



MAIQUETÍA FIR SVZM

SAN JUAN CERAP TJZS (ZSU)

Operational Letter of Agreement between SVZM and TJZS (ZSU)

1. Introduction

Procedures related to and intended for the coordination and routing of IFR and VFR flights between the Maiquetía Area Control Center and the San Juan Combined En Route Radar Approach Control (CERAP).

2. Warning

This Letter of Agreement is for simulation use only on the VATSIM network. DO NOT use for real world procedures.

3. Effective Date

February 1st of 2025.

4. Objective

The objective of this letter of agreement is to establish the Air Traffic Service (ATS) procedures for routing air traffic between the Maiquetía Area Control Center and the San Juan Combined En Route Radar Approach Control (CERAP), to standardize the coordination procedures between both ATC units.

5. Extension

The Procedures contained in this letter of agreement supplement the procedures described by the International Civil Aviation Organization (ICAO) in Document 4444: "Air Traffic Management" and those established in the pertinent Aeronautical Regulations, which apply to all traffic that operates under Instrumental Flight Rules (IFR) and Visual Flight Rules (VFR).

6. Considered Airspace

6.1 Maiquetía Area Control Center.

6.2 San Juan Combined En Route Radar Approach Control.

7. Lateral Limits of Maiquetía Area Control Center

7.1 Area within the limits that successively join the following points:

- 12 00 00N/071 00 00W
- 12 30 00N/071 25 00W
- 12 30 00N/070 30 00W
- 11 29 27N/068 10 18W
- 11 24 00N/067 58 00W
- 13 28 36N/067 32 24W
- 15 41 00N/067 04 00W
- 15 00 00N/065 00 00W
- 11 00 00N/062 30 00W
- 10 44 00N/061 47 00W
- 10 05 00N/062 03 00W
- 09 59 00N/061 55 00W
- 09 59 23N/061 27 57W
- 08 55 00N/059 57 00W
- 08 32 07N/059 59 25W

From there along the border with Guyana until.

- 05 12 17N/060 43 49W

From there along the border with Brazil until.

- 01 13 15N/066 52 14W

From there along the border with Colombia until. 11 51 11N/071 19 29W

And back to the point of origin.

8. Vertical Limits of Maiquetía Area Control Center

8.1 Upper Limits: UNL.

8.2 Lower Limits: MEA AWY, ABV FL195 and lower BDRY of every controlled airspace within Maiquetía FIR.

9. Lateral Limits of San Juan CERAP

9.1 Area within the limits that successively join the following points:

- 21 14 20.8N/067 39 01.5W
- 22 00 2.09N/66 44 42.14W
- 22 05 50N/065 08 05W
- 22 00 00N/064 00 00W
- 20 00 00N/061 54 00W
- 18 00 00N/061 30 00W
- 18 00 00N/062 00 00W
- 17 22 00N/063 00 00W
- 15 20 00N/063 00 00W
- 15 00 00N/063 15 00W
- 15 41 00N/067 04 00W
- 16 00 00N/068 00 00W
- 19 00 00N/068 00 00W
- 13 39 00N/069 09 99W

And back to the point of origin.

10. Vertical Limits of San Juan CERAP

10.1 Upper Limits: UNL

10.2 Lower Limits: GND SAN JUAN FIR - 2500FT SAN JUAN CTA – 5500FT
SAN JUAN DOMESTIC CTA

11. Units Involved

11.1 Maiquetía: SVZM_CTR, SVZM_E_CTR, SVZM_4_CTR

11.2 San Juan: SJU_2_CTR, SJU_8_CTR

12. IFR Traffic Routing

12.1 All IFR traffic originated between the involved units, shall be routed by the airways and routes published on the respective AIP and/or current navigation charts.

12.2 Traffic may be routed along tracks that differ from the expressed in 12.1 under prior coordination and agreement between both units.

13. Communications Transfer

13.1 The transfer of air-ground communications of aircraft that affect the jurisdiction of the Maiquetía Area Control Center shall be on frequency 128.500 MHz.

13.2 The transfer of air-ground communications of aircraft that affect the jurisdiction of Maiquetía Area Control Center when it is divided into Control East and West, shall be on frequency 128.100 MHz.

13.3 The transfer of communications of aircraft that affect the jurisdiction of Maiquetía Area Control Center when it is divided into sectors, shall be on frequency 126.000 MHz.

13.4 The transfer of air-ground communication of aircraft that affect the jurisdiction of San Juan CERAP shall be on frequency 118.150 MHz.

13.5 The transfer of air-ground communication of aircraft that affect the jurisdiction of San Juan CERAP when it is divided into sectors shall be on frequency 118.750 MHz.

