

Westgate departures from the New York Metropolitan airports and west departures from Philadelphia
Westgate Departures: New York Metropolitan departures flowing through the Westgate are daily impacted by traffic initiatives, holding, and departure stops. Flows that contribute to this are: ELIOT feeds three (3) airways (J80/J60/J64). JFK and ISP departures feed J60/64 over RBV. Washington and Baltimore arrivals descend on J75 through the departures. This is compounded by the volume of traffic from the New England area already established on these routes.

Great Lakes Corridor, including access to Buckeye MOA

ZOB 48/49, ZOB 66/67, ZID 88/89 – DTW Arrivals/departures, CVG arrivals, PIT arrivals/departures, CLE departures. ZOB 48/49 provides spacing for CVG, EWR, JFK, LGA, PHL, DCA, IAD, BWI, ORD, DTW, and PIT. All this backs up as far as ZMP 38/39/40, and affects ZAU 81/82/44/46 (east and south departures off ORD). Lowered ORD dept. rate results in lowered ORD AAR. ZID 88/89 sequence/space/hold arrivals for STL/ORD/CVG/DTW, also major westbound flow via J80, all resulting in restricting southbound DTW departures. ZOB 66/67 – continuously requires MIT from ZNY for J80 westbound (including departures from ZBW, NY Metros, and PHL) – also provides spacing and transition to DCA, IAD, BWI – also major holding area for PHL. Buckeye ATCAA – Amount of traffic forced to flow around this area exacerbates other sector issues described above.

ZDC Robinsville, Yardley, and Hopewell sectors (ZDC 16/18/19)

ZDC R-16-Hopewell: Metropolitan arrivals to EWR, JFK, LGA, TEB, PHL, MMU and other New York/New Jersey area traffic meet in this sector and must be sequenced and segregated to exit points. Additionally, this includes flows over Beckley, Flat Rock, and Richmond. ZDC R-19-Robinsville: This narrow sector is responsible for sequencing arrivals over RBV to N90. Arrival holding immediately causes downstream impact to adjacent facilities. ZDC R-18-Yardley: This narrow sector is adjacent to R19. The Newark satellite arrivals (TEB, MMU) create a backlog that impacts the ARD flow to N90.

West departures over J547 from Northeast

J547 - this is the major westbound airway from Boston Center and normally has miles-in-trail to ORD, DTW, CLE. This is also a major SWAP reroute for the NY metro north gate departure. Additionally SAX traffic is also rerouted to J547, which compounds the complexity of a single airway.

Great Lakes overhead streams

Saturated overhead streams create choke points for departure aircraft trying to gain access to those routes or airspace. ORD eastbound, DTW east and southbound, CVG north and eastbound departure access to overhead streams on a daily basis. Any “glitch” in the system exacerbates this.

Northgate departures from the New York airports (ZNY 34)

ZNY R34-Northgate Departures: R34 was designed to handle large volumes of departure flow to ZOB. However, NRP crossing and converging traffic causes complexity to increase. This results in traffic management initiatives, holding, and departure stops on New York Metropolitan Northgate Departures.

High altitude en route holding for New York and Philadelphia

ZOB/ZID/ZAU/ZMP must operate in a defensive posture to handle high altitude enroute holding, most significantly for aircraft destined EWR/JFK, IAD, BWI, DCA, and PHL. Starts/stops leave sector volumes and sector capacities unpredictable (significant lowering of sector capacity when high alt holding occurs) and therefore difficult to manage which impacts ORD, DTW, CLE, PIT, CVG, all of which incur double-hit delays and unplanned stops.