

Welcome to

New York Air Route Traffic Control Center



**Federal Aviation
Administration**



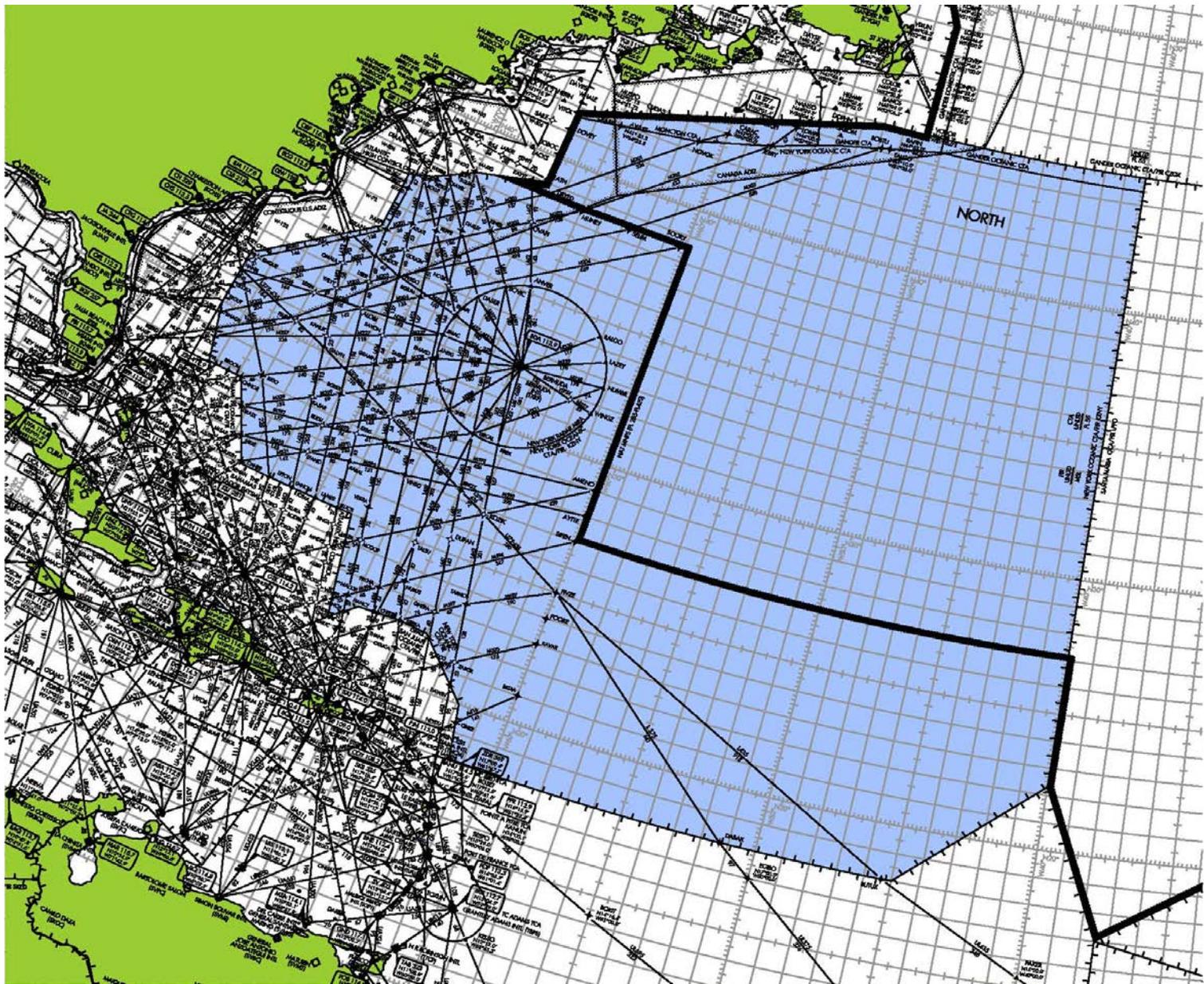
New York Center Oceanic Work Group

Date: August 26, 2015



Federal Aviation
Administration





Agenda Topics

- **New York Center Updates**
- **Action Item Review From February Meeting**
- **North Atlantic/New York OCA East Operations:**
 1. Track Z
 2. Reduced separation operational trial with Gander
 3. 40W Tracks for westbound flow
 4. DARP Procedures and Issues
 5. Bermuda track generation
- **WATRS/New York OCA West Operations**
 - Route planning through WATRS ATS structure
 - Caribbean modernization efforts
 - Piarco ACC Developments



Agenda Topic 1

New York Oceanic Updates

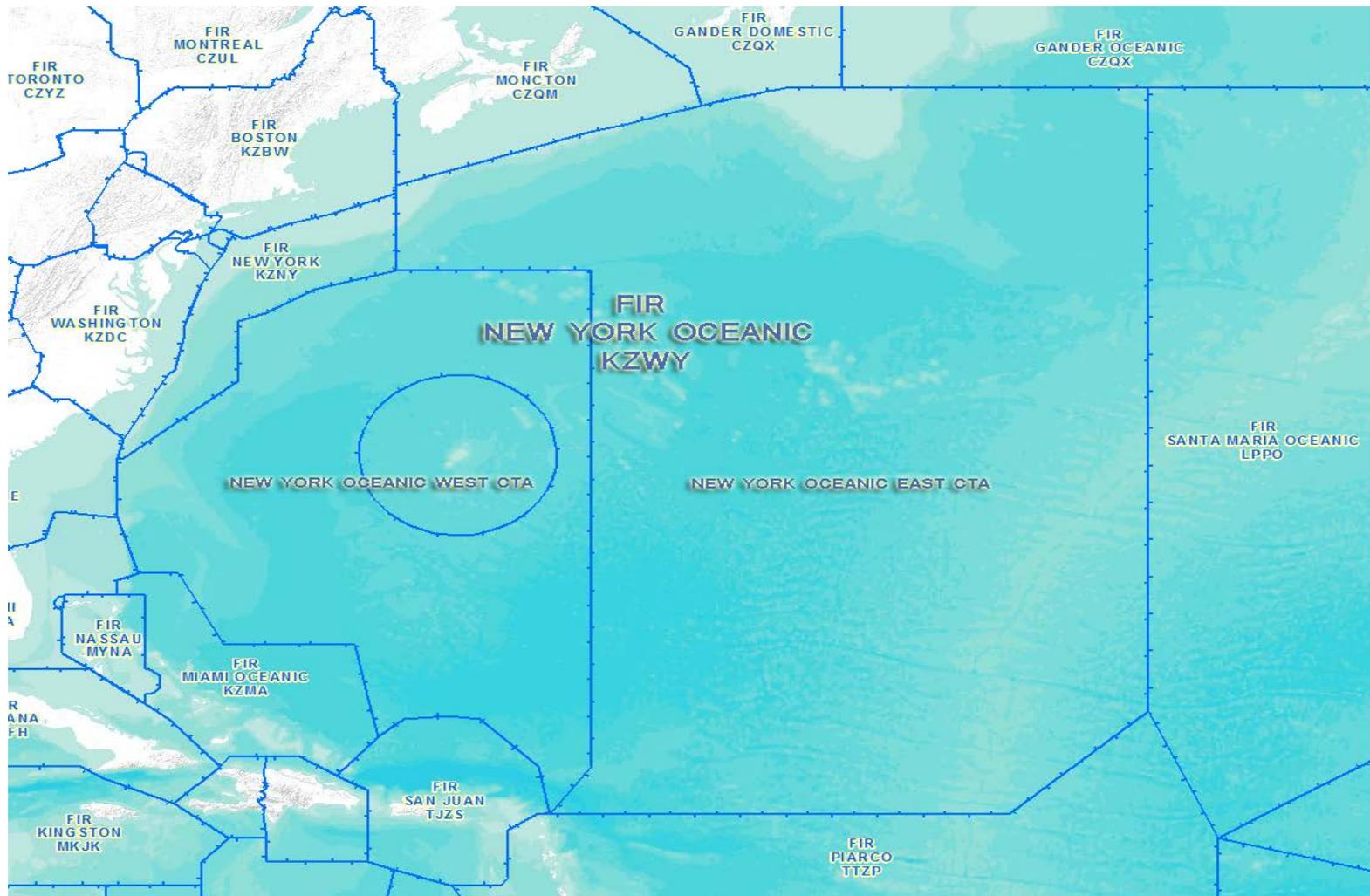
- **New Oceanic FIR Definition**
- **Current Aircraft Equipage Statistics**
- **Current Performance Metrics**
- **Current Strategic Lateral Offset Procedure (SLOP) Statistics**
- **ADS-B Only Operational Trial M201/L453**
- **New ATOP System functionality**
- **High Altitude Offshore Holiday Offload Routes (HOHO)**

New York Oceanic FIR - KZWY

- On March 5, 2015, New York Center Oceanic FIR designator officially became KZWY.
- Information was published in the National Flight Data Digest (NFDD) 2015-016, issued January 26, 2015.
- Change made due request by New York Center in 2013 to differentiate the domestic FIR (KZNY) from the Oceanic.
- New Oceanic FIR name would align with the New York Oceanic CPDLC/ADS-C logon address, as well as the Oceanic flight plan filing address – KZWYZOZX.
- In August, 2013 New York Center WATRS Airspace was renamed “OCA West”, and assigned, per request, to the ICAO Caribbean/South American Region (CARSAM), by ICAO Montreal.
- As a result, New York Center Oceanic is now one FIR, and two Oceanic Control Areas (CTA), split between two ICAO Regions.
- Efforts are underway to update all appropriate documentation.



New York Oceanic FIR - KZWY



New York Oceanic NOTAMS

All NOTAM's that affect Oceanic Airspace are issued under the KZWY banner.

The following slides illustrate where to access and how to retrieve these NOTAM's



Scroll down to the DINS ARTCC Notices box , click on KZWY and then “view notices”

The screenshot shows a web browser window titled "Defense Internet NOTAM Service - Windows Internet Explorer". The address bar displays "https://www.notams.faa.gov/dinsQueryWeb/". The page content includes a search form with the following fields:

- From:** Five input fields labeled "to" with a placeholder "@CAO ID)".
- Buffer:** A dropdown menu set to "20" and a text input field set to "NM".
- Include:** Three radio button options: "Enroute Airports and Navigational Aids", "ARTCCs/UIRs/FIRs", and "FDC TFR Notices Only".
- Regulatory Notices:** A checkbox that is currently unchecked.
- Buttons:** "View NOTAMs" and "Reset".

Below the search form is a section titled "DINS ARTCC Notices, TFRs and Special Notice Page". It contains the instruction: "Select the General Information Notices you are interested in, then select a location(s):".

Under this instruction are three radio button options: "All Center Notices (includes TFRs)", "TFRs Only", and "Include Regulatory Notices (FDCZZZ)".

The main section contains a grid of 24 checkboxes, each next to an airport name and location:

- KZAB Albuquerque,NM
- PAZA Anchorage,AK
- KZTL Atlanta,GA
- KZBW Boston,MA
- KZAU Chicago,IL
- KZOB Cleveland,OH
- KZDV Denver,CO
- KZFW Fort Worth,TX
- POZU Guam CERAP
- PHZH Honolulu,HI
- KZHU Houston,TX
- KZID Indianapolis,IN
- KZJX Jacksonville,FL
- KZKC Kansas City,KS
- KZLA Los Angeles,CA
- KZME Memphis,TN
- KZMA Miami,FL
- KZMP Minneapolis,MN
- KZNY New York,NY
- KZWY New York OCA,FIR
- KZOA Oakland,CA
- KZAK Oakland OCA,FIR
- KZLC Salt Lake City,UT
- TJZS San Juan,PR
- KZSE Seattle,WA
- KZDC Washington,DC

At the bottom of this section are three buttons: "View Notices", "Reset", and "Help".

The footer of the page includes links for "Privacy and Web site Policy", "About DINS", and "DINS Disclaimer". The status bar at the bottom right shows "Trusted sites | Protected Mode: Off" and a zoom level of "100%".

Defense Internet NOTAM Service - Windows Internet Explorer

https://www.notams.faa.gov/dinsQueryWeb/notices.do

Convert Select

Favorites: FAA eLMS FAA myfaa Home NHC NWS NYC FDsys - Browse Federal Re... My FAA Career Planning Program USAJOBS - The Federal Go... FDC Air Transportation Inform...

Defense Internet NOTAM... Defense Internet NOTA...






Defense Internet NOTAM Service

DINS

AIR FORCE • ARMY • NAVY • MARINE CORPS

- For DoD Flight Only -

Close

Display/Print Selected NOTAMs

Print all NOTAMs Save all NOTAMs

Check All NOTAMs UnCheck All NOTAMs

Sort By: Default Report

Keyword Sort: Go

Locations:

KZWY

Data Current as of: **Wed, 05 Aug 2015 13:48:00 GMT**

[KZWY NEW YORK OCA FIR](#) [\[Back to Top\]](#)

Check All KZWY UnCheck All KZWY

- R0235/15** - DUE TO MILITARY STATIONARY ALTITUDE RESERVATION FILTH WITHIN THE NEW YORK OCEANIC CTA/FIR, NEW YORK OCEANIC WILL NOT ACCEPT IFR FLIGHT WITHIN AN AREA DEFINED AS 3700N07240W 3700N07000W 3500N07000W 3500N07248W 3506N07240W TO POINT OF ORIGIN. SFC - FL250, 06 AUG 00:15 2015 UNTIL 06 AUG 02:45 2015. CREATED: 04 AUG 13:07 2015
- R0234/15** - DUE TO MILITARY STATIONARY ALTITUDE RESERVATION PERON WITHIN THE ZNY OCEANIC CTA/FIR, NEW YORK OCEANIC WILL NOT ACCEPT IFR FLIGHT WITHIN AN AREA DEFINED AS 3700N07240W 3700N06900W 3830N06900W 3820N06957W THEN ALONG THE ZNY CTA/FIR BOUNDARY TO POINT OF ORIGIN. SFC - FL210, 07 AUG 21:00 2015 UNTIL 07 AUG 23:30 2015. CREATED: 04 AUG 13:04 2015
- R0231/15** - DUE TO MILITARY STATIONARY ALTITUDE RESERVATION OAK ALPHA WITHIN THE ZNY OCEANIC CTA/FIR, NEW YORK OCEANIC WILL NOT ACCEPT IFR FLIGHT WITHIN AN AREA DEFINED AS: 3700N07240W 3700N06900W 3830N06900W 3820N06957W THEN ALONG THE ZNY CTA/FIR BOUNDARY TO POINT OF ORIGIN. SFC - FL210, 05 AUG 12:15 2015 UNTIL 05 AUG 15:15 2015. CREATED: 03 AUG 15:18 2015

Number of NOTAMs: 3 End of Report

Display/Print Selected NOTAMs Print all NOTAMs Save all NOTAMs Check All NOTAMs UnCheck All NOTAMs

Done Trusted sites | Protected Mode: Off 100%

The ATOP System

The New York Center Oceanic operating platform is called the Advanced Technologies and Oceanic Procedures (ATOP) System

Similar systems are currently in use by Santa Maria ACC and Reykjavik ACC

New York Center has been operational on this system since June 5, 2005, and we are currently on the 22nd version of the hardware/software.

