

Standard Operating Procedures

General

This document describes the standard operating procedures for controlling air traffic at any position within the New York ARTCC's Oceanic Airspace (ZNY OCA).

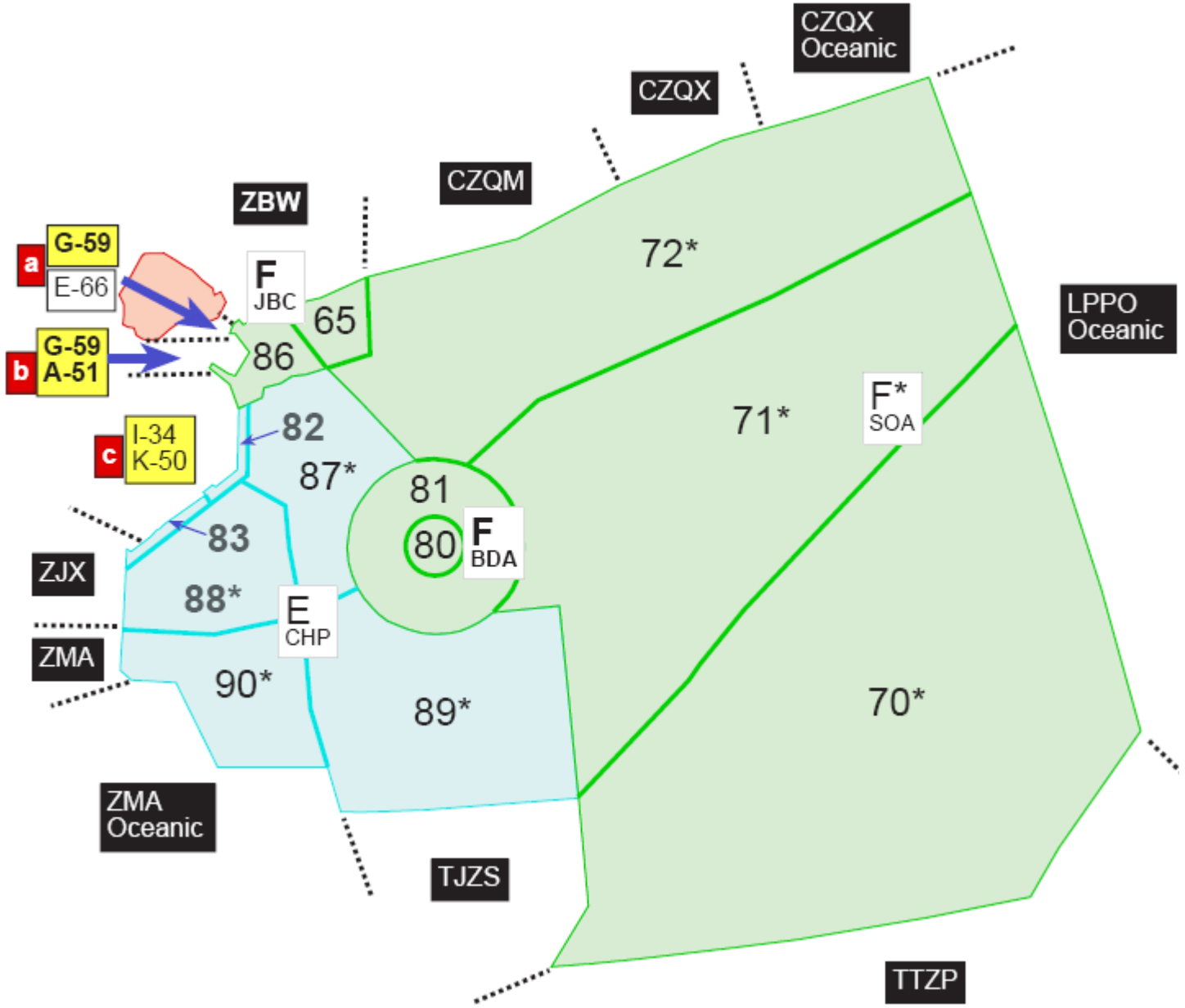
The procedures described herein complement and/or supersede the Basic NY SOP

Changes and History

16th February, 2006 – Initial release

Notes

New York ARTCC – Oceanic Airspace



New York ARTCC – Oceanic Airspace

Area Airport Notes

- 1) Squawk
 - This is the range of beacon codes assigned to each towered airport.
 - All aircraft departing from non-towered airports will be assigned a beacon code from the controlling controller.

- 2) Tower, Ground, and Clearance
 - The first item is the defined frequency that the controller will transmit on.
 - The second item is the controller ID that is used to identify the position and is unique within NY.

- 3) ATIS
 - This is the frequency that will broadcast airport information
 - IF an automated system is currently in use within VATSIM, then this will be the frequency to refer pilots to in order to get the latest information.

VFR Beacon Codes

TXKF area: 0701-0777

New York ARTCC – Oceanic Airspace

Area Airports

Code	Name	Zone	Type	Squawk	Tower		Ground		Clearance		ATIS
TXKF	Bermuda Intl	80	C	7101-7177	118.10	FA	124.50	FB	NA	NA	128.50

Operational Radar Positions

Area	Sector	Callsign	Freq.	ID	Squawk	Notes
F	JOBOC (65)	NY_JBC_FSS	125.92	F1	7101-7177	Area Primary
	Atlantic (86)	NY_ATL_CTR	132.15	F2	"	
	COCOA (80)	NY_CCO_CTR	119.10	F3	"	Bermuda Primary
	HILDY (81)	NY_BDA_CTR	128.5	F4	"	Bermuda Secondary
	South Atlantic (70)	NY_SOA_FSS	122.32	F5	"	Area Secondary
	Gemini (71)	NY_GEM_FSS	122.12	F6	"	
	Mercury (72)	NY_MER_FSS	122.17	F7	"	
E	MANTA (66)	NY_MAN_CTR	128.30	E1	7101-7177	Area Primary
	CHAMP (87)	NY_CHP_CTR	122.60	E2	"	Area Secondary
	BACUS (88)	NY_BAC_CTR	122.62	E3	"	
	KRAFT (89)	NY_KRF_CTR	122.70	E4	"	
	GRATX (90)	NY_GRX_CTR	122.72	E5	"	
	KATHY (82)	NY_KAT_CTR	126.02	E6	"	
	FAIRR (83)	NY_FAR_CTR	133.53	E7	"	

New York ARTCC – Bermuda International

Routing to Neighbors from TXKF

- 1) **To V.C. Bird Intl, Antigua (TAPA)**
Direction of Flight: Odd FLs
Route: LOPPS A632 PISAX ANU
Waypoints: LOPPS CARLY WIGGI PISAX ANU
- 2) **Le Raizet (TFFR)**
Direction of Flight: Odd FLs
Route: LOPPS A632 PISAX PPR
Waypoints: LOPPS CARLY WIGGI PISAX PPR
- 3) **Le Lamentin (TFFF)**
Direction of Flight: Odd FLs
Route: LOPPS A632 PISAX FQF
Waypoints: LOPPS CARLY WIGGI PISAX FQF
- 4) **Hewanorra St.Lucia (TLPL)**
Direction of Flight: Odd FLs
Route: LOPPS A632 PISAX N18W58 N16W60 BONID FOF UA324 BNE
Waypoints: LOPPS CARLY WIGGI PISAX N18W58 N16W60 BONID FOF
- 5) **Grantley Adams Barbados (TBPB)**
Direction of Flight: Odd FLs
Route: LOPPS A632 PISAX N18W56 N15W58 BGI
Route: LOPPS CARLY WIGGI PISAX N18W56 N15W58 BGI
- 6) **Point Salines Grenada (TGPY)**
Direction of Flight: Even FLs
Route: LOPPS A632 PISAX N18W56 N15W58 BGI UA561 GND
Route: LOPPS CARLY WIGGI PISAX N18W56 N15W58 BGI GND
- 7) **Piarco Trinidad (TTPP)**
Direction of Flight: Even FLs
Route: LOPPS A632 PISAX N18W56 N15W58 BGI UR515 POS
Route: LOPPS CARLY WIGGI PISAX N18W56 N15W58 BGI POS

New York ARTCC – Bermuda International

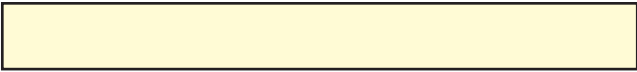
Common Airway Amendments

Airway	Join
A300	PRISS WAYDE A300 – or GABES HUBER A300
A523	JYMMY A300, MACCK A300, or PRUIT A300
A554	To North: PRISS TETTI A554 To South: PRISS FLORI A554
A632	To North: ELTIN A632 To South: LOPPS A632
A637	PRUIT A637
A699	To West: GABES ODEAL A699 To North/Northeast: TARGA AKERS A699
A700	To West: GABES COBRI A700 To N/NE: GABES CREEQ A700
A705	To West: HOFFY BIZZY A705 To East: LOPPS AYTTE A705
A761	To West: PRISS HANRI A706 To N/NE: GABES DOWNT A706
B24	GABES B24
B646	MACCK B646
B891	To S/SW: HOFFY GRANN B891 To E/SE/NE: LOPPS SIFEN B891
G432	To North: TARGA G432 To South: HOFFY G432
G437	PRISS SARJE G437
J97	ELTIN SLATN J97
R511	PRISS ODEAL R511
R512	JYMMY R512
R513	JYMMY R513
R514	JYMMY R514
R56	NEION J223
R763	To S: PRISS DRIBL R763 To N: PRISS BURTT R763

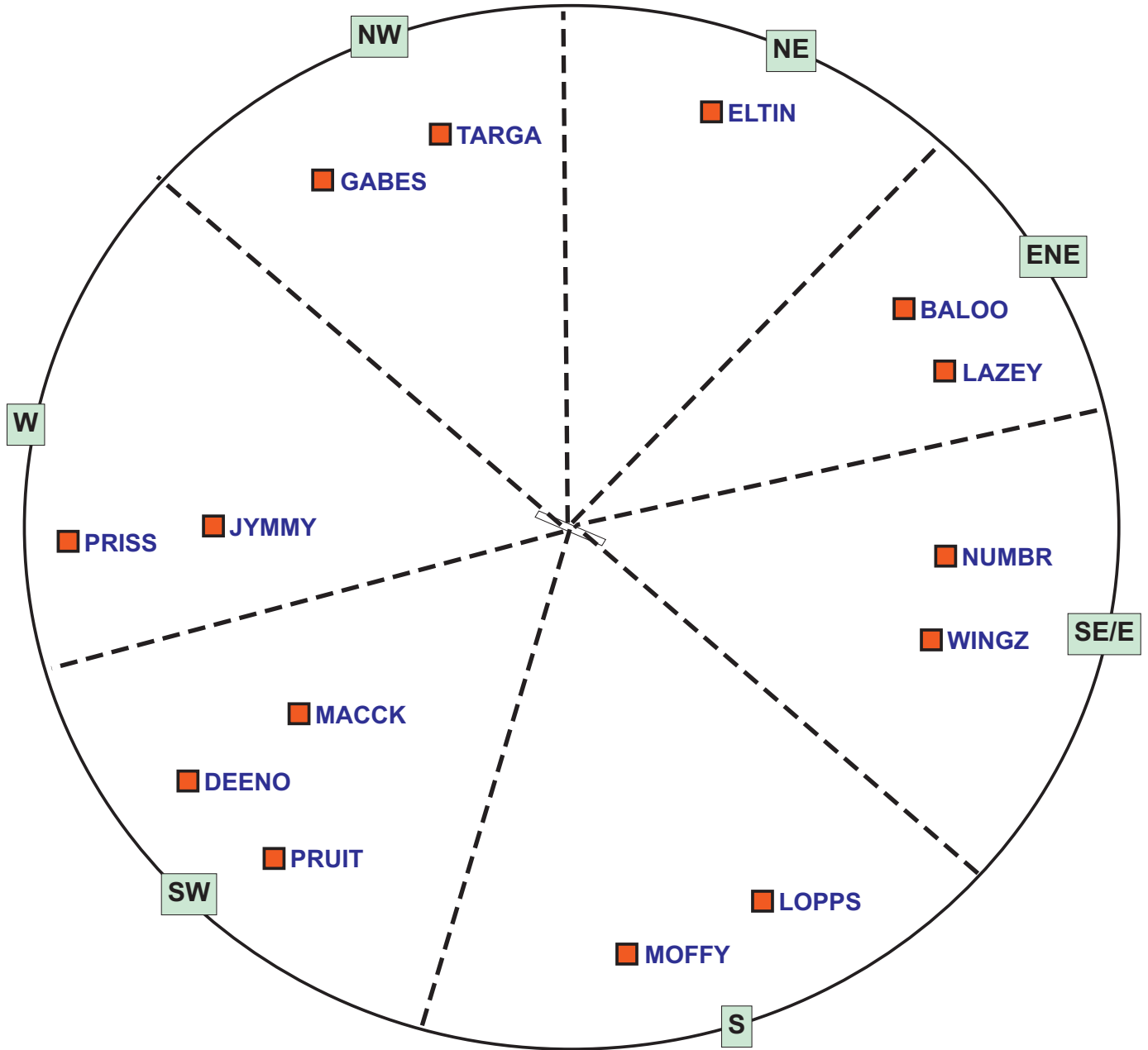
Common Exit Amendments

You shouldn't really need this as even crappy flight planning software will get one of the above, but...

Latitude	From TXKF
N40 or above	ELTIN...lat/lon
N36 to N39	BALOO...lat/lon
N34 to N35	LAZEY...lat/lon
N32 to N33	NUMBR...lat/lon
N31 or below	WINGZ...lat/lon



Exit Direction Guide



Direction

Generally Used For

New York ARTCC – Bermuda International

Clearance Delivery

There is **NO** Clearance Delivery position at TXKF. **ALL** clearances are to be handled by Ground control on 124.50.

General Information

1) **Departure Procedure**

There is no DP out of Bermuda; however, ALL flights departing TXKF should file a flight plan beginning with one of the following exit points:

- GABES
- TARGA
- ELTIN
- BALOO
- LAZEY
- NUMBR
- WINGZ
- LOPPS
- MOFFY
- PRUIT
- MACCK
- DEENO
- PRISS
- JYMMY

2) **Initial Altitude**

All aircraft cleared for Departure from TXKF shall be assigned an initial altitude of 5000

3) **Radar Frequencies**

Frequency	Position	Code
119.10	NY_CCO_CTR	F3
128.50	NY_BDA_CTR	F4
125.92	NY_JBC_FSS	F1

The first controller on this list should be used for the departure frequency assigned during a clearance and followed by the second and third if the first and second are not online. If none of these positions are manned, see if someone else is taking departures from TXKF.

4) **VFR**

Determine the pilot's intentions and issue a standard VFR clearance.

The VFR subset for the Bermuda class C airspace is 0701-0777

While a flight plan is not needed. It is useful to later ATC. Suggest that the pilot file a *quick* VFR flight plan (Dep/Arr is sufficient as you can do the rest via ASRC).

New York ARTCC – Bermuda International

GROUND

Departure Sequencing

Group	Exits
NW	GABES, TARGA
NE	ELTIN
ENE	BALOO, LAZEY
E/SE	NUMBR, WINGZ
S	LOPPS, MOFFY
SW	DEENO, MACCK, PRUIT
W	JYMMY, PRISS

Aircraft should be sequenced to depart in the following order:

- By alternating group.
- If not above, then by alternating exit.
- If not above, then by aircraft class, largest to smallest.

Taxi Routes

- As the taxiway system is simple, there is no pre-defined routing. However, use caution before issuing taxi instructions from the civil terminal.
- Since there are no parallel taxiways, you may use each taxiway as a two-way road, whereby aircraft may be taxied in the opposition direction on the same taxiway at the same time. When you do this, ensure that both aircraft are told to watch out for the other. This procedure is only available to single engine props during daylight hours as they are narrow enough to be able to fit 2 abreast.
- When the above is not available, hold departures on the ramp until the inbound aircraft is clear of the outbound aircraft. You may use conditional taxi instructions to accomplish this.
- When Rwy 30 is in use, A/C from Apron I, II, and the Civil Terminal will have to cross Rwy 12/30. Issue a hold short instruction and coordinate the cross with Tower. When Rwy 12 is in use, A/C from Apron V will have to cross the 30 end. Again, issue a hold short instruction and coordinate the cross with Tower.

TOWER

Runway Selection Guide

Wind	Direction	Runway
0-4	Any	Depart 30 Land 30
5+	030-209	Depart 12 Land 12
	210-029	Depart 30 Land 30
Any	Any	Regardless of wind speed/direction, when the ceiling is below 420' or visibility is less than 1 nm, TXKF is CLOSED .

IFR Operations

1) Releases

Releases are requested per aircraft unless Center permits a blanket release

2) Separation

Use anticipated separation unless the pilot requests timed separation

3) Radar

This tower uses a DBRITE radar only and is not certified for any approach control services. By agreement with New York Center, this tower will not radar identify departing IFR aircraft and will instruct a departure to contact departure control once the aircraft appears to be clear of any traffic.

4) Initial Headings

Runway	Heading
12	Rwy Hdg
30	290

5) Missed Approaches

Runway	Heading	Altitude
12	Rwy Hdg	2000
30	290	2000

TOWER

VFR Operations

1) Airspace

Class CHARLIE

Tower owns 4000 and below within a 10 nm radius of the airport

2) Radar

This tower uses a DBRITE radar only and is not certified for any approach control services. VFR aircraft can and must be radar identified to receive flight following within the tower's airspace, otherwise it is not necessary.

3) Traffic Pattern

Runway	Pattern
12	LEFT
30	RIGHT

Aircraft	Altitude
Helicopters	500
Props	1000
Jets	1500

4) VFR Helicopter Operations

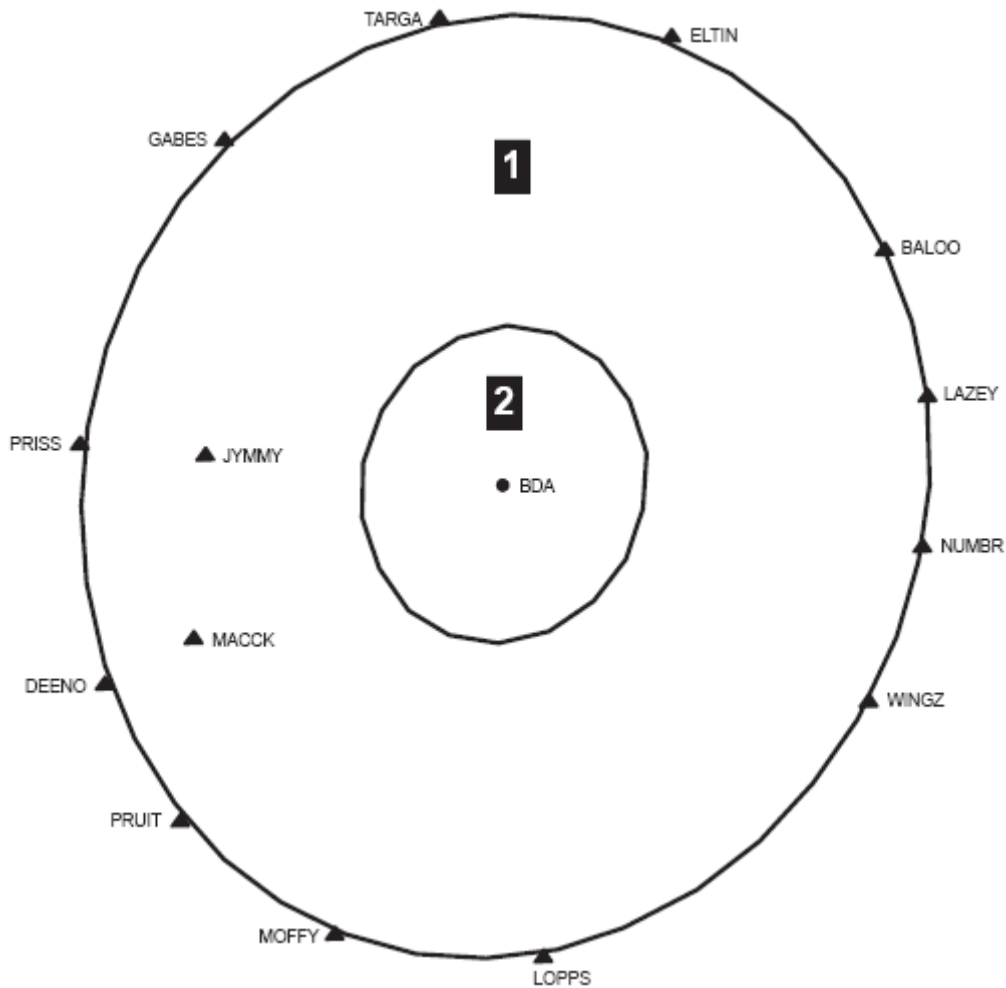
- There are no defined helicopter routes within the Bermuda Intl airspace.
- There are no defined landing pads at the airport, so use taxiway intersections.

DEPARTURE AND ARRIVAL PROCEDURES

General Procedures

Should sectorization be in use, the airspace delegation will be as described below. When only NY_JBC_FSS is online, it shall control all airspace individually delegated below.

