

**OPERATIONAL LETTER OF AGREEMENT**  
**Caribbean Flight Service Station**  
**&**  
**San Juan Center Radar Approach Control**

**SCOPE**

This agreement is made by and between the Caribbean Flight Service Station (herein FSS) and the San Juan Center Radar Approach Control (herein TJZS) and is entered into by the current facility Air Traffic Manager and the current Hit Squad Coordinator.

**PURPOSE**

This agreement establishes a set of agreed upon air traffic control procedures between the FSS and TJZS. It defines the limitations and coordination expectations of both facilities.

**CANCELLATION**

The terms of this LOA may be terminated by placing a written request to VATCAR2. The request will be reviewed by VATCAR 1, 2, and 3. A decision regarding the termination of this LOA will be rendered within 10 days of the submitted written request.

**EFFECTIVE DATE**

1 January 2022

## **OVERVIEW**

The FSS has positive control of the entire Caribbean airspace starting at FL245 and extending upward to FL600 when local en route controllers are offline. This agreement will extend the FSS positive control to include positive control of the San Juan TMA, San Juan International Airport, Juliana TMA and the Princess Juliana International Airport when local controllers are offline.

## **POSITIONS**

When local control is unavailable, the FSS will own the following positions within the TJZS lateral boundaries, beginning at the surface level extending up to FL600.

<b>IDENTIFIER</b>	<b>POSITION</b>
SJU_APP	SAN JUAN APPROACH
SJU_TWR	SAN JUAN TOWER
SJU_GND	SAN JUAN GROUND / RAMP
SJU_DEL	SAN JUAN DELIVERY

<b>IDENTIFIER</b>	<b>POSITION</b>
TNCM_APP	JULIANA APPROACH
TNCM_TWR	JULIANA TOWER
SJU_DEL	JULIANA DELIVERY

## **CONTROLLING PROCEDURES**

FSS controllers will be required to adhere to all the TJZS Standard Operating Procedures, Letters of Agreements and be familiar with all the procedures for the San Juan International Airport (TJSJ) and the Princess Juliana International Airport (TNCM).

## **COORDINATION**

When a local controller comes online while the FSS is active and providing top-down service, the FSS controller will release the respective sectors to the local controller. A position relive briefing is to take place on the VATCAR discord prior to completing radar handoff and transitioning aircraft to local control. When a local controller is closing his/her sector and the FSS is active, the local controller is to respectively coordinate the sector handoff with the FSS on the VATCAR discord. Local control shall ALWAYS assume his/her sector when online.

## **AUTHORIZING SIGNATURES**

*Sean Fox*

Sean Fox (VATCAR4)  
Hit Squad Coordinator

*Bradley Fenty*

Bradley Fenty  
Air Traffic Manager