



U.S. Department
of Transportation
**Federal Aviation
Administration**

Boston ARTCC
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FEB 19 2010

(b) (6)

ATTN: (b) (6)

174th OG, Syracuse New York Air National Guard
6001 E. Molloy Rd.
Syracuse, NY 13211-7099

Dear (b) (6)

Enclosed is one copy of the BostonARTCC/EADS/552nd OG/513th ACG/104th FW/158th FW/174th FW/GTB/SYR Letter of Agreement dated February 27, 2010, along with two individual signature pages.

This letter of agreement replaces the BostonARTCC/EADS/552nd OG/513th ACG/104th FW/158th FW/174th FW/GTB/T52 dated May 7, 2009.

Please sign both individual signature pages, retain one signature page and the copy of the letter of agreement for your records, and return the other individual signature page to Boston ARTCC.

Sincerely,

for Heather Leonard
Air Traffic Manager

Enclosure

INDIVIDUAL SIGNATURE PAGE

Boston Center is the originator of this Letter of Agreement. Each command or facility shall have an original signature page to be retained on file. Boston Center shall retain each individual signature page, from each command or facility, and maintain them on file at Boston Center.

Future revisions to this Letter of Agreement will be coordinated in advance with the affected commands and facilities prior to issuance. Once coordination is accomplished and appropriate concurrence has been received, revisions will be distributed with a Boston Center signature only. Revision concurrence records will be retained at Boston Center.

For 
Air Traffic Manager, Boston ARTCC

(b) (6)

(b) (6) (b) (6), 174th Operations Group

Boston Air Route Traffic Control Center (ARTCC), Eastern Air Defense Sector (EADS), 552nd Operations Group (OG), 513th Air Control Group (ACG), 104th Fighter Wing (FW), 158th FW, 174th FW, Syracuse Tower (ATCT), and Wheeler Sack Army Radar Approach Control (ARAC)

LETTER OF AGREEMENT

EFFECTIVE: February 27, 2010

SUBJECT: Procedures for the Scheduling and Control of Military Aircraft Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) within Boston Center

1. PURPOSE: To define airspace areas and the responsibilities associated with scheduling, coordination and control procedures for: Military Aircraft, Military Contract Aircraft, Military Schedulers, Military Radar Units (MRU), Aircrews, Wheeler Sack ARAC, Syracuse ATCT, and Boston Center. These procedures are supplementary to JO 7110.65 and JO 7610.4.

2. CANCELLATION: Boston ARTCC, Eastern Air Defense Sector, 552nd OG, 513th ACG, 104th FW, 158th FW, 174th FW, Wheeler Sack ARAC, Griffiss TRACON Letter of Agreement dated May 7, 2009.

3. SCOPE: This agreement applies to the operation of Military and Military Contract Aircraft in SUA/ATCAA areas as defined in Attachments No. 1A – 1E, 2, 3A – 3C, 4A – 4E, 5A – 5C, 6A – 6I. AWACS orbit airspace as defined in Attachment No. 7A – 7E.

4. RESPONSIBILITIES:

a. Commanders of Military Scheduling Units, MRUs, Military Aircrews, and the Managers of Wheeler Sack ARAC, Syracuse ATCT, and Boston Center shall ensure that all personnel involved with the scheduling, coordination and control procedures of Military and Military Contract Aircraft are familiar with the contents of this Letter of Agreement (LOA).

b. MARSA applies:

(1) Between participating IFR aircraft entering, operating within and exiting SUA/ATCAA until standard ATC separation is established.

(2) For participating IFR aircraft operating under MRU control or under autonomous operations.

(3) Between IFR aircraft operating within adjacent SUA/ATCAA when such airspace is simultaneously in use, under MRU control, under a Tactical Monitor (TM) or under autonomous operations.

5. SCHEDULING PROCEDURES:

a. No SUA/ATCAA may be used without prior coordination with the EADS Scheduling Unit.

b. EADS Schedulers shall:

(1) Only schedule that airspace necessary to comply with the requirements of their scheduled mission.

(2) Ensure that all flying units using the SUA/ATCAA are properly briefed on the procedures contained in this LOA.

(3) Schedule SUA/ATCAA as defined in Attachment No. 1A – 1E, 2, 3A – 3C, 4A – 4E, 5A – 5C, and 6A – 6I, determine priority of use and de-conflict all airspace from other military operations.