Airspace Delegation

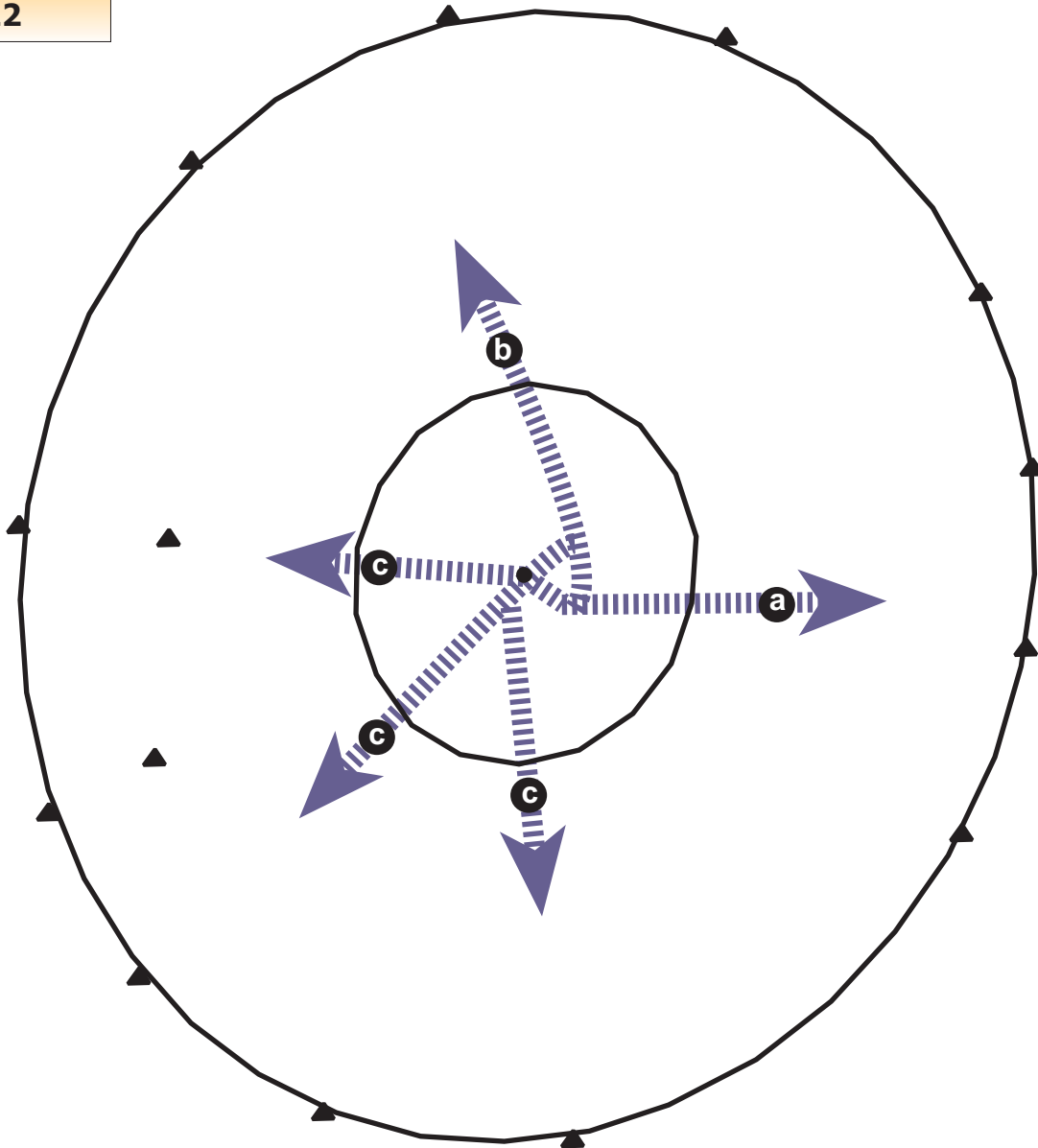


Sector 1
NY_BDA_CTR FL600 / below

Sector 2
NY_BDA_CTR FL600 / FL180
NY_CCO_CTR 17000 / below (except TXKF Class C)

New York ARTCC - Bermuda International

Departure Guide Runway 12



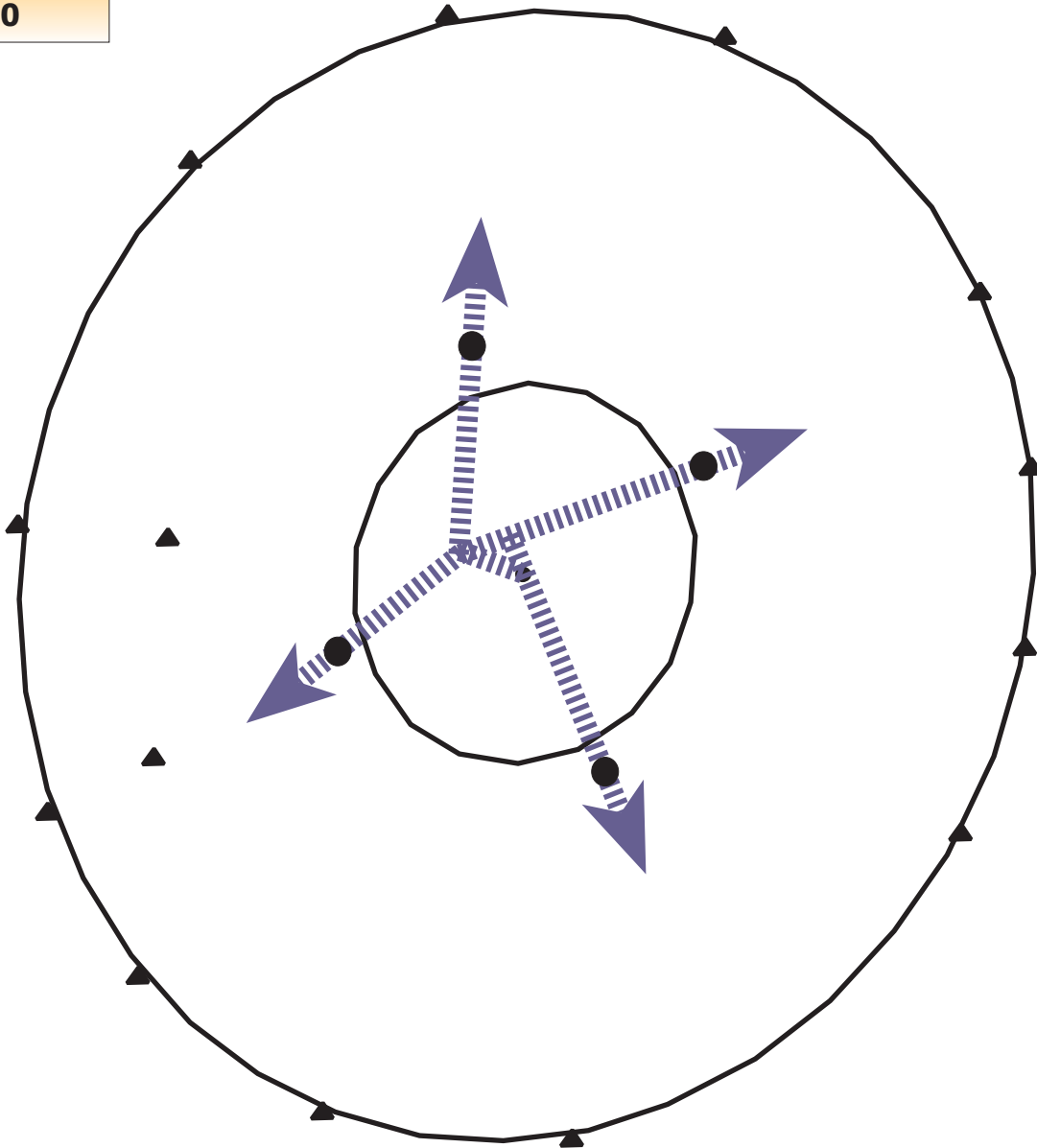
-

-

-

New York ARTCC - Bermuda International

Departure Guide Runway 30



● [Redacted]

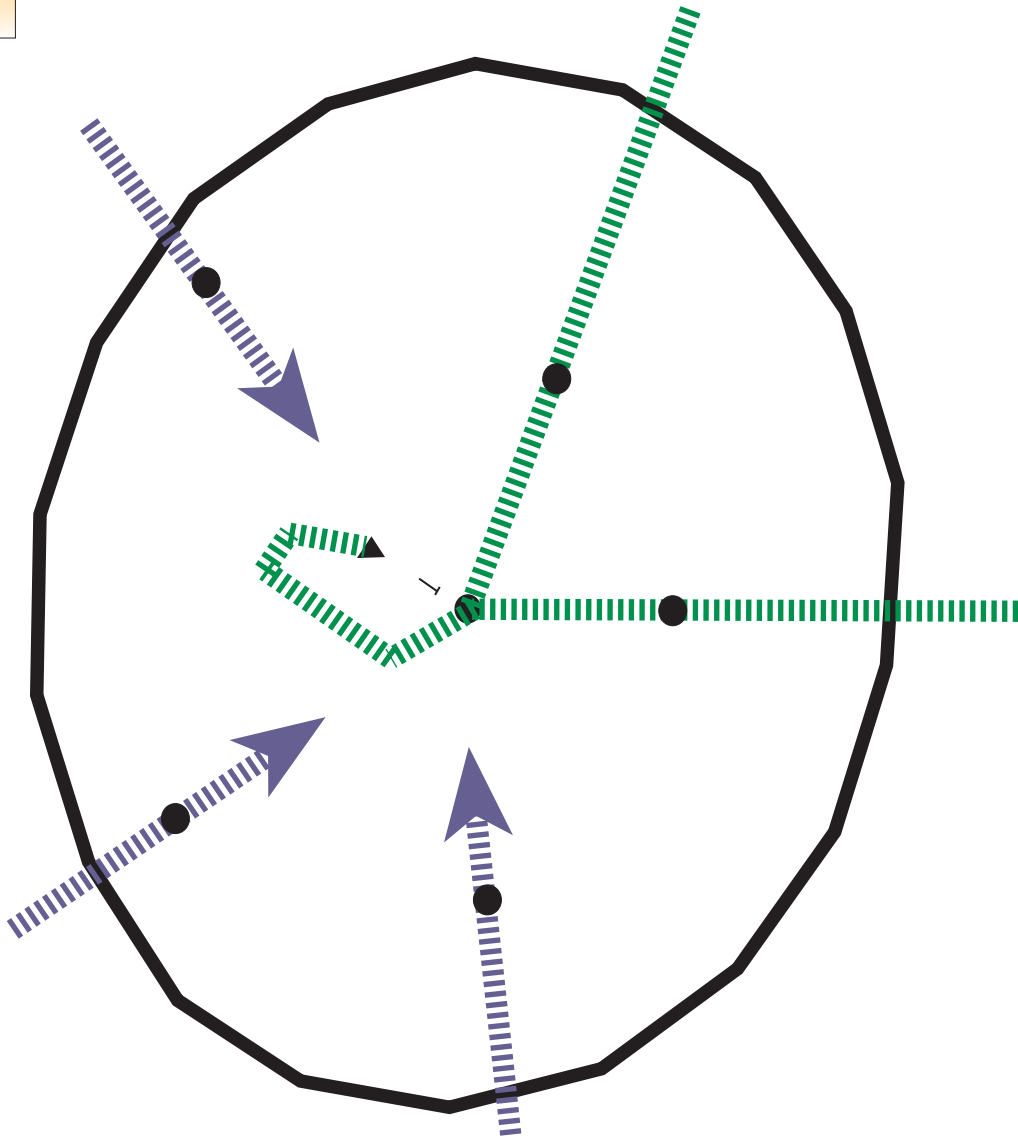
● [Redacted]

● [Redacted]

● [Redacted]

New York ARTCC - Bermuda International

Arrival Guide Runway 12

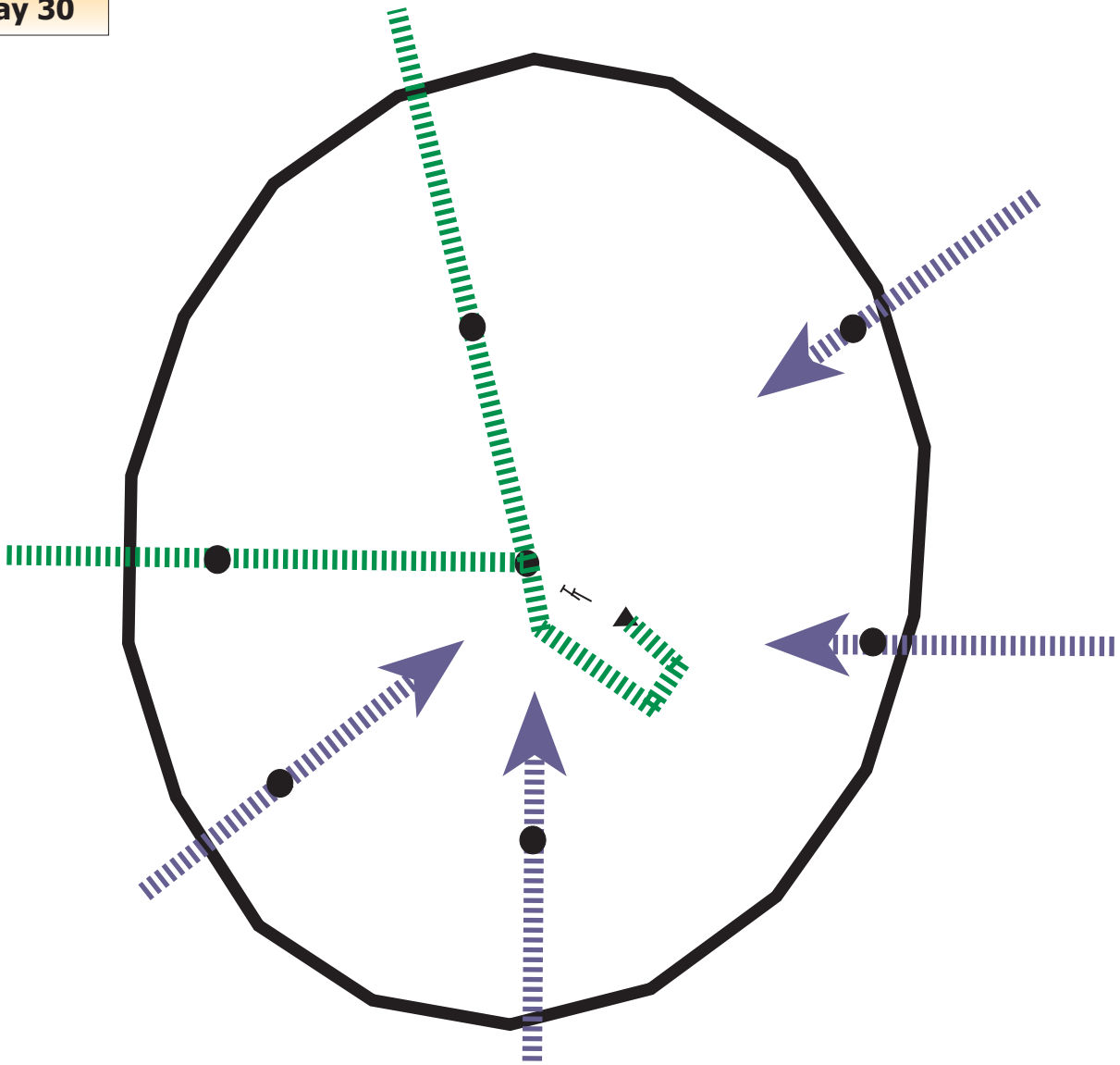


-

-

New York ARTCC - Bermuda International

Arrival Guide Runway 30



-

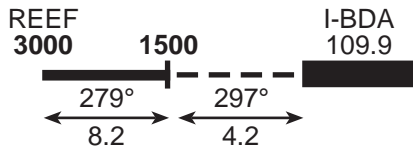
-

New York ARTCC

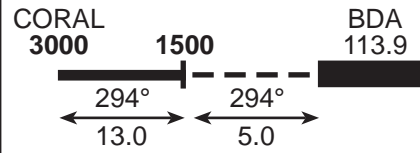
Instrument Approaches

TXKF

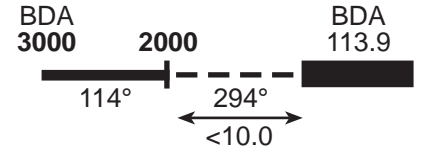
ILS/DME 30



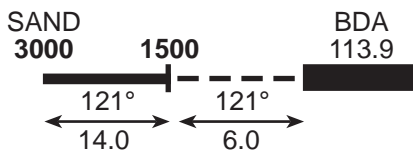
VOR/DME 30



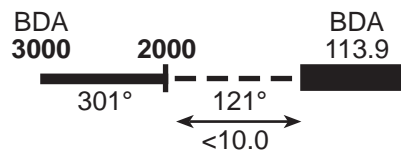
VOR 30



VOR/DME 12

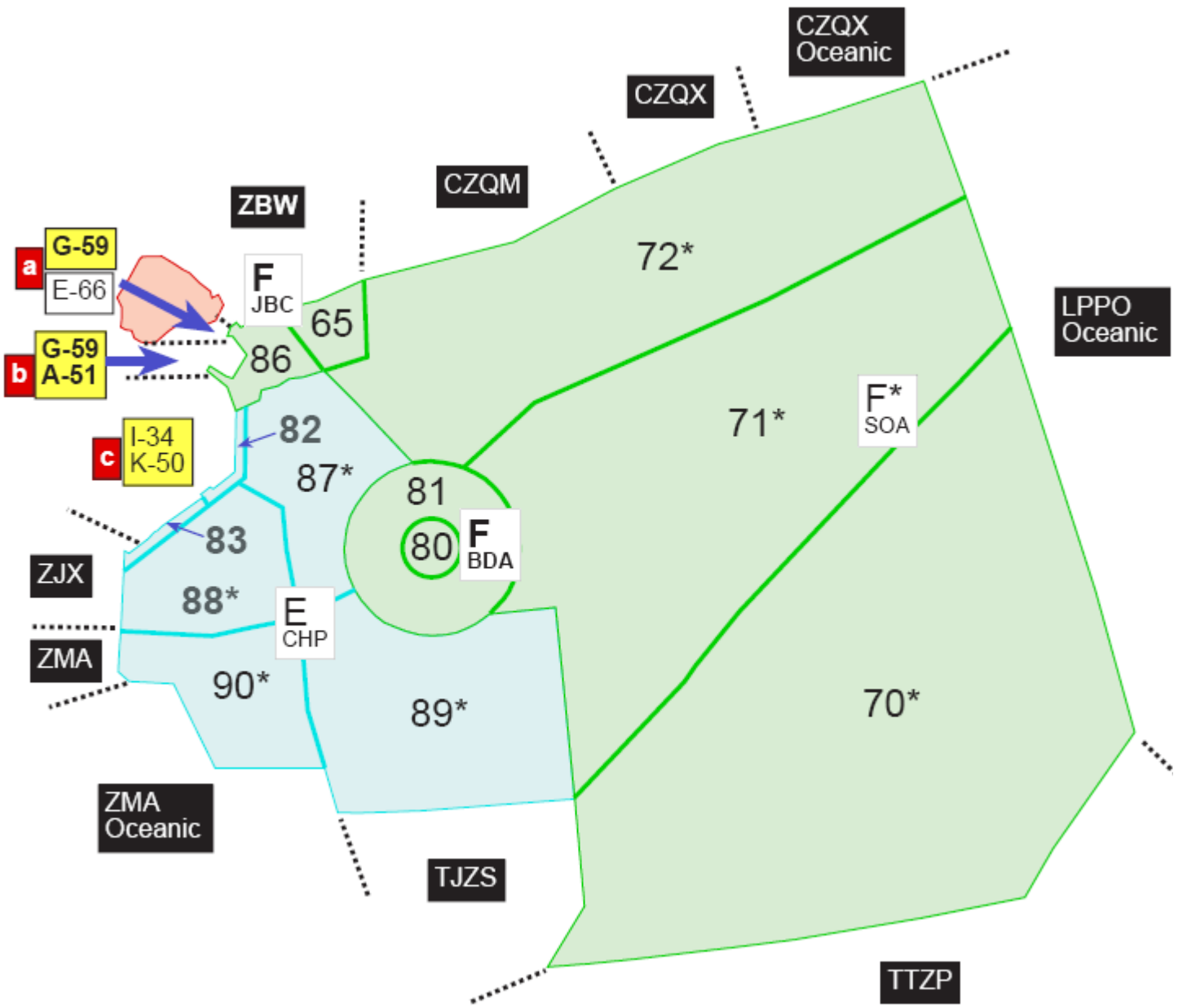


VOR 12



New York ARTCC – New York Radar

SECTOR MAP (see Center SOP for further explanation)



New York ARTCC – New York Radar

EN ROUTE CONTROL

General Information

With the implementation of the ATOP system in the real world, separation can now be reduced to 30 nm between tracks. We also will be reducing longitudinal separation to 30 nm as well. You have lots of space to work with so specific procedures shouldn't be that necessary.

HOWEVER, please be adamant regarding the crossing points with our Oceanic neighbors and New York Mainland Center.

Track Selection, Entry, and Direction of Flight

Please encourage, assign, or allow the real world NAT Tracks in use for the time you are controlling. You can find them at <https://www.notams.jcs.mil/> (clicking this link in the PDF will take you there). If the pilot is unable, there are static VATSIM NATs listed in the IAP section of the sector file.

In addition, please utilize the Concorde tracks listed in the IAP section of the sector file.

Airways can be used as the pilot sees fit; HOWEVER, please enforce the following...

Airway	Direction of Flight
A300	Northbound
A523	Southbound

Handoffs and Coordination of Control

For traffic from and to non-radar sectors, coordination will be accomplished by chatbox. These sectors will require 100 nm separation (or 30 min separation)...

Gander Oceanic
Santa Maria FIR
Piarco FIR
Miami Oceanic

Traffic to the following sectors will require the reduced 30 nm separation that ATOP can provide and an ASRC handoff can be used...

