VIRTUAL NEW YORK ARTCC

NEW YORK OCEANIC PILOT BRIEFING

CROSS THE POND 2020: WESTBOUND

VIRTUAL NEW YORK ARTCC
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2020.04.04

- FOR SIMULATION PURPOSES ONLY -

OVERVIEW AND GENERAL OPERATIONS

New York Oceanic (ZWY), is a non-radar Oceanic Control Area (OCA) covering parts of the western Atlantic ocean. In addition, there are several offshore radar sectors controlled by ZWY. All pilots should carefully read the information below regarding operations in New York Oceanic since it operates differently from other Oceanic Control Areas on VATSIM.

For CTP Westbound 2020, aircraft arriving at Miami International (MIA) will be routed through New York Oceanic. Route-specific information is included after general operational information.

Any questions or concerns, before or during the event can be asked on the vZNY Discord: https://discord.gg/8E5nFQq

General Operations

Oceanic Clearance

New York Oceanic does not require pilots to contact an oceanic controller to obtain a specific oceanic clearance. When entering from another oceanic facility, no additional clearances are required. Continue flying the last clearance you received. When entering ZWY from an FAA radar facility, the last radar controller will assign a Mach number prior to oceanic entry. Three things comprise your oceanic clearance:

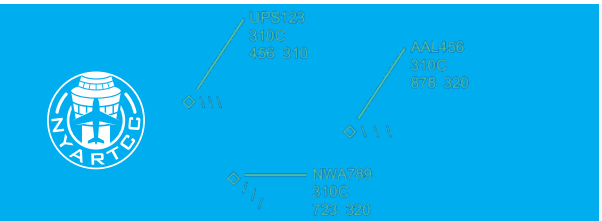
1. Your route clearance on the ground at your departure airport;
2. Your last assigned altitude; and,
3. Your last assigned Mach number.

Unless instructed by a controller, you **must** maintain the last assigned route, altitude, and Mach number at all times.

Expect the last radar controller prior to entering oceanic airspace to ask for the following:

1. Estimated time over (crossing) the oceanic entry fix;
2. Requested altitude; and,
3. Requested Mach number.

Do **not** provide estimates for fixes beyond the oceanic entry fix.



Surveillance and Aircraft Performance

In radar sectors, controllers will provide normal radar service. In non-radar sectors, New York Oceanic simulates ADS-C. All aircraft flying in CTP are assumed to be ADS-C capable, and RVSM and RNP4 (minimum) authorized.

Squawk Codes

Remain on your last ATC assigned squawk code until instructed otherwise. Aircraft must have unique squawk codes within the western part of the New York Oceanic airspace.

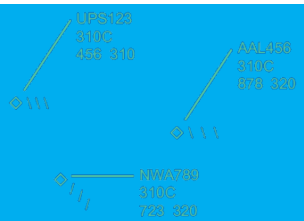
General Communications

Communications with New York Oceanic controllers is via VHF radio, HF radio, or text depending on the ATC position:

- Radar controllers in offshore and Bermuda sectors operate on VHF radios.
- Non-radar controllers operate on HF radio and text to simulate CPDLC. To use HF radio on AFV, tune the appropriate VHF alias frequency. Use the radio procedures and phraseology described below when communicating with a non-radar controller.

Listen carefully for your assigned frequency. **DO NOT ASSUME** which frequency to tune based on controller callsigns displayed in your pilot client.

Sector Type	VHF or HF Frequency	VHF Alias Frequency
Offshore Radar	126.02 133.52 125.92 133.50	n/a
Bermuda Radar	128.50 119.10	
Oceanic Non-Radar	5520 6586 8918 11330 6628 8825 17946	130.00 130.10 130.20 130.30 130.50 130.60 130.90



HF Radio Procedures

On Initial Contact

When making initial contact with an oceanic facility, state the station name twice, your callsign, the frequency, the words "SELCAL check" followed by your SELCAL code, then the next facility if entering another oceanic facility. **Do not provide a position report.**

[Radio Station Name], [Radio Station Name], [Callsign] on [Radio Frequency], SELCAL check [SELCAL Code], (Next oceanic facility if needed).

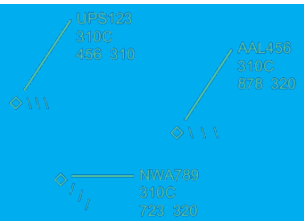
The oceanic controller will respond on voice and send a SELCAL. They may also provide instructions for **when** and **where** to contact the next oceanic controller. When the SELCAL is received, respond with "SELCAL OK" and readback any additional instructions.

Example:
AAL123 is flying through New York Oceanic and will enter Gander Oceanic next. Radio is tuned to 130.0:

AAL123: "New York Radio, New York Radio, American 123 on 130.0, SELCAL check AC-CD, Gander Next."
NY FSS: "American 123, New York Radio, at 45 North, contact Gander Radio on 131.5. Position reports not required."

[After receiving SELCAL]

AAL123: "New York Radio, American 123, SELCAL OK, at 45 North, contact Gander Radio on 131.5. Position reports not required."



