

OPERATIONAL LETTER OF AGREEMENT BETWEEN

PROVO APPROACH CONTROL

AND

MIAMI ARTCC

**SUBJECT: PROCEDURES RELATING TO THE COORDINATION AND CONTROL OF
AIR TRAFFIC BETWEEN MIAMI ARTCC AND PROVO APPROACH CONTROL.**

- 1 **PURPOSE.** This agreement establishes the procedures between Miami Air Route Traffic Control Center (Miami ARTCC) and Provo Approach Control (Provo) for providing services to all air traffic operations in and out of the Turks and Caicos Islands under Instrument Flight Rules that cross the common boundary between the Miami CTA/FIR and the Turks & Caicos CTR. These procedures are supplementary to FAAO 7110.65 as amended, and ICAO Doc 4444 as amended.
- 2 **CANCELLATION.** This agreement cancels the Miami ARTCC and Provo Approach Control Letter of Agreement dated November 20, 2008.
- 3 **EFFECTIVE DATE:** October 22, 2009 (**Rev. 3 Effective 11-Dec-10**)
- 4 **RESPONSIBILITIES.** During hours of operation (0600L to 2000L), or any extension thereto, Provo Approach shall be responsible for the provision of air traffic service within the Turks & Caicos CTR as depicted on **Attachment 1**, and as described in the Turks & Caicos AIP. Outside those hours of operation, or at other times as agreed between Provo Approach and Miami ARTCC, responsibility for the provision of air traffic service within the Turks & Caicos CTR shall be delegated to Miami ARTCC.
 - 4.1 Provo Approach shall notify Miami ARTCC when the approach control is closing, state the status of all controlled aerodromes within the CTR, and transfer control of the CTR to Miami ARTCC. Provo Approach shall notify Miami ARTCC when the approach control is opening and Miami ARTCC shall state the status of all controlled aerodromes in the CTR, and then transfer control of the CTR to Provo.
 - 4.2 Aircraft operations to the Turks and Caicos airports are not authorized after the published hours of operation unless the aircraft has obtained prior permission or an emergency situation exists.
 - 4.3 Miami ARTCC **shall** notify Provo approach when the “MILLE” shelf airspace has been activated and or frequencies have been revised (see attachment 1).
- 5 **PROCEDURES - PROVO APPROACH CONTROL OPEN**
 - 5.1 Miami ARTCC and Provo Approach shall ensure that air traffic is established on ATS routes published in their respective AIPs and depicted on radio navigation charts prior to the Miami ARTCC/Provo Approach common boundary unless otherwise coordinated.

5.1.1 Provo Approach shall advise Miami ARTCC when the Provo **QNH** falls below **29.92**, in order to provide vertical separation for overflights at FL 070 when FL070 is unusable.

5.2 **Clearance Limits** shall be **OREDE, PRRDO, COCBU, TAANA, STANL, RAPPR, SOLEI, and BTLER**, as depicted on Attachment 1, unless otherwise coordinated.

5.3 Arrival Procedures

5.3.1 During an **east operation** Miami ARTCC **shall** clear aircraft landing within the Turks and Caicos CTR to the following outer **clearance limits** at **FL 070**, unless otherwise coordinated. (Refer to Attachment 1).

<u>Fix</u>	<u>Route, Type</u>
PRRDO	from North
OREDE	from North, and Northwest
BTLER	SE bound A555, RNAV turbos, and non-RNAV turbos and props.
SOLEI	from airports PBI and South, RNAV, jets
RAPPR	from MTPP
TAANA	from MDSD
COCBU	NW bound A555

5.3.1.2 During a **west operation** Miami ARTCC **shall** clear aircraft landing within the Turks and Caicos CTR, to the following outer **clearance limits** at FL 070 unless otherwise coordinated. (Refer to Attachment 1).

<u>Fix</u>	<u>Route, Type</u>
PRRDO	from North
OREDE	from North, and Northwest
BTLER	SE bound A555, RNAV, non-RNAV, jets, turbos, props
STANL	from MTPP
TAANA	from MDSD
COCBU	NW bound A555

5.3.1.3 Miami ARTCC shall forward inbound estimates at least twenty (20) minutes prior to the clearance limit using the following format:

Aircraft call sign, type aircraft, departure point, destination, fix estimate, and flight level.

