


**OPERATIONAL LETTER OF AGREEMENT BETWEEN
SANTO DOMINGO ACC (MDCS)
AND
MIAMI ARTCC (KZMA)**

**SUBJECT: PROCEDURES RELATING TO THE COORDINATION AND CONTROL
OF AIR TRAFFIC BETWEEN MIAMI ARTCC (KZMA) AND SANTO
DOMINGO ACC (MDCS).**

1. **PURPOSE.** This agreement establishes the procedures to be followed by Miami ARTCC (KZMA) and Santo Domingo ACC (MDCS) for all air traffic operations under instrument flight rules (IFR) that cross the KZMA and MDCS common CTA/FIR boundary. These procedures are supplementary to the standards and recommended practices described in the International Civil Aviation Organization (ICAO) Annexes, FAA national directives, and Dominican Republic national directives as appropriate.
2. **CANCELLATION.** This agreement updates and supersedes the Operational Letter of Agreement between Santo Domingo ACC and Miami ARTCC dated December 3, 2008.
3. **EFFECTIVE DATE:** August 30, 2011 at 1000UTC
4. **PROCEDURES**
 - 4.1 KZMA and MDCS must ensure that air traffic is established on published routes (ATS, GPS or LOA) from their respective AIPs and navigation charts, prior to crossing the common CTA/FIR boundary (See Attachment #1), unless otherwise coordinated.
 - 4.2 Transfer of Control Point (TCP) must be a common CTA/FIR boundary fix for traffic entering MDCS / KZMA, unless otherwise coordinated.
 - 4.3 MDCS must inform KZMA when Cibao Approach is operating. (See attachment #3)


 - 4.3.1 When Cibao Approach is operating, KZMA must coordinate flight plan information for traffic that affects Cibao TMA, at or below FL190 via the MEVA 2604 line.
 - 4.3.2 For radar handoffs, point outs and APREQ's (Approval Request) use MDCS/KZMA 24 shout line, stating "Cibao Approach" for identification purposes.
 - 4.3.3 KZMA must transfer communication using frequency 119.0 MHZ to aircraft entering Cibao TMA.
 - 4.4 KZMA and/or MDCS must coordinate appropriate Traffic Management Initiative (TMI) prior to implementation.

5. **RADAR**

- 5.1 Radar procedures between KZMA and MDCS must be utilized from 1130UTC until 0400UTC unless otherwise coordinated.
- 5.2 For radar procedures at or above FL130 to be in effect, the Grand Turk and Santo Domingo radar systems must both be operational.
- 5.3 Radar procedures may be used below FL130 when the Grand Turk and Puerto Plata radar systems are both operational.
- 5.4 KZMA must provide a minimum of 10 NM separation, constant or increasing, on aircraft at the same altitude entering MDCS CTA/FIR.
- 5.5 A handoff must be effected on all aircraft at least 10 NM prior to the common boundary or TCP.
- 5.6 In the event a handoff cannot be completed, the transferring facility must ensure the aircraft remain at least 5NM from the receiving facility's airspace.
- 5.7 Transfer of communications must be accomplished prior to the common boundary or TCP.
- 5.8 Aircraft not transitioning the common CTA/FIR boundary must be kept at least 5NM from the common boundary unless otherwise coordinated.
- 5.9 When Grand Turk, Santo Domingo and Puerto Plata radars are fully operational, KZMA and MDCS must adhere to the *arrival fixes, departure fixes, restrictions, and instructions* as depicted in Attachment 4 MATRIX 1, unless otherwise coordinated.
- 5.10 KZMA and MDCS must notify each other and Port au Prince ACC of scheduled radar outages at least 72 hours in advance.

6. **NON RADAR OPERATIONS**

- 6.1 Longitudinal separation of aircraft entering the MDCS or KZMA CTA/FIR must be 10 minutes constant or increasing at the same altitude.
- 6.2 Transfer of communications of an aircraft must be made at least 3 minutes prior to the TCP.
- 6.3 In the event of a Grand Turk, Santo Domingo and Puerto Plata scheduled and/or unscheduled radar outage, KZMA and or MDCS must coordinate and obtain approval for contingency implementation of appropriate radar Out of Service (OTS) Matrix as follows:
 - A. Grand Turk (GTK) radar out of service and Santo Domingo (SDQ) and Puerto Plata (PTA) radars - operational: See Attachment 4 Matrix 2.
 - B. Santo Domingo (SDQ) radar out of service and Grand Turk (GTK) and Puerto Plata (PTA) radars - operational: See Attachment 4 Matrix 3.

