6. **Sector 68 (DIXIE)** - The traffic flows mainly in a northeasterly and southwesterly direction. This sector controls New York metro traffic departing EWR, LGA and their respective satellites. N90 climbs the jet departures to 17,000 or requested altitude if lower and the prop departures to 12,000 or requested altitude if lower. The R-68 controller climbs the departures to FL240 or requested altitude if lower. These aircraft must be separated from traffic departing PHL and from HPN arrivals received from Washington Center's Woodstown Sector.

Additionally, this sector controls aircraft departing PHL destined for airports in the northeastern United States, eastern Canada and Europe. PHL Approach climbs the jet departures to 10,000 and the prop departures to 9,000. The R-68 controller climbs the departures to FL240 or requested altitude if lower, if routed via JFK/LGA or FL230 or requested altitude if lower, if routed via CYN.

7. NEW YORK CENTER DEPARTURE COMPLEX

New York Center operates five (5) manual departure positions in a centralized departure complex. The complex is overseen by a Traffic Management Coordinator and issues clearances for traffic departing all New York and Philadelphia metropolitan area airports. Due to the proximity of numerous high density airports in this portion of the northeast corridor and the commonality of route fixes, our use of a centralized area for issuance of departure clearances provides the Traffic Management Coordinator assigned as Departure Director with advance warning of route/fix saturation. Judicious and timely reroutes are then employed to avoid bottlenecks eliminating or reducing departure delays. During periods of severe weather, the complex is invaluable in rerouting around impacted areas and quickly adjusting the departure flow as the weather moves from one route/fix to another.

Sectors are open/closed:

Normal day/eve shift - 59 at 57, and 62, 64 at 60

Mid shift - all combined at 57

Swap - 57, 59, 60, 62 and 64 are open

E-1

AREA E

1. Sector 66 (MANTA) This sector is a low altitude sector position at New York Center encompassing airspace south of John F. Kennedy International Airport (JFK) excluding the New York Terminal Radar Approach Control (TRACON) facility, McGuire (WRI) and Atlantic City (ACY) Approach Control airspace. The sector handles a multitude of traffic flows on V139, J121 and J174 as well as arrival and departure traffic from JFK, WRI, ACY, Philadelphia (PHL), Newark (EWR), Islip (ISP) and White Plains (HPN). 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 87 (CHAMP): The initial non-radar sector for traffic transitioning from the northeastern United States 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. Sector 87 implements the initial route and altitude assignment for this traffic and coordinates these with adjacent sectors. Additional traffic flows are A699 and A700; these airways are essentially used for traffic traveling between the southeastern United States 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.

3. Sector 88 (BACUS): This sector is located in the western part of WATRS airspace and is bounded by Sectors 87/89 to the east and 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 traveling between the eastern United States and Canada, and the eastern Caribbean. Additional flows through the sector are A699, A700, R512 and R513. These airways are used by scheduled flights but the heaviest traffic occurs when the Winds Aloft dictate Minimum Time Tracks between the southeastern United States and Europe. A699 and A700 are also used regularly for flights transitioning onto the North Atlantic Track (NAT) System.

4. Sector 89 (KRAFT): This sector's airspace is located immediately south of Sector 87 and these sectors feed each other north and southbound traffic along A300 and A523. Sector 89 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. In addition, Sector 89 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 BDA through WATRS airspace to the western Caribbean and are used for departure and destination points in the southeastern United States.

5. Sector 90 (GRATX): Sector 90 is geographically located immediately south of Sector 88 and feeds traffic to and from that sector. Sector 90 has an additional north-south airway, G446, which is used for flights traveling between points in the United States and the central and eastern Caribbean. The east-west flow is along R514, B646 and A637 and traffic on these routes is coordinated between Sectors 90 and 89. This sector's airspace also encompasses the southern tip of A699 and this flow is coordinated with Miami Center and Sector 88.

AREA F

1. Sector 65 (JOBOC). Sector 65 is both a high and low altitude off-shore oceanic radar sector. This sector transitions radar to non-radar traffic and vice versa for flights between Europe and North America; sequences traffic inbound to the New York metropolitan area for Boston Center and Sector 86; and issues oceanic clearances on VHF for trans-Atlantic flights. The predominant flow is east/west with mostly commercial jet traffic.

2. Sector 80 (COCOA). Sector 80 is a low altitude sector with no predominant flow. It provides approach control service for traffic arriving and departing Bermuda.

3. Sector 81 (HILDY). Sector 81 is both a high and low altitude oceanic radar sector with no predominant flow. This sector transitions aircraft to/from Sector 80 for traffic arriving and departing Bermuda; establishes non-radar separation for traffic entering WATRS (West Atlantic Route System) and MNPS (Minimum Navigation Performance Standards) airspace; and issues oceanic clearances on VHF for flights not on ATS routes.

4. Sector 86 (Atlantic). Sector 86 is both a high and low altitude off-shore oceanic radar sector. This sector transitions radar to non-radar traffic and vice versa for flights between North America and the Caribbean and South America; sequences traffic inbound to the New York metropolitan area for Sector 66; issues oceanic clearances on VHF for flights not on ATS routes; sets up aerial refueling along AR777 and AR88; and shares use of coastal warning areas. The predominant flow is north/south with mostly commercial jet traffic.

