

**LETTER OF AGREEMENT BETWEEN
PIARCO AREA CONTROL CENTER (ACC)
AND FORT-DE-FRANCE RADAR APPROACH CONTROL (RAPCO) UNIT**

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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 management of air traffic between the PIARCO ACC and the Fort de France APP.

1.2.2.This letter of agreement cancels and replaces all previous letters of agreement between the between the PIARCO 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 be applied to all air traffic which cross the common boundary of the PIARCO CTA/FIR or UTA/UIR and the Fort de France TMA.

2. CONTROL PROCEDURES

2.1.Airspace

2.1.1.Fort de France APP shall be responsible H24 for the provision of Air Traffic services to all aircraft within the airspace of Fort de France TMA defined in appendix number 1 attached hereto.

2.1.2.PIARCO Control Center shall be responsible H24 for the provision of Air Traffic Services to all aircraft within the airspace of PIARCO CTA/FIR or UTA/UIR, defined in appendix number 1 attached hereto.

2.2.Routes of IFR Air Traffic

2.2.1.Except for prior co-ordination effected individually for each flight off ATS Routes, the IFR air traffic between the PIARCO CTA/FIR 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 assigned by the other prior to the aircraft leaving the transmitting ATC Unit. Where not practicable, prior approval must be obtained from the receiving ATC Unit.

2.2.3.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.

2.2.4.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 for prior co-ordination, the transfer of responsibility of aircraft operating between the PIARCO UTA/CTA/FIR and the Fort de France TMA shall be at the lateral/vertical limits of the FORT DE France TMA..

2.5.Transfer of communication

2.5.1.The transfer of air- ground communications of an aircraft from the transferring ATS Unit to the receiving ATS Unit shall be made prior to entering the airspace of the receiving ATS Unit, except where, with the concurrence of both ATS, the requirement for separation determine otherwise.

2.5.2.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 (lateral/vertical) boundary.

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

2.6.Rules of separation for IFR traffic

2.6.1.Rules of separation shall be applied according to Procedures for Air Navigation Services, Rules of the Air and Air Traffic Services, ICAO Doc. 4444 and Regional Supplementary Procedures, Doc. 7030.

2.7. Use of transponder

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

2.7.2.PIARCO ACC 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.Coordination between the PIARCO ACC and the Fort De France APP 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 all air traffic.

3.1.3.Information to be forwarded by one Unit to the Other :

- a) Aircraft Identification
- b) Type of Aircraft
- c) Point of Departure
- d) Destination
- e) Route of flight
- f) Boundary estimate, ETD or ETA as appropriate
- g) Flight level/altitude.
- h) SSR code

3.2. Flights Plans

3.2.1.The submission and dissemination of flight Plans, including Repetitive Flight Plans shall be in accordance with PANS RAC DOC 4444 as amended.

3.3. Co-ordination procedures for IFR flights

3.3.1.All co-ordination/approval shall be effected with the appropriate ATS Unit at least fifteen (15) minutes, but not more than sixty (60) minutes, prior to the aircraft's estimate as described in 3.1.3.

3.3.2.In the case of traffic which will depart from locations where the flying time for the particular aircraft will be less than fifteen (15) minutes from the lateral/vertical limits of Fort De France TMA, prior co-ordination must be effected between the respective Units.

3.3.3.In the case of traffic from PIARCO UTA/CTA flying through Fort De France TMA with George Charles / Hewanorra Airports as destination, PIARCO ACC shall be responsible for forwarding to the Fort De France APP unit the relevant information described in 3.1.3. The Fort De France APP Unit shall be responsible for forwarding to St. Lucia Approach the relevant information received from PIARCO ACC. According to the traffic, Fort De France may ask to PIARCO to send it directly in contact with Saint Lucia APP.

3.3.4.OCEANIC CLEARANCE

Flights departing from Martinique or Saint Lucia and entering the New York Oceanic Control Area (NY-OCA) must be issued Oceanic Clearance by PIARCO ACC.

Because of the short flying time from Fort De France or Saint Lucia to the PIARCO New York CTA/FIR boundary (18°N), Fort De France APP must contact the PIARCO ACC at least twenty (20) minutes prior to the E.T.D. of concerned flights in order to co-ordinate the issue of the Oceanic Clearance.

3.3.5.Fort De France APP shall forward to PIARCO effective departures times for flights above FL245, and departure times and boundary estimates for flights below FL245, which will enter the PIARCO UTA/CTA/FIR.

3.4.Co-ordination procedures for VFR flights

3.4.1.Departure messages shall be passed, via AFTN.

3.4.2.Co-ordination shall be effected with the appropriate ATS unit at least 10 minutes before the crossing times of common boundary, so that the receiving unit can make proper use of the co-ordination.

3.4.3.Each unit shall inform the other when VFR operations are suspended at their respective airfield(s).