7. FLIGHT LEVELS

7.1 ALLOCATION OF FLIGHT LEVELS

The allocation of flight levels will be as follows:

Transfer of Control Point	Southbound	Northbound
MALVN	ODD	N/A
JUELE	N/A	EVEN
SEKAR	ODD	EVEN
BESAS	*	EVEN
POKEG	EVEN	ODD
ASIVO	ODD	EVEN**

NOTE:

* Available southbound for odd flight levels with prior approval.

** Northbound overflight traffic filed over ASIVO must enter ZMA airspace at even levels FL360 or above.

8. EXCEPTIONS and HANDLING WITHIN RVSM EXCLUSIONARY AIRSPACE

- 8.1 **DOD** - US Military aircraft, including all DOD certified aircraft operated by NASA and the U.S. Government.
- 8.2 **Lifeguard** - those missions of an urgent medical nature and to be utilized only for that portion of the flight requiring expeditious handling. Examples of “urgent nature” would include the first call to an accident scene, carrying patients, organ donors, organs, or other urgently needed lifesaving medical material.
- 8.3 **Foreign State aircraft** - those aircraft used for transporting a head of state and those military aircraft associated with international agreements.
- 8.4 **Manufacturer development or certification flights** - new production aircraft in the certification and/or development phase that have not received RVSM approval status.

9. COORDINATION/FLIGHT PROCEDURES

- 9.1 MALVN, JUELE, SEKAR, BESAS, POKEG, and ASIVO must be used as the primary coordination points for all IFR air traffic.
- 9.2 IFR traffic must be coordinated with the receiving facility 10 minutes prior to the Transfer of Control Point (TCP), except as follows:
 - 9.2.1 Turbojet aircraft departing MDPP, MDST and MDCY must be coordinated prior to departure.
- 9.3 During radar operations, revisions of 5 minutes or greater must be coordinated as soon as practical prior to entering KZMA/MDCS airspace.

- 9.4 Aircraft that file non-ZNY oceanic routes, must enter KZMA via **JUELE**.
- 9.5 KZMA must issue a route after JUELE, only to the next KZMA fix, to aircraft that require re-route over JUELE.

10. PREFERRED ROUTING:

- 10.1 Aircraft from MDCS CTA/FIR landing South Florida (KMIA, KFLI, KFXE, KOPF, KTMB, KBCT, KPBI) may be routed if requested, filed, a Traffic Management Initiative (TMI), or at MDCS discretion via **A636**.
- 10.2 Aircraft departing from airports in MDCS CTA/FIR must be cleared via JUELE, BESAS, POKEG or through Port au Prince FIR.
- 10.3 At the discretion of MDCS, and with Port au Prince concurrence, during a Traffic Management Initiative (TMI), or if aircraft file or request, KZMA **may** route overflight traffic thru MDCS airspace entering ZSU airspace via the following routes:

- A. Route 1 – RETAK W27 SGO W24 LRN W9 MELLA
- B. Route 2 – RETAK A636 KATOK

- 10.4 Aircraft that have been routed due to a TMI that fly through MDCS airspace and **do not** enter **ZSU** airspace must be routed via **A636 PTA** then an appropriate route to join the flight plan filed route, unless otherwise coordinated.

11. OVERFLIGHTS

- 11.1 **Northbound** overflights from MDCS CTA/FIR entering KZMA may be cleared via:

- A. JUELE, SEKAR, BESAS, POKEG or ASIVO (see Matrix 1)
- B. BESAS, ASIVO during Grand Turk and/or Santo Domingo radar outages.
(See Matrix 2, 3).

- 11.2 **Southbound** overflights from KZMA entering MDCS CTA/FIR may be cleared via:

- A. MALVN, SEKAR, POKEG, ASIVO (See Matrix 1)
- B. SEKAR during GTK and/or SDQ radar outages.(See Matrix 2, 3)

Note: for Matrix see attachment 4

12. CIRCUIT UTILIZATION

- 12.1 The MEVA dial line must be used primarily for passing Flight plan data and revisions for all IFR traffic.

- a) KZMA dial codes are as follows:
Sector 62, Grand Turk dial code: 1903.
Sector 43, Great Inagua dial code 1912.

- b) MDCS dial codes are as follows:
Santo Domingo ACC North Sector code: 2603
CIBAO TMA Sector code: 2604

12.2 The **MEVA** shout line must be used primarily for radar hand-offs, point-outs, and APREQ's.

12.3 In the event of the MEVA voice/dial circuit failure, both facilities must use non-radar procedures, as prescribed in Paragraph 6.1 and 6.2 and coordination must be effected via:

- a) Commercial telephone:
 - i. For MDCS ACC: 1-809-549-0706 or 1-809-549-1628,
 - ii. For ARTCC: 1-305-716-1730 or 1-305-716-1786.
- b) The AFTN circuit,
- c) Through a pilot relay,
- d) Or through an adjacent facility with existing voice capability.

