

Letter of Agreement Between New York Radar and Neighbors

Revision 1.1

Date: X/XX/2006

For ZNY: Matthew Kreilein, Traffic Management Coordinator (TMC)

For ZBW: NAME HERE

For ZDC: Mike Roda, Airspace Manager For ZJX: NAME HERE

For ZMA (and oceanic): NAME HERE

For JZS: NAME HERE

For TZP: NAME HERE

For PPO: NAME HERE

For ZQX (and oceanic): NAME HERE

For ZQM: NAME HERE

Chapter 1 – General Information

Section 1 Purpose

This document contains the requirements of the neighbors of New York Radar (“oceanic”) for traffic entering their ARTCC/FIR’s as well as the requirements of New York Radar for traffic entering it’s airspace..

Section 2 Assumptions

It shall be assumed that all Centers and Oceanic airspaces shall assume control of TRACON airspace within their respective ARTCC/FIR’s if the TRACON position is not manned. When this occurs, all airspace and altitude restrictions and crossing instructions agreed to below still apply, and handoffs that normally go to Approach positions will go to Center.

Section 3 Nomenclature

In addition to standard use of the airport identifier (KJFK = Kennedy Intl Airport), the following will be used regularly throughout the document:

ZBW = Boston ARTCC; NYR = New York Radar, ZNY = New York ARTCC; ZDC = Washington ARTCC, ZJX = Jacksonville ARTCC, ZMA = Miami ARTCC, ZMO = Miami Oceanic, JZS = San Juan FIR, TZP = Piarco FIR, PPO = Santa Maria FIR, ZQX = Gander FIR, ZQO = Gander Oceanic, ZQM = Moncton FIR, CTR = Center, APP = Approach; DEP = Departure.

Section 4 New York Radar Information

With the installation and use of ATOP in the real world on or about March 2005, New York Oceanic became New York Radar instead of New York Radio. Our goal is to model that on VATSIM. What that means the most for our neighbors is really only two small things:

- 1) Separation minima for New York Oceanic airspace has been reduced to 30 nm instead of the previous 100 nm.
- 2) The aircraft *are* radar identified and issued (remain using) a discreet sq code so a typical ASRC handoff with acceptance from the receiving controller will be used (don't be surprised when you get a few odd "huhs" when you tell them to contact outright and keep them on a discreet sq code).

Section 5 Provisions applicable to ALL traffic to and from ALL ARTCC/FIR's from New York Radar as well as to New York Radar

- A) Traffic entering ZNO does *not* need to contact NY Radar for an oceanic clearance.
- B) Traffic entering NY Oceanic airspace must be separated by *at least* 30 nm from all neighboring ARTCCs.
- C) Traffic entering the following sectors from NY Oceanic will be separated by *at least* 30 nm:

Boston ARTCC, New York ARTCC, Washington ARTCC,
Jacksonville ARTCC, Miami ARTCC, San Juan FIR, Gander FIR,
and Moncton FIR
- D) Traffic entering the following sectors from NY Oceanic will be separated by *at least* 100 nm:

Gander Oceanic, Santa Maria FIR, Piarco FIR, and Miami Oceanic.
- E) All handoffs must be initiated *no less* than 10 nm from the sector border, and at *no time* may an aircraft enter NY Oceanic or leave NY Oceanic and enter a neighboring sector with out completion of the handoff. For non-radar facilities, coordination by chatbox is, of course, acceptable.

Chapter 2 – 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.

Chapter 3 – 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 destination airport is west of a line from PCT to RDU and at/below FL240 if destination airport is East of that line.

Section 3 Arriving Philadelphia International

NY Oceanic will give instructions for aircraft to cross JETER at/maintain FL200 and will hand off to ZDC center prior to JETER, who will then hand off to NY ATC when applicable per ZNY/ZDC LOA.

Chapter 4 – 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.

Chapter 5 – 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.

Chapter 7 – 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.

Chapter 8 – 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.

Chapter 9 – New York Radar and Gander Oceanic and Santa Maria FIR

Other than separation, no special instructions should be necessary.

Chapter 10 – 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.

Chapter 11 – 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.