



Santo Domingo FIR & San Juan CERAP Letter of Agreement

Effective Date

3/02/19

Reviewed and Approved by

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Purpose of the Letter of Agreement (LOA)

This document establishes transfer of control procedures between San Juan CERAP and Santo Domingo FIR.

Cancellation

This LOA cancels any Letter of Agreement previously established between Santo Domingo FIR and San Juan CERAP.

Scope

The procedures in this document shall apply unless prior coordination.

General Procedures

Position Combining /Changes

When any changes regarding any ATC position mentioned in this document, they must inform any other controller who might get affected.

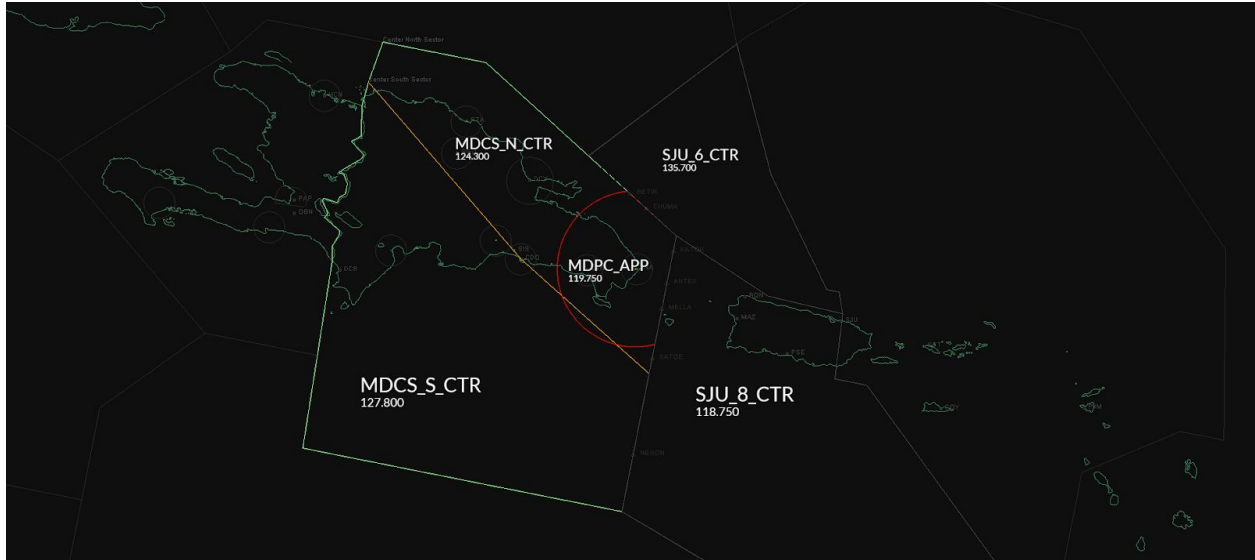
Point Outs

When sending a point out, the receiving controller must approve it before an aircraft enters another controller's airspace.

Handoffs and Transfer of Communications

- Separation Minima
 - Minimum Lateral Separation: 10nm
 - Minimum Vertical Separation: 1,000ft
- Altitudes
 - All aircraft must be at a the correct altitude for direction of flight before entering the adjacent controller's airspace.
- Handoffs
 - Non-radar handoffs should be initiated 20-25 nm from the lateral boundary, or as otherwise coordinated.

Position Sectors and Frequencies



Santo Domingo FIR

Callsign	Name	Frequency	Vertical Limits/Airspace Classification
MDCS_N_CTR	Santo Domingo Control	124.300	14,000ft - FL195 (Class D) FL195 - FL600 (Class A)
MDCS_S_CTR	Santo Domingo Control	127.800	14,000ft - FL195 (Class D) FL195 - FL600 (Class A)
MDCS_I_CTR	Santo Domingo Information	126.900	MSL - 14,000ft (Class G)
MDPC_APP	Punta Cana Approach	119.750	MVA - 15,500ft

San Juan CERAP

Callsign	Name	Frequency	Vertical Limits/Airspace Classification
SJU_6_CTR	San Juan Center	135.700	MSL - FL180 (Class E) FL180 - FL600 (Class A)
SJU_8_CTR	San Juan Center	118.750	MSL - FL180 (Class E) FL180 - FL600 (Class A)

Controllers must inform each other when these positions are not active

Traffic Directions Restrictions

TCP	RESTRICTION Below FL290
KATOK	BOTH
ANTEX	West Only
MELLA	East Only
SATOE	BOTH
BETIR	BOTH
CHUMA	EAST Only

Above FL290 ALL TCP can be use in both directions

Crossing Restrictions

Santo Domingo FIR

Airport	Runway Operations	TCP	Crossing Restriction
MDPC	EAST	KATOK	FL080
		ANTEX	FL080
		BETIR	FL140
	WEST	KATOK	FL060
		ANTEX	FL060
		BETIR	FL160
MDSO	BOTH	KATOK	FL260
		ANTEX	FL260
		BETIR	FL260
MDLR	BOTH	KATOK	FL180
		ANTEX	FL180
		BETIR	FL180

San Juan CERAP

Airport	Runway Operations	TCP	Crossing Restriction
TJSJ	BOTH	KATOK	FL250
		MELLA	FL250
TJBQ	BOTH	KATOK	FL150
		MELLA	FL150

Transfer of Communications

Santo Domingo FIR

All aircraft crossing KATOK, ANTEX, MELLA, BETIR or SATOE at or below FL160 should contact Punta Cana APP (MDPC_APP), otherwise contact Santo Domingo Control North Sector (MDCS_N_CTR)

All aircraft crossing NEGON should contact Santo Domingo Control South Sector (MDCS_S_CTR)

San Juan CERAP

All aircraft crossing KATOK, ANTEX, MELLA, SATOE, or NEGON should contact San Juan Center Sector 8 (SJU_8_CTR).

All aircraft crossing BETIR or CHUMA should contact San Juan Center Sector 6 (SJU_6_CTR).

Non Radar Handoffs

Non-radar handoffs, either verbal or textual, should consist of Callsign, Aircraft type, Altitude, Squawk Code and estimate for crossing point or boundary.

The POINTOUT feature is also acceptable.

VFR

All VFR traffic crossing the border must open a VFR flight plan. They should consist of at least their Aircraft Type and Destination Field. VFR traffic must established two-way communications with the receiving controller at least 20mi before crossing the border.

Changelog

11/02/17	Jiancarlos Paredes	Initial Release
3/02/19	Jiancarlos Paredes	Edited altitude restriction, added direction restrictions