Weather Impact Playbook

(WIP)

CWSU, NEW YORK

(ZNY)

Last Updated _____

Initials _____

MIC_____

General Information

New York ARTCC is located at 4205 Johnson Ave, Ronkonkoma, NY, and is one out of 21 Air Route Traffic Control Centers in the US. The primary responsibility is the separation or overflights and expedited sequencing for both arrivals and departures along STARs (Standard Terminal Arrival Routes) and DPs (Departure Procedures) for the entire New York Metro Area along with Philadelphia. The Class Bravo aka Class B airports that ZNY assumes enroute control over include EWR, LGA, JFK and PHL. Altogether, New York Center owns 3.27 million square feet of airspace. Broken down, ZNY contains 17,000 square miles of mainland airspace and 3.25 million square miles of oceanic airspace.

The sector shelves start as low 5,500 AGL and top out as high as Flight Level 600 (60,000) AGL. ZNY is broken into Low Altitude and High Altitude sectorization and unlike many ARTCC's within the CONUS, ZNY does not contain any Super High Altitude sectors. Within the Center there are 6 Areas, A,B,C,D with E, F being the Oceanic Sectors.

Air Route Facility Contacts - New York Center

Air Traffic Manager DAVID LeCATES (631) 468-1002

Air Traffic Executive Secretary - MARIE PAWLUK (631) 468-1003

Airway Facilities - TED KILADITIS (631) 468-1445

Quality Assurance - GEORGE LEONARD (631) 468-1075

Training Officer - PAUL FAIRLEY (631) 468-1053

Operations Support Manager - PETER HRUZ (631) 468-1018

Flight Data - LINDA OSBORN (631) 468-1423

Traffic Management Unit (TMU)

Traffic Management Officer (TMO) - MICHAEL GOLDEN (631) 468-1010

Supervisory Traffic Management Controllers - (631) 468-1084

JIM SORENSON

DEBRA BYRNES

TOM KELLY

RICK SEELEY

JOHN CAPOZUCCA

NWS Management Contact Information /

Support Warning Forecast Office (WFO)

Upton, New York (OKX)

WFO Meteorologist in Charge (MIC) - MICHAEL WYLLIE (631) 924-0037

WFO Science Operations Officer (SOO) - JEFFREY TONGUE (631) 924-0037

WFO Administrative Services Assistant (ASA) - FLORENCE DENIS (631) 924-2578

Electronics Systems Analyst (ESA) - DEAN COVIAS (631) 924-0037

Aviation Focal Point (AFP) - PATRICK MALOIT (631) 924-0037

ZNY CWSU Acting Meteorologist in Charge (AMIC) - WILLIAM SCURA

(631 468-1082)

Eastern Region Headquarters

Regional Aviation Meteorologist (RAM) - JASON FRANKLIN (631) 244-0125

Eastern Region Director – DEAN P. GULEZIAN – (631) 244-0101

Deputy Director – MICKEY J. BROWN – (631) 244-0102

Supporting WFO's writing TAFs within ZNY airspace,

Adjacent CWSU's and other Contact Info

WFO STATE COLLEGE, PA. (CTP) TAF Identifiers: UNV, IPT, MDT.

Contact Information: (814) 231- 2408.

WFO BINGHAMTON, NY. (BGM) TAF Identifiers: BGM, ITH, ELM, AVP, MSV.

Contact Information: (607) 729-1597

WFO MOUNT HOLLY, NJ. (PHI) TAF Identifiers: RDG, TTN, ABE, PHL, PNE.

Contact Information: (609)261-6600

WFO NEW YORK, NY. (OKX) TAF Identifiers: EWR, JFK, LGA, TEB.

Contact Information: (609) 924-0037

Adjacent CWSU's:

CWSU Leesburg VA (ZDC) *Primary backup for ZNY CWSU*

CWSU ZDC Meteorologist-in-Charge (MIC): Carl Ewald

Contact Information: (703) 771-3444

CWSU Nashua NH (ZBW)

CWSU ZBW Meteorologist-in-Charge (MIC): Scott Reynolds

Contact Information: (603) 879-6855

CWSU Oberlin OH (ZOB)

CWSU ZOB Meteorologist-in-Charge (MIC): Mark McKinley

Contact Information: (440) 774-0364

Systems Command Center (ATCSCC)

Severe Weather Desk

Contact Information: (703)904-4522

TRACONS and Phone #s within NYARTCC

NY TRACON (N90)	(516)683-2981 FAX – x1350
Philadelphia (PHL) APCH -	(215) 492-1985 OR 4116
Binghamton (BGM) APCH –	(607) 729-6146
Wilkes-Barre (AVP) APCH –	(570) 451-0267
Harrisburg (HAR) APCH –	(717) 948-2697
Elmira (ELM) APCH –	(607) 739-1971
Allentown (ABE) APCH –	(610) 264-4530
McGuire (WRI) APCH -	(609) 754-2275

FAA Towers Phone #s within ARTCC

LGA	718-478-1948	JFK	718-656-0527
EWR	973-961-6632	PHL	215-492-1953
TEB	201-288-5988	MMU	973-539-6403
MDT	717-948-2696	CDW	973-575-6448
UNV	814-865-5511	AVP	570-451-0267
BGM	607-729-6146	ABE	610-264-4539
CXY	717-774-3906	IPT	570-368-2141
ITH	607-257-1316	PNE	215-677-6008
RDG	610-374-8039	ELM	607-739-1971

BDA 441-293-5750

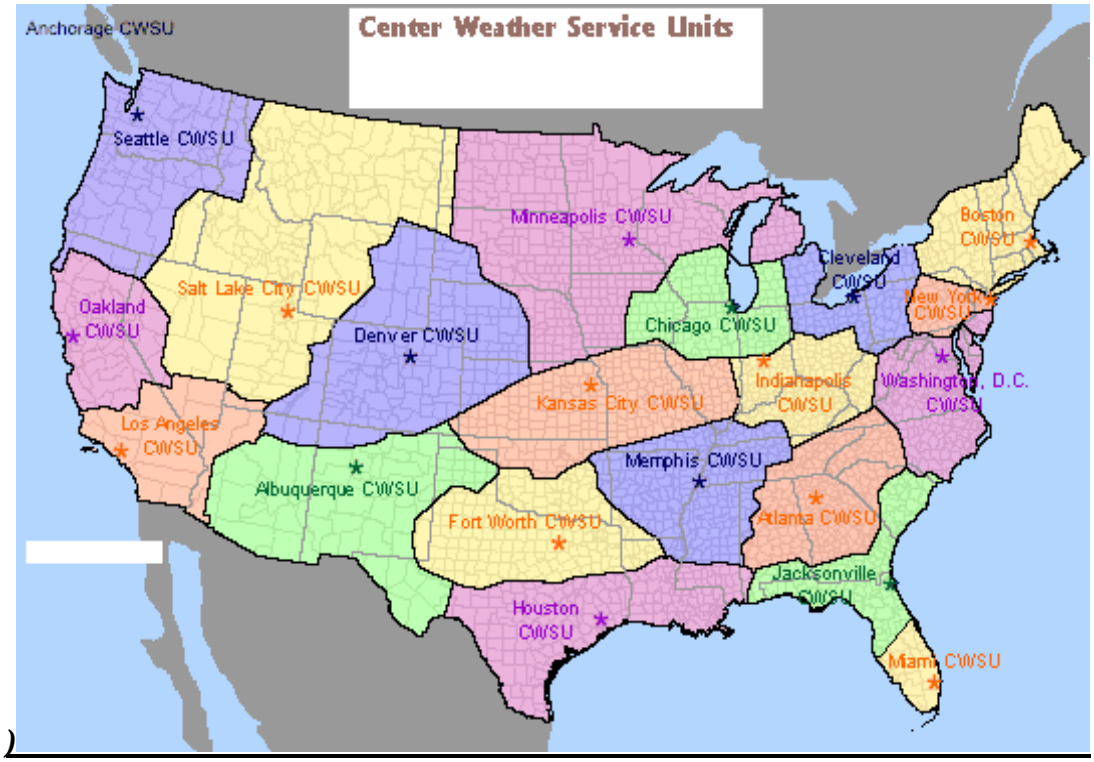
Adjacent Oceanic Facilities – Contact Information

LPAZ – Santa Maria	9-011-351-296-886-299
PIARCO – Trinidad	868-669-0619
CERAP - San Juan	787-253-8664
Moncton Center	506-867-7175
Gander Center	709-651-5203

Local Flight Service Stations (FSS)

Addresses		
Leesburg AFSS Leesburg Muni Arpt. 991 Sycolin Road, S.E. Leesburg VA. 20175 757-877-2235	**Millville AFSS** Millville Municipal Arpt. AFSS Bldg. 100 Millville, NJ. 08332-4881 609-327-0930/0802	**Williamsport AFSS** Williamsport Arpt. 325 Arpt Rd. Williamsport, PA. 17754 717-368-1022
New York AFSS 150 Arrival Ave. Ronkonkoma, NY. 11779 516-471-7181	**Buffalo AFSS** 175 Aero Dr. Cheektowaga, NY. 14225 716-631-2285	**Altoona AFSS** 1 Arpt Dr. Martinsburg, PA. 16662 814-793-2152
Elkins AFSS Elkins-Randolph Co. Aprt. Emmerson Phares Bldg. RR 1, Box 271-4 Elkins, WV. 26241-9742 304-636-4812		

Air Route Traffic Control Centers (ARTCC)



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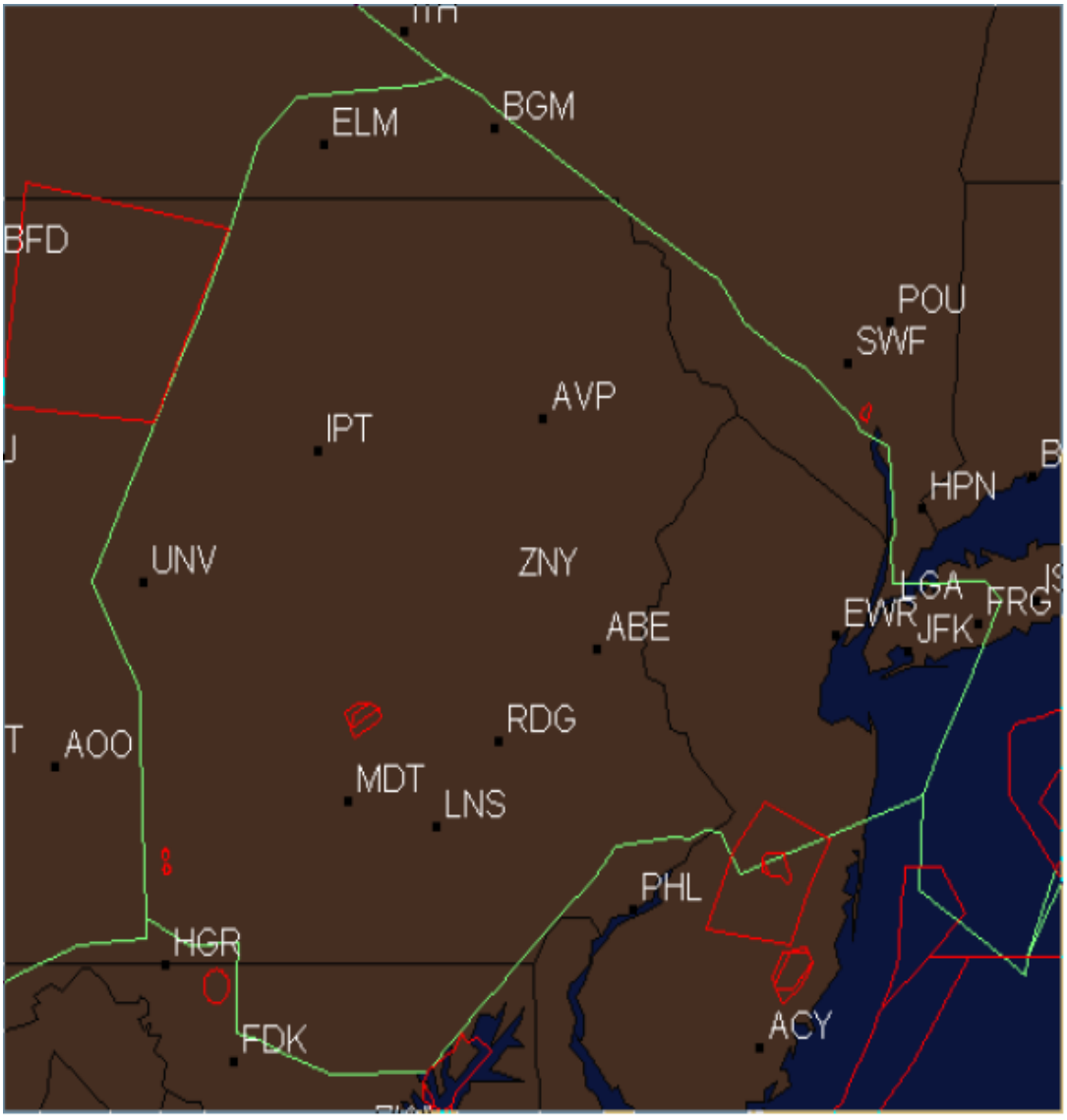
NEW YORK CENTER



The green line marks the boundaries of the New York Center area. The red lines mark the boundaries of Military Operations Areas (MOAs), Prohibited, Restricted, Alert Areas, and Warning Areas.