Boston ARTCC
New York ARTCC
Washington ARTCC
Jacksonville ARTCC
Miami ARTCC
San Juan FIR
Gander FIR (Gander Mainland NOT Oceanic)
Moncton FIR

New York Radar and Boston ARTCC

Section 1 Entering New York Oceanic

A) Departing KBOS, KPVD, and All Points West

Enter New York Oceanic at HILRY intxn, a climb to filed cruise altitude may be issued at ZBW's discretion.

B) Cape Departures

Enter NY Oceanic at HILRY intxn, with instruction to c/m 17,000

C) Other Departures

Please route any other departures or over flights to enter NY Oceanic at HILRY as much as possible. Any altitudes are valid for entry except those prescribed above.

Section 2 Entering Boston ARTCC for Landing

A) Arriving KBOS, KPVD, and Points Between KBOS/KPVD and Cape

Arriving KBOS: Enter ZBW at HILRY with instruction to cross HILRY at/below FL220 and to expect direct LFV VOR after HILRY to join the SCUPP3 (if filed)

Arriving KPVD: Enter ZBW at HILRY with instruction to cross HILRY at/below FL220 and to proceed direct MVY VOR.

Arriving Other: Enter ZBW at HILRY with instruction to cross HILRY at/below FL220 and to depart HILRY heading 340 for final vectors into arrival

B) Cape Arrivals

Enter ZBW at HILRY with instruction to cross HILRY at/maintain 10000 / 250 KIAS. KACK will be told to expect direct ACK VOR, KMYV arrivals to expect direct MVY VOR, and KHYA/KFMH arrivals to expect direct FMH VOR after HILRY.

C) Arriving All Other Destinations West of KBOS/KPVD

Enter ZBW at HILRY with instruction to cross HILRY at/below FL400 then put direct next waypoint in ZBW airspace most direct to arrival.

New York Radar and Washington ARTCC

Section 1 Entering New York Oceanic

A) Departing PCT

Route via B24 (SIE direct CHAMP). A climb to filed cruise altitude may be given at ZDC's discretion.

B) KACY Departures

Also route via B24 (SIE CHAMP) and give a climb to FL230

C) Other Departures

Please route any other departures or over flights to enter NY Oceanic at either JETER (via SIE direct CHAMP) for "northern" aircraft, ZIBUT for "middle" aircraft, or BACUS for "southern" aircraft as much as possible. Any altitudes are valid for entry except those prescribed above

Section 2 Entering Washington ARTCC for Landing

A) Arriving PCT

Aircraft landing PCT from NY Oceanic will be routed in 3 main ways. "Northern" arrivals will be routed via CHAMP SIE VOR and will be instructed to cross SIE VOR at/below FL220. "Middle" arrivals will be routed via ZIBUT and told to expect ORF VOR after ZIBUT and will cross into ZDC at filed cruise altitude (~240 nm ZIBUT AML direct). "Southern" arrivals will enter at BACUS and told to expect ORF VOR after BACUS and will also cross at final cruise altitude.

B) KACY Arrivals

Enter ZDC via CHAMP direct ACY VOR and will cross sector at/maintain 10000.

C) Other Arrivals

Enter ZDC at one of the points above at filed cruise altitude if west of a line from PCT to RDU and at/below FL240 if East of that line.

Section 3 Arriving Philadelphia International

NY Oceanic will give instructions for aircraft to cross VCN VOR at/maintain 8000 and will hand off to ZDC center for control of the descent, who will then hand off to NY ATC when applicable per ZNY/ZDC LOA.

New York Radar and Jacksonville ARTCC

As there is ~230 nm from NY Oceanic to the US Coastline, no special altitude restrictions should be necessary. Traffic to/from ZJX/ZNO should be directed to cross into the sectors at HANRI, JAINS, or TROUT as much as possible.

New York Radar and New York Mainland

A) **Airspace Delegation**

New York Radar will control the Atlantic Sector (Area F, Sector 86) whenever the position is manned, even with New York Mainland is staffed

B) **Departing/Transiting New York Mainland ARTCC**

Traffic departing N90 will be routed to enter New York Radar via SHIPP/WAVEY direct to LEOES. In order to avoid the New York Center exclusion zone, traffic will be either climbed to FL230 and held at that altitude or climbed to filed cruise with pointout coordination with Boston/Washington then handed off to New York Radar prior to entering Atlantic Sector (86 on the provided sector map above).

Traffic above FL230 will be either handed off to Boston/Washington OR coordination via pointout. They will still enter New York Radar at LEOES and handed off prior to sector 86

C) **Arriving New York Airports**

Traffic arriving to New York Mainland will be routed as follows:

KJFK area: via OWENZ direct CAMRN. Cross OWENZ at/below FL230 and issue instruction to cross CAMRN at 11000 / 250 KIAS for Landing 31's and 22's and CAMRN at/maintain 9000 for Landing 13's and 4's. Handoff to New York Center 20 nm prior to OWENZ.

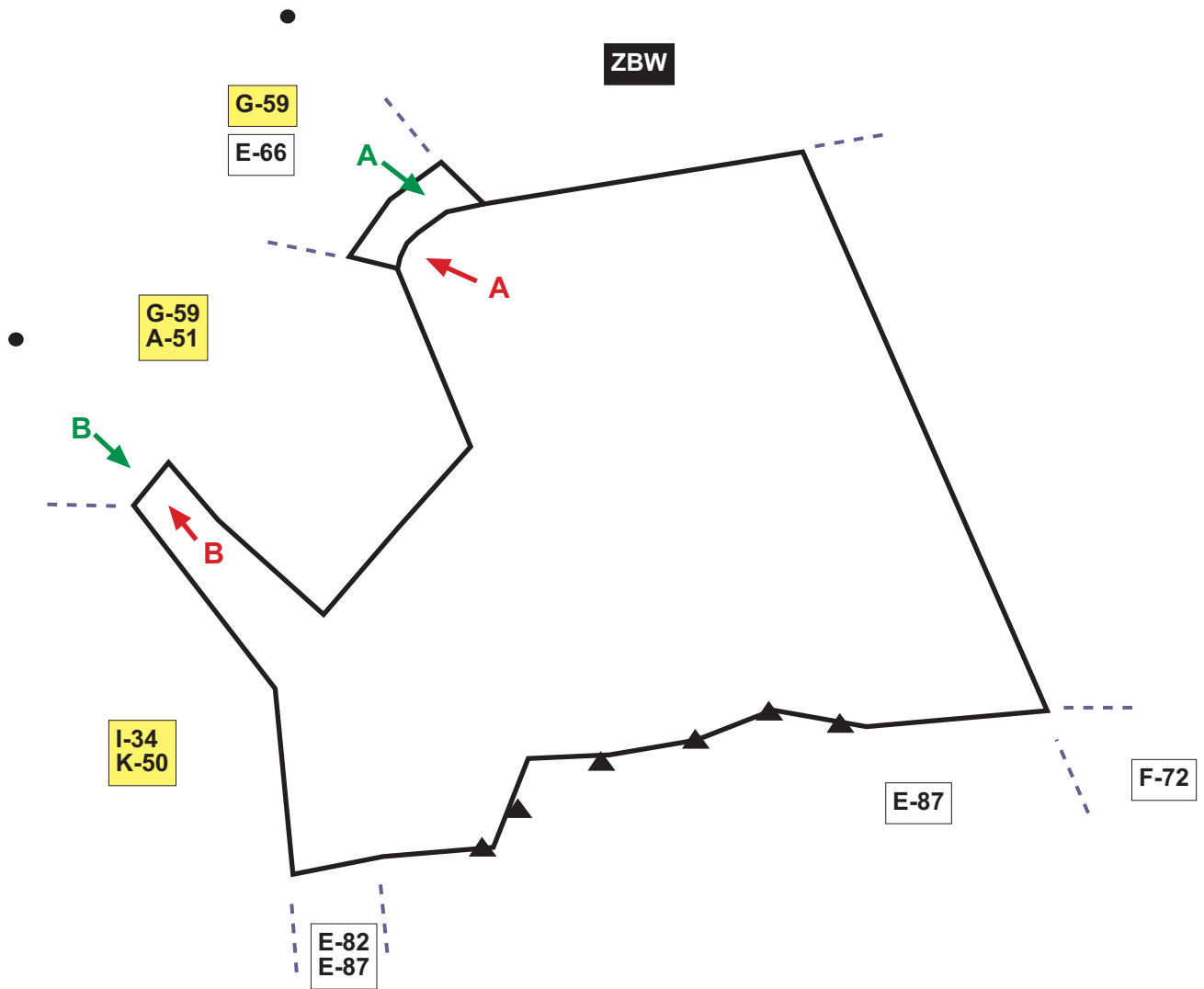
KLGA area: via OWENZ direct RBV VOR. Cross OWENZ at/below FL230 and RBV VOR at/maintain 10000 / 250 KIAS. Handoff to New York Center 20 nm prior to OWENZ.

KEWR area: via OWENZ direct RBV VOR. Cross OWENZ at/below FL230 and RBV VOR at/maintain 8000. Hand off to New York Center 20 nm prior to OWENZ.

KPHL area: via CHAMP HAPVY VCN VOR, or CHAMP direct VCN. Issue instruction to cross VCN at/maintain 8000. Handoff to Washington Center 20 nm prior to exiting sector 86. Should Washington Center be vacant with Philadelphia Approach staffed, advise of any foreseeable traffic conflicts and advise the traffic to monitor Philly Approach.

NY ARTCC - Area F

Sector 86: ATLANTIC
PRIMARY FLOWS TO/FROM ZDC/ZNY



FL230

B SIE CHAMP

FL230

A OWENZ

FL220

11,000 / 250 KIAS
10,000 / 250 KIAS
8000

9000

Heading 360

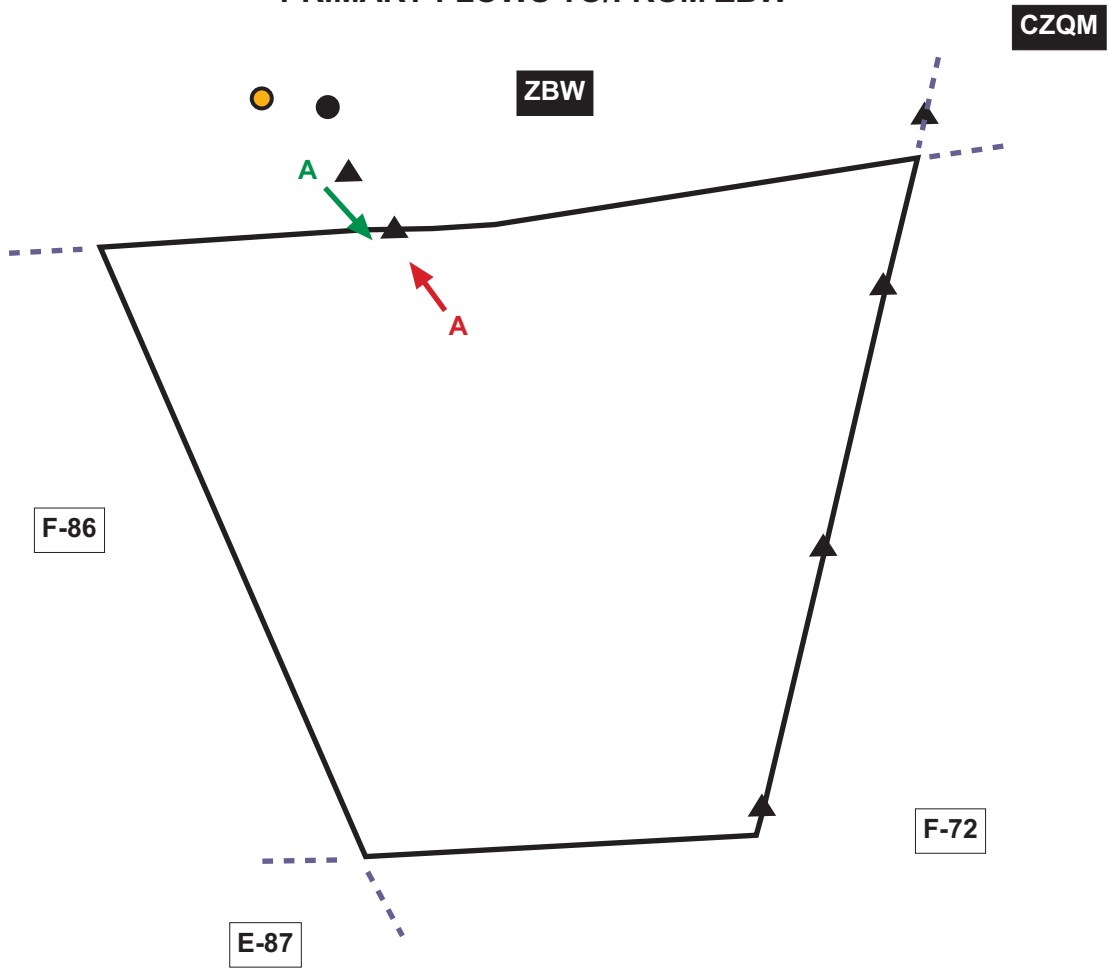
B B24

8000

10,000

NY ARTCC - Area F

Sector 65: JOBOC
PRIMARY FLOWS TO/FROM ZBW



A

A

New York Radar and Miami ARTCC

As there is ~230 nm from NY Oceanic to the US Coastline, no special altitude restrictions should be necessary. Traffic to/from ZMA/ZNO should be directed to cross into the sectors at LOUIZ.

Chapter 6 – New York Radar and Miami Oceanic

Traffic should enter/exit ZNO/ZMO at MAYPL, BROOM, GRATX, MILLE, LETON, or LAMER. Traffic arriving at destinations in ZMO will cross the sector boundary at/below FL220. Traffic entering ZNO may be climbed to filed cruise altitude by ZMO.

New York Radar and San Juan FIR

Approx 325 nm separates land in San Juan FIR and the ZNO border. No crossing restrictions are necessary for entry/exit into ZNO/JZS. Traffic should be routed from JZS to ZNO via KRAFT and traffic routed via GRANN if going from ZNO to JZS.

For traffic arriving PJM from the Eastern ZNO/JZS border, will be instructed to cross the sector boundary at/below FL200.

New York Radar and Piarco FIR

Traffic bound for TFFR and points West will enter TZP at N18W060 and told to expect direct either PPR, ANU, or SKB VORs and will cross the sector boundary at/below FL200

Traffic bound for points East of TFFR will enter TZP at N18W060 and to expect direct FOF VOR and will cross the sector boundary at/below FL300.

New York Radar and Gander Oceanic and Santa Maria FIR

Other than separation, no special instructions should be necessary.

New York Radar and Gander FIR

Arrivals to Gander FIR should be routed via BOBTU and cross the sector boundary at FL400 or lower filed cruise altitude

Deps from Gander FIR should be routed into ZNO via BOBTU and may be climbed to filed cruise altitude.

New York Radar and Moncton FIR

Arrivals to Moncton FIR will be routed via CUDAS, ENGLE, FOCUS, or JEBBY and will enter Moncton FIR at FL400 or lower filed cruise altitude.

Deps from Moncton FIR should be routed into ZNO via either CUDAS, ENGLE, FOCUS, or JEBBY and may be climbed to filed cruise altitude.

Area E - Summary

1. Sector 66: MANTA

- Is a low altitude sector encompassing airspace south of JFK excluding New York (N90), McGuire (WRI), and Atlantic City (ACY) Approach Control airspace.
- Handles a multitude of traffic flows on V139, J121, and J174, as well as arrival and departure traffic from JFK, WRI, ACY, PHL, EWR, ISP, and HPN.
- Controls the JFK jet arrivals, which must be sequenced to cross CAMRN at 11,000' and given to N90.
- Controls eastbound traffic via CYN and HPN arrivals received from sector 68.
- Due to its complex stratification of airspace, restriction of airspace due to coastal Warning Areas, mix of light single and twin engine aircraft, turboprops and turbojets, the sector routinely results in moderate to heavy traffic and complexity.

2. Sector 82: KATHY

- Is a high altitude sector whose traffic travels along R511 and A761 as part of the deep water re-routing around congested mainland routes.

3. Sector 83: FAIRR

- Is a high altitude sector whose traffic travels along A761 as part of the deep water re-routing around congested mainland routes.

4. Sector 87: CHAMP

- Is the initial non-radar sector for traffic transitioning from the northeastern USA and eastern South America.
- The principle traffic flows are along A300, A554, and A523. These airways are the primary north-south routes in WATRS airspace.
- Implements the initial route and altitude assignment for aircraft and co-ordinates these with adjacent sectors.
- Additional traffic flows are A699 and A700; these airways are essentially used for traffic travelling between the southeastern USA and Europe.
- The sector's remaining traffic flow centers on aircraft that are departing from or destined to Bermuda or transiting through Area F sectors 80/81 airspace on R512, R513, or R514. These are east-west airways between sectors 80/81 and points on the western boundary of WATRS airspace. They are used more heavily when the winds aloft are located further south than usual and the airlines file Minimum Time Tracks (MTT's) along with these routes.

5. Sector 88: BACUS

- Is located in the western part of the WATRS airspace and is bounded by sectors 87/89 to the east and the Warning Areas to the west.
- The primary traffic flow is north-south along R763 and A554.
- A554, in addition to A300 and A523, is a primary route for departures and arrivals into and out of JFK. These routes are also used by aircraft travelling between the eastern USA and Canada, and the eastern Caribbean.
- Additional flows through the sector are along A699, A700, R512 and R513. These airways are used by scheduled flights but the heaviest demand occurs when the winds aloft dictate Minimum Time Tracks between the southeastern USA and Europe.
- A699 and A700 are also used regularly for flights transitioning on to the North Atlantic Track (NAT) system.

6. Sector 89: KRAFT

- Is located immediately south of sector 87 and these sectors feed each other north and southbound traffic along A300 and A523.
- Is bounded to the south by San Juan Center and together these two facilities work traffic flows to and from Puerto Rico and points north.
- Transitions aircraft into and out of MNPS airspace to destinations in the Caribbean, Europe, and South America.
- Depending on the winds aloft, the airlines frequently file MTT's along the east-west airways that transit through sector 89. These are B646 and A637. These two airways extend from within radar airspace around Bermuda through WATRS airspace to the western Caribbean and are used for departure and destination points in the southeastern USA.

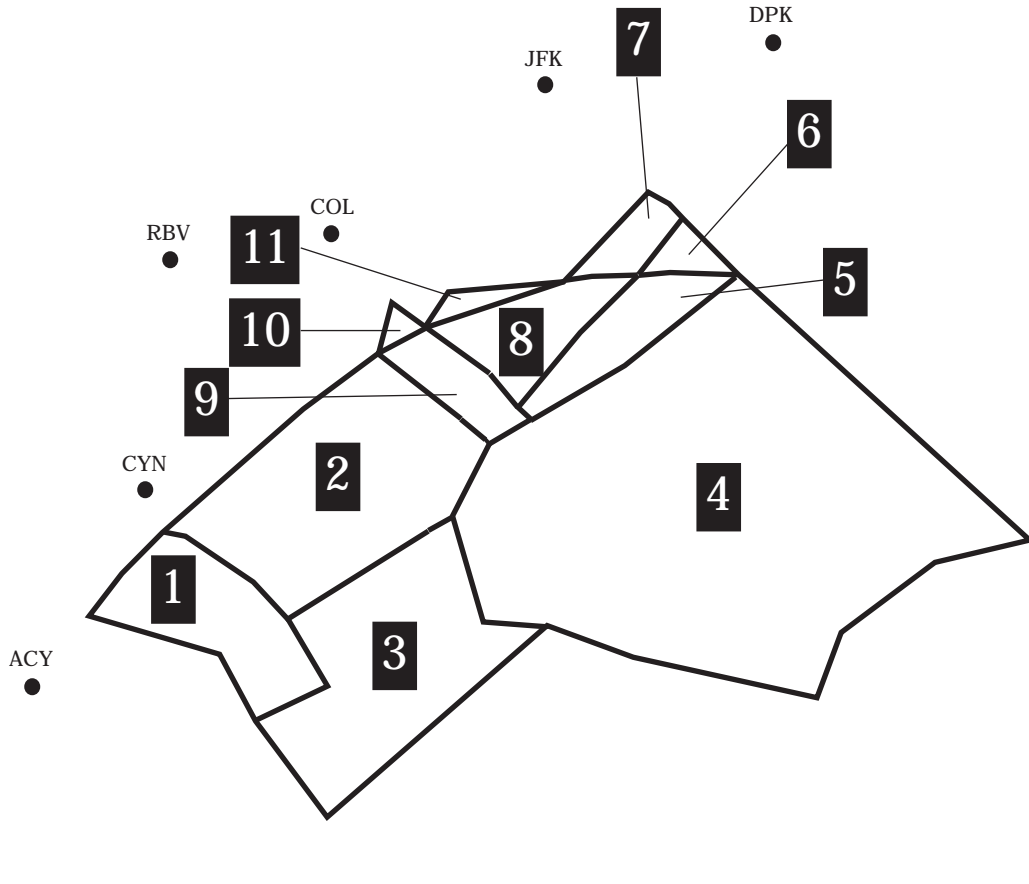
Area E - Summary

7. Sector 90: GRATX

- Is located immediately south of sector 88 and feeds traffic to and from that sector.
- The east-west flow is along R514, B646 and A637, and traffic on these routes is co-ordinated between sectors 90 and 89.
- The airspace also encompasses the southern tip of A699 and this flow is co-ordinated with Miami Center and sector 88.