"When Able Higher" (WAH) Reports

Oceanic controllers may ask for a "when able higher" reports. These are used to provide more efficient usage of oceanic airspace. When asked for a WAH report, report the time (in UTC) you are able to climb to a higher altitude:

"[Callsign], able [Flight Level] at [Zulu Time], able [Flight Level] at [Zulu Time], etc.

Example:
Delta 123 is level at FL330:

NY FSS: "Delta 123, New York Radio, report when able higher."
DAL123: "New York Radio, Delta 123, able FL340 at 1300, able FL350 at 1415, able FL370 at 1545"

IMPORTANT! Information about the ability to climb does not consitute a request to ATC for permission to climb higher. To request a higher altitude, say "**request**" instead of "able" when providing a WAH report.

Example:
Delta 123 is level at FL330. They request FL350 at 1415:

NY FSS: "Delta 123, New York Radio, report when able higher."
DAL123: "New York Radio, Delta 123, able FL340 at 1300, **request** FL350 at 1415, able FL370 at 1545"

Requests

To request altitude or Mach number changes, call the radio station and wait for a response.

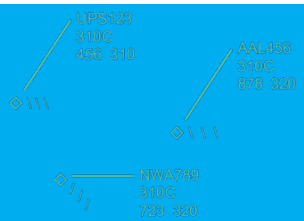
[Radio Station Name], [Callsign], request clearance on [Radio Frequency].

Example:
BAW123: "New York Radio, New York Radio, Speedbird 123, request clearance on 130.0."
NY FSS: "Speedbird 123, New York Radio."

After the Radio Operator responds, make your request:

[Radio Station Name], [Callsign], request [New Altitude or Mach Number].

Example:
BAW123: "New York Radio, Speedbird 123, request FL350."
or
BAW123: "New York Radio, Speedbird 123, request Mach .82."



Position Reports

New York Oceanic simulates ADS-C; therefore, position reports are generally not required.

If required to make voice or CPDLC (text) position reports, only report **compulsory reporting fixes**. When on airways, not all fixes are compulsory (see the sections below for compulsory fixes on the M/Y airways). When on a random route portion (route defined only by fixes), **all fixes are compulsory**. Follow ICAO 4444 format when providing a position report.

To make a position report, call the radio station and wait for a response:

[Radio Station Name], [Callsign], position on [Radio Frequency].

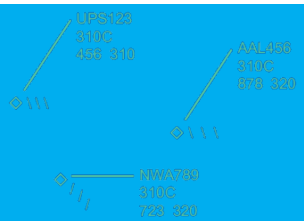
Example:
UAL123: "New York Radio, New York Radio, United 123, position on 130.0."
NY FSS: "United 123, New York Radio."

After the Radio Operator responds, make your position report. The controller will read back the position report. You must then make corrections or report "readback correct":

[Radio Station Name], [Callsign], [Position] at [Zulu Time], [Flight Level], [Mach Number], estimating [Next Position] at [Zulu Time], next [Ensuing Position].

Example:
UAL123: "New York Radio, United 123, ONGOT at 1354, FL340, Mach .82, estimating MUNEY at 1446, next 41 North 060 West."
NY FSS: "United 123, New York Radio copies ONGOT at 1354, FL340, Mach .82, estimating MUNEY at 1446, next 41 North 060 West."
UAL123: "New York Radio, United 123, readback correct."

If your estimated time to the next fix has changed **by** three (3) minutes **or more**, you **must** report a revised estimate. To report a revised estimate over the next fix, use the same procedure replacing "position" with "revised estimate" in the initial call and report only the fix and revised time.



Route Information

Final routings will be distributed the night before Cross The Pond. Routes are dependent on flight-level winds and are therefore subject to change. The following information is provided for reference.

Y493, Y494, M201*

*Note: as of AIRAC 1911, **M201** between **HANRI** and **PAEPR** has been replaced by **Y494** northeast-bound and **Y493** southwest-bound. Radar service is provided southwest of **VEGAA** at and above the minimum enroute altitude (MEA) of FL310. If your FMC/FMS does not have the newest fixes and navigation data, use the following fixes:

Y493: VEGAA STERN ROBB TUBBS
Y494: WHOOS OOONN VIRST VEGAA

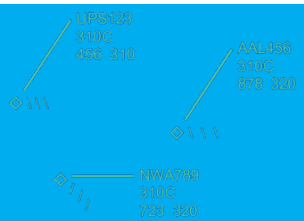
If any of the fixes above are not available, use:

Southwest-bound: **VEGAA PAEPR GALWY HANRI**
Northeast-bound: **HANRI GALWY PAEPR VEGAA**

Compulsory Fixes (if ADS-C is unavailable):

If you are flying an aicraft with no ADS-C capability, the following fixes are mandatory position reporting points:

M201: DRYED, NOVOK, CARAC
M202: ONGOT, MUNEY, JEBBY, LOMPI
M203: PERDO, SELIM, BOBTU
M204: BEXUM, LUNKR, SOORY
M327: None
M328: None
M329: None
M330: None
M331: None



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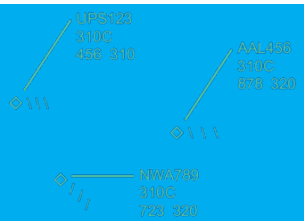

Enjoy Cross The Pond 2020!

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