12.4 In the event of simultaneous failure of the means of communication mentioned in paragraph 12.3 and coordination cannot be achieved, the following must apply:

- a) KZMA and MDCS must clear aircraft to the common boundary fix and transfer communication to the receiving facility at least 5 minutes prior to the estimated boundary crossing time.
- b)
- c) If Cibao Approach is operating, KZMA and Cibao Approach must clear aircraft to the common boundary fix and transfer communication to the receiving facility at least 5 minutes prior to the estimated boundary crossing time.

12.5 Non-critical coordination or general information phone numbers and fax machines are as follows:

Miami Center

Miami Ocean Operational Area	305-716-1786
GTK Sector DATA	305-716-1730
Operations Manager	305-716-1588 Fax x 1511
Airspace Office	305/716-1547 Fax x1590
Facility Manager	305-716-1500
Traffic Management Unit	305-716-1736
Safety Manager	305-716-1535

Santo Domingo

Santo Domingo ACC	809-549-1310 ext.350/351/352/353/354/455
ATS Section Manager	809-274-4322 ext. 2297
ATM Division Manger	809-274-4322 ext. 2103
QA Manager	809-274-4322 ext. 2298
Supervisor	809-549-1310 ext. 349 Fax 809-549-0770
ACC North Sector	809-549-0706
Las Americas Tower	809-549-2037
Puerto Plata PTA Tower	809-589-0028 Fax 809-586-0203
Puerto Plata PTA Tower MANAGER	809-586-1992
Santiago SGO Tower	809-274-9320, 809-275-8070/1 Fax 809-233-8158
La Romana LRN Tower	809-813-9304/05 Fax 809-689-1548
Punta Cana APP	809-689-7317 Fax 809-688-5779
Punta Cana Tower	809-685-3935
CIBAO TMA	809-549-1310 x353 or 809-549-1628
Curacao Area Control Center	01159998393528

FAA Air Traffic Control System Command Center

International Desk	540-422-4158
--------------------	--------------

13. FLIGHT PLANS AND ATS MESSAGES

- 13.1 All flight plans must be transmitted via AFTN so as to reach the receiving facility at least 45 minutes prior to the time the aircraft is estimated to enter the airspace of the receiving facility.
- 13.2 It is agreed to utilize ATS message formats prescribed by ICAO DOC 4444/ATM/501 that comply with the coordination procedures between the signatories of this Letter of Agreement.
- 13.3 Changes to the aircraft route of flight less than 20 minutes from the common boundary must be coordinated verbally with the receiving controller/facility.

14 ATC ZERO CONTINGENCY PLANS:

- 14.1 In support of an ATC ZERO declaration by KZMA or MDCS, the support facility will issue appropriate routes, restrictions, frequencies and instructions as stated in Attachment # 5.

15. SAFETY

- 15.1 KZMA and MDCS agree to promote and encourage a "Safety First Culture". KZMA and MDCS also agree to pursue and share concepts that facilitate the exchange of data regarding operational incidents and other pertinent safety information. The sharing of this data will promote a collaborative approach to Safety Risk Management.

- 15.2 KZMA and MDCS will identify points of contact (POC) within their respective facilities, as the Safety POC. The POC for KZMA is the Support Manager for Safety, and the POC for MDCS is the Quality Assurance Manager. These POCs must ensure that when an incident occurs, proper incident investigation and data analysis is conducted so as to further promote the “Safety First Culture.”

16. MISCELLANEOUS

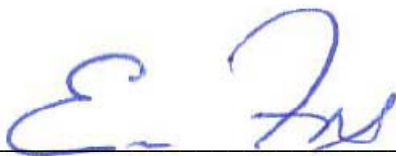
- 16.1 There must be no deviations from these procedures unless prior coordination is effected which completely defines the responsibility in each case.
- 16.2 When additional spacing is needed, KZMA or MDCS may implement in-trail spacing restrictions.
- 16.3 In the event of a radio failure, pilots should be advised to monitor 121.5/243.0 MHz for emergency transmissions.
- 16.4 Routes and restrictions in any MATRIX that refer to RETAK or A636 have been coordinated with and approved by PAP.

17. REVISIONS

- 17.1 For any matter that might make it advisable to change this Agreement, the interested facility must propose the revision.

18. DISSEMINATION

- 18.1 The dissemination of this document and of its subsequent modifications will be made in full no less than 30 days prior to the effective date, and furthermore, the facilities will include in their respective AIP, Section RAC, and those parts of interest to air operations.