Planned ATOP System Enhancements

In the first half of CY2016, two new system capabilities will be introduced that will enable the further reduction of longitudinal separation to as little as 15NM for aircraft climbing or descending through the altitude of another. These capabilities are:

- 1. ADS-C Climb/Descent Procedure (CDP)**
- 2. ADS-B In Trail Procedure (ITP)**

The following provides details about each function, which will illustrate one main and important difference between the two.

ADS-B In Trail Procedure (ITP)

- **Climb/descent procedure when less than standard separation exists**
 - Aircraft on same track
 - Difference between ITP and reference aircraft 2000ft. or less
- **Minimum of 15 nautical miles (NM) longitudinal separation at procedure initiation**
 - Doc. 4444 minimum is 10 NM.
 - 15 NM used to account for compression during climb/descent
- **Pilot requested/initiated procedure**
- **Requesting aircraft equipped with ADS-B in/out and controller pilot datalink communication (CPDLC)**
- **ATOP verifies speeds to check for overtake situations**
- **Expected operational implementation June 2016**
- **AIP and FAA JO 7110.65 procedures under development**
- **Ref. PANS-ATM Doc. 4444 5.4.2.7; FAA AC 90-144A**



ADS-C Climb/Descent Procedure (CDP)

- **Climb/descent procedure when less than standard separation exists**
 - Aircraft on same track
 - Difference between CDP and blocking aircraft 2000ft. or less
- **Minimum of 15 nautical miles (NM) longitudinal separation**
 - 25 NM at initiation for faster aircraft in back (no more than 0.02M)
- **Requires CPDLC and position report accuracy of 0.25 NM or better (Figure of Merit 6 or higher)**
- **Controller-initiated procedure**
 - Climbing/descending and blocking aircraft may see aircraft at less than standard separation
- **ATOP designed to check for required minima**
- **ICAO State Letter with ADS-C CDP proposal currently out for comment**
 - Expected publication in November 2016
- **Expected operational implementation June 2016**
- **AIP and FAA JO 7110.65 procedures under development**



Reduced Separation Standards

- Since December 10, 2013, New York Center reduced the **lateral** spacing required between ADS-C and CPDLC connected RNP-4 aircraft operating in the entire New York Oceanic CTA from 50 NM down to 30 NM.
- Additionally, the **longitudinal** spacing of these same aircraft was reduced from 80 NM down to 30 NM.
- The **longitudinal** spacing of ADS-C and CPDLC connected RNP-10 aircraft was reduced from 80 NM down to 50 NM.

30/30/D50 Harmonization

With the advent of various system enhancements and capabilities by several external ANSP's, efforts are underway with those facilities (Miami, San Juan, Gander) to enter into agreements for operational trials that will allow the seamless transfer of aircraft using the reduced separation standards.

New York Center hopes to have these agreements in place by the end of CY2015.

New York Center Datalink Procedures



Datalink Procedures

The logon for the entirety of New York Center FIR, both CTA East and West is: **KZWY**

Flight crews *must* logon to both CPDLC and ADS-C

ADS-C contracts are set for:

WPC – Waypoints

LDE – Lateral Deviation Events – set to 5NM or greater

PER – Periodic reporting set to:

1216 seconds for RNP-10

576 seconds for RNP-4

On Demand Contracts are also available at any time for control personnel

Note: In 4th quarter CY2016, FAA will add Level Range Deviation Event contracts (LRDE)

LOGON Procedures for Aircraft Entering/Exiting the KZWY Data-link Service Area From Adjacent Data-link Airspace.

- ADS-C and CPDLC services will transfer automatically between Santa Maria ACC, Gander Oceanic and New York Center.
- CPDLC will transfer automatically between Moncton ACC, Gander Oceanic and New York Center.
- Pilots should check the ACTIVE Center as they cross the FIR boundary inbound to New York to ensure that the KZWY is the ACTIVE Center. When exiting New York Oceanic airspace, check to ensure the connection is ACTIVE with correct next ANSP.
- If the active center is not correct within 5 minutes after the boundary is crossed, pilots shall ensure all open uplinks from the previous ATC unit have been responded to, then terminate the CPDLC connection and log on to KZWY.

Position Reporting- Data-Link

- After entering the New York Oceanic FIR (KZWH), normal waypoint position reports will be received via ADS.
- Due to the types of ADS contracts that are established, time revisions need not be passed via CPDLC or HF.
- Operators should **NOT** use CPDLC for position reports. If ADS is not available, revert to HF voice position reports.
- **DO** use CPDLC for clearance requests, or for communication not associated with waypoint position reports.
- The ATOP system cannot accept CPDLC position reports containing latitude and longitude (Lat/Long) in ARINC 424 format (e.g. 4050N). CPDLC position reports containing Lat/Long waypoints within the KZWH Data-link service area will be accepted in whole latitude and longitude format only (e.g. 40N050W).

Current Datalink Equipage Statistics



Current Datalink Equipage Data in KZWHY FIR

Month	ZNY NAT (OCA-E) ALL FLIGHTS							
	Total Flights	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B
14-Jan	9,048	75%	73%	76%	77%	50%		47%
14-Feb	8,021	77%	74%	77%	78%	51%		46%
14-Mar	8,478	78%	75%	78%	79%	49%		45%
14-Apr	8,914	79%	76%	80%	80%	50%		47%
14-May	9,040	80%	76%	81%	80%	50%		47%
14-Jun	8,314	79%	75%	79%	79%	48%		45%
14-Jul	11,407	80%	77%	80%	79%	50%		47%
14-Aug	9,914	79%	76%	80%	80%	49%		46%
14-Sep	9,245	80%	77%	80%	80%	48%		47%
14-Oct	8,103	82%	78%	82%	82%	50%		47%
14-Nov	8,023	82%	78%	82%	81%	50%		48%
14-Dec	10,316	83%	80%	84%	83%	51%		50%
15-Jan	9,529	83%	79%	84%	82%	49%		50%
15-Feb	8,487	85%	79%	85%	83%	51%		49%
15-Mar	9,900	85%	77%	85%	83%	52%		53%
15-Apr	9,121	84%	78%	85%	83%	52%		52%
15-May	9,948	86%	82%	86%	86%	53%		56%
15-Jun	10,397	86%	83%	87%	86%	52%		55%
15-Jul	9,756	86%	80%	87%	86%	48%		51%
2015 Average	9,591	85%	80%	86%	84%	51%		52%



Current Datalink Equipage Data in KZWY FIR

Month	ZNY NAT (OCA-E) OTS FLIGHTS							
	% of Total Flights	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B
14-Jan	17%	86%	88%	86%	89%	64%		54%
14-Feb	17%	89%	89%	89%	90%	69%		56%
14-Mar	12%	88%	89%	89%	89%	64%		56%
14-Apr	20%	89%	89%	89%	89%	60%		59%
14-May	23%	88%	89%	89%	89%	61%		60%
14-Jun	16%	90%	91%	90%	91%	60%		54%
14-Jul	31%	87%	89%	88%	87%	61%		54%
14-Aug	21%	90%	92%	91%	91%	64%		56%
14-Sep	26%	89%	90%	89%	90%	59%		57%
14-Oct	12%	89%	90%	90%	89%	60%		56%
14-Nov	12%	92%	91%	92%	92%	63%		61%
14-Dec	21%	91%	91%	92%	92%	63%		58%
15-Jan	12%	92%	92%	93%	92%	64%		63%
15-Feb	12%	94%	94%	94%	95%	68%		64%
15-Mar	14%	95%	93%	95%	95%	69%		65%
15-Apr	14%	95%	96%	96%	96%	65%		70%
15-May	22%	95%	96%	96%	96%	66%		70%
15-Jun	24%	94%	95%	95%	95%	64%		67%
15-Jul	13%	95%	96%	96%	95%	65%		67%
2015 Average	16%	94%	95%	95%	95%	66%		67%



Current Datalink Equipage Data in KZWY FIR

Month	ZNY NAT (OCA-E) NON-OTS FLIGHTS							
	% of Total Flights	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B
14-Jan	83%	73%	70%	73%	75%	47%		45%
14-Feb	83%	74%	71%	75%	76%	47%		44%
14-Mar	88%	76%	73%	77%	77%	46%		44%
14-Apr	80%	77%	73%	78%	78%	48%		45%
14-May	77%	78%	73%	79%	77%	47%		43%
14-Jun	84%	77%	72%	77%	77%	45%		43%
14-Jul	69%	77%	72%	77%	76%	45%		44%
14-Aug	79%	76%	71%	76%	77%	45%		43%
14-Sep	74%	77%	72%	77%	76%	45%		43%
14-Oct	88%	81%	77%	81%	81%	48%		46%
14-Nov	88%	81%	76%	81%	80%	48%		46%
14-Dec	79%	81%	77%	82%	81%	48%		49%
15-Jan	88%	82%	77%	82%	81%	47%		48%
15-Feb	88%	83%	77%	84%	81%	48%		47%
15-Mar	86%	83%	75%	84%	81%	49%		51%
15-Apr	86%	82%	75%	83%	81%	50%		49%
15-May	78%	83%	78%	84%	83%	49%		52%
15-Jun	76%	84%	79%	85%	83%	49%		51%
15-Jul	87%	85%	78%	85%	85%	46%		49%
2015 Average	84%	83%	77%	84%	82%	48%		50%

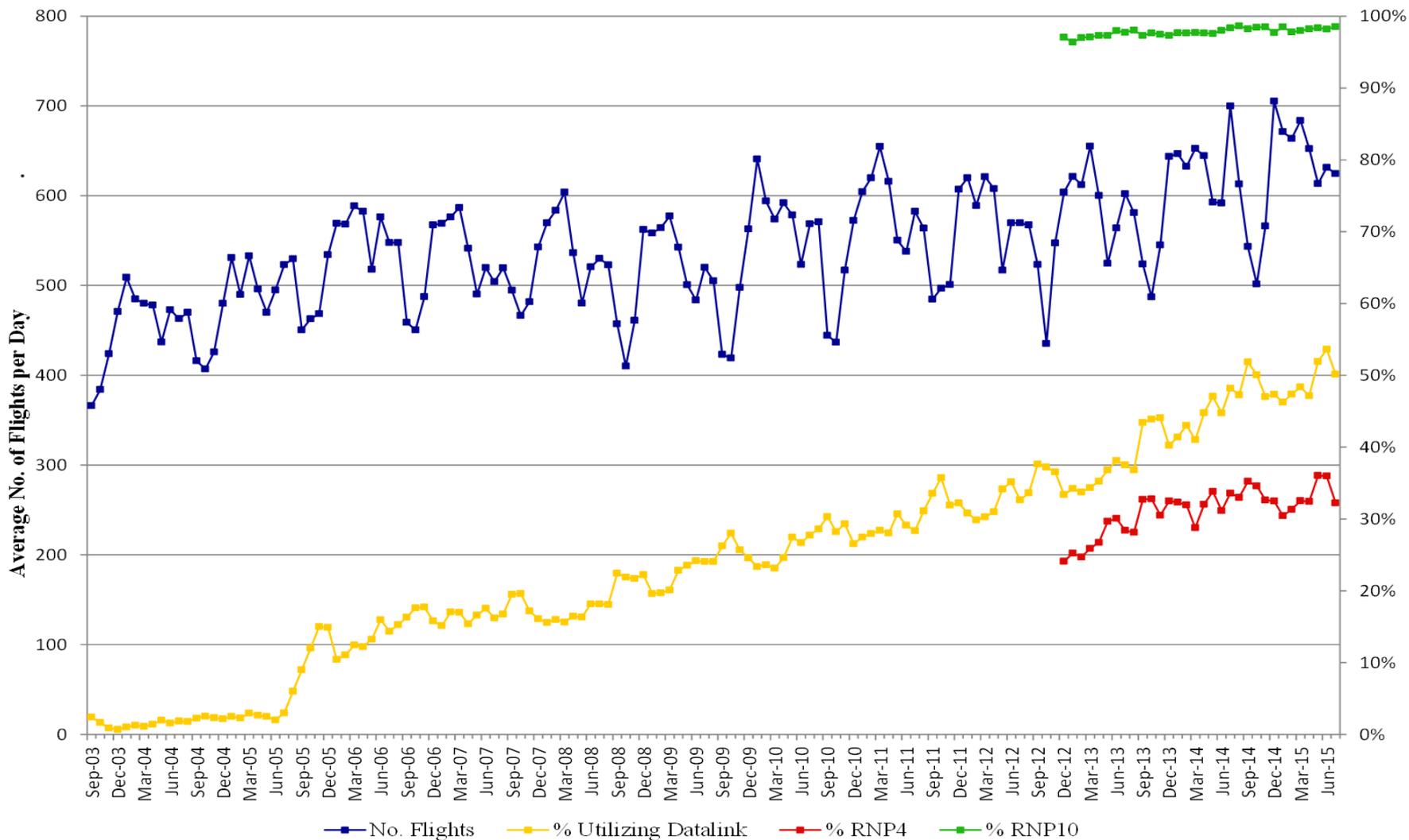
Current Datalink Equipage Data in KZWHY FIR

