

KPVD/G90 SOP

Effective: November 23, 2006

1. General

a. Callsign Usage and Frequency Delegation:

(1) PVD_DEL:	Clearance Delivery	126.65
(2) PVD_GND:	Ground Control	121.9
(3) PVD_TWR:	Local Control	120.7
(4) PVD_DEP:	Departure Control	128.7
(5) PVD_APP:	Approach Control	135.4

2. Clearance Delivery

a. VFR:

- (1) VFR departures shall be assigned **at or below 2000**, given the appropriate departure frequency, and assigned a discrete squawk code (e.g. *"Maintain VFR at or below 2000 until advised. Departure frequency 128.7, squawk 5541"*).

b. IFR:

- (1) Aircraft shall be cleared out of the Providence Airspace via routes and altitudes as described in this Standard Operating Procedure, Letters of Agreement with adjacent facilities, and preferred routings.
 - I. If an aircraft is unable to accept a preferred route, provide clearance via the correct departure gate, then as filed, and coordinate with any affected sector(s).
- (2) There is no published DP available. High altitude departure gates are **PUT** (Putnam VOR) and **PVD180 to JUMPR** (Providence 180 radial to JUMPR). (e.g. *"Cleared to (destination) via PUT/PVD180 radial to JUMPR, then as filed"*).
- (3) **IFR jet departures** shall be assigned an initial altitude of **4,000** feet.
- (4) **IFR prop departures** shall be assigned an initial altitude **2,000** feet.
- (5) Departures shall be advised to expect their filed altitude ten (10) minutes after departure.
- (6) Departures to KBOS (Boston Logan Intl):
 - I. Jet departures to shall be cleared via direct BOS VOR at 6,000.
 - II. Prop departures shall be cleared via WOONS intersection at the correct cardinal altitude no greater than 7,000 feet.

3. Local/Ground Control

a. Local Control Airspace Delegation:

- (1) Providence Tower is authorized to provide services within the area extending 5NM from PVD VORTAC, upwards from the surface to 2,000 feet.

b. Ground Control/Taxi Routes:

Terminal: Airline terminal

GA: Northwest and northeast general aviation areas

(1) Runway 23:

- I. From Terminal: T – N – M – A
II. From GA: A

(2) Runway 5:

- I. From Terminal: T – E – S
II. From GA: V – T – E – S

(3) Runway 34:

- I. From Terminal: C
II. From GA: A – B – M – C **Hold short runway 34 on M**
III. From GA: A – B Intersection departure at B

(4) Runway 16:

- I. From Terminal: T – F
II. From GA: A

Note: GND/TWR does **not** have jurisdiction of aircraft movement in the NE, NW, and terminal ramp areas.

c. Runway Selection:

- (1) Runway 23 or runway 5 may be used when wind is calm (7110.65R 3-5-1a). TWR and DEP/APP should coordinate to determine which configuration allows for the most efficient use of airspace.
- (2) Runway 5 shall be used when the weather is below CAT I minimums.
- (3) Opposite direction operations or simultaneous use of crossing runways is not approved unless a particular aircraft has an operational necessity (i.e. wind, runway length, etc.) for the inactive runway.

d. Jet Noise Abatement Procedures:

- (1) The following procedures shall be enacted by TWR and DEP to minimize the effect of noise on surrounding communities:

Runway 5:

Northbound Departures: Jet aircraft will turn left as soon as practicable to fly a **360 heading until reaching 3 DME.**

Southbound Departures: Jet aircraft will turn right to a **080 heading until reaching 3 DME**, passing over Passeonkquis Cove, Gaspee Point Beach and Narragansett Bay.

Runway 23:

Southbound Departures: Jet aircraft will turn left as soon as practicable to a **160 heading until reaching 5 DME or intercepting the 180-degree radial** (whichever occurs first). (e.g. *Turn left heading 160; join the PVD 180 radial to JUMPR; cleared for takeoff.*) This measure is intended to route traffic over Greenwich Bay and along the north edge of Goddard Memorial State Park.

Northbound Departures: Jet aircraft will turn right as soon as practicable to a **280 heading until reaching 3 DME**. This measure is intended to direct departures under 3000 feet over compatible land use areas in Apponaug along I-95 and SR 115.

Runway 16:

Southbound Departures: Jet aircraft will turn right to a **180 heading until reaching 3 DME**. This measure is intended to direct departures over compatible land use areas along Brush Creek Cove and Greenwich Bay.

Runway 34:

Southbound Departures: Jet aircraft will turn left as soon as practicable to a **330 heading until reaching 4 DME**. This measure is intended to direct departures along compatible land use areas located along SR37 and I-295.