5. Sector 72 (Mercury): The Mercury Sector works North Atlantic oceanic traffic using non-radar procedures. The primary traffic flows are eastbound and westbound. A699 and A700 transition traffic to/from the North Atlantic track structure to/from the southeastern United States. Traffic volume in the Mercury Sector is dependent on the Minimum Time Tracks (MTTs) between the United States and Europe. When the jet stream is south of 45N, the Mercury Sector generally handles more eastbound traffic. When the jet stream is north of 45N, the Mercury Sector handles more westbound traffic. Communications are accomplished on HF radio by Aeronautical Radio, Inc. (ARINC). Direct pilot/controller communications can be accomplished via a "phone patch" through ARINC, or via satellite phone. Facilities adjacent to the Mercury Sector include Boston, Gander, Moncton and Santa Maria Centers.

6. Sector 71 (Gemini): The Gemini Sector works North Atlantic oceanic traffic using non-radar procedures. The primary traffic flows are southwest bound and northeast bound. The Gemini Sector works a complex of traffic which flows to/from Europe and the Iberian Peninsula, to/from South America, the Caribbean Islands, and southeastern United States. Traffic volume in the Gemini Sector is dependent on the Minimum Time Tracks (MTTs) between these various locations. Communications are accomplished on HF radio by Aeronautical Radio, Inc. (ARINC). The Gemini Sector is bounded on the east by Santa Maria Center. The rest of the Gemini Sector is bounded by other New York Center sectors.

7. Sector 70 (South Atlantic): The SOATL Sector works North Atlantic oceanic traffic using non-radar procedures. The primary traffic flows are southwest bound and northeast bound. The SOATL Sector works traffic to/from Europe and South America. Traffic volume in the Gemini Sector is dependent on the Minimum Time Tracks (MTTs) between the various locations. Communications are accomplished on HF radio by Aeronautical Radio, Inc. (ARINC). Direct pilot/controller communications may be accomplished via a "phone patch" through ARINC or via satellite phone. The SOATL Sector is bordered on the southern boundary by Piarco Center and on the eastern boundary by Santa Maria Center. A portion of the southwestern boundary abuts San Juan CERAP; the remainder of the sector abuts New York Center sectors.

SECTOR 65 (JOBOC)

MINIMUM REQUIRED NARROWBAND MDM SELECT DISPLAY KEYS

RECOMMENDED RANGE - 150 MODE C INTRUDER LIMITS 005B600

KEYS

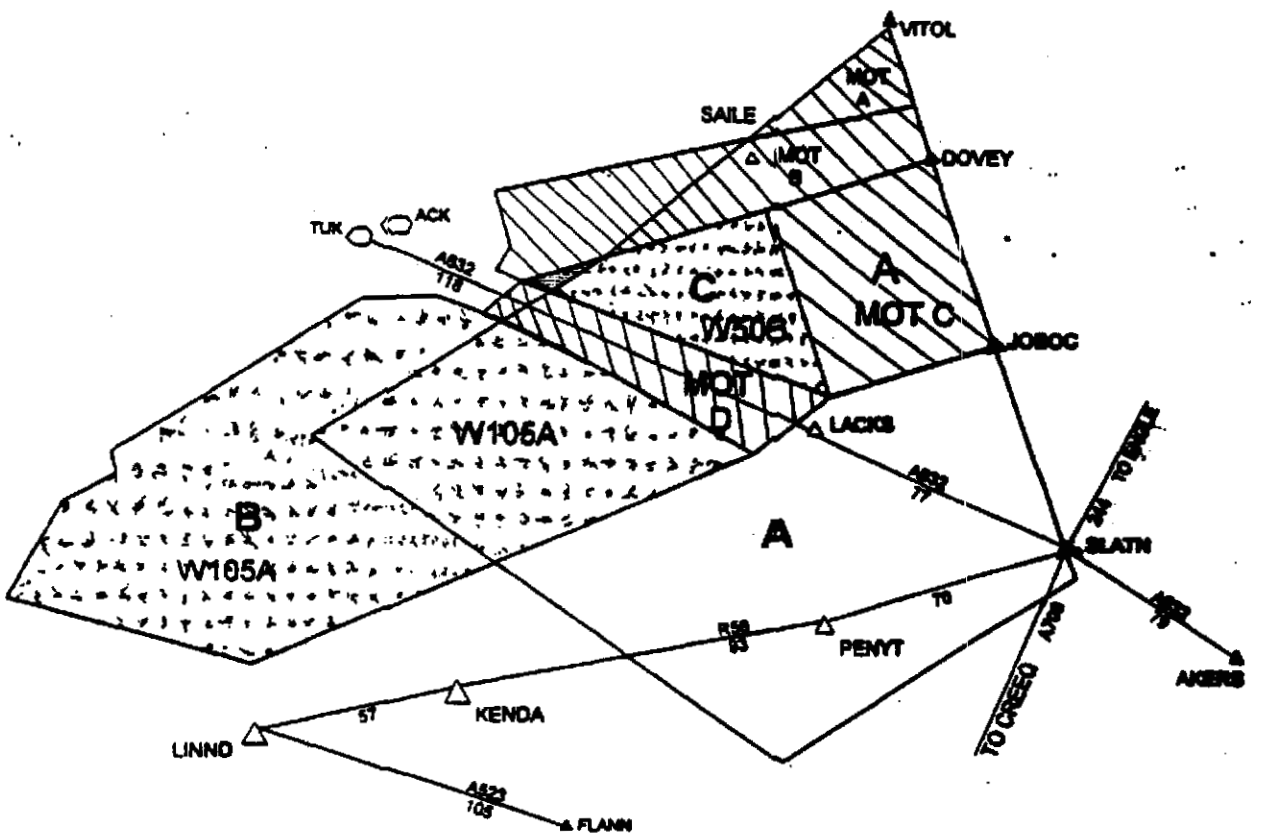
WX1	075-124
WX2	125-164
WX3	165-184
MAP 1	185-244
SECTOR BOUND	245-294
HALOS	295-999
FULL DBs	ACID
SELECT LDBs	ASSIGN ALT
ALL PRIM	REPORT ALT
NON MODE C	CID
SELECT BEACON	ESTAB BEACON
000-047	LEADER LINE
048-074	POS SYMBOL

