BOSTON ARTCC (vZBW)
STANDARD OPERATING PROCEDURE

PROVIDENCE ATCT (KPVD)
PROVIDENCE APPROACH (PVD APP)

RELEASE RECORD			
Version	**Date**	**Author**	**Notes**
1.0	23 Nov 2006		Initial Release
1.1	15 Dec 2010	DO	General/Maintenance update; converted to standard vZBW SOP format
2.0	19 Jun 2014	BN	Major update, combine two G90 SOP files, update all information
2.1	30 Jan 2015	BN	Minor changes to reflect identifier as PVD_APP, G90 no longer exists

Overview

1.1 Description

1.1.1 This document outlines the air traffic control procedures and responsibilities for controllers working positions at KPVD ATCT and/or the PVD TRACON.

1.2 Callsign Usage and Frequency Delegation

Position Callsign	Sector/Position Name	Frequency	Vox Channel	Note(s)
PVD_DEL		126.650	PVD_126.650	
PVD_GND		121.900	PVD_121.900	
PVD_TWR		120.700	PVD_120.700	
PVD_APP	Rhody	123.670	PVD_123.670	1
PVD_J_APP	JUMPR	125.750	PVD_125.750	2
PVD_G_APP	GROTON	119.450	PVD_119.450	2
PVD_B_APP	New Bedford (Satellite)	128.700	PVD_128.700	2

Notes:

1. To be used when positions are combined

2. Rarely used except for (large/major) events

1.3 Operating Hours

1.3.1 The current operating hours of the Providence Air Traffic Control Tower (ATCT) and TRACON are from 0545L to 0000L daily.

1.3.2 Between 0000 and 0544L, Local services will not be provided; the Local surface area will revert to Class E non-controlled airspace

1.3.3 Between 0000 and 0544L, Approach control services will be provided by Boston Center (ZBW)

1.4 Runway Configurations

1.4.1   Runway Configurations and selection are at the discretion of the controller providing Local service, and are based primarily on weather conditions. There are no limits on what configuration is to be used; however, safety and operational efficiency must be considered when selecting runways to be used.

1.4.2   Surface winds and instrument approach minima shall be the primary criteria used for runway selection.

1.4.3   Aircraft may request a runway that is not active; such operations must be properly coordinated between Ground, Local and Approach.

1.4.4   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.

1.4.5   Runways 5 and 23 are the **calm wind** runways. Calm winds are defined as less than 5 knots at KPVD.

1.4.5.1   As KBOS utilizes Runways 4L and 4R during calm wind operations at KBOS, and as KBOS downwinds and finals can extend in excess of 20NM during busy times, extreme care will be used when KPVD is utilizing Runway 23 and KBOS is utilizing Runways 4L and/or 4R

1.5   ATIS

1.5.1   The Local Controller establishes the ATIS (Automated Terminal Information System) for the tower cab positions. Clearance Delivery and/or Ground controllers shall either set their Controller Info to match the Local controller's ATIS, or simply refer to the ATIS. Referring to the ATIS provides the benefit that controllers do not need to keep their ATIS code updated.

1.5.2   Use ATISMaker in conjunction with one of the following templates to set the Controller Info:

%icao% information %id% available on 124.200

Or

%icao% ATIS available on 124.200

1.5.3   The Local controller may, at his discretion, delegate the recording of the ATIS to Ground or Clearance Delivery. However, neither Ground nor Clearance Delivery is authorized to record/publish an ATIS without the presence and delegation from a controller providing Local service.

2.0 Clearance Delivery

2.1 Clearing IFR Aircraft

2.1.1 IFR aircraft shall be cleared out of Providence Airspace via routes and altitudes as described in this Standard Operating Procedure, Letters of Agreement with adjacent facilities, and published Departure Procedures.

2.1.1.1 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).

2.1.2 There is no published DP available. High altitude departure gates are **PUT** (Putnam VOR) and **PVD180 to JUMPR** (Providence 180 radial to JUMPR).

"Cleared to (destination) via PUT/PVD180 radial to JUMPR, then as filed"

2.1.3 IFR **jet departures** shall be assigned an initial altitude of **4,000** feet. IFR **prop departures** shall be assigned an initial altitude of **2,000** feet. Departures shall expect their final cruise altitude ten (10) minutes after departure.

