

Letter of Agreement

New York ARTCC (ZNY) & Atlantic City TRACON (ACY)

Rev. 2 — April 23, 2015

Purpose

This agreement prescribes transfer of control procedures, radar handoff procedures, route/altitude assignments, and delegation of airspace between New York ARTCC (ZNY) and Atlantic City TRACON (ACY).

Cancellation

ZNY and ACY Letter of Agreement, dated December 1, 2010, is hereby cancelled.

Scope

The procedures contained herein shall apply unless prior coordination is effected.

Departure Control

- a. ACY shall clear departure aircraft to altitudes within the approach control area.
- b. ACY shall ensure departure aircraft are established on assigned routes, as depicted in attachment 2, prior to entering ZNY airspace.
- c. Aircraft on the same route shall not be vectored inside a preceding departure without prior approval of ZNY if the preceding aircraft has been transferred to ZNY control jurisdiction.
- d. ACY shall inform ZNY of any requested altitude change prior to changeover.
- e. ZNY shall advise ACY when departure clearances will be on approval request only.
- f. When the requested altitude/flight level is above the initial clearance altitude, ACY shall inform the aircraft to expect the requested altitude/flight level ten (10) minutes after departure.
- g. ACY shall coordinate with adjacent facilities for which a TEC agreement exists when the requested altitude is in the TEC structure.
- h. ZNY shall accept the following aircraft:
 - i. Northeast bound traffic via HARBO V139/J121 requesting 7,000 feet and above.
 - ii. Kennedy (JFK) and JFK Satellite arrivals:
 1. 250kts. or greater via ACY V184 PANZE V44 CAMRN.
 2. Less than 250 kts. via ACY V184 ZIGGI.
- i. Single engine transponder equipped aircraft overflying the New York metropolitan area shall be assigned an altitude within the tower enroute structure.

- j. ZNY shall advise ACY of any restrictions or routing changes that may be necessary due to holding at CAMRN.

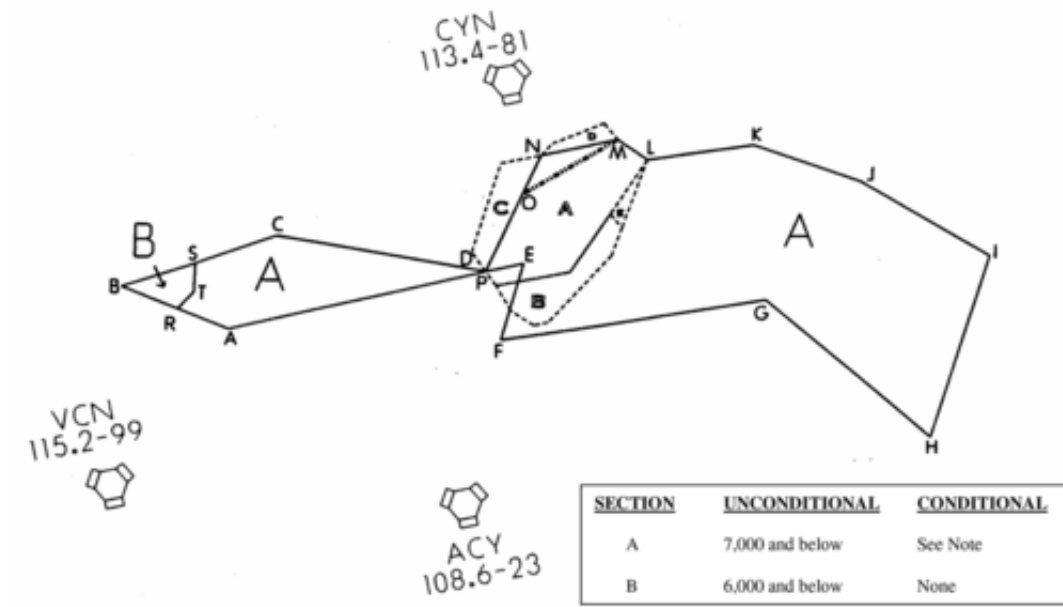
Arrival Control

- a. FDEP arrival estimates shall be considered advanced arrival notification.
- b. ZNY shall use the arrival route as depicted in attachment 3, with the following exception:
 - i. ZNY may clear arrivals direct ACY without prior coordination except when ACY radar is inoperative. When R5002 is active, ZNY shall ensure that arrivals remain east of V184.
- c. ACY shall have control for descent on contact and turns 30 degrees right or left of course south of the CYN100° radial, subject to coordination with McGuire Approach Control, as necessary.
- d. ZNY shall utilize automated handoffs providing all aircraft are cleared to cross the SIE059°/60NM fix at 8,000 feet and handoff /communications transfer is made prior to entering the confines of ACY airspace.
- e. ACY shall ensure aircraft descend to 7,000 feet prior to ZDC airspace or ACY shall assume responsibility for the appropriate coordination.

