

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Boston Air Route Traffic Control Center  
35 Northeastern Boulevard  
Nashua, NH 03062

ISSUED: November 3, 2014

EFFECTIVE: November 13, 2014

BOSTON ARTCC LETTER TO AIRMEN NO. 14-3

SUBJECT: BOS RNAV STARS and WTM Northeast Redesign

CANCELLATION: December 31, 2014

On November 13<sup>th</sup>, 2014, the Boston ARTCC will take part in the Windsor, Toronto, Montreal (WTM) and northeast United States modernization and redesign routes as well as publish the BOSTON RNAV STAR Optimum Profile Descent (OPD) Project. This implementation incorporates the addition of multiple RNAV Q-routes, RNAV T-routes, and RNAV STARS. Also included are the deletion and/or amending of multiple conventional jet routes and conventional victor routes.

The WTM and northeast United States modernization and redesign routes include multiple National Flight Data Center (NFDC), Coded Departure Routes (CDR) and charting changes that will affect NAS users operating in both the northeast United States and eastern Canada. Operators are requested to ensure flight planning resources and database information is updated in conjunction with these routes and procedures.

The Boston RNAV STAR OPD project will provide more efficiency due to vertical navigation profiles. Specifically, the ROBUC1 arrival will replace the KRANN3. In addition, modifications to the QUABN and OOSHN RNAV STARS will provide added benefits, also with vertical navigation profiles. Also added is the new ZELKA1 RNAV STAR that will have a vertical profile and serve KBED, KBVY and KLWM.

Boston ARTCC will not begin descend via operations on November 13<sup>th</sup>, but rather it is planning a phased in approach to providing descend via clearances. Pilots can expect Boston ARTCC to issue the applicable STAR and runway transition with a specific crossing restriction. Pilots can also anticipate, when handed off to Boston TRACON, to be issued descend via operations unless cleared otherwise. It is expected that flight crews adhere to the ATC clearance and not begin descend via operations until issued a descend via clearance. All ATC descend via profiles (coded restrictions) on these procedures will not be automatically flown until cleared for descend via operations.

Pilots should adhere to their company policy and procedures for operating on performance-based procedures. It is important to emphasize proper Crew Resource Management (CRM), where pilots should ensure a procedure is thoroughly briefed and reviewed, particularly with these new and amended RNAV procedures before beginning the procedure profile.

**As Boston ARTCC phases in descend via operations, here are some important pilot considerations and procedural notes:**

1. You are not cleared for the vertical profile until ATC issues a “Descend Via” clearance.
2. You cannot climb to a higher altitude when issued descend via clearance.
3. If you were issued a speed to maintain and are later issued a descend via clearance, all published speeds become mandatory; unless the controller specifically assigns a speed after the descend via clearance is issued.
4. If you are vectored off the arrival you should be given an altitude to maintain. When you are "re-cleared" on the arrival, a clearance to join the arrival only gives you lateral clearance. You should be issued a new "descend via" clearance for the vertical profile.
5. Minimum Enroute Altitudes (MEAs) are not part of the vertical profile. An MEA is based on obstruction clearance and DME NAVAID reception. They are not ATC procedure restrictions. An MEA is identified on the procedure graphic along track. Coded restrictions are depicted at the fix/NAVAID or waypoint, and are part of the vertical profile. Your Flight Management System (FMS) should have the coded restriction automated, not the MEA.

**Notes:**

- **Boston ARTCC will issue a transition to the primary landing runway. If Boston Approach assigns the secondary landing runway, expect radar vectors.**
- **ROBUC1 STAR contact Boston Approach Control on 120.6**
- **KBOS ATC assigned only transitions:**
  - **ROBUC1 STAR: GIGTY transition is ATC assigned only**
  - **QUABN3 STAR: WHATE and ONDEC transitions are ATC assigned only**

A detailed explanation of the associated routes, procedures and changes is available on the FAA ATCSCC website at: <http://tfmlearning.fly.faa.gov/customer.html>. There you will find updated information on all the November 13<sup>th</sup> changes as well as ATC preferred routings to city pairs.

However, the route to DTW and DTW Satellites has been amended to read via CAM Q822 GONZZ BUF SPICA2.

For questions or comments, please contact the Boston ARTCC Airspace and Procedures Office at (603)879-6858.

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