ARTCC Facility Structure

TMU Operations

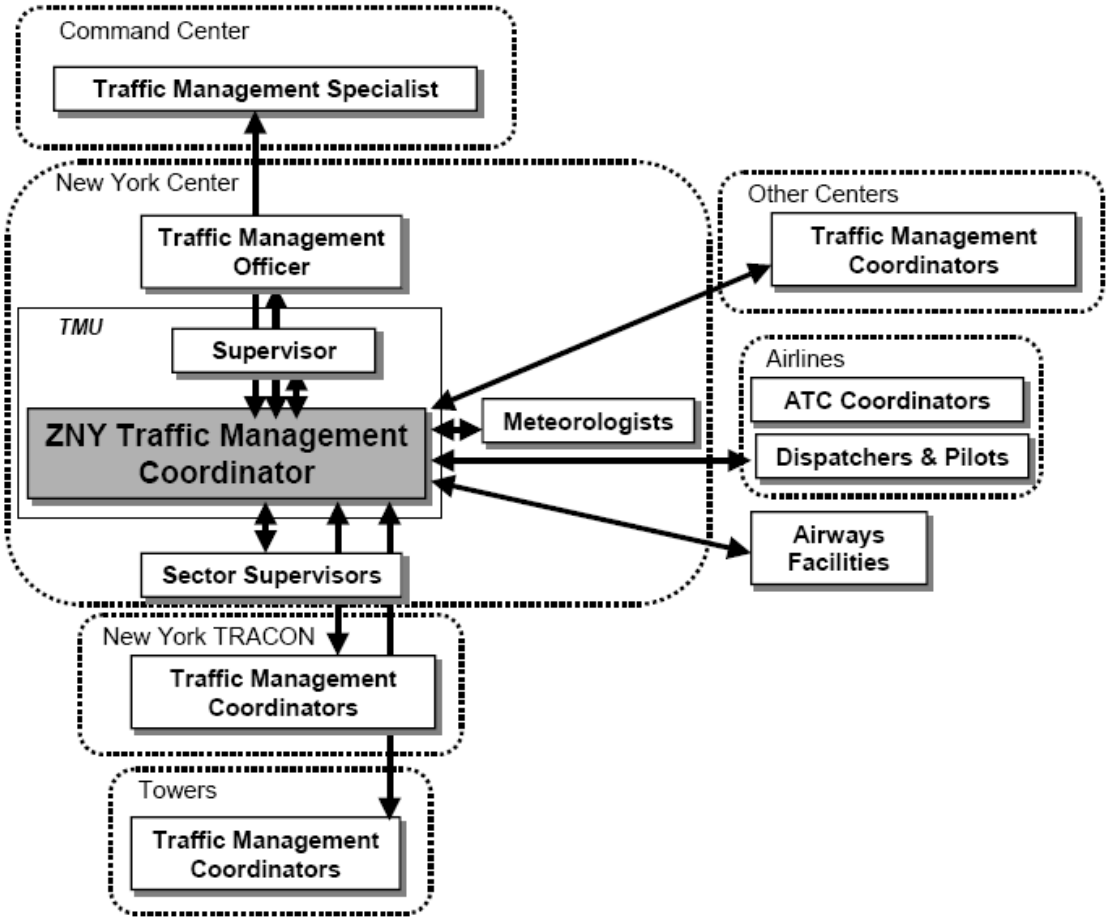
There are approximately 3-6 Traffic Management Coordinators (TMCs) in the Traffic Management Unit in the New York Center during the day. The functions of the New York TMC are as follows:

- Monitor state of tactical controllers through sector supervisor updates to ensure that no sector is overloaded with aircraft
- Determine when a traffic initiative should be imposed on traffic into or out of New York Center
- Communicate restrictions from other facilities that affect traffic into or out of New York Center to the sector supervisors to be implemented by the tactical controllers
- Advise TMO on what strategic traffic measures should be taken before teleconferences and why

The TMCs at New York Center are assigned specialized duties to perform. These duties are:

- Operations Manager: performs as representative of the NY Center on mandatory Command Center teleconferences every two hours and relays pertinent information back to the TMU.
- Departure Director: responsible for ensuring efficient flows out of New York airspace and meeting restrictions imposed on New York from adjacent facilities.
- Arrival Director: (may be combined with other duty during slow periods) responsible for enacting traffic initiatives to control flows into New York airspace.
- Shift Coordinator: responsible for ensuring that staffing at the Center is adequate for the expected traffic demands.
- Monitor Alert Coordinator: responsible for monitoring sector alert on the Enhanced Traffic Management System. If a red-alert is issued over two consecutive 15-minute periods in a sector, that sector supervisor must be consulted to resolve the controller overload potential.

This Diagram is the Communication and Coordination structure between New York Center, TMC and other parties.



Management Structure

New York Center Traffic Management Officer

The Center TMO is the managerial head of the New York Center. The TMC communicates with the Traffic Management Officer (TMO) both to update the TMO with the current status of the traffic flows and to retrieve information from teleconferences in which the TMO participates.

New York Center TMU Supervisor

The Center TMU Supervisor is responsible for the actions taken by the Center TMU and strives to maintain efficiency of the facility while protecting the tactical controllers in the facility from overload. Before making any strategic traffic management decisions, the TMC must first consult the Supervisor. Face-to-face communication occurs frequently upon request by both parties, which are located in the TMU area.

New York Center Sector Supervisors

The Sector Supervisors are responsible for monitoring the traffic load experienced by the tactical controllers within their assigned sectors and advising the Center TMU when a traffic initiative is needed. Since one of the TMC's functions is to maintain a current image of the situation from the tactical controllers' point of view, the TMC is often visiting the Sector Supervisors. The conversations consist of the TMC relaying new or ending traffic restrictions to the Sector Supervisors, or they could consist of the TMC warning the Sector Supervisor of an impending traffic rush on a sector as predicted

NEW YORK CENTER (ZNY) AREAS

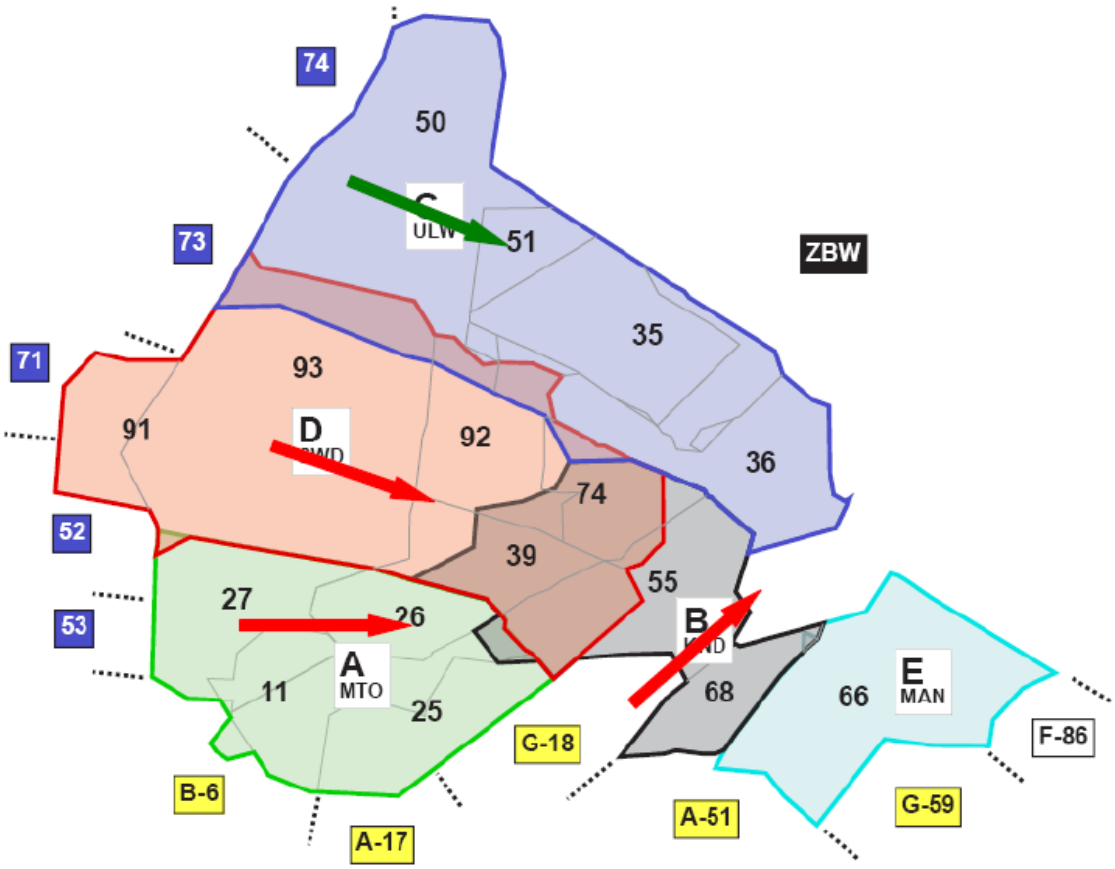
In ZNY the areas are Lettered A through F. Area A covers the south edge of Pennsylvania and feeds arrivals into PCT (Potomac Consolidated TRACON) which runs arrivals and departures for DCA, BWI, and IAD primarily among many airports. Area B covers the East side of Pennsylvania and all of New Jersey. Area B controls westbound, southbound and southwest bound departures out of N90 (New York TRACON). Area B sequences most of those departures into streams for the STARs into BWI, IAD, and DCA. Area C covers the north edge of Pennsylvania. Area C controls both eastbound arrivals into JFK on the LENDY5 STAR and some westbound departures out of N90. Area D is right in the middle of Pennsylvania and butts up against Cleveland ARTCC's (ZOB) east border. Area D handles the PHL SPUDS1/SLATT1 STAR along with PHL departures departing via the PTW (Pottstown VOR aka VHF omni directional range) exit to head westbound. Area D's High Altitude sectors handles all westbound N90 departures. They also handle the MIP3 (Milton 3) STAR into LGA and FQM1 (Williamsport 1) STAR into EWR. Area E is the first set of Oceanic sectors that mainly have control over Western Atlantic. Area E maintains one "mainland" Oceanic sector that feed arrivals and departures to transition from the NATS (North Atlantic Tracks) onto the STARs into international airports such as IAD, JFK, EWR, and PHL. Area F is the other set of Oceanic sectors and maintains control of the Atlantic mainly North and East of Bermuda.

Just like Area E, Area F assumes responsibility for two "mainland" high altitude oceanic sectors just of the coast of New York. Combined, Area E and Area F are surrounded by Miami ARTCC (ZMA), Jacksonville ARTCC (ZJX), Washington ARTCC (ZDC), Boston ARTCC (ZBW), San Juan FIR, Piarco FIR, [[Shanwick Oceanic Control in the UK, Santa Maria FIR in Spain. Moncton and Gander FIRs in Canada. Area F also controls the Caribbean area including Bermuda.

ZNY RADAR SITES

NAME	LOCATION	ID	TYPE
Benton	Benton, PA	QRC	FPS 60
Bermuda	Bermuda	QBA	ATCBI 5
Clearfield	Clearfield, PA	QCF	ARSR 3
Cummington	Cummington, MA	QHA	FPS 60
Dansville	Dansville, NY	DSV	ASR 1E
Gibbsboro	Cherry Hill, NJ	QIE	ARSR 4
Fort Fisher	Fort Fisher, NC	QGV	ARSR 4
North Truro	Cape Cod, MA	QEA	ARSR 4
Oceana	Norfolk, VA	QVR	ARSR 4
Philadelphia	Philadelphia, PA	PHL	ASR 8
Plains	Charlottesville, VA	QPL	ARSR 3
Riverhead	Riverhead, NY	QVH	ARSR 4

ZNY SECTORS



1. Area (A) Sectors: General Area - SOUTHERN ZNY

Operations Manager – Kevin Delaney

Area Supervisors: BOHRER, SMITH, STEPHENS, WINKELEER, BARGANIER. Contact info: (631) 468-1400

High Altitude Sectors

- EMI 09 (Westminster 09) - 134.32
- HAR 10 (Harrisburg 10) - 133.47

Low Altitude Sectors

- HYPER 11 (HYPER 11) - 132.5
- MXE 25 (Modena 25) - 135.45
- LRP 26 (Lancaster 26) - 133.67/ 133.17
- MDT 27 (Middletown 27) - 132.2

VORs - MXE, HAR, LRP, EMI, PTW.

