

OPERATIONAL LETTER OF AGREEMENT

BETWEEN

KINGSTON FIR & HAVANA FIR



1. SUBJECT: PROCEDURES RELATING TO THE COORDINATION OF AIR TRAFFIC BETWEEN KINGSTON FIR AND HAVANA 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 as described in the ENR section of the appropriate AIPs. These procedures are complementary to the ICAO, VATSIM and VATCAR Standards and Recommended Practice.

3. EFFECTIVE DATE: 0001 UTC 09 November 2017.

4. DISTRIBUTION: VATCAR; all air traffic personnel at Kingston FIR, all air traffic personnel at Havana FIR.

5. GENERAL:

5.1 Controller's client automatic function will be used as the primary means for the transmission of flight plans.

5.2 The text message/chat function will be used as the primary means of communication for coordination of air traffic.

5.3 MKJK_CTR will provide air traffic control services for the Cayman Islands TMA during such periods when MWCR_APP is offline.

5.4 The clearance limit will be the destination airport unless otherwise coordinated.

6. CONTROL PROCEDURES:

6.1 Normal Operations and High Density Operations Procedures (HDO).

6.1.1 During periods of high traffic volume (ie. Fly-Ins, Holidays, Hurricane) High Density Operations (HDO) Procedures will be activated. This will be done through email coordination if HDO conditions are anticipated, or text message/chat if spontaneous high traffic volume occurs.

6.1.2 Normal Operations Procedures will apply at all other times.

6.2 Coordination and Transfer of Control Points (TCPs):

6.2.1 The Coordination and Transfer of Control Points (TCPs) between Kingston ACC and Havana ACC will be as follows:

A/UA301 – TOTON
L/UL417 – BEMOL
B/UB767 - KANEX
G/UG430 - PUTUL
G/UG437 - GONIS
G/UG442 - KATAL
G/UG448 + UL674- ATUVI
G/UG629 - RABAG
G/UG877 - RIKEL
R/UR625 – MATOS
L/UL347+ B/UB503 – VIKRO
UL599 – DAVOL Ok
UL780 - GAXER Ok
UL795 + UL210 – GELOG

Fixes added

Z/UZ465 - LEPON
UM330 - ILAMU
M/UM765 + L/UL341 – NIBEO
L/UL347 + B/UB503 – VIKRO

Note: UL210 only Northbound, & A/UA301 only southbound until TOTON.

6.2.2 For flights inbound/outbound from MUGM, the TCP is ERICC.

6.2.3 For aircraft crossing the common boundary on direct routes, the coordinates of the boundary crossing point will be used as the Coordination and Transfer of Control Points.

7. NORMAL OPERATIONS

7.1 Coordination Procedures

7.1.1 For flights inbound to Jamaican airports, Havana ACC will hand off control to Kingston ACC no later than 20 miles North of the common boundary, with altitude clearance of FL290 or higher, unless otherwise

coordinated.

7.1.2 For overflights, Havana ACC will hand off control to Kingston ACC when appropriate, but no later than the common boundary.

7.1.3 For flights inbound to MUCL, MUMZ, MUCU, MUGM and MUHG Kingston ACC will hand off control to Havana ACC no later than 20 miles South of the common boundary with altitude clearance of FL290 or below, unless otherwise coordinated.

7.1.4 Kingston ACC may issue direct routing to any VOR, NDB or Waypoint in Havana FIR. Such clearance will be set into the scratchpad of the flight data tag.

7.1.5 Havana ACC may issue direct routing to any VOR, NDB or Waypoint in Kingston FIR. Such clearance will be set into the scratchpad of the flight data tag.