Overflights

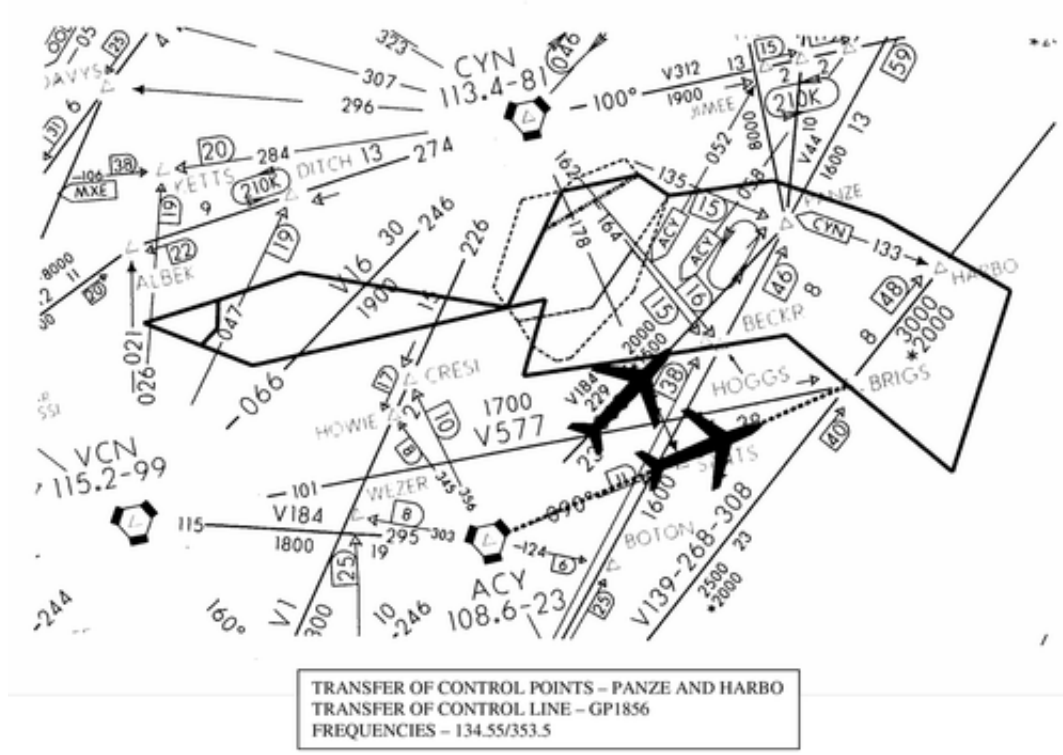
- a. Philadelphia (PHL) and PHL Satellite non-turbojet arrivals:
 - i. Arrivals shall be routed via V139 BRIGS ACY V184 OOD.
 - 1. Exceptions:
 - a. ZNY may clear arrivals direct ACY west of V139.
 - b. When R5002 is active, ZNY shall ensure arrivals remains east of V184.
 - ii. ZNY shall handoff arrivals to ACY at 8,000 feet.
 - iii. ACY has control for descent to 7,000 feet west of V139.
 - iv. ACY shall ensure aircraft descend to 7,000 feet prior to ZDC airspace or ACY shall assume responsibility for the appropriate coordination.

Attachment 1 - ACY Approach Control Area

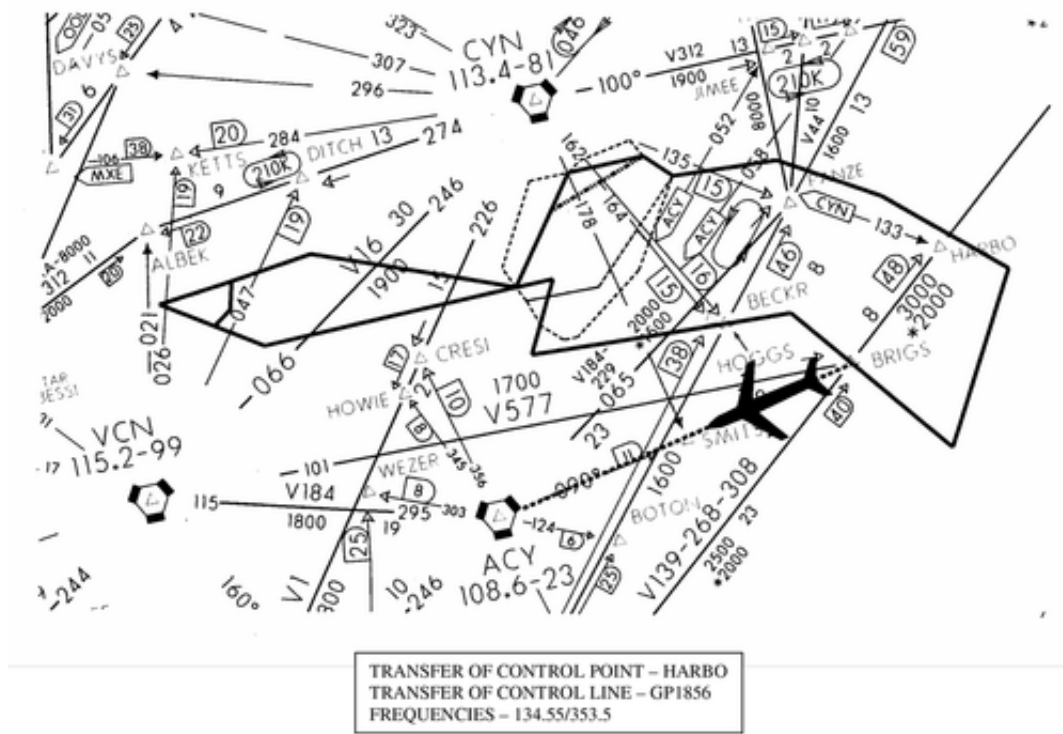


<u>SECTION</u>	<u>UNCONDITIONAL</u>	<u>CONDITIONAL</u>
A	7,000 and below	See Note
B	6,000 and below	None

Attachment 2 - Departure Routes and Transfer of Control



Attachment 3 - Arrival Routes and Transfer of Control



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