NY ARTCC - Area E

Sector 66: MANTA



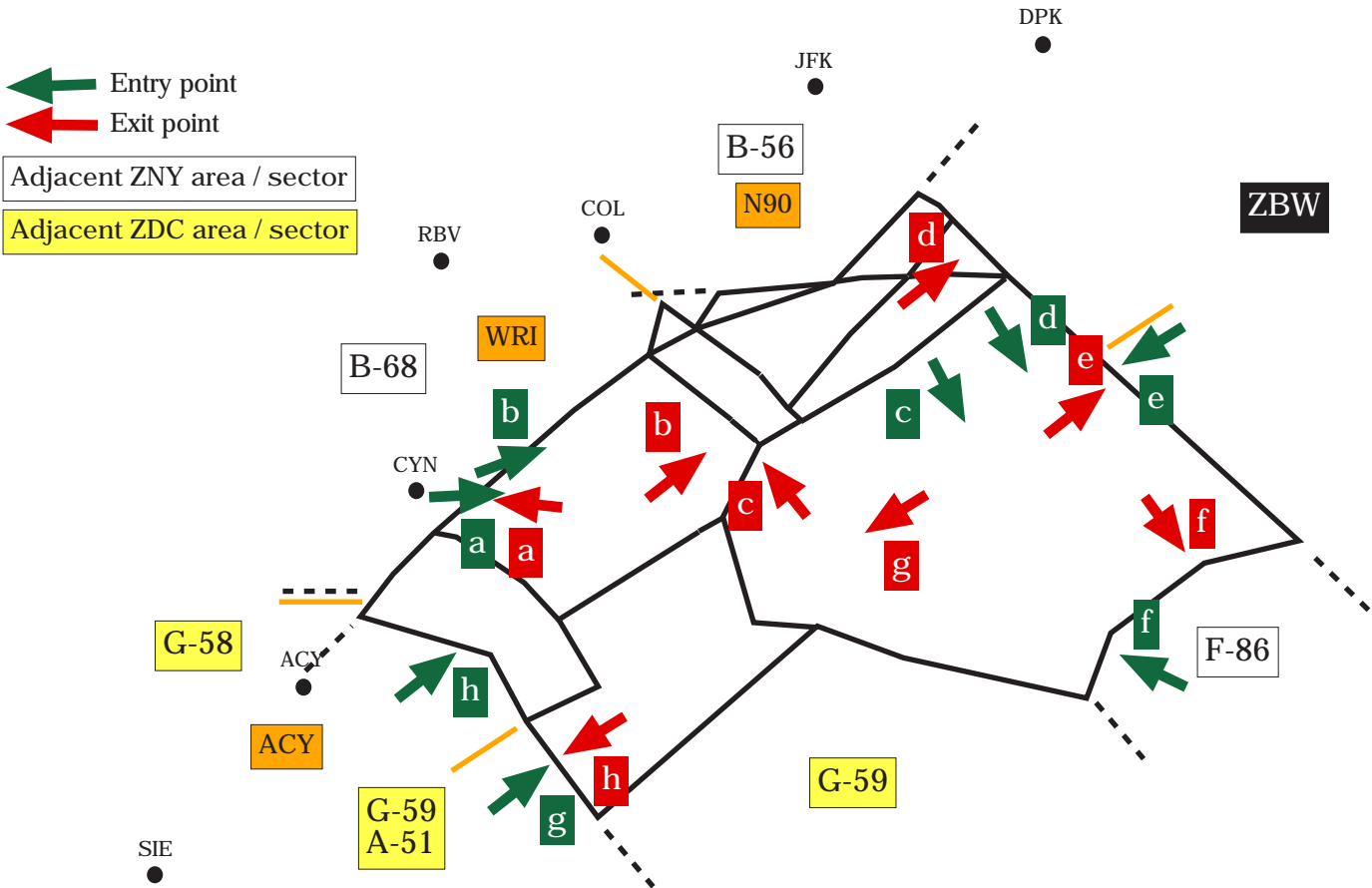
Sector type: LOW
Recommended range: 60 nm
Mode C intruder limits: 000B242

Airspace Delegation

- 1: FL230 / 8,000
- 2: FL230 / 7,000
- 3: FL230 / 6,000
- 4: FL230 / below
- 5: FL230 / 14,000
- 6: FL190 / 14,000
- 7: FL190 / 15,000
- 8: FL230 / 15,000
- 9: FL230 / 11,000
- 10: 17,000 / 11,000
- 11: FL230 / FL180

NY ARTCC - Area E

Sector 66: MANTA PRIMARY FLOWS



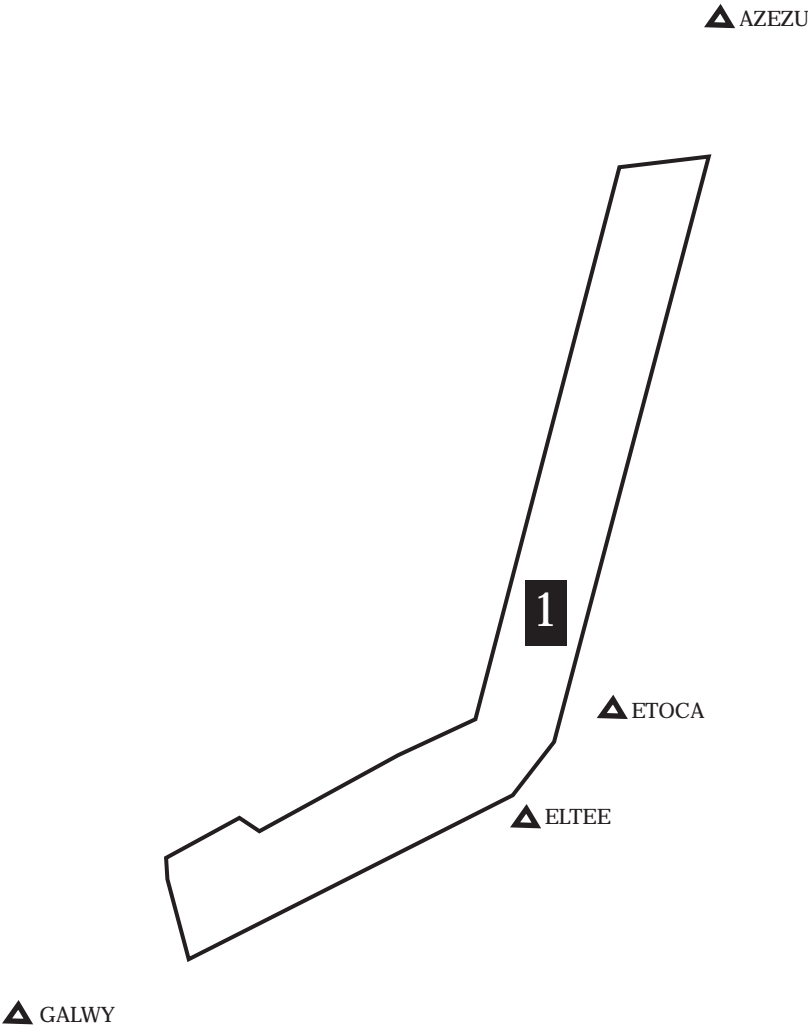
- a** Via V312
PHL departures climbing to FL230 from ZNY B-68
- b** Via BOUNO STAR
At FL220 from ZNY B-68
- c** Via J55 / J121 / J174 / V139 / V268 / V308
N90 departures climbing to 13,000 from N90
- d** Via A300 / A523 / Oceanic routes
N90 departures climbing to 13,000 from N90
- e** Via Cedar Lake STAR
At FL220 from ZBW
- f** Via OWENZ
JFK / LGA arrivals at 14,000 from ZNY F-86
EWR arrivals at FL220 from ZNY F-86
- g** Via J174
ISP arrivals at FL230 from ZDC G-59
- h** Via CAMRN STAR
At FL180 from ZDC G-59

- a** Via CYN
EWR oceanic arrivals at 8,000 to WRI RAPCON
- b** Via CAMRN STAR
At 11,000 to N90
- c** Via OWENZ..CAMRN
JFK / LGA oceanic arrivals at 9,000 to N90
- d** Via BOUNO STAR
At 17,000 to N90
- e** Via J55 / J121 / J174 / V139 / V268 / V308
ISP arrivals at 11,000 to ZBW
- f** Via A300 / A523 / Oceanic routes
N90 departures climbing to FL230 to ZNY F-86
- g** Via J55 / J121 / J174
N90 departures climbing to FL230 to ZDC G-59
- h** Via Cedar Lake STAR
At 14,000 to ZDC A-51

NOTES:
Sector 66 has control for descent 20nm east of OWENZ from sector 86 on all metro New York, WRI/SATs, ACY, and north PHL arrival aircraft.

NY ARTCC - Area E

Sector 82: KATHY

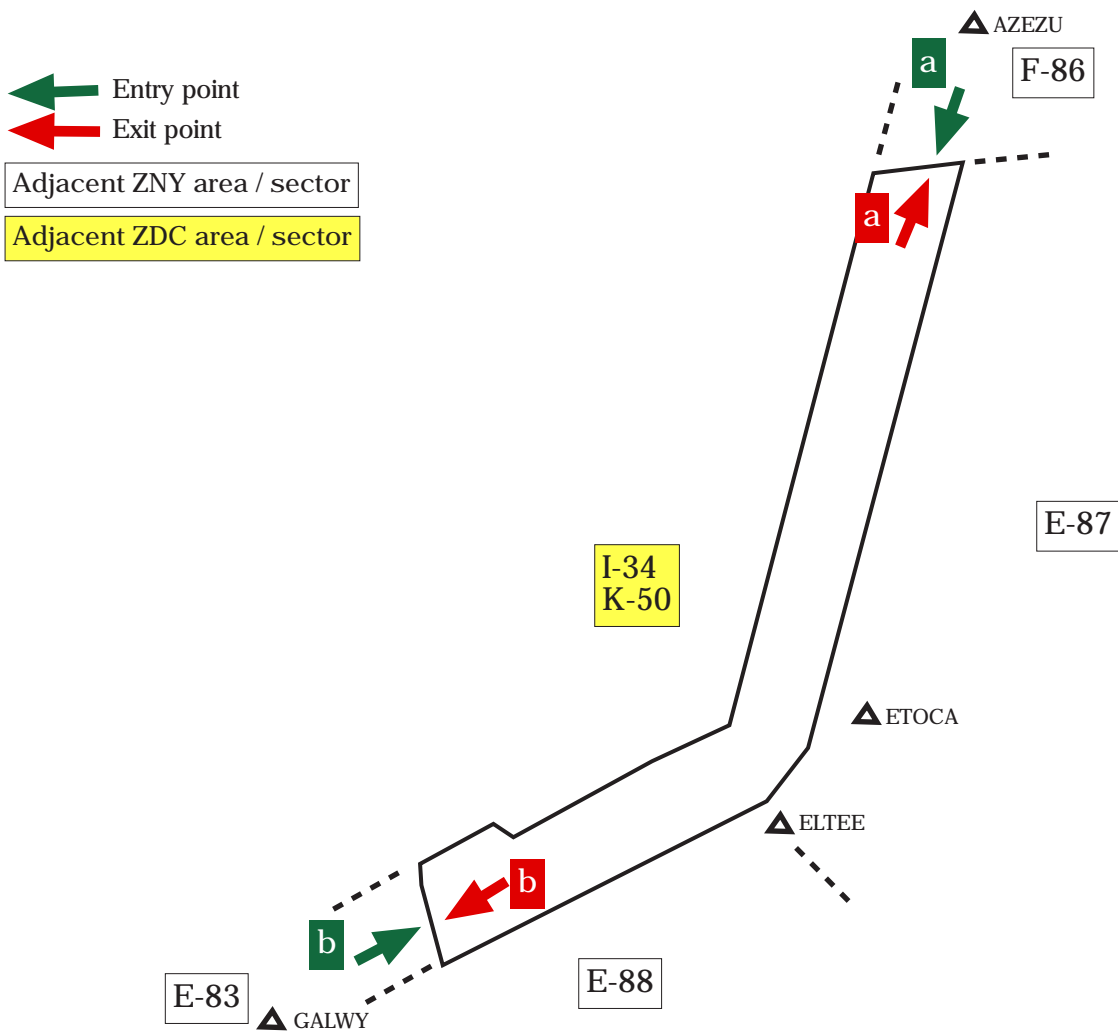


Sector type:	HIGH
Recommended range:	150 nm
Mode C intruder limits:	298B600

Airspace Delegation
1: FL600 / FL310

NY ARTCC - Area E

Sector 82: KATHY PRIMARY FLOWS



a Via R511
All aircraft RVSM at or above FL320 from ZNY F-86

b Via A761
All aircraft RVSM at or above FL310 from ZNY E-83

a Via R511
All aircraft returned to CVSM altitudes to ZNY F-86

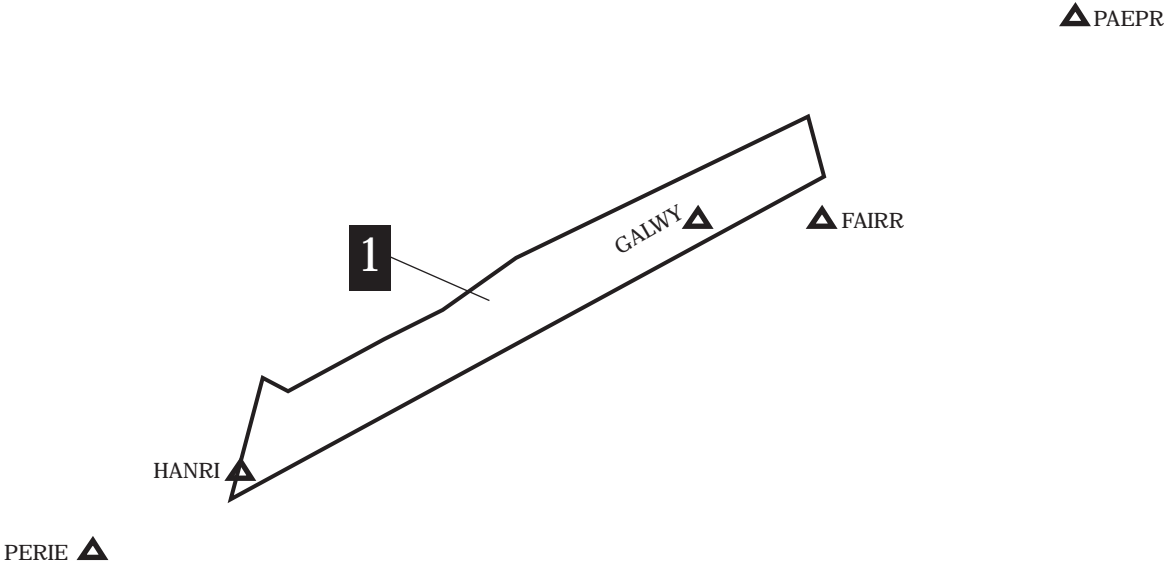
b Via A761
All aircraft at RVSM at or above FL320 to ZNY E-83

NOTES:

This sector receives numerous point-outs from ZDC for traffic on R512 and R763.

NY ARTCC - Area E

Sector 83: FAIRR

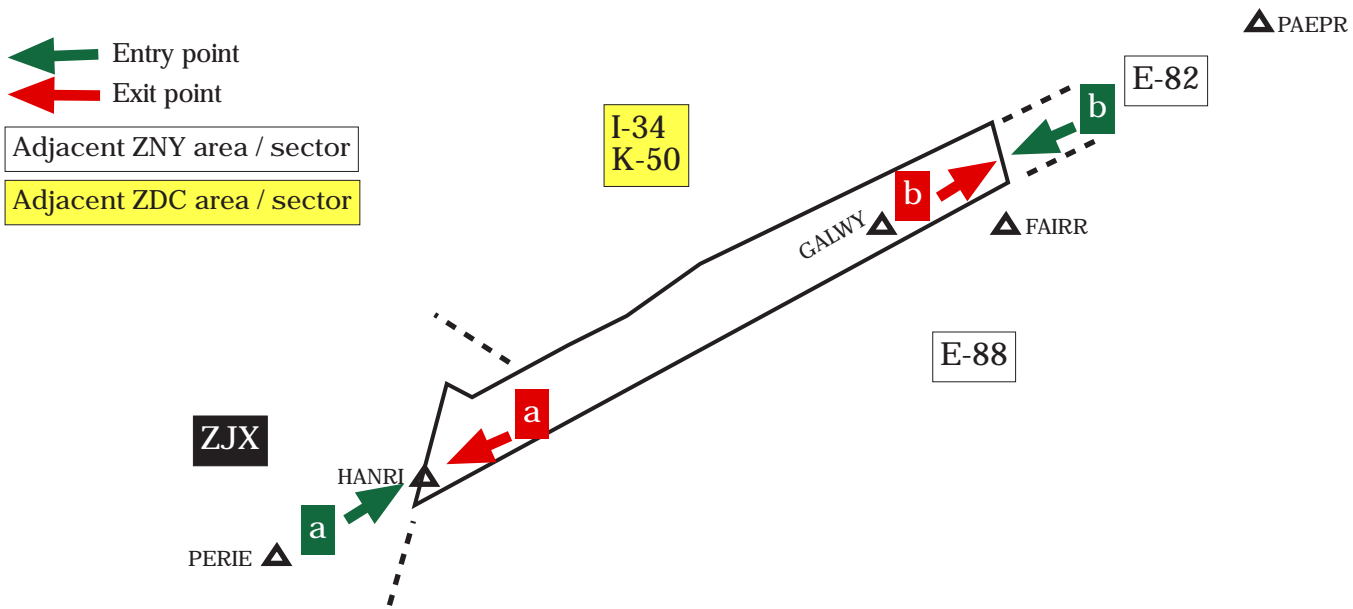


Sector type: HIGH
Recommended range: 150 nm
Mode C intruder limits: 298B600

Airspace Delegation
1: FL600 / FL310

NY ARTCC - Area E

Sector 83: FAIRR
PRIMARY FLOWS



a Via A761
All aircraft RVSM at or above FL310 from ZJX

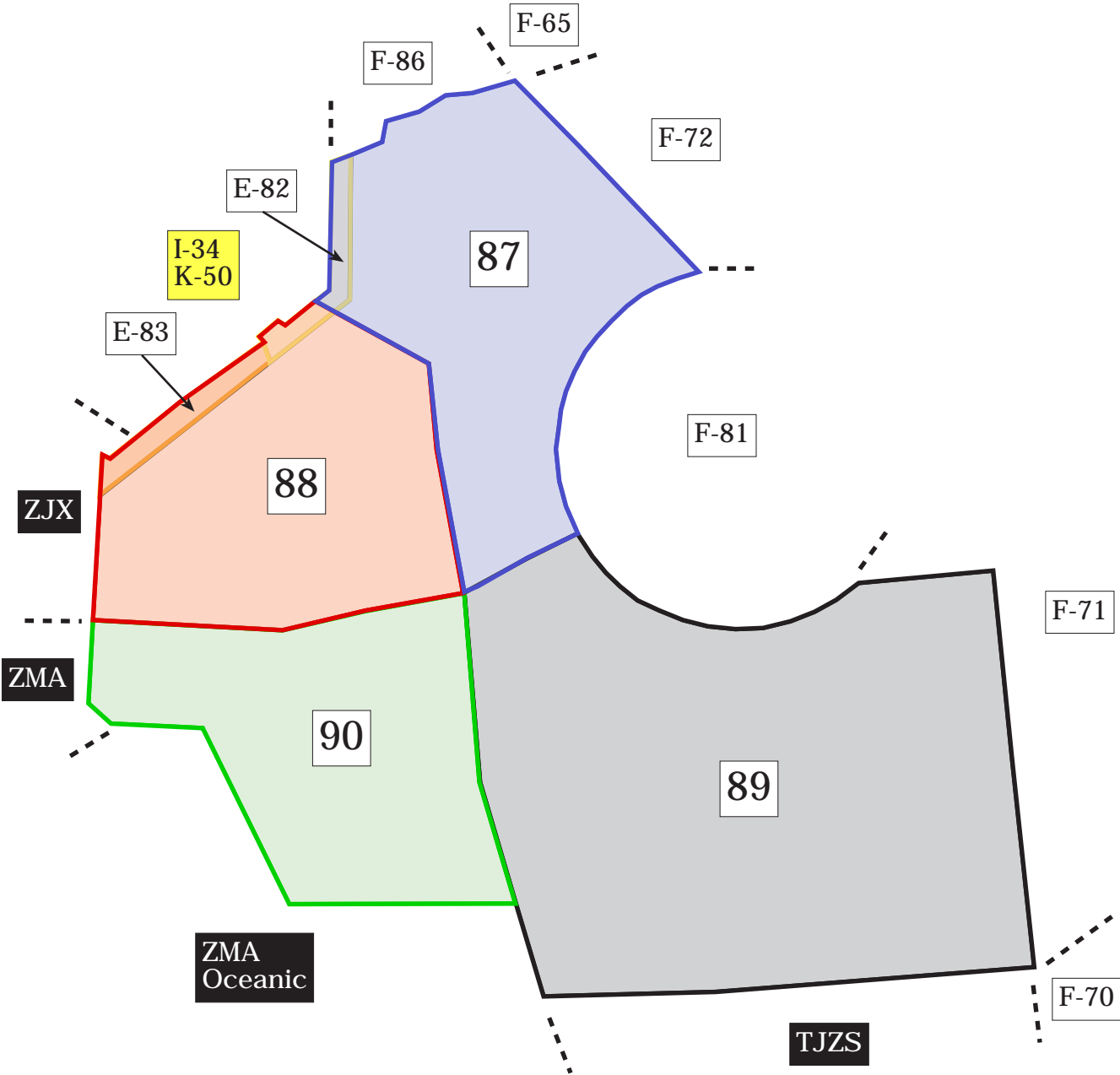
b Via A761
All aircraft RVSM at or above FL320 from ZNY E-82

a Via A761
All aircraft returned to CVSM altitudes to ZJX

b Via A761
All aircraft at RVSM at or above FL310 to ZNY E-82

NY ARTCC - Area E

NON RADAR SECTORS



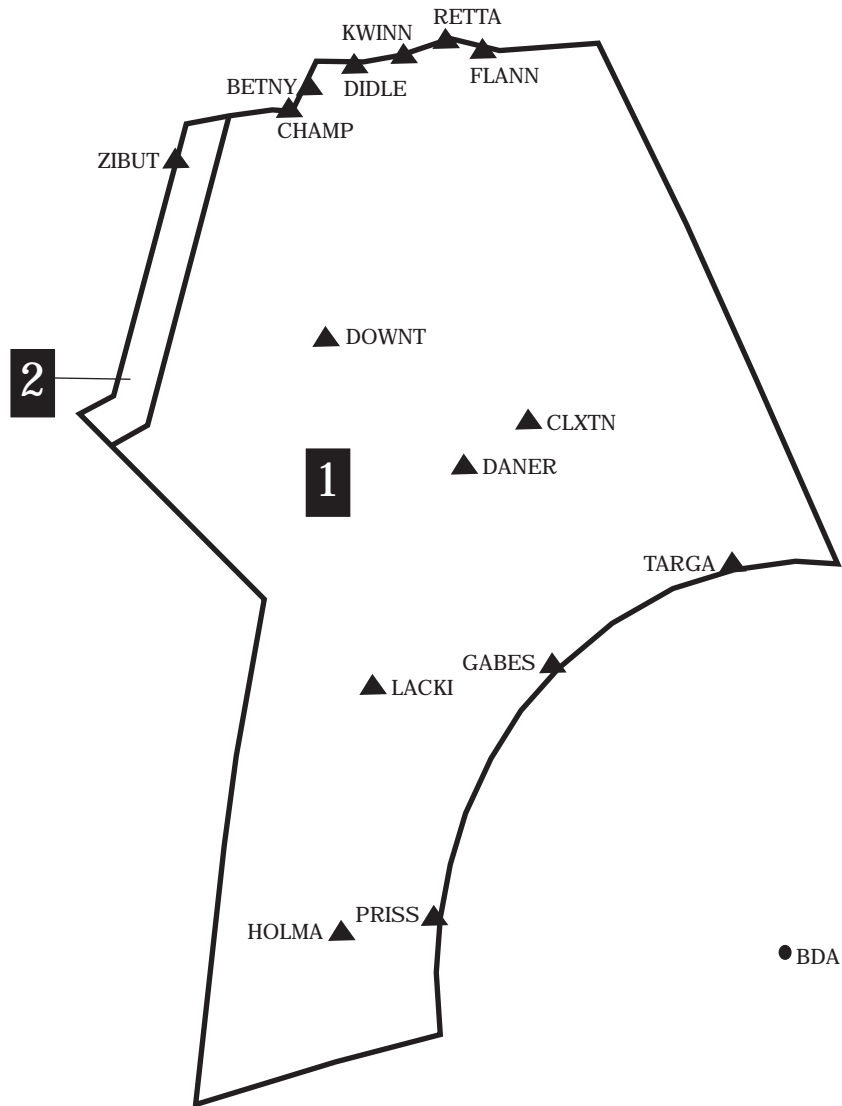
Adjacent ZNY area / sector

Adjacent ZDC area / sector

Notes:
All area E non radar sectors are combined at sector 87 during single controller operations.

