



Jacksonville ARTCC

New York Oceanic (ZWY) Operational Letter of Agreement

Version	A
Effective Date	6/15/2020

DOCUMENT INFORMATION

Purpose

This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Jacksonville ARTCC (ZJX) and VATUSA New York Oceanic Control (ZWY).

Distribution

This order is distributed to all Jacksonville ARTCC personnel.

Responsibility

The Air Traffic Manager or their designee shall be responsible for the maintenance of this document and any policies that deviate from it.

Procedural Deviations

Exceptional or unusual requirements may dictate procedural deviations or supplementary procedures to this order. A situation may arise that is not adequately covered herein; in such an event use good judgment to effectively resolve the problem.

Updates and Changes

The Air Traffic Manager or their designee may post interim changes to this document in the form of notices via the ZJX website. Controllers are requested to check for any notices prior to controlling for changes in procedures.

Cancellation

This document cancels any relevant procedures or agreements previous to this one, beginning on the date of effectiveness of this document.

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CHAPTER 1. DEFINITIONS

1. ZWY sectors adjacent to ZJX include Radar and Non-Radar controlled airspace.
2. ZJX Controllers are considered Radar Controllers. ZWY Controllers are considered both Radar and Non-Radar Controllers.
3. All aircraft navigating an oceanic route on VATSIM are assumed RNP 4 and RVSM equipped.
4. Callsigns: ZJX Controllers shall be referred to as “Jacksonville Center or JAX Center” ZWY Controllers shall be referred to as “New York Radio”

CHAPTER 2. PROCEDURES

2.1 ZJX Responsibilities

1. Oceanic Clearances are NOT obtained with a frequency change to the Oceanic Sector. Oceanic clearances are handled in accordance with [AIP ENR 7.6](#).
2. Except when previously coordinated (such as for an event), the last radar controller must coordinate with the first non-radar controller. As soon as practical but not less than 15 minutes from entering the Oceanic Airspace, ZJX will coordinate a message to include:
 - a. Callsign
 - b. Estimated time over the oceanic entry fix (next fix estimates not required unless the non-radar controller requests them)
 - c. Requested Altitude
 - d. Requested or assigned Mach Number
3. The radar controller must assign a Mach number and if necessary, assign any altitude or route changes. Mach number assignments **must** be entered into the scratchpad.
4. Aircraft shall **keep** their beacon code until instructed to Squawk 2000 by the ZWY controller
5. Aircraft should be at their initial cruise altitude at the time of transition over the common border.
6. Provide at least 30 MIT separation with aircraft at the same altitude exiting over the same fix.
7. Provide at least 30 nm lateral separation to all aircraft at the same altitude.
8. Initiate radar handoff no less than 10 nm from the common border.

2.2 ZWY Responsibilities

ZWY controllers shall initiate a radar handoff to the appropriate ZJX controller no less than 10 nm from the common border.

CHAPTER 3. ROUTING

All aircraft **must** enter ZWY via an oceanic entry fix.

3.1 OTTNG

- Utilized mostly for severe weather rerouting (see [Atlantic North 1 Play](#))

3.2 WHOOS

- Y494 VIRST / Eastbound

3.3 TUBBS

- Y493 STERN / Westbound

3.4 HANRI

- GALWY PAEPR / Bidirectional

3.5 JAINS

- M326 LEXIM / Bidirectional
- L375 / L435 FLUPS / Bidirectional
- L451 ILIDO / Bidirectional

3.6 UKOKA

- M202 OMALA / Bidirectional

3.7 TROUT

- LEXIM M203 / M326 / Bidirectional
- FLUPS M204 / L375 / L435 / Bidirectional

Chapter 4. ALTITUDES

See [Sectorization](#).

CHAPTER 5. SECTORIZATION

ZWY adjacent to ZJX is composed of 2 sectors, HANRI and BACUS.

5.1 HANRI (83)

HANRI (83) is a radar sector and controls aircraft flying northeast-bound along Y494 (formerly M201) and southwest-bound along Y493 (formerly M201) at and above FL310. Traffic can fly in either direction via HANRI GALWY PAEPR (former M201 route). Traffic on Y494, Y493, and HANRI GALWY PAEPR is not authorized below FL310. HANRI also controls radar airspace at and above FL240 in W-122 when released to ZWY. Traffic below FL240 is not authorized.