2.1.4 Departures to KBOS (Boston Logan Intl)

2.1.4.1 **Jet** departures shall be cleared via WOONS intersection at 5,000 or 7,000 feet.

2.1.4.2 **Prop** departures shall be cleared via WOONS(x) arrival at 5,000 or 7,000 feet.

2.2 Clearing VFR Aircraft

2.2.1 VFR departures shall be assigned at or below 2,000 feet, given the appropriate departure frequency, and assigned a discrete squawk code

2.2.2 "Maintain VFR at or below 2,000 until advised, departure frequency 128.7, squawk 5541"

3.0   Ground Control

3.1   Introduction

3.1.1   Ground Control's job is to monitor and control general surveillance of the airport movement area, and also aids the Local controller in scanning the active runways. If the Clearance Delivery position is not staffed, GND issues IFR and VFR clearances. Ground Control also coordinates with TOWER to receive aircraft exiting active runways and to handoff departures for takeoff clearance.

3.2   Taxiing Aircraft – Preferred Routes

Note: Ground Control does **NOT** have control/jurisdiction of movement in while they are in the northeast, northwest, or terminal ramp areas.

Runway	From Terminal	From GA
23	T-N-M-A	A
5	T-E-M	V-T-E-M
34	C	A-B-C1-C
16	T-F	A

3.3   Coordinating With Local

3.3.1   A ground controller must maintain clear communication with the Local controller to ensure safe operation. This communication shall be used to coordinate (but not limited to) the following:

3.3.1.1   Blanket clearances to cross runways

3.3.1.2   Point of handoff: Location where outbound taxiing aircraft shall be handed off to the tower controller (either moving or holding short of a runway or taxiway). The Transfer of Control Point (TCP) between Tower and Ground is the terminal side of the closest active runway unless otherwise stated by the tower controller.

3.3.1.3   VFR closed traffic requests

3.3.1.4   Intersection departures

3.3.1.5   Other unusual requests

4.0   Tower (Local) Control

4.1   Airspace

4.1.1   Providence Tower is authorized to provide service within the area extending 5NM from the PVD VORTAC and from the surface upwards to 2,000 feet.

4.2   Releases

4.2.1   Blanket releases are authorized for all aircraft departing on the currently published configuration. Aircraft departing on the currently published configuration do not require a release from Departure.

4.2.2   All releases are immediately suspended in the event of an unanticipated missed approach. Local must coordinate with Departure to resume releases (blanket and individual).

4.3   Runway Selection/Changes

4.3.1   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.

4.3.2   Runway 5 shall be used when the weather is below CAT I minimums.

4.3.3   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.

4.3.4   All changes in Runway Configuration shall be coordinated with Ground and Approach

4.4   Departure Headings

4.4.1 For **PROP** departures, coordinate with APP/DEP to assign an initial heading consistent with the aircraft's intended direction of flight

4.4.2 The following departure headings shall be enacted by TWR and DEP to minimize the effect of noise on surrounding communities from **JET** aircraft:

Runway	Northbound Departures	Southbound Departures
23	280º until 3 DME	160º until 5 DME (or until intercept of PVD180
5	360º until 3 DME	080º until 3 DME
34	330º until 3 DME	330º until 4 DME
16	220º until 3 DME	180º until 3 DME

4.5 Intersection Departures

4.5.1 Intersections departures can be an effective tool to sequence departing aircraft. Commuter and propeller aircraft commonly use this operation.

4.5.1.1 The Local controller shall inform any traffic holding in position full length of any aircraft departing from an intersection of that runway.

4.5.1.2 Intersection departures may be conducted at any runway/taxiway intersection.

4.6 Missed Approach Procedures

4.6.1 Missed Approach Procedures are published on Instrument Approach Procedures (IAPs). However, the Local controller may also issue alternate instructions to aircraft executing a missed approach.

4.6.2 At KPVD, alternate missed approach instructions of maintain runway heading, climb and maintain 3000 are standard, not the published missed approach.

4.6.3 No departures may be released after an aircraft executes a missed approach until the Departure controller advises that departures may be released.

4.6.4 If both Departure and Approach control are online, the aircraft conducting the missed approach shall be handed off to Departure control.

4.6.5 For aircraft conducting multiple practice approaches, the local controller shall coordinate with the appropriate APP/DEP sector(s) to determine missed approach instructions.