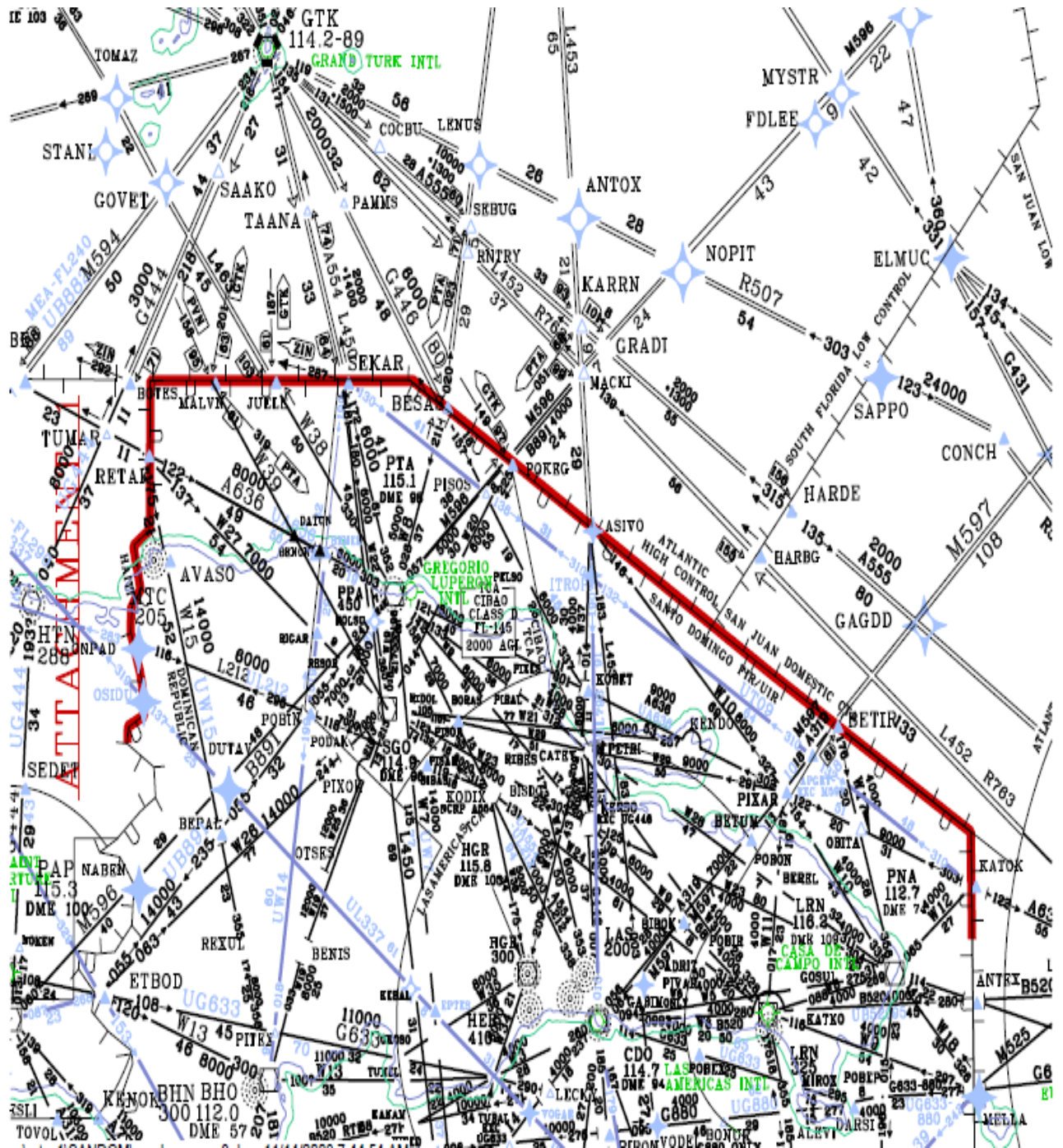


Miami ARTCC
Eric Fox
Air Traffic Manager



Santo Domingo ACC
Julio C. Mejía Alcántra
ATM Division Manager

Attachment #1



Attachment #2
Preferred Routing outside ZMA/SDQ

Non-Oceanic – Routes - Airports:(Route after ZIN)

