

OPERATIONAL LETTER OF AGREEMENT

MIAMI ARTCC & PORT-AU-PRINCE FIR

SCOPE

This agreement is made by and between the Port-Au-Prince FIR of the VATCAR Division of the Americas Region of VATSIM (herein MTEG) and the Miami ARTCC of the VATUSA Division of the Americas Region of VATSIM (herein ZMA) and is entered into by the current Facility Air Traffic Managers (herein ATM) of each facility.

PURPOSE

This Letter of Agreement establishes a set of agreed-upon Air Traffic Control procedures between MTEG and ZMA. It defines the limitations and coordination expectations of both ATC facilities.

CANCELLATION

The terms of this LOA may be suspended only by agreement of both facility ATMs and the explicit approval of the governing agencies of VATCAR and VATUSA. This agreement cancels all prior agreements between MTEG and ZMA.

EFFECTIVE DATE

1 February 2024

GENERAL CONTROL

TRANSFER OF CONTROL AND COMMUNICATION

Controllers of both facilities should initiate a radar handoff for aircraft that will enter the other's airspace no later than 10 NM from the airspace boundary. Unless otherwise coordinated, all aircraft shall be transferred between facilities in accordance with the fixes and altitudes specified in Table 1. The transfer of control point shall be the common airspace boundary, and the transfer of communications shall be completed before the aircraft crosses the airspace boundary. Aircraft entering Port Au Prince airspace shall have radar services terminated prior to transferring communications at the common airspace boundary.

SIMULATION RATE

Unless otherwise coordinated, aircraft shall be transferred between facilities at a real-time simulation rate. If an aircraft requesting an increase in simulation rate has been handed off but has not yet left the transferring controller's airspace, the receiving controller shall not approve the change in simulation rate without first obtaining the transferring controller's approval.

ENROUTE SEPARATION

Controllers shall not issue altitude, heading, or speed changes before the aircraft crosses the common airspace boundary unless previous coordination has occurred. Same altitude aircraft on routes that are not laterally separated shall be delivered to the receiving facility at least 10 miles in trail, constant or increasing. If speeds must be assigned to achieve the in-trail spacing, those speeds shall be coordinated with the receiving controller (either verbally or via scratchpads).

PREFERED ROUTING

Port-Au-Prince FIR need not assign STARs to airborne aircraft if Miami Oceanic (ZMO) airspace is staffed. Port-Au-Prince FIR shall ensure that aircraft departing within MTEG airspace are assigned the preferred route. Aircraft filed with airway routings that mirror the preferred routes need not be altered unless specifically requested by Miami Oceanic (ZMO).

TABLE 1 - BOUNDARY FIX UTILIZATION

BOUNDARY FIX	SOUTHBOUND	NORTHBOUND
JOSES	ODD	EVEN
BODLO	ODD	EVEN
ALBEE	ODD	EVEN
BOTES	EVEN	ODD

TABLE 2 - PREFERRED ROUTING TO ZMO

MIAMI ARTCC		
ARR FIELD	ROUTE (JETS)	ROUTE (PROPS)
KMIA + SAT	./ MADIZ VIICE#	-
KFLL + SAT	./ ZQA OLAHS#	./ SEAAN PEACH KYAKS#
KPBI + SAT	./ SEAAN PEACH MAHHI#	-
KMCO + SAT	./ PEACH Y280 OCTAL RIDES#	-
MYNN + SAT	./ SEAAN DCT	-
SATELLITE GROUPS		
KMIA	KTMB / KHST / X51 / 07FA	
KFLL	KFEX / KOPF / KHWO / KPMP	
KPBI	KBCT	
KMCO	KISM / KORL / KSFB / KLEE	
MYNN	MYGF/MYAM/MYAT/MYEF/MYEH/MYEG/MYEM/MYER	