SVZM	RMK	TJZS	RMK
128.500 MHz	SVZM_CTR Covers entire FIR/UIR Maiquetía	118.150 MHz	SJU_2_CTR Covers entire FIR/CTA San Juan
128.100 MHz	SVZM_E_CTR. Covers sector 2, 4 and 6 of Maiquetía ACC	118.750 MHz	SJU_8_CTR San Juan CERAP Sector 8
126.000 MHz	SVZM_4_CTR Maiquetía ACC sector 4		

14. Inbound/Outbound coordination procedure

14.1 Maiquetía Area Control Center and San Juan CERAP shall carry out the pertinent coordination on a reciprocal basis for flights departing, landing or overflying their areas of responsibility and shall ensure compliance with the instructions emanated between both units as appropriate.

15. Exchange of Flight Data

15.1 The transferring ATS unit shall inform the accepting ATS unit about all aircraft in flight that affect his area of responsibility, at least thirty (30) minutes before it has arrived at the agreed Transfer Control Point (TCP) with the following flight plan data:

- Callsign and Type of Aircraft
- Departure Airport and Destination Airport

- Speed or Mach Number
- Flight Level
- TCP and estimated time over TCP
- SSR Code
- Any additional information

15.2 ATS units involved shall transmit the significant revisions of estimates (three minutes or more) or necessary changes to any flight plan data.

15.3 It shall not be necessary for the accepting ATS Unit to notify the transferring ATS Unit when it assumes responsibility for the aircraft unless it so requests.

15.4 The SSR (Discrete) code shall be included along with the identification transfer proposal, transponder code changes will be made in accordance with the provisions of Document 4444: Air Traffic Management.

16. Transfer of responsibility for the provision of air traffic services on IFR flights

16.1 The transfer of responsibility for aircraft control between the Maiquetía Area Control Center and the San Juan CERAP shall be carried out in the following TCPs.

TCP	AWY
ARMUR	G432 UL337 UN779
KIKER	A300 UM414 UM423

MILOK	A516 UM576
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16.2 The Transfer Control Point (TCP) shall be different from those established upon through prior coordination between the units involved, within the controlled airspace.

16.3 The transfer of air-ground communications shall be carried out five (5) minutes or forty (40) NM before the TCP.

16.4 The transferring ATS unit, shall transfer aircraft FREE OF CONFLICT.

16.5 The accepting ATS unit may refuse to receive the control of a flight, when it is still in the airspace corresponding to the transferring ATS unit. In any case, if it is transferred before the TCP, the transfer only implies the release of communications and not the responsibility of providing the air traffic control service.

17. Transfer of responsibility for the provision of air traffic services on VFR flights

17.1 The transfer of responsibility for aircraft control between the Maiquetía Area Control Center and the San Juan CERAP shall be carried out in the border between Maiquetía and San Juan FIR.

18. Separations

18.1 Separations between IFR flights shall be applied according to the procedures prescribed by ICAO Document 4444: Air Traffic Management and the relevant Aeronautical Regulations.

18.2 Vertical separation of 1000FT shall be applied between FL290 and FL410 to all aircraft with “RVSM APPROVED” status.

18.3 Vertical separation of 2000FT shall be applied between FL290 and FL410 to all aircraft without “RVSM APPROVED” status and only State, Medical, Ferry or Maintenance ACFT will be allowed to enter and stay in RVSM Airspace without “RVSM APPROVED” status.

18.4 Minimum longitudinal separation between aircraft flying at the same level and route shall be of ten (10) minutes or eighty (80) NM.

18.5 The longitudinal separation described in 18.4 shall be maintained applying the Mach Number Technique described in Document 4444: Air Traffic Management.

18.6 During events where high traffic flow is expected, the longitudinal separation described in 18.4 may be reduced to three (3) minutes or twenty-four (24) NM.

18.7 Cruise level assignment shall be corresponding to semi-circular Cruise Level Table.

19. Coordination Procedure

19.1 To comply with the coordination Procedures established on this Operational Letter of Agreement, the text section of EUROSCOPE shall be used.

19.2 Expressed in 19.1 shall not exclude both units from the possibility of using other coordination methods as DISCORD or the Voice Communication and Control System (VCCS) of EUROSCOPE.

19.3 Both ATS units by having ATS Surveillance service, the transfer of identification shall be carried out as follows:

- In addition to the data presented in 15.1 other essential information shall be added. such as:
 - Heading
 - Any other additional information that affects the regular fly pattern.

19.4 The transferring ATS unit, shall inform the accepting ATS unit, the instructions given to aircraft, prior to them establishing communication with the corresponding ATS unit.