En Route Weather Impacts TS, SEVERE TURBULENCE, SEVERE ICING

JETSTREAM WINDS THAT WOULD INCREASE AIRCRAFT COMPRESSION

ON DEPARTURES.

2. Area (B) Sectors: General Area - EASTERN ZNY

Operations Manager – Sam Shelton

Area Supervisors: DORRANCE, CASTONGUAY, DELEONARDIS,

STEWART, THUMSER. Contact Info: (631) 468-1401

High Altitude Sectors

- ETX 42 (East Texas 42) - 127.17

- JFK 56 (Kennedy 56) - 125.32

Low Altitude Sectors

- PARKE 39 (PARKE 39) - 132.1
- ARD 55 (Yardley 55) - 134.6
- DIXIE 68 (DIXIE 68) - 118.97

VORs - ETX, BWZ, SAX, CYN, JFK, LGA, SBJ, PTW.

En Route Weather Impacts: TS, SEVERE TURBULENCE, SEVERE ICING, JETSTREAM WINDS THAT WOULD INCREASE AIRCRAFT COMPRESSION ON ARRIVALS AND DEPARTURES.

3. Area © Sectors: General Area: NORTHERN ZNY

Operations Manager – Paul Fairley

Area Supervisors: DEAN, CORBY-LEONARD, FOURNIER, PELLICHI, VEGA-SMITH, WHITE. Contact Info: (631) 468-1402

High Altitude Sectors

- ULW 34 (Elmira 34) - 132.17
- SFK 49 (Stony Fork 49) - 121.32

Low Altitude Sectors

- HUO 35 (Huguenot 35) - 132.6
- SAX 36 (Sparta 36) - 133.15
- CFB 50 (Binghampton 50) - 133.35
- LHY 51 (Lake Henry 51) - 134.45

VORs - ITH, ELM, SFK, BGM, LVZ, LHY, HUO, STW, SAX.

En Route Weather Impacts: TS, SEVERE TURBULENCE, SEVERE ICING JETSTREAM WINDS THAT WOULD INCREASE AIRCRAFT COMPRESSION ON ARRIVALS AND DEPARTURES.

4. Area (D) Sectors: General Area: WESTERN AND CENTRAL ZNY

Operations Manager – Pete Sheppard

Area Supervisors: AYERS, ROGERS, GIACOMAZZO, KOHLBERG, MCLAUGHLIN, SHRODER, BCORARO. Contact Info: (631) 468-1403

High Altitude Sectors

- PSB 73 (Phillipsburg 73) - 132.87
- MIP 75 (Milton 75) - 128.57

Low Altitude Sectors

- BWZ 74 (Broadway 74) - 133.5
- FQM 91 (Williamsport 91) - 124.9/ 134.8
- PTW 92 (Pottstown 92) - 124.62
- SWISSDALE 93 (Swissdale 93) - 123.62

VORs - IPT, MIP, SEG, PSB, ETG, TON, RAV, LVZ, ETX, FJC, PTW, BWZ.

En Route Weather Impacts: FG, TS, SEV TURB, SEV ICE, STG GUSTY SFC WNDS, JETSTREAM WINDS THAT WOULD INCREASE AIRCRAFT COMPRESSION ON ARRIVALS AND DEPARTURES.

Area (E) Sectors: General Area: OCEANIC AIRSPACE

SOUTH AND WEST OF BERMUDA...WEST OF GREEN LINES.

Operations Manager – John Azzarone

Area Supervisors: EPSTEIN, COHEN, COURTNEY, JORDAN, MEYER, GRANDISON. Contact Info: (631) 468-1495

High Altitude Sectors

- KATHY 82 (KATHY 82)
- FAIRR 83 (FAIRR 83)

Low Altitude Sectors

- MANTA 66 (MANTA 66) - 134.55

Non-Radar Sectors

- CHAMP 87 (CHAMP 87)
- BACUS 88 (BACUS 88)
- KRAFT 89 (KRAFT 89)
- GRATX 90 (GRATX90)

VORs - BDA.

En Route Weather Impacts: TS, SEVERE TURBULENCE.

5. Area (F) Sectors: General Area: OCEANIC AIRSPACE

NORTH AND EAST OF BERMUDA TO 40W.

Operations Manager – John Azzarone

Area Supervisors: HUNT, ALFARO, LERCH, WEBB, GULIANO,

BRANCH. Contact Info: (631) 468-1496

High Altitude Sectors

- JOBOC 65 (JOBOC 65) - 125.92

- ATLANTIC 86 (ATLANTIC 86) - 132.15

Low Altitude Sectors

- COCOA 80 (COCOA 80)

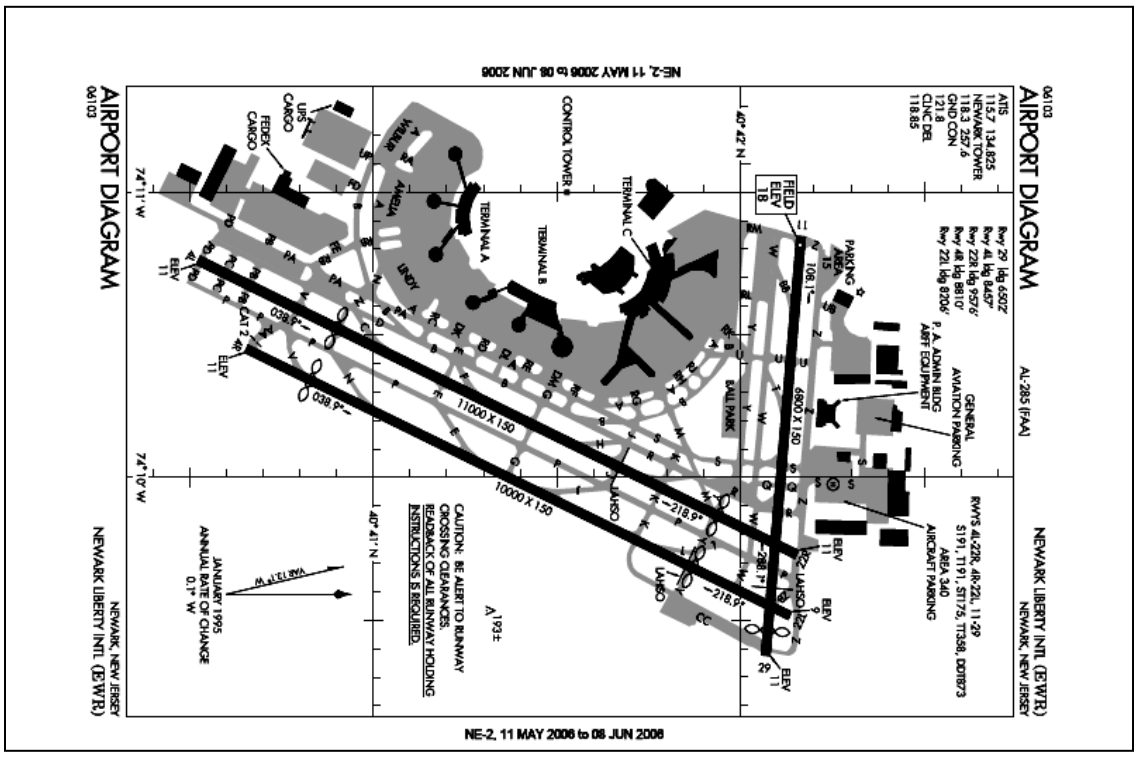
Non-Radar Sectors

- SOUTH ATLANTIC 70 (SOUTH ATLANTIC 70)
- GEMINI 71 (GEMINI 71)
- MERCURY 72 (MERCURY 72)

En Route Weather Impacts: SEV TURB, TS

Hub/Pacing Airports

1. EWR



EWR Daily Pushes

Morning - 1130Z-1230Z, 1430Z-1530Z.

Afternoon - 1700Z-1900.

Evening -

Runway Operations

AAR						
Land	Depart	IFR	VFR	VAPS (2000/3)	Suggested Program Rate	Notes
4R	4L	42	45	52		2.5NM FINAL RY4R
22L	22R	42	45	52		2.5NM FINAL RY22L
4R/11	4L	N/A	52	58*		2.5NM FINAL/LAHSO
22L/11	22R	N/A	52	55*		3.0NM FINAL RY22
4R/29	4L	N/A	N/A	50		
29	29	N/A	*	32		DEPENDENT ON CIG/VSBY
29	22R/L	N/A	*	40		DEPENDENT ON CIG/VSBY
22L	22R/29	42	46	52		

Holding Capacities	
Center / Fix	Capacity
CAMRN	
LENDY	
ROBER	

Arrival Flows	
Centers	Fixes
CAMRN	
LENDY	
ROBER	

Category Minimums	
Category	RVR
I	
II	
IIIa	
IIIb	
IIIc	

EWR Runway Selection Chart

You must add 13 degrees to the wind direction given in the surface observation before using these charts (Magnetic Variation).

Maximum Allowable Wind Velocities in Knots - Including Gusts.
RWY 29 should not be used for departure unless the wind is 20 knots or more - including gusts.

DRY RUNWAYS				
Wind Direction Degrees Magnetic	RWY 4	RWY 11	RWY 22	RWY 29
010	40 kts	20 kts	6 kts	21 kts
020	58 kts	20 kts	5 kts	20 kts
030	60+ kts	21 kts	5 kts	20 kts
040	60+ kts	23 kts	5 kts	20 kts
050	60+ kts	26 kts	5 kts	14 kts
060	58 kts	28 kts	5 kts	10 kts
070	40 kts	31 kts	6 kts	7 kts
080	31 kts	40 kts	7 kts	6 kts
090	28 kts	58 kts	10 kts	5 kts
100	26 kts	60+ kts	14 kts	5 kts
110	23 kts	60+ kts	20 kts	5 kts
120	21 kts	60+ kts	20 kts	5 kts
130	20 kts	58 kts	20 kts	5 kts
140	20 kts	40 kts	21 kts	6 kts
150	20 kts	31 kts	23 kts	7 kts
160	14 kts	28 kts	26 kts	10 kts
170	10 kts	26 kts	28 kts	14 kts
180	7 kts	23 kts	31 kts	20 kts
190	6 kts	21 kts	40 kts	20 kts
200	5 kts	20 kts	58 kts	20 kts
210	5 kts	20 kts	60+ kts	21 kts

220	5 kts	20 kts	60+ kts	23 kts
230	5 kts	14 kts	60+ kts	26 kts
240	5 kts	10 kts	58 kts	28 kts
250	6 kts	7 kts	40 kts	31 kts
260	7 kts	6 kts	31 kts	40 kts
270	10 kts	5 kts	28 kts	58 kts
280	14 kts	5 kts	26 kts	60+ kts
290	20 kts	5 kts	23 kts	60+ kts
300	20 kts	5 kts	21 kts	60+ kts
310	20 kts	5 kts	20 kts	58 kts
320	21 kts	6 kts	20 kts	40 kts
330	23 kts	7 kts	20 kts	31 kts
340	26 kts	10 kts	14 kts	28 kts
350	28 kts	14 kts	10 kts	26 kts
360	31 kts	20 kts	7 kts	23 kts

Significant Weather

TS: Tracon area or enroute.