4.7   VFR Operations

4.7.1   The Local controller shall separate all VFR aircraft from other VFR and IFR aircraft. This shall be done using visual procedures, unless the Local controller is already radar certified.

4.7.2   VFR Aircraft Remaining in the Pattern

4.7.2.1   The Local controller shall ONLY issue **left** closed traffic at KPVD

EXAMPLE: Cessna five two eight six charlie, wind two four zero at seven, runway three four, cleared for takeoff. Make left closed traffic.

4.7.2.2   The Local controller shall issue traffic advisories to arriving or departing aircraft that may fly in close proximity to pattern aircraft. Pattern aircraft shall also be issued a traffic advisory of arriving and departing traffic.

4.7.2.3   The Local controller may issue various separation techniques including, but not limited to, the following maneuvers:
- 360 degree turn
- 270 degree turn
- Extended downwind
- S-turns on final approach (Use caution on 04L/R and 22L/R when both runways are active)
- Short approach

4.7.2.4   [Further Information/Tutorial](#) regarding VFR traffic inside Class C airspace

4.8   Helicopter Operations

4.8.1   Helicopter Operations shall be conducted in accordance with [7110.65 3-11](#).

5.0   Providence Approach Radar Control

5.1   Airspace

5.1.1   PVD APP Airspace extends upwards to 10,000 feet except as defined in any LOA.

5.2   Departure Control

5.2.1   Control for climbs and turns on contact

5.2.2   Departing aircraft to be cleared on filed routing with compliance to NA procedures.

5.2.3   When appropriate, clear aircraft to climb to 10,000 feet or lower assigned alt.

5.2.4   Initiate automated handoff to appropriate ZBW sector when departing aircraft is cleared on course and ensured free of any potential traffic conflicts.

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

5.3   Approach Control

5.3.1   STARs

5.3.1.1   JORDN2 (RNAV) – Handed off at HTO with clearance to cross JORDN at and maintain 11,000 feet.

5.3.1.2   WIPOR2 (RNAV) – Handed off no less than 10NM from WIPOR with clearance to cross WIPOR at and maintain 11,000 feet.

5.3.2   Noise Abatement

5.3.2.1   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).
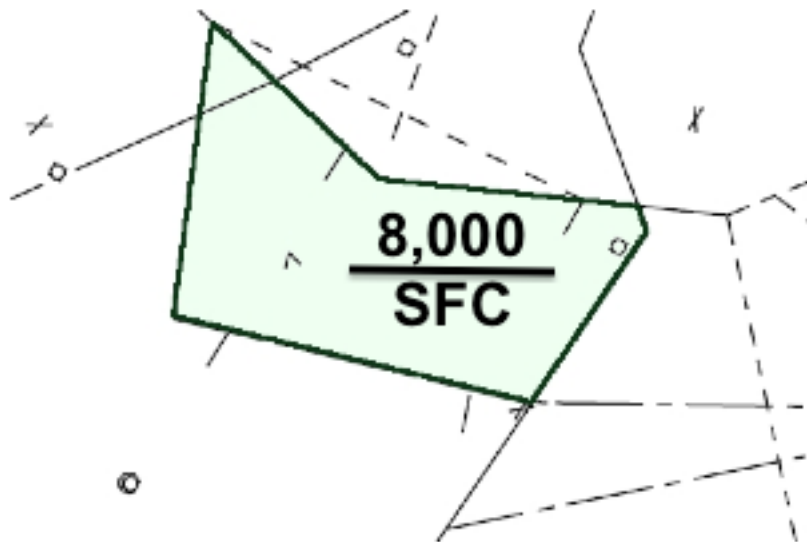
> *"Turn no closer than a 4 mile final for noise abatement. Cleared visual approach runway 34"*

5.3.3   Altitude Assignments

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

6.0   Interfacility Coordination

6.1   PVD APP and A90

6.1.1   PVD Shall:

6.1.1.1   Handoff BOS jet arrivals to the appropriate Boston Approach sector no less than 5NM from the border at 5,000-7,000 feet or as previously coordinated.

6.1.1.2   When approaches to runway 23 are in use, use caution 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.

6.1.2   A90 Shall:

6.1.2.1   When runway 23 is in use – Handoff PVD arrivals to Providence Approach at 3,000 feet or as previously coordinated, no less than 5NM from the border.