1. Radar Controller

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

b. Pass the boundary fix estimates to the receiving non-radar controller. Revisions of three minutes or more shall be forwarded as per the 7110.65, Chapter 8, Offshore/Oceanic Procedures. There is no requirement to pass next fix estimates unless the receiving controller requests them.

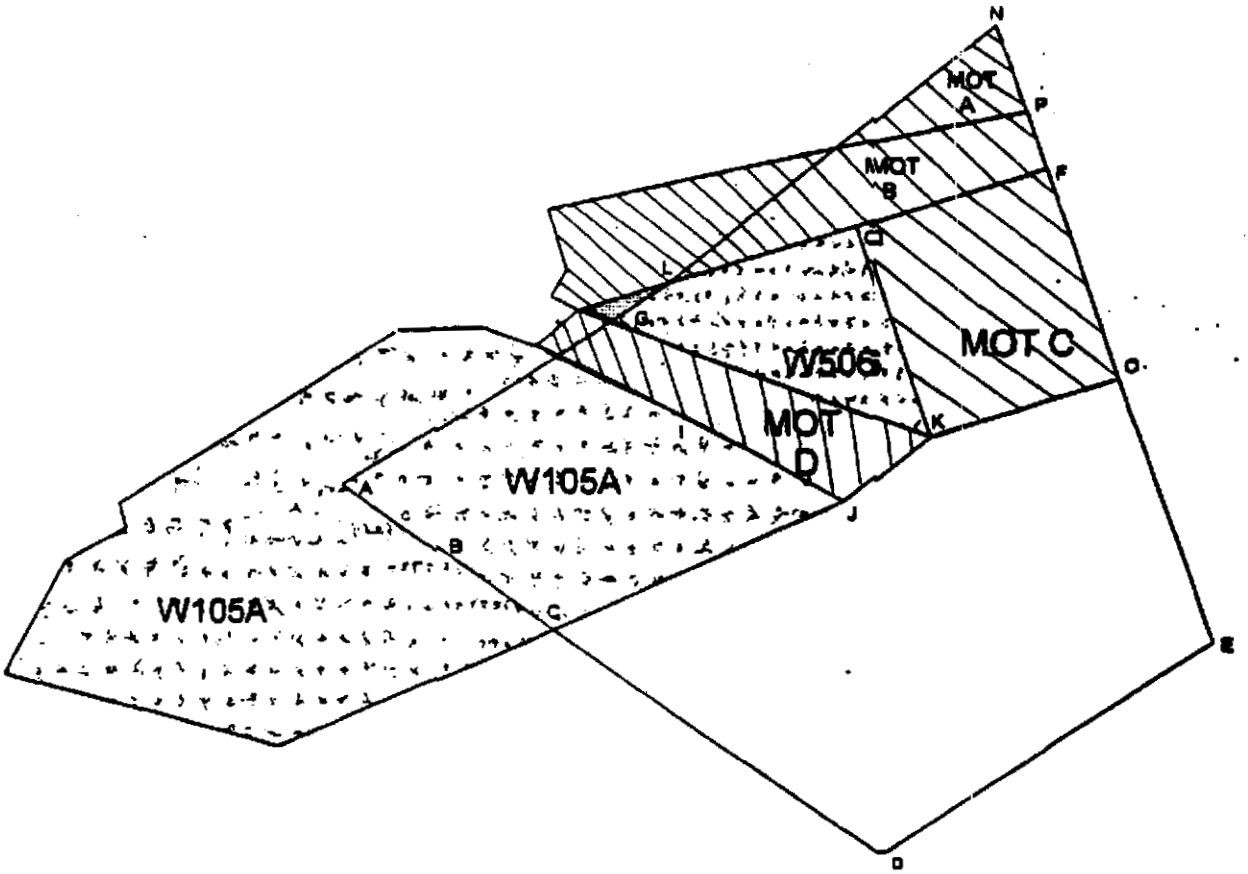
NYARTCC AREA F
SECTOR 65 JOBOC



SECTION	UNCONDITIONAL	CONDITIONAL
A	055 AND ABOVE	NONE
B	ABOVE BUT NOT INCLUDING FL500	110 TO FL500 WHEN RELEASED TO FAA
C	ABOVE BUT NOT INCLUDING FL500	055 TO FL500 WHEN RELEASED TO FAA