VISIBILITY: <6 reduces rate

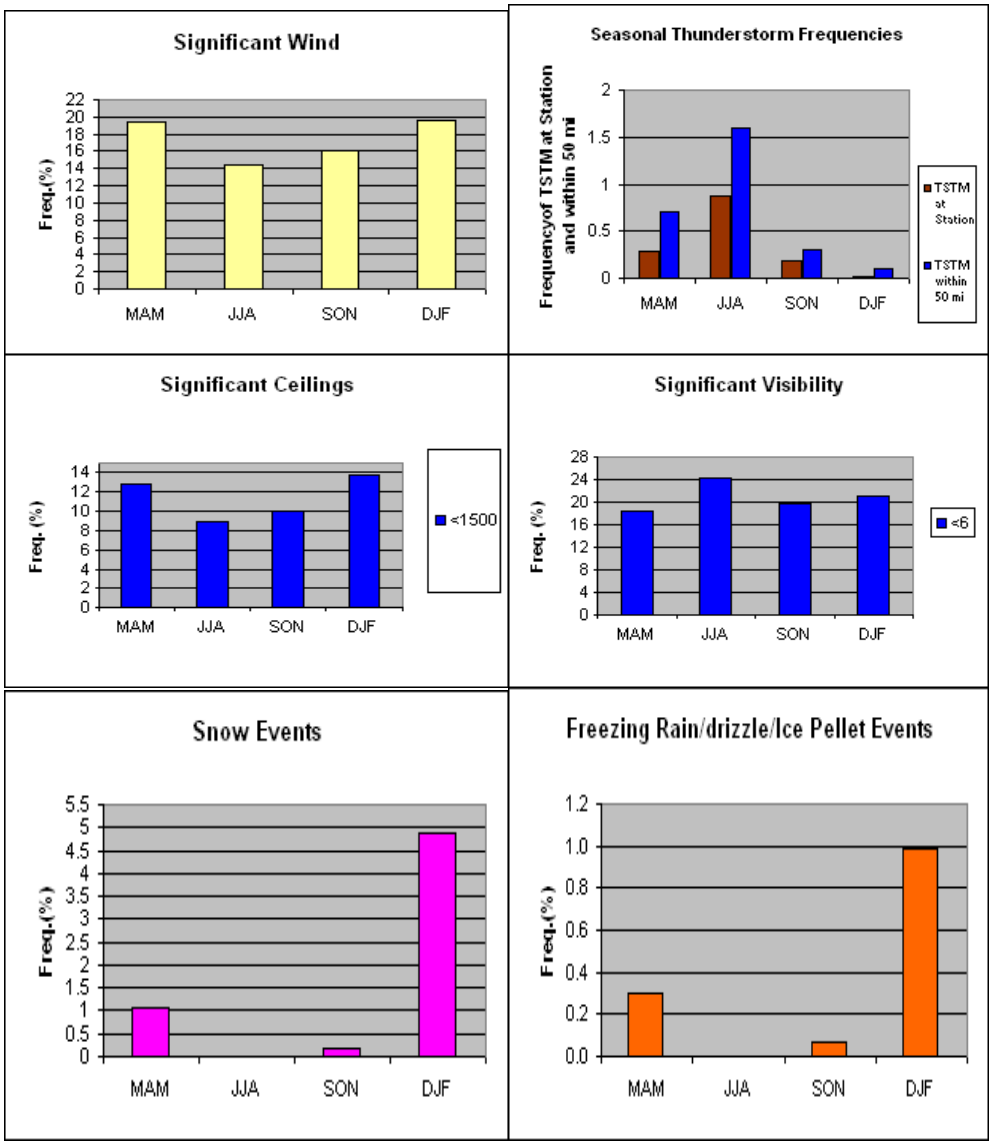
CEILINGS: <1500 ft AGL reduces rates

WINDS: >10kt Tailwind reduces rate

>20kt Crosswind reduces rate

Weather: Any precipitation that will make runways wet, falling and Or Accumulating snow, freezing precipitation, ice pellets, snow pellets, fog.

Climatology:



Arrival Fixes/Gates

COATE SHAFF CMK 008/45

PENNS KEWR

RBV 217/33

ARD

Departure Fixes/Gates

HAAYS

NEION

COATE

MERIT

BREZY BDR

BAYYS

ELIOT

PARKE KEWR

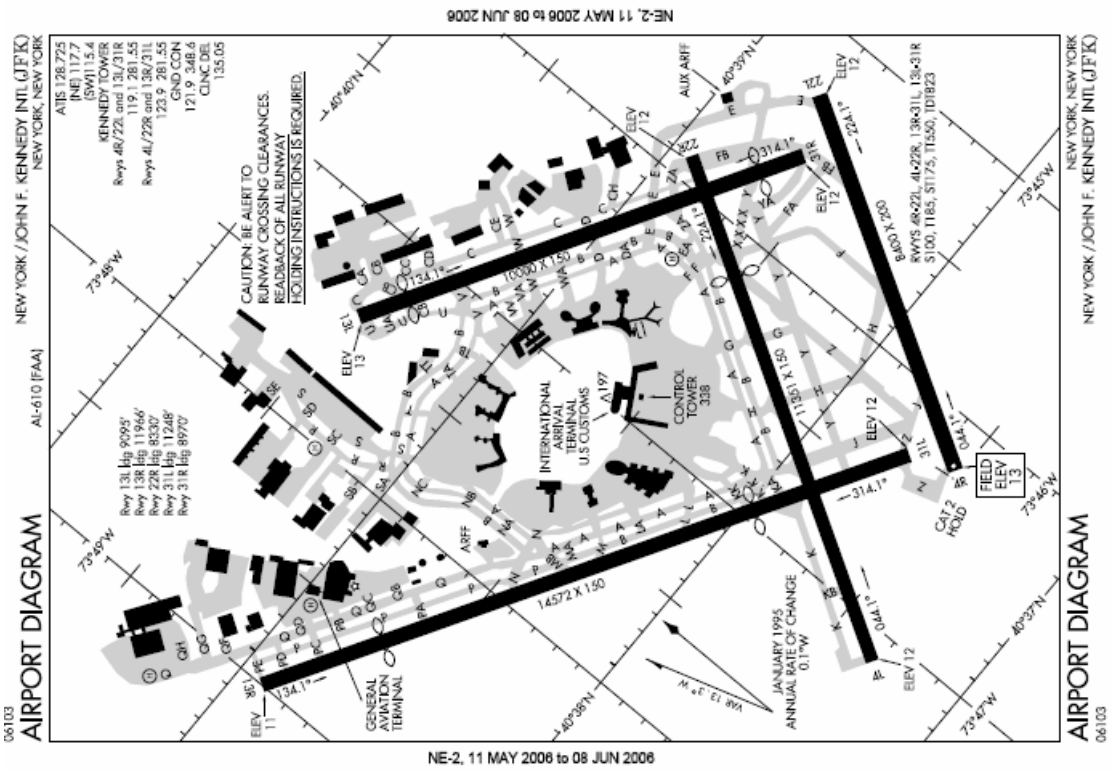
LANNA

BIGGY

DIXIE

WHITE 240/100

2. JFK



NE-2, 11 MAY 2006 to 08 JUN 2006

Time of Daily Pushes

Morning: 1200-1330z

Afternoon:

Evening: 2100-2300z

Runway Operations

AAR						
Land	Depart	IFR	VFR	VAPS (2000/3)	Suggested Program Rate	Notes
4R 4L	4L	38	49	51		RWY4 ILS minimums 200 - 3/4.
4R	4L	25	26	28		RWY4R CATIII certified.
4R 13L	4L		38	40		
4R	31L	22	24	27		
Single Runway	4R or 4L	20	22	25		
22L 22R	22R	38	45	50		RWY22R ILS minimums 300 - 3/4.
22L	22R	25	26	28		RWY22L ILS minimums 200 - 3/8.
22L 13R	22R		49	55		
Single Runway	22R or 22L	20	22	25		
13L	13R	28	28	31		RWY13L CATII certified.
13L	13L 13R		25	27		
13L 22L	13R		60	68		
13L 13R 22L	13L 13R		65	67		
31R	31L	28	29	31		RWY31L ILS minimums 200 - 3/4.
31R	22R	20	26	28		RWY31R ILS minimums 200 - 1/2.
31L 31R	31L	48	54	60		IFR simultaneous approaches.
31L	31L	45	49	53		IFR simultaneous approaches.

31R	31R					
31R 4L	31R		26	28		
31R 4L	31L		31	36		
31L 31R 4L	31L		56	62		
Single Runway	13's or 31's	17	21	25		

Holding Capacities	
Fix	Capacity
CAMRN	4
LENDY	4
ROBER	8

Arrival Flows	
Centers	Fixes
ZNY, ZOB, ZID, ZAU, ZKC, ZMP, 6 WEST	Jets: LENDY
ZDC, ZTL, ZJX, ZMA, ZME, ZFW, ZHU	Jets: CAMRN
ZNY	Intl Jets: OWENZ Props: ZIGGY
ZBW / INTL	Jets: ROBER Props: LOVES

Category Minimums	
Category	RVR
I	1800 ft.
II	1200 ft.
IIIa	700 ft.
IIIb	150 ft.
IIIc	0 ft.

JFK Runway Selection Chart

You must add 13 degrees to the wind direction given in the surface observation before using these charts (Magnetic Variation).

Maximum Allowable Wind Velocities in Knots - Including Gusts.

DRY RUNWAYS					RUNWAYS NOT DRY				
Wind Direction Degrees Magnetic	RWY 4L/R	RWY 22L/R	RWY 31L/R	RWY 13L/R	Wind Direction Degrees Magnetic	RWY 4L/R	RWY 22L/R	RWY 31L/R	RWY 13L/R
010	36 kts	5 kts	23 kts	9 kts	010	27 kts		17 kts	
020	51 kts	5 kts	21 kts	12 kts	020	38 kts		16 kts	
030	60+ kts	5 kts	20 kts	20 kts	030	60+ kts		15 kts	
040	60+ kts	5 kts	20 kts	20 kts	040	60+ kts		15 kts	
050	60+ kts	5 kts	5 kts	20 kts	050	60+ kts			15 kts
060	60+ kts	5 kts	17 kts	20 kts	060	51 kts			15 kts
070	44 kts	5 kts	11 kts	22 kts	070	33 kts			16 kts
080	33 kts	6 kts	8 kts	25 kts	080	24 kts			18 kts
090	27 kts	7 kts	6 kts	29 kts	090	20 kts			21 kts
100	23 kts	9 kts	5 kts	34 kts	100	17 kts			27 kts
110	21 kts	12 kts	5 kts	51 kts	110	16 kts			38 kts
120	20 kts	20 kts	5 kts	60+ kts	120	15 kts			60 kts
130	20	20 kts	5 kts	60+	130	15			60 kts

	kts			kts
140	20 kts	20 kts	5 kts	60+ kts
150	17 kts	20 kts	5 kts	60+ kts
160	11 kts	22 kts	5 kts	44 kts
170	8 kts	25 kts	6 kts	33 kts
180	6 kts	29 kts	7 kts	27 kts
190	5 kts	36 kts	9 kts	23 kts
200	5 kts	51 kts	12 kts	21 kts
210	5 kts	60+ kts	20 kts	20 kts
220	5 kts	60+ kts	20 kts	20 kts
230	5 kts	60+ kts	20 kts	20 kts
240	5 kts	60+ kts	20 kts	17 kts
250	5 kts	44 kts	22 kts	11 kts
260	6 kts	33 kts	25 kts	8 kts
270	7 kts	27 kts	29 kts	6 kts
280	9 kts	23 kts	36 kts	5 kts
290	12 kts	21 kts	51 kts	5 kts
300	20 kts	20 kts	60+ kts	5 kts
310	20 kts	20 kts	60+ kts	5 kts
320	20 kts	20 kts	60+ kts	5 kts
330	20 kts	17 kts	60+ kts	5 kts
340	22	11 kts	44 kts	5 kts

	kts			
140		15 kts		60
150		15 kts		51 kts
160		16 kts		33 kts
170		18 kts		24 kts
180		21 kts		20 kts
190		27 kts		17 kts
200		38 kts		16 kts
210		60+ kts		15 kts
220		60+ kts		15 kts
230		60 + kts	15 kts	
240		51 kts	15 kts	
250		33 kts	16 kts	
260		24 kts	18 kts	
270		20 kts	21 kts	
280		17 kts	27 kts	
290		16 kts	38 kts	
300		15 kts	60+ kts	
310		15 kts	60+ kts	
320	15 kts		60+ kts	
330	15 kts		51 kts	
340	16		33 kts	

	kts					kts			
350	25 kts	8 kts	33 kts	6 kts	350	18 kts		24 kts	
360	29 kts	6 kts	27 kts	7 kts	360	21 kts		20 kts	

Significant Weather

TS: Tracon area or enroute.