Northbound Departures: Jet aircraft will turn right to a **360 heading until reaching 3 DME**. This measure is intended to direct departures along compatible land use areas along I-95 and the Pawtuxet River corridors.

e. Tower Assigned Headings - Props:

- (1) Coordinate with APP/DEP to assign an initial heading consistent with the aircraft's intended direction of flight.

f. Traffic Pattern Direction:

- (1) Aircraft requesting traffic patterns on any runway shall be assigned **left traffic**.

g. Missed Approaches:

- (1) Local control shall instruct arrivals executing an unplanned go-around or missed approach to fly runway heading and maintain 3000. The local controller shall also advise the appropriate APP/DEP sector(s) if a deviation from this instruction is required.
- (2) For aircraft executing multiple practice approaches, the local controller shall coordinate with the appropriate APP/DEP sector(s) to determine missed approach instructions.

4. G90 Departure Control

a. Vertical Limits of Airspace:

(1) PVD_DEP airspace extends upwards to 10,000 feet except as defined in 8-a.

b. IFR:

(1) The departure controller shall have control for climb and turns on contact.

(2) Departing aircraft shall be cleared on to their filed routing with compliance to the noise abatement procedures listed in 3-b.

(3) When appropriate, clear departing aircraft to climb to 10,000 feet or lower assigned altitude.

(4) Initiate an automated handoff to the appropriate ZBW sector upon the departure being cleared on course and ensured free of traffic conflicts.

(5) Issue transfer of radio communications to the appropriate ZBW sector upon passing 6,000-7,000 feet or within 10NM the APP/CTR boundary, as appropriate.

c. VFR:

(1) Traffic permitting, the departure controller shall clear VFR aircraft to proceed on course and/or climb to their requested altitude (e.g. *“Proceed on course, climb to requested VFR altitude”*).

5. G90 Approach Control

a. Vertical Limits of Airspace:

(1) PVD_APP airspace extends upwards to 10,000 feet except as defined in 8-a.

b. STARs:

(1) **JORDN2 (RNAV)** – Aircraft will be handed off to the approach controller at HTO, with clearance to cross JORDN at and maintain 11,000 feet.

(2) **TEDDY2** – Aircraft will be handed off to the approach controller no less than 10 miles from WIPOR, with clearance to cross WIPOR at and maintain 11,000 feet.

c. Noise Abatement Procedure for Runway 34:

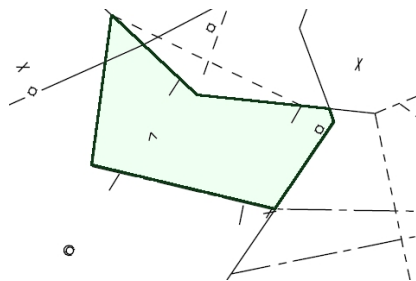
(1) Jet aircraft will intercept the final approach course before crossing the shoreline at Rocky Point Beach on Warwick Neck (4 DME from the PVD VORTAC). This measure is intended to keep jet aircraft following the same course along the extended runway centerline from beyond the shoreline. The following phraseology is to be used for clearing aircraft for a visual approach to runway 34: *“Turn no closer than a 4 mile final for noise abatement. Cleared visual approach runway 34”*

d. Altitude Assignments:

- (1) Arrivals shall be assigned an altitude no lower than 5,000 feet until separation can be assured with departures.

7. G90/TWR LOA

- a. The Transfer of Control Point (TCP) between TWR and APP is at PVD 5 DME.
- b. Transfer of radio communications of arrivals from APP to TWR shall occur between PVD 15 DME - 5 DME.
- c. In the event of a runway configuration change, all inbounds committed to land on the previous configuration shall do so, while all other arrivals shall be vectored to the new configuration.
 - (1) APP is responsible for advising TWR of the last arrival for the previous configuration and the first arrival for the new configuration.
 - (2) TWR is responsible for advising APP/DEP, as appropriate, of the last departure from the previous configuration and the first departure from the new configuration.
- d. For missed approach coordination procedures, refer to section 3-g.

8. G90/A90 LOA**a. G90/A90 Shelf:**

- (1) Refer to the green-shaded area of the above figure:
 - I. **G90:** Surface to 8,000
 - II. **A90:** 8,000 to 10,000
 - (2) **Especially when approaches to runway 23 are in use, caution must be exercised to assure that any aircraft being vectored complies with the Adjacent Airspace separation minima set forth in 7110.65R 5-5-10 unless approved coordination methods are in effect.**
- b. G90/A90 Coordination**
- (1) Providence TRACON shall:
 - I. Ensure IFR departures to BOS are cleared on course via the appropriate routing defined in 2-b-6 (Clearance Delivery).

