

**San Juan Combined Center Radar Approach Control (ZSU)
St. Croix Federal Contract Tower (STX FCT)**

LETTER OF AGREEMENT (LOA)

Effective: 10/09/2023

Subject: IFR/VFR/SVFR Control Service

1. PURPOSE: This agreement defines responsibilities and procedures to be used for the handling of IFR//SVFR aircraft at the Henry E. Rohlsen Airport (TISX).

2. CANCELLATION: This agreement supersedes any previous agreement that had been established between ZSU and STX FCT.

3. SCOPE: The procedures outlined herein are applicable to all personnel at the STX FCT and the San Juan CERAP (ZSU).

4. RESPONSIBILITIES: San Juan CERAP authorizes STX FCT to provide Class D services within the St. Croix Class D surface area as depicted on Attachment 1 from surface to and including 2,500 feet, unless otherwise coordinated.

5. PROCEDURES:

- a. Exchange information primarily via the coordination channels on the San Juan CERAP Discord Server, or any other practicable means of coordination.
- b. ZSU must:
 - (1) Forward to STX FCT aircraft call sign, position, and type of approach prior to transfer of communications.
 - (2) Transfer communication to STX FCT of:
 - (a) Aircraft on an ILS/LOC RWY 10 approach prior to the PESTE LOM.
 - (b) Aircraft on a VOR RWY 28 approach prior to the VOR inbound.
 - (c) Aircraft on an RNAV (GPS) RWY 10 approach prior to JEYBU FAF.
 - (d) Aircraft on an RNAV (GPS) RWY 28 approach prior to HIVOD FAF.
 - (e) All other aircraft prior to entering the Class D surface area.
 - (3) Ensure that jet departures are at or above 3,000 feet prior to turning northbound, in order to avoid local noise sensitive area.
- c. STX FCT must:
 - (1) Assign all IFR departure, except those cleared on HAMILTON DP or SNOOZ DP, 10,000 feet or requested altitude if lower.
 - (2) Advise the pilot to maintain FL280, or requested lower altitude, 10 minutes after departure.
 - (3) Ensure that Prop/Turboprop aircraft inbound to SJU/SIG are cleared via the HAMILTON DP CHAKA TRANSITION and via SNOOZ DP STT Transition or SNOOZ DP VEDAS TRANSITION when STX is on RWY 28 operations. See Annex 1.

- (4) Clear aircraft landing/overflying SJU or SIG in accordance with Attachment 1 when San Juan Airport (SJU) is on a west operation.
- (5) Assign the following headings to IFR aircraft departing RWY 10.
 - (a) Prop/Turboprop departing Northwest clockwise through East (290 degrees – 080 degrees) – Heading 045 degrees.
 - (b) All other aircraft - Heading 105 degrees.
- (6) Assign heading 280 to IFR aircraft departing RWY 28.
- (7) Issue the HAMILTON DP STT TRANSITION or SNOOZ DP STT TRANSITION to IFR Prop/Turboprop aircraft landing St. Thomas Airport (STT).
- (8) Request releases on all IFR departures when aircraft are ready to depart providing ZSU with the aircraft callsign and CID number.
- (9) Initially instruct pilots to fly heading 105 degrees and maintain 3,000 feet for aircraft executing a missed approach on Runway 10 and instruct pilots to fly heading 280 and maintain 3,000 feet when executing a missed approach to Runway 28, then coordinate immediately with the appropriate SJU_APP controller for additional missed approach instructions.

ATTACHMENT 1: IFR HEADINGS AND ROUTINGS

Destination/Clearance Limit	Heading				Preferred Routing	Altitude			
	Prop		Turbojet			Prop		Turbojet	
	RWY 10	RWY 28	RWY 10	RWY 28		Initial	Expect	Initial	Expect
TJSJ/TJIG	045	280	105	280	RWY 10 <u>Prop:</u> HMLTN DP CHAKA RTE 6 SJU HMLTN DP STT RTE2 SJU ++ <u>Prop above 100:</u> RTE4 VEDAS SJU154R SJU RWY 28: <u>Prop:</u> SNOOZ DP STT SJU113R SJU SNOOZ DP STT RTE2 SJU ++ <u>Prop above 100:</u> SNOOZ DP VEDAS SJU154R SJU RWY 10/28: <u>Turbojets:</u> RTE4 VEDAS SJU 154R SJU	6000	*	10000	*
TIST	045	280	105	280	<u>Prop:</u> HMLTN DP STT or SNOOZ DP STT <u>Turbojets:</u> DCT STT	4000	N/A	6000	10000
TUPJ	045	280	105	280	COY 015R YAKKY DCT or SNOOZ DP STT DCT	***	***	***	***
TJNR	045	280	105	280	RTE4 VEDAS DCT or SNOOZ DP VEDAS DCT	***	***	***	***
TKPK	105	280	105	280	G633 SKB	***	***	***	***
TNCM	105	280	105	280	R760 PJM	***	***	***	***