5.2 BACUS (88)

BACUS (88) is a non-radar sector that controls all ZJX traffic into ZWY not entering HANRI. BACUS provides OCA service at and above FL055 and FIR service below FL055. BACUS sector utilizes "ADS-C" (simulated) track when the radar handoff is initiated by ZJX.

5.3 ZWY Combinations

HANRI may be controlled by ZWY or ZDC depending on who is online. Check when logging on to determine who controls HANRI.

- NY_FSS is the primary callsign and operates on 5520 (130.000).
- NY_HRI_CTR is HANRI only and controls HANRI when online.
- NY_BAC_FSS is BACUS only and controls BACUS when online and operates on 6586 (130.100).

If other subsectors are online, check when logging on to see who is controlling which sector.

5.4 ZJX Combinations

ZJX Sectors will vary based on staffing.

The combined ZJX Enroute sector is NEPTA, JAX_30_CTR.

Please refer to the Attachments for sectorization of the enroute airspace and associated frequency information.

CHAPTER 6. APPROVALS

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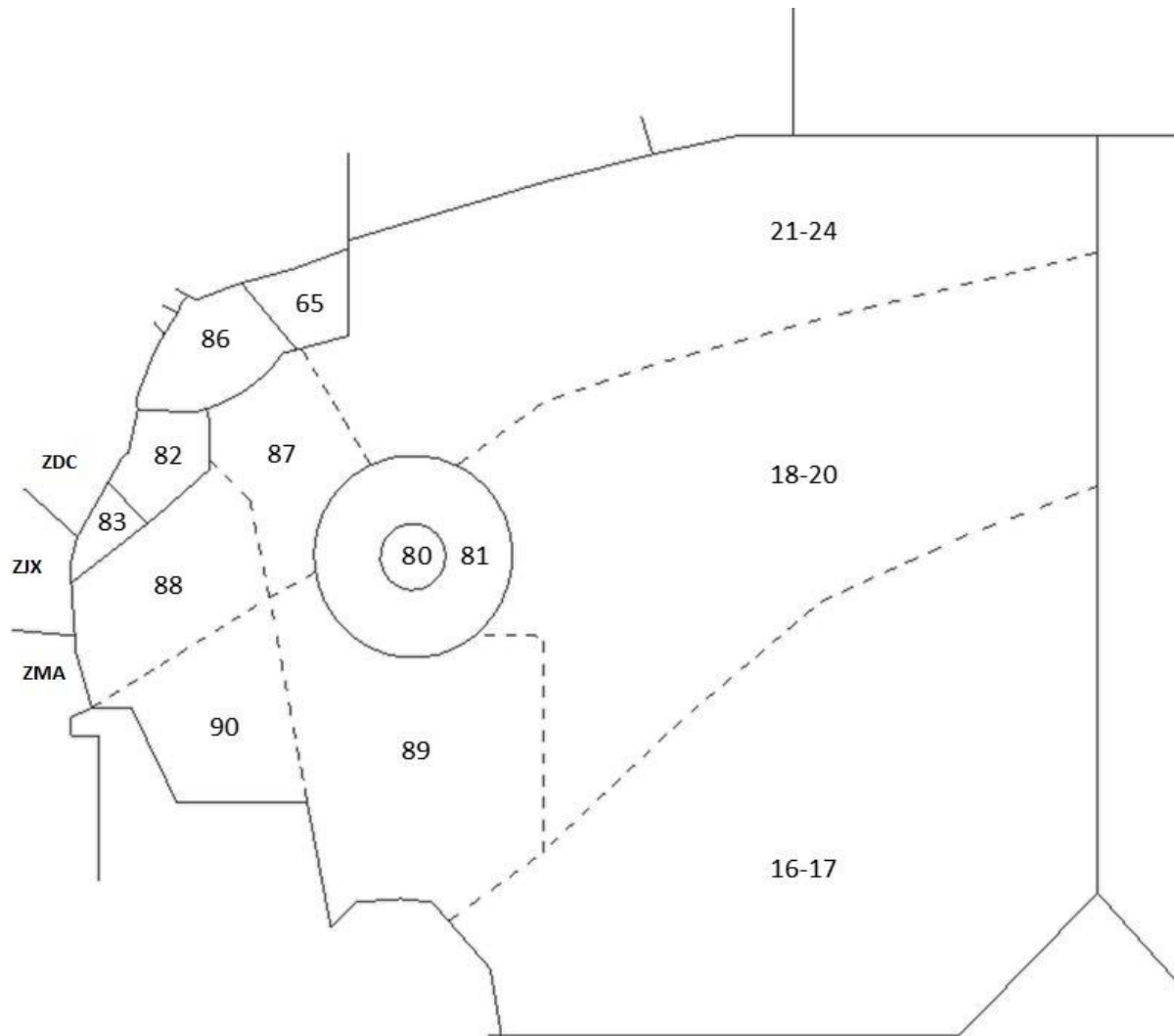
