

VATCAR

E/CAR

Division

V.C Bird TCA



S.O.P

VatCar

Virtual

1. Introduction

1.1 Objective of this SOP is to establish operating procedures for the management and control of air traffic within the V.C Bird TMA (including Bradshaw CTR), and between the V.C Bird TMA and the adjacent ATC units.

Le Raizet Radar Approach (RAPCO)

Piarco Area Control Center (CTA/UTA)

Juliana Approach (APPCON)

San Juan CTA/UTA, FIR/UIR.

2 Description

2.1 Area Of Responsible:

2.1.1 V.C Bird Approach (APPCON) shall be responsible for the provision of Air Traffic services to all the aircraft within the V.C Bird TMA airspace, defined by the vertical/lateral limits of the V.C Bird TMA. The V.C Bird TMA extends upwards to but not including FL245

2.1.2 Bradshaw Approach (APPCON) shall be responsible for the provision of Air Traffic services to all aircraft within the Bradshaw CTR airspace, defined by the vertical/lateral limits of the Bradshaw CTR. The Bradshaw CTR extends up to FL085

2.2 Frequency & Service Designators

Control Position Service Designation	Callsign	Frequency/Vertical limits/ Class
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TAPA_APP (Provides Approach Services into Barbuda)	V.C Bird Approach	119.10 SFC to FL175 Class E FL180 to FL245 Class A
TKPK_APP (Provides approach Services into Newcastle)	Bradshaw Approach	119.60 (0900Z-0100Z) SFC to FL065 Class D
TAPA_TWR	V.C Bird Tower	118.20 SFC to 2500ft Class E
TKPK_TWR	Bradshaw Tower	118.3 3000ft Class D
TAPA_GND	V.C Bird Ground	121.90
TKPK_GND	Bradshaw Ground	121.90
TKPN_TWR	Newcastle Tower	120.50 SFC to 3000ft Class D
TKPN_GND	Newcastle Ground	121.60
TAPH_UNICOM	Barbuda Traffic	122.80 SFC to 2500ft Class G
TJZS_ARTCC	San Juan Center	118.15 SFC to FL175 Class G FL180 to UNL Class A
TTZP_ACC	Piarco Center	123.70 SFC to FL175 Class G FL180 to UNL Class A FL245 to UNL Class A

2.3 Sector Combination

V.C Bird Approach may be bandboxed with V.C Bird Tower on Frequency 119.10 during periods of low traffic.

V.C Bird Approach may be bandboxed with Bradshaw Approach on Frequency 119.10 during periods of low traffic.

Bradshaw Tower and Newcastle Tower may be bandboxed with Bradshaw Approach on Frequency 119.60 during period of low traffic.

2.4. Traffic Flow

V.C Bird APP primarily handles Antigua & Barbuda arrivals and departures. It also handles St.Kitts & Nevis arrivals and departures from the East and South and traffic into presently inactive Montserrat.

V.C Bird APP also handles traffic descending into the airspace of adjacent ATC Units below FL245 from San Juan ARTCC in the NORTH and WEST and Piarco ACC in the EAST and SOUTH.

The Major conflicting region is in the vicinity of SKB

2.5. Routing of IFR Air Traffic

2.2.1. Except for prior coordination effected individually for each flight off ATS Routes, the IFR air traffic between the virtual V.C Bird TMA and the virtual San Juan ARTCC airspace shall be routed along ATS Routes defined in the Record of ATS Routes and associated Radio Navigation Aids - Caribbean Region and as published by Vatcar.

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 coordination.

2.2.4. When GPS flights cannot be handled on RNAV routes they shall be rerouted to ground based radio navigation aids

2.2.5. Traffic to or from the NATS destined to or originating from the V.C Bird TMA shall be accommodated along the following route. FL240/250 as appropriate for the direction of flight as follows

Atlantic Routes 18N061W DCT ANU and reverse

2.2.6. Traffic to or from the Eastern North American Continent destined to or originating from the V.C Bird TMA shall be accommodated along the following route FL200/210 as appropriate for the direction of flight as follows

TOTEM UA/A 632 DCT ANU and reverse

2.6. Assignment of Flight Levels:

Except for prior coordination, EACH UNIT shall assign flight levels corresponding to the magnetic tracks shown in the table of cruising levels.

