

APPENDIX

LETTER OF AGREEMENT BETWEEN
FORT-DE-FRANCE AND ADAMS RADAR APPROACH CONTROL
(RAPCO) UNITS

SUMMARY

1. INTRODUCTION	2
1.1. EFFECTIVE DATE :	2
1.2. OBJECTIVE	2
1.3. SCOPE.....	2
2. CONTROL PROCEDURES	2
2.1. LIMIT AND RESPONSIBILITY	2
2.2. ROUTES OF FLIGHTS.....	2
2.3. ASSIGNMENT OF FLIGHT LEVELS	3
2.4. TRANSFER OF RESPONSIBILITY.....	3
2.5. TRANSFER OF COMMUNICATION	3
2.6. RULES OF SEPARATION FOR IFR TRAFFIC	3
2.7. USE OF TRANSPONDER.....	4
3. CO-ORDINATION PROCEDURES	4
3.1. GENERAL	4
3.2. TRAFFIC BETWEEN BARBADOS AND HEWANORRA	4
3.3. FLIGHT PLANS	5
4. FAILURE / CONTINGENCY PROCEDURES	5
4.1. GENERAL	5
4.2. RADAR / RADIO - NAVIGATION FACILITIES FAILURE	5
4.3. AFTN FAILURE	5
4.4. POINT TO POINT FAILURE PROCEDURES.....	5
4.5. AIR TO GROUND FAILURE PROCEDURES AT ADAMS.....	6
4.6. AIR TO GROUND FAILURE PROCEDURES AT FORT DE FRANCE	6
4.7. FLOW-CONTROL	6
5. ALERTING SERVICE	6
6. MISCELLANEOUS	7
6.1. DEVIATION	7
6.2. AMENDMENT	7
7. APPENDIX NUMBER ONE	8
7.1. AIRSPACE DESCRIPTION : FORT DE FRANCE TMA	8
7.2. AIRSPACE DESCRIPTION : BARBADOS TMA	9
8. APPENDIX NUMBER TWO	10
8.1. FREQUENCIES.....	10
9. APPENDIX NUMBER THREE.....	11
9.1. PHONE NUMBERS	11

1. INTRODUCTION

1.1. Effective date :

1.2. Objective

1.2.1. The objective of this letter of agreement is to establish operating procedures for the co-ordination and transfer of control of air traffic between the Adams and Fort de France Approach control units.

1.2.2. This letter of agreement cancels and replaces all previous letters of agreement between the Adams and Fort de France ATS units.

1.3. Scope

1.3.1. The procedures contained in this letter of agreement which supplement or detail, when so required, the procedures prescribed by ICAO and the procedures prescribed in French Air Traffic Rules, shall apply to all IFR and VFR flights which cross the common boundary of Fort de France TMA and Barbados TMA.

2. CONTROL PROCEDURES

2.1. Limit and responsibility

2.1.1. Fort de France APP shall be responsible for the provision of air traffic services to all aircraft within the airspace of Fort de France TMA, defined in appendix number 1 to this letter.

2.1.2. Adams APP shall be responsible for the control of all aircraft within the airspace of Barbados TMA, defined in appendix number 1 to this letter.

2.2. Routes of flights

2.2.1. Except for prior co-ordination effected individually for each flight off ATS routes, the IFR air traffic between the Adams TMA and the Fort-de-France TMA shall be routed along ATS routes defined in the Record of ATS Routes and associated Radio Navigation Aids Caribbean Region and in the AIP CAR/NAM.

2.2.2. Each ATC Unit shall ensure that all IFR aircraft are established on routes or radial assigned by the other prior to the aircraft leaving the transmitting ATC Unit.

2.2.3. Where it is not possible or practicable to conform with 2.2.2., prior approval must be obtained from the receiving unit.

2.2.4. The receiving unit shall not vary the clearance of traffic entering its area of

responsibility until the traffic is inside, unless with prior co-ordination.

2.2.5. When GPS flights cannot be handled on RNAV routes, they shall be re-routed to ground based radio navigation aids.

2.3. Assignment of Flight Levels

2.3.1. Except for prior coordination, PIARCO ACC and Fort de France APP shall assign Flight Levels to the magnetic track shown in the table of cruising levels in Appendix "C" of Annex 2.

2.4. Transfer of responsibility

2.4.1. Except by prior co-ordination, the transfer of responsibility of aircraft operating between the Martinique TMA and the Barbados TMA shall be at the common boundary.