NY ARTCC - Area E

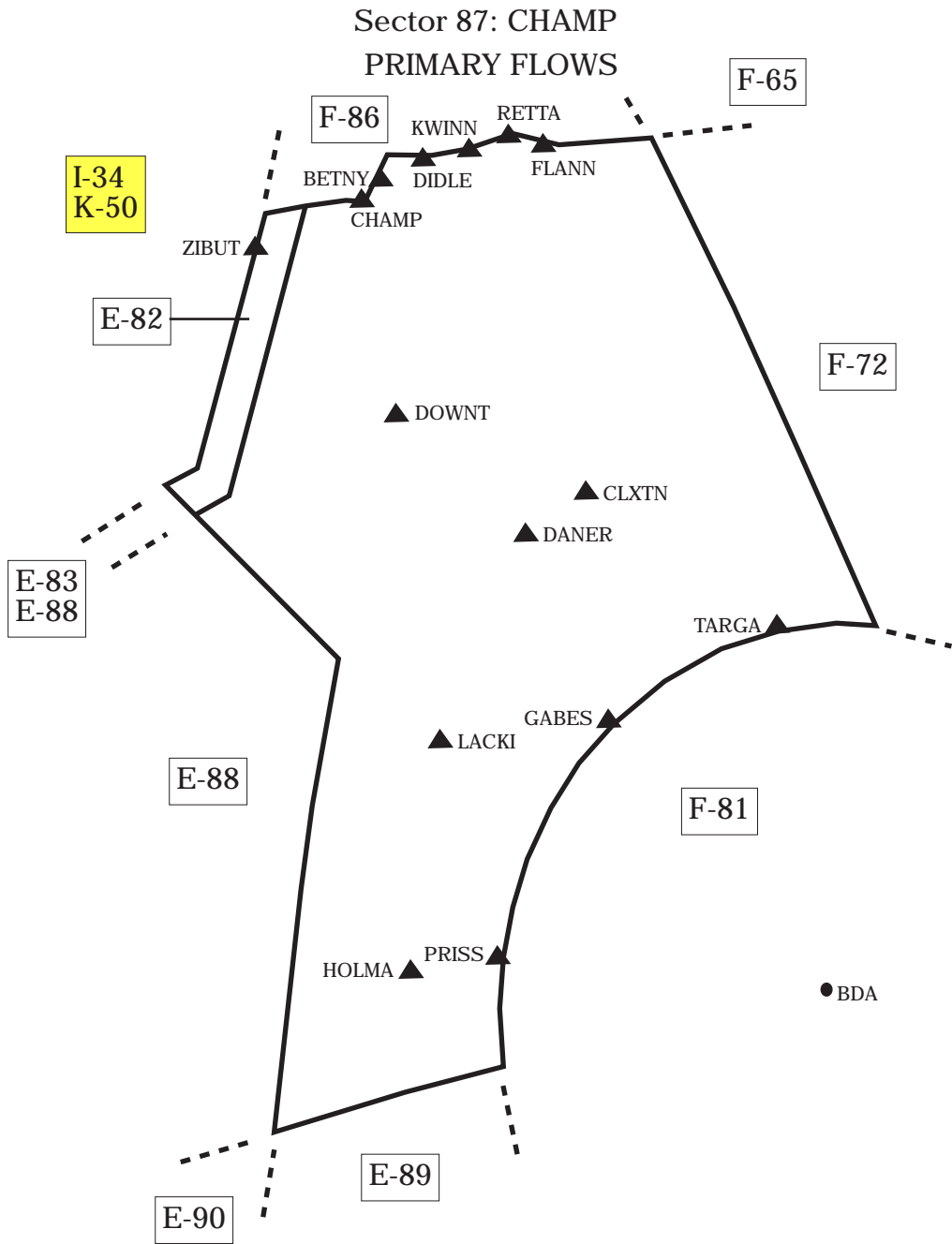
Sector 87: CHAMP



Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation
1: CTA FL055 and above
FIR below FL055
2: CTA FL305 / FL055
FIR below FL055

NY ARTCC - Area E

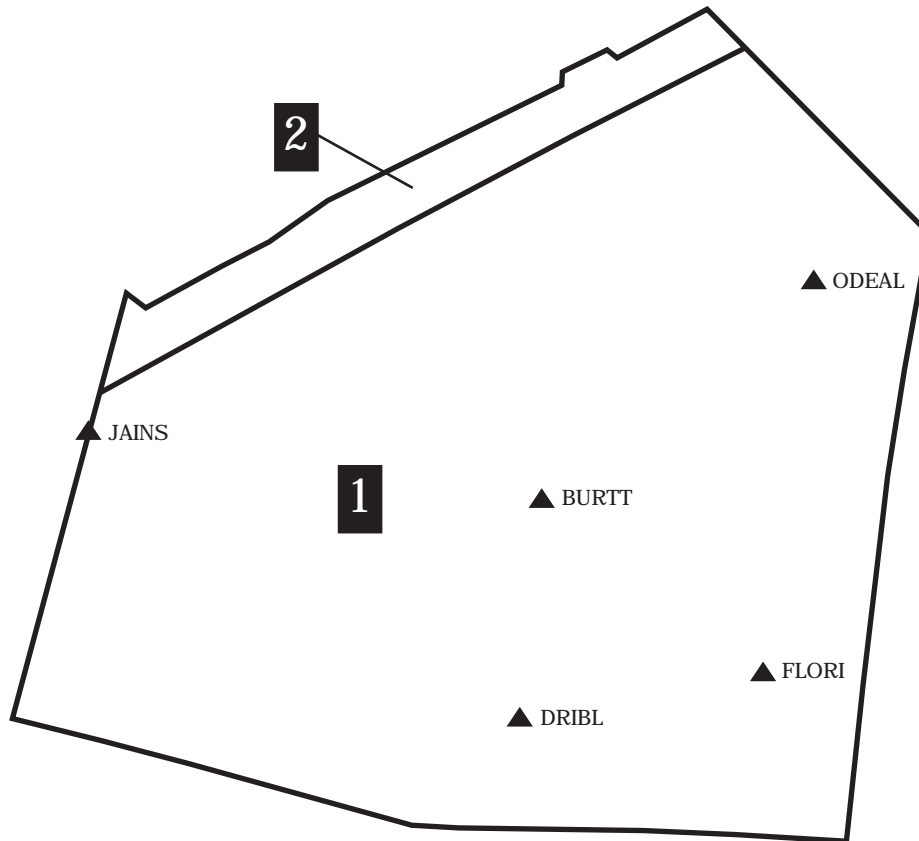


Adjacent ZNY area / sector

Adjacent ZDC area / sector

NY ARTCC - Area E

Sector 88: BACUS

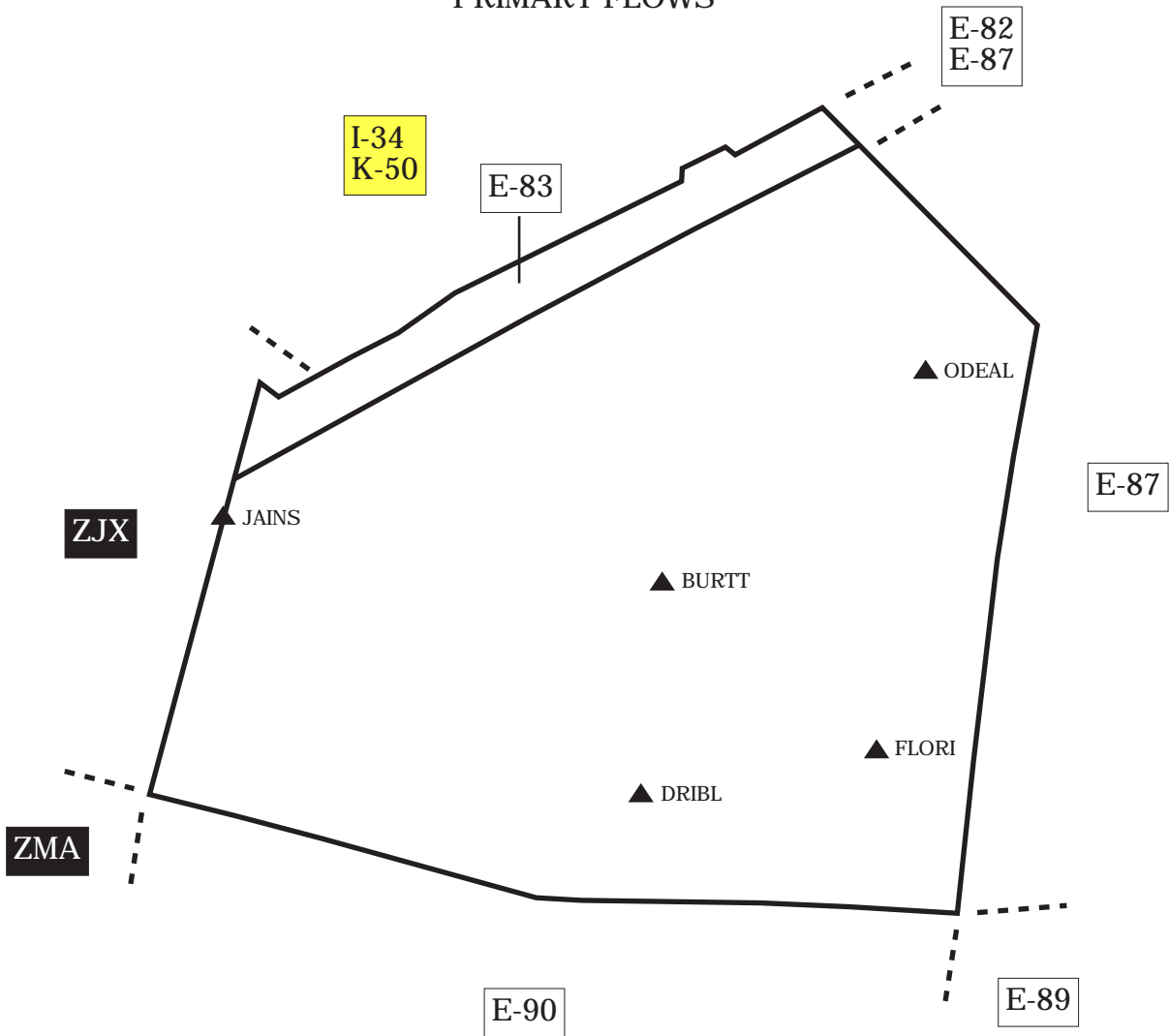


Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation
1: CTA FL055 and above
FIR below FL055
2: CTA FL305 / FL055
FIR below FL055

NY ARTCC - Area E

Sector 88: BACUS
PRIMARY FLOWS

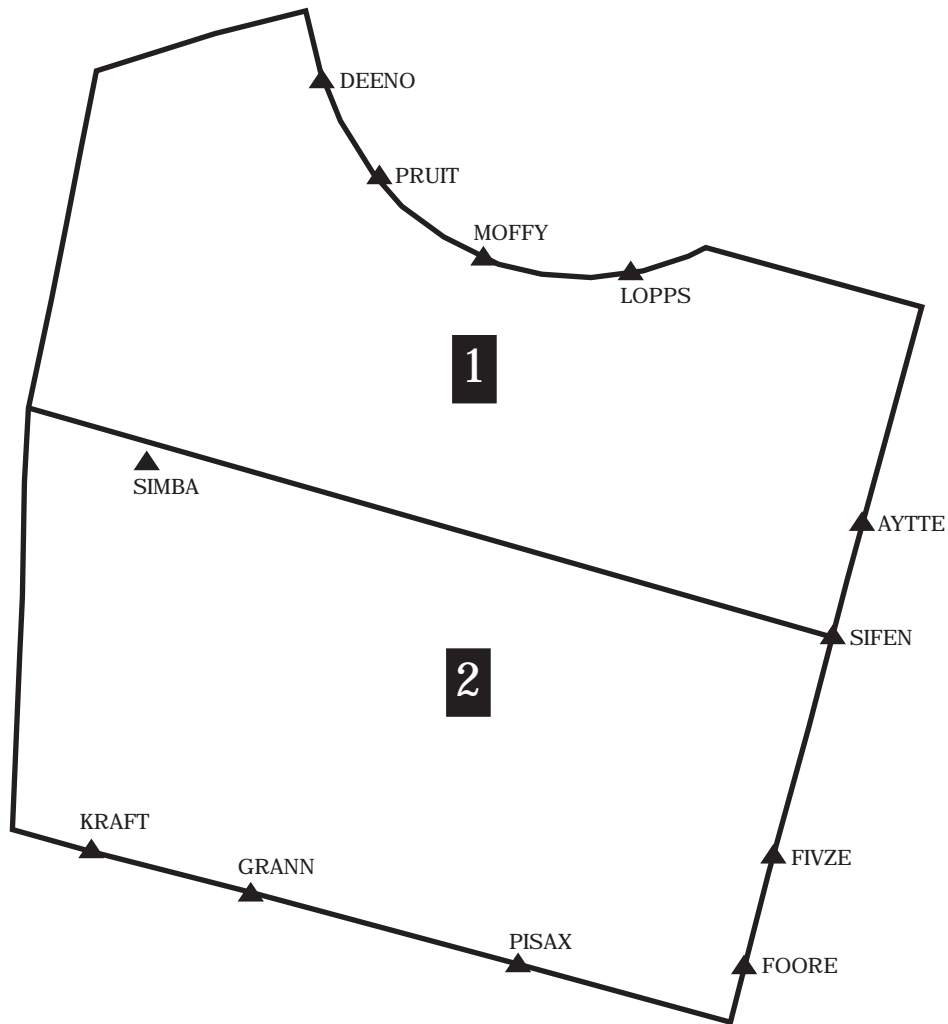


Adjacent ZNY area / sector

Adjacent ZDC area / sector

NY ARTCC - Area E

Sector 89: KRAFT



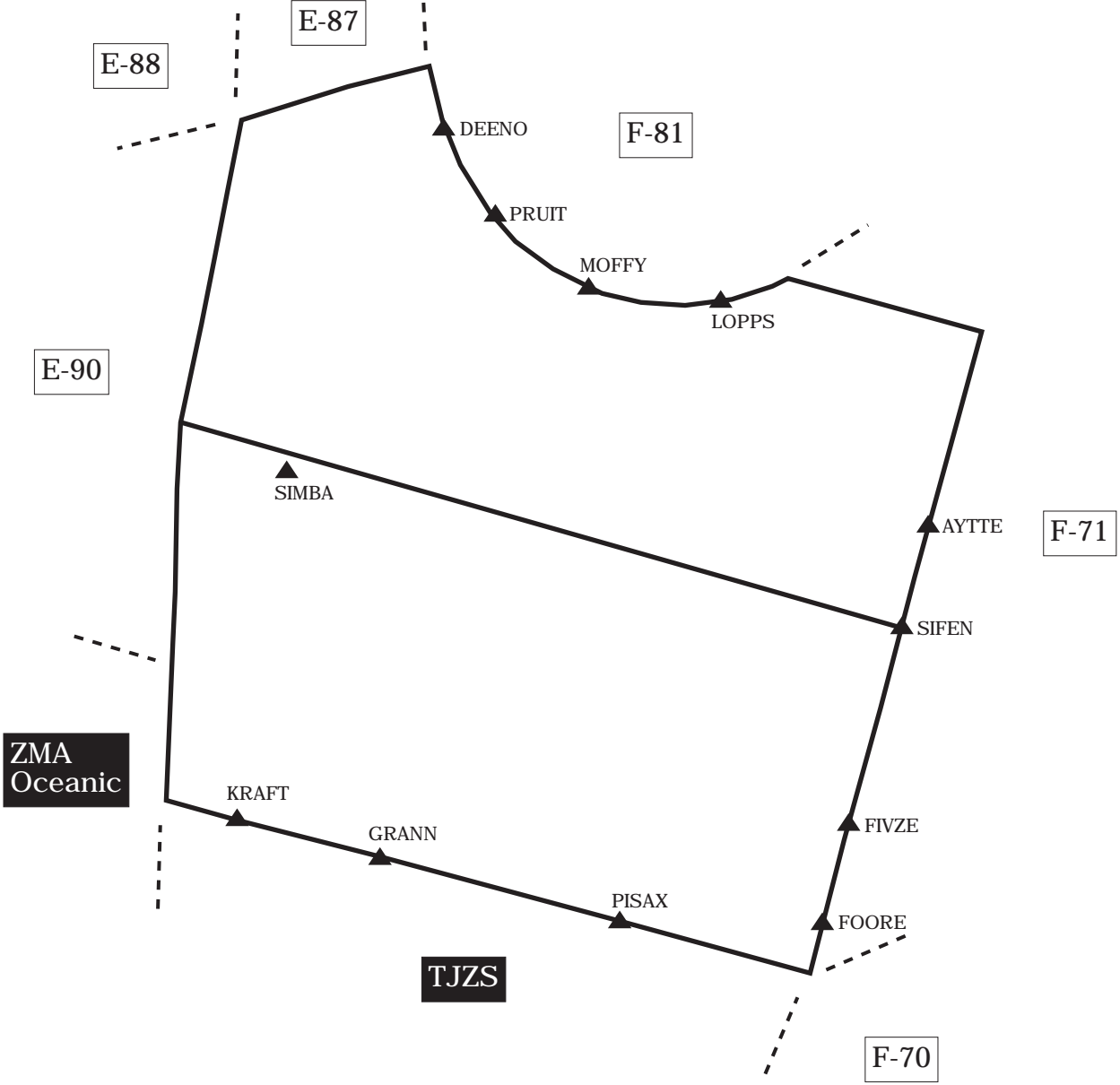
Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation

- 1: CTA FL055 and above
FIR below FL055
- 2: CTA FL025 and above
FIR below FL025