5.3.1.4 Miami ARTCC **shall** coordinate inbounds over an appropriate outer fix. PROVO Approach **shall** clear inbounds over **OREDE, BTLER, and SOLEI** beyond outer fix via **the associated airway**, to cross the **associated inner fix** at or below FL **060**, unless otherwise coordinated,

except at: TAANA, COCBU, RAPPR and PRRDO. (Refer to 5.3.1, 5.3.1.2 and Attachment 1).

5.3.1.5 Miami ARTCC shall transfer communication prior to the clearance limit. Transfer of control will be at the **outer clearance limit fix for descent only** unless otherwise coordinated.

5.3.1.6 Provo Approach shall not clear an inbound aircraft beyond the inner boundary fixes at an altitude above **FL 060** without prior coordination.

Note: Provo Approach **shall** ensure appropriate coordination for inbound traffic with the relevant sector for traffic transitioning GTK/MILLE boundary.

5.3.1.7 **Coordination:** Miami ARTCC **MILLE** sector and Provo Approach will effect coordination of arrival traffic for aircraft that enter the Turks and Caicos CTR airspace **west of the MILLE/GTK sector boundary**.

5.3.1.8 **Coordination:** Miami ARTCC **GTK** sector and Provo Approach will effect coordination of arrival traffic for aircraft that enter the Turks and Caicos CTR airspace **east of MILLE/GTK sector boundary**.

5.4 **Holding**

5.4.1 When holding is necessary, Provo Approach will advise Miami ARTCC 10 minutes prior to the aircraft's estimate at the clearance limit. Miami ARTCC will issue holding instructions prior to transfer of communications. Additionally, transfer of control shall be in accordance with paragraph 5.3.1.4.

5.4.2 When requested by Provo Approach, Miami ARTCC will assign speed adjustments to arrivals.

5.4.3 Provo Approach shall advise Miami ARTCC when the visibility at MBPV/MBSC/MBGT/MBNC/MBAC is less than 3 miles or the ceiling is below 1,500 feet.

5.5 **Departure Procedures**

5.5.1 Clearance requests shall be made prior to departure on aircraft that will enter Miami ARTCC airspace, or as soon as possible for airfiles. Miami ARTCC shall include the following when issuing clearances: call sign, type, departure point, destination, and transponder code. Departure clearances are defined as a "**standard**" or a "**non-standard**" clearance. Standard departure clearances will be issued unless otherwise advised. Miami ARTCC may issue non-standard clearances for operational purposes or at the request of PROVO Approach.

5.5.1.1 **A standard departure clearance** is defined as:

- "Fly **runway** heading"
- "Climb and maintain **FL060**"
- "Expect radar vectors on course after departure from Miami ARTCC".
- Provo Approach is **not** authorized to issue any turns, unless otherwise coordinated.

5.5.1.2 A **non-standard departure clearance** is defined as:

- A clearance that **does** include the phrase “**this is a non-standard clearance**”.
- Climb and maintain **FL060**.
- Provo Approach shall ensure that the aircraft is established on the **filed route** or **coordinated heading** prior to exiting the lateral and/or vertical limits of the Turks and Caicos CTR.

Note: At the request of the customer and when traffic conditions permit, PROVO Approach may issue a SID subject prior coordination with Miami ARTCC as a **non-standard clearance**.

5.5.2 When Grand Turk Radar is operational the Miami ARTCC **may** issue a non-standard departure clearance.

5.5.2.1 When Grand Turk Radar is out of service the Miami ARTCC **shall** issue a non-standard departure clearance.

5.5.2.2 Provo Approach **shall** clear successive departures on Miami ARTCC assigned headings.

5.5.3 In the event of a clearance limit other than the destination aerodrome, Provo Approach **shall** advise aircraft to expect further clearance enroute.

5.6 Provo Approach **shall** provide separation between:

- a) Arriving aircraft **released by Miami ARTCC**.
- b) Departures and arrivals **released by Miami ARTCC**.
- c) Successive departures leaving Turks and Caicos CTR.

5.7 Provo Approach **shall** provide separation between all aircraft exiting the lateral/vertical limit of Turks and Caicos CTR delegated airspace and shall ensure this separation is maintained or increasing.

5.8 Radar information requested from or given by Miami ARTCC may be used by Provo Approach to facilitate Separation within Turks and Caicos CTR.

5.9 VFR Aircraft transiting the Turks and Caicos CTR and climbing above an altitude of 6000 feet **shall** be instructed to squawk 1200.