20. Reviews

20.1 This operational agreement shall be reviewed each time changes are introduced such as: reorganization or modification of airspace, incorporation or disincorporation of radio aids for air navigation; in general, changes that may affect the air traffic services referred to in this agreement. The request for review of this operational agreement can be initiated by any of the units referred to in it.

21. Compliance

21.1 The personnel in charge of training and instruction, as well as the director of ATC Operations of each division, shall ensure compliance with this Operational Agreement by their air traffic controllers in their respective ATS units.

22. Validity

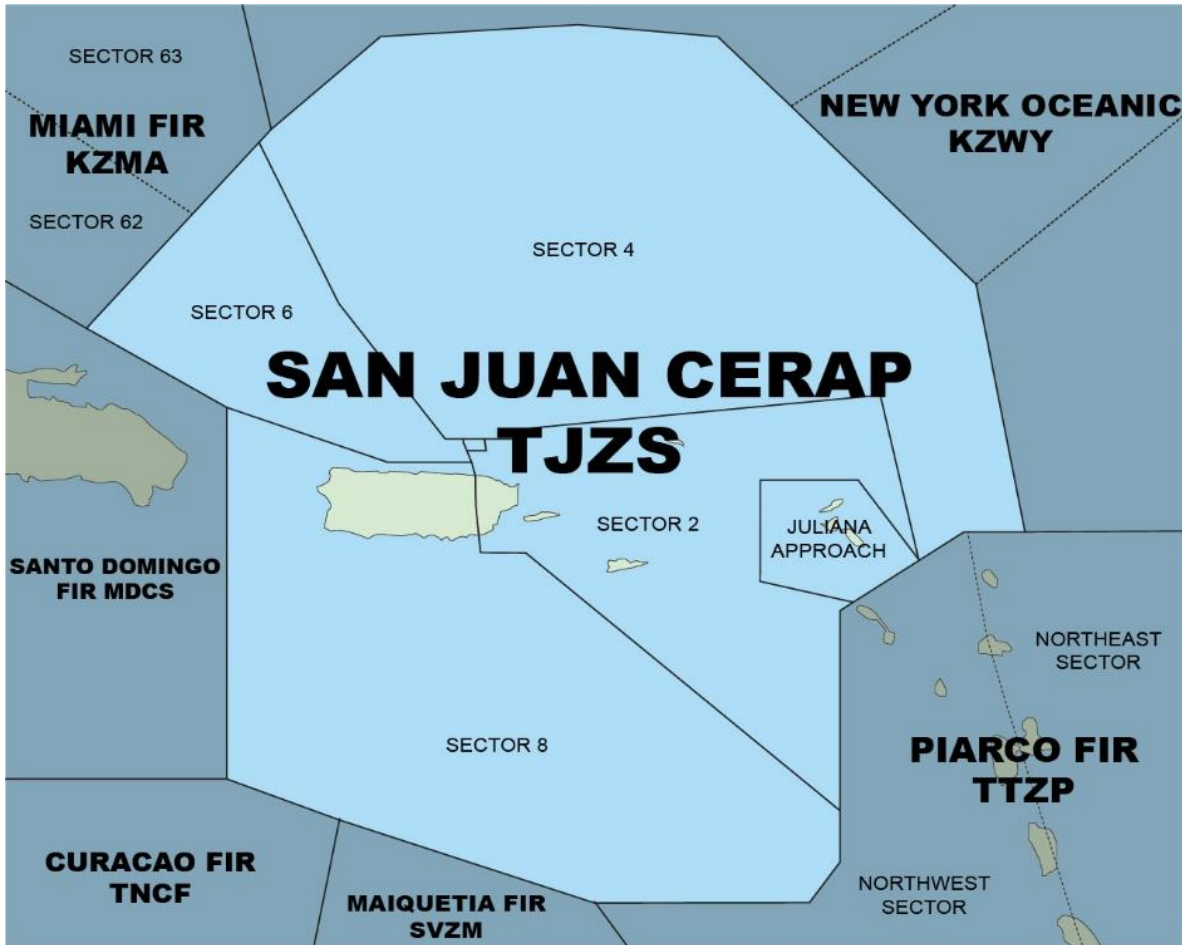
22.1 The Operational Agreement was signed between VATSIM VENEZUELA and VIRTUAL SAN JUAN CERAP on January 19th of 2025, which shall be effective on February 1st of 2025.

