

Letter of Agreement

by and between Havana FIR and KingstonFIR

- 1. SUBJECT:** Procedures for coordinating traffic flows between Havana FIR and Kingston FIR.
- 2. PURPOSE:** This document establishes the coordination and operational procedures to be applied by Kingston FIR and Havana FIR, with respect to aircraft crossing the common FIR/CTA boundary. These procedures are complementary to the ICAO, VATSIM and VATCAR standards and recommended practices.
- 3. CANCELLATION:** This Letter of Agreement cancels any pre-existing LOA between MUHA and MKJK and shall become the agreement in use on the effective date.
- 4. DISTRIBUTION:** VATCAR, and all air traffic personnel at Kingston FIR and Havana FIR.
- 5. GENERAL CONTROL**
 - 5.1. The clearance limit shall be the destination airport unless otherwise coordinated.
 - 5.2. The Transfer of Control Point (TCP) is considered to be the common airspace boundary. Controllers shall not issue changes of altitude or heading prior to crossing the common airspace boundary, unless previous coordination has taken place.
 - 5.3. Interfacility coordination may be accomplished through private message, ATC messages, Discord, TeamSpeak or similar.
 - 5.4. Controllers shall clear aircraft scratchpads prior to initiating a radar handoff. Controllers shall not use the scratchpad to forward route information-- this must be accomplished by updating the tag, flight plan route, or through manual coordination.
 - 5.5. Kingston FIR and Havana FIR shall assign transponder codes allocated under the regional SSR allocation plan and use discrete SSR codes previously assigned to aircraft entering their FIR/CTA.
 - 5.6. 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 stated in the aircraft tag.
 - 5.7. 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 common airspace boundary. The transfer of control and communications shall be completed before the aircraft crosses the common airspace boundary.

- 5.7.1. Prior to initiating a radar handoff, the transferring controller shall ensure that any changes to the assigned routing occurring at or after the common boundary are reflected in the aircraft's flight plan.
- 5.7.2. 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.
- 5.7.3. If aircraft are requesting a different altitude than the altitude currently assigned, then the assigned altitude shall be entered in the data tag as a temporary altitude, and the flight plan shall reflect the requested altitude.
- 5.8. Kingston FIR and Havana FIR shall issue routes and altitudes in accordance with Tables 2 and 3, issuing routings in the following order of preference: RNAV STAR, Conventional STAR, NAVAID routing.

Table 1.

MUFH - MKJK BOUNDARY			
Fix	MUFH TO MKJK	MKJK TO MUFH	Fix
LACET	ODD	EVEN	LACET
ATUVI	ODD	EVEN	ATUVI
RIKEL	Northbound ONLY	EVEN	RIKEL
LEPON	ODD	Southbound ONLY	LEPON
KANEX	ODD	EVEN	KANEX
LESOM	ODD	EVEN	LESOM
KATAL	ODD	EVEN	KATAL
GAXER	ODD	EVEN	GAXER
NIBEO	ODD	Southbound ONLY	NIBEO
PUTUL	ODD	Southbound ONLY	PUTUL
EPSIM	Northbound ONLY	EVEN	EPSIM
ULDAR	ODD	EVEN	ULDAR
EMABU	ODD	Southbound ONLY	EMABU
BEMOL	ODD	EVEN	BEMOL
RABAG	ODD	EVEN	RABAG
VIKRO	ODD	EVEN	VIKRO
DAVOL	ODD	EVEN	DAVOL
GELOG	ODD	EVEN	GELOG

Table 2.

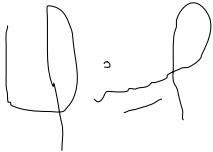
<u>Destination</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>	<u>Notes</u>
MUCU	RABAG [KOBIR STAR]	RABAG	AOB FL220	
	VIKRO [KOBIR STAR]	VIKRO	AOB FL220	
	GELOG [KAVON STAR]	GELOG	AOB FL320	
MUCL	LACET [ESTAS STAR]	LACET	AOB FL340	
	ATUVI DCT	ATUVI	AOB FL300	
	RIKEL G877 DEBOR [ESTAS STAR]			
	KATAL UG442 UDNET [ESTAS STAR]			

Table 3.

<u>Destination</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>	<u>Notes</u>
MKJS	NIBEO UL341 ENARI [LENAR/OMAXI]	NIBEO	FL290	
	PUTUL G430 SEKAM [LENAR/OMAXI]	PUTUL	FL290	
	ULDAR R625 TILUP [LENAR/OMAXI]	ULDAR	FL210	
	RABAG	RABAG	FL290	East ops →
	RABAG	RABAG	FL210	← West ops
MKJP	EMABU UA301 SAVEM [KEYNO/ELSER]	EMABU	FL290	
	BEMOL UL417 RADOK [KEYNO/ELSER]	BEMOL	FL290	
	VIKRO			
	DAVOL			
MWCR	LACET DCT	LACET	11,000FT	MWCR QNH
	ATUVI DCT	ATUVI	11,000FT	
	KANEX DCT	KANEX	11,000FT	
MWCB	LESOM DCT	LESOM	6,000FT	MWCB QNH
	KATAL DCT	KATAL	6,000FT	

A handwritten signature in black ink, appearing to read 'N Carro', with a stylized, cursive script.

Njeri Carro
Air Traffic Manager, VATSIM Kingston FIR

A handwritten signature in black ink, appearing to read 'M Armas Jr', with a stylized, cursive script.

Miguel Armas Jr
Air Traffic Manager, VATSIM Havana FIR

A handwritten signature in black ink, appearing to read 'EJ Davis', with a stylized, cursive script.

EJ Davis
VATCAR Division Director

Date of Signing: 20 OCT 2021