7.1.6 Havana ACC will be responsible for ensuring separation of converging traffic being transferred to Kingston ACC at Transfer of Control Points:

- a) TOTON and MATOS
- b) TOTON and BEMOL
- c) BEMOL, VIKRO and RABAG

7.1.7 Kingston ACC will be responsible for ensuring separation of converging traffic being transferred to Havana ACC at Transfer of Control Points:

- a) MATOS, BEMOL and VIKRO

7.1.8 Kingston ACC will not send traffic to Havana ACC via TOTON

7.2 Radar Transfer

7.2.1 Radar Transfer is the preferred method for coordinating traffic.

7.3 Estimates

7.3.1 Kingston ACC and Havana ACC will exchange estimate information on flight operations crossing the common boundary, **only on request of the controller receiving the Aircraft if deemed necessary.**

Aircraft position estimates for TCPs will be conveyed through the text message feature. They will contain Callsign, AC Type, SSR Code, TCP, FL or Altitude and ETA. This requirement will be waived when HDO is in place.

8. HIGH DENSITY OPERATIONS (HDO)

8.1 Coordination Procedures inbound / outbound MKJS (SANGSTER)

8.1.1 Havana ACC will clear all inbound arrivals via NIBEO, MATOS and RABAG only. No flights via PUTUL will be accepted.

8.1.2 JET Aircraft will cross NIBEO & RABAG at FL290 and speed 300KIAS with 10nm in-trail separation between arrivals.

8.1.3 PROP Aircraft will cross NIBEO & RABAG at 13,000 feet on MKJS QNH and speed 250KIAS with 10nm in-trail separation between arrivals.

8.1.4 JET Aircraft will cross MATOS at FL210 and speed 300KIAS with 10nm in-trail separation between arrivals.

8.1.5 PROP Aircraft will cross MATOS at 13,000 feet on MKJS QNH and speed 250KIAS with 10nm in-trail separation between arrivals.

8.1.6 Havana ACC will hand off control to Kingston ACC no later than 20 miles North of the common boundary

8.1.7 Kingston ACC will clear all outbound departures via PUTUL or MATOS only. No flights via NIBEO will be accepted.

8.1.8 Aircraft will cross PUTUL at /or climbing to final cruise level with 10nm separation between departures.

8.1.9 Aircraft will cross MATOS at FL200 or below with 10nm separation between departures.

8.2 Coordination Procedures inbound / outbound MKJP (MANLEY)

8.2.1 Havana ACC will clear all inbound arrivals via TOTON or BEMOL only. No flights via VIKRO will be accepted.

8.2.2 JET Aircraft will cross TOTON/BEMOL at FL290 and speed 300KIAS with 10nm in-trail separation between arrivals.

8.2.3 PROP Aircraft will cross TOTON/BEMOL at 13,000 feet on MKJP QNH, speed 250 KIAS, 10nm in-trail separation between arrivals.

8.2.4 Havana ACC will hand off control to Kingston ACC no later than 20 miles North of the common boundary.

8.2.5 Kingston ACC will clear all outbound departures via VIKRO only and after, DCT UNV VOR.

No flights via TOTON/BEMOL will be accepted.

8.2.6 Aircraft will cross VIKRO at /or climbing to final cruise level with 10nm separation between departures.

8.3 Coordination Procedures inbound / outbound MWCR (ROBERTS)

8.3.1 Havana ACC will clear all inbound arrivals via ATUVI or KANEX only.

No flights via RIKEL will be accepted.

8.3.2 JET Aircraft will cross ATUVI or KANEX at 11,000 feet on MWCR QNH, speed 250KIAS, 10nm in-trail separation between arrivals.

8.3.3 PROP Aircraft will cross ATUVI or KANEX at 9,000 feet on MKJP QNH, speed 210KIAS, 10nm in-trail separation between arrivals.

8.3.4 Havana ACC will hand off control to MWCR_APP no later than 10 miles North of the common boundary

8.3.5 MWCR_APP will clear all outbound departures via RIKEL only. No flights via KANEX or ATUVI will be accepted.

8.3.6 Aircraft will cross RIKEL at /or climbing to final cruise level with 10nm separation between departures.

9. Assignment of SSR Codes

9.1 Havana ACC and Kingston ACC shall assign transponder codes allocated under the regional SSR allocation plan and use discrete SSR codes previously assigned to aircraft entering their FIR/CTA.

9.2 If SSR codes conflict, the receiving facility will provide the transferring facility with a different SSR code.

9.3 Kingston ACC or Cayman TMA MWCR (ROBERTS) will assign transponders code to all traffic departing Cayman TMA and entering Havana FIR among the range of 3150 to 3177 that belong to HAVANA FIR assignment codes.

