syracuse (SYR) VOR and no later than the ARTCC boundary at FL180 or the lower filed altitude provided the Cleveland Center Controller is acting as the TRACON Controller for Buffalo.
- If the Cleveland Center Controller is not acting as the TRACON Controller for Buffalo, then the aircraft shall be handed off to the appropriate Cleveland Center Controller at an suitable altitude and speed for the aircraft to continue under its own navigation.