2.5. Transfer of communication

2.5.1. Frequencies indicated in appendix 2 to this letter of agreement shall be used for transfer of communication.

2.5.2. The transfer of communications of an aircraft from a transferring ATS unit to a receiving ATS unit shall be made prior to entering the airspace of the receiving ATS unit except when, with the concurrence of both ATS units, the requirement for separation determines otherwise.

2.5.3. When requested, the receiving ATS unit shall notify the transferring ATS unit that the traffic is in communication with the receiving ATS unit and has crossed the common boundary.

2.6. Rules of separation for IFR traffic

2.6.1. Lateral Separation shall be in accordance with Procedures for Air Navigation Services, Rules of the Air and Air Traffic Services, ICAO Doc. 4444 and Regional Supplementary Procedures, Doc. 7030

2.6.2. Vertical separation shall be in accordance with ICAO Annex 2 Appendix 3.

2.6.3. Longitudinal Separation

When radar equipment is operating in the both Adams and Fort-de-France TMAs, longitudinal separation of at least 20 NM shall be applied between aircraft at the same level with the followings requirements :

- radar identification of the concerned aircraft must be effected.
- The transfer of communication of the concerned aircraft must be simultaneously effected.

Standard separation of 15 minutes longitudinal shall be restored in case of:

- radar failure in one of the two ATS units.
- E/CAR network failure.
- On request of one of the two ATS units.

2.7. Use of transponder

2.7.1. ATS units shall instruct all aircraft to squawk the SSR code assigned according to the ORCAM method.

2.7.2. Adams APP and Fort de France APP shall instruct all transponder equipped aircraft to squawk the SSR code assigned by the respective ATS Units.

3. CO-ORDINATION PROCEDURES

3.1. General

3.1.1. Co-ordination between the Barbados TMA unit and the Martinique TMA unit shall be effected in accordance with standards, recommended practices and procedures prescribed by ICAO.

3.1.2. The E/CAR network circuit shall be used as the primary means of coordination for air traffic.

3.1.3. All co-ordination/approval shall be effected with the appropriate ATS unit at least 15 minutes prior to the aircraft's estimate of the common boundary.

3.1.4. The transferring Unit shall forward the following information to the receiving ATS Unit in the prescribed order:

- (a) Aircraft Identification
- (b) Type of Aircraft
- (c) Point of Departure
- (d) Destination
- (e) Route of Flight
- (f) Boundary Estimate
- (g) Flight Level/Altitude
- (h) SSR code

3.1.5. In the case of traffic which will depart from a location where the flying time for a particular aircraft is less than fifteen 15 minutes from the common boundary, prior co-ordination must be effected between the respective units.

3.2. Traffic between Barbados and Hewanorra

3.2.1. For traffic operating between the Barbados TMA and the airspace delegated by the Fort-de-France ATS unit to the Hewanorra ATS unit from 4500 ft to FL 105, co-ordination shall be made directly between the two Adams and Hewanorra control units during the opening hours of Hewanorra ATC.

3.3. Flight Plans

3.3.1. The submission and dissemination of flight plans including Repetitive Flight Plans shall be in accordance with PANS/RAC Doc.4444.

4. FAILURE / CONTINGENCY PROCEDURES

4.1. General

4.1.1. In all contingency situations the following actions, shall be taken :

- An assessment of the outage (actual or anticipated),
- An assessment of the traffic (present and anticipated),
- An assessment of what is available.

4.1.2. All alternate methods of communication require acknowledgement from the receiving ATS unit.

4.2. Radar / radio-navigation facilities failure

4.2.1. Each Unit shall advise the other of any malfunction of radio-navigation facilities or radar failure in its area of responsibility.

4.3. AFTN Failure

4.3.1. In the event that the relevant ATS units are unable to forward flight plan information via AFTN or approved Repetitive Flight Plan listed within sufficient time to permit preparation and analysis, all such reasonable efforts shall be made to copy same on any appropriate communication facility as listed in appendix number 3

4.4. Point to Point failure procedures

4.4.1. In the event of failure of the Fort de France-Adams E/CAR network line, all means of alternate communications shall be utilized for the co-ordination of IFR aircraft (e.g. public telephone number listed in appendix 3 or relay through another facility).

4.4.2. If the aforementioned means of alternate communication cannot be utilized, and unless different clearance has been given by receiving ATS unit and reported to the transferring one, the following shall be apply :

4.4.3. VFR aircraft shall be instructed to proceed direct and to contact receiving ATS unit as soon as possible, before crossing the airspace common

boundary; these flight shall advise the transferring ATS unit when communication has been established.