2.7. Transfer of Responsibility of Air Traffic Services (T.C.P)

2.7.1. Except for prior coordination, the transfer of responsibility for aircraft operating between the virtual V.C Bird TMA and the adjacent ATC Units airspace shall be lateral/vertical limits of the virtual V.C. Bird TMA and adjacent ATC Unit airspace.

2.7.2 The transfer of control points (T.C.P) for aircraft operating between the virtual V.C Bird and the adjacent ATC Units shall be the common boundary for flights off the ATS routes (random Tracks) or the following points FL245 and below :

TOTEM ODKAM ELOPO TIKAL GABAR MODUX
RESAS

2.8. Procedures

Standing Agreements In

From ATC Unit	Departure	Destination	Level	Level By	Remarks
TNCM_TMA	ANY	TAPA TKPK TFFR	FL110 FL060 FL080	ELOPO TIKAL	To be level 10 DME before FIX
TFFR_TMA	ANY	TAPA TAPA TKPK	FL100 FL100 FL120	KASKI Boundary BIMBO	To be level 10 DME before FIX
TJZS_ARTCC	ANY	TAPA TKPK	FL190 FL070	GABAR GABAR	To be level 10 DME

		TFFR	FL230	MODUX	before FIX
TKPK_CTR	ANY	TAPA TNCM TFFR	FL070 FL070 FL070	RESAS TIKAL IMORO	To be level 10 DME before FIX
TTZP_ACC	ANY	TNCM	FL240	MEDUS KASKI BIMBO	To be level 10 DME before FIX

Standing Agreements Out

To ATC Unit	Departure	Destination	Level	Level By	Remarks
TNCM_TMA	TAPA	ANY	FL120	ELOPO	To be level 10 DME before FIX
	TKPK	ANY	FL060	TIKAL	before FIX
TFFR_TMA	TAPA	ANY	FL130	KASKI	To be level 10 DME
	TAPA	ANY	FL130	Boundary	before FIX
	TKPK	ANY	FL130	BIMBO	before FIX
TJZS_ARTCC	TAPA	ANY	FL200	GABAR	To be level 10 DME
	TKPK	ANY	FL080		before FIX
TKPK_CTR	TAPA	TKPK	FL060	RESAS	To be level 10 DME before FIX
TTZP_ACC	ANY	ANY	FL250	MEDUS KASKI BIMBO	To be level 10 DME before FIX

2.9. Transfer of communication

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

2.9.2. 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.

2.9.3. Frequencies indicated in 2.2 to this document shall be used for transfer of communication.

2.10. Rule of separation for IFR traffic

2.10.1. 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), as Published in VATCAR E/CAR ATC Manuals.

2.11. Longitudinal Separation

2.11.1 The minimum longitudinal separation to be used between aircraft flying at the same altitude/flight level and on the same route or track shall be of **10 minutes**

3. COORDINATION PROCEDURES

3.1. General:

3.1.1. Coordination between the virtual V.C Bird TMA and the adjacent ATS Units shall be effected in accordance with standards, recommended practices, and procedures prescribed by VATCAR E/CAR Division.

3.1.2. The ASRC text or direct speech circuits 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. Co-ordination for IFR flights

3.2.1. All coordination/approval shall be effected with the appropriate ATS Unit at least fifteen (15) minutes, but not more than thirty (30) minutes prior to the aircraft's estimate as described in 3.1.3.(f).

3.2.2. 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 the V.C Bird TMA and the adjacent ATS Units, prior coordination must be effected between the respective units.

3.2.3. **Oceanic clearances**: Flights departing from Guadeloupe, Antigua, St.Kitts and entering the San Juan Oceanic Area or New York Oceanic Control Area (NY-OCA) must be issued Oceanic Clearance by PIARCO ACC. Because of the short flying time from Guadeloupe, Antigua, St.Kitts to the PIARCO San Juan, Piarco New York CTA/FIR boundary (18°N), Le Raizet RAPCO, V.C Bird Approach shall 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.

3.2.4. **Departures**: The adjacent ATS Units shall forward effective departure times and boundary estimates for flights below FL 245, which will enter the V.C Bird TMA

3.2.5. **Arrivals**: When requested, the Adjacent Units shall inform V.C Bird TMA of the times at which arriving aircraft have vacated FL245.