Month	ZNY WATRS (OCA-W)							
	% of Total Flights	% Using ADS-C	% Filing ADS-C	% Using CPDLC	% Filing CPDLC	% Filing RNP4	% Using ADS-B	% Filing ADS-B
14-Jan	16,979	37%	38%	38%	38%	32%		21%
14-Feb	15,239	40%	40%	40%	40%	32%		22%
14-Mar	17,514	37%	38%	38%	37%	29%		20%
14-Apr	16,534	41%	41%	41%	41%	31%		22%
14-May	15,808	44%	44%	45%	44%	34%		23%
14-Jun	15,463	42%	41%	43%	43%	31%		21%
14-Jul	17,474	44%	42%	45%	44%	32%		23%
14-Aug	16,144	45%	42%	45%	45%	33%		24%
14-Sep	13,299	50%	47%	50%	50%	35%		27%
14-Oct	13,021	47%	45%	47%	47%	34%		25%
14-Nov	14,699	44%	43%	45%	45%	33%		22%
14-Dec	18,510	43%	42%	44%	44%	31%		23%
15-Jan	17,957	43%	43%	43%	43%	30%		23%
15-Feb	16,004	43%	42%	43%	43%	30%		24%
15-Mar	18,424	45%	42%	45%	45%	31%		26%
15-Apr	17,149	44%	41%	45%	44%	31%		25%
15-May	15,938	48%	46%	48%	48%	34%		29%
15-Jun	15,444	49%	47%	50%	49%	33%		29%
15-Jul	16,628	47%	44%	48%	47%	31%		27%
2015 Average	16,792	46%	43%	46%	46%	32%		26%