(4) Advise aircrews when there is adjacent SUA/ATCAA scheduled, if military airspace will be autonomous or under MRU control, and ensure aircrews are familiar with the MARSA procedures contained in paragraph 4.b.(3) of this agreement.

(5) Advise the Boston Center Mission Coordinator (MC) of any revisions, additions or cancellations of any scheduled airspace.

(6) Visiting Aircrews may operate under the terms of this agreement provided they have been briefed by EADS, and have returned a completed copy of Appendix C to Boston Center and EADS.

c. AWACS Scheduling Procedures:

(1) The fighter units coordinate with EADS for SUA/ATCAA.

(2) The fighter units coordinate with the 552nd OG/513th ACG (Both Units defined as AWACS) for MRU service in the SUA/ATCAA.

(3) AWACS coordinates for the AWACS Orbit with Boston Center for AWACS orbit airspace as depicted in Attachment No. 7A through Attachment No. 7E.

(4) AWACS advises EADS of the SUA/ATCAA they plan to provide MRU services in.

d. The EADS, Sector Operations Control Center (SOCC) and Airspace Scheduling Office (DOAS) shall schedule all airspace as necessary for its Air Defense Missions.

e. Boston Center:

(1) MC shall advise EADS when adjacent SUA/ATCAA is scheduled and if the military airspace will be autonomous or under MRU control.

(2) ATC shall NOT be responsible for determining which military aircraft are authorized to utilize SUA/ATCAA.

(3) MC shall advise the appropriate AWACS as soon as possible when the AWACS cannot be accommodated in an approved orbit to preclude the needless launching of aircraft.

NOTE: Normal ETE from Tinker AFB to orbit airspace is three hours. Some AWACS aircraft operate at a Forward Operating Location (FOL), at Rome, NY.

6. SUA/ATCAA PROCEDURES:

a. The EADS Scheduling Unit:

(1) Shall request MOAs from the Boston Center MC prior to scheduled use according to the following parameters:

(a) Adirondack A/B/C/D, Carthage E/W, Cranberry, Lowville, Tupper W/C/E/S, and Yankee 1/2 – one (1) hour if used within the charted days and times; otherwise two (2) hours.

(b) Condor 1/2 – two (2) hours.

NOTE: Yankee Two MOA is environmentally approved for A-10 aircraft only.

(2) Shall request ATCAAs from the Boston Center MC at least (1) hour prior to scheduled use. Request for extensions shall be made as soon as possible but not less than ten (10) minutes before the original expiration time.

(3) Shall schedule the following Airspace Groups which have been developed for the Adirondack Airspace Complex (AAC):

(a) VIPER ALL – Contains the following: Adirondack A/B/C/D, Carthage E/W, Cranberry (seasonal), Lowville, Tupper W/C/S/E MOA's and the Adirondack A/B/C/D, Canton, Carthage E/W, Lowville, Potsdam, Tupper W/C/S/E ATCAA's, Base Altitudes to FL500 or as scheduled.

(b) VIPER EAST – Contains the following: Cranberry (seasonal), Tupper W/C/S/E MOA's and the Potsdam, Tupper W/C/S/E ATCAA's, Base Altitudes to FL500 or as scheduled.

(c) VIPER WEST – Contains the following Adirondack A/B/C/D, Carthage E/W, Lowville MOA's and the Adirondack A/B/C/D, Canton, Carthage E/W, Lowville ATCAA's, Base Altitudes to FL500 or as scheduled.

(d) VIPER SOUTH (Scheduled in conjunction with VIPER NORTH for AR609 operations) – Contains the following: Carthage W, Lowville, Tupper S MOA's and the Carthage W, Lowville, Tupper South ATCAA's. Base to FL180, but may be scheduled up to 1,000 ft. below AR609 scheduled altitudes.

(e) VIPER NORTH (May be scheduled in conjunction with VIPER SOUTH for AR609 operations or to clear AR609 operations) – Contains the following Adirondack A/B/C/D, Carthage East, Cranberry (seasonal), Tupper W/C/E MOA's and the Adirondack A/B/C/D, Canton, Carthage E, Potsdam, Tupper W/C/E ATCAAs: Base Altitudes to FL500 or as scheduled.

(f) RANGE ONE – Contains the following MOAs and ATCAAs: Adirondack B/C/D, Base Altitudes to FL500 or as scheduled.

(g) RANGE TWO - Contains the following MOAs and ATCAAs: Adirondack B/C/D and Carthage East, Base Altitudes to FL500 or as scheduled.

