



# **LETTER OF AGREEMENT**

**PIARCO FIR & SAN JUAN CERAP  
TTZP / ZSU**

**EFFECTIVE MARCH 26<sup>th</sup>, 2025**

**FOR VIRTUAL PURPOSES ONLY**

## DISTRIBUTION AND SCOPE

This Letter of Agreement (LOA) outlines the agreements between the Piarco Flight Information Region (FIR) and San Juan Combined En-Route Radar Approach Control (CERAP) for Air Traffic Control coordination procedures between the units. Controllers have the ability to deviate from the practices stipulated in this document if they have mutually agreed upon coordination procedures between themselves.

## EXCLUSION OF LIABILITY

This document serves as the agreement as an agreement on the **VIRTUAL** Air Traffic Control procedures between the Piarco FIR & San Juan CERAP. The Piarco FIR, San Juan CERAP, VATCAR, VATNA, and VATSIM does not take responsibility for the use of this document outside of the simulated environment. We also do not take responsibility or liability whether direct or indirect, as to the currency, accuracy, or quality of the information within this document.

## RECORD OF CHANGE

This document cancels and supersedes the previous LOA dated December 16<sup>th</sup>, 2012.

March 26<sup>th</sup>, 2025 - General Update

## VALIDITY

This document becomes effective on March 26<sup>th</sup>, 2025

Agreed by:

*Kyle John*

- ❖ Kyle John – Assistant Zone Manager – Piarco FIR

*Francis Reilly*

- ❖ Francis Reilly-Andújar - Zone Manager – San Juan CERAP & Santo Domingo FIR

## Coordination

Coordination should be effected at least 10 nm or 3 minutes from the Transfer of Control point, which is usually the common control area boundary, unless another transfer point has been agreed upon by the operational controllers.

## Facility coordination from the San Juan CERAP into the Piarco FIR

- All aircraft flying into the Piarco FIR ABOVE FL245 are to be handed-off to Piarco Radar (TTZP\_CTR).
- All aircraft flying into the Piarco FIR via the V.C. Bird TMA, on airways L462/UL462, B520/UB520, L451, G633/UG633 and intersections LAMKN, ELOPO, ZPATA and GABAR, or any point within the lateral limits of the V.C. Bird TMA below FL245 are to be handed-off to V.C. Bird Approach (TAPA\_APP) when online. If TAPA\_APP is not online, aircraft will be handed-off to TTZP\_CTR.
- All aircraft flying into the R. L. Bradshaw International Airport (TKPK) or the Vance W. Amory International Airport (TKPN), or transitioning through the St. Kitts TMA via the G633/Y280, A517 or intersections GABAR and ZPATA or any point within the lateral limits of the St. Kitts TMA at or below FL065 are to be handed-off to St. Kitts Approach (TKPK\_APP). If TKPK\_APP is not online, aircraft will be handed off to TAPA\_APP or TTZP\_CTR.
- Aircraft flying into airports within the Le Raizet TMA (TFFR\_APP), or transitioning through via the R888/UR888, Y260, A555, L454, Y185, or intersections MODUX and ILURI or any point within the lateral limits of the Raizet TMA at or below FL245 are to be handed off to TFFR\_APP.
- Aircraft flying into the Piarco FIR south of the Le Raizet TMA area, via intersections ANADA and GEECE, or at any other point are to be handed off to Piarco Control (TTZP\_CTR).

## Facility coordination from the Piarco FIR into the San Juan CERAP

- All aircraft flying into the San Juan CERAP are to be handed-off to San Juan Center (SJU\_2\_CTR), except.
- All aircraft flying into the Princess Juliana TMA (TNCM\_APP) via airways B520, L451, A517 and intersections ELOPO and ZPATA at or below FL150, or any point within the lateral limits of the Juliana TMA are to be handed off to TNCM\_APP.

## Radar Coordination

- Radar hand-offs should be done using the radar client's 'point-out' feature.
- All Aircraft above FL245 are to be handed-off using radar procedures to the Piarco FIR and San Juan CERAP.
- All aircraft below FL245 entering the Le Raizet TMA, and the Piarco FIR via intersections MODUX, ILURI, ANADA, and GEECE are to be handed-off using radar procedures.

## Non-Radar Coordination

- Non-radar hand-offs should consist of: **Callsign, Aircraft type, Altitude** and **ETA** at transfer of control point (in any order). The primary means of coordination will be the 'textbox' feature in the radar client. Secondary sources of coordination may be agreed upon by the operational controllers.
- All aircraft entering and leaving the V.C. Bird TMA to the Juliana TMA or San Juan CERAP, or entering the V.C. Bird TMA from the Juliana TMA or San Juan CERAP are to be handed-off using Non-radar procedures.

## Altitude Restrictions

TABLE II. ALTITUDE RESTRICTIONS				
PIARCO RADAR – SAN JUAN CENTER				
RADAR HANDOFF	INTERSECTION		AIRWAY	ALTITUDE
	ANADA		G449/UG449/UL452	UNL
	GEECE		UL776	
	ILURI		A555/UA555/ UL454	FL250 - UNL
	MODUX		R888/UR888	
	GABAR		G633/UG633/ UT329	
	ZPATA		A517/UL329	
	ELOPO		B520/L451	
	LAMKN		L462/UL462	
TERMINAL AREA (TMA)				
DESTINATION	INTERSECTION	AIRWAY	ALTITUDE	
NON RADAR HAND OFF	V.C BIRD INT'L - TAPA	GABAR	G633	FL150
		ELOPO	B520	FL130
		ZPATA	A517	
		LAMKN	L462	FL150
	BRADSHAW INT'L - TKPK	GABAR	G633	5000
		ELOPO	B520	
ZPATA		A517		
RADAR HANDOFF	LE RAIZET INT'L - TFFR	MODUX	R888/UR888	FL250
		ILURI	A555/UA555	FL230
SAN JUAN CENTER – PIARCO RADAR				
INTERSECTION	AIRWAY		ALTITUDE	
RADAR HANDOFF	ANADA	L343, L452, L467, L459		UNL
	GEECE	L466, L776		
	ILURI	A555, L454, Y185		FL250 - UNL
	MODUX	R888, Y260		
	GABAR	G633, Y280, L349		
	ZPATA	A517, L329		
	ELOPO	B520, L577, Y355, Y318, A638, Y290		
	LAMKN	L462		

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PIARCO RADAR - TERMINAL AREA (TMA)				
DESTINATION		INTERSECTION	AIRWAY	ALTITUDE
NON RADAR HANDOFF	PRINCESS JULIANA - TNCM	ELOPO	B520	FL110/FL130
RADAR HANDOFF	ST. CROIX - TISX	GABAR	G633	FL240
		MODUX	R888	FL260
		ILURI	A555, L454	FL280

## Coordinating Positions

TABLE II. COORDINATING POSITIONS		
TTZP – PIARCO FIR		
SUFFIX	POSITION NAME	FREQUENCY
TTZP_CTR	PIARCO RADAR	123.700/125.400
TAPA_APP	V.C BIRD APPROACH	119.100
TKPK_APP	BRADSHAW APPROACH	119.600
TFFR_APP	RAIZET APPROACH	121.300
ZSU – SAN JUAN CERAP		
SJU_2_CTR	SAN JUAN CENTER	118.150
TNCM_APP	JULIANA APPROACH	128.950