**** NOTE**** ./ Represents truncation of the route

TABLE 3 - CROSSING RESTRICTIONS

PORT-AU-PRINCE FIR		
PORT-AU-PRINCE	MTPP	AOB FL270
CAP HAITIEN	MTCH	AOB FL150

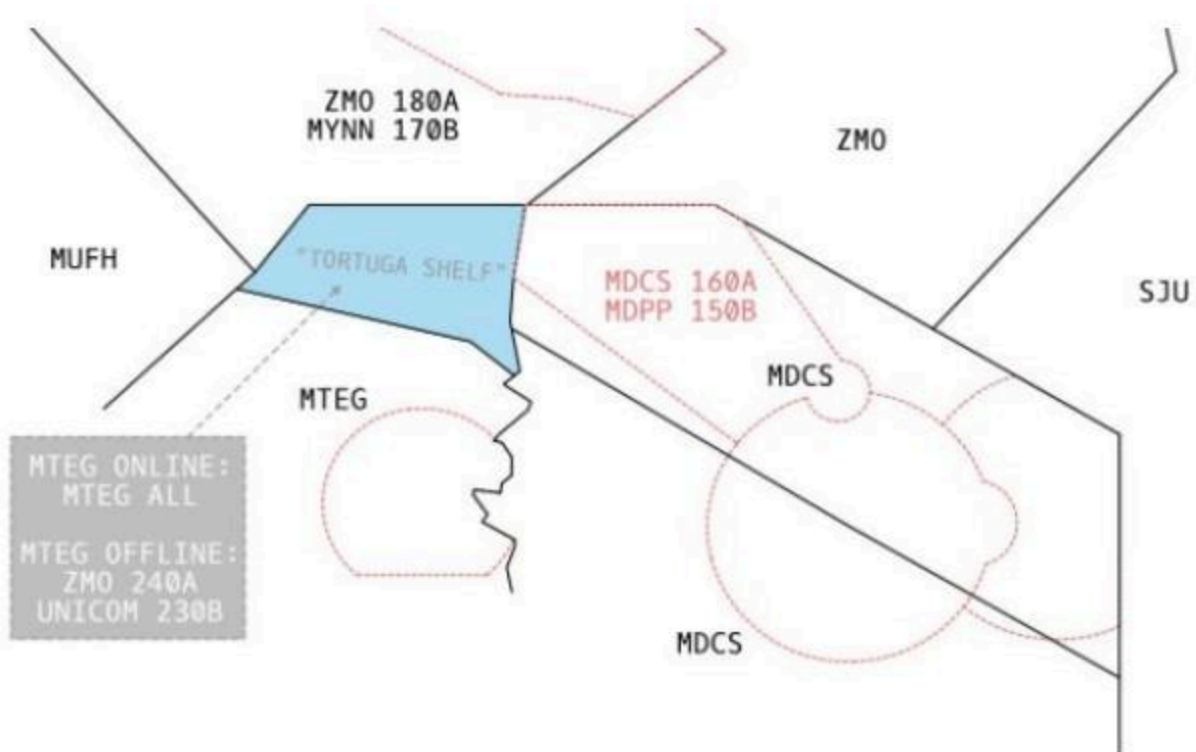
TORTUGA SHELF

When Port Au Prince Center and Antilles Super Center are offline, Miami Oceanic will gain control of the Tortuga Shelf at and above FL240, as depicted in Figure 1. When Port Au Prince Center or the Antilles Super Center are online, they retain control of the shelf at all altitudes.

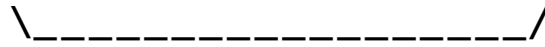
TORTUGA SHELF COORDINATES

N019.23.24.000 W071.42.00.000 N019.21.45.834 W071.44.02.707
N019.21.45.834 W071.44.02.707 N019.34.22.563 W072.00.22.291
N019.34.22.563 W072.00.22.291 N019.53.47.120 W073.26.54.310
N019.53.47.120 W073.26.54.310 N020.00.00.000 W073.19.59.999
N020.00.00.000 W073.19.59.999 N020.25.00.000 W073.00.00.000
N020.25.00.000 W073.00.00.000 N020.25.00.000 W072.00.42.748
N020.25.00.000 W072.00.42.748 N020.25.00.000 W071.40.00.000
N020.25.00.000 W071.40.00.000 N019.58.05.100 W071.44.20.000
N019.58.05.100 W071.44.20.000 N019.41.59.999 W071.45.36.000
N019.41.59.999 W071.45.36.000 N019.39.10.410 W071.45.03.104
N019.39.10.410 W071.45.03.104 N019.23.24.000 W071.42.00.000

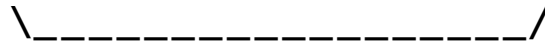
FIGURE 1 - TORTUGA SHELF



LOA AUTHORITY



Ej Davis
Division Director
VATSIM Caribbean



Dan Leavitt
Air Traffic Manager
Miami ARTCC



Israel Reyes
Air Traffic Manager
Santo Domingo FIR