6.1.2.2   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.

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

6.2   PVD APP and Y90

6.2.1   PVD Shall:

6.2.1.1   Have all traffic entering Y90 cross the Y90/PVD border at or below 8,000.

6.2.1.2   Have traffic landing ORH enter Y90 airspace over PUT at or below 7,000.

6.2.2   Y90 Shall:

6.2.2.1   Have PVD satellite arrivals from ZBW through Y90 cross the Y90/PVD border level at or descending to 7,000.

6.2.2.2   Have traffic cleared direct to the first fix in PVD airspace, excluding traffic routed via V14 to PUT.

6.2.3   Control for Turns:

6.2.3.1   Both PVD and Y90 shall have control for descent (not below 5,000) and 30 degree turns either side of track "on contact."

6.3   PVD APP and K90

6.3.1   PVD Shall:

6.3.1.1   Have traffic inbound PVC be on radar vectors or direct at 3,000. K90 has control for turns and descent on contact.

6.3.1.2   Have traffic inbound HYA routed DUNKK.V141.GAILS at odd thousand foot altitudes.

6.3.1.3   Have traffic inbound ACK routed via LFV.ACK at or above 5,000.

6.3.1.4   Have traffic inbound MVY be handed off at or below 7,000.

6.3.2   K90 Shall:

6.3.2.1   Have traffic inbound EWB be handed off at or below 3,000.

6.3.2.2   Workload permitting, hand off EWB arrival traffic on a 10 mile base leg for the landing runway.

6.3.2.3   Have traffic overflying PVD airspace be at or above 6,000, excluding V374 traffic.

6.3.3   KPYM Arrivals/Control for Turns:

6.3.3.1   PVD has responsibility for all Instrument Approaches at Plymouth Airport.

6.3.3.2   K90 may issue Visual Approaches to aircraft originating within K90 airspace provided the aircraft will remain clear of PVD airspace.

6.3.3.3   K90 shall hand off arrivals requesting an instrument approach to PVD via direct Plymouth NDB (FFF) at or below 3,000.

6.3.3.4   PVD shall verbally coordinate all PYM arrivals prior to issuing an approach clearance.

6.3.3.5   PVD shall issue 118.2 as a missed approach or IFR cancellation frequency.

6.3.3.6   Both PVD and K90 shall have control for 30 degree turns "on contact."

6.4   PVD APP and ZBW

6.4.1   PVD Shall:

6.4.1.1   Clear all departures on course and issue a climb to 10,000 before transferring communications to ZBW.

6.4.1.2   Ensure that aircraft on the same route are handed off to Center with no less than 10 NM "in-trail" spacing.

6.4.2   ZBW Shall:

6.4.2.1   Handoff aircraft on the JORDN2 (RNAV) STAR at HTO with clearance to cross JORDN at and maintain 11,000 feet.

6.4.2.2   Handoff aircraft on the WIPOR2 (RNAV) STAR no less than 10NM from WIPOR with clearance to cross WIPOR at and maintain 11,000 feet.

6.4.2.3   Traffic landing other PVD APP airports shall be routed through the arrival gate via radar vectors or own navigation descending to 11,000.

6.5   PVD APP and N90

6.5.1   PVD Shall:

6.5.1.1   Route aircraft bound for N90 airspace according to the following table:

Destination	Aircraft Type	Route
KEWR	Jets	...BDL.SHAFF#
	Props	...BDL IGN FLOSI V213 SAX ...HFD V3 CMK V188 SAX
KJFK	Jets	...PARCH CCC ROBER
	Props	...ORW V16 CCC ROBER
KLGA	Jets	...BAF IGN.HAARP#
	Props	...BDL VALRE V157 HAARP ...BAF PWL V405 CASSH V123 HAARP
KPHL	Jets	...SEY J121 BRIGS.JIMGE# (RNAV) ...SEY J121 BRIGS.VCN#
	Props	...SEY J121/V268 BRIGS.VCN#

6.5.2   N90 Shall:

6.5.2.1   Route aircraft bound for PVD APPs airspace according to the following table:

Dest	To cross	At an altitude of	Handoff Point
KPVD	HTO (JORDN# STAR)	At/below 15,000 and 250 KIAS	10 nm from boundary
	20 nm west of SEY	At/maintain 11,000	