MOT AREA

NYARTCC AREA F
SECTOR 65 JOBOC



SECTOR 65

LATITUDE/LONGITUDE

A	40°34'36" 70°52'46"
B	40 17 57 70 35 52
C	39 48 30 70 06 20
D	38 35 00 68 53 00
E	39 00 00 67 00 00
F	41 00 00 67 00 00
G	40 55 30 69 20 30
H	NOT USED
I	NOT USED
J	39 58 00 68 29 50
K	40 07 00 68 00 00
L	41 00 00 69 00 00
M	NOT USED
N	41 37 00 67 00 00
O	40 07 00 67 00 00
P	41 15 00 67 00 00
Q	41 00 00 68 00 00

SECTOR 66 (MANTA)
MINIMUM REQUIRED NARROWBAND MDM SELECT DISPLAY KEYS

RECOMMENDED RANGE 60 MODE C INTRUDER LIMITS 00B242

KEYS:

MAP 1	075-124
MAP 2	125-164
DEPART LIST	165-184
HOLD LIST	185-244
FULL DBs	ACID
SELECT LDBs	ASSIGN ALT
ALL PRIM	REPORT ALT
NON MODE C	CID
SELECT BEACON	ESTAB BEACON
00-047	POS SYMBOL
048-074	

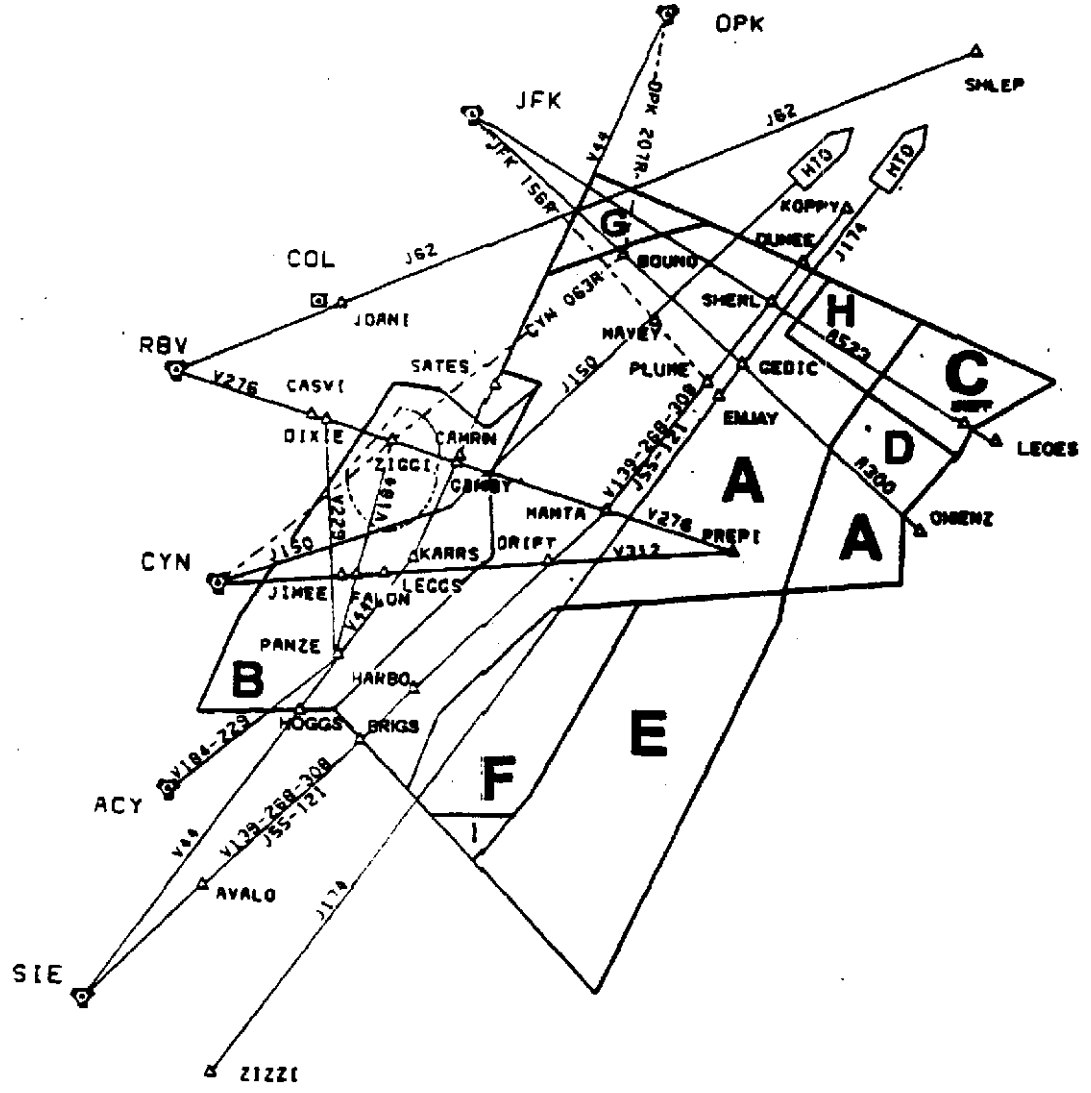
1. RADAR CONTROLLER

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

Fix	Holding Direction/Altitude	Maximum Length	Maximum Speed
ZIGGI INT	Southwest with right turns on JFK210 radial from 070-080	1 Minute	175 KTS
JIMEE INT	East with left turns on the CYN100 radial from 070-080	1 Minute	210 KTS