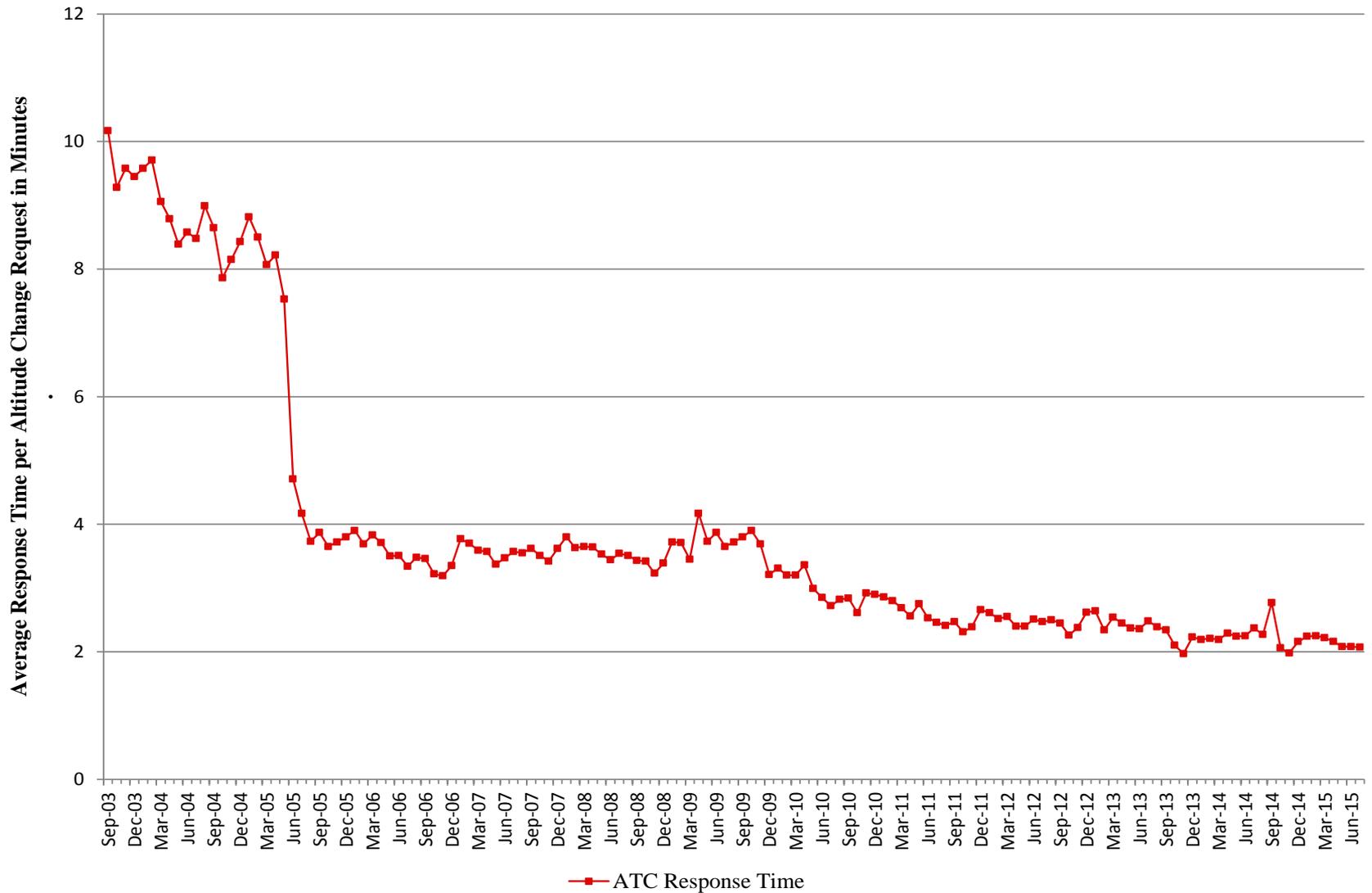
Current Performance Metrics



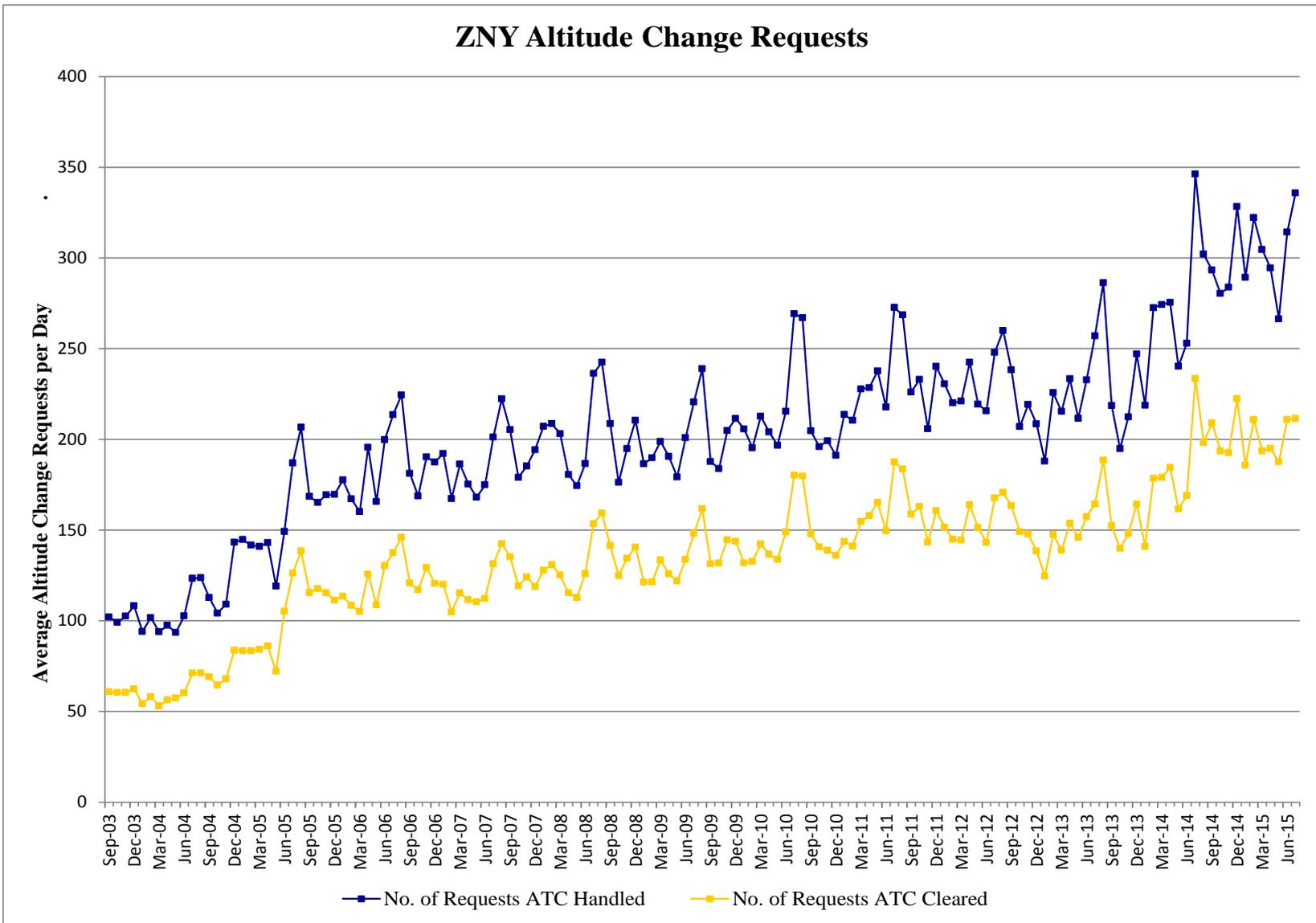
ZNY Flights & Equipment Utilization



ZNY ATC Response Time to Altitude Change Requests

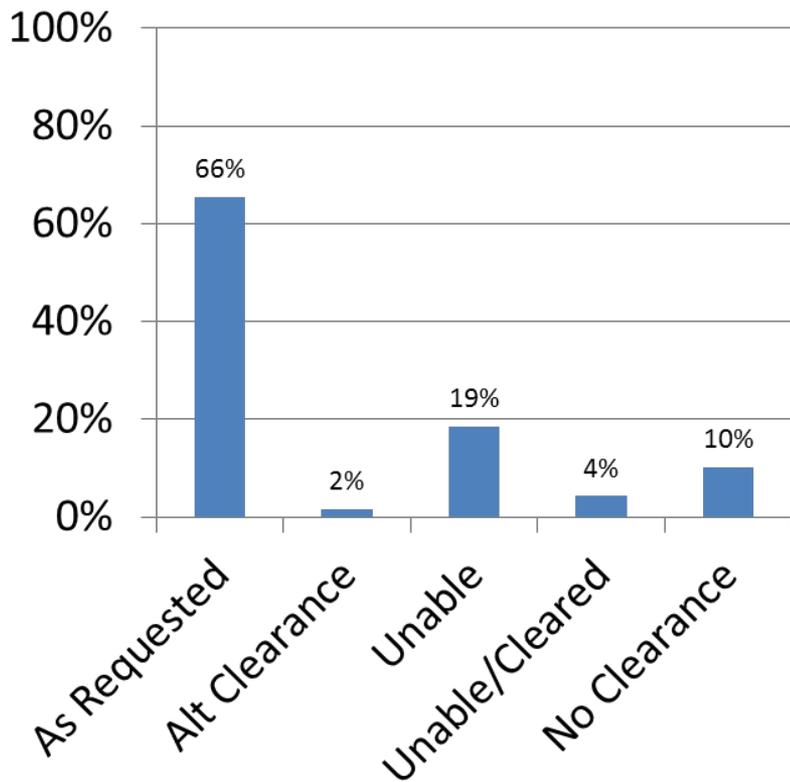


ZNY Altitude Change Requests

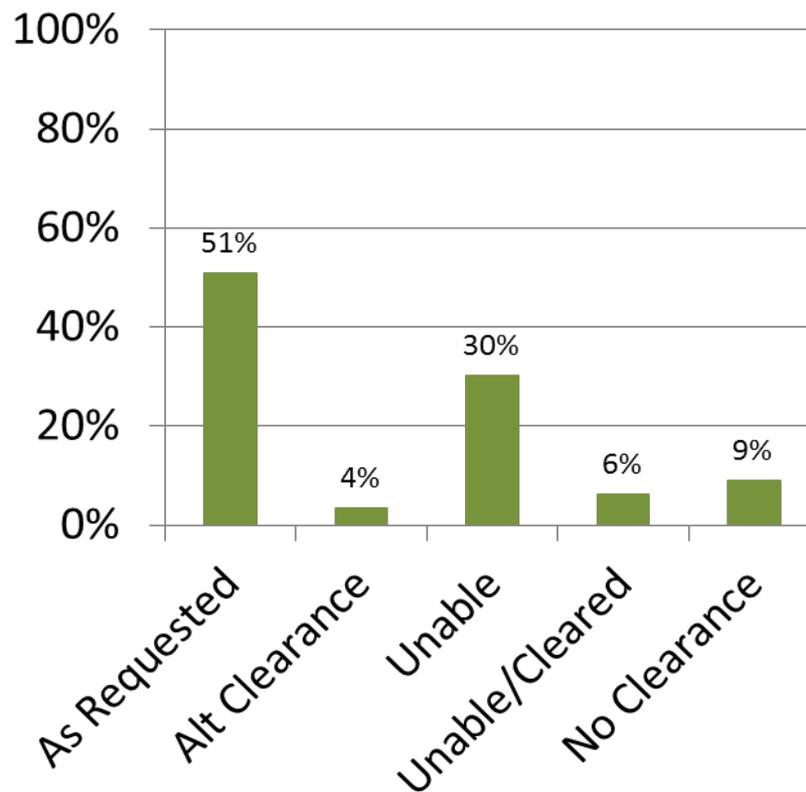


Overall Climb Request Statistics ZNY January – May 2015

CTA-East



CTA-West

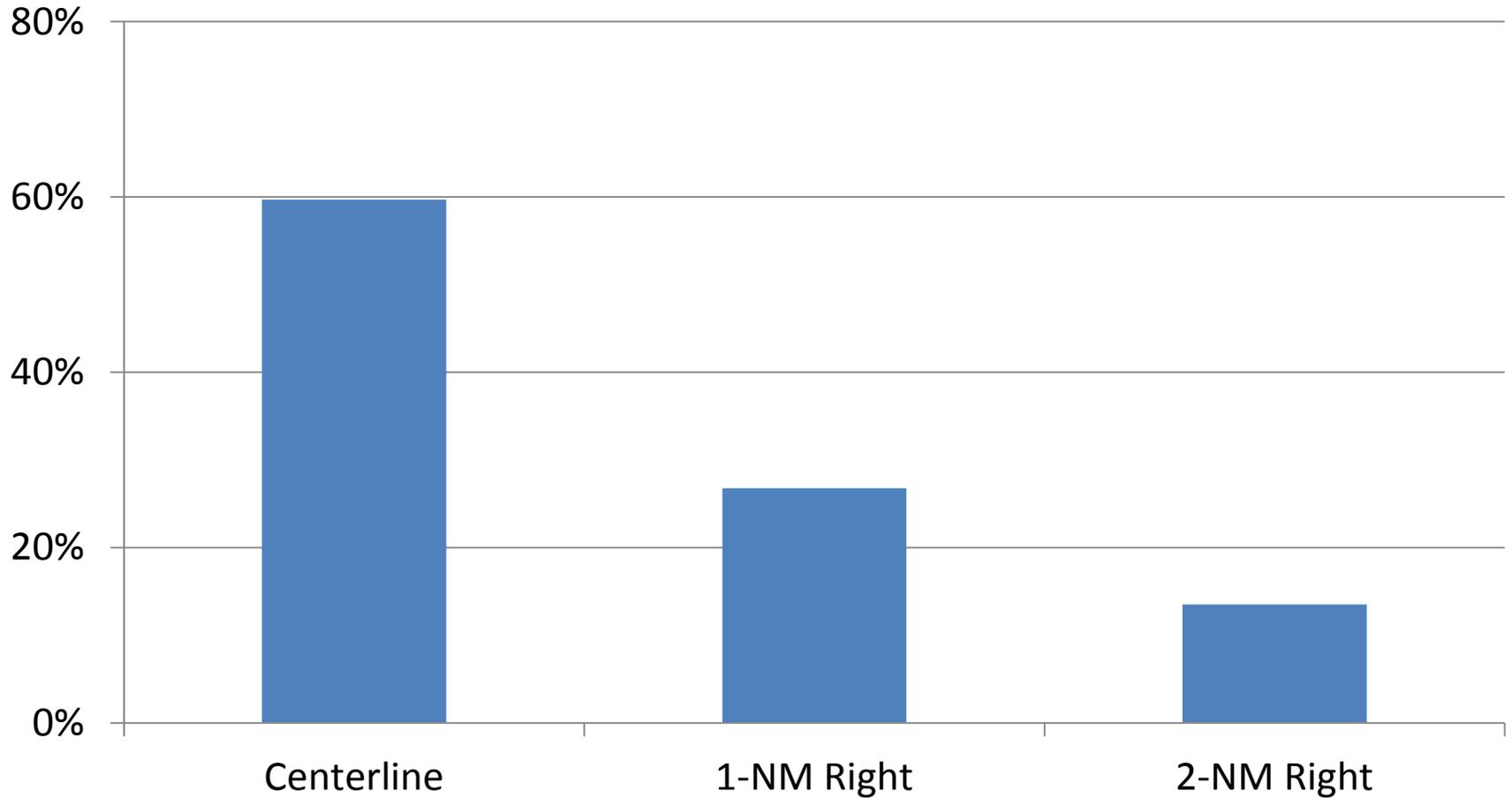


Strategic Lateral Offset Procedures - Statistics

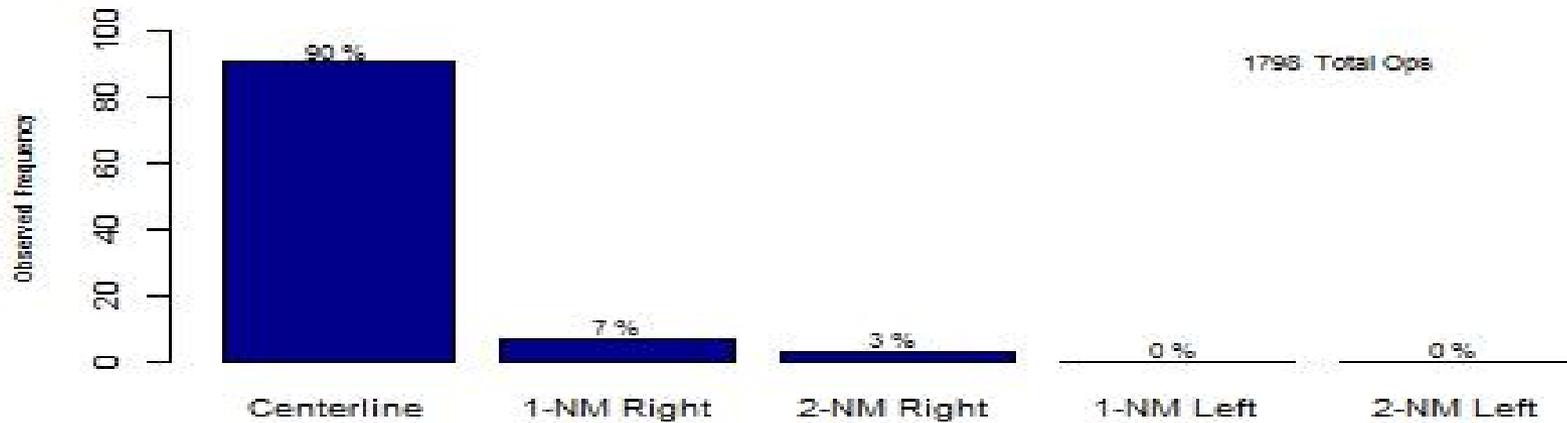


SLOP Observed in ZWY

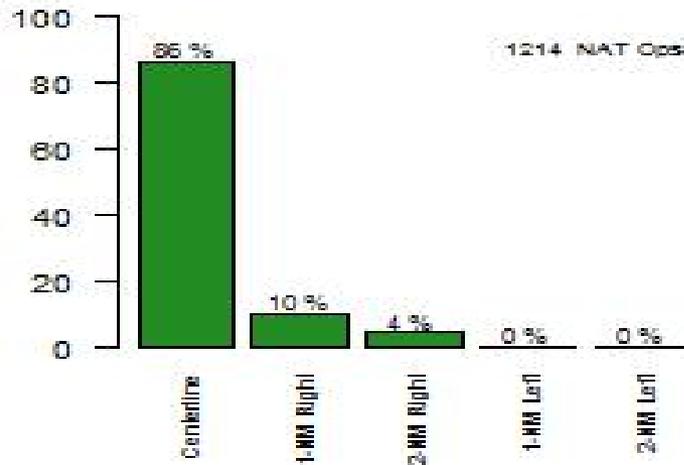
January – May 2015



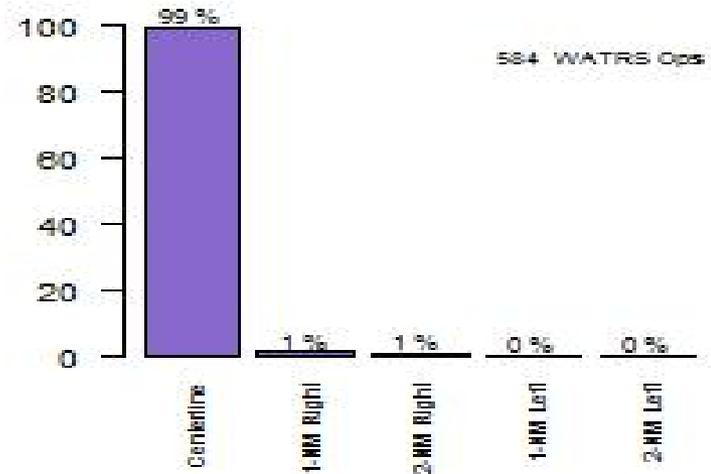
Operator AAL



NAT



WATRS



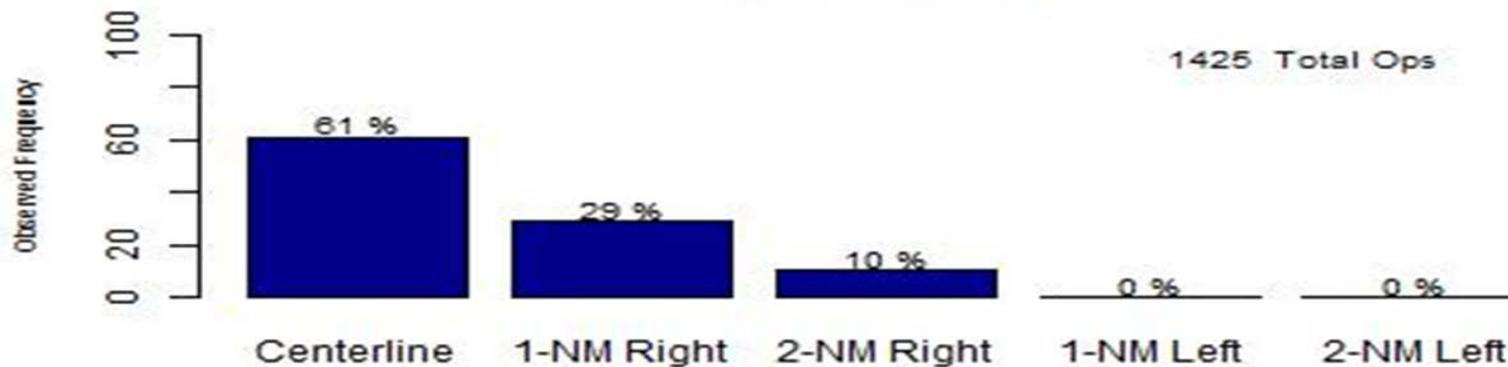
Operator ACA



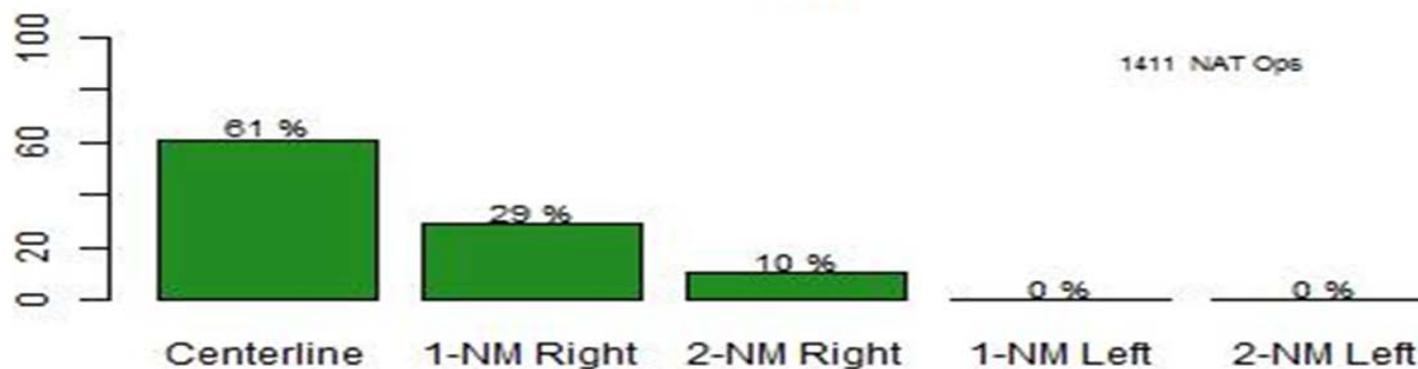
WATRS



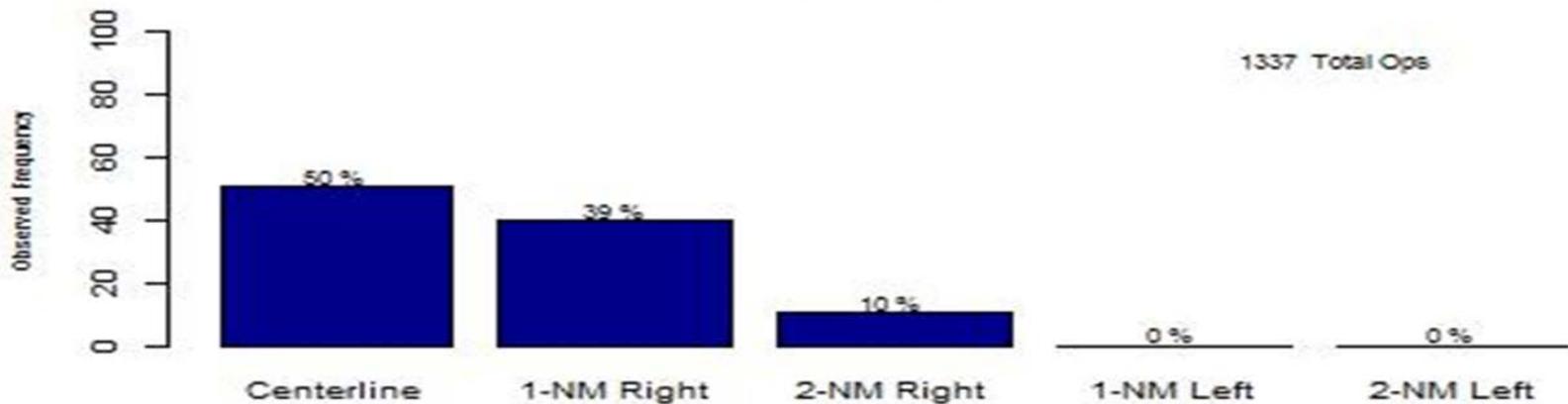
Operator BAW



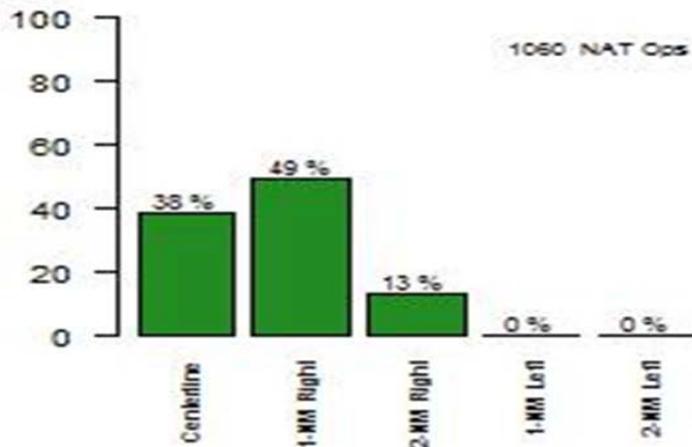
NAT



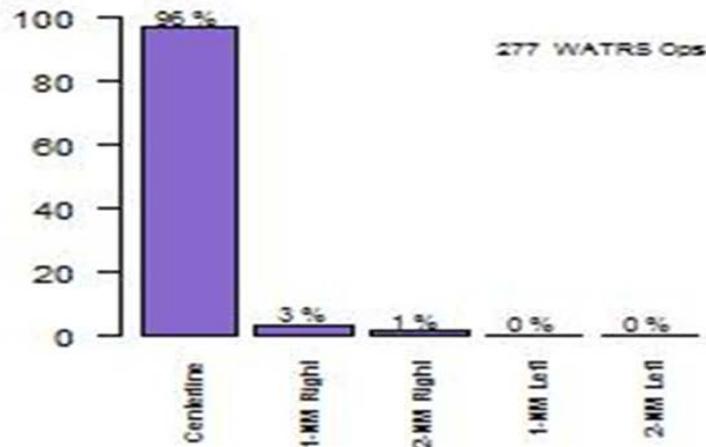
Operator DAL



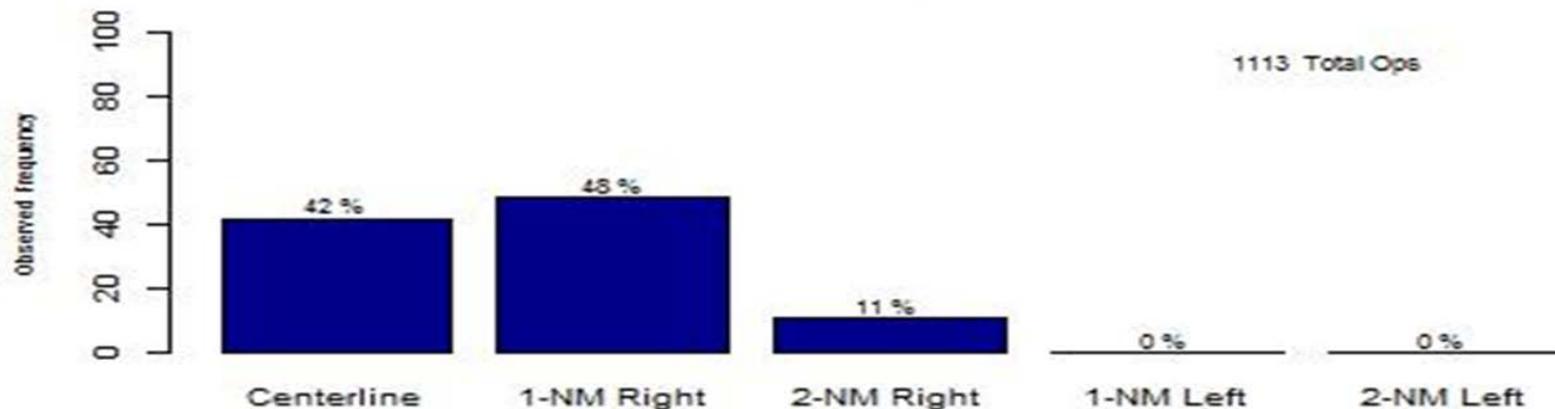
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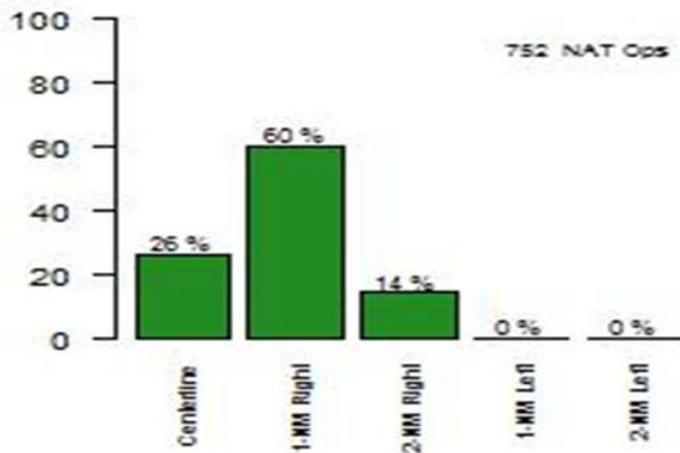
WATRS



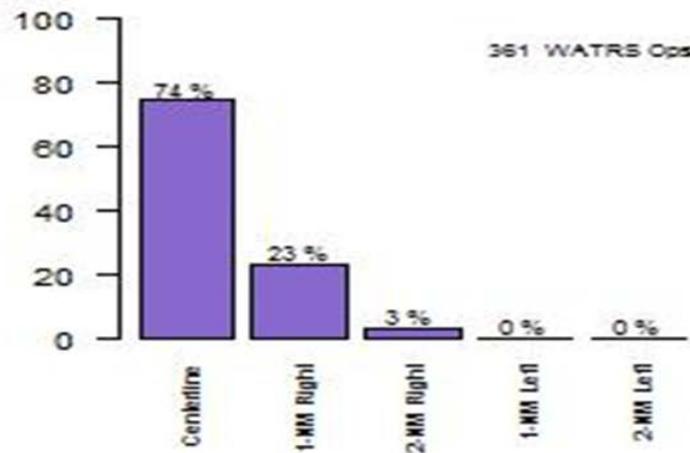
Operator UAL



NAT



WATRS



Radio Communications Requirements



Radio Communications Requirements

The language contained in FAR 91.511 has generated a lot of confusion for aircraft operators when determining what equipment is required as pertains to flights in New York Oceanic Airspace. Regarding communications requirements, The following rules apply:

ICAO Annex 2, Chapter 3.6.5: Communications

3.6.5.1: An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary, with, the appropriate air traffic control unit.

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Radio Communications Requirements

FAR 91.511 – Communication and Navigation Equipment for Overwater Operations

91.511 (a)(1): Radio communication equipment appropriate to the facilities to be used and able to transmit to, and receive from, at least one communication facility along the route:

- (i) Two transmitters
- (ii) Two microphones
- (iii) Two headsets or one headset and one speaker
- (iv) Two independent receivers

The only *radio* equipment that currently meets this communications requirement is **HF**