(h) RANGE THREE – Contains the following Adirondack A/B/C/D, Carthage E/W, Cranberry (seasonal), Lowville, Tupper W MOA's and the Adirondack A/B/C/D, Carthage E/W, Lowville, Tupper W ATCAA's, Base Altitudes to FL500 or as scheduled.

(4) Shall advise aircrews that are scheduled to operate in "VIPER Airspace" groups, that any clearance to "BASE" altitudes is a clearance to the published floor of each individual piece of airspace that makes up that group.

EXCEPTION: The base altitude for Tupper East established in this LOA is 12,000 ft. MSL.

(5) When BECKS Procedures are declared by ATC, aircrews shall modify their Base Altitude in the following airspace until BECKS Procedures are cancelled:

Tupper Central	–	8,000 ft. MSL
Tupper South	–	8,000 ft. MSL

NOTE: BECKS Procedures may be implemented from November 1st through April 30th.

(6) Shall schedule W102 High and Low, W103, W104 A/B/C and advise users that the airspace is activated/deactivated "Real Time".

(7) Shall de-conflict AR80/AR81/AR212/AR204/AR205 from SUA/ATCAA.

(8) Schedules the following MTR's IR800/IR801, and VR724/VR725/VR840/VR841/VR842/VR1800/VR1801.

b. Military aircrews:

(1) Shall file an IFR flight plan 30 minutes prior to proposed departure time.

(2) Shall ensure the IFR flight plan contains the name of the SUA/ATCAA (Attachment No. 8) with a delay.

(3) Shall request and receive an ATC clearance to enter/exit SUA/ATCAA.

NOTE: An "As Filed" departure clearance does not constitute a clearance to delay in SUA/ATCAA.

(4) When advised by ATC to remain clear of the Laconia Airspace, aircrews shall not fly in the Southeast corner of Yankee 2 MOA, as depicted in Attachment No. 6A, below 6,000 feet MSL.

(5) When advised by ATC to remain clear of the Dean Memorial Airspace extension, aircrews shall not fly in the Northwest extension of Yankee 2 MOA, as depicted in Attachment No. 6A, below 7,000 feet MSL.

NOTE: When aircraft are operating autonomously in "VIPER" or "RANGE" airspace, aircrews are recommended to conduct an advisory call on 226.3, stating their flight information. This provides Wheeler Sack ARAC with flight information so VFR advisories may be issued when aircraft are operating within their vertical and lateral confines (West of 75°00'W) 10,000 ft. MSL and below.

(6) When aircraft are cleared to operate in a "VIPER Airspace" group, any clearance to "BASE" altitudes, is a clearance to the published floor of each individual section of airspace that make up that group.

EXCEPTION: The base altitude for Tupper East established in this LOA is 12,000 ft. MSL.

(7) When BECKS Procedures are declared by ATC, aircrews shall modify their Base Altitude in the following airspace until BECKS Procedures are cancelled:

Tupper Central	–	8,000 ft. MSL
Tupper South	–	8,000 ft. MSL

NOTE: BECKS Procedures may be implemented from November 1st through April 30th.

(8) When requesting an altitude below the Tupper E "BASE" altitude, as defined in this LOA, requires a "Real Time" clearance from ATC.

(9) Shall be aware that Adirondack B/C/D MOA/ATCAA encompasses portions of R5202A/B (Attachment No. 2).

(10) Shall be aware of the dimensions, times and altitudes of R-5201. The dimensions and times of R5202 A/B are published. The altitudes will be adjusted so as not to exceed the altitudes of adjacent airspace.

(11) When exiting the AAC (VFR), shall advise the appropriate ATC facility (Boston Center, Wheeler Sack ARAC, Syracuse Approach) and if they are the last aircraft to exit the airspace.

NOTE: If utilizing 226.3 for advisories, advise Wheeler Sack ARAC when exiting the airspace.

c. Boston Center shall:

(1) Forward a GI Message to Wheeler Sack ARAC for aircraft requesting any AAC Airspace.

(2) Forward a GI Message to Syracuse Approach for aircraft requesting any airspace that contain Lowville MOA or Tupper South MOA.

(3) Coordinate with Wheeler Sack ARAC prior to activating any Adirondack Airspace and shall adjust the base altitudes for any existing traffic.

(4) Coordinate with Syracuse Approach prior to activating any airspace that contain Lowville MOA or Tupper South MOA and shall adjust the base altitudes for any existing traffic.

(5) Activate SUA/ATCAA "Real Time" only.