TO JFK: NUCAR AR3 PANAL DIW WETRO CEBEE SWL J121 SIE JFK

TO ATL: ISAAC OMN CRG ATL

TO EWR: NUCAR AR3 CLB ILM J109 FAK EWR

TO PHL: NUCAR AR3 PANAL DIW WETRO CEBEE SWL RADD S PHL

TO BOS: NUCAR AR3 CLB ILM VEMPR SBY J77 JFK BOS

TO ORD: NUCAR AR3 OLDEY AR4 CHS SPA HNV FLM J24 BIGXX MZZ O

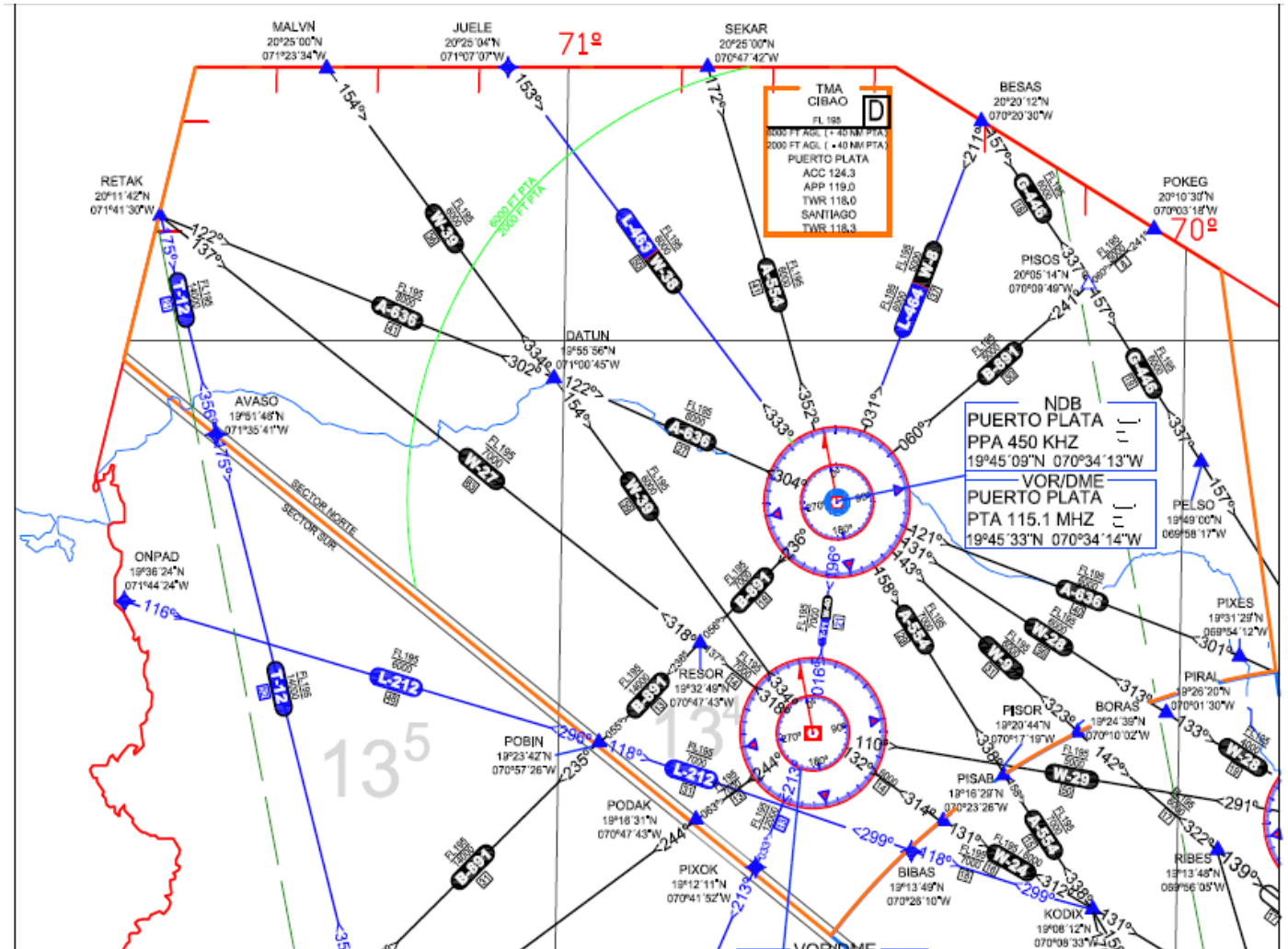
TO CLT: NUCAR AR3 OLDEY CHS CLT

TO DFW: HODGY CIGAR Q102 BLVNS AEX DFW

TO MCO: FLL BAIRN MCO

Den
8

Attachment # 3



Attachment #4

ARRIVAL GATES TO SDQ FROM ZMA

GTK/SDQ/PTA/PNA Radars Operational – Matrix 1 (Page 1 of 2)