3.2.6. **Over-flights**: V.C Bird TMA shall coordinate with the adjacent Units when over flying aircraft will exit the V.C Bird TMA airspace to enter that of the adjacent ATC Units.

3.3. Co-ordination for VFR flights

3.3.1. Departure messages shall be passed via AFTN (ASRC Text or Voice).

3.3.2. There shall be an interchange of pertinent information relating to VFR flights at least 10 minutes before crossing the common boundary of

the San Juan ARTCC airspace and the Piarco CTA/FIR

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

3.4. Flight Plans:

3.4.1. Submission and dissemination of Flight Plans, including Repetitive Flight Plans shall be in accordance with VATCAR Procedures.

3.5. Transponder use:

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

3.5.2. Piarco ACC and San Juan ARTCC shall instruct all transponder equipped aircraft to squawk the SSR code assigned by the respective ATS Units.

ATS UNIT	SQUAWK RANGE
V.C Bird TMA	6301 - 6377
Point-A-Pitre TMA	6501 - 6577
Juliana TMA	4501 - 4577
Bradshaw CTR	6201 - 6237
San Juan ARTCC	4101 - 4277
Piarco ACC	3001 - 3077

V.C BIRD TMA Procedures

V.C Bird Int.I (TAPA)

Runway: 07-25 9,003.x150 Asphalt

Elevation: 62.

Comm.:

Approach: 119.10 V.C Bird

Tower: 118.20 Bradshaw

Ground: 121.90

Unicom:

AFIS:

NAV Aids: NDB 369 ZDX

351 ANU

VOR/DME 114.50 ANU

Lights: Approach, PAPI, HIRL, , BEACON

Approaches: Visual rwy 07/25

NDB rwy 07/25

NDB/DME rwy 07/25

VOR rwy 07/25

VOR/DME rwy 07/25

Pilots should expect turbulence to rwy 7 when SSE winds exist.

Departures:

(a) Unless otherwise instructed or cleared by ATC all aircraft departing rwy 7, should remain on rwy heading until 500ft. Then initiate a left or right turn, not more than 15° of bank to avoid passing over Long Island

(b) Aircraft proceeding on a northerly track should maintain a heading not more easterly than 026° until the aircraft is north off 071° bearing from ZDX NDB.

(c) Aircraft proceeding on a southerly track may continue with course intercept provided that the requirement at or above is met.

Notes: NO flights allowed in TA D3 when Active

Position	TASK
TAPA_GND	<p>Provides expeditious and safe movements of all aircraft on the ground except aircraft on the active runways. TAPA_GND is also expected to provide departure clearance for all departing aircraft. Give push and start and then Taxi instruction to the hold of the active departing runway. When the aircraft is at the hold pass to TWR and inform tower of any conditional clearances after departure. TWR will pass aircraft to you holding clear of the active runway give clearance to the aircraft to taxi to the appropriate gate and to advise when ready for shutdown.</p>
TAPA_TWR	<p>Expedite the arrival and departure of aircraft. APP will hand aircraft to you anywhere between 5 and 12 miles out. You give the call as to whether the aircraft may land. Once the aircraft has reported clear of the active instruct them to hold and pass them to GND. Also ENSURE that you KNOW the CORRECT MISSED APPROACH PROCEDURE. Aircraft on missed approach get handed back to TAPA_APP.</p> <p>Landing clearance is sometimes given as low as 200ft you must decide. You must get the Traffic down and not circling TAPA. Use your judgment. I know it might be scary to issue a late landing clearance</p> <p>Also Expedite the departure of aircraft. You will need to watch the arrivals very carefully, spot the gaps in the flow and get the departures of safely. Remember that most aircraft will have to backtrack. Don't wait until the previous aircraft is 3000ft. Ask them to backtrack as soon as the previous aircraft is airborne. Upon hand off to you GND will pass any conditional clearances. As soon as the aircraft is airborne hand off to TAPA_APP</p>
TAPA_APP	This position should be opened first and is the 24hr V.C Bird

	Approach. It manages traffic flows into the V.C Bird , Coodrington, Cocoa Point and Robert L Bradshaw airports as well as traffic holding over head the ANU. Get them down fast and furious, you will also have to set up aircraft on approach at V.C Bird on your own so tough. It also manages traffic transiting the V.C Bird TMA up to but not including FL245. So you will need to stay on top of things.
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Approach Control

V.C Bird Approach is not a very complex position but can get very busy. Given the Large amount of types that operate into V.C Bird from Cessna's, to Dash 8's, ATR's, Boeing 757's and Boeing 747's with the minimum separation of 3 miles and increased spacing needed for wake vortex. You see that V.C Bird approach requires someone who can so a very good job.

