

Purpose	<ul style="list-style-type: none"> • This agreement between Cleveland ARTCC (“KZOB”) and Toronto FIR (“CZYZ”) covers coordination procedures and is supplementary to the procedures in FAA Order 7110.65. <ul style="list-style-type: none"> ○ Deviations from the procedures established in this agreement may be made only after verbal or written coordination is accomplished which completely defines responsibility in each case.
Cancellation	<ul style="list-style-type: none"> • Cleveland Center and Toronto Center Letter of Agreement for coordination procedures effective 12 January 2007, is cancelled.
Effective	<ul style="list-style-type: none"> • 01 December 2007
Scope	<ul style="list-style-type: none"> • This agreement outlines procedures for use between the centers involved and is supplemental to applicable FAA Orders.
General Procedures	<ul style="list-style-type: none"> • Either facility may, after obtaining approval from the other, clear an aircraft to operate at an Inappropriate Altitude for Direction of Flight (“IAFDof”) as specified in FAA Order 7110.65. • The common ARTCC boundaries shall be considered the Transfer of Control Points (“TCPs”). <ul style="list-style-type: none"> ○ When Buffalo ATCT is not operational, CZYZ delegates the Buffalo ATCT airspace to ZOB. • When the Buffalo ATCT is not operational, the Letter of Agreement between Buffalo ATCT and CZYZ shall be used for coordination between KZOB and CZYZ. • All aircraft bound for the same airport shall be sequenced at least 15 Miles in Trail (“MIT”), steady or increasing.
Radar Procedures	<ul style="list-style-type: none"> • Transponder codes may be changed without coordination upon initial contact provided no VATSIM network problems have been observed in the preceding 10 minutes. • CZYZ shall route Cleveland terminal area arrivals (CLE, CGF, BKL) via the ERI VORTAC, CXR1 arrival and clear Cleveland arrivals to cross the TCP at or below FL230. • CZYZ may route Cleveland terminal over-flight arrivals from Europe/Asia via YXU DOLFN HIMEZ HIMEZ1 and clear Cleveland arrivals to cross the TCP at or below FL230. • CZYZ shall route Detroit Metro arrivals via Aylmer VOR/DME, SPICA2 arrival and clear Detroit Metro arrivals to cross the TCP at or below FL230. • CZYZ may route Detroit Metro over-flight arrivals from Europe/Asia via ECK POLAR POLAR1 and clear Detroit Metro arrivals to cross the TCP at or below FL280. • CZYZ shall route Detroit satellite arrivals (DET, YIP, YQG,

ARB, PTK) via PICES1 arrival and clear Detroit satellite arrivals to cross the TCP at or below FL230 descending to 12,000.

- CZYZ shall route Rochester/Greater Rochester Int'l arrivals via V31 ROC and cross the TCP at or below 15,000.
- KZOB shall route Toronto Pearson (CYYZ) arrivals via Waterloo VOR/DME or via LINNG intersection on or between V522 and V36.
- KZOB shall clear Toronto Pearson arrivals routed via Waterloo to descend at pilot's discretion to FL290.
- KZOB shall clear Toronto Pearson arrivals routed via DKK VORTAC ./ LINNG to descend at pilot's discretion to 16,000.
- KZOB shall clear Toronto Pearson arrivals routed via BUF VOR/DME to descend at pilot's discretion to 17,000.
- When EITHER ARTCC is split high and low at any point along the ARTCC boundary, the transferring ARTCC shall initiate coordination for a lower altitude with the appropriate low altitude sector in the receiving ARTCC for all aircraft at and above FL240 proposing to land at airports within 75NM of the TCP.
 - The transferring ARTCC shall ensure that point outs are made to all affected sectors.

Non-Radar
Procedures

- Non-radar procedures are not authorized.