5.10 Miami ARTCC and PROVO Approach shall effect coordination for departure traffic as follows:(See attachment 1)

I a) **MBGT Departures** and over flights that fly east of the **MILLE/GTK** sector boundary shall be coordinated with the GTK Sector and use frequency **126.45** unless otherwise advised.

b) **MBGT** Departures and over flights that enter **MILLE** sector **and** departures from all other airports within **Turks and Caicos CTR** (regardless of route) shall be coordinated with the MILLE Sector and use frequency **125.1** unless otherwise advised

c) For Landline coordination, dial 43 for the GRAND TURK Sector and dial 64 for the MILLE Sector.

Note: Miami ARTCC **shall** ensure appropriate coordination prior to issuing a clearance above FL060 for traffic transitioning GTK/MILLE boundary.

6. GRAND TURK (GTK) RADAR Out of Service

6.1 Miami ARTCC **shall** advise PROVO approach when the GTK radar is out of service.

6.2 Additional clearance limits when GTK radar is out of service are: (See Attachment 1)

Fix

Route type

JEFFO from the North on R763.

MRTEE (GTK121°34) from San Juan landing Turks and Caicos CTR airports on R507.

PAMMS from Santo Domingo landing Turks and Caicos airports on G446.

a) Regardless of PROVO airport runway operation, Miami ARTCC **shall** clear aircraft landing in the Turks and Caicos CTR as described in this paragraph at **FL060**, unless otherwise coordinated (See Attachment 1).

b) Traffic on R763 landing in the Turks and Caicos CTR **shall** be cleared to **JEFFO**.

c) Traffic on R507 landing in the Turks and Caicos CTR **shall** be cleared to **MRTEE** (GTK121°034).

d) Traffic on G446 landing in the Turks and Caicos CTR **shall** be cleared to **PAMMS**.

e) All other clearance limits and crossing restrictions in paragraphs 5.3.1 and 5.3.1.2 remain the same.

7. PROCEDURES - PROVO APPROACH CONTROL CLOSED (2000-0600)

7.1 Prior to closing, Provo approach **must** notify any operational aerodromes within the Turks and Caicos CTR, then transfer control of the airspace to Miami ARTCC. Provo Approach **must** also notify any operational aerodromes within the Turks and Caicos CTR when they reacquire the airspace. When transferring control of Provo airspace between Miami ARTCC and Provo Approach, the transferring controller **must** provide the receiving controller with a briefing that, as a minimum, includes the following items:

- 1) Weather
- 2) Equipment status
- 3) Runway/Airport information
- 4) Traffic Management Initiatives
- 5) NOTAMs
- 6) Special Use Airspace status
- 7) Traffic
- 8) The controller assuming the airspace shall verbally accept responsibility for the airspace
- 9) The transferring controller shall then verbally release the airspace

7.2 Aerodrome (Towers) hours of operation for MBPV MBGT will be 0600L-2000L, unless otherwise notified. MBSC, MBNC, and MBAC hours of operation will be sunrise to sunset, unless otherwise notified.

7.3 All arrivals must obtain prior approval of the Turks and Caicos Airports authority.

7.4 **Arrival Procedures**

7.4.1 Miami ARTCC shall forward arrival information including, aircraft callsign, type aircraft, departure point and aerodrome estimate at least twenty minutes prior to the aerodrome on all IFR traffic landing at MBPV/MBSC/MBGT/MBNC/MBAC to the appropriate tower.

7.4.2 Towers shall advise Miami ARTCC when an arriving aircraft has landed or cancels IFR.

7.5 **Departure Procedures**

7.5. Miami ARTCC **shall** provide departure clearances for all IFR aircraft departing MBPV/MBSC /MBGT/MBNC/MBAC that will enter Miami ARTCC airspace.

7.5.2 Towers shall request a release for each departing IFR aircraft from Miami ARTCC.

7.5.2.1 Towers shall forward departure times or any additional information to Miami ARTCC as soon as possible.

8. INTERPHONE FAILURE.

8.1 In the event of failure of the Miami ARTCC/Provo Approach direct voice circuit, coordination shall be effected via the AFTN circuit or by commercial telephone, pilot relay, or which ever is most expeditious. If all means of communication fail, the following procedures shall be implemented:

8.1.1 **Provo Approach Open:**

8.1.1.1 Provo Approach shall clear aircraft to the lateral limits of the Turks and Caicos CTR at the highest available flight level (FL060 or below) and transfer aircraft communications to Miami ARTCC.