Holding

If the V.C Bird TMA becomes overloaded, it won't be possible to cope without having aircraft holding. V.C Bird has three holds one is called ANU is based at the ANU-VOR/DME the other is over head the FAF OMREL and the other is at DEBIS (R-062 ANU-VOR 20DME)

Aircraft start holding 1000ft above the minimum stack level to FL130 at ANU and FL140 to FL170 at OMREL for arrivals to runway 07.

Aircraft start holding 1000ft above the minimum stack level up to FL130 at ANU and FL140 up to FL200 at DEBIS for arrivals to runway 25.

When the stack becomes full other inbounds can be transferred from one hold to another. And there might be a possibility that you can even become overloaded on both stacks as well

One of the most important things to remember as a TMA controller is that all inbounds must be on their own navigation to the holding fix, there is no point having aircraft set up nicely on heading only for them to hold. Clear all aircraft to the Holding FIX and no further. And let us not forget our good friend VERTICAL

SEPARATION; remember that you must see an aircraft at least 400ft out of level on the Mode C readout before you can drop the next one to that level.

E.g. BWA414 is at FL100 and LIA503 is at FL110 both holding overhead the ANU. You clear BWA414 to FL090, you can only drop LIA503 to FL100 when you see BWA414 is FL096, and remember that you must have 400ft clear of the level before you can reallocate it to the next aircraft. This applies not only in the hold to vertical separation anywhere- It is standard procedure.

In the hold standard speeds apply:

Up to FL140: 220kts

Above FL 140: 240kts

It is your responsibility to ensure aircraft are at 220 kts if they are going to hold. If you have aircraft holding slow subsequent inbounds to 220 kts in good time, because come on it's very likely they are going to hold as well. As V.C bird gets busier the need for holding will increase, just know what to do if you need to hold and how you will deal with it. Push yourself but don't overload yourself. Only you know what you can handle but remember that experience teaches best, know your limits and don't be afraid to get it wrong.

The Main things to know about holding Stacks are

Where they are

The holding Pattern

Their Position in relation to Final approach, that will help you judge when to bring aircraft of the hold

The levels you can use in the hold

The speed you can use in the holds

When to use them to your advantage

When accepting aircraft, remember that they must be cleared their release level, on their own navigation to the HOLDIN FIX and at a sensible speed.

Traffic Flow from the Hold

- Aircraft descend in the hold to the minimum holding altitude 2500ft , they are cleared for the Approach and asked to report outbound the ANU
- Aircraft Leaves the Hold on standard heading and fly a standard speed (normally 220kts). After reporting outbound pilots are told to continue with the VOR/VOR-DME approach or asked if they can confirm the field in site. If they report the field in and are able to continue a visual approach, clear them for a visual approach ask the aircraft to report procedure turn complete and or turning inbound or establish on final
- Aircraft reports turning inbound or establish on final. Ask the pilot to reduce to final approach speed (anywhere between 160kts and 180kts) to maintain till 4-DME and hand aircraft over to TWR

Standard Heading off

VOR/VOR-DME RWY 07

OM REL: Heading 082

ANU: Heading 262

VOR/VOR-DME RWY 25

DEBIS: Heading 242

ANU: Heading 037

Of course you will need to know when the aircraft is going to turn onto final. There is no point for him to turn to tight simply because the charts say so. Sometimes you may need to them to extend the outbound leg or start slowing

down to final approach speed earlier. What you to achieve is final approach spacing, use vectoring and some speed control to set up a good landing sequence, and that only comes with experience and experimenting. And remember one thing it is much easier to close up spacing than to increase it. So if you think it will be a bit tight to turn an aircraft on base leg, let it run downwind a little bit longer. If you decide its O.K to start turning, start to close the gap say heading 180 then 130 then 082.

Speed Control

Speed Control is an essential part of approach control. Standard speeds can be used at almost anytime to accurately judge gaps and when to turn aircraft onto say final, aircraft need to be doing the same. If you have aircraft doing their own speeds it becomes to judge the gaps, taking into account catch up rates.