NY ARTCC - Area E

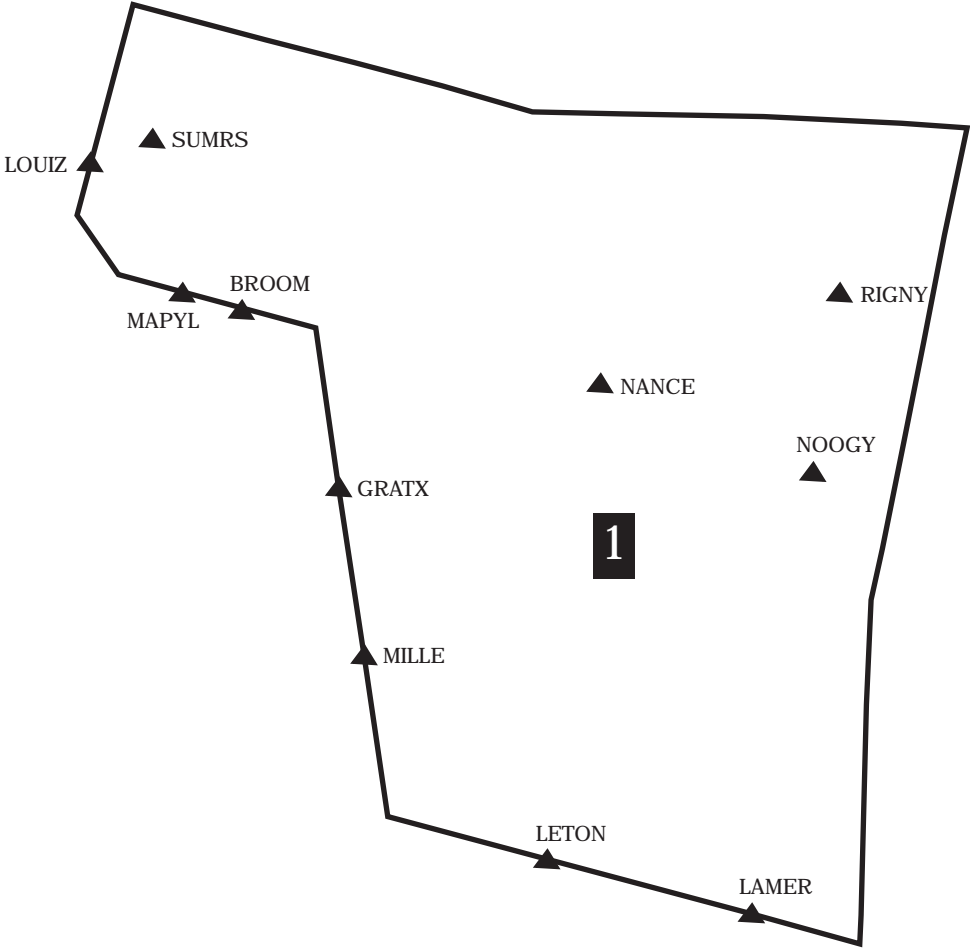
Sector 89: KRAFT
PRIMARY FLOWS



Adjacent ZNY area / sector

NY ARTCC - Area E

Sector 90: GRATX

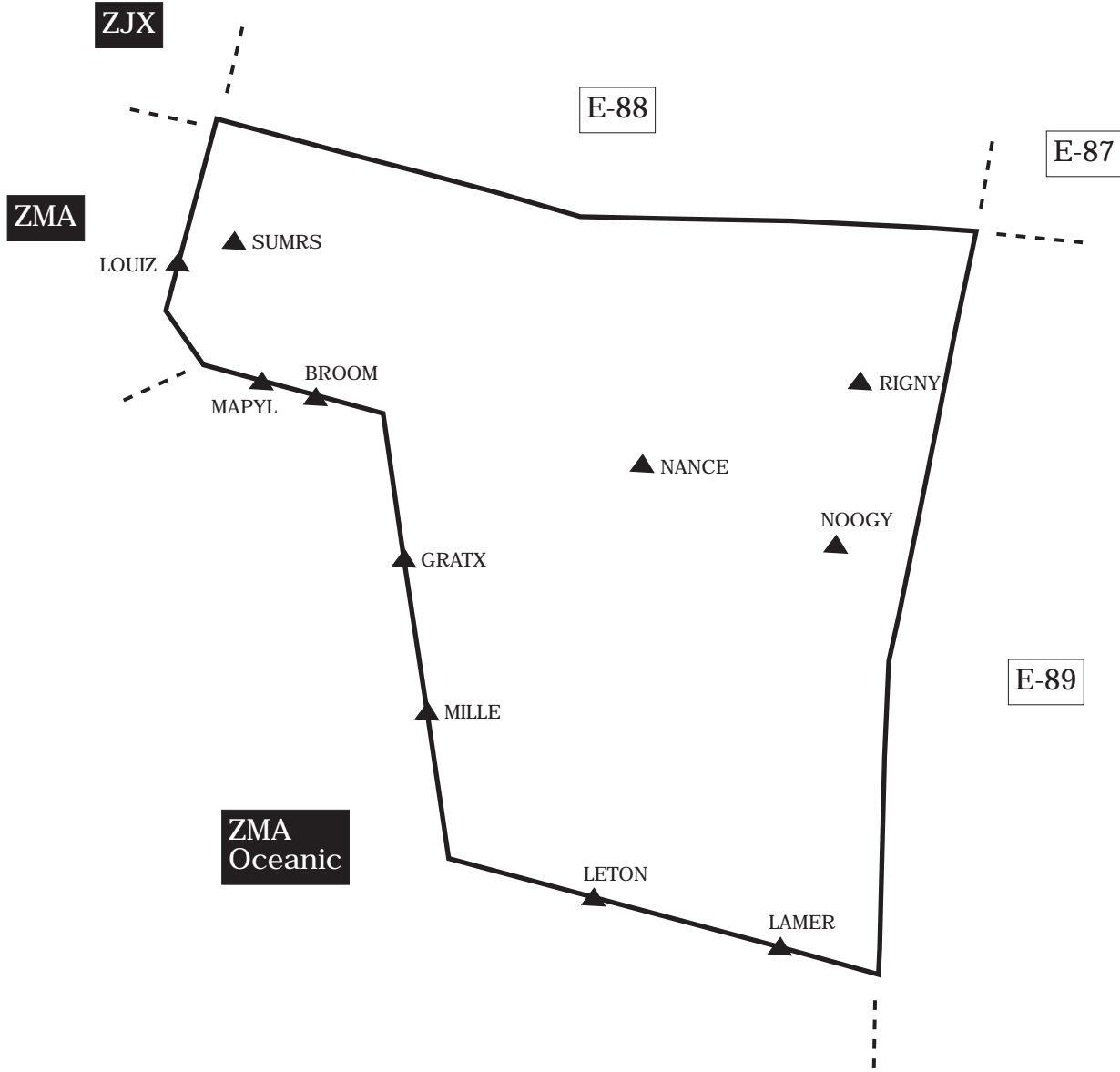


Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation
1: CTA FL025 and above
FIR below FL025

NY ARTCC - Area E

Sector 90: GRATX
PRIMARY FLOWS



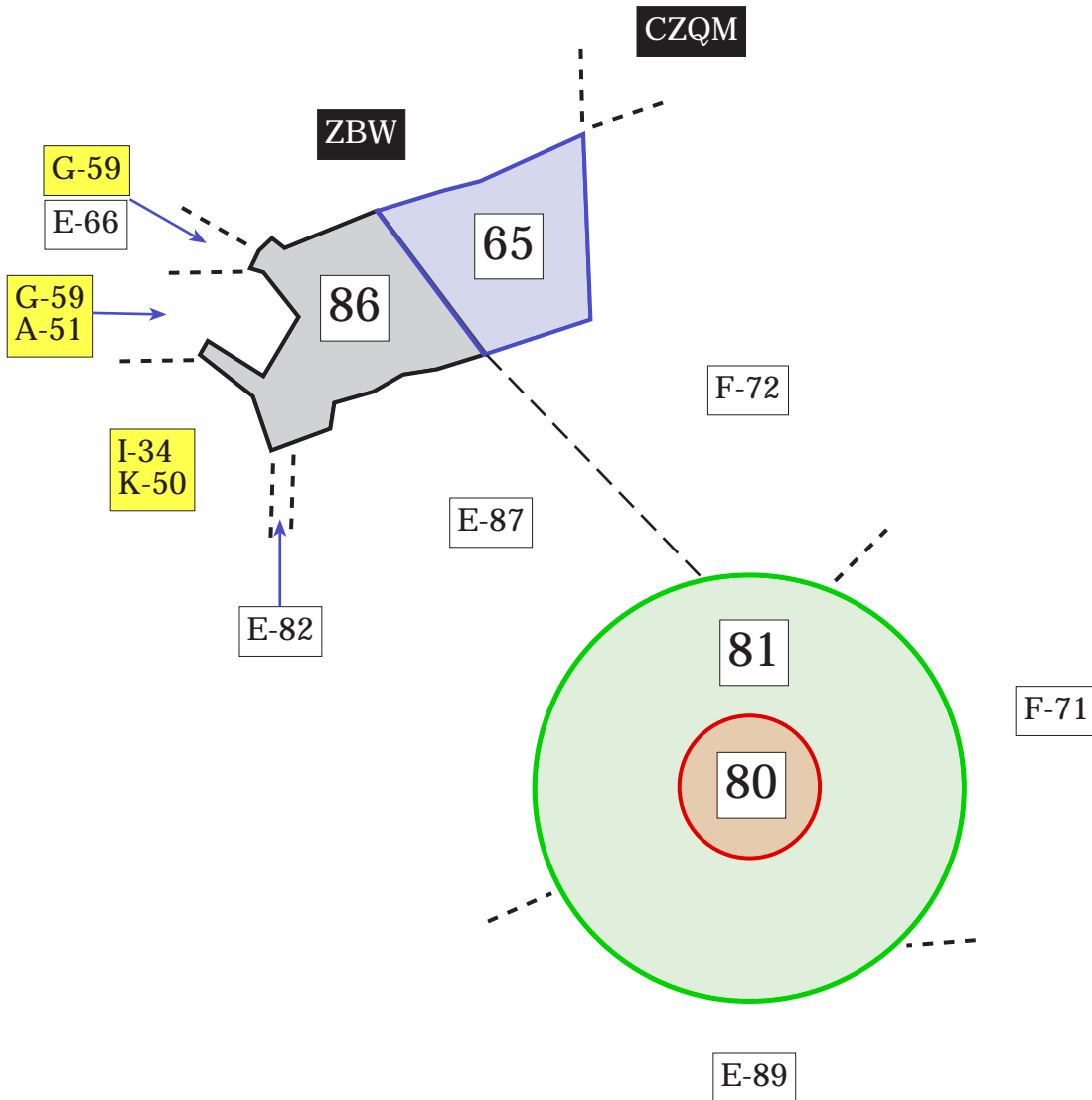
Adjacent ZNY area / sector

New York ARTCC

PAGE INTENTIONALLY LEFT BLANK

NY ARTCC - Area F

RADAR SECTORS



Adjacent ZNY area / sector

Adjacent ZDC area / sector

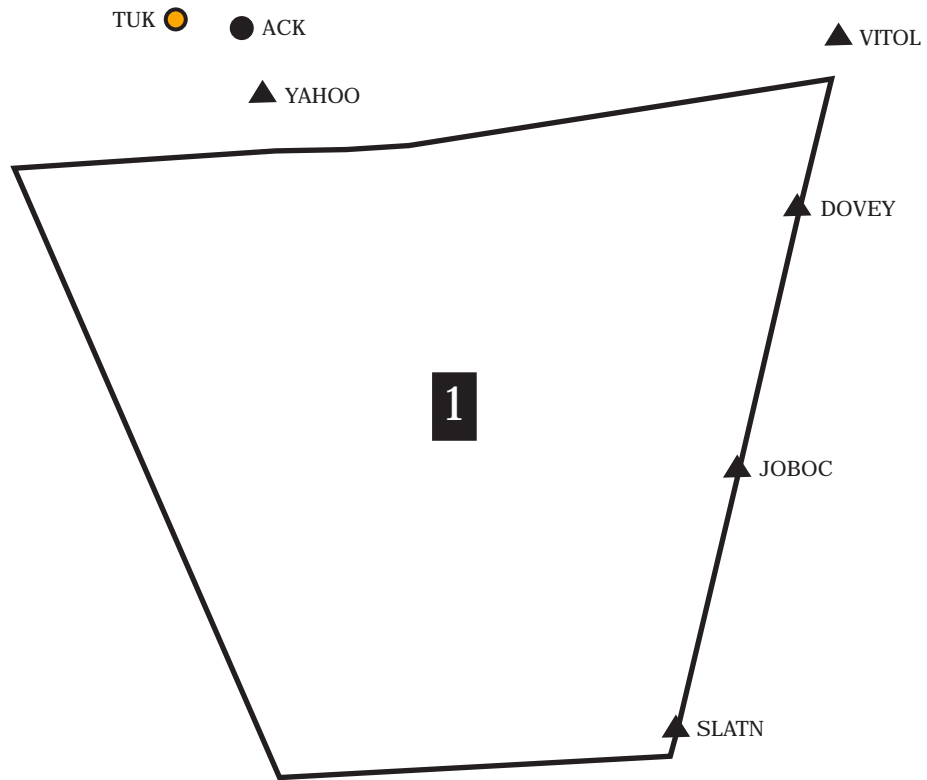
NOTES:

All Bermuda area F sectors are combined at sector 81 during single controller operations.

All north Atlantic area F sectors are combined at sector 65 during single controller operations.

NY ARTCC - Area F

Sector 65: JOBOC

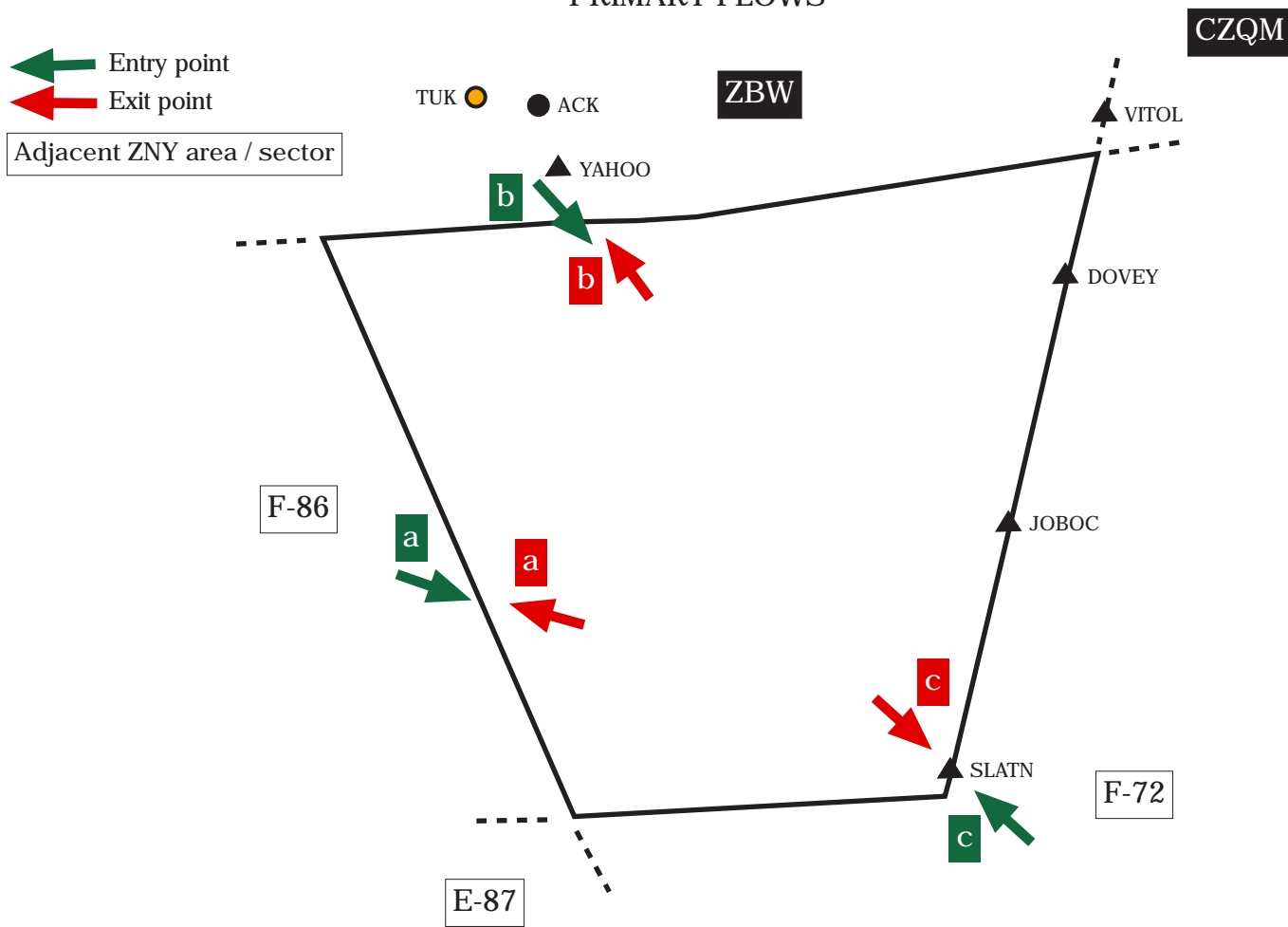


Sector type: HIGH
Recommended range: 150 nm
Mode C intruder limits: 005B600

Airspace Delegation
1: FL600 / below
Excluding active MOA airspace

NY ARTCC - Area F

Sector 65: JOBOC PRIMARY FLOWS



- a** Via R56
All aircraft at or climbing to cruise altitude from ZNY F-86
- b** Via A632 / J97
Cape departures climbing to 17,000 from ZBW
BOS / PVD departures climbing to cruise altitude from ZBW
- c** Via A632 / J97 / R56
Aircraft radar identified and issued new beacon code from ZNY F-72

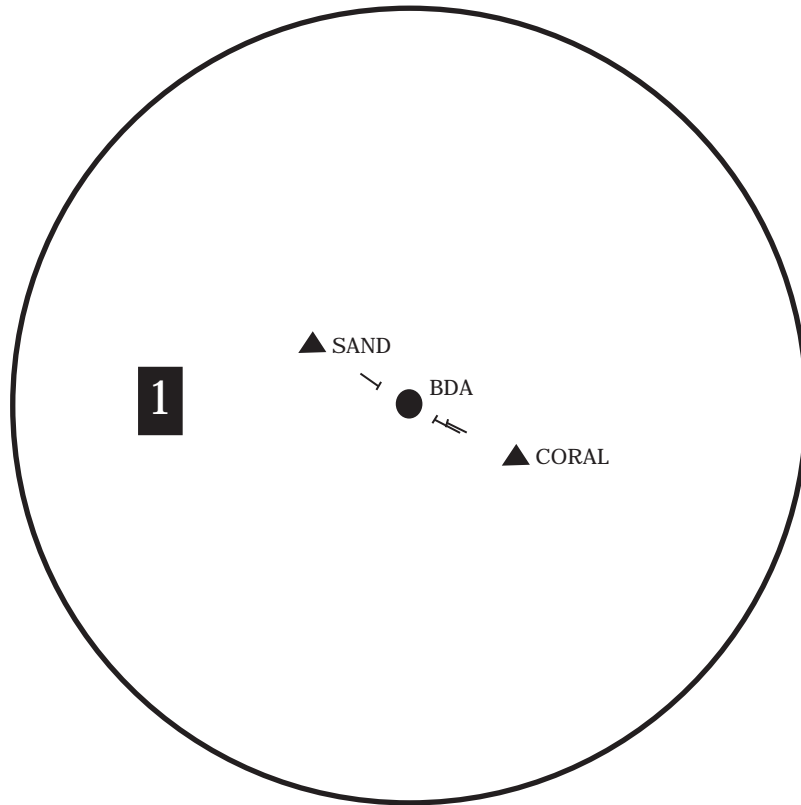
- a** Via R56
JFK Concorde arrivals at or below FL430 to ZNY F-86
- b** Via A632 / J97
Cape arrivals at 10,000 to ZBW
BOS / PVD arrivals at FL220 to ZBW
- c** Via A632 / A700 / Oceanic routing
All aircraft at cruise altitude to ZNY F-72

NOTES:

Ensure traffic entering New York oceanic airspace receives a full route clearance prior to the FIR/CTA boundary, except WATRS traffic on ATS route A632 and A700 westbound.