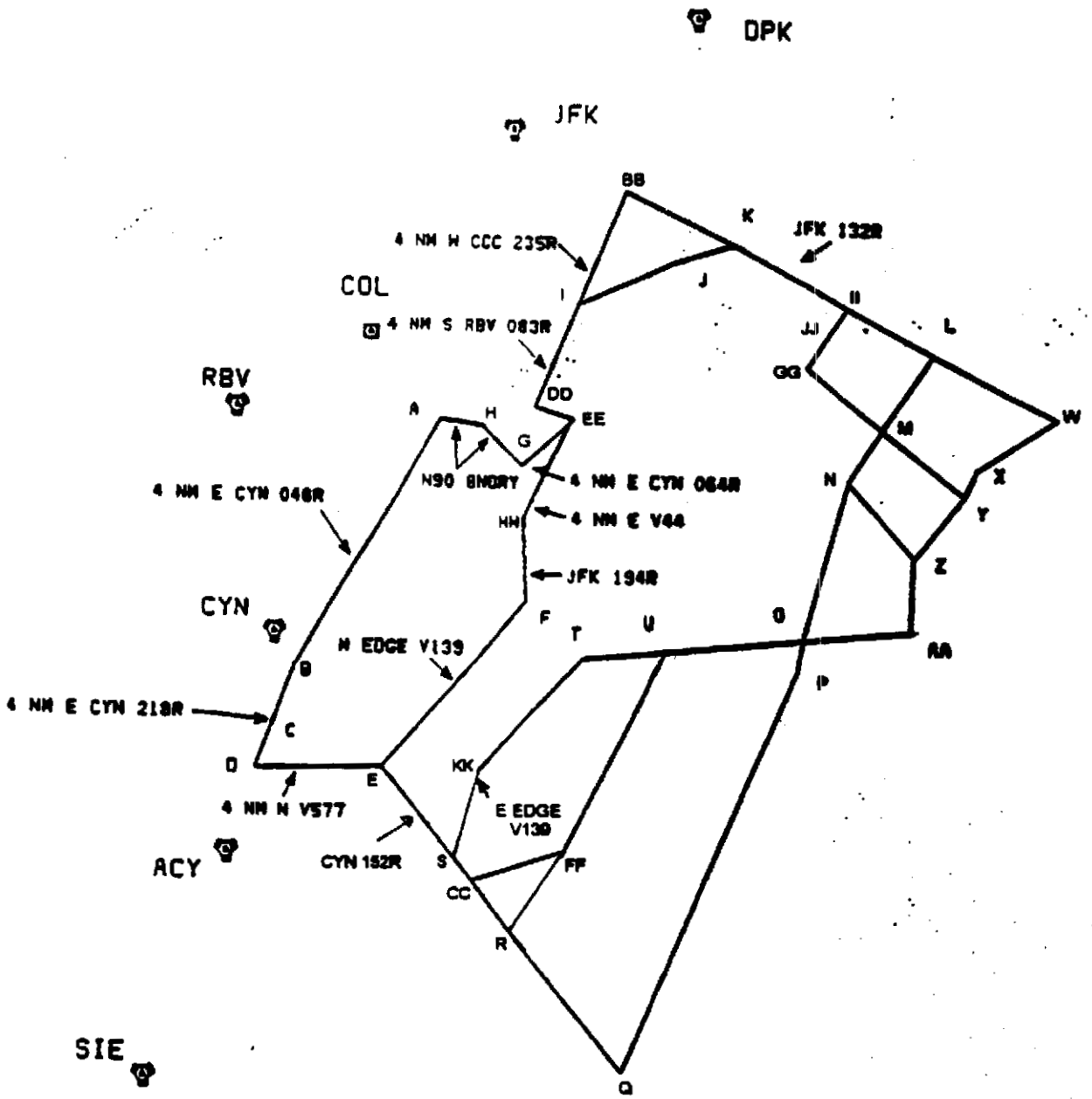
NOTE: Holding at JIMEE at or below 8000 feet is not separated from V139, V268, or V308

NYARTCC AREA E
Sector 66 MANTA



SECTION	UNCONDITIONAL
A	FL230 & BELOW EXCLUDING APPROACH CONTROL AREAS
B	FL100 & BELOW EXCLUDING APPROACH CONTROL AREAS
C	FL110-FL230 FL100 AND BELOW WHEN RELEASED TO FAA
D	FL060 - FL230
E	FL080-FL230 WHEN RELEASED TO FAA
F	FL180-FL230 FL070-FL170 WHEN RELEASED TO FAA
G	FL140-FL190 EXCLUDING APPROACH CONTROL AREAS
H	FL090 - FL230
I	FL180-FL230 FL080-FL170 WHEN RELEASED TO FAA

NYARTCC AREA E
Sector 66 MANTA



SECTOR 66
LATITUDE/LONGITUDE

A- 40° 09'15" / 74° 00'00"

B- 39° 45' 45" / 74° 23' 00"

C- 39° 39' 21" / 74° 27' 20"

D- 39° 35' 35" / 74° 29' 55"

E- 39° 34' 45" / 74° 11' 40"

F- 39° 50' 00" / 73° 48' 35"

G- 40° 03' 50" / 73° 47' 55"

H- 40° 08' 15" / 73° 53' 45"

I- 40° 19' 55" / 73° 38' 10"

J- 40° 23' 15" / 73° 24' 00"

K- 40° 24' 35" / 73° 15' 15"