Change to OpSpec B045

Change in Communication Gap. The current OpSpec B045 template allowed up to a 30-minute gap in VHF communications. This gap was based on the communication requirements of part 91, § 91.511. The communications gap provision of § 91.511 is not applicable to part 121, 125, or 135 operations. It should also be noted that many operators actually petitioned the New York Oceanic air traffic control (ATC) facility to extend the gap beyond 30 minutes. This revision to the OpSpec B045 templates removes the 30-minute time limit restriction under certain conditions. The change modifies the authorized area off the coast of New England to align with the area ATC and allows non-minimum navigation performance specification (MNPS) aircraft to operate through the small area of MNPS Airspace (MNPSA) for flights on route L462 via KAYYT intersection. **Finally, the change removes the requirement to have an LOA from the ATC facility.**

- The last sentence refers to Single HF LOA's. They were not the exception, but the norm, with New York Center holding over 100 such documents.

Flight Planning Requirements



ICAO Flight Plan AFTN Addressing For Operations in the entire New York Oceanic CTA/FIR, East or West.

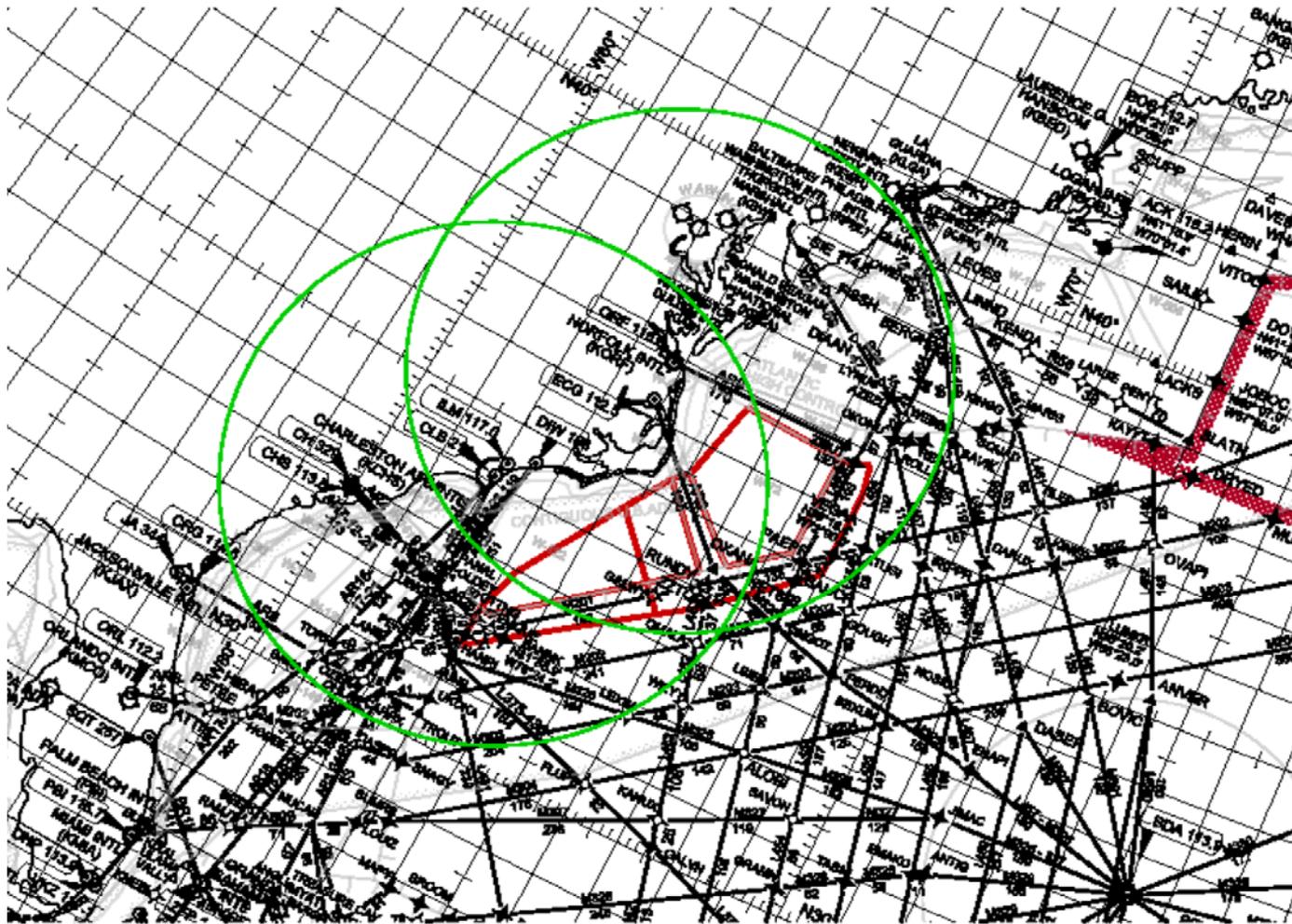
- All flights entering the New York Oceanic CTA/FIR shall address ICAO FPL messages to the following two AFTN addresses:
 - KZWYZOZX – New York Center ATOP system
 - KZNYZRZD – New York Center flight plan repository
- CHG messages should be filed to update a previous FPL, *except within 45 minutes of the proposed departure time!!!*
- If a new FPL needs to be filed, a CNL must be sent first to remove the old FPL.
- All flights entering the New York Oceanic CTA/FIR and a U.S. ARTCC (and/or Bermuda airspace) shall address FPLs to both KZWYZOZX and the appropriate U.S. ARTCC
- The ATOP system will *a/ways* consider the last FPL received in the system as the valid flight plan.

ADS-B Only Operations

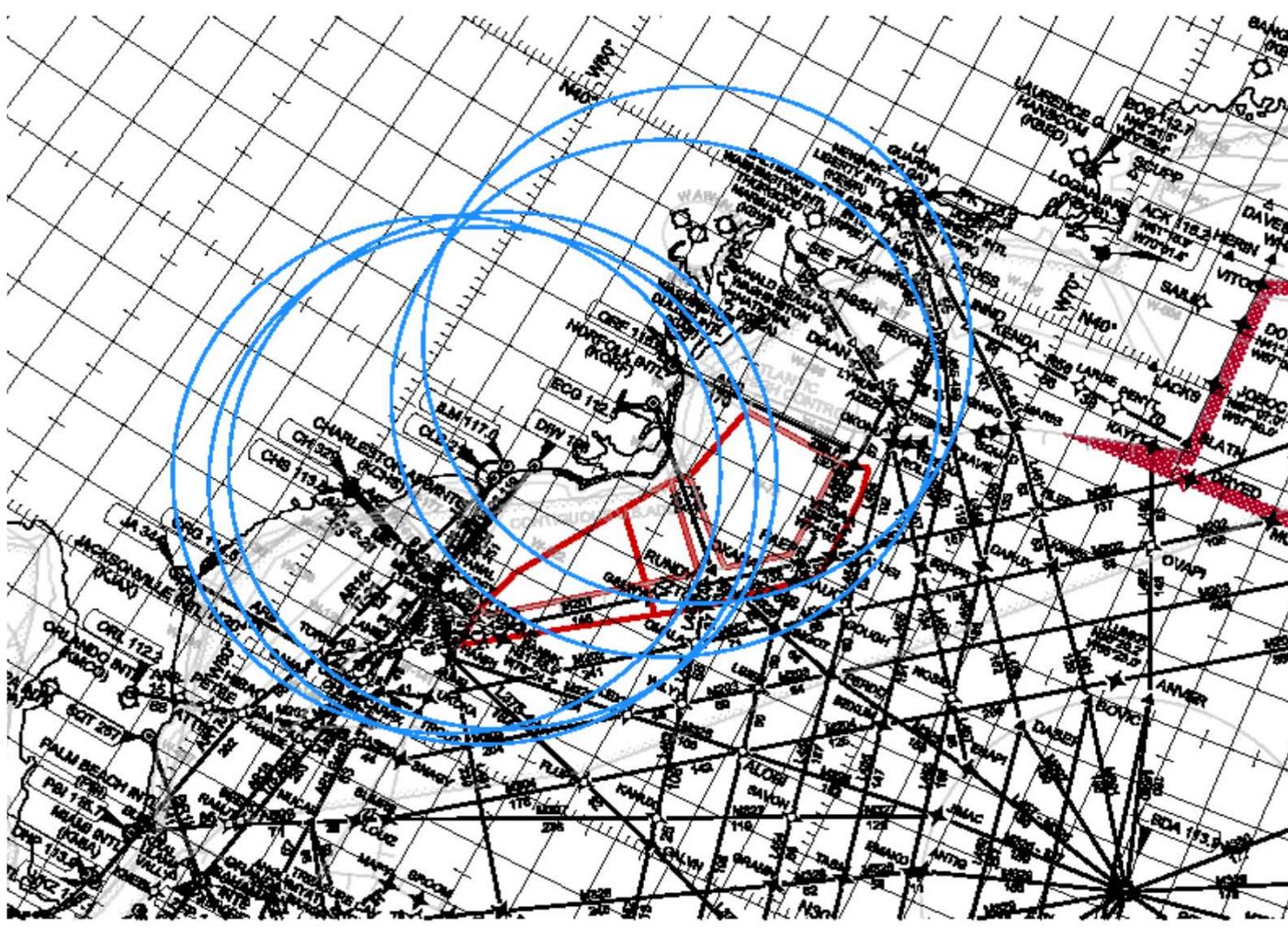
On June 20, 2015, New York Center conducted an operational trial with 4 Jet Blue aircraft equipped with ADS-B to operate on ATS routes M201 and L453 during a maintenance outage of the Oceana radar site.