VISIBILITY: <3 reduces rate

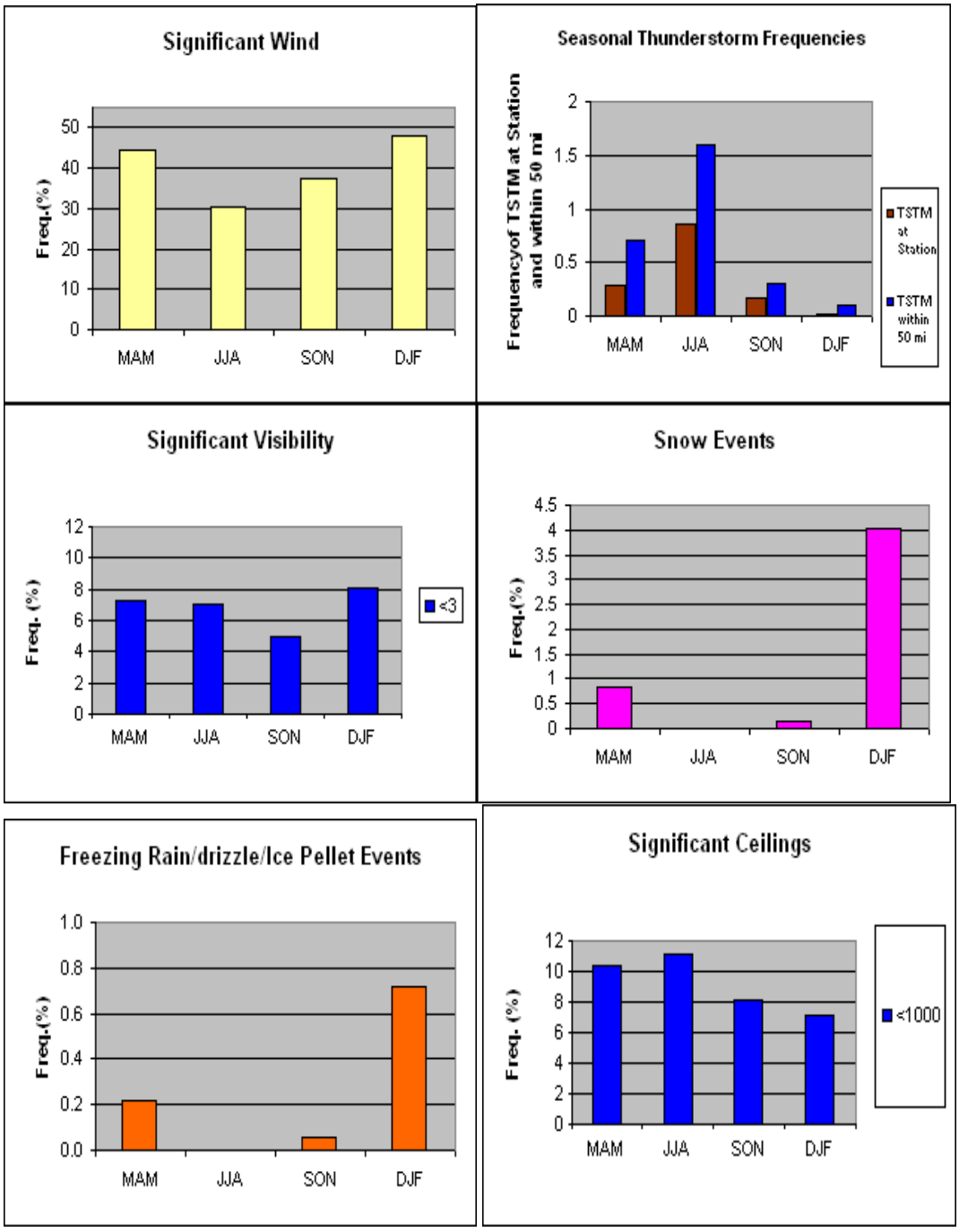
CEILINGS: <1000 ft AGL reduces rates

WINDS: >10kt Tailwind reduces rate

>20kt Crosswind reduces rate

Weather: Any precipitation that will make runways wet, falling and Or Accumulating snow, freezing precipitation, ice pellets, snow pellets, fog.

Climatology



Arrival Fixes/Gates

LENDY

KJFK ROBER DPK

OWENZ

ZIGGI 209/37 CAMRN 198/37

Departure Fixes/Gates

GAYEL

HAAYS

NEION

COATE

GREKI

MERIT

LANNA KJFK

BETTE 109/35

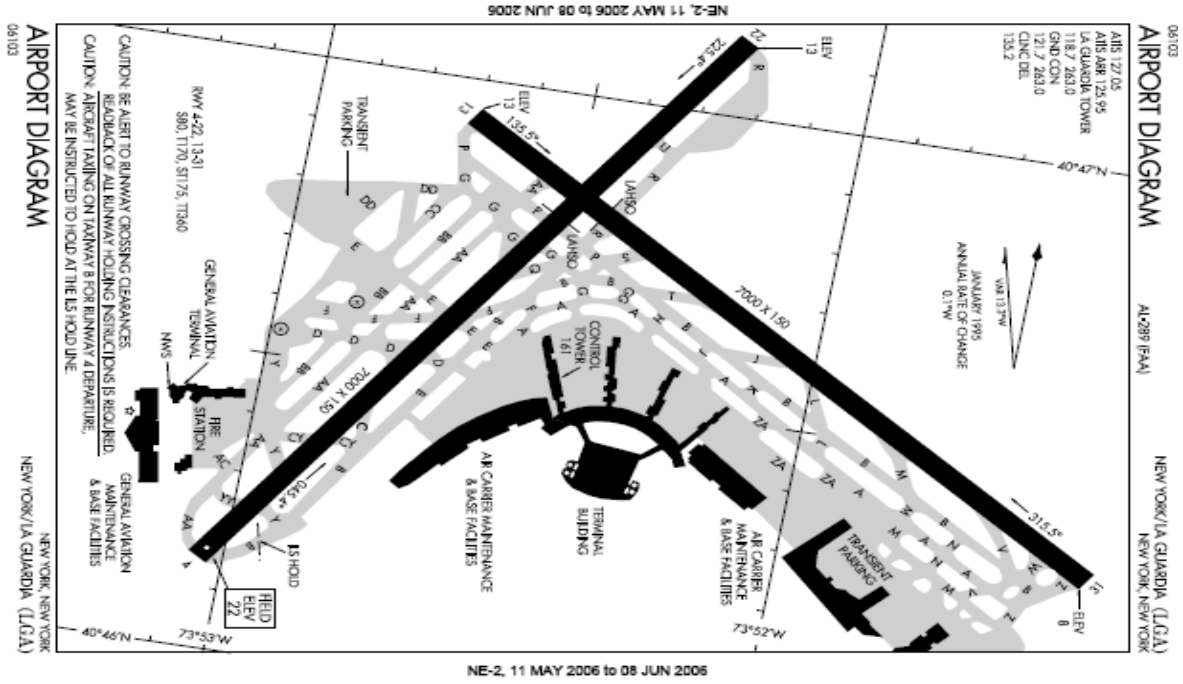
SHIPP

WAVEY

ARD RBV

WHITE

3. LGA



NE-2, 11 MAY 2006 to 08 JUN 2006

Time of Daily Pushes

Morning: 1130-1330z

Afternoon: 1630-2000z

Evening: 2200-0000z

LGA Runway Operations

AAR						
Land	Depart	IFR	VFR	VAPS (3200/4)	Suggested Program Rate	Notes
22	13	35-38	40	44		Best configuration.
22	31	30	30	32	28-30	RWY22 ILS minimums 200 - 1/2.
13	4	32-35	35	40		RWY13 ILS minimums 300 - 1/2.
13	13	20	22	25	ILS 20-22	Worst configuration.
4	13	32-38	40	40		RWY04 ILS minimums 300 - 3/4.
4	31	27	29	33	24-26	
4	4	20	25	25	IFR 18-20 VFR 22-24	
31	4	35-38	40	40		
31	31	22	27	29		RWY31 ILS minimums 300 - 1/2.

Holding Capacities	
Fix	Capacity
ARD Alt: 080-130	
STEFE Alt: 110-140	
DQO Alt: 110-140	

Arrival Flows	
Centers	Fixes
ZDC, ZTL, ZJX, ZMA, ZME, ZFW, ZHU, ZKC (SELECT)	Jets: ARD Props: RBV through PHL
ZNY, ZOB, ZID, ZAU, ZMP, ZDV, ZKC (SELECT)	Jets: LIZZI Props: SBJ

Category Minimums	
Category	RVR
I	1800 ft.
II	1200 ft.
IIIa	700 ft.
IIIb	150

LIZZY	6-8
VALRE	3-4
IGN	3-4

	through ABE
ZBW	Jets: VALRE Props: NOBBI

	ft.
IIIc	0 ft.

LGA Runway Selection Chart

You must add 13 degrees to the wind direction given in the surface observation before using these charts (Magnetic Variation).

Maximum Allowable Wind Velocities in Knots - Including Gusts.

DRY RUNWAYS				
Wind Direction Degrees Magnetic	RWY 4	RWY 13	RWY 22	RWY 31
010	36 kts	9 kts	5 kts	23 kts
020	51 kts	12 kts	5 kts	21 kts
030	60+ kts	20 kts	5 kts	20 kts
040	60+ kts	20 kts	5 kts	20 kts
050	60+ kts	20 kts	5 kts	20 kts
060	60+ kts	20 kts	5 kts	17 kts
070	44 kts	22 kts	5 kts	11 kts

RUNWAYS NOT DRY				
Wind Direction Degrees Magnetic	RWY 4	RWY 13	RWY 22	RWY 31
010	27 kts			17 kts
020	38 kts			16 kts
030	60+ kts			15 kts
040	60+ kts			15 kts
050	60+ kts	15 kts		15 kts
060	51 kts	15 kts		
070	33 kts	16 kts		

080	33 kts	25 kts	6 kts	8 kts
090	27 kts	29 kts	7 kts	6 kts
100	23 kts	36 kts	9 kts	5 kts
110	21 kts	51 kts	12 kts	5 kts
120	20 kts	60+ kts	20 kts	5 kts
130	20 kts	60+ kts	20 kts	5 kts
140	20 kts	60+ kts	20 kts	5 kts
150	17 kts	60+ kts	20 kts	5 kts
160	11 kts	44 kts	22 kts	5 kts
170	8 kts	33 kts	25 kts	6 kts
180	6 kts	27 kts	29 kts	7 kts
190	5 kts	23 kts	36 kts	9 kts
200	5 kts	21 kts	51 kts	12 kts
210	5 kts	20 kts	60+ kts	20 kts
220	5 kts	20 kts	60+ kts	20 kts
230	5 kts	20 kts	60+ kts	20 kts
240	5 kts	17 kts	60+ kts	20 kts

080	24 kts	18 kts		
090	20 kts	21 kts		
100	17 kts	27 kts		
110	16 kts	38 kts		
120	15 kts	60+ kts		
130	15 kts	60+ kts		
140		60+ kts	15 kts	
150		51 kts	15 kts	
160		33 kts	16 kts	
170		24 kts	18 kts	
180		20 kts	21 kts	
190		17 kts	27 kts	
200		16 kts	38 kts	
210		15 kts	60+ kts	
220		15 kts	60+ kts	
230			60+ kts	15 kts
240			51 kts	15 kts

250	5 kts	11 kts	44 kts	22 kts
260	6 kts	8 kts	33 kts	25 kts
270	7 kts	6 kts	27 kts	29 kts
280	9 kts	5 kts	23 kts	36 kts
290	12 kts	5 kts	21 kts	51 kts
300	20 kts	5 kts	20 kts	60+ kts
310	20 kts	5 kts	20 kts	60+ kts
320	20 kts	5 kts	20 kts	60+ kts
330	20 kts	5 kts	17 kts	60+ kts
340	22 kts	5 kts	11 kts	44 kts
350	25 kts	6 kts	8 kts	33 kts
360	29 kts	7 kts	6 kts	27 kts

250			33 kts	16 kts
260			24 kts	18 kts
270			20 kts	21 kts
280			17 kts	27 kts
290			16 kts	38 kts
300			15 kts	60+ kts
310			15 kts	60+ kts
320	15 kts			60+ kts
330	15 kts			51 kts
340	16 kts			33 kts
350	18 kts			24 kts
360	21 kts			20 kts

Significant Weather

TS: Tracon area or enroute.

VISIBILITY: <3 reduces rate

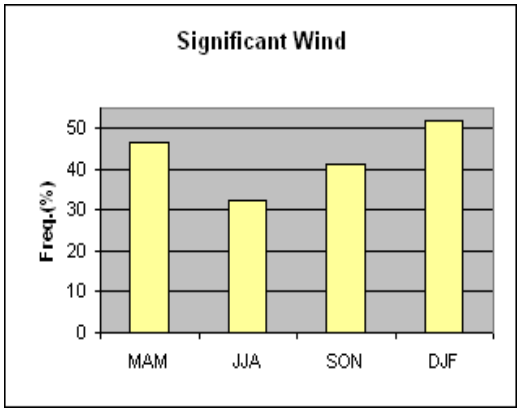
CEILINGS: <1000 ft AGL reduces rates

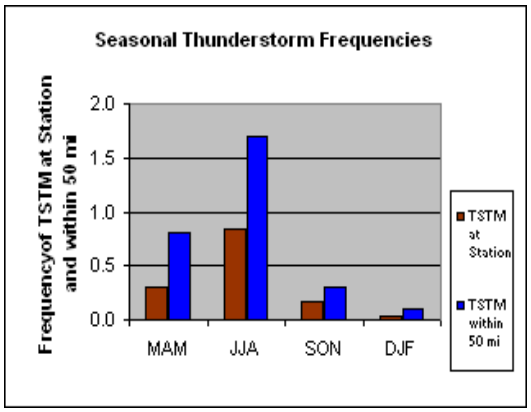
WINDS: >10kt Tailwind reduces rate

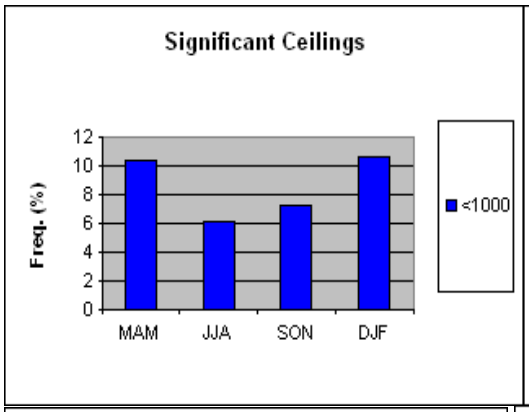
>20kt Crosswind reduces rate

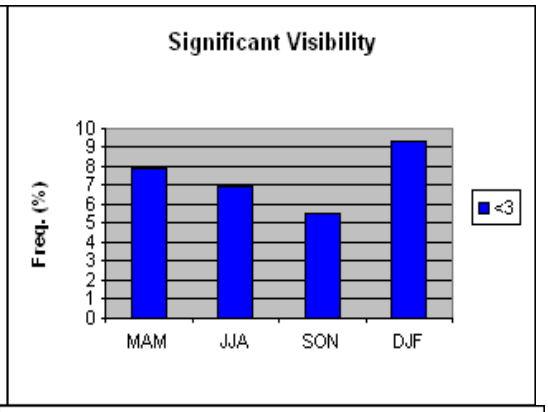
Weather: Any precipitation that will make runways wet, falling and or Accumulating snow, freezing precipitation, ice pellets, snow pellets, fog.