There are 5 speeds that Approach Control should remember

250 knots: Inbounds should come over from Area Control or the adjacent ATCU at a speed of 250 knots or less.

240 knots: Standard holding speed for aircraft above FL140

220 knots: The speed aircraft should be slowed down to for the approach leg of the flight.

180 knots or less: The speed aircraft should be told to fly on final or base leg, and told to maintain until 4 DME

No speed Restriction Can Be Imposed inside 4 DME

High speed (i.e.: greater than 250 knots) can be approved by Approach Control when that aircraft is clearly number one and traffic conditions are light.

Remember though that the aircraft should be at Final approach speed (180 knots or less) on final. Just Remember it is very difficult for an aircraft to GO DOWN and SLOW DOWN. Also if an aircraft is doing 250 knots on base leg, you will never turn it accurately onto the Final, I bet that he will go straight thru the final approach track. Use speed control to establish flows, for example bring 4 aircraft of the hold at ANU-VOR all at 2500ft, and have them doing the same speed. You will see that it will work as you will have them all doing the same speed, but of course they must be at the least 3 miles each following the other.

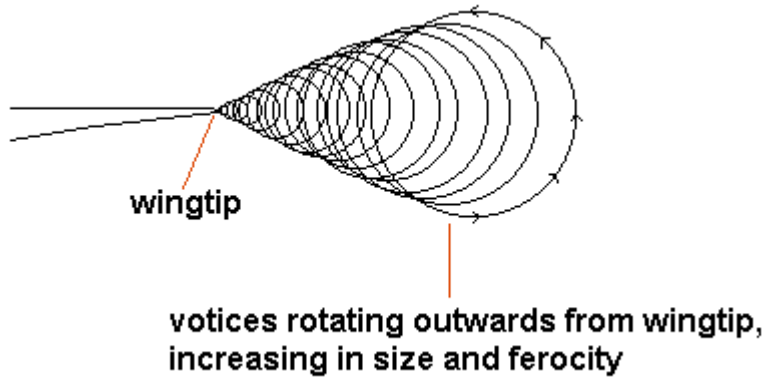
Priorities

One of the biggest problems people have in ATC is prioritizing their tasks. Because time is so limited you have to be able to know when to do the right thing. There are times when some tasks need to be done urgently and other tasks can wait, getting this wrong can increase your workload enormously and affect yours and other Adjacent ATCU. There is really no way to teach this, common sense plays a big part when prioritizing. One of the main tasks for most Approach/Departure Units is to handle Air Traffic that is transiting their airspace into the airspace of Adjacent ATCU. By letting aircraft go into the hold it has a knock on effect within the whole TMA, and can affect Adjacent Units as well. The first and foremost thing priority though, is getting aircraft onto final (whether you are using standard procedures or vectoring). So start your radar scan there, work through the aircraft systematically starting with the number one inbound. Check if there is anything you need to do, turn it on final? Descend it? Adjust its speed? Transfer it to Tower? Then move on to the next aircraft, ask yourself again anything I need to do? Descend it? Turn it? And so on, keep asking yourself anything I need to do to this aircraft, if not then move onto the next one. When you are done start the process again, move back to the first one and then move through systematically. That way you don't forget aircraft and end up with them shamefully out of position ☺. Use quiet times to work out what to do on pre planning, before any aircraft calls you, you should know exactly what to do with it. Use the information provided in the lessons to guide you with your decision making in the early stages until you become more comfortable with what you are trying to achieve. Treat every aircraft on a first come first served basis do not keep an aircraft waiting because it would be awkward to fit in the sequence. If an aircraft is number 1 followed by another faster aircraft, why should the first aircraft be penalized? Slow the second one down. Aircraft are provided with the same service regardless of how big it is, how fast it flies, or if it is your friend or Senior VATSIM/VATCAR/VAT-EC staff members. Everybody gets the same service. At the same time, though don't be afraid to make use of a gap in the sequence to slip another aircraft in. The following aircraft won't be penalized and you make more efficient use of the gaps, that way you are maximizing the use of the airspace and runway.

Wake Vortex Separation

Aircraft produce vortices from their wingtips, caused by the pressure differential between the top of the wing and the bottom of the wing meeting at the wingtips.