- II. Handoff BOS jet arrivals to the appropriate Boston Approach sector no less than 5NM from the border at 6,000 feet or as previously coordinated.

(2) Boston TRACON shall:

- I. Clear PVD arrivals direct PVD VORTAC or via a previously coordinated radar vector.

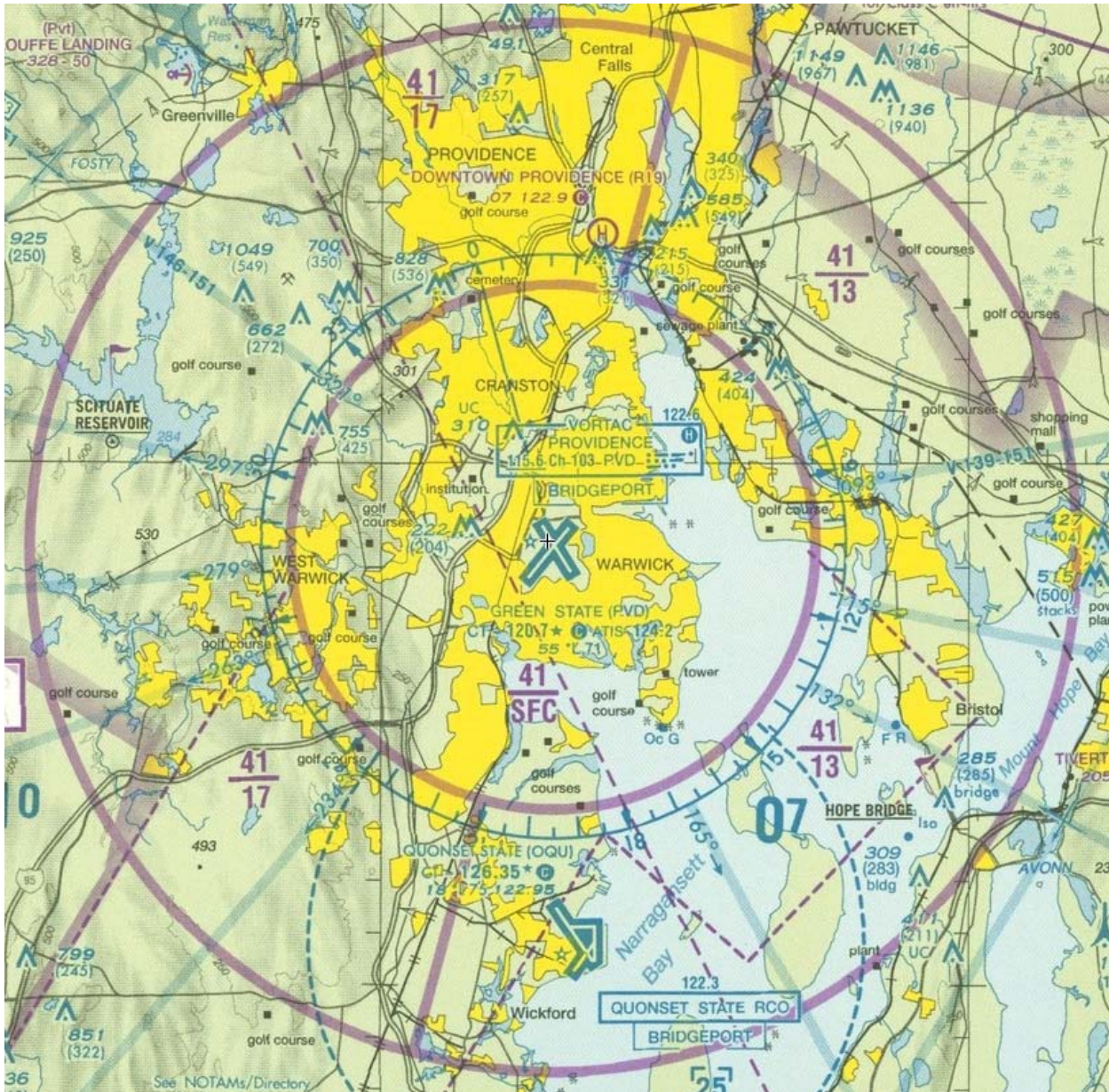
- II. **When runway 23 is in use** – Handoff PVD arrivals to Providence Approach at 3,100 feet or as previously coordinated, no less than 5NM from the border.