Destination	Fix	Status	Route	Flight Levels & Restrictions	Comments
MDST	RETAK**	Open	ALBEE A636 RETAK	At Odd FL	1) Includes Southbound Overflights at Odd FL. * See Para. 10.3 & 10.4 for routes to ZSU and south of SDQ. ** RETAK used as a PAP/SDQ arrival gate.
MDPP				At Odd FL	
MDPC				At Odd FL	
MDSD/MDSI				At Odd FL	
MDJB				At Odd FL	
MDLR				At Odd FL	
MDCY				At Odd FL	
MDST	MALVN	Open		At FL190	1) Includes Southbound Overflights at Odd FL.
MDPP				At FL150	
MDSD/MDSI				At Odd FL	
MDJB				At Odd FL	
	JUELE	Closed			
MDST	SEKAR	Open		At FL150 or lowest Odd FL above FL150	1) Includes Southbound Overflights at Odd FL.
MDPP				At FL130 or lowest Odd FL above FL130	
MDSD/MDSI				At Odd FL	
MDJB				At Odd FL	
	BESAS	See Comments		At coordinated Odd FL	Gate is available with Prior Coordination.
MDST	POKEG	Open		At FL120 or lowest Even FL above FL120	1) Includes Southbound Overflights at Even FL.
MDPP				At FL120 or lowest Even FL above FL120	
MDPC	ASIVO	Open		At FL270 or Odd FL above FL270	1) Includes Southbound Overflights at Odd FL.
MDLR				At FL270 or Odd FL above FL270	
MDCY				At FL150 or Odd FL above FL150	
MDSD/MDSI				At Odd FL	
MDJB				At Odd FL	

should be Origin

DEPARTURE GATES FROM SDQ TO ZMA

GTK/SDQ/PTA/PNA Radars Operational – Matrix 1 (Page 2 of 2)

Destination	Fix	Status	Route	Flight Levels & Restrictions	Comments
MDST	RETAK*	Open	A636 ALBBE	At Even FL	1) Includes Northbound Overflights at Even FL. 2) Includes aircraft that are non-ZNY oceanic routes. * RETAK used as a PAP/SDQ departure gate.
MDPP				At Even FL	
MDPC				At Even FL	
MDSD/MDSI				At Even FL	
MDJB				At Even FL	
MDLR				At Even FL	
MDCY				At Even FL	
	MALVN	Closed			
MDST	JUELE	Open		At Even FL	1) Includes Northbound Overflights at Even FL. 2) Includes aircraft that are non-ZNY oceanic routes.
MDPP				At Even FL	
MDPC				At Even FL	
MDSD/MDSI				At Even FL	
MDJB				At Even FL	
MDLR				At Even FL	
MDCY				At Even FL	
	SEKAR	See Comments		At Even FL	Available for Northbound Overflights at Even FL – ONLY.
MDST	BESAS	Open		At Even FL	1) Includes Northbound Overflights at Even FL.
MDPP				At Even FL	
MDPC				At Even FL	
MDSD/MDSI				At Even FL	
MDJB				At Even FL	
MDLR				At Even FL	
MDCY				At Even FL	
MDST	POKEG	Open		At Odd FL	1) Includes Northbound Overflights at Odd FL.
MDPP				At Odd FL	
MDPC	ASIVO	Open		At Even FL	1) Includes Northbound Overflights at or above FL360.
MDLR				At Even FL	
MDCY				At Even FL	
MDSD/MDSI				At Even FL	

ARRIVAL GATES TO SDQ FROM ZMA

GTK Radar Out of Service - SDQ/PTA/PNA Radars Operational – Matrix 2 (Page 1 of 2)

Destination	Fix	Status	Route	Flight Levels & Restrictions	Comments
MDST	RETAK**	Open		At Odd FL	1) Includes Southbound Overflights at Odd FL. * See Para. 10.3 & 10.4 for routes to ZSU and south of SDQ. ** RETAK used as a PAP/SDQ arrival gate.
MDPP				At Odd FL	
MDPC				At Odd FL	
MDSD/MDSI				At Odd FL	
MDJB				At Odd FL	
MDLR				At Odd FL	
MDCY				At Odd FL	
	MALVN	Closed			
	JUELE	Closed			
MDST	SEKAR	Open		At FL150 or lowest Odd FL above FL150	1) Includes Southbound Overflights at Odd FL.
MDPP				At FL130 or lowest Odd FL above FL130	
MDPC				At Odd FL	
MDSD/MDSI				At Odd FL	
MDJB				At Odd FL	
MDLR				At Odd FL	
MDCY				At FL190 or next highest Odd FL above FL190	
	BESAS	Closed			
	POKEG	Closed			
	ASIVO	Closed			

10/23/20
sk

DEPARTURE GATES FROM SDQ TO ZMA

GTK Radar Out of Service - SDQ/PTA/PNA Radars Operational – Matrix 2 (Page 2 of 2)