The following depicts the coverage that is provided by the radar sites, as well as the 5 ADS-B radio stations that are integrated into the ERAM platform

Radar Coverage



ADS-B Coverage



ADS-B Only Operations

The operational trial produced expected results, with no loss of target generation or fidelity for any of the test aircraft. As a result, The two airways, L453 and M201, will remain available to aircraft that have ADS-B equipped and operational, no matter the operational status of the two radar sites that cover the area.

UPDATE: It has now been discovered that only ADS-B protocol types **260B** (1090ES – Class A airspace) or **282B** (UAT – Class B/C/E airspace) are processed by the ERAM system. As such, aircraft equipped with other, non-compliant protocols will have to reroute around the affected airspace.

NASA/NOAA Weather Research Missions

Sensing Hazards with Operational Unmanned Technology (SHOUT)



NASA/NOAA Weather Research Missions

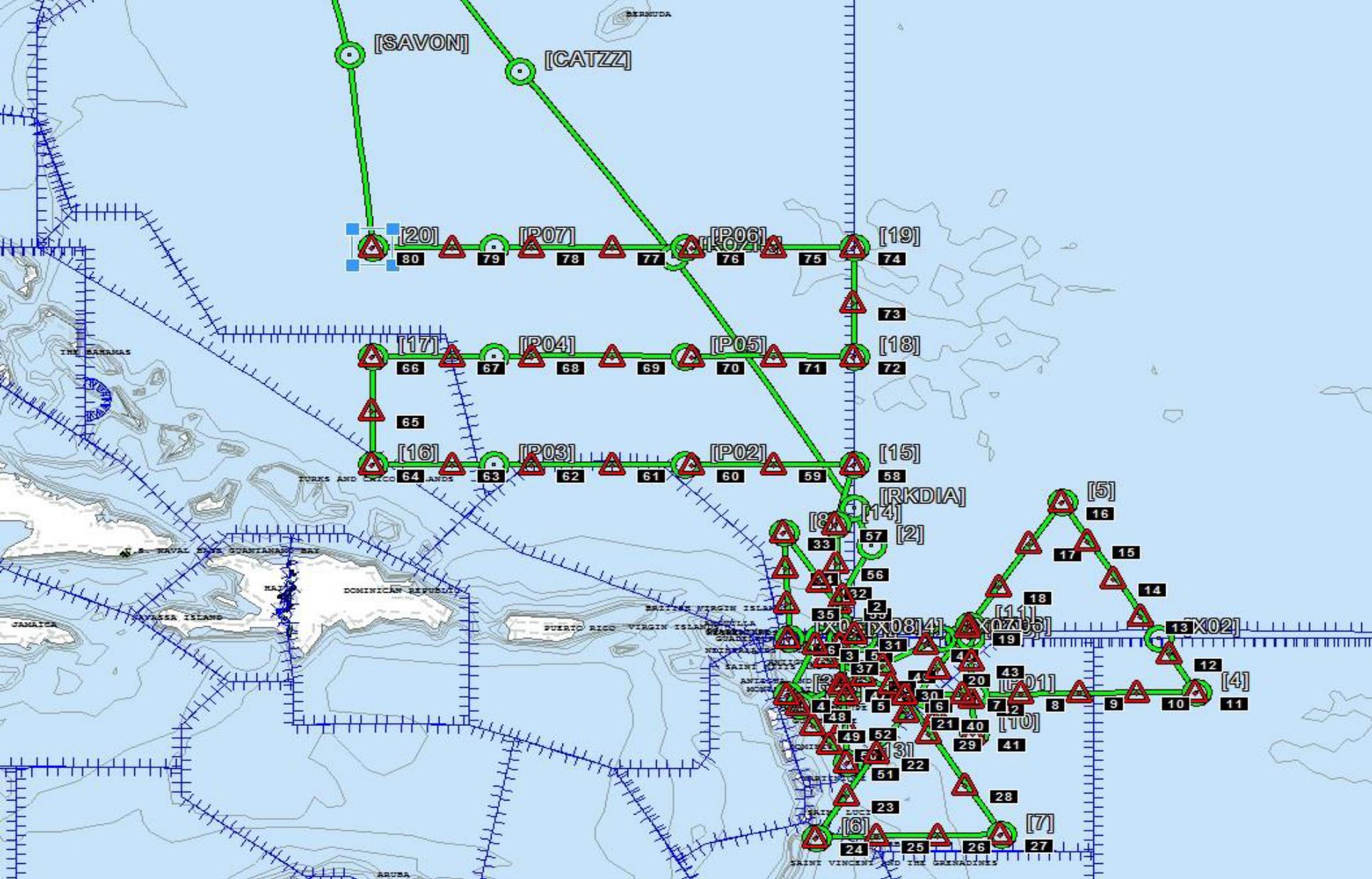
Under a new program called SHOUT, NASA has partnered with NOAA to obtain the use of a Global Hawk UAS platform to study the atmospheric conditions in and around hurricanes and other major storms by the use of releasing dropsondes at various points along a route of flight. From the NOAA Website:

Ocean Observations

Targeted observations from aircraft in oceanic regions could significantly improve how well weather models forecast significant events such as (1) tropical storms, (2) winter storms and (3) major floods. The long duration and large oceanic areas that can be observed using advanced UAS such as the Global Hawk make this UAS a potentially important observing platform, for environmental assessment and forecasting

Dropsonde released by NASA Global Hawk





High Altitude Offshore Holiday Offload Routes

- In 2015, New York Center convened a collaborative work group to propose a route structure through Warning Area airspace when and if they are released for FAA use during holiday periods.
- As such, several new fixes will be introduced along AR8 and serve as transition fixes for a new route structure that is hoped to be introduced prior to November, 2015
- Each route is designed to serve a different airport.
- This work is ongoing, with efforts still required to socialize the routes with industry stakeholders, ensure all equipment is tested, and ensure control personnel are properly trained.



Agenda Topic 2

Review and Status of Action Items From New York Center OWG 1



OWG 1 Action Items Review

List of Action Items

<u>Action Number</u>	<u>Information</u>	<u>Action Pending</u>	<u>Responsible Organization</u>	<u>Due Date</u>	<u>Status</u>
WG01-01	British Airways noted an issue with flight plans being rejected by FAA automation and provided an example of such.	Provide Ray Ahlberg with copy of rejected flight plan for further analysis	FAA	February 2015	Information provided to Ray Ahlberg and discussed with British Airways CLOSED
WG01-02	Operators requested more named entry/exit boundary fixes.	Provide Greg Dale with copy of NARC. Greg Dale to coordinate with other operators and Jim Webb.	New York Center (ZNY)/United Airlines (Greg Dale)	August 2015	Open
WG01-03	Business aviation operators noted issues with how their avionics process uplink messages (UMs) for route clearance.	ATCSCC suggested possible CDM discussions with business aviation to address air traffic needs.	ATCSCC	August 2015	Should be addressed by ATCSCC but not part of ZNY OWG CLOSED

OWG 1 Action Items Review

WG01-04	Participants advised that flight planning altitudes for ZNY West airspace available in FAA AIP. Noted shortly after meeting that information was not in AIP.	ZNY to work with Oceanic/Offshore Procedures (AJV-84) to update AIP	ZNY/AJV-84	August 2015	Open
WG01-05	Delays noted by airlines when requesting route/altitude changes in ZNY East airspace. Delays are related to coordination and awaiting approval from downstream facilities.	Mark Hurston (United) to address with other ANSPs during NAMEUR meetings	United Airlines (Mark Hurston)	August 2015	Open

OWG 1 Action Items Review

WG01-06	British Airways requested operational trial of “stub tracks” to 40W eastbound and random routing after.	ZNY to develop operational trial.	ZNY	August 2015	Open
WG01-07	Operators requested timelier publication of NOTAMS that affect routes	ZNY to review NOTAM process and develop procedures to improve, if needed	ZNY	August 2015	Open
WG01-08	Operators request updates/revisions to preferred routes	ATCSCC to work with operators and facilities to revise	ATCSCC/Aircraft Operators	August 2015	Information has been provided and is also an action at NAMEUR. Recommend future action by NAMEUR. CLOSED

OWG 1 Action Items Review

WG01-09	Operators requested information on altitude restrictions and other procedures contained in LOAs that may affect flight planning.	ATCSCC to work with operators to narrow scope of request to top 10 to 20 airports/areas.	ATCSCC/Aircraft Operators	August 2015	Information has been provided and is also an action at NAMEUR. Recommend future action by NAMEUR. CLOSED
WG01-10	Operators requested an operational trial of random routes vs. publication of Track Z.	ZNY to consider and work with adjacent ANSPs to develop an operational trial	ZNY	August 2015	Open

OWG 1 Action Items Review

WG01-11	Operators request that Track Advisory Message be sent via AFTN so they are in a machine-readable format	Boston Center to explore request	Boston Center (ZBW)	August 2015	Open
WG01-12	Provide contact information for Ray Ahlberg	ray.ahlberg@faa.gov	FAA	February 2015	CLOSED
WG01-13	British Airways noted issue with rejection of victor airways when filing preferred routes	Ray Ahlberg to follow-up with British Airways	FAA	August 2015	Open

OWG 1 Action Items Review

WG01-14	Develop operational trials with adjacent ANSPs for cross-boundary reduced separation	ZNY to begin discussions with Gander ACC on potential five minute RLong separation operational trial	ZNY	August 2015	Open
WG01-15	Develop 10 minute no Mach Number technique operational trial	ZNY to develop trial parameters and begin discussions with adjacent ANSPs	ZNY	August 2015	Open
WG01-16	Update ZNY OWG website and provide meeting material		FAA	Ongoing	Open

Agenda Topic 3

North Atlantic/New York OCA East Operations

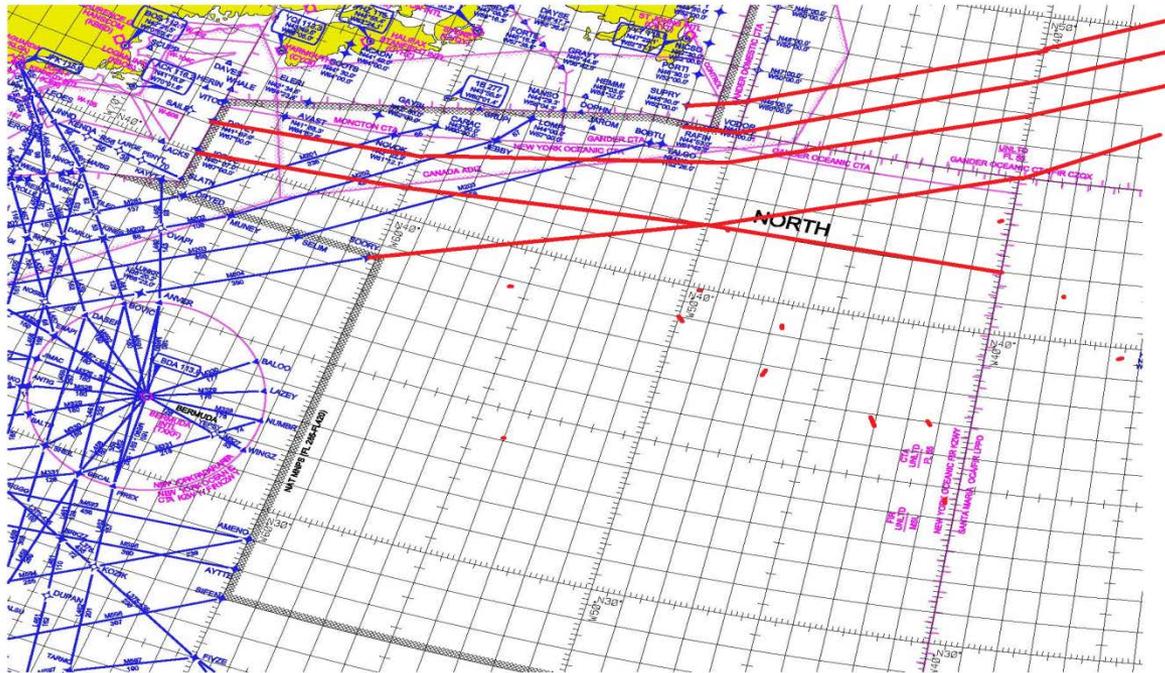


3.1 - NATZ Discussion

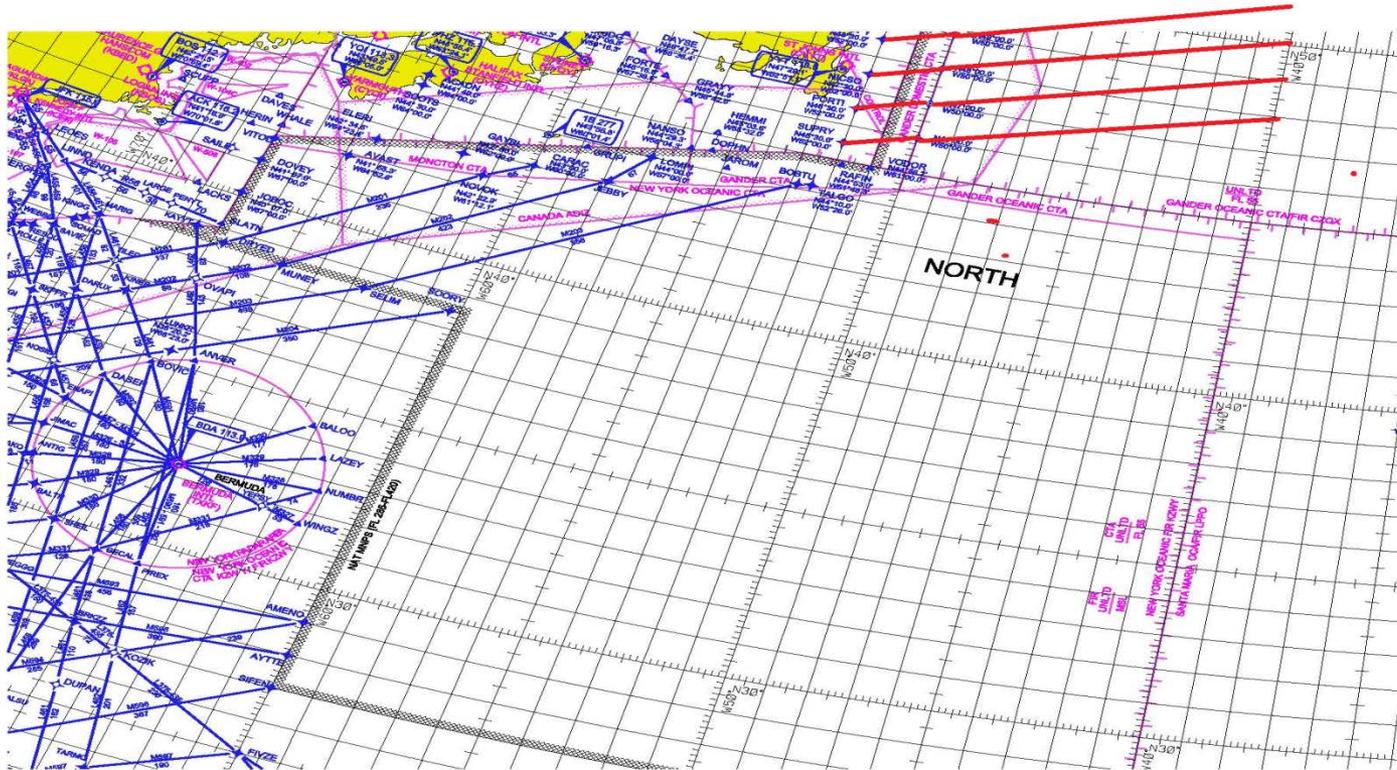
Outcome: determine the feasibility not publishing NATZ in certain situations, in accordance with OWG Action item 10 from February 2015