Annexes

Annex 1. Jurisdiction and sectorization of Maiquetía Area Control Center

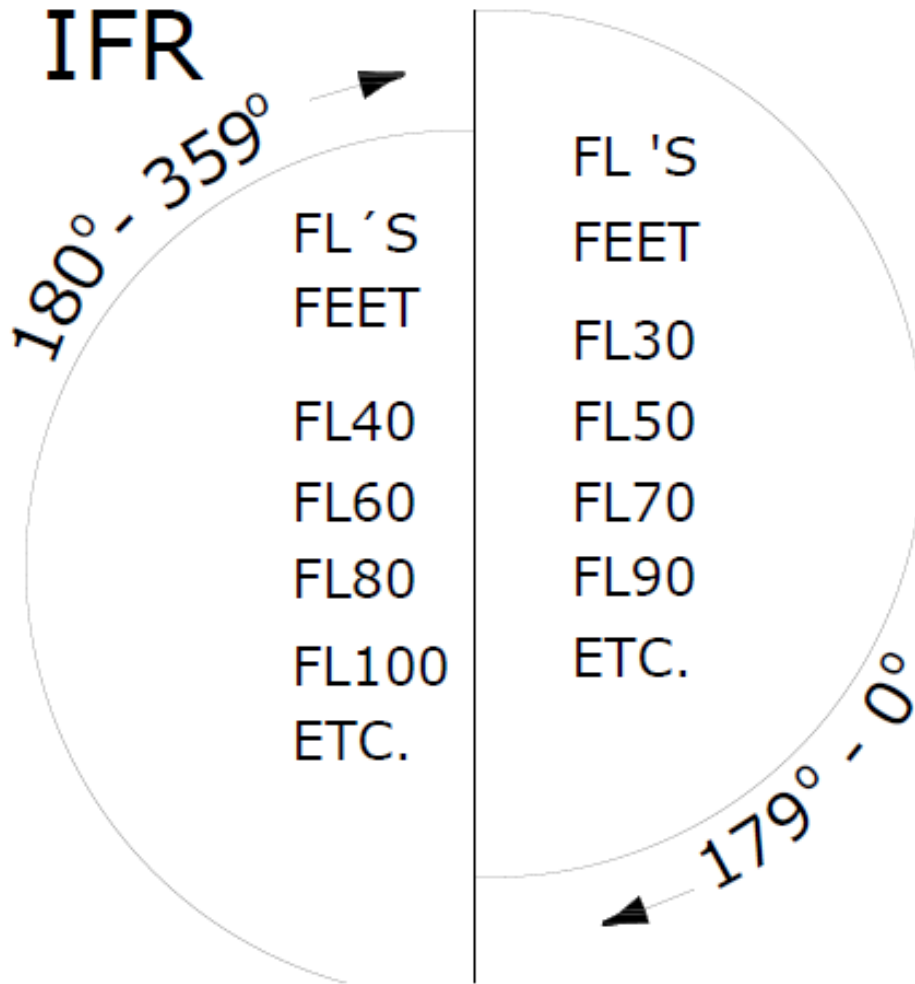


Annex 2. Jurisdiction and sectorization of San Juan Combined En Route Radar Approach Control.



Annex 3. Cruising Levels Table

CRUISING LEVELS



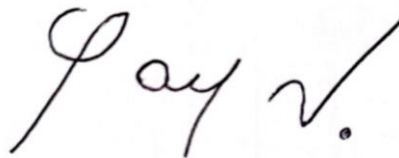
Annex 4. Quick reference table for control transfer between units

AWY	TCP	LEVELS ASSIGNED BY SVZM		LEVELS ASSIGNED BY TJZS		SECTORIZATION TRANSFER
		000° – 179°	180° - 359°	000° – 179°	180° - 359°	
		(EASTBOUND)	(WESTBOUND)	(EASTBOUND)	(WESTBOUND)	
G432 UL337 UN779	ARMUR	ODD	EVEN	ODD	EVEN	SVZM_E_CTR or SVZM_4_CTR SJU_8_CTR
A300 UM414 UM423	KIKER	ODD	EVEN	ODD	EVEN	SVZM_E_CTR or SVZM_4_CTR SJU_8_CTR
A516 UM576	MILOK	ODD	EVEN	ODD	EVEN	SVZM_E_CTR or SVZM_4_CTR SJU_8_CTR

Signature by VATSIM VENEZUELA

A handwritten signature in black ink, appearing to read 'Escalante', written in a cursive style.

Hector Escalante – Director of VATSIM VENEZUELA

A handwritten signature in black ink, appearing to read 'Jay v.', written in a cursive style.

Jaykeningzon Villafranca – Director of Events and ATC Operations

Signature by VIRTUAL SAN JUAN CERAP

A handwritten signature in black ink, appearing to read 'Francis Reilly', written in a cursive style.

ATM – Francis Reilly

