

Letter of Agreement

by and between Santo Domingo FIR and Miami ARTCC

1. SCOPE

This agreement is made by and between Santo Domingo FIR of the VATCAR Division of the North American Region of VATSIM (herein MDCS), and Miami ARTCC of the VATUSA Division of the North American Region of VATSIM (herein ZMO) and is entered into by the current Facility Air Traffic Managers (herein ATMs) of each facility.

2. PURPOSE

This Letter of Agreement establishes a set of agreed upon Air Traffic Control procedures between MDCS and ZMO, 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 MDCS and ZMO, and with the explicit approval of the governing agencies of VATCAR and VATUSA. This agreement cancels all prior agreements between MDCS and ZMO.

4. COMMON AIRSPACE BOUNDARY

The transfer of control point is considered to be the common airspace boundary, as defined in Appendix B. These coordinates shall not be altered without an amendment to this LOA, which has been agreed upon by both parties.

5. GENERAL CONTROL

5.1. Transfer of Control and Communication

Controllers of both facilities should initiate a radar handoff for aircraft which will enter the other's airspace no later than 10 NM from the airspace boundary. The transfer of control and communications shall be completed before the aircraft crosses the airspace boundary.

5.2. Transfer of Control

Unless otherwise coordinated, all aircraft shall be transferred between facilities routed over one of the fixes along the common boundary, as listed in Table 1. Aircraft shall be delivered at altitudes correct for direction as described by Table 1.

5.3. Separation of Enroute Aircraft

Unless otherwise coordinated on an individual basis, same-altitude aircraft on routes which are not laterally separated shall be delivered to the receiving facility at least 10 miles in trail, constant or increasing. If speeds must be assigned to achieve the in trail spacing, those speeds shall be coordinated with the receiving controller.

5.4. Control Authority

Controllers shall not issue changes of altitude, heading, or speed prior to the aircraft crossing the common airspace boundary, unless previous coordination has taken place.

5.5. Simulation Rate of Aircraft Transiting Boundaries

Unless otherwise coordinated, aircraft shall be transferred between facilities at a real-time simulation rate. If an aircraft requesting an increase in simulation rate has been handed off, but has not yet left the transferring controller's airspace, the receiving controller shall not approve the change in simulation rate without first obtaining the transferring controller's approval.

5.6. Preferential Routes & Crossing Restrictions

ZMO and MDCS shall deliver aircraft to each other established on routings and at altitudes specified in Table 1 and Table 2. Lists of satellite airports can be found in Appendix A.

- 5.6.1 Santo Domingo Control (MDCS_CTR) need not assign STARs to airborne aircraft if Miami Oceanic airspace is staffed. MDCS shall ensure that aircraft departing within MDCS airspace are assigned the full preferred routing. Aircraft filed with airway routings that mirror the preferred routes need not be altered, unless specifically requested by ZMO.

5.7. Traffic Transiting MDCS bound for ZSU Airspace

- 5.7.1. Traffic filed over MELLA shall be routed over SGO. The below routes are ideal but not mandatory.

- Pref Routing: RETAK W27 SGO W24 LRN W9 MELLA
- Pref Routing: JUELE T18 DATUN W39 SGO W24 LRN W9 MELLA

- 5.7.2. Traffic filed over KATOK shall be routed over PTA. The below routes are ideal but not mandatory.

- Pref Routing: RETAK A636 KATOK
- Pref Routing: JUELE T18 DATUN A636 KATOK

Table 1. Boundary Fixes & Altitudes

Fix	ZMO to MDCS	MDCS to ZMO	Notes
MALVN		EVEN	
JUELE	ODD		
SEKAR	ODD	EVEN	
LERED		EVEN	
BESAS			(Not Used)
POKEG	EVEN	ODD	
ASIVO	ODD	EVEN	

Table 2. Santo Domingo Routings & Altitudes

Destination	Route	Altitude
MDPP	[POKEG/JUELE/SEKAR]	AOB FL120 (POKEG) AOB FL130 (JUELE) AOB FL130 (SEKAR)
MDST	[POKEG/JUELE/SEKAR]	AOB FL140 (POKEG) AOB FL150 (JUELE) AOB FL150 (SEKAR)
MDCY	POKEG T17 KOBET W37 DCY	AOB FL160
	JUELE W38 PTA A636 KOBET W37 DCY	AOB FL190
MDSJ/MDJB	POKEG T17 KOBET G446 CDO	AOB FL270
	JUELE W28 PTA A554 KODIX A554 CDO	AOB FL290
MDLR	[POKEG/JUELE]	AOB FL270
MDPC	POKEG T17 KOBET G446 PETRI W28 PNA	AOB FL290
	JUELE W28 PTA W28 PNA	AOB FL310