NATZ Discussion

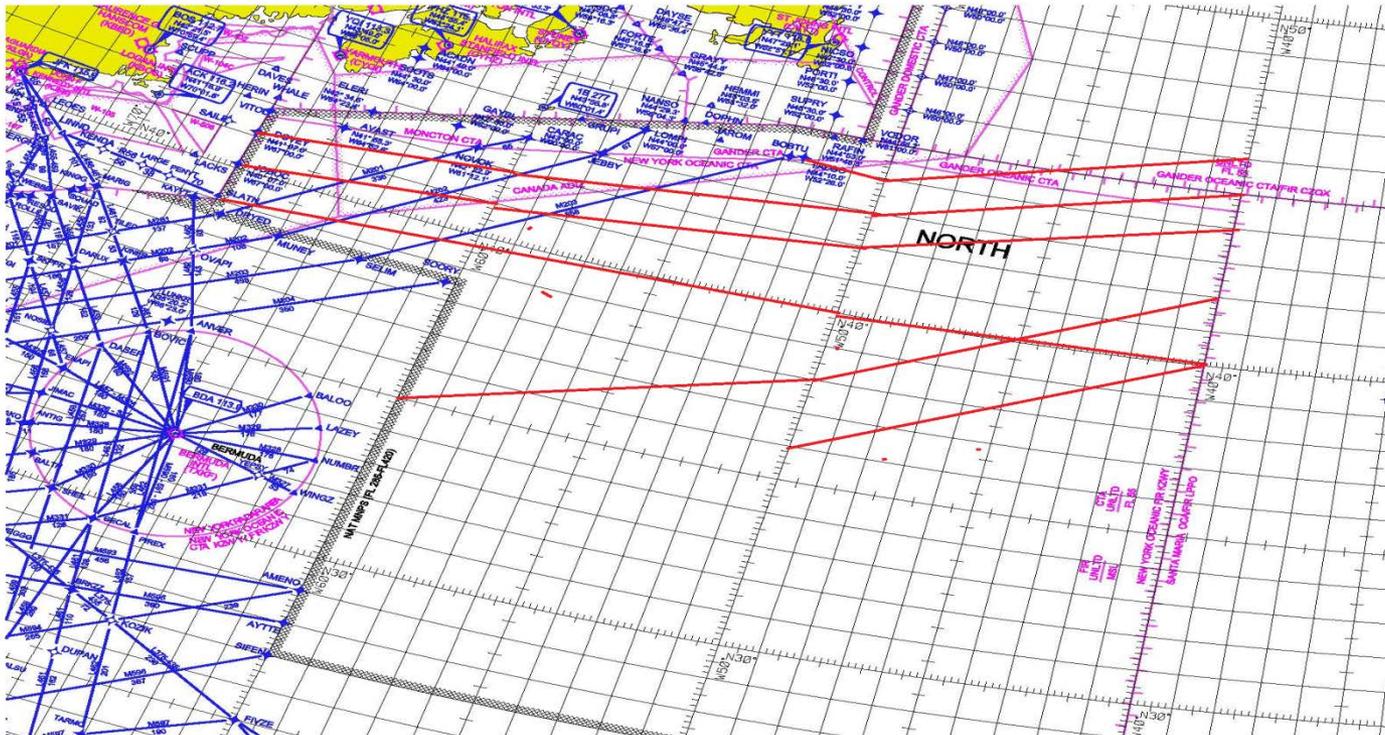
NATZ can be defined in many different ways, depending on the jet stream on any given day.



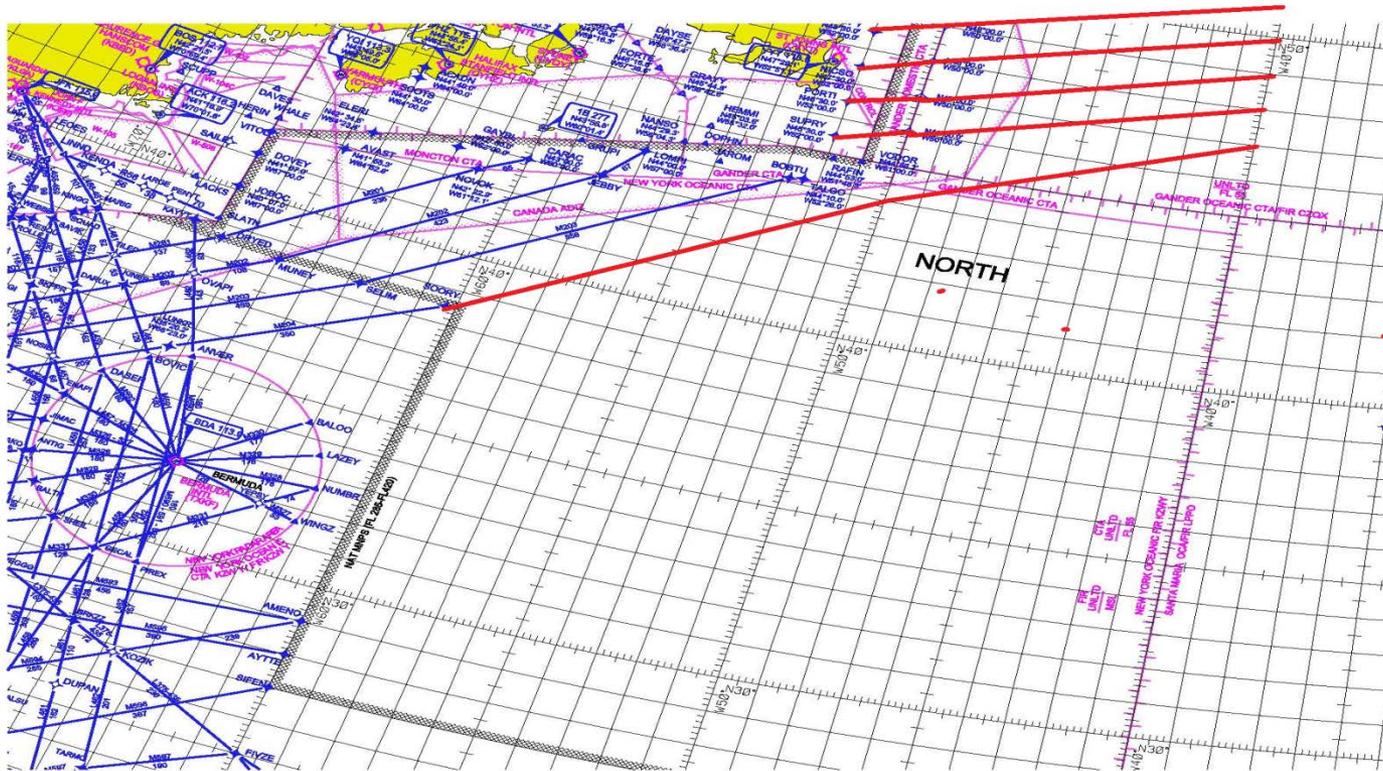
NATZ Completely in Gander Airspace



NATZ East of Bermuda



NATZ As Only ZWY Track



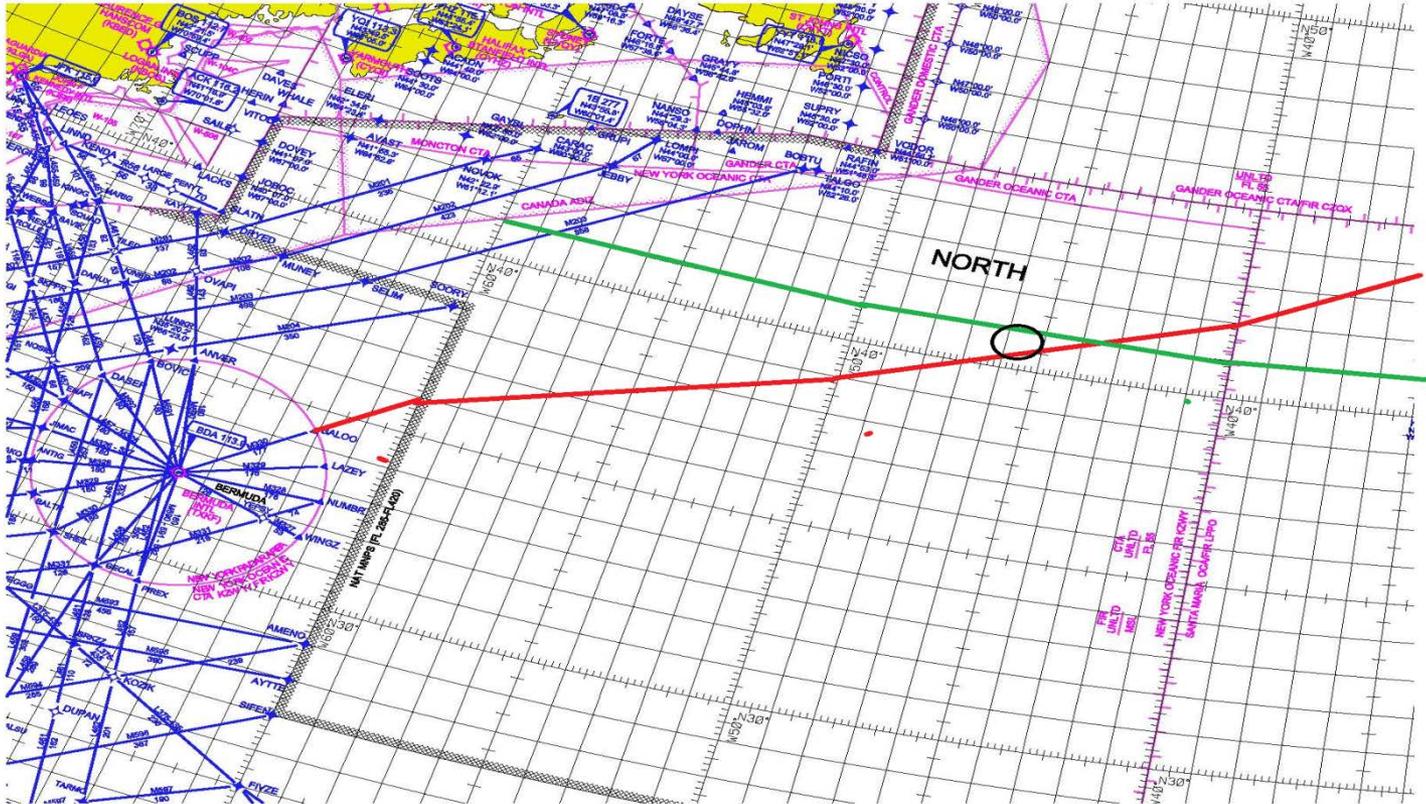
3.2 – Reduced Longitudinal Separation Operational Trial with Gander ACC

- **Preliminary discussions were conducted to discuss the parameters of transferring aircraft between New York Oceanic and Gander ACC using the five minute RLongSM standard**
- **Both facilities committed to strive to commence this trial sometime after implementation of the RLatSM OTS Operational Trials beginning November 12, 2015**
- **Both facilities have already made system changes to allow for earlier flight data transfer and FANS-1A messaging that would allow each facility to meet their requirements to accept aircraft using the reduced standard.**