NOTE: "Real Time" is defined as, when ATC issues a clearance to the first aircraft or formation flight to enter/delay in the SUA/ATCAA.

(6) Activate BECKS Procedures when known or projected IFR traffic conflicts with Tupper Central and/or Tupper South MOA. The BECKS Procedure amends the Base Altitudes as follows.

Tupper Central	–	8,000 ft. MSL
Tupper South	–	8,000 ft. MSL

NOTE: BECKS Procedures may be implemented from November 1st through April 30th.

(7) Advise Wheeler Sack ARAC when the AAC is no longer active.

(8) Advise Syracuse Approach when the Lowville MOA or the Tupper South MOA are no longer active.

d. Wheeler Sack ARAC shall:

(1) Advise Boston Center of any existing traffic prior to any AAC Airspace activation.

(2) Advise Boston Center if military aircraft (VFR or IFR) have exited the AAC and if they are the last aircraft to exit the airspace.

e. Syracuse Approach shall:

(1) Advise Boston Center of any existing traffic prior to Boston Center activating Lowville MOA or Tupper South MOA.

(2) Relay to Boston Center Sector 08 when military aircraft have advised them they are exiting the Lowville MOA or Tupper South MOA VFR.

7. RESTRICTED AREA 5201/5202A/5202B PROCEDURES. Wheeler Sack ARAC is the Using, Scheduling and Controlling Agency for R5201. For R5202A/B, the 174th FW (DET 1, Range 48) is the Using Agency. EADS is the Scheduling Agency and Boston Center is the Controlling Agency. Boston Center delegates Wheeler Sack ARAC authority to clear aircraft into R5202A/B.

a. EADS:

(1) Shall schedule R5202A and R5202B, in conjunction with R5201, NOT independently.

(2) May schedule R5202A/B with adjacent SUA/ATCAA.

(3) Shall NEVER schedule R5202A/B higher than the adjacent SUA/ATCAA (e.g. VIPER West BASE Altitude to FL240, R5202A/B published ceiling FL290 therefore R5202A/B ceiling requires adjustment to FL240).

b. When R5202A/B is requested with adjacent SUA/ATCAA Boston Center shall forward a GI Message to Wheeler Sack ARAC for aircraft requesting R5202A/B. The restricted area airspace shall activate when aircrews are cleared into R5202A/B by Wheeler Sack ARAC.

NOTE: Aircrews are notified about adjacent SUA/ATCAA under paragraph 5.b.(4) of this agreement.

c. When R5202A/B is requested without adjacent SUA/ATCAA Boston Center shall:

(1) Forward a GI Message to Wheeler Sack ARAC for aircraft requesting R5202A/B.

(2) Handoff traffic that are requesting R5201/R5202A/B to Wheeler Sack ARAC.

NOTE: For automated handoffs to Wheeler Sack ARAC for R5202A/B, Boston Center needs to amend the altitude to FL230 or lower in the Data Block to load the ARTS at Wheeler Sack ARAC.

(3) Advise Wheeler Sack ARAC when aircraft have exited R5202A/B airspace at center altitudes.

d. When R5202A/B is active with or without adjacent SUA/ATCAA, Wheeler Sack ARAC shall clear aircraft into R5201/R5202A/B.

e. The 174FW/DET 1:

(1) May call to activate the airspace associated with R5202A/R5202B.

NOTE: If surrounding SUA/ACTAA is active when R5202A/R5202B is scheduled, Aircrews for each of the scheduled airspaces have been notified by the EADS scheduler per paragraph 5.b.(4) of this agreement. Boston Center is not required to determine if aircrews are aware of each other's airspace.

(2) With prior coordination with Wheeler Sack ARAC Range 48 may clear aircraft into R5201 and R5202A/B.

(3) Shall return R5202A/R5202B to Boston Center and Wheeler Sack ARAC for periods of non-use greater than 45 minutes.

f. Wheeler Sack ARAC or Range 48 shall advise Boston Center when aircraft exit the airspace low altitude or are returning to adjacent active airspace.

NOTE: For status of R5202A or R5202B Boston Center may call Wheeler Sack ARAC or the 174FW/DET 1, as aircrews may not know the status of the restricted areas.

g. Aircrews:

(1) Shall contact Wheeler Sack ARAC or Range 48 prior to entry into R5201/R5202A/B.

(2) Shall request IFR service into SUA/ATCAA from Boston Center, when exiting R5201/R5202A/B, if the surrounding SUA/ATCAA was not active prior to the entry into R5201/R5202A/B.