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.V.C.BIRD APP will be the distribution point of Fort De France APP for information concerning a PIARCO ACC communications outage.

4.1.3.Any alternate or supplementary method to what is describe hereafter requires acknowledgement from the receiving ATS unit.

4.2.Radio-navigation facilities / Radar 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 network 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.Procedures for point to point failure

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4.4.1.In the event of the failure of the ATS direct circuits, all means of alternate communications shall be exhausted for the coordination of all IFR air traffic (e.g. Commercial Telephone; self transfer; relay through another ATS facility; appropriate HF for aircraft on the ground Fort de France Airport; AFTN - provided aircraft are held within the lateral/vertical limits of the transferring ATS Unit until an acceptance message is received).

4.4.2.All alternate methods of communications require acknowledgement from the receiving ATS Unit.

4.4.3.**Self transfer :** IFR aircraft shall only be cleared to a point completely within the lateral/vertical limits and level of the transmitting unit at an appropriate flight level for direction of flight, and instructed to contact the receiving ATS Unit and obtain clearance prior to entering the adjacent airspace. The receiving ATS Unit shall clear the aircraft into its area and shall not authorize flight level changes until the aircraft is beyond the common boundary, unless the aircraft advises that the transferring ATS Unit has no control restrictions regarding descent/climb. Furthermore, the receiving ATS Unit shall instruct the aircraft to advise the transferring ATS Unit when crossing the common boundary.

Note: Self-Transfer will be the preferred alternate initial means of notification if the aircraft is airborne

4.5.Air to Ground failure

4.5.1.In the event of radio failure at Fort de France,

Fort de France APP shall :

- notify PIARCO by phone
- send a NOTAM to advise that Le Raizet APP shall be responsible for the provision of Air Traffic services within the volume of Fort de France TMA downgraded in G.
- Send flow control restrictions.
- Fort De France shall retain control of aircraft operating in its CTR airspace, using 118,5 with a standby portable radio.

4.5.2.In the event of complete radio and point to point failure in Fort de France APP **AND** Pointe à Pitre APP, any suitable means of communication shall be used to advise PIARCO ACC.

- PIARCO ACC shall be responsible for the provision of Air Traffic services within the volume of Fort de France APP and Pointe à Pitre APP TMA downgraded in G.
- Flow control restrictions shall be put into effect.
- Fort De France shall retain control of aircraft operating in its CTR airspace, using 118,5 with a standby portable radio.
- Pointe à Pitre shall retain control of aircraft operating in its CTR airspace, using 118,4 with a standby portable radio.

4.5.3.In the event of complete radio failure at PIARCO ACC, East Caribbean Contingency Procedures shall take place :

- Fort De France Approach shall assume responsibility for communications and the management of that additional airspace, which overlies the Fort De France and Pointe-A-Pitre TMAs FL245 to Unlimited, plus that airspace towards the west bounded by 1334N 06130W – 1215N 06315W – 1500N 06500W – 1500N 06315W – 1520N 06300W – 1545N 06300W – 1454N 06157W and to point of origin, and that airspace towards the east bounded by 1725N 06046W – 1800N 06016W – 1800N 05700W – 145230N 05948W and to point of origin from Surface to Unlimited.

- Arriving European Traffic destined to Airports within the Piarco FIR shall be routed as follows:

<u>Destination</u>	<u>Routing</u>
--------------------	----------------

- | | |
|------------------------------|---------------------------------------|
| ➤ VC Bird | via 18N061W DCT ANU |
| ➤ Le Raizet | via 18N060W DCT PPR |
| ➤ Le Lamentin
FOF | via 18N058W DCT 16N060W DCT BONID DCT |
| ➤ Hewanorra
FOF UA324 BNE | via 18N058W DCT 16N060W DCT BONID DCT |

- Departing European bound Traffic from Airports within the Piarco FIR shall be routed as follows:

<u>Departure Point</u>	<u>Routing</u>
------------------------	----------------

- | | |
|---------------|---|
| ➤ VC Bird | via ANU UA/A632 TOTEM |
| ➤ Le Raizet | via PPR DCT 18N060W Atlantic Route |
| ➤ Le Lamentin | via FOF DCT BONID DCT 16N060W DCT |
| | 18N058W Atlantic Route |
| ➤ Hewanorra | via BNE UA324 FOF DCT BONID DCT 16N060W |
| | DCT 18N058W Atlantic Route |

- Transiting Traffic to/from the NAT, destined to or originating from the Maiquetia FIR and already in flight when contingency procedures are activated shall be accommodated along two (2) routes only and at a minimum altitude of Flight Level 310/330, as appropriate for direction of flight as follows:

- Either 1800N058W DCT FOF UA551 ONGAL and Reverse
- Or, 1800N056W or 1800N053W and East of this Meridian DCT BGI UA561 DAREK and Reverse..