4.4.4. **Self transfer** shall be apply for IFR : aircraft shall only be cleared to a point completely within the transferring ATS unit's airspace, at an appropriate flight level for direction of flight, and advised to contact the receiving ATS unit to obtain clearance before entering its airspace. The receiving ATS unit shall clear the aircraft concerned into its airspace and shall not authorize flight level changes until the aircraft is beyond the common boundary. Furthermore the aircraft concerned shall inform the transferring ATS unit when it has established contact with the receiving ATS unit.

4.5. Air to ground failure procedures at Adams

4.5.1. In the event of complete radio failure at Adams unit, PIARCO shall take the responsibility of Barbados TMA downgraded in class G. In this case, Fort de France shall contact PIARCO to obtain clearances.

4.5.2. Furthermore, ADAMS APP shall :

- Advise all the adjacent ATS units including PIARCO ACC of the situation by any appropriate means
- Reclassify ADAMS TMA as class G airspace
- Issue a NOTAM by any available means

4.5.3. The CTR shall continue as class «D » airspace and shall be controlled by ADAMS with a portable VHF equipment.

4.6. Air to ground failure procedures at Fort de France

4.6.1. In the event of complete radio failure at Fort de France unit, Pointe à Pitre APP shall take over the responsibility of the Martinique TMA. In this case Adams shall contact Pointe à Pitre to obtain clearances.

4.6.2. Furthermore, Fort de France APP shall :

- Advise all the adjacent ATS units including PIARCO ACC of the situation by any appropriate means
- Reclassify Fort de France TMA as class G airspace
- Issue a NOTAM by any available means

4.6.3. Fort de France shall retain control of aircraft operating in its CTR classified D airspace, with a standby portable radio.

4.7. Flow-control

4.7.1. In the event of reduced capacity at each unit, prior permission request (PPR) procedure or flow control measures, shall be applied.

5. ALERTING SERVICE

5.1.1. In all cases alerting service co-ordination shall be the responsibility of the unit within whose TMA the aircraft are at the time.

5.1.2. Both units shall provide each other with whatever information is available and provide assistance in order to comply with 5.1.1

6. MISCELLANEOUS

6.1. Deviation

6.1.1. Deviation from the procedures established in this letter of agreement shall be effected only after prior co-ordination is accomplished with completely define responsibilities in each case.

6.2. Amendment

6.2.1. This agreement is subject to revision whenever there is a change of ICAO standards, recommended practices or supplementary regional procedures which affects the procedures contained therein, or when new radio navigational aids, communication facilities or air traffic services which might affect those procedures, are introduced.

6.2.2. In the event of a change of ICAO regulations, either party to this agreement may propose an amendment to the other party.

6.2.3. For any other matter which makes it advisable to vary this agreement, the interested party shall propose the pertinent amendment.