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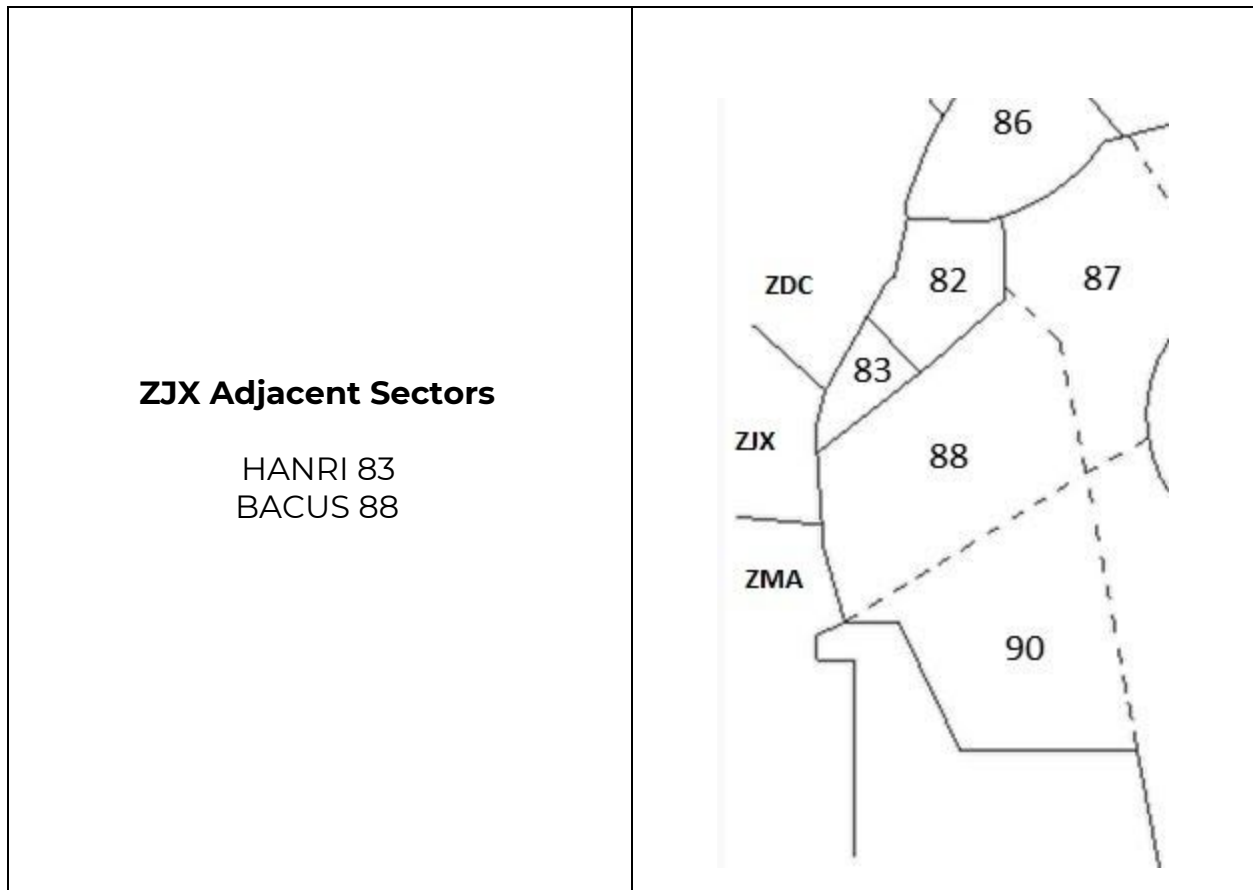
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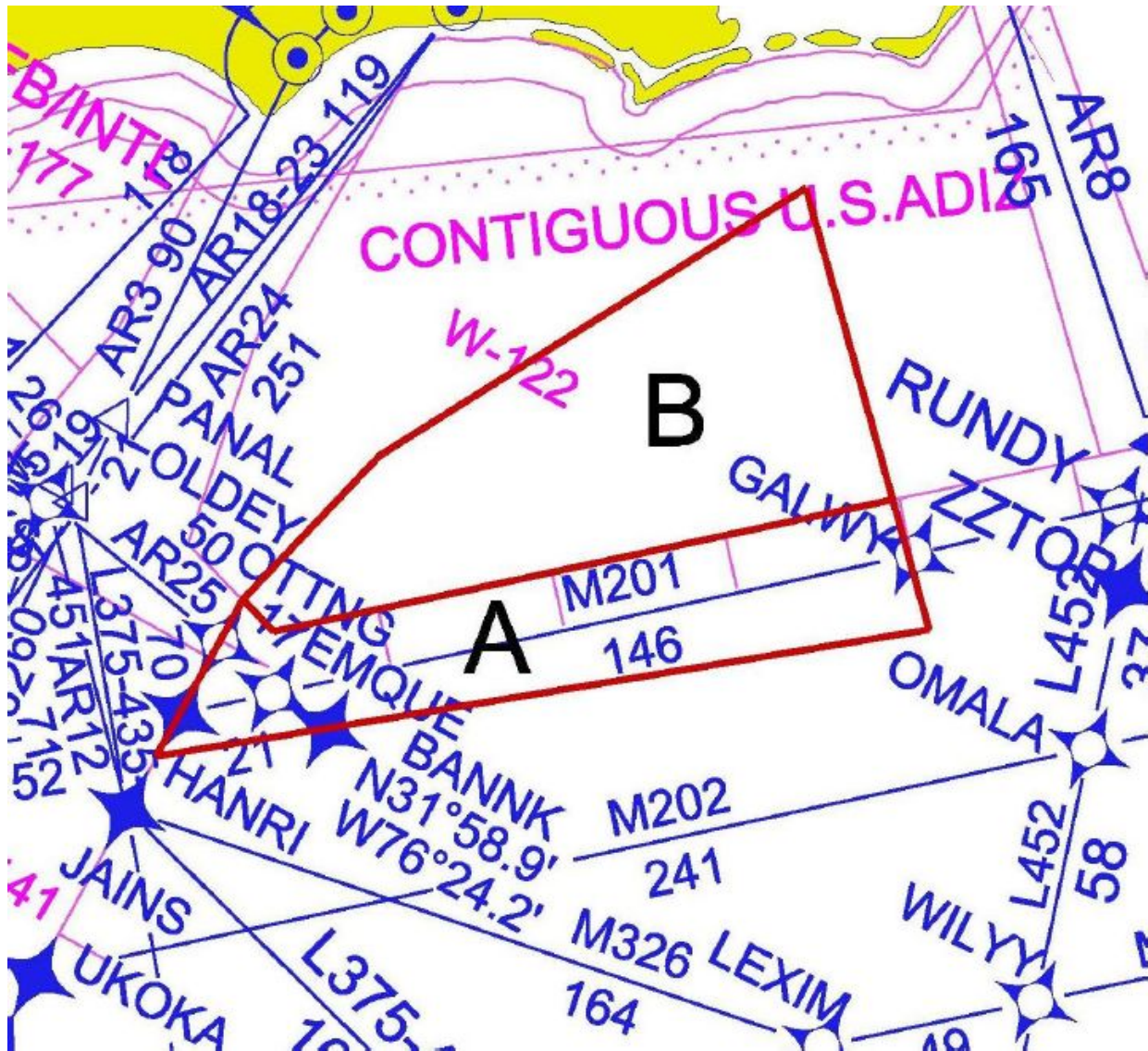
7.2 ZNY Sector Diagram



7.3 West ZWY Sectors



7.4 HANRI (83) Diagram



HANRI Sectors:

- Sector A: FL310-FL600
- Sector B: FL240-FL600 when Warning Area (W-122) is released to ZWY

NOTE:

- Note: M201 airway has been decommissioned within HANRI.
- Y494 and Y493 airways now lie in sector A in parallel.
- Accurate diagrams will be published as soon as possible.