10. Separation

10.1 Vertical

10.1.1 Air traffic transiting the common boundary of Havana/Kingston FIR/CTAs will be assigned the westbound hemispheric levels (in accordance with ICAO Annex 2, Appendix 3, Paragraph a) when northbound, and eastbound hemispheric levels when southbound.

Example:

Track 090 to 269 degrees - ODD LEVELS (FL310, FL330, FL350 etc.)

Track 270 to 089 degrees - EVEN LEVELS (FL300, FL320, FL340 etc.)

10.1.2 The following minimum vertical separation between aircraft shall be applied:

Below FL290 - 1000ft

Between FL290 and FL410 (RVSM Approved Aircraft) - 1000ft

Between FL290 and FL410 (Non RVSM Approved Aircraft) - 2000ft

Above FL410 - 2000ft

10.2 Longitudinal

10.2.1 The minimum longitudinal separation applied between aircraft shall be 10nm.

CHANGE LOG

A/UA301 – TOTON add low airway A
~~UA511 – LESOM~~ eliminated
L/UL417 – BEMOL change airway
B/UB767 - KANEX add low airway B
G/UG430 - PUTUL add low airway G
G/UG437 - GONIS add low airway G
G/UG442 - KATAL add low airway G
G/UG448 + UL674- ATUVI add low airway G + high airway UL674
G/UG629 - RABAG add low airway G
G/UG877 - RIKEL add low airway G
R/UR625 – MATOS add low airway R
L/UL347+ B/UB503 – VIKRO add low airway L + H & L airway 503
~~UL417 – PULKA~~ eliminated
UL599 – DAVOL Ok
UL780 - GAXER Ok
UL795 + **UL210** – GELOG add high airway UL210

Fixes added

Z/UZ465 - LEPON
UM330 - ILAMU
M/UM765 + L/UL341 – NIBEO
L/UL347 + B/UB503 – VIKRO

7.1.6 Havana ACC will be responsible for ensuring separation of converging traffic being transferred to Kingston ACC at Transfer of Control Points:

- a) TOTON and MATOS
- b) TOTON and BEMOL
- c) BEMOL, ~~PULKA~~ add **VIKRO** and RABAG

7.1.7 Kingston ACC will be responsible for ensuring separation of converging traffic being transferred to Havana ACC at Transfer of Control Points:

- a) MATOS, BEMOL and ~~PULKA~~ add **VIKRO**

8.1.1 Havana ACC will clear all inbound arrivals via **GONIS NIBEO**, MATOS and **RABAG** only. No flights via PUTUL will be accepted.

8.1.2 JET Aircraft will cross **GONIS NIBEO & RABAG** at FL290, and speed 300KIAS with 10nm in-trail separation between arrivals.

8.1.3 PROP Aircraft will cross **GONIS NIBEO & RABAG** at 13,000 feet on MKJS QNH, and speed 250KIAS with 10nm in-trail separation between arrivals.

8.1.7 Kingston ACC will clear all outbound departures via PUTUL or MATOS only. No flights via **GONIS NIBEO** will be accepted.

8.2.1 Havana ACC will clear all inbound arrivals via TOTON or BEMOL only. No flights via **PULKA VIKRO** will be accepted.

8.2.5 Kingston ACC will clear all outbound departures via **PULKA VIKRO** only and after, **DCT UNV VOR**.

8.2.6 Aircraft will cross **PULKA VIKRO** at /or climbing to final cruise level with 10nm separation between departures.

9.3 Kingston ACC or Cayman TMA MWCR (ROBERTS) will assign transponders code to all traffic departing Cayman TMA and entering Havana FIR among the range of 3150 to 3177 that belong to HAVANA FIR assignment codes.

A handwritten signature in blue ink on a light blue background. The signature is stylized and appears to read 'Njeri Carroo'.

Representative for Kingston ACC: Njeri Carroo - Air Traffic Manager

Miguel A. Cayarga

Representative for Havana ACC: Miguel Armas Cayarga - Air Traffic Manager