L- 40° 11' 55" / 72° 46' 55"

M- 40° 04' 37" / 72° 55' 05"

N- 39° 59' 40" / 73° 00' 30"

O- 39° 44' 00" / 73° 09' 00"

P- 39° 41' 00" / 73° 10' 00"

Q- 39° 02' 05" / 73° 39' 30"

R- 39° 17' 25" / 73° 54' 12"

S- 39° 25'42" / 74° 02'34"

T- 39° 44' 00" / 73° 40' 58"

U- 39° 44' 00" / 73° 27' 49"

V- Removed

W- 40° 04' 20" / 72° 30' 00"

X- 40° 00' 00" / 72° 41' 50"

Y- 39° 57' 15" / 72° 44' 00"

Z- 39° 51' 08" / 72° 51' 55"

AA- 39° 44' 00" / 72° 53' 03"

BB- 40° 30' 30" / 73° 30' 00"

CC- 39° 23' 10" / 73° 59' 56"

DD- 40° 09' 40" / 73° 45' 00"

EE- 40° 08' 10" / 73° 40' 05"

FF- 39° 24' 55" / 73° 45' 47"

GG- 40° 11' 35" / 73° 05' 35"

HH- 39° 57' 08"/ 73° 47' 36"

II- 40° 17' 19" / 72° 58' 58"

JJ- 40° 15' 20" / 73° 01' 28"

KK - 39° 34' 30" / 73° 56' 00"

SECTOR 81

LATITUDE/LONGITUDE

BDA VOR	32°21.86' /64° 41.37'
BIXBY	34 24.40 / 62 04.00
COMBO	32 20.40 / 61 08.40
DEENO	30 31.00 / 67 28.00
DONNA	30 56.00 / 61 35.90
ELTIN	35 21.00 / 64 19.00
HENCH	33 30.00 / 61 24.00
JYMMY	32 04.14 / 67 09.09
LOPPS	29 35.00 / 63 21.00
MACCK	30 56.11 / 66 51.06
MOFFY	29 23.00 / 65 05.00
PRISS	31 56.00 / 68 11.0
PRUIT	29 48.60 / 66 33.50
TARGA	35 05.00 / 66 13.00

SECTOR 86 (ATLANTIC)

MINIMUM REQUIRED MDM SELECT DISPLAY KEYS

RECOMMENDED RANGE - 125 MODE C INTRUDER LIMITS 005B600

KEYS

WX1	075-124
WX2	125-164
WX3	165-184
MAP 1	185-244
SECTOR BOUND	245-294
HALOS	295-999
FULL DBs	ACID
SELECT LDBs	ASSIGN ALT
ALL PRIM	REPORT ALT
NON MODE C	CID
SELECT BEACON	ESTAB BEACON
000-047	LEADER LINE
048-074	POS SYMBOL

Holding

Fix	Direction/Altitude	Max. Length	Max. Speed
JANNA	Southeast with right turns on JFK145 from FL250-FL290	15NM	265K

NOTE: Holding at JANNA at FL190 to FL290 is separated from all warning areas.