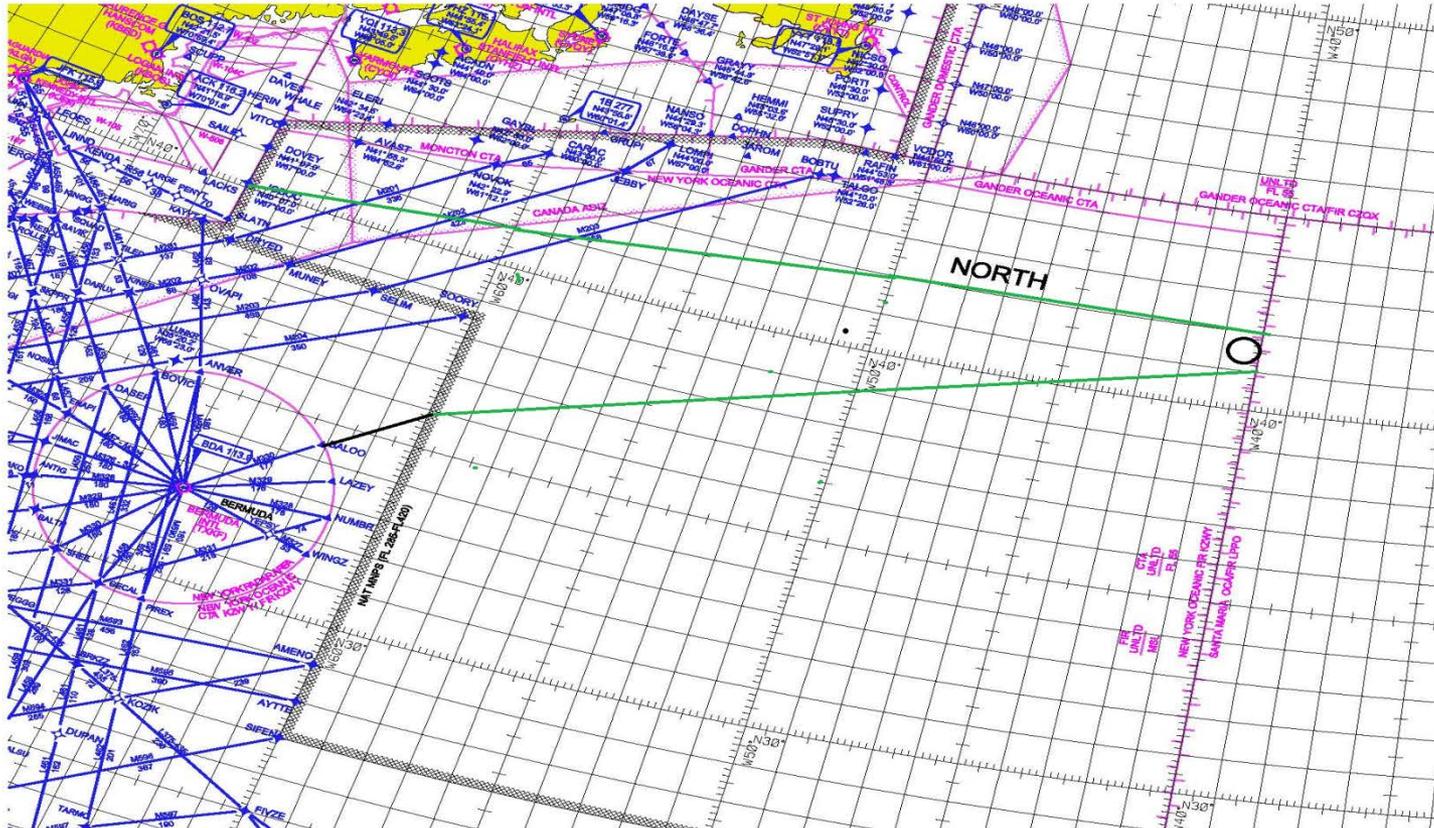
3.3 – Westbound Track Generation From 40 West

- **Issue raised at the first OWG meeting concerned Westbound tracks that originated at 40 west longitude.**
- **Routes generally began far south of the optimal profile for most flights, causing extra miles required to be flown**
- **Tracks are designed to provide the earliest possibility to separate from crossing flows of traffic, which would enable aircraft to reach their optimal altitude profile immediately after crossing 40W and entering KZWY airspace**
- **Without these tracks, aircraft are often stuck at less than optimal altitudes crossing opposing flows of traffic competing for same flight levels.**

Optimal Flight Path – Crossing Flows



Same Flows with Tracks Beginning at 40W



3.4 – DARP Procedures and Issues

As a review, DARP - Dynamic Airborne Reroute Procedures – are offered to all Datalink equipped aircraft within the KZWY FIR.

- Operating Procedures for DARP are outlined in the ICAO Global Operational Data Link Document (GOLD), Chapter 6
- Route/Altitude changes to achieve optimal profile provided upon request from the flight deck and fulfilled based on current traffic situation and adjacent facility coordination agreements.
- Reroute requests normally received via Downlink Message (DM) 24, and must either tie into the original route or provide an entire new route to destination.
- Route changes that include latitude/longitudes must be sent in standard format (xxxxN/xxxxxW)
- Standard route clearance messages (UM) 76/77/79/80/83 will be used to send the clearance, depending on the extent of the change.

3.5 - Bermuda Track Generation

- Flight processing issues were experienced through the Bermuda airspace volume by aircraft operators immediately after New York Center migrated to the ERAM radar platform in January 2015
- Issues were caused by an incompatibility between the ERAM and ATOP systems that did not exist in the legacy HOST system. As a result, flight data would not pass from one system to the other, and dispatchers would receive reject messages from one or the other system when filing through that airspace
- As a mitigation, New York Center ceased the publication of Eastbound tracks that originated at fixes on the east side of the airspace volume, and anchored the tracks, when needed, at 60W or 50W.
- A benefit to other system users was realized when aircraft from Eastern Caribbean airports began filing for these tracks, along with the traditionally targeted flow from South Florida/Cuba/Mexico

Agenda Topic 4

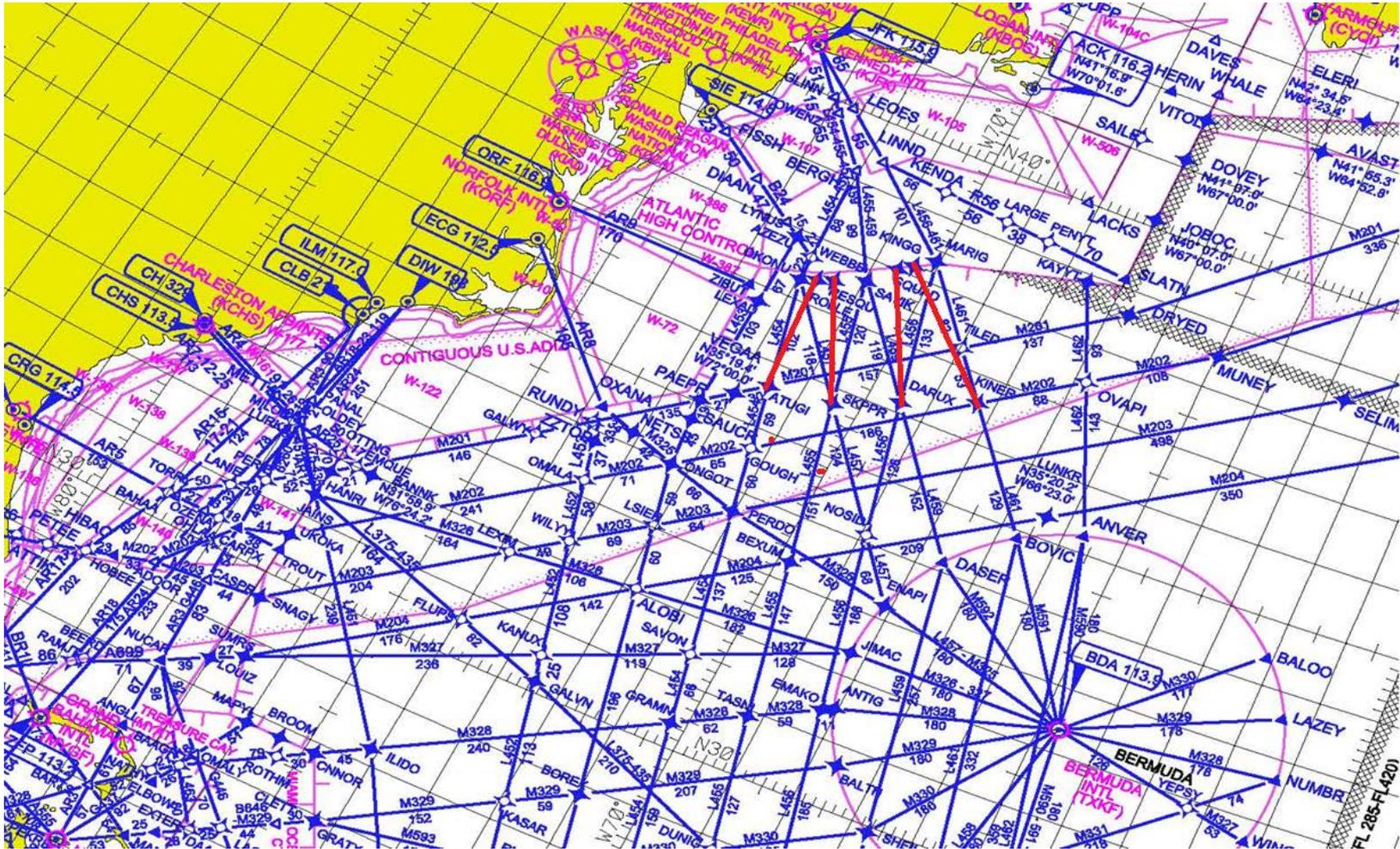
WATRS/New York OCA West Operations



4.1 – Route Planning Through the WATRS ATS Structure

- The WATRS Plus route structure was designed and implemented in 2007, shortly after New York Center adopted the 50NM lateral separation standard for their airspace.
- Routes were designed to provide the maximum amount of opportunity to reach Caribbean airport destinations by providing more streamlined paths to general locations.
- The increased number of fixes identified were designed to provide aircraft operators the ability to file via point to point when an advantage could be realized, or to avoid areas of weather and rejoin a desired route downstream.
- There is no requirement to file via an ATS route, either part or in whole, within the OCA West - operators may file point to point, or via latitude/longitudes as well. There is one exception...

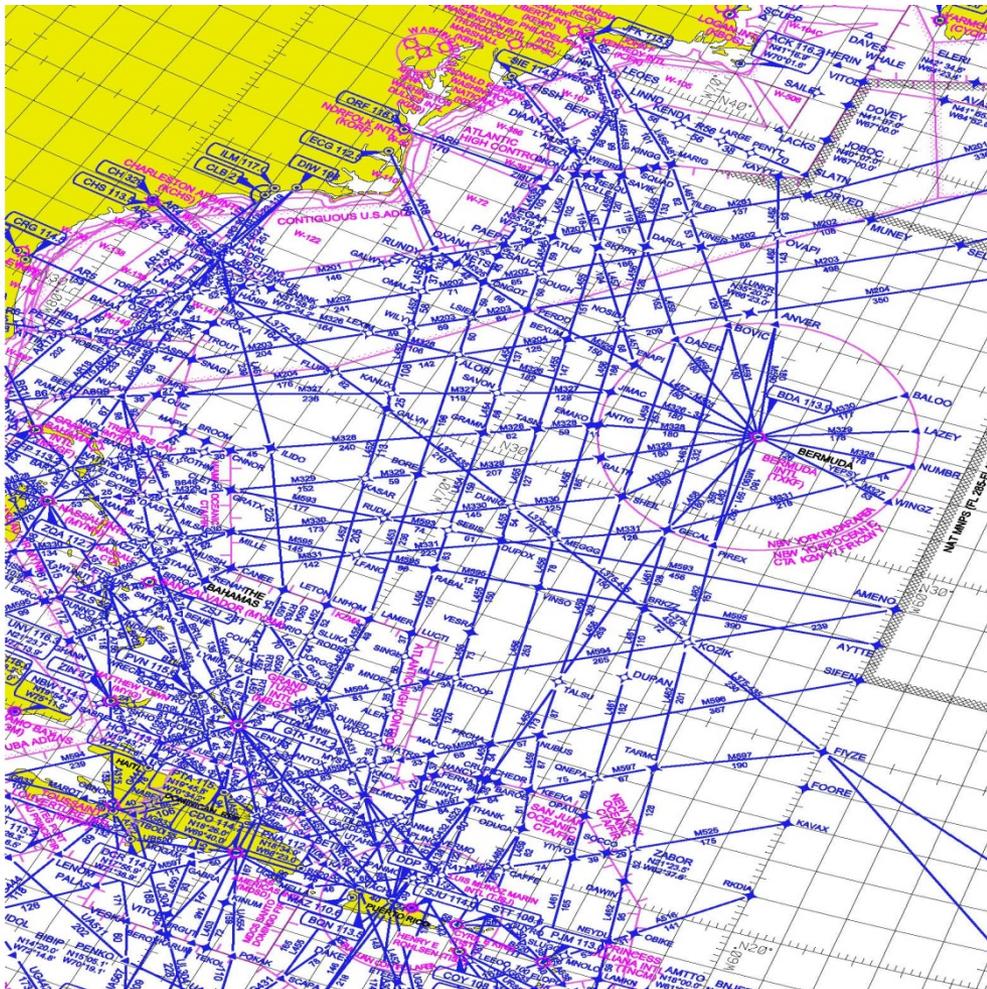
Accessing L454/L455/L456/L461 From the North



Accessing L454/L455/L456/L461 From the North

- For SOUTHBOUND ENTRY ONLY on the following routes, please file as follows:
 - L454 – via ROLLE ATUGI L454
 - L455 – via RESQU SKPPR L455
 - L456 – via SQUAD DARUX L456
 - L461 – via KINGG KINER L461
- By filing via these fix pairs, it allows New York center to apply the 15 Degrees Divergence separation rule from Radar to Oceanic airspace, and four aircraft can have the same altitude simultaneously at each respective fix.

Route Planning Through the WATRS ATS Structure - Discussion



4.2 – Caribbean Modernization Efforts

It has been recognized that one of the largest growth sectors of air traffic in recent years has been in the Caribbean areas serviced by Miami Center, San Juan CERAP, and New York Center. Along with several other regional ANSP's, and with the help of IATA, several groups have been convened in an effort to modernize both the infrastructure and procedures through that airspace region to be able to handle the increased levels of traffic.

Eastern Regional Task Group - ERTG

- In Fall 2014, an industry work group was convened out of the RTCA to address various issues and constraints being realized in flight operations in the Caribbean Region
- The group met monthly, and contained members and representatives from all appropriate stakeholders in the region
- The focus of the group was to identify areas where procedures, airspace infrastructure, and automation could be enhanced to levels that could safely and efficiently handle a flow of traffic that has expanded greatly in the previous decade.
- The group provided a comprehensive report with recommendations to senior FAA leadership for further consideration



Current NAT Initiatives

- On November 12, 2015, Gander ACC and Shanwick ACC will begin Phase one of Reduced Lateral Separation Minima (RLatSM) spacing between three identified tracks.
- In the first quarter of 2016, MNPS airspace will begin the transition to a new airspace definition called High Level Airspace. All applicable ICAO NAT region documentation will be appropriately updated.

Airline/Aircraft Operator Concerns New Business/Topics to be Introduced?



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