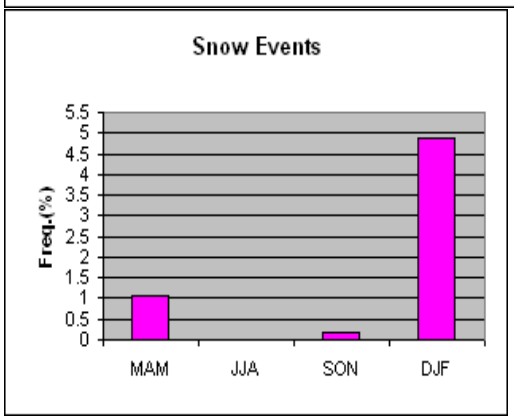
Climatology

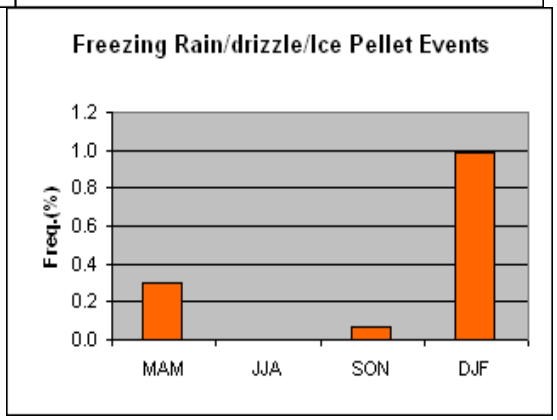












Arrival Fixes/Gates

NOBBI VALRE

LIZZI KLGA VIKKI

RBV

Departure Fixes/Gates

GAYEL

HAAYS

NEION

COATE

GREKI

MERIT

BAYYS

ELIOT

BDR

PARKE

KLGA

LANNA

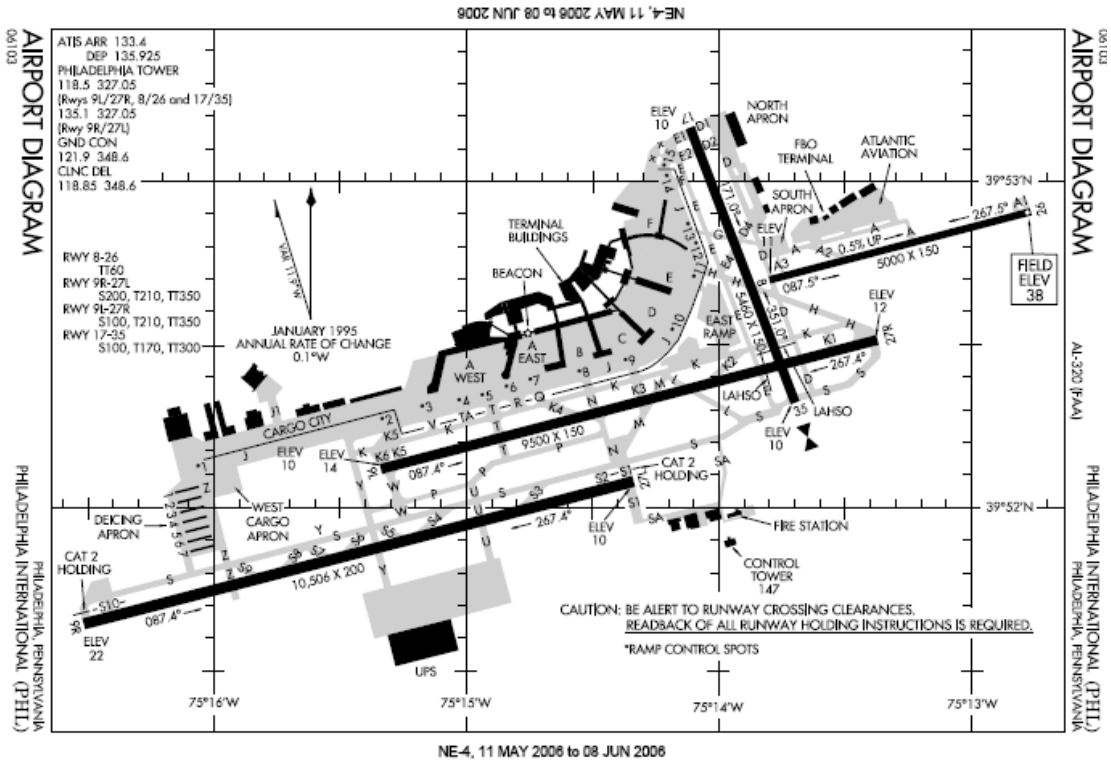
BIGGY

RBV

SHIPP

WHITE

4. PHL



Time of Daily Pushes

Morning: 1130-1200Z, 1330-1600Z,

Afternoon: 1730-1830Z,

Evening: 1930-2300Z.

Runway Operations

AAR						
Land	Depart	IFR	VFR	VAPS (2300/3)	Suggested Program Rate	Notes
27L 27R 17	27L 17		50+	50+		RWY17 arrivals hold short of RWY27R
27R 17	27L 17		48	48		NO LAHSO
27R 35	27L 35		50+	50+		35 VOR minimums 600 - 1
27R	27L 35 17	28-32	36		26-30	27R ILS minimums 200 - 1/2
27R	27L	28		36	26	
9R 9L 17	9L 17		48	48		River VAP minimums 4500 - 3
9R 17	9L 17	48	48	48		Converging ILS 9R and 17 is contingent on ceilings above 700' and visibility of 2 miles. RWY17 ILS minimums 300 - 1/2. The use of the RWY9R overflow converging approach is contingent on ceilings above 700-900 and visibility greater than 3. Use of this approach and AAR is at the discretion of the TMU supervisor.
9L 9R 35	9L 35		48	48		Departure demand affects AAR.
9R 35	9L 35		48	48		The use of the RWY9R overflow converging approach is contingent on ceilings above 700-900 and visibility greater than 3. Use of this approach and AAR is at the discretion of the TMU supervisor.

9R	9L 35 17	28-32	36		26-30	RWY9R CAT III certified.
9R	9L	28		36	26	
Arrive and Depart on a Single Runway		32-36			32-36	

Holding Capacities	
Fix	Capacity
BUNTS	7
SPUDS	3
TERRI	3-4
VCN	3-4

Arrival Flows	
Centers	Fixes
6 WEST, ZAU, ZMP, ZKC, ZOB	BUNTS: WEST/NW
ZBW, ZOB, ZNY	MAZIE: NORTH
ZFW, ZHU, ZID, ZTL, ZAB	DQO (Dupont): SW
ZDC, ZJX, ZMA, ZTL	VCN (Cedar Lake): SE

Category Minimums	
Category	RVR
I	1800 ft.
II	1200 ft.
IIIa	700 ft.
IIIb	150 ft.
IIIc	0 ft.

Significant Weather

TS: Enroute.

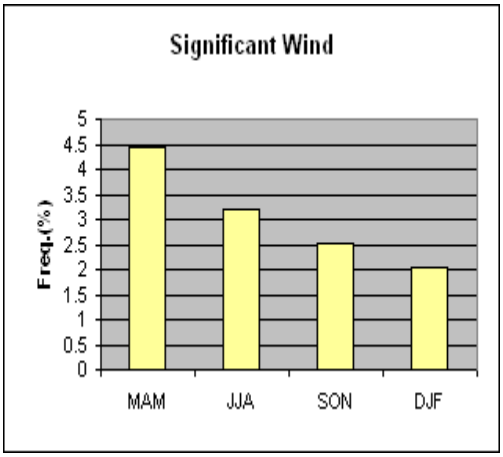
VISIBILITY: <6 reduces rate

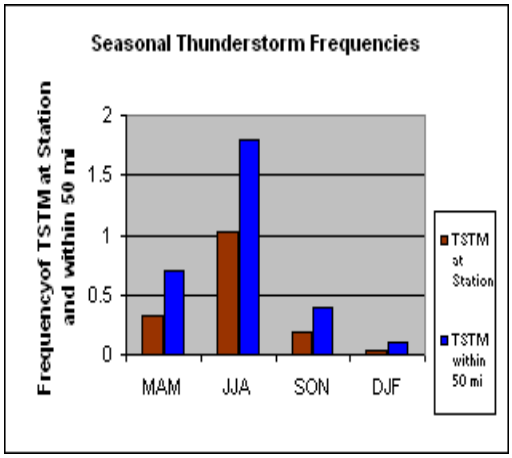
CEILINGS: <2300 ft AGL reduces rates, <700 ft AGL reduces rates

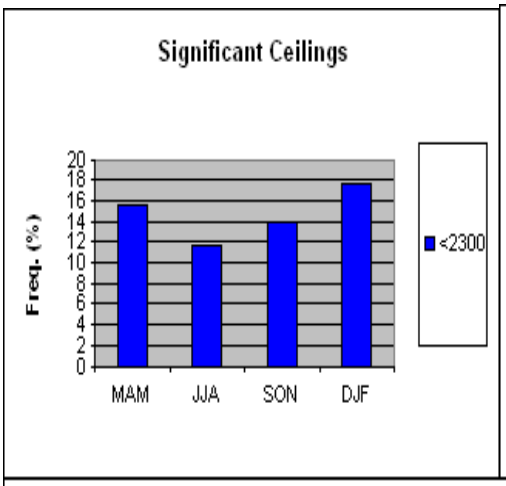
WINDS: >10kt Tailwind from South, Strong crosswinds.

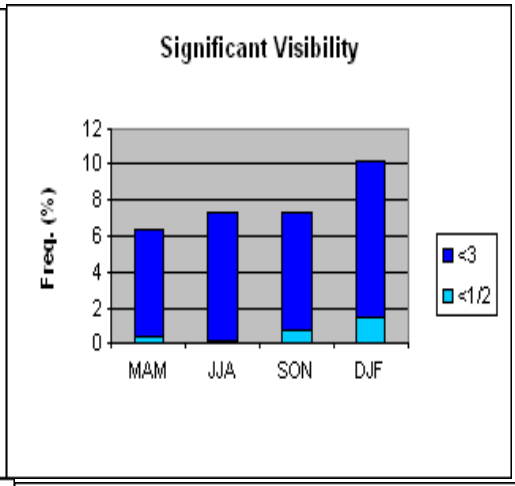
Weather: Any precipitation that will make runways wet, falling and Or Accumulating snow, freezing precipitation, ice pellets, snow pellets, fog.