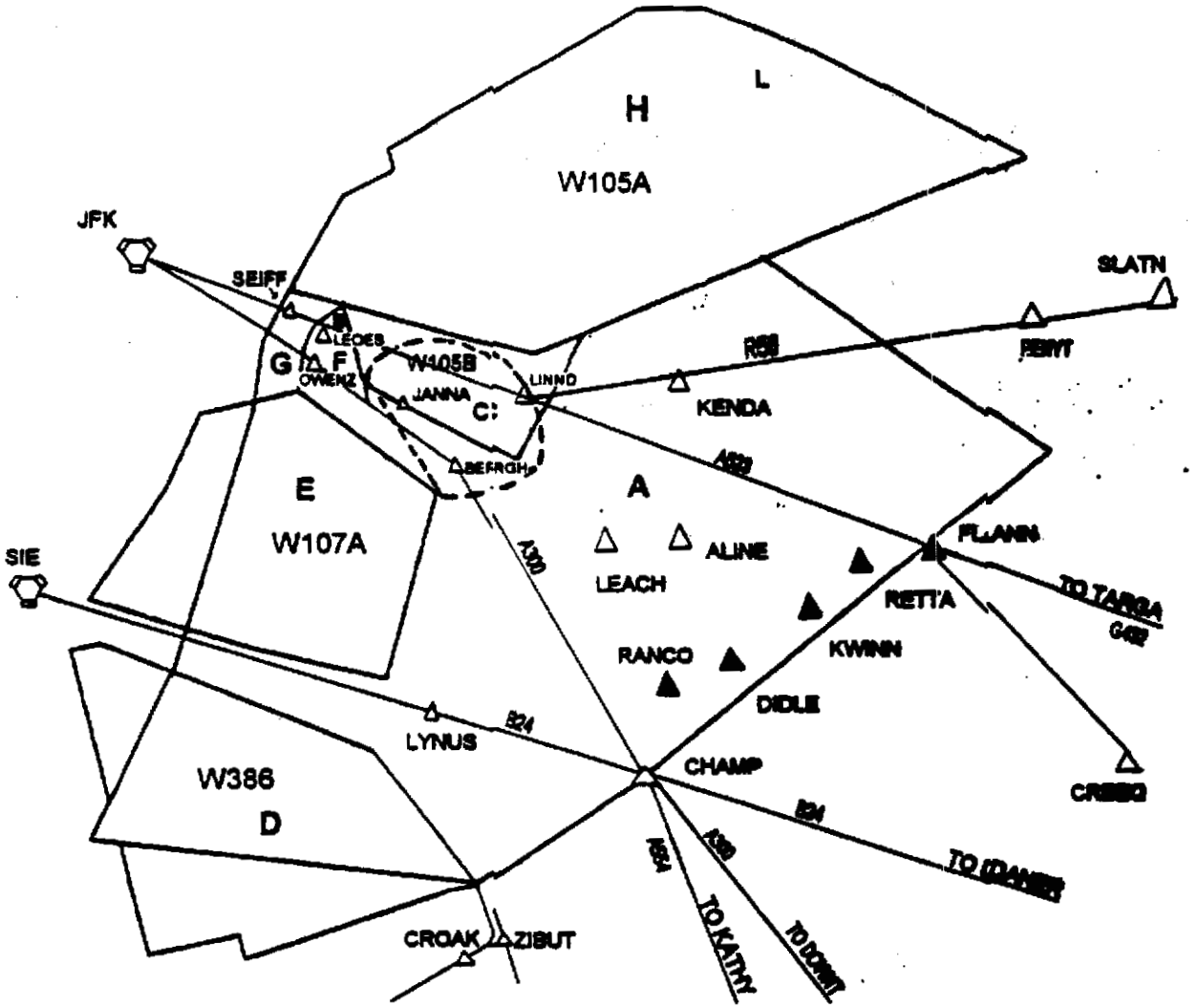
1. **Radar Controller**

a. Pass the boundary fix estimates to the receiving non-radar controller. Revisions of three minutes or more shall be forwarded as per the 7110.65, Chapter 8, Offshore/Oceanic Procedures. There is no requirement to pass next fix estimates unless the receiving controller requests them.

b. Clear arrival aircraft via OWENZ..CAMRN to cross OWENZ (or 40NM southeast of CAMRN if cleared direct CAMRN) at 140.

c. Clear arrival aircraft via OWENZ.CYN100.CYN..GXU..RBV to cross OWENZ (or 60NM southeast of RBV if cleared direct RBV) at 100.

NYARTCC AREA F
SECTOR 86 ATLANTIC



SECTION	UNCONDITIONAL	CONDITIONAL
A	055 AND ABOVE	NONE
B	110 AND ABOVE	060-100 WHEN RELEASED TO FAA
C	FL180 AND ABOVE	060-170 WHEN RELEASED TO FAA
D	NONE	FL240 TO UNLIMITED WHEN RELEASED TO FAA
E	NONE	080 TO UNLIMITED WHEN RELEASED TO FAA
F	060 AND ABOVE	NONE
G	FL240 AND ABOVE	NONE
H	ABOVE BUT NOT INCLUDING FL500	110 TO FL500 WHEN RELEASED TO FAA

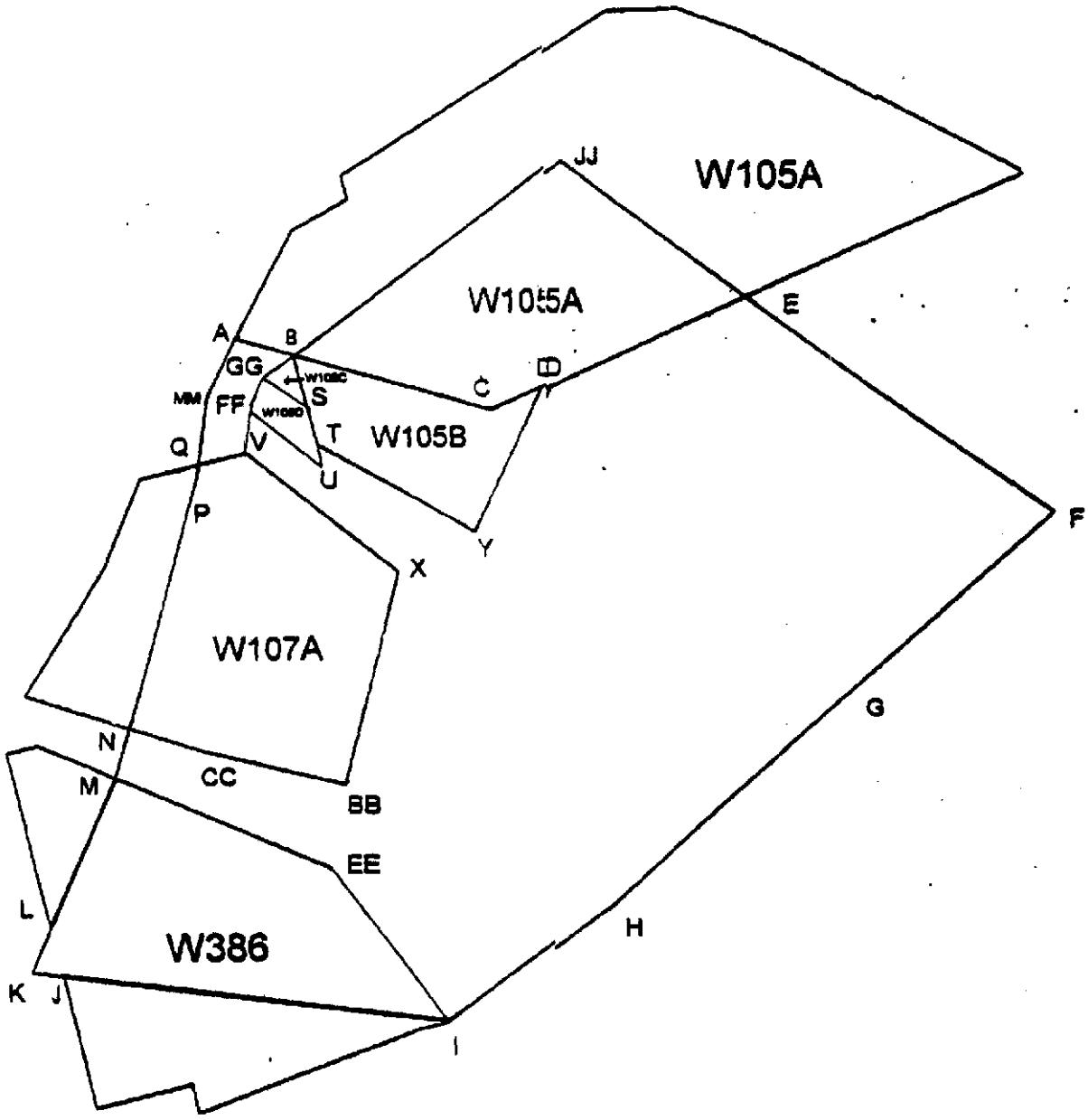
NOTES:

1. HOLDING PATTERN NOT TO SCALE

2. SECTOR 66 HAS CONTROL FOR DESCENT 20 MILES EAST OF OWENZ FROM SECTOR 86 ON ALL METRO NEW YORK, WRI/SAT s, ACY AND PNE ARRIVAL AIRCRAFT

3. SECTOR 86 HAS CONTROL FOR TURNS, CLIMB AND DESCENT ON FLIGHTS THAT ARE WITHIN 30 MILES OF THE R86/D87 BOUNDARY PROVIDED THAT THEY ARE RADAR IDENTIFIED AND MEET THE REQUIREMENTS OF 7110.65, PARAGRAPH 5-5-10 (EDGE OF SCOPE) AND CHAPTER 8, SECTION 5, OFFSHORE/OCEANIC PROCEDURES.

NYARTCC AREA F
SECTOR 86 ATLANTIC



SECTOR 86

LATITUDE/LONGITUDE

A	40°11'55" / 72°46'53"	U	39°34'00" / 72°30'00"
B	40 04 20 / 72 29 58	V	39 44 00 / 72 53 01
C	39 38 42 / 71 33 46	W	NOT USED
D	39 40 45 / 71 14 58	X	39 05 48 / 71 16 12
E	39 48 30 / 70 06 20	Y	39 10 24 / 71 49 10
F	38 35 00 / 68 53 00	Z	NOT USED
G	38 20 00 / 69 57 00	AA	NOT USED
H	37 31 00 / 71 41 00	BB	38 17 00 / 72 50 02
I	37 13 39 / 72 40 00	CC	38 34 00 / 73 30 58
J	37 47 00 / 74 30 00	DD	NOT USED
K	37 50 00 / 74 39 00	EE	37 57 00 / 73 00 30
L	38 00 00 / 74 30 00	FF	39 51 08 / 72 51 55
M	38 32 30 / 73 59 00	GG	40 00 00 / 72 41 50
N	38 44 15 / 73 51 40	HH	NOT USED
O	NOT USED	II	NOT USED
P	39 41 00 / 73 10 00	JJ	40 34 36 / 70 52 46
Q	39 44 00 / 73 09 00	KK	NOT USED
R	NOT USED	LL	40 12 00 / 71 30 00
S	39 48 06 / 72 30 00	MM	39 59 40 / 73 00 30
T	39 41 33 / 72 29 58	NN	NOT USED

SECTOR 70 (SOUTH ATLANTIC) OPERATING PROCEDURES

POSITION: 106

2330/6000	2728/55	3100/5000	3341/4500	3600/4000

1. Sector Controller D70

a. Provide flight information and alerting services to known aircraft operating below FL025 west of 60°W and known aircraft operating below FL200 east of 60°W within the defined CAR ICAO region.

b. Provide air traffic control services to all aircraft operating at or above FL025 west of 60°W and to all aircraft operating at or above FL200 east of 60°W within the defined CAR ICAO region.

c. Provide air traffic control service to all aircraft operating at or above FL055 and flight information and alerting services to known aircraft below FL055 within the defined NAT ICAO region.

d. Forward to adjacent sectors and facilities information on all traffic operating within one half the applicable lateral separation criteria.

e. Use the capabilities of the NADIN, FAA/ARINC phone patch systems, and satellite voice (satvoice) communications in accordance with current directives.

f. Read and act upon as required, position reports, flight plans, transfer of control messages, and NOTAMS pertaining to sector operations (e.g. military activities, missile shots) in accordance with current directives.

g. Advise the Operations Supervisor promptly of any aircraft on which a progress report is overdue or of any non-routine operation by aircraft or supporting services (e.g. ARINC).

h. Upon receipt of transfer of control data on a flight for which a proposed entry fix has been prepared, enter an amendment (AM) message which modifies the time field to the correct E time. The coordinated altitude shall also be entered in this message.

i. Review strip postings periodically on each flight at sector.