8.1.1.2 Miami ARTCC **shall** clear inbound aircraft to a clearance limit (see Attachment 1) at the lowest available flight level (FL070 or above), request the aircraft to inform Provo Approach that it is released and transferred to Provo Approach..

9 EMERGENCIES.

9.1 Emergency information shall be passed to the appropriate facility as soon as possible.

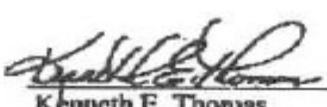

- 9.1.1 Coordination between Miami ARTCC and the appropriate Tower shall occur when Provo Approach is closed and the Towers remain open.
- 9.2 Attachment 2 shall be utilized in aircraft emergency situations only when Provo Approach and the Towers are closed.

10 MISCELLANEOUS.

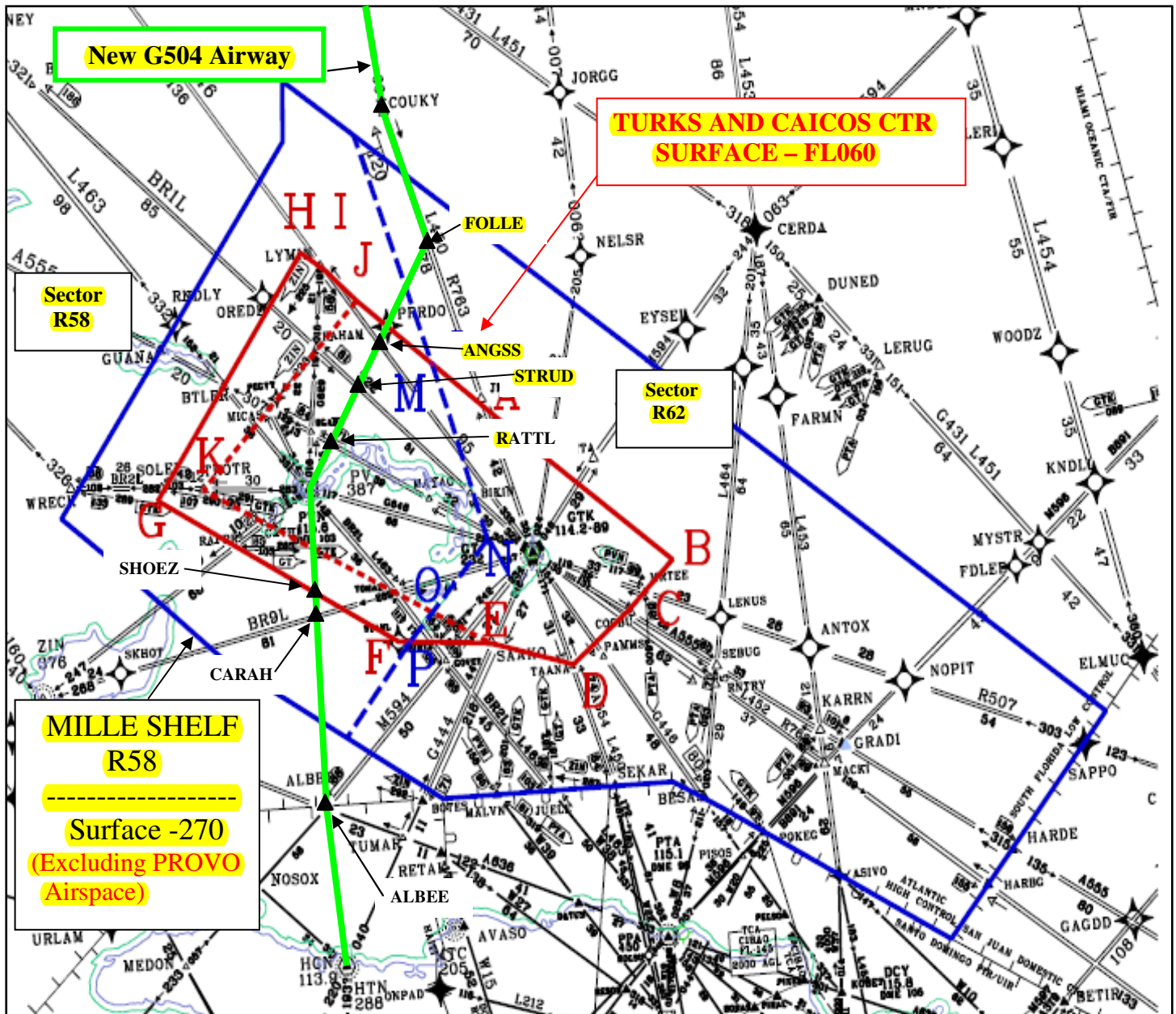
- 10.1 Flight plan information on IFR aircraft departing the Turks and Caicos CTR shall be transmitted to Miami ARTCC via AFTN circuit in ICAO format.
- 10.2 The transferring facility shall notify the receiving facility of estimate revisions of **five minutes** or more.
- 10.3 There shall be no deviations from these procedures unless prior coordination is effected that completely defines the responsibility in each case.