- III. **All other runways** – Handoff PVD jet arrivals to Providence Approach at 8,000 feet or as previously coordinated, no less than 5 NM from the border.

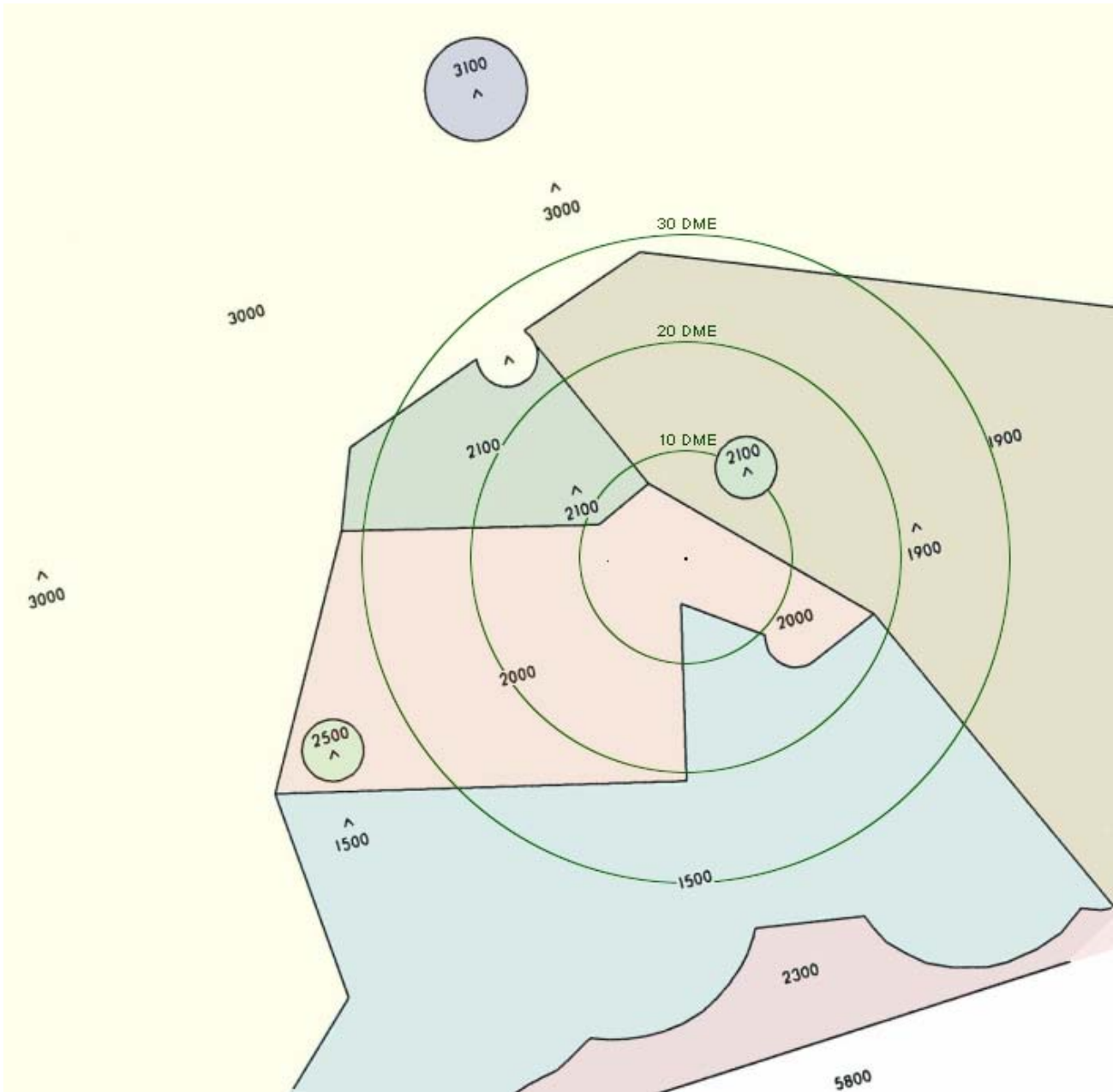
- IV. Coordinate with Providence Approach when runway 4R is active at BOS to activate “Area 4R”, allowing BOS arrivals to be descended through the G90/A90 shelf to an altitude no lower than 6,000 feet.

7. Appendix

Class C Airspace



MVA (Minimum Vectoring Altitude) Diagram



Note – Colors are used only to differentiate between each different MVA sector and do not denote a common MVA.

Distances listed are measured from the PVD VORTAC.