- Traffic from San Juan, Maiquetia, Georgetown, Paramaribo and Cayenne FIRs with destinations within the Piarco FIR shall be routed along published ATS Routes, and accepted at a rate as determined by the appropriate TMA Unit.

- Traffic from San Juan, Maiquetia, Georgetown, Paramaribo and Cayenne FIRs from locations within the Piarco FIR shall be routed along published ATS Routes, and released for departure at a rate as determined by the appropriate TMA Unit.

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- Route Non-availability. The following routes shall not be available during the period Contingency Measures are in force, effectively reducing all route crossing other than overhead nav aids:
 - UA632 between BGI and ANU
 - A312/UA312 between DALGA and FOF
 - G449/UG449 between KORTO and ANADA
 - UA324 between POS and BNE
 - A511/UA511 between BGI and BOGSI
 - A550/UA550 between PPR and ITEGO
 - A555/UA555 between FOF and ILURI
 - UL205 between POS and ANU
- At the earliest opportunity, San Juan ACC shall check with all appropriate ATS Units to ensure that all Aircraft which were operating in the Piarco FIR or flight planned to operate are accounted for:
- Appropriate Charts indicating all the Predetermined Routings and Control Frequencies shall be provided at Fort de France TMAs and Piarco ACC.

4.6.Flow-control

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 except when aircraft are operating within the Fort De France TMA area, alerting service coordination shall be the responsibility of PIARCO ACC/RCC.

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.

7. REVISIONS

7.1.1.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.

7.1.2.In the event of a change of ICAO regulations, either party to this

agreement may propose an amendment to the other party.

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

For PIARCO ACC

For Fort De France APP

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8. APPENDIX NUMBER ONE :Airspace description**8.1.TMA Fort De France**

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/APPROAC H	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/APPROAC -----H----- FORT DE FRANCE APPROCHE/APPROAC H	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> FL105	FORT DE FRANCE APPROCHE/APPROAC H	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/APPROAC H	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 »	A	<u>FL245</u> FL105	FORT DE FRANCE APPROCHE/APPROAC	H 24

(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			H	
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8.2.PIARCO UTA/CTA

<i>Name Lateral limits</i>	<i>Classe</i>	<i>Vertical limits</i>	<i>Call sign</i>	<i>Hours of service</i>
PIARCO UPPER CONTROL AREA PIARCO UTA 1500N06500W – 1500N06315W – 1520N06300W – 1722N06300W – 1800N06200W – 1800N05600W – 0905N05600W – 0855N05700W – 0855N05957W – 0959N06128W – 0959N06156W – 1005N06203W – 1044N06147W – 1100N06230W.	A	UNL FL 245	PIARCO CONTROL	H24
PIARCO UPPER CONTROL AREA PIARCO CTA 1500N06500W – 1500N06315W – 1520N06300W – 1722N06300W – 1800N06200W – 1800N05600W – 0905N05600W – 0855N05700W – 0855N05957W – 0959N06128W – 0959N06156W – 1005N06203W – 1044N06147W – 1100N06230W	E	_____ FL 245 FL 60	PIARCO CONTROL	H24

9. APPENDIX NUMBER TWO : Frequencies

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

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

Adams radar		⇒	129,350 MHz
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VC Bird	APP	⇒	119,100 MHz
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PIARCO		⇒	123,700 MHz (primary)
		⇒	125,400 MHz (south sector)

ST LUCIA		⇒	119,800 MHz
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10. APPENDIX NUMBER THREE : 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

Piarco ACC	Tel.	⇒	1 868 669 4852
	Fax	⇒	1 868 669 4259
Piarco AIS	Tel.	⇒	1 868 669 4128
	Fax	⇒	1 868 669 1716

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

VC BIRD TWR	Tel/Fax	1 268 4624703
VC BIRD AIS	Tel	1 268 4624675
VC BIRD AIS	Fax	1 268 5623040
VC BIRD Coor	Tel	1 268 4804422

ADAMS RADAR	TEL	1 246 428 6162
ADAMS TWR	TEL	1 246 428 0956
ADAMS AIS	TEL	1 246 428 7101
ADAMS AIS	TEL	1 246 420 7333

IACL NUMBERS		
PIARCO	5001 (north)	5011 (south)
LE RAIZET	7201 (COOR)	7203 (APP)
FORT DE FRANCE	6401 (ASS)	6403 (APP)
VC BIRD		
ADAMS	6001, 6002	6003

EMERGENCY DIRECTORY

Service	Number
Chief of Civil aviation division Piarco	1 868 625 4011/4003
Le Raizet airfield director	(590) 590 93 98 01
Fort de France airfield director	(596) 596 42 24 87
INMARSAT Le Raizet	(00).870.76.212.35.76
INMARSAT Fort De France	(00).870.76.212.35.72
VC Bird Chief ATC	1 268 4620642