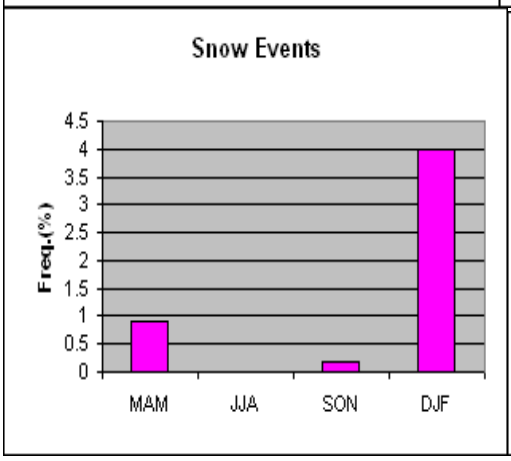
Climatology

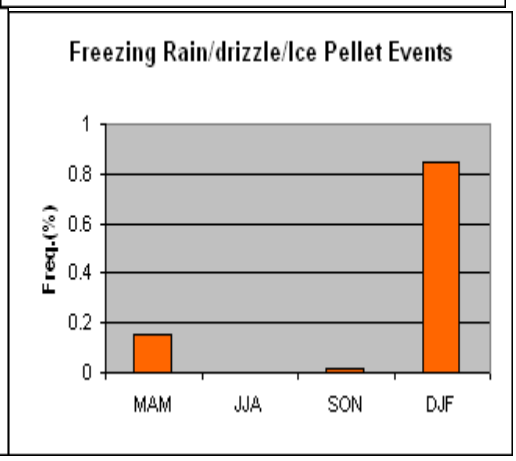












Arrival Fixes/Gates

SPUDS

BUNTS

KPHL

VCN

TERRI

Departure Fixes/Gates

RBV

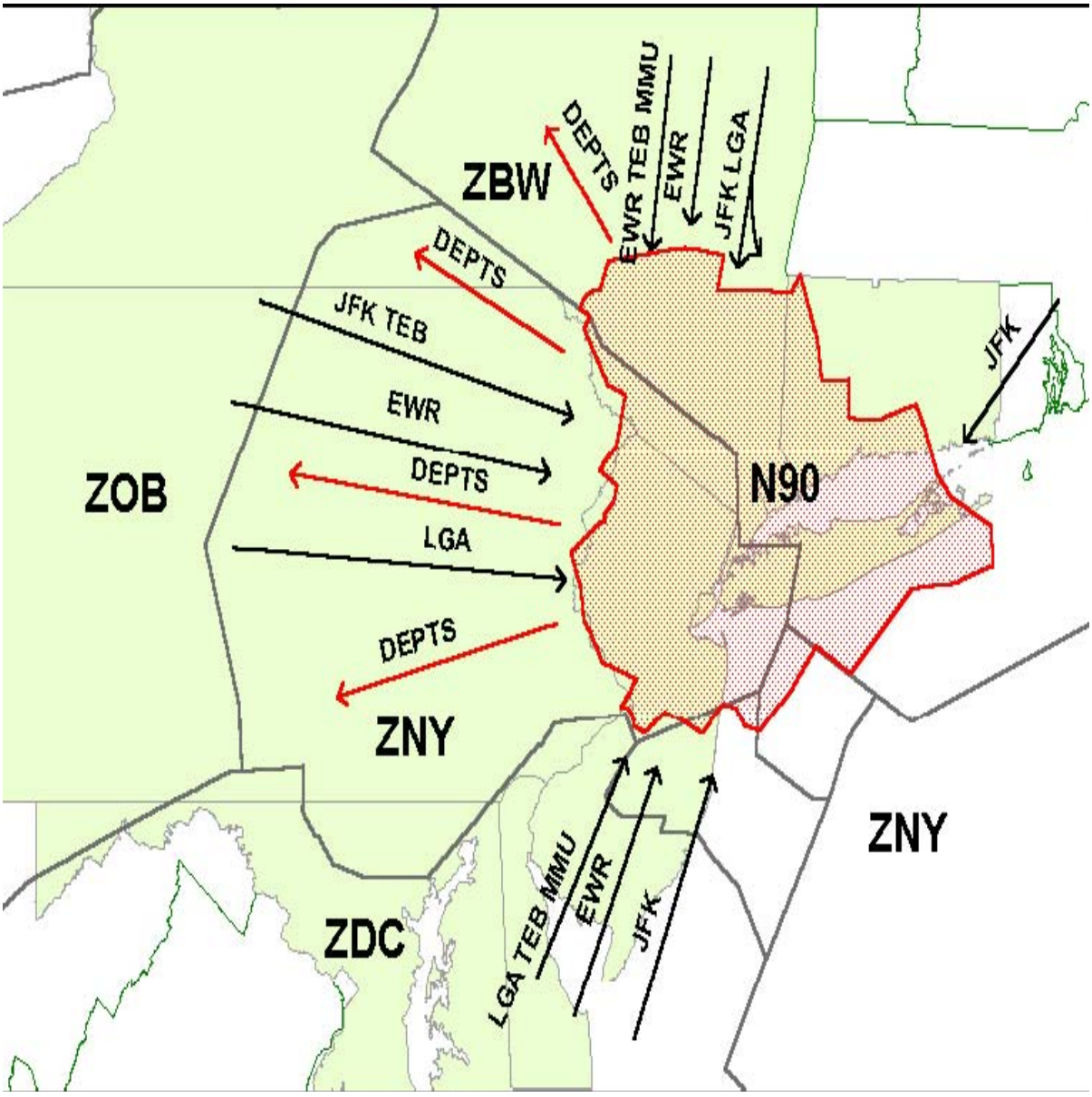
PTW KPHL

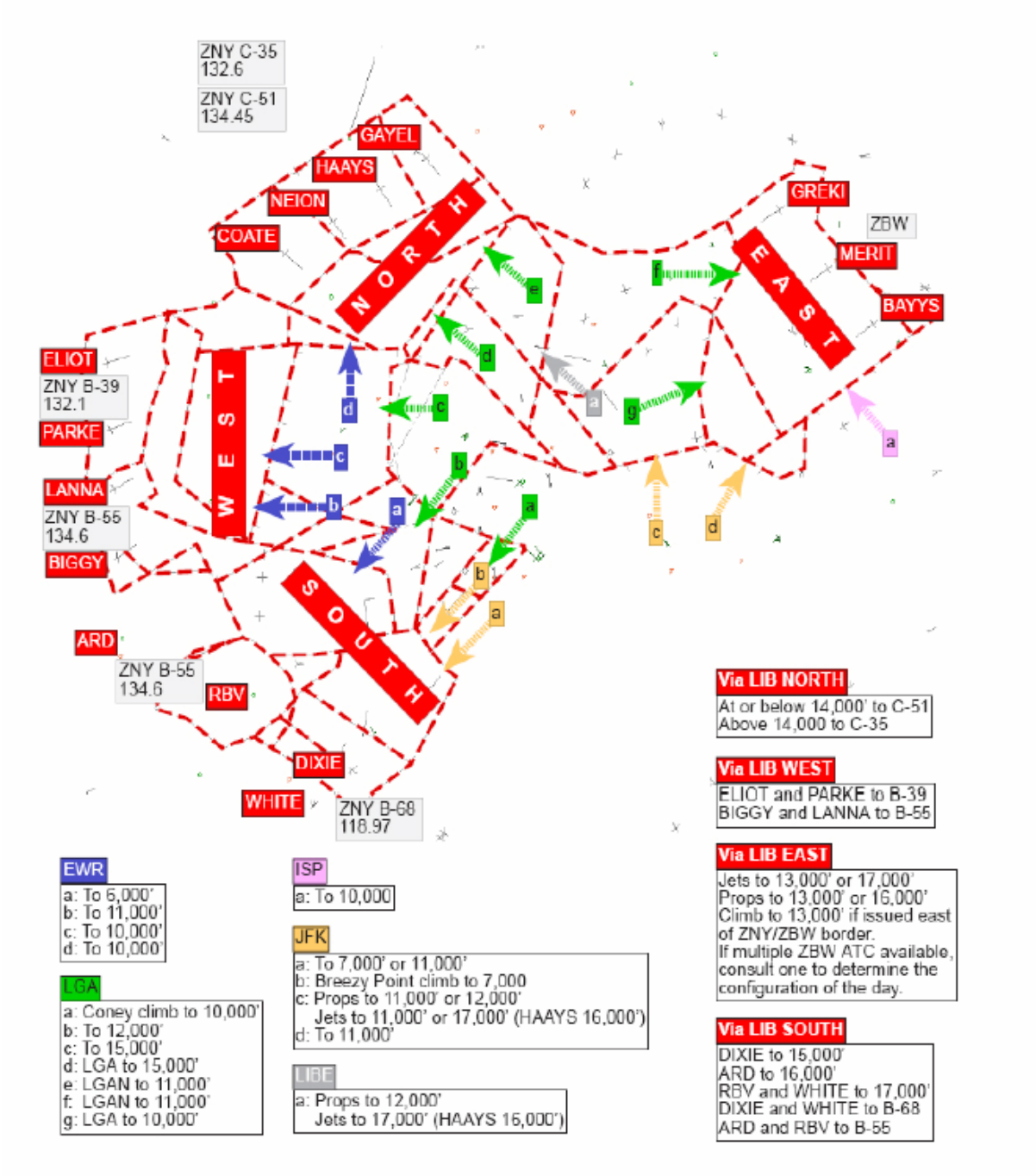
OOD DQO

MXE

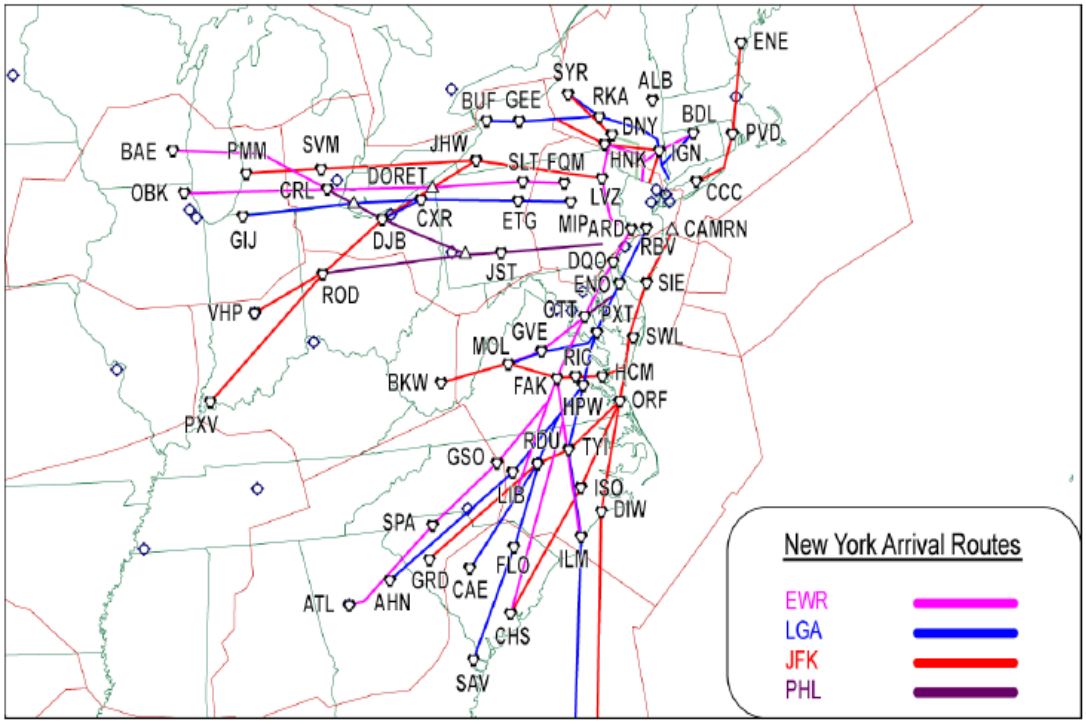
DITCH

N90 Operations Arrival/Departure Fixes




ZNY C-35
132.6
ZNY C-51
134.45
GAYEL
HAAYS
NEION
COATE
NORTH
GREKI
ZBW
MERIT
EAST
BAYYS
ELIOT
ZNY B-39
132.1
PARKE
WEST
LANNA
ZNY B-55
134.6
BIGGY
SOUTH
ARD
ZNY B-55
134.6
RBV
DIXIE
WHITE
ZNY B-68
118.97
Via LIB NORTH
At or below 14,000' to C-51
Above 14,000 to C-35
Via LIB WEST
ELIOT and PARKE to B-39
BIGGY and LANNA to B-55
Via LIB EAST
Jets to 13,000' or 17,000'
Props to 13,000' or 16,000'
Climb to 13,000' if issued east of ZNY/ZBW border.
If multiple ZBW ATC available, consult one to determine the configuration of the day.
Via LIB SOUTH
DIXIE to 15,000'
ARD to 16,000'
RBV and WHITE to 17,000'
DIXIE and WHITE to B-68
ARD and RBV to B-55
EWR
a: To 6,000'
b: To 11,000'
c: To 10,000'
d: To 10,000'
ISP
a: To 10,000
JFK
a: To 7,000' or 11,000'
b: Breezy Point climb to 7,000
c: Props to 11,000' or 12,000'
Jets to 11,000' or 17,000' (HAAYS 16,000')
d: To 11,000'
LGA
a: Coney climb to 10,000'
b: To 12,000'
c: To 15,000'
d: LGA to 15,000'
e: LGAN to 11,000'
f: LGAN to 11,000'
g: LGA to 10,000'
LIBE
a: Props to 12,000'
Jets to 17,000' (HAAYS 16,000')

New York Arrivals



Departures:

NOTE: Users routinely file NRP between the north and west gates. It is important to determine where the heavy concentration of NRP traffic exists when considering swapping flows.

