Letter of Agreement

by and between San Juan Combined Enroute Radar Approach Control (ZSU) and Miami Air Route Traffic Control Center (ZMA)

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1. SCOPE

This agreement is made by and between San Juan CERAP of the VATCAR Division of the North American Region of VATSIM (herein ZSU), and Miami ARTCC of the VATUSA Division of the North American Region of VATSIM (herein ZMA) and is entered into by the current Facility Air Traffic Managers (herein ATMs) of each facility.

2. PURPOSE

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

3. CANCELLATION

The terms of this Letter of Agreement may be suspended only by agreement of both Facility ATMs of ZSU and ZMA, and with the explicit approval of the governing agencies of VATCAR and VATUSA. This agreement cancels all prior agreements between ZSU and ZMA.

4. COMMON AIRSPACE BOUNDARY

The transfer of control point is considered to be the common airspace boundary, as defined by the coordinates listed below. These coordinates shall not be altered without an amendment to this LOA, which has been agreed upon by both parties.

N019.38.59.999 W069.09.00.000
N020.30.39.774 W068.20.15.234
N021.07.59.999 W067.45.00.000
N021.14.20.999 W067.39.02.000

Table 1 - Common Airspace Boundary Coordinates

5. GENERAL CONTROL

5.1.   Radar Handoffs
Controllers of both facilities should initiate a radar handoff for aircraft which will enter the other's airspace no later than 5 NM from the airspace boundary. The radar handoff and transfer of communications shall be completed before the aircraft crosses the airspace boundary.

5.2.   Transfer of Control
Unless otherwise coordinated, all aircraft shall be transferred between facilities routed over one of the fixes along the common boundary (HARBG, HARDE, CALTO, FEKKO, SAPPO, DONQU, ELMUC, FIPEK).

5.3.   Separation of Enroute Aircraft
Unless otherwise coordinated on an individual basis, same-altitude aircraft on routes which are not laterally separated shall be delivered to the receiving facility at least 5 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.

ZMA shall not deliver TJSJ/TJIG/TJBQ/TJPS arrivals stacked above overflights, unless a significant overtake exists.

5.4.   Simulation Rate of Aircraft Transiting Boundaries
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.

5.5.   Preferential Routes & Crossing Restrictions
ZMO and ZSU shall deliver aircraft to each other established on routings and at altitudes specified in Table 2 and Table 3. Lists of satellite airports can be found in Appendix A.

5.5.1   San Juan Center (SJU_CTR) need not assign STARs to airborne aircraft if Miami Oceanic airspace is staffed. ZSU shall ensure that aircraft departing within ZSU airspace are assigned the full preferred routing. Aircraft filed with airway routings that mirror the preferred routes need not be altered, unless specifically requested by ZMO.

Table 1. Required Routing into ZSU

Destination	Route
TJSJ/TJIG	...CALTO Y290 BEANO SJU DCT ...FIPEK Y355 PLING RTE7 SAALR SJU DCT ...HARDE IDAHO RTE6 BEANO SJU DCT
TJBQ/TJMZ/TJPS	...FIPEK Y439 MEEGL DCT ...HARBG MEEGL DCT
TISX	...FIPEK Y355 KOLAO DCT ...HARBG MEEGL DCT
TIST/TUPJ	...FIPEK Y355 KOLAO DCT ...CALTO Y290 JETSS DCT
TNCM/TQPF	...CALTO Y290 SLUGO DCT ...FIPEK Y355 SLUGO DCT
TAPA	...FIPEK Y355 ELOPO DCT ...CALTO Y290 ELOPO DCT
TKPK	...HARBG MEEGL DANDE GABAR DCT ...FIPEK Y355 KOLAO DANDE GABAR DCT

Table 2. Required Routing into ZMO

Destination	Route
MYNN & SATS	...SAPPO Y280 CHASO BRRGO BR55V ZQA DCT
MYGF/MYAM	…FIPEK Y355 RENAH DAAST DCT
KMIA & SATS	…SAPPO BOOZY Y261 FOWEE [**FLIPR#** / FOWEE#]
KFLL & SATS	...SAPPO Y399 ZBV [**WAVUN#** / DEKAL#]
KPBI & SATS	…SAPPO Y399 ZQA BR54V PBI DCT
Destinations beyond SE Florida (either one, but NOT via ZFP)	...SAPPO Y280 OCTAL… ...FIPEK Y355 NUCAR AR3 PANAL...

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