Destination	Fix	Status	Route	Flight Levels & Restrictions	Comments
MDST	RETAK*	Open	1) To Miami Terminal Airports: FLIPR	At Even FL	1) Includes Northbound Overflights at Even FL. 2) Includes aircraft that are non-ZNY oceanic routes. 3) Aircraft from MDCS landing South Florida airports: (KMIA, KFLI, KFXE, KOPF, KTMB, KBCT, KPBI) shall be cleared A636 ZIN See Attachment 2 for additional routes for major destination. * RETAK used as a PAP/SDQ departure gate.
MDPP			FLIPR STAR or	At Even FL	
MDPC			JUNUR FOWEE	At Even FL	
MDSD/MDSI			STAR.	At Even FL	
MDJB			2) To FLL Terminal Airports: CAREY	At Even FL	
MDLR			DEKAL or WAVUN	At Even FL	
MDCY			STAR or DEKAL	At Even FL	
			3) To PBI Terminal Airports: ISAAC	At Even FL	
			BR54V MRLIN		
	MALVN	Closed			
	JUELE	Closed			
	SEKAR	Closed			
MDST	BESAS	Open	G446 GTK	Restricted to no higher than FL180	1) For aircraft with PROVO destinations
MDPP					
MDPC					
MDSD/MDSI					
MDJB					
MDLR					
MDCY					
MDST	POKEG	Open	B891 MACKI L453	At Odd FL	1) Traffic filing ZNY Oceanic Routes. Note: B891 and M596 closed to European destinations; Reroute via M597.
MDPP				At Odd FL	
MDPC	ASIVO	Open	ASIVO L453	At Even FL	1) Includes Northbound Overflights at Even FL. 2) Traffic filing ZNY Oceanic Routes.
MDLR				At Even FL	
MDCY				At Even FL	
MDSD/MDSI				At Even FL	

ARRIVAL GATES TO SDQ FROM ZMA

SDQ Radar Out of Service - GTK/PTA/PNA Radars Operational – Matrix 3 (Page 1 of 2)

Destination	Fix	Status	Route	Flight Levels & Restrictions	Comments
MDST	RETAK**	Open	W27	At Odd FL	1) Includes Southbound Overflights at Odd FL. * See Para. 10.3 & 10.4 for routes to ZSU and south of SDQ. ** RETAK used as a PAP/SDQ arrival gate.
MDPP			A636	At Odd FL	
MDPC			A636 PXR W10	At Odd FL	
MDSD/MDSI			W27 SGO W24 KODIX A554	At Odd FL	
MDJB			W27 SGO W24 KODIX W36	At Odd FL	
MDLR			W27 SGO W24 KODIX A554 CDO W6	At Odd FL	
MDCY			A636 KOBET DCT DCY	At Odd FL	
	MALVN	Closed			
	JUELE	Closed			
MDST	SEKAR	Open	A554 PTA T11	At FL150 or lowest Odd FL above FL150	1) Includes Southbound Overflights at Odd FL.
MDPP			A554	At FL130 or lowest Odd FL above FL130	
MDSD/MDSI			A554	At Odd FL	
MDJB			A554 KODIX W36	At Odd FL	
	BESAS	Closed			
	POKEG	Closed			1) B891 – M596 CLOSED Southwestbound
MDCY	ASIVO	Open	W37	At FL150 or next Odd FL below FL150	
MDPC			W10	At FL270 or lowest Odd FL above FL270	
MDLR			W10 PIXAR W11	At FL250 or next Odd FL below FL250	

DEPARTURE GATES FROM SDQ TO ZMA

SDQ Radar Out of Service - GTK/PTA/PNA Radars Operational – Matrix 3 (Page 2 of 2)

Destination	Fix	Status	Route	Flight Levels & Restrictions	Comments
MDST	RETAK*	Open	W27	At Even FL	1) Includes Northbound Overflights at Even FL. 2) Includes aircraft that file non-ZNY oceanic routes. * RETAK used as a PAP/SDQ departure gate.
MDPP			A636	At Even FL	
MDPC			W28 PTA A636	At Even FL	
MDSD/MDSI			G446 PTI W28 PTA A636	At Even FL	
MDJB			DCT CDO G446 PTI W28 PTA A636	At Even FL	
MDLR			W31 PTI W28 PTA A636	At Even FL	
MDCY			W37 KBE A636	At Even FL	
	MALVN	Closed			
	JUELE	Closed			
	SEKAR	Closed			
MDST	BESAS	Open	G446 GTK (See Comment 1)	At Even FL	1) For aircraft with PROVO destinations and all other departures. 2) Includes aircraft that file non-ZNY oceanic routes. 3) Includes Northbound Overflights at Even FL.
MDPP			W8	At Even FL	
MDPC			W28 PTI G446	At Even FL	
MDSD/MDSI			G446	At Even FL	
MDJB			DCT DCO G446	At Even FL	
MDLR			W31 PTI G446	At Even FL	
MDCY			W37 KBE G446	At Even FL	
MDST	POKEG	Open	T11 B891	At Odd FL	1) Traffic filing ZNY Oceanic Routes.
MDPP			B891	At Odd FL	
	ASIVO	Closed			

John
et

Attachment # 5

ATC ZERO PROCEDURES:

A. Classifications:

1. ATC Alert: A notification of possible degradation in ATC services.
2. ATC Zero: An event declared when it is determined that the facility, or significant portion thereof, is unable to safely provide air traffic services.

