

MIAMI ARTC CENTER AND GRAND BAHAMA INTERNATIONAL ATC TOWER

LETTER OF AGREEMENT

EFFECTIVE: July 17, 2012

SUBJECT: APPROACH CONTROL SERVICE

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- 1 PURPOSE: This agreement establishes procedures to be followed by Miami ARTC Center and Grand Bahama International ATC Tower, in the airspace described in Appendix 1. These procedures are supplemental to the Air Traffic Control Handbook and the International Civil Aviation Organization (ICAO) annexes.
- 2 CANCELLATION: This agreement updates and supersedes the procedures contained in the Miami Center and Grand Bahama International Control Tower Letter of Agreement dated JUNE 1, 2007.
- 3 RESPONSIBILITIES: The Grand Bahama Approach Control Unit at Grand Bahama International Airport, Freeport, Grand Bahama, has been designated by the Nassau Air Traffic Control Center as the Air Traffic Unit responsible for coordinating all IFR operations within the Grand Bahama TMA described in Appendix 1. Miami ARTC Center and Grand Bahama International ATC Tower have agreed to review this agreement, and the applicable attachments, on an annual basis.
- 4 PROCEDURES - NON RADAR: Miami Center and Grand Bahama Tower shall transition arrivals, departures, and overflights as described on Appendix 1.
  - 4.1 Arrivals.
    - 4.1.1 Miami Center shall forward arrival information at least ten (10) minutes prior to the ETA at the clearance limit.
    - 4.1.2 Miami Center shall clear arrivals to the following clearance limits at the altitudes specified below:

<u>FIX</u>	<u>ALTITUDE</u>
LAUTH	7,000
HALBI	4,000
JAKEL	7,000
PADUS	4,000

RAPPS	7,000
ZFP VOR	7,000
MAYKO	4,000
BR69V 30DME (NW)	4,000

- 4.1.3 Miami Center shall transfer radio communications prior to the **transfer of control point**.
- 4.1.4 Transfer of control of arriving aircraft to Grand Bahama Tower shall be accomplished at the **transfer of control point** as depicted in Appendix 1 unless otherwise coordinated.
- 4.1.5 Transfer of control of an arriving aircraft shall be for **descent** only and only via **assigned route**. A further descent clearance issued by Grand Bahama Tower shall include the appropriate clearance limit crossing restriction unless the aircraft is level at the appropriate clearance limit altitude.
- 4.1.6 Grand Bahama Tower shall not clear an inbound aircraft beyond the coordinated clearance limit at an altitude above **6,000 feet** without prior coordination.
- 4.1.7 Grand Bahama Tower shall advise Miami Center when inbound aircraft are **clear** of Miami Center airspace.
- 4.1.8 Grand Bahama Tower shall advise Miami Center **five (5)** minutes prior to the clearance limit if holding is anticipated. If unable, the first aircraft estimated at a given fix shall be held in the Grand Bahama TMA and subsequent aircraft held within **Miami Center airspace**.
- 4.1.9 Miami Center has jurisdiction at **4,000** and above in holding pattern airspace at PADUS and HALBI. Grand Bahama Tower has jurisdiction below **4,000** at PADUS and HALBI.
- 4.1.10 Grand Bahama Tower shall advise Miami Center when the visibility at Grand Bahama airspace is less than **3** miles or the ceiling is below the **highest initial approach altitude** established for any **low altitude** instrument approach procedure (or both) and the type of approach to expect for the airport.

## 4.2 Departures

- 4.2.1 Miami Center shall issue departure clearances, including an EFC to filed altitude at least **15 minutes** prior to proposed departure time. Altitude assignment shall be



made at **time of release**. If an EFC is not included in the departure clearance, the altitude assigned shall be the **final altitude** to be expected by the pilot.

- 4.2.2 Grand Bahama Tower shall call for **release** and a current **altitude**.
- 4.2.3 Grand Bahama Tower shall include the expected altitude in the departure clearance, adding ONE ZERO (10) MINUTES AFTER DEPARTURE. Example: "\_\_\_\_\_, Maintain FL230, expect FL330 one zero minutes after departure."
- 4.2.4 Grand Bahama Tower shall assign beacon codes to departing aircraft as received from Miami Center.
- 4.2.5 Grand Bahama Tower shall insure all departing aircraft are established on the radial/bearing from the associated NAVAID which describes the route to be flown and shall transition all such aircraft **within their airspace** until they are so established.
- 4.2.6 Grand Bahama Tower shall provide separation between all aircraft exiting the lateral/vertical limits of the Grand Bahama TMA and shall ensure this separation is **maintained** or **increased**.
- 4.2.7 Grand Bahama Tower shall provide separation between **departures** and all known **arriving aircraft** from the transfer of control point to the destination airport.
- 4.2.8 Grand Bahama Tower shall not climb departing aircraft into Miami Center airspace between the ZFP **085** radial and the ZFP **180** radial until **ten (10)** nautical miles east and/or south of ZFP.
- 4.2.9 Miami Center shall not issue a clearance to deviate from the assigned route or altitude until the aircraft is in their airspace.
- 4.2.10 Whenever the possibility of conflict exists between departures and arrivals, complete coordination shall be effected before clearing the departure.

