

Letter of Agreement

San Juan CERAP (TJZS) & Santo Domingo FIR (MDCS)

1. SCOPE

This agreement is made by and between San Juan Combined Enroute Radar Approach Control (herein ZSU), and Santo Domingo FIR (herein MDCS) for all members of both facilities.

2. PURPOSE

This Letter of Agreement establishes a set of agreed upon Air Traffic Control procedures between ZSU and MDCS, 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 MDCS. This agreement cancels all prior agreements between ZSU and MDCS.

4. EFFECTIVE DATE

May 16, 2021 at 0000 UTC

5. GENERAL PROCEDURES

- 5.1. ZSU and MDCS must ensure that all aircraft are established on preferred routes and altitudes according to APPENDIX 1.
- 5.2. Unless otherwise coordinated, all aircraft shall be transferred between facilities routed over one of the fixes along the common boundary (BETIR, CHUMA, KATOK, ANTEX, MELLA, SATOE, NEGON).
- 5.3. MDCS must notify ZSU when Punta Cana Approach is operating and closing operations

6. RADAR PROCEDURES

- 6.1. ZSU and MDCS must provide a minimum of 10nm separation, constant or increasing, on aircraft at the same level entering the ZSU and MDCS airspace.
- 6.2. A handoff must be effected on all aircraft at least 10nm prior to the TCP of common boundary.

- 6.3. ZSU and MDCS must handoff aircrafts to the appropriate controller according to APPENDIX 2.
- 6.4. In the event that a handoff cannot be completed, the transferring facility must instruct the aircraft being transferred to hold within the transferring facility.
- 6.5. The receiving facility must not change an aircraft current flight plan or beacon code until the aircraft has reached or has passed the TCP

7. FLIGHT LEVELS

- 7.1. Allocation of flight levels will be as follows:

TRANSFER OF CONTROL POINT	SOUTHBOUND	NORTHBOUND
BETIR	EVEN	ODD
CHUMA		ODD
TRANSFER OF CONTROL POINT	EASTBOUND	WESTBOUND
KATOK	ODD	EVEN
ANTEX		EVEN
MELLA	ODD	EVEN
SATOE	ODD	EVEN
NEGON	ODD	EVEN

8. VERTICAL SEPARATION

- 8.1. All aircraft must be vertically separated by at least 1000ft below FL410 and 2000ft above FL410
- 8.2. All aircraft must be at the correct altitude for direction of flight.

APPENDIX 1

ZSU to MDCS				
Destination	TCP	Route	Flight Level	Comments
MDPP	ANTEX	B520 GOSUL LRN W9 PTA	EVEN	When MDPC is landing west, altitude must be coordinated with Punta Cana Approach or Santo Domingo Control
MDST		B520 GOSUL LRN W24 SGO	EVEN	
MDCY		B520 GOSUL LRN W31 DCY	EVEN	
MDJB		B520 CDO DHG	FL260	
MDSD/MDSI		B520 CDO	FL260	
MDLR		B520 GOSUL LRN	FL180	
MDPC		B892 PNA	FL080	
MDPP	BETIR	KOBET A636 PTA	FL280	
MDST		KOBET W37 DCY W29 SGO	FL280	
MDCY		KOBET W37 DCY	FL200	
MDSD/MDSI/MDJB		M597 CDO	FL240	
MDLR		M597 PIXAR W11 LRN	FL150	
MDPC		W17 PNA	FL150	
MDPP	KATOK	A636 PTA	ABOVE FL180	
MDST		A636 KOBET W37 DCY W29 SGO	ABOVE FL180	
MDCY		A636 KOBET W37 DCY	ABOVE FL180	
MDPC		W17 PNA	FL100	

	MELLA		EVEN	Closed for arriving traffic Overflights allowed at or above FL290
	CHUMA		CLOSED	
MDCS to ZSU				
Destination	TCP	Route	Flight Level	Comments
	ANTEX		CLOSED	
	BETIR	M597	ODD	Open for overflights at or above FL290
	CHUMA	Y315	MDPC / MDLR: AT OR BELOW FL170 OTHERS: ODD	For aircraft flying oceanic routes
TJSJ	KATOK	A636 BQN RTE2 SJU	MDPC: Props/turbo props only at or below FL090 OTHERS: ODD	N/A for MDPC oceanic departures TJSJ/TJIG landing traffic restricted to props/turboprops
TJIG		A636 BQN B520 DDP	MDPC: Props/turbo props only at or below FL090 OTHERS: ODD	
TJBQ		A636 BQN	FL090	

TJMZ		A636 BQN RTE1 MAZ	FL090	
TJSJ/TJIG	MELLA	G633 MAZ RTE12 SJU	AT OR BELOW FL250	
TJBQ		G633 MAZ RTE1	AT OR BELOW FL150	
TJMZ		G633 MAZ		
TJPS		G633 MAZ TJPS		
TJSJ/TJIG	SATOE	L221 JOSHE RTE12 SJU	AT OR BELOW FL310	
TJBQ/TJMZ		DCT		
TJPS		L221 TAYOG DCT	AT OR BELOW FL310	
	NEGON		ODD	OVERFLIGHTS VIA L337

APPENDIX 2