For ADAMS

For FORT DE FRANCE

7. APPENDIX NUMBER ONE

7.1. AIRSPACE DESCRIPTION : FORT DE FRANCE TMA

Name and lateral limits	Class	Vertical limits FL, m or ft	ATS unit	Hours of service
PART 1 Broken line joining points 14°06'41" N, 061°20'05" W 14°28'26" N 061°26'28" W, Arc of circle radius 25 NM centered on VOR/DME " FOF " (14°35'26.69"N, 061°01'22.11" W) joining preceding point to 14°18'53" N, 061°41'31" W, 14°10'36"N, 060°49'44"W 14°13'00" N, 060°52'00"W 14°06'41" N, 061°20'05" W	D	<u>FL 105</u> 460m(1500ft)asfc	FORT DE FRANCE APPROCHE/APPROACH	H 24
PART 2 Broken line joining points: 14°13'00"N, 060°52'00"W - 14°02'00"N, 060°40'00"W, Arc of circle radius 25 NM centered on VOR « BNE » (13°44'04"N, 060°58'37"W) joining preceding point to: 13°19'00"N, 060°59'30"W, 13°34'00"N, 061°30'00"W 14°02'05" N, 061°40'05" W 14°13'00"N, 060°52'00"W	D	<u>FL105</u> 1370m (4500ft) asfc	HEWANORRA APPROCHE/APPROACH FORT DE FRANCE APPROCHE/APPROACH	from 1000 to 0300 h UTC from 0300 to 1000 h UTC
PART 3 Broken line joining points: 16°10'00"N, 060°18'00"W 14°52'30"N, 059°48'00"W 13°55'25"N, 060°34'30"W, Arc of circle radius 25 NM centered on VOR « BNE » (13°44'04"N, 060°58'37"W) joining preceding point to: 13°19'00"N, 060°59'30"W, 13°34'00"N, 061°30'00"W 14°54'00"N, 061°57'00"W 16°10'00"N, 060°18'00"W	D	<u>FL195</u> <u>FL105</u>	FORT DE FRANCE APPROCHE/APPROACH	H 24
PART 4 Broken line joining points: 16°10'00"N, 060°18'00"W 14°52'30"N, 059°48'00"W 13°55'25"N, 060°34'30"W, Arc of circle radius 25 NM centered on VOR « BNE » (13°44'04"N, 060°58'08"W) joining preceding point to : 14°02'00"N, 060°40'00"W 14°10'36"N, 060°49'44"W 14°18'53" N, 061°41'31" W, Arc of circle radius 25 NM centered on VOR/DME « FOF » (14°35'27" N, 061°01'22" W) joining preceding point to: 14°28'26" N 061°26'28" W, 14°04'42" N, 061°18'11" W 14°02'05" N, 061°40'05" W 14°54'00"N, 061°57'00"W 16°10'00"N, 060°18'00"W	E	<u>FL105</u> 900 m(3000ft)amsl 300 m(1000ft)asfc	FORT DE FRANCE APPROCHE/APPROACH	H 24
PART 5 Broken line joining points: 16°10'00"N, 060°18'00"W 14°52'30"N, 059°48'00"W 13°55'25"N, 060°34'30"W, Arc of circle radius 25 NM centered on VOR « BNE » (13°44'04"N, 060°58'37"W) joining preceding point to: 13°19'00"N, 060°59'30"W, 13°34'00"N, 061°30'00"W 14°54'00"N, 061°57'00"W 16°10'00"N, 060°18'00"W	A	<u>FL245</u> <u>FL105</u>	FORT DE FRANCE APPROCHE/APPROACH	H 24

7.2. AIRSPACE DESCRIPTION : BARBADOS TMA

<i>Name Lateral limits</i>	<i>Class</i>	<i>Vertical limits</i>	<i>Call sign</i>	<i>Hours of service</i>
ADAMS TERMINAL CONTROL AREA An arc of circle radius 25 NM Centered on VOR BNE 134400N0605837W joining points 131900N0605930W – 135525N0603430W then joining points 135525N0603430W – 14230N0594800W – 135500N0584300W, then an arc of circle radius 68nm centered on 'BGI' VOR 130430N0592902W joining points 135500N0584300W - 123530N0603130W , then joining points 123530N0603130W – 131900N0605930W	A – above FL90 D – FL85/3000ft G – below TMA and outside CTR	FL245 3000 ft	ADAMS APPROACH	H24

8. APPENDIX NUMBER TWO

8.1. FREQUENCIES

Fort-De-France	APP	⇒	121,000 MHz	
		⇒	129,050 MHz	(secondary)

Raizet	APP	⇒	121,300 MHz	
		⇒	129,800 MHz	
		⇒	119,050 MHz	(secondary)

Adams radar		⇒	129,350 MHz	
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PIARCO		⇒	123,700 MHz	(primary)
		⇒	125,400 MHz	(south sector)

HEWANORRA		⇒	119,800 MHz	
CHARLES			118,000 MHz	

9. APPENDIX NUMBER THREE

9.1. PHONE NUMBERS

Fort-De-France TWR	Tel.	⇒ (596) 596 42 26 00
	Tel.	⇒ (596) 596 42 26 05
Fort-De-France AIS	Tel.	⇒ (596) 596 42 25 24
Fort-De-France AIS	Fax	⇒ (596) 596 51 10 63

Adams radar	Tel.	⇒ 1 246 428 6162
Adams TWR	Tel.	⇒ 1 246 428 0956
Barbados AIS	Tel.	⇒ 1 246 428 7101
Barbados AIS	Fax	⇒ 1 246 420 7333

Pointe à Pitre TWR	Tel.	⇒ (590) 590 89 05 26
	Tel.	⇒ (590) 590 48 21 14
Pointe à Pitre AIS	Tel.	⇒ (590) 590 48 21 43
Pointe à Pitre AIS	Fax	⇒ (590) 590 48 21 40

Hewanorra TWR	Tel	1 758 4546343
Hewanorra AIS	Fax	1 758 454 6900

IACL NUMBERS			
ADAMS	6001	6002	6003
LE RAIZET	7201	7202	7203
FORT DE FRANCE	6401	6402	6403