#### 4.3 Overflights

- 4.3.1 Overflights shall be cleared to the **arrival** fixes as specified in paragraph 4.1.2. Complete flight plan

information shall be forwarded **ten (10)** minutes prior to the estimate at the arrival fix.

- 4.3.2 Miami Center shall release the "**WLKER** CORRIDOR" as pictured in ANNEX #1, traffic permitting, at and below the requested altitude to Grand Bahama Approach until advised the airspace is clear/return.

#### 4.4 Lost Communication Between Facilities.

- 4.4.1 In the event of interphone failure between Grand Bahama Tower and Miami Center, each ATC facility will attempt communications via any available means. If all means of communications fail, the following procedures shall be implemented:

- 4.4.1.1 Grand Bahama Tower shall clear aircraft with destinations south of Palm Beach, to the **ZFP 270/026** mile fix, or to the intersection of the **ZBV 011 radial** (non DME aircraft) on **BR64V** at **6,000** feet. Aircraft with destinations of Palm Beach or airports north of Palm Beach shall be cleared to the **ZFP 308/032** mile fix, or to the intersection of the **PBI 080** radial (non DME aircraft) on **BR62V** at **6,000** feet. Southeast bound aircraft shall be cleared to the BURBO intersection via BR63V at 6,000 feet.. All aircraft shall be given instructions to contact Miami Center on the appropriate frequency for further clearance.
- 4.4.1.2 Miami Center shall clear arriving aircraft to LAUTH on BR65V, **PADUS** via BR66V, or **RAPPS** via BR65V at the altitudes specified in paragraph 4.1.2. Inbound aircraft to HALBI that were coordinated with Grand Bahama Tower prior to communications failure shall be at the coordinated altitude. All subsequent arrivals via BR63V shall be cleared to HALBI at **7,000** feet to preclude the possibility of conflicting traffic on BR62V. All aircraft shall be given instructions to contact Grand Bahama Tower on the appropriate frequency.
- 4.4.1.3 BR66V (from the west) and BR65V shall be used as **one** way airways for aircraft inbound to Grand Bahama Tower airspace. **BR62V**, **BR64V/BR68V** and BR63V (southeast bound only) shall be used as one way airways for aircraft departing Grand Bahama Tower airspace. BR69V shall not be utilized during a communication failure.



#### 4.5 Failure of Navaids at Grand Bahama International Airport

- 4.5.1 In the event of failure of ground based Navigational aids Grand Bahama International Tower shall implement GPS/RNAV procedures. (refer to Annex 2)
- 4.5.1.1 For IFR/VFR RNAV equipped aircraft via 4.5.2, 4.5.3, 4.5.4, 4.5.5 and 4.5.6
- 4.5.1.2 For IFR/VFR Non-RNAV equipped aircraft, Grand Bahama International Tower shall issue an international NOTAM instructing aircraft that ATC services will not be available.

##### Arrivals

- 4.5.2 Miami Center shall clear IFR arriving aircraft to the Waypoint clearance limits specified in sub-section 4.1.2.
- 4.5.3 Transfer of control of arriving aircraft shall be as coordinated.
- 4.5.4 VFR RNAV equipped aircraft will be advised of the navaid outage with transfer of communication prior to the clearance limits specified in sub-section 4.1.2

##### Departures

- 4.5.5 Grand Bahama Tower shall clear aircraft with destinations south of Palm Beach, to the **MUNRO** Waypoint at 6,000 feet. Aircraft with destinations of Palm Beach or airports north of Palm Beach, shall be cleared to **JAKEL** Waypoint at 6,000 feet. Southeast bound aircraft shall be cleared to BURBO Waypoint at 6,000 feet and shall be released to Miami Center on the appropriate frequency.
- 4.5.6 Miami Center shall advise Grand Bahama Tower when departing aircraft are clear of Grand Bahama Tower airspace.

#### 4.6 MISCELLANEOUS

- 4.6.1 IFR flight plans or IFR flights departing the Grand Bahama TMA shall be transmitted to Miami Center via AFTN, or via AIS-R.

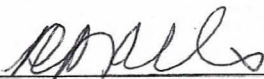
- 4.6.2 IFR flights operating between airports in the Grand Bahama TMA and the continental United States or Canada may be transmitted, via telephone, in the U.S. domestic format.
- 4.6.3 IFR airfile and inter-island flight plans may be coordinated with the flight data position or the appropriate Miami Center sector.
- 4.6.4 Clearance/Approval requests by Grand Bahama Tower shall be made to the appropriate Miami Center sector.
- 4.6.5 Deviation from procedures in this agreement shall be effected only after coordination is accomplished which completely defines responsibility in each case.



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