What happens is the large circular vortices form and trail behind the aircraft, something like this



The severity of these Vortices depends on the weight of the aircraft. Large aircraft like A340s create very large and dangerous vortices, where as an ATR72 creates much smaller less hazardous vortices. Wake spacing must be applied. In the past, aircraft as large as 757s have crashed after hitting wake vortices on final approach. It is dangerous. It is dangerous, planes have crashed because of it, therefore take it seriously.

Heavy	747, 767, 777, DC10, L1011, IL86, IL96, A300, A310, A330, A340, Concorde, MD11
Upper Medium	707, 757, DC8, IL62, VC10
Lower Medium	717, 727, 737 all series, A319/320/321, DC9, TU134, TU154, BAe146, BAC111, Canadair RJ, Embreair ERJ145 etc.
Small	ATR72, ATP, SAAB2000, Gulfstream s, Citations, Learjets etc.
Light	ATR42, SAAB340, SD360, DHC8, DHC7, DHC6, C152, PA28 etc

Aircraft on final approach are to be separated by the minimum of 3 miles, but distances vary depending on wake vortex category of the preceding aircraft

Leading a/c	Following a/c	Spacing (miles)
Heavy	Heavy	4
Heavy	Upper Medium	5
Heavy	Lower Medium	5
Heavy	Small	6
Heavy	Light	7
Upper Medium	Heavy	No vortex
Upper Medium	Upper Medium	3

Upper Medium	Lower Medium	4
Upper Medium	Small	4
Upper Medium	Light	6
Lower Medium	Heavy	No vortex
Lower Medium	Upper Medium	No vortex
Lower Medium	Lower Medium	No vortex
Lower Medium	Small	3
Lower Medium	Light	5
Small	Heavy	No vortex
Small	Upper Medium	No vortex
Small	Lower Medium	No vortex
Small	Small	No vortex
Small	Light	No vortex

Where "No Vortex" is specified the minimum 3 mile spacing may be used. Be aware of the tower controller online he may not be able to cope with 3 mile spacing. And remember that most departures will have to back track a good length of the active runway for takeoff. Talk to tower and prepare him for the situation at hand. And let him know to expedite the landing clearance and keep traffic informed. If landing traffic is not informed he may go around early.

Missed Approach procedures

GO Around On RWY-07

Left Turn outbound R-081 ANU VOR until 4 DME and 1500ft, then left turn to return to the ANU VOR at 2500ft and hold, or as assigned by ATC

Go Around on RWY-25

Climbing left turn heading 061°, upon passing 2000ft turn left direct the ANU VOR and hold at 2500ft or as directed by ATC

Once and aircraft has initiated a go around, it is imperative that Tower do not clear any departures for takeoff, until approval has been received from V.C Bird Approach. The aircraft must be transferred from Tower to Approach as soon as possible, although the tower controller may wish to offer immediate avoiding action, if the go around procedure will be place the missed approach aircraft in danger. Nothing in these procedures prevents a controller from taking ANY NECESSARY ACTION in order to prevent a collision, or erosion of separation to a seriously dangerous level. Quick thinking and decisiveness are paramount here. You must make a decision, even if you think it might be a stupid one, don't do nothing. Approach will inform the Tower when they are able to release

departures. Tower must never release a departure until confirmation has been gotten from approach

Outbound

All outbounds are released for further climb with the TMA controller. The TMA controller must avoid outbound from the Bradshaw CTR. Ask the Bradshaw Control Zone controller to have his outbounds squawk Ident when airborne that way you can always see when he has a departure. Do not climb aircraft above FL070 until it is safe to do so against any inbound

V.C Bird

(a) Unless otherwise instructed or cleared by ATC all aircraft departing rwy 7, should remain on rwy heading until 500ft. Then initiate a left or right turn, not more than 15° of bank to avoid passing over Long Island

(b) Aircraft proceeding on a northerly track should maintain a heading not more easterly than 026° until the aircraft is north off 071° bearing from ZDX NDB.

(c) Aircraft proceeding on a southerly track may continue with course intercept provided that the requirement at or above is met.

Notes: NO flights allowed in TA D3 when Active

Codrington (TAPH)

Aircraft should contact V.C Bird Approach before leaving the TAPH ATZ and/or crossing 2500ft whichever comes first.