NY ARTCC - Area F

Sector 80: COCOA



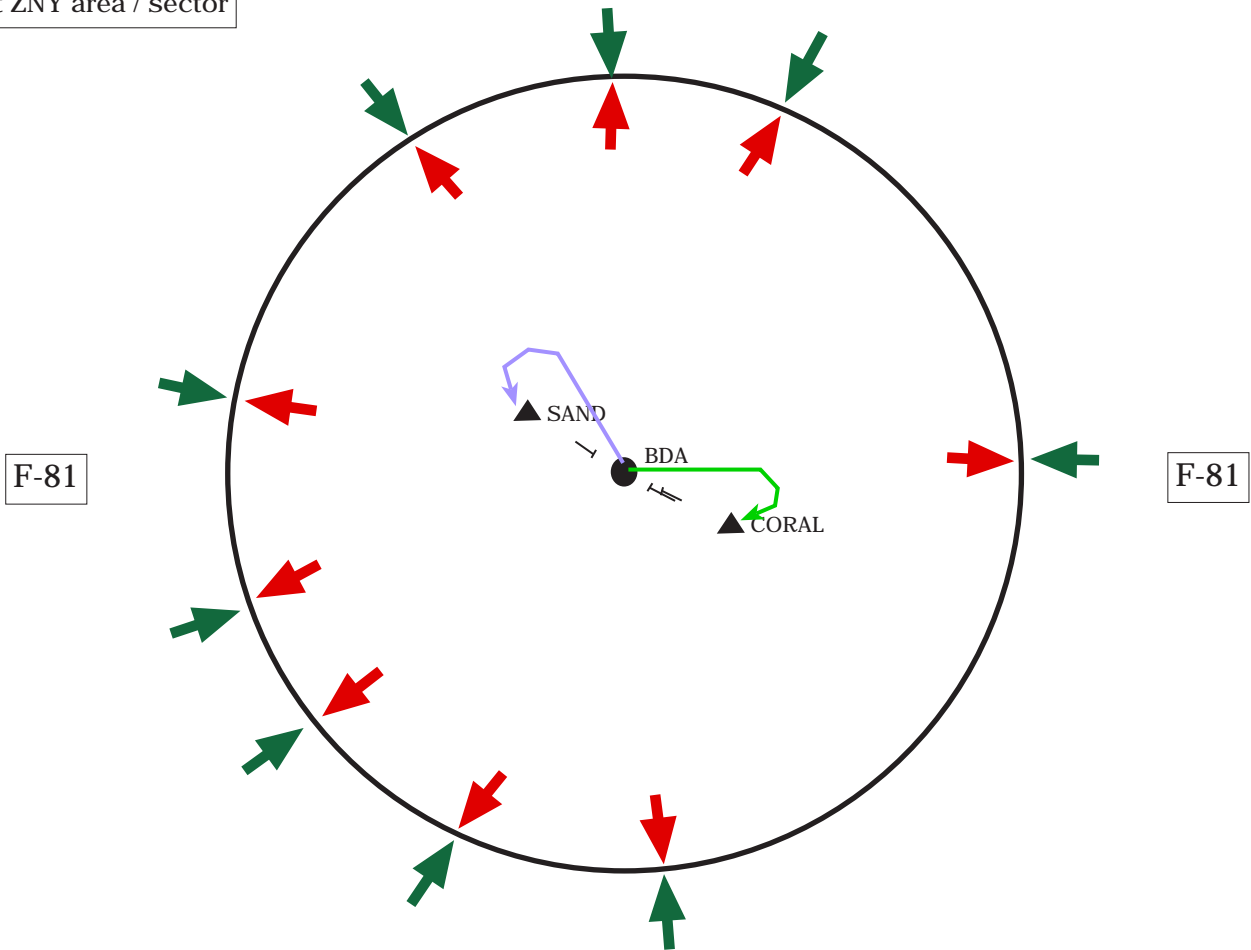
Sector type: LOW
Recommended range: 75 nm
Mode C intruder limits: 005B200

Airspace Delegation
1: 17,000 / 700
Excluding BDA class C

NY ARTCC - Area F

Sector 80: COCOA PRIMARY FLOWS

Adjacent ZNY area / sector



← All aircraft at or descending to 10,000 from ZNY F-81

→ All aircraft climbing to 17,000 to ZNY F-81

Runway 12:

Arrivals from PRISS clockwise to ELTIN should be vectored to intercept the final approach course. Arrivals from other fixes should be vectored direct BDA VOR and to depart on a heading of 320-330 for 8-12 miles before vectored left to intercept the final approach course.

Runway 30:

Arrivals from LOPPS clockwise to ELTIN should be vectored direct BDA VOR and to depart on a heading of 090-100 for 8-12 miles before vectored right to intercept the final approach course. Arrivals from other fixes should be vectored to intercept the final approach course.

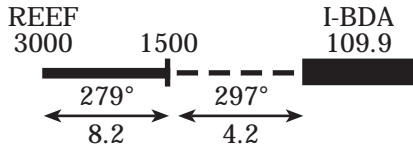
All arrivals overflying the BDA VOR should be instructed to cross at 4,000 unless performing a full approach. When aircraft are performing full approaches, co-ordinate departure altitudes with the tower accordingly.

New York ARTCC

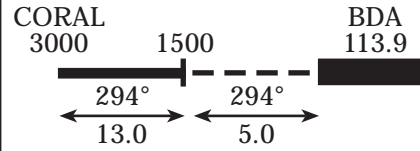
Instrument Approaches

TXKF

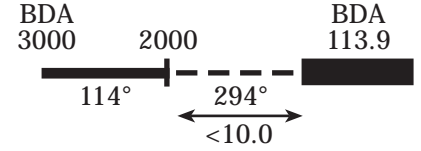
ILS/DME 30



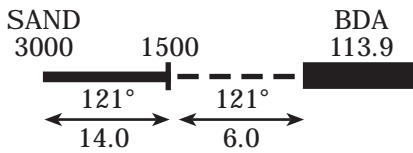
VOR/DME 30



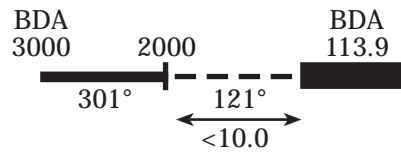
VOR 30



VOR/DME 12

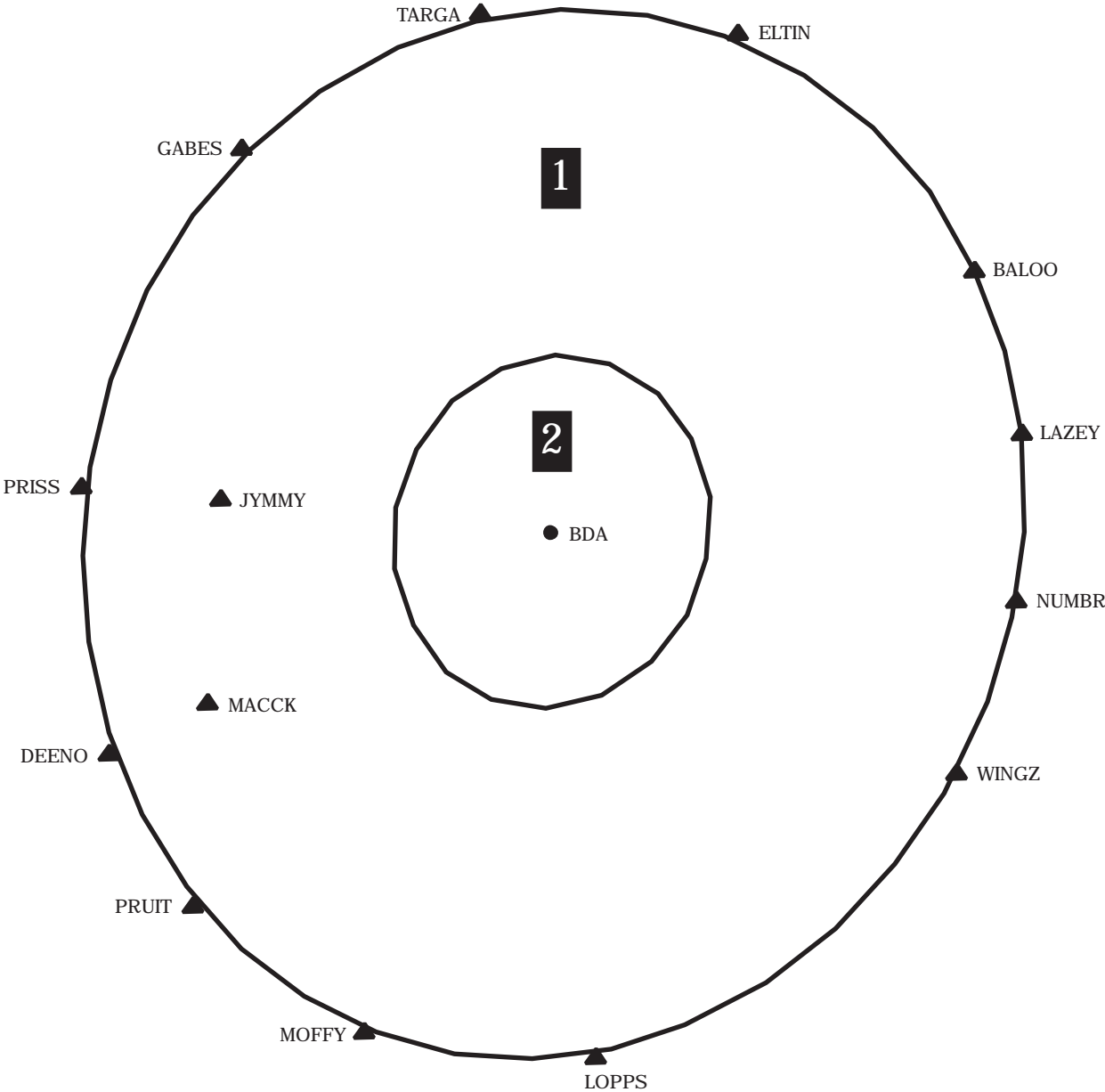


VOR 12



NY ARTCC - Area F

Sector 81: HILDY

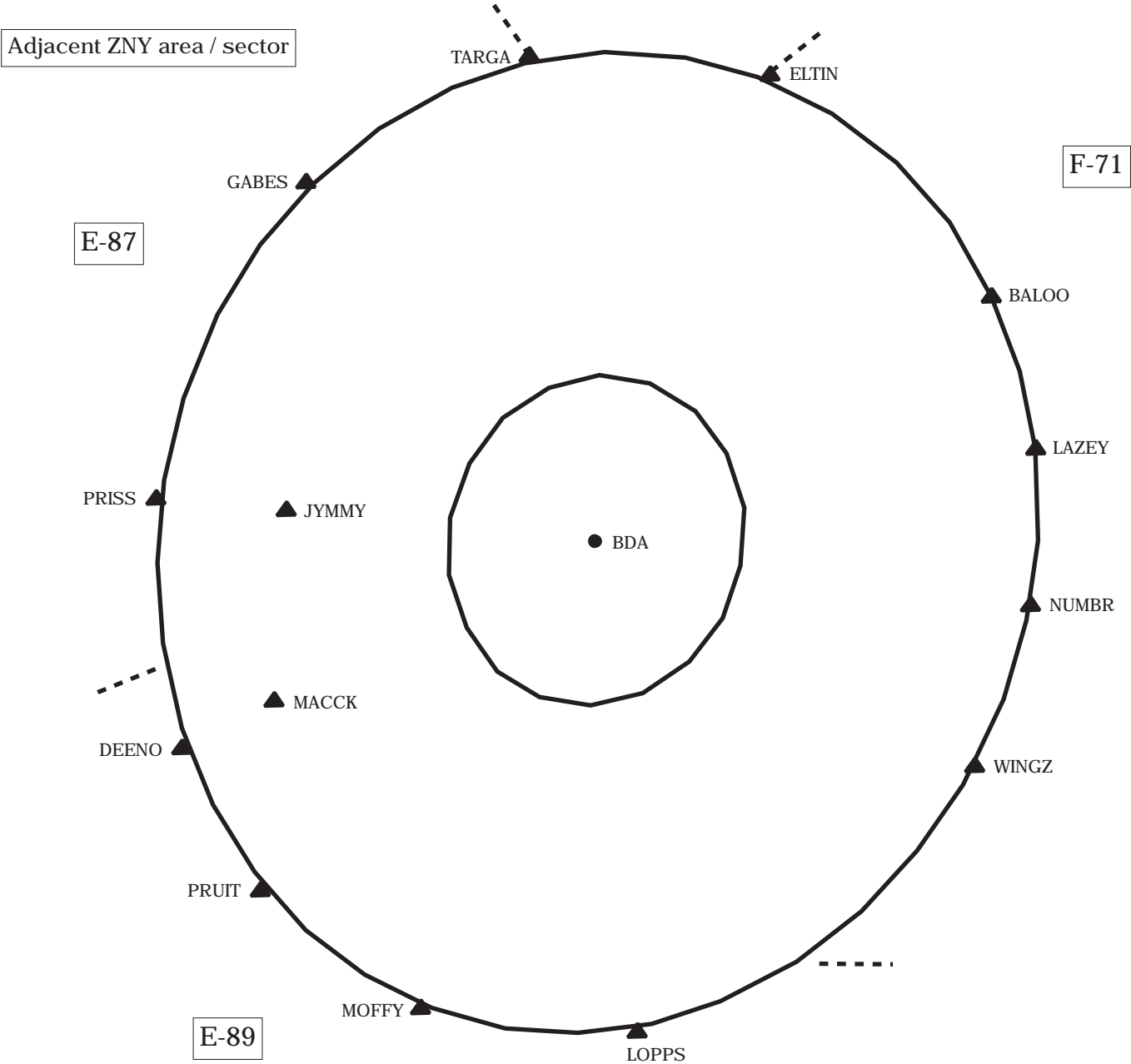


Sector type: HIGH
Recommended range: 200 nm
Mode C intruder limits: 005B600

Airspace Delegation
1: FL600 / 4,000
2: FL600 / FL180

NY ARTCC - Area F

Sector 81: HILDY
PRIMARY FLOWS

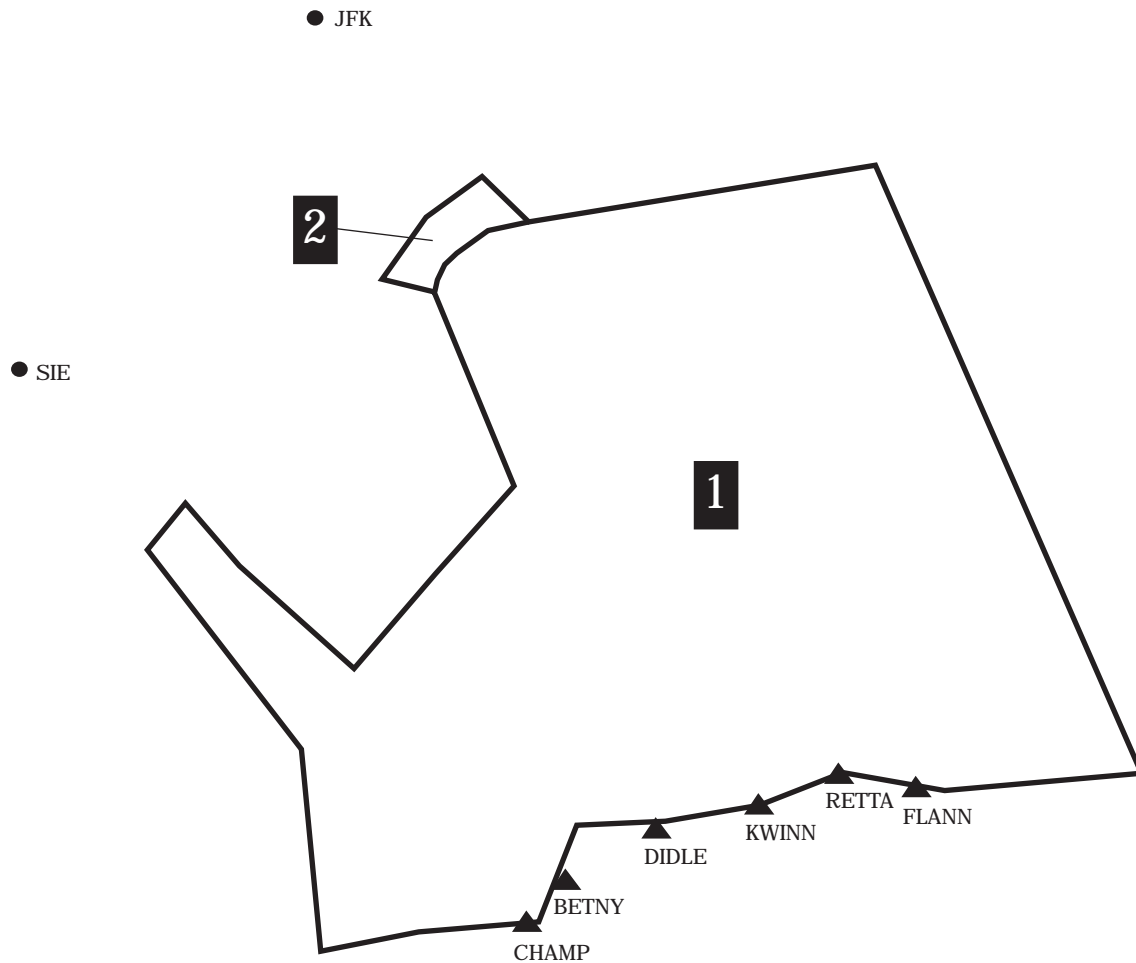


Arrivals:
All arrivals to Bermuda should be radar identified and issued a discreet beacon code.
Handoff all arrivals to ZNY F-80 at 10,000 by the sector border.

Departures:
All departures from Bermuda shall be climbing to 17,000 from ZNY F-80.
Ensure traffic entering New York oceanic airspace receives a full route clearance prior to the FIR/CTA boundary, except WATRS traffic.

NY ARTCC - Area F

Sector 86: ATLANTIC

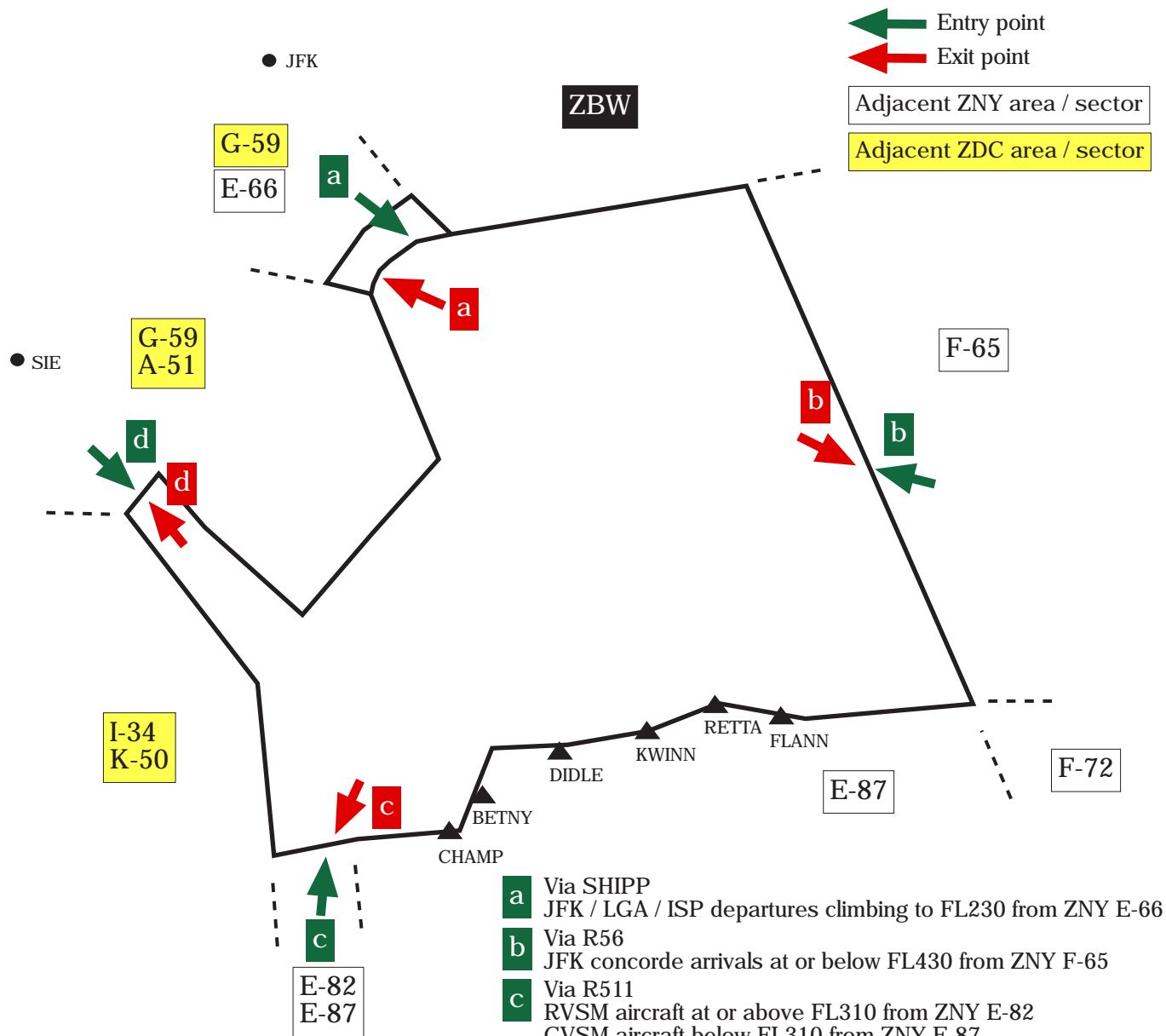


Sector type: HIGH
Recommended range: 125 nm
Mode C intruder limits: 005B600

Airspace Delegation
1: FL600 / below
2: FL600 / FL240

NY ARTCC - Area F

Sector 86: ATLANTIC PRIMARY FLOWS



Notes:

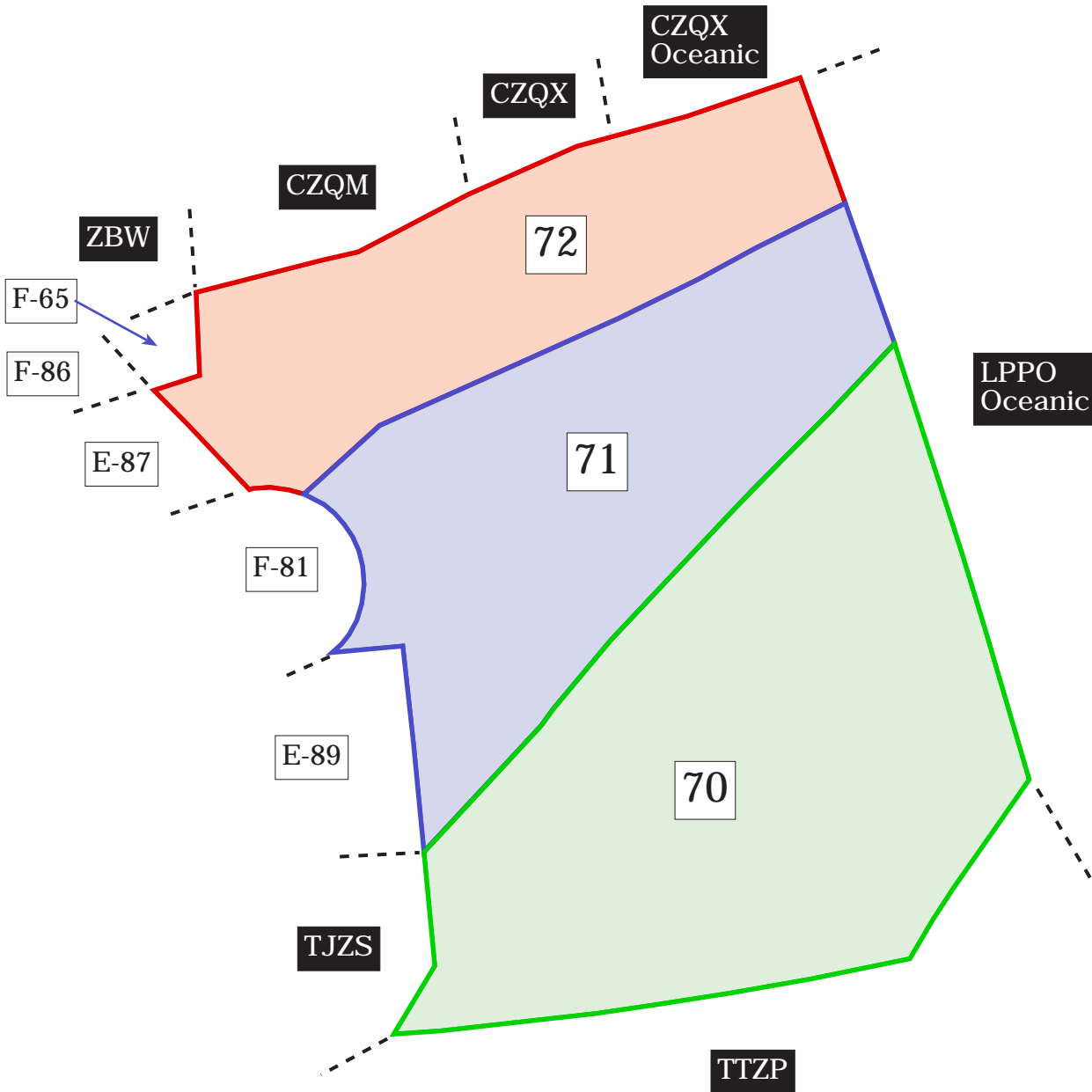
Arrivals from sector 87 or 72 must be issued a discreet beacon code and radar identified.
Departures to sector 87 or 72 must have radar service terminate and instructed to squawk 2000.