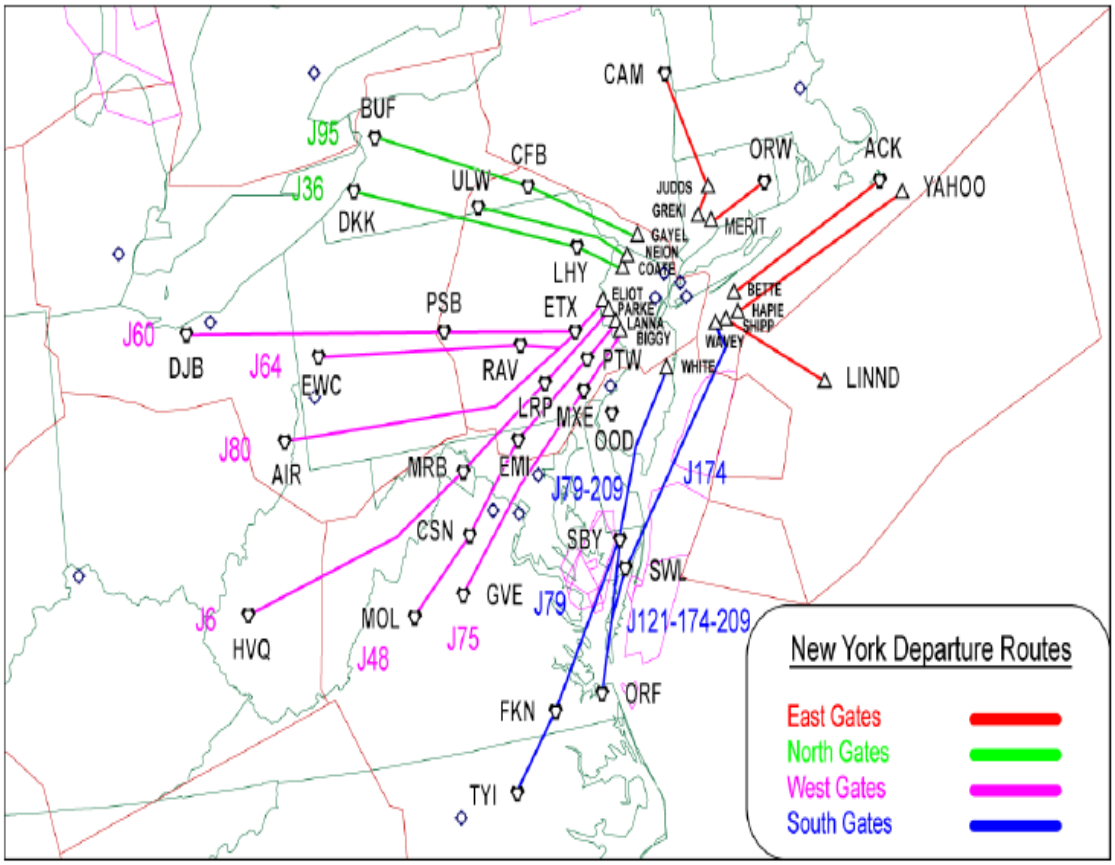
Northgates - N90
GAYEL J95……ZMP/ZOA/ZLC/ZMP/SYR/ROC/YYZ
NEION J223…...DTW/BUF
COATE J36……ORD/MKE/PIT/ELM

Westgates - N90 (minus JFK)
ELIOT J60/J64….ZOB/ZDV
ELIOT J80…….ZKC/ZLA/ZAB/ZKC/ZID (minus CVG)
PARKE J6……ZFW/ZME/CVG
LANNA J48…….ZTL/ZHU/ATL
BIGGY J75 …….CLT/West Florida
RBV J64/J80/J6/J48/J75 (JFK departures)...All above destinations plus IAD/DCA/BWI

WHITE J209 ……..…MCO/East Florida/RDU (N90 -JFK departures)
WAVEY J121/J174….Same as WHITE for JFK departures

Eastgates - N90
GREKI, & MERIT…. Cleared by ZNY, N90 hands off directly to ZBW

PHL
PTW J60/J64……..same destinations as N90 westgates
MXE J80/J6/J48/J75..same destinations as N90 westgates
OOD……..same destinations as WHITE/WAVEY
DITCH……....New England/international destinations



If the ZNY arrival routes from the west become unusable, one initial move is to swap PHL arrivals south through ZID/ZDC via BKW. N90 arrivals are most easily swapped north through ZBW, although volume will be a consideration. JFK arrivals present a unique challenge in that the reroute rejoins the ZNY star at LENDY. If the impact is LENDY or east, this option is no longer viable and consideration to utilizing a more extensive reroute to ENE must be made. EWR presents the most difficult reroute because it represents the heaviest flow of traffic. One possible short-term EWR solution is to swap from ZOB through ZBW for a limited number of aircraft. Next, establish a reroute from the west thru CZY, which requires extensive coordination and always involves MIT. Yet another technique is to feed ZNY with one stream of traffic for two airports (this is most effective for EWR/LGA).

NAVAIDS

ARD	Yardley	**BWZ**	Broadway	**CFB**	Binghamton
EMI	Westminster	**ETG**	Keating	**ETX**	East Texas
FQM	Williamsport	**HAR**	Harrisburg	**HNK**	Hancock
HUO	Huguenot	**LHY**	Lake Henry	**LRP**	Lancaster
LVZ	Wilkes-Barre	**MIP**	Milton	**MXE**	Modena
PSB	Phillipsburg	**PTW**	Pottstown	**RAV**	Ravine
RBV	Robbinsville	**SAX**	Sparta	**SBJ**	Solberg
SLT	Slate Run	**ULW**	Elmira		

Special Use Airspace

There are no SUAs in ZNY that would normally have an impact on reroutes. However, the Vacapes areas in ZDC may impact ZNY south departures.

FAA Playbook Operations and CCFP

Support to Strategic Plan of Operations Telcon

Participants: All ARTCCs, N90, PHL Apch, ATCSCC, airlines, other users.

Telcon Schedule: Bihourly between 7:15am and 9:15pm

Weather Requirements: TS - CCFP, low cigs/vsby, frzg/frzn precip, winds AOA 10kts for rwy operations, winds AOA 20 kts for rwy restrictions and/or delays.

Weather Impacts to Internal Airports

Thunderstorms, low ceiling/visibility, freezing/frozen precipitation, deicing

Weather Impacts to Outer-Tier Airports

Airway Closers

Two or more plane deviate off jet route due to thunderstorms

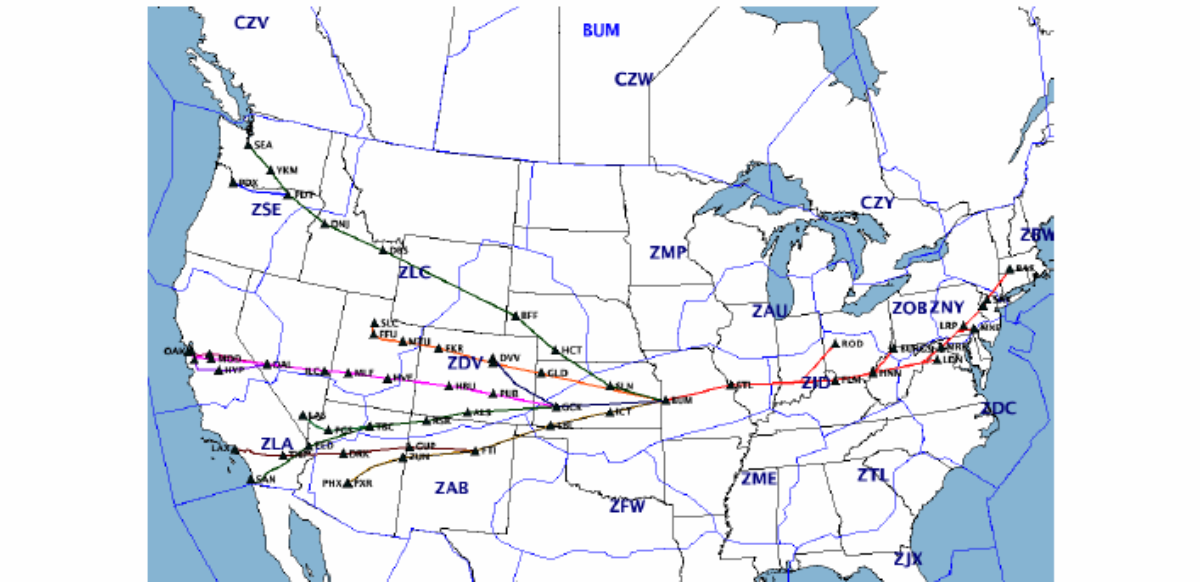
Severe turbulence on jet route

Severe Icing, especially vicinity holding patterns.

East to West Transcon Routes: BUM, CAN 1,4,5,6, ELP, EWM 1, FAM, GTH 1, HLC, LNK, MCI WEST, PNH 1, PNH 2, TUL 1

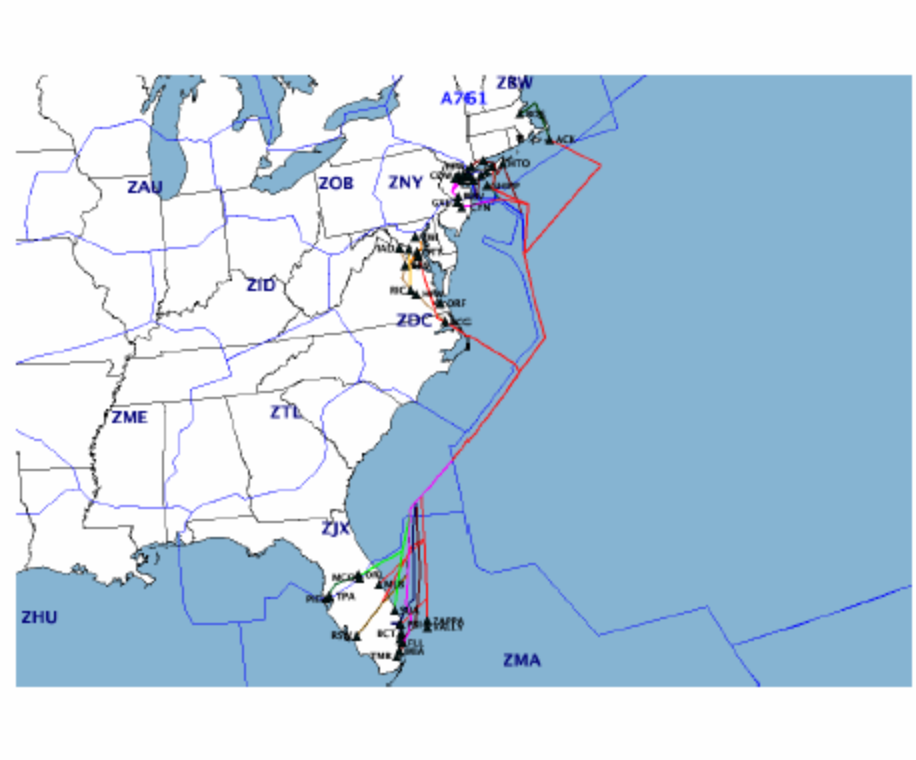
Example of an East to West Transcon Route:

BUM



Regional Routes: A761/R511

Also used as an over-flow route during SWAP where aircraft can be send on the Offshore routes rather than westbound when TS are posing re-route issues.



Additional Regional Routes: Florida to NE 3, Snowbird 5, Snowbird 7.

Special ARTCC Requirements

Quality Control Office Weather Support Requirements for operational errors.

Local METAR observation for point(s) vicinity of operational error

Radar observation for area of concern at that time, any active MIS's or CWA's, Airmets, Sigmets.

Aircraft Accidents (fatal and non-fatal)

METAR observation around time and area of accident

Radar observation for time of accident

Any SIGMET, AIRMET, convective SIGMET or significant PIREP for that time.

Routine Briefings to ARTCC and other FAA Facilities

ARTCC Verbal Briefings

Standup/Management Briefing Times: 0700L and 1500L

Locally Required Briefing Content

Advisories (SIGMETs, AIRMETs, convective SIGMETs, CWAs, MISs)

Synopsis and general weather

Terminal Forecasts for 4 major hub airports

Significant weather, icing, turbulence, jet stream and winds aloft

Outlook 8 hours beyond the end of the shift

ARTCC Written Briefings

Full Forecast Briefings by 0800 and 1600L

Give printed copy to OMIC/STMC, WC.

Fax printed copy to NY TRACON-N90...occasionally NYC/PHL airports.

Forecast Updates: Verbally as needed to STMC, TWR supervisors, ZNY

OMIC, and operational area supervisors

Arrival of significant weather, MOGR turbulence, and/or significant icg,

IFR/LIFR cigs vsby especially near/below minimums and wind shifts, TS.

Other Routine Briefings: NY Tracon-N90 phone update briefing at 1315L.

Special Event Briefings

Event/Facility Briefed: NASCAR races and major sporting events such as Penn State home football games.

Date of Event: varies

Weather Issues cigs/vsby at arriving/departing airports and any significant enroute weather restrictions

Requested Products: TAFS and radar observations, AIRMETs, SIGMETs

Event/Facilility Briefed: Airshows and Presidential visits

Date of Event: varies

Weather Issues: Visibility and Ceiling at airshow airport and local area

Requested Products TAFs, AIRMETs, SIGMETs, convective SIGMETs

Automated Flight Service Station (AFSS) Support

Issuing CWAs and MISs and exchanging PIREPs

Coordination issues with WFOs on TAFs, or missing METARs

Outreach Programs

Participating in career days and giving talks at local schools on weather

trips to Towers, AFSS and the WFO to familiarize them with our work

and to work for cooperative exchange of information (briefings, PIREPs, etc

Center-Unique Support to FAA and NWS Components

Provide printouts of radar mosaics hourly to TMU during SWAP operations

bring to WC all severe weather watches.