11 REVISIONS.

- 11.1 For any matter, which might make it advisable to change this Agreement, the interested facility shall propose the pertinent revision. This agreement may only be cancelled or suspended by mutual agreement of the parties.

	
Kenneth E. Thomas Air Traffic Manager Miami ARTCC	John T. Smith Chief Executive Officer Turks and Caicos Airports Authority

Attachment 1



Providenciales-Grand Turk Approach Airspace

Inner Boundary Description

Beginning at

L	22-16-38N/71-35-58W Direct
A	21-56-00N/71-10-00W Direct
B	21-22-00N/70-26-00W Direct
C	21-10-00N/70-40-00W Direct
D	20-57-00N/70-58-00W Direct
E	21-04-00N/71-23-00W Direct
K	21-48-00N/72-48-00W Direct
J	22-34-00N/71-58-00W Direct to point of beginning from surface up to and including FL60.

Outer Boundary Description

Beginning at

E	21-04-00N/71-23-00W Direct
P	21-05-45N/71-47-18W Direct
F	21-06-00N/71-50-50W Direct
G	21-46-00N/73-02-00W Direct
H	22-47-13N/72-14-28W Direct
I	22-42-32N/72-07-29W Direct
J	22-34-00N/71-58-00W Direct
K	21-48-00N/72-48-00W Direct to point of beginning from surface up to and including FL60.

MILLE SHELF OVER APPROACH AIRSPACE

Beginning at:

L	22-16-38N/71-35-58W Direct
M	22-03-45N/71-31-40W Direct
N	21-30-33N/71-22-01W Direct
O	21-12-54N/71-40-02W Ending at
P	21-05-45N/71-47-18W

ATTACHMENT 2

Points of contact are listed in order of notification for the appropriate airport. If there is no answer at the first number continue down the list.

Note: Cell numbers are the most reliable points of contact. Initial contact after **PROVO** closes should be the **PROVO SATCO**.

Providenciales

Frequencies

SATCO Cell 649-244-9978

Provo Tower	Tower 649-941-4724	126.0/119.9
	Cell 649-231-1163	

Controllers

Standby Controller (1)	Cell	649-244-2670
Standby Controller (2)	Cell	649-245-2935
Standby Controller (3)	Cell	649-241-5006
Standby Controller (4)	Cell	649-244-4882
Standby Controller (5)	Cell	649-231-4264
Standby Controller (6)	Cell	649-243-8209
Standby Controller (7)	Cell	649-245-2035

Executive Air Traffic Manager Office 649-941-3435
Cell 649-232-1487
649-332-2011

Chief Executive Officer Office 649-941-8700
Cell 649-232-2010

Police Station 649-946-4259

Grand Turk

Controller In charge	Cell	649-244-1410	
Tower	Office	649-946-2659	118.6
Police Station		649-946-2299	

Rev. 3 Effective 11-Dec-10

South Caicos

Tower	649-946-3226	118.9
Controller In charge	649-245-0607	
Police Station	649-946-3299	

North Caicos

Tower	649-946-7282	
Controller In charge	649-242-1326	118.85
Police Station	649-946-7116	

Miami Center

Operations Manager	305-716-1588	
I Grand Turk Sector (R62)	305-716-3065	126.45/135.2 @GTK
Mille Sector (R58)	305-716-3065	125.1/135.2 @GTK
Area Supervisor	305-716-1786/1785	123.77 @ ZIN
Airspace Manager	305-716-1547	

Note: Use telephone number (305) 716-1588 as the prime number to establish telephone communication. The other listed numbers may not allow outside access.