All compulsory reporting points along the border with sector are entry and exit points.

- a** Via OWENZ
JFK / LGA / ISP arrivals at 14,000 to ZNY E-66
EWR arrivals at FL220 to ZNY E-66
- b** Via R56
N90 departures climbing to cruise altitude to ZNY F-65
- c** Via R511
RVSM aircraft at or above FL310 to ZNY E-82
CVSM aircraft below FL310 to ZNY E-87
- d** Via B24
PHL arrivals at FL260 to ZDC G-59
ACY arrivals at FL180 to ZDC A-51

NY ARTCC - Area F

NON RADAR SECTORS

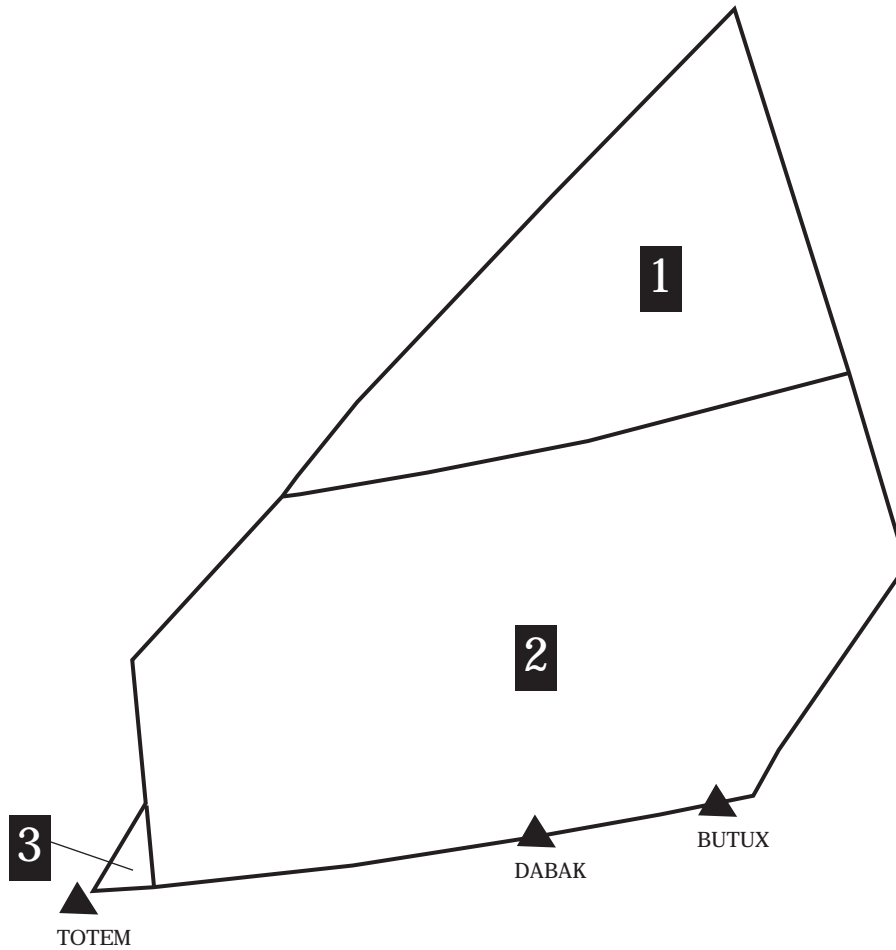


Adjacent ZNY area / sector

NOTES:
All non-radar area F sectors are combined at sector 72 during single controller operations.

NY ARTCC - Area F

Sector 70: SOUTH ATLANTIC



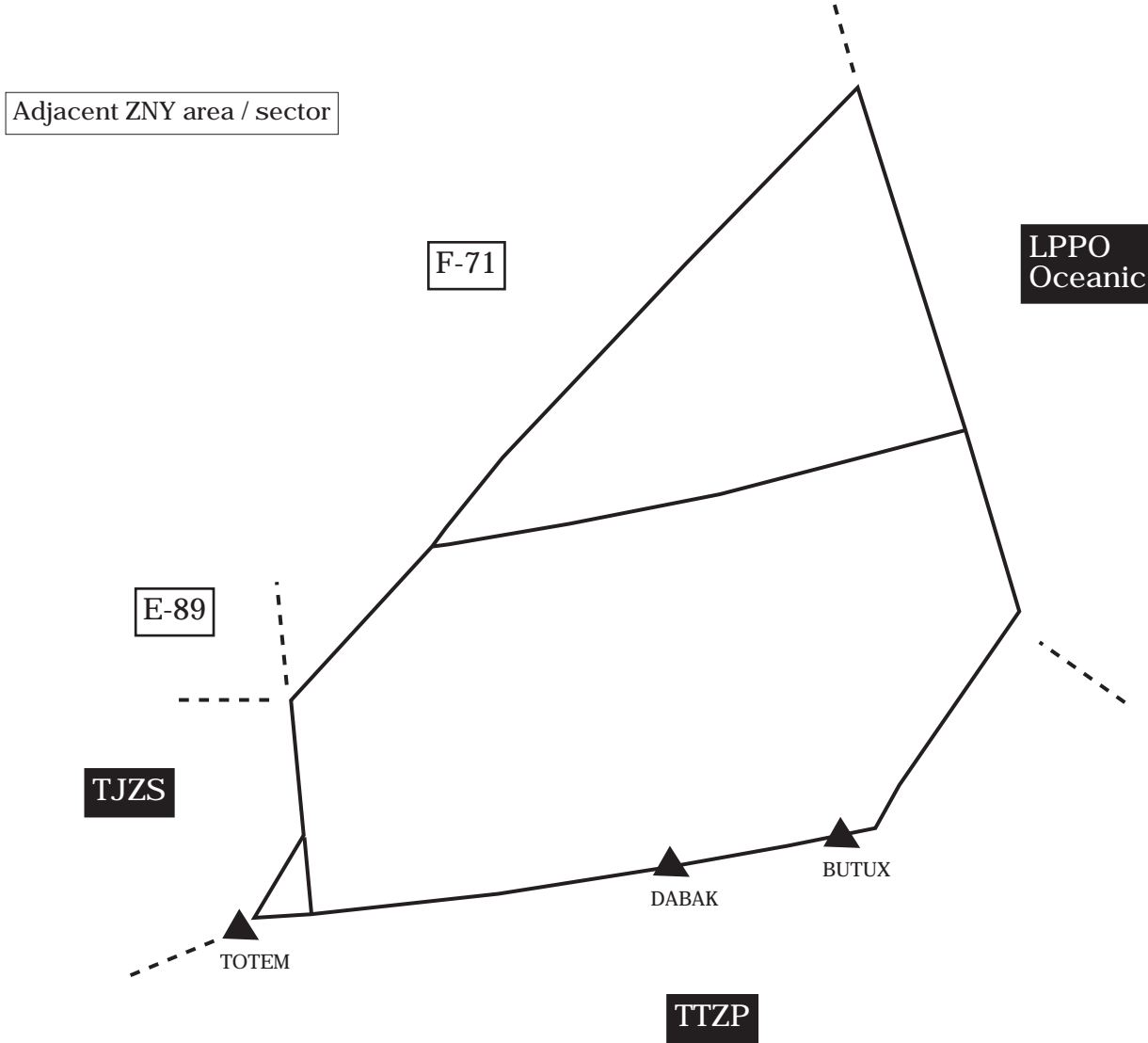
Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation

- 1: CTA FL055 and above
FIR below FL055
- 2: CTA FL200 and above
FIR below FL200
- 3: CTA FL025 and above
FIR below FL025

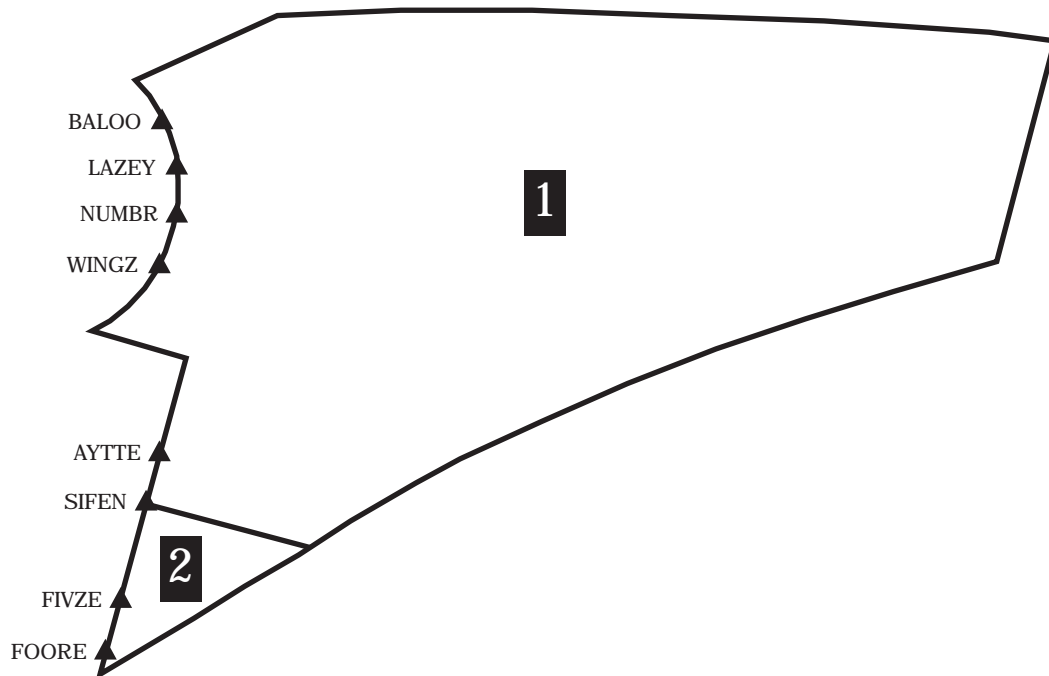
NY ARTCC - Area F

Sector 70: SOUTH ATLANTIC



NY ARTCC - Area F

Sector 71: GEMINI



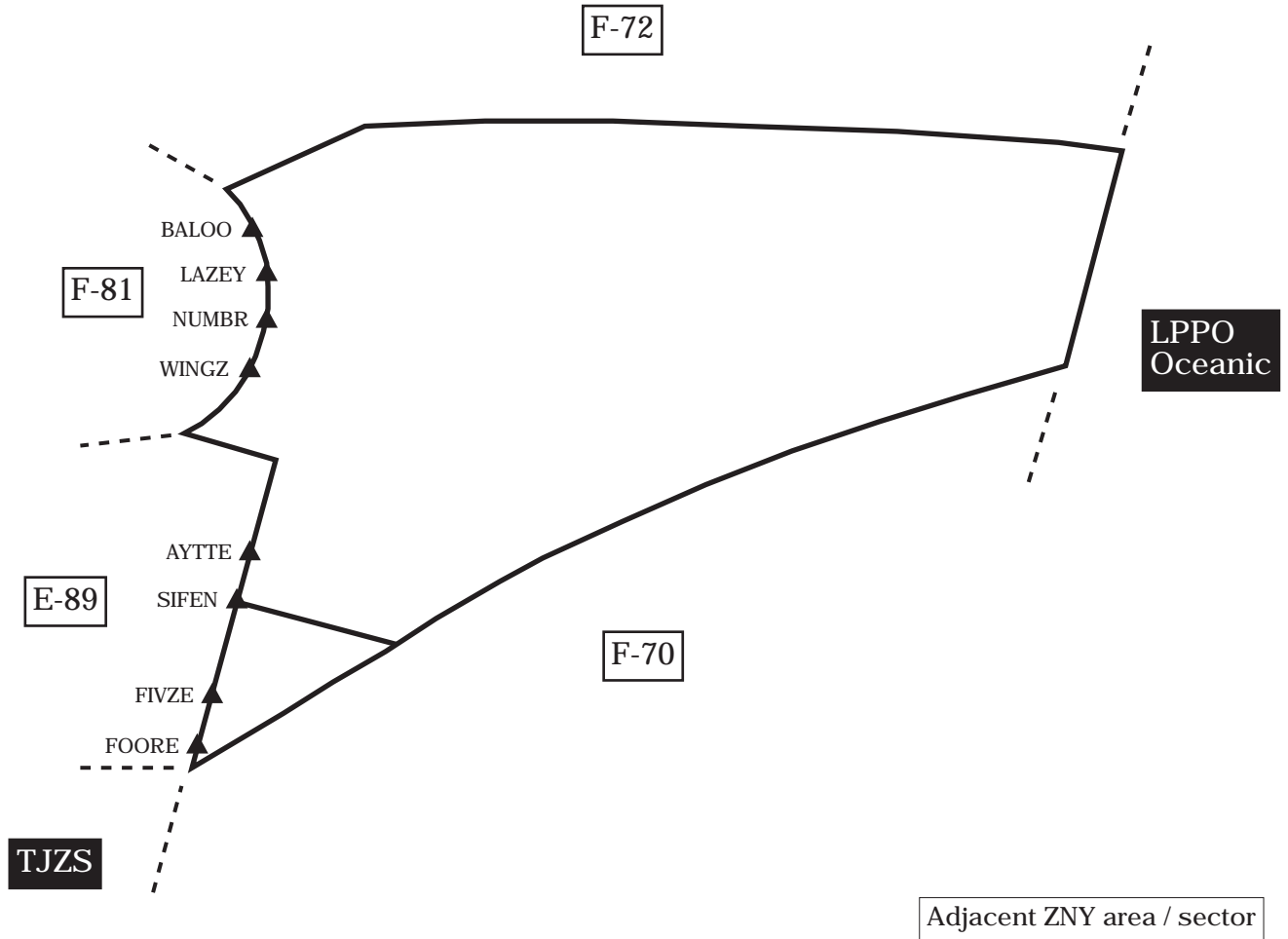
Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation

- 1: CTA FL055 and above
FIR below FL055
- 2: CTA FL200 and above
FIR below FL200

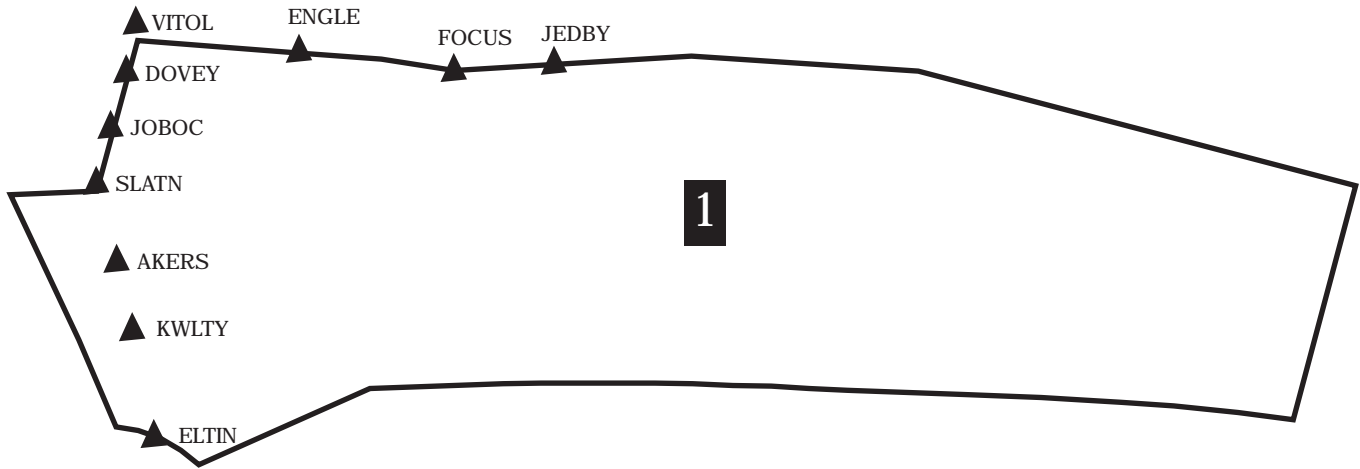
NY ARTCC - Area F

Sector 71: GEMINI



NY ARTCC - Area F

Sector 72: MERCURY

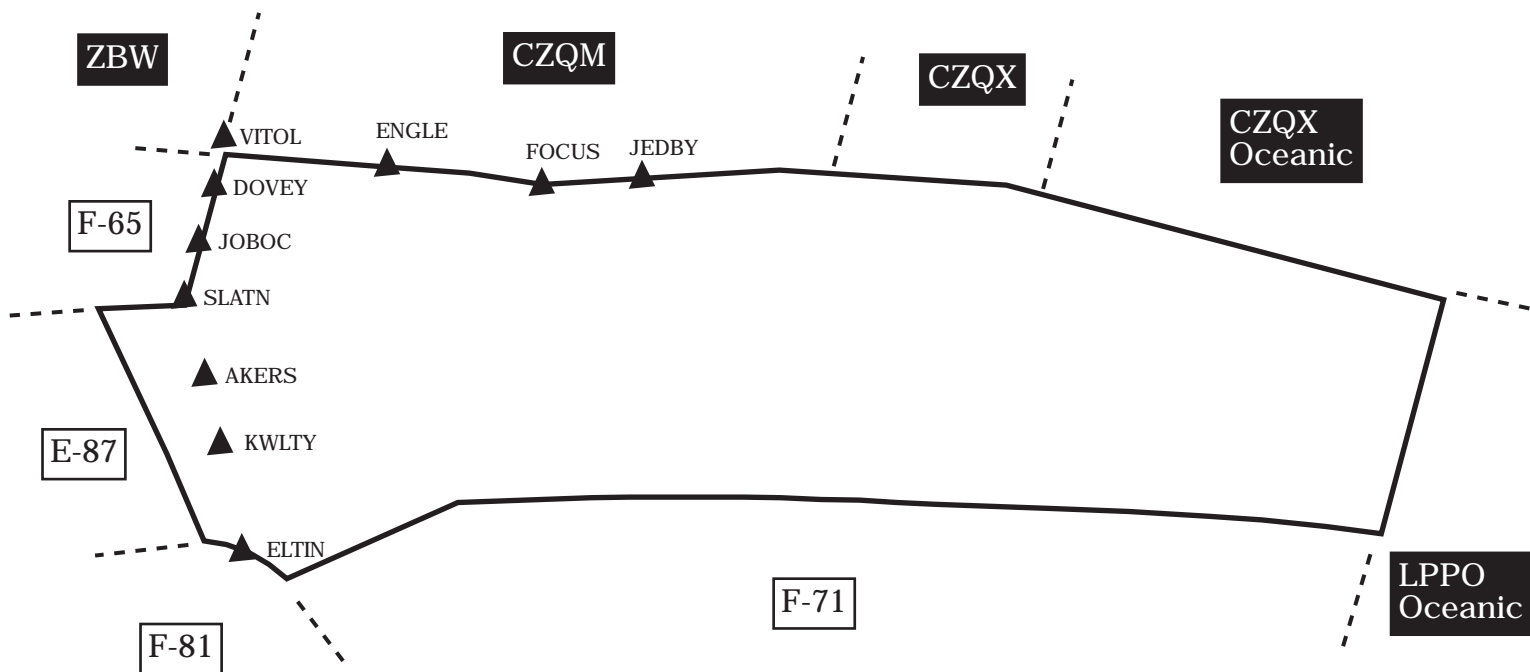


Sector type: Non Radar
Recommended range: n/a
Mode C intruder limits: n/a

Airspace Delegation
1: CTA FL055 and above
FIR below FL055

NY ARTCC - Area F

Sector 72: MERCURY



Adjacent ZNY area / sector