Table 3. Miami Routings & Altitudes

Destination	Route	Notes
KMIA & SATS	[RETAK / MALVN] MADIZ FOWEE [FLIPR ^R / FOWEE STAR]	RETAK preferred by ZMO
KFLL & SATS	MALVN ZQA [WAVUN ^R / DEKAL STAR]	
MYNN & SATS	MALVN DUKKY GEROT DCT	

^R Indicates RNAV procedures, which are preferred when aircraft are capable of flying them



Fady Botros
Air Traffic Manager, VATSIM Miami ARTCC



Ernesto Martinez
Air Traffic Manager, VATSIM Santo Domingo FIR

Date of Signing: 03/28/2019

Appendix A - Satellite Groups

Miami ARTCC Satellite Groups	
KMIA	KTMB, KHST, X51, 07FA
KFLL	KFXE, KOPF, KHWO, KPMP
MYNN	MYGF, MYAM, MYAT, MYEF, MYEH, MYEG, MYEM, MYER

Appendix B - Boundary Coordinates

N020.25.00.000 W071.39.05.179 N020.25.00.000 W073.00.00.000
 N020.25.00.000 W070.30.00.000 N020.25.00.000 W071.39.05.179

Appendix C - ZMO & Nassau Reference Lines

N019.38.59.999 W069.09.00.000 N021.14.20.999 W067.39.02.000
 N020.00.00.000 W073.19.59.999 N020.25.00.000 W073.00.00.000
 N020.25.00.000 W071.39.05.179 N020.25.00.000 W070.30.00.000
 N020.25.00.000 W071.39.05.179 N020.25.00.000 W073.00.00.000
 N020.25.00.000 W071.39.05.179 N021.21.55.359 W070.25.59.300
 N020.25.00.000 W070.30.00.000 N019.38.59.999 W069.09.00.000
 N021.14.20.999 W067.39.02.000 N025.00.00.000 W068.29.33.000
 N021.21.55.359 W070.25.59.300 N022.47.06.659 W072.14.17.429
 N022.00.00.000 W075.10.00.000 N020.00.00.000 W073.19.59.999
 N022.00.00.000 W075.10.00.000 N022.35.17.652 W076.00.00.006
 N022.35.17.652 W076.00.00.006 N022.59.56.885 W076.00.00.330
 N022.37.16.358 W072.21.58.095 N022.50.41.881 W072.37.40.142
 N022.47.06.659 W072.14.17.429 N022.37.16.358 W072.21.58.095
 N022.50.41.881 W072.37.40.142 N024.28.60.000 W074.32.37.899
 N022.59.56.885 W076.00.00.330 N023.59.48.124 W075.59.59.419
 N023.59.48.124 W075.59.59.419 N025.16.09.996 W075.59.59.665
 N023.59.48.124 W075.59.59.419 N026.59.59.987 W076.00.00.008
 N024.00.00.000 W078.00.00.000 N022.35.17.652 W076.00.00.006
 N024.05.01.137 W078.07.35.113 N024.00.00.000 W078.00.00.000
 N024.28.59.997 W074.32.37.900 N025.16.09.996 W075.59.59.665
 N024.52.60.000 W077.44.30.000 N024.05.01.137 W078.07.35.113
 N024.52.60.000 W077.44.30.000 N025.37.60.000 W077.48.50.000
 N025.00.00.000 W072.33.07.408 N025.00.00.000 W068.29.33.000
 N025.00.00.000 W072.33.07.408 N025.00.00.000 W073.12.00.000
 N025.16.09.996 W075.59.59.665 N026.59.59.987 W076.00.00.008
 N025.37.60.000 W077.48.50.000 N026.00.00.000 W078.30.30.000
 N026.00.00.000 W078.30.30.000 N026.07.01.000 W078.38.06.000
 N026.07.01.000 W078.38.06.000 N026.30.00.016 W078.35.59.989
 N026.30.00.016 W078.35.59.989 N026.59.59.987 W078.19.11.385
 N026.59.59.987 W076.00.00.008 N026.59.59.987 W078.19.11.385
 N027.27.59.999 W078.03.30.000 N026.59.59.987 W078.19.11.385
 N027.27.59.999 W077.00.00.000 N027.27.59.999 W078.03.30.000
 N027.27.59.999 W077.00.00.001 N028.11.10.800 W076.22.33.600
 N027.49.59.999 W074.49.59.999 N025.00.00.000 W073.12.00.000
 N027.49.59.999 W076.15.52.000 N028.11.10.800 W076.22.33.600
 N027.49.59.999 W074.49.59.999 N027.49.59.999 W076.15.52.000

Appendix D - Cibao Approach Sector



Appendix E - ZMO/Nassau Airspace