B. The Operational Contingency Plans (OCPs) will consist of routes, altitudes, restrictions and communications instructions. Appropriate non-radar separation must be ensured for aircraft entering and exiting the affected ATC ZERO facility.

C. When your facility is ATC Zero:

1. Management will advise the controllers when ATC Zero has been declared.
2. Stop arrivals/departures for your facility.
3. Stabilize the airspace as quickly as possible.
4. The affected facility will notify adjacent facilities and/or ATCSCC when stabilized and ready to utilize Contingency Plan Routes.
5. The support facilities will clear the aircraft onto the routes and altitudes through the ATC Zero airspace, and transfer communications to the receiving facility.
6. Follow the preplanned OCP procedures.

D. When you are a Support Facility and have been advised that an adjacent facility has declared ATC ZERO:

1. Stop traffic into ATC Zero facility.
2. Your facility management will coordinate with the ATC Zero facility and the other support facilities to determine when to implement the Operational Contingency Plan.
3. Follow the preplanned OCP procedures.

E. Affected Facility will advise adjacent support facilities when ATC Zero conditions are terminated and normal operations can resume.



Attachment # 5: OPERATIONAL CONTINGENCY PLAN (OCP) PROCEDURES

MDCS ATC ZERO Contingency Plan					
Overflights:					
Qualifier	Origin	Route	Destination	Altitude	Remarks
Northbound traffic into Santo Domingo FIR on UG446	Airports in South America overflying SDQ airspace.	...UG446 BESAS...	Points North	FL340	Contact ZMA on 126.45 at KOBET for further clearance.
Northwestbound traffic into Santo Domingo FIR on UA315	Airports in South America or other points south overflying SDQ airspace.	...UA315 PIGBI...	Points North	FL320	Contact Port au Prince 124.5 five minutes before PIGBI for further clearance.
Southeastbound traffic into Santo Domingo FIR on UA315	Points North	...PIGBI UA315...	Points South	FL290	Contact Curacao 127.1 five minutes before VESKA for further clearance.
Southbound traffic into Santo Domingo FIR on A554 **	Points North	...A554 PTA UW7 BEROX...	Points South	Cross SEKAR at FL350	Cross GABRA at FL 340. Contact Curacao 127.1 five minutes before BEROX for further clearance.
Arrivals into SDQ Airspace:					
Northbound traffic into Las Americas	Points South	...G446...	MDSD	Cross KARUM * at FL280	Cleared to AVRES. Descend to FL160, contact LAS APP 119.3 or LAS TWR 118.1 for further clearance
Eastbound traffic into Las Americas from Port au Prince airspace	Points West	...G633 OKOSO...	MDSD	Cross ETBOD * at FL130	Cleared to OKOSO and contact LAS APP 119.3 or LAS TWR 118.1 for further clearance.
Southeastbound traffic into Las Americas via UA554	Points North	...SEKAR UA554 CDO...	MDSD	Cross SEKAR * at FL280	Cleared to KODIX Descend to FL 150. Contact LAS APP 119.3 or LAS TWR 118.1 for further clearance
Southbound traffic into Punta Cana via W17	Points North	...BETIR W17 PNA...	MDPC	Cross BETIR * at FL240	Cleared to PNA Descend to FL140. Contact PNA APP 119.75 or PNA TWR 118.8 for further clearance
Southeastbound traffic into Punta Cana	Points North	Per ZSU request	MDPC	N/A	Reroute thru ZSU airspace over BETIR
Departures from SDQ Airspace:					
Northbound departures from MDSD	MDSD	...G446 BESAS...	Points North	FL300	Contact ZMA on 126.45 at KOBET for further clearance.
Southbound departures from MDSD	MDSD	...A554 POKAK...	Points South	FL270	Contact Curacao on 127.1 five minutes before POKAK for further clearance.
Westbound departures from MDSD	MDSD	...A319 POLUX UG880 DCR...	Points West	FL140	Contact Port au Prince on 124.5 five minutes before DCR for further clearance.
All departures from Punta Cana	MDPC	...W12 KATOK...	Any outside SDQ FIR	FL130	Contact ZSU on 118.75 after departure for further clearance.
Notes:					
There is no divestment of airspace.					
All aircraft entering SDQ FIR on ATC ZERO routes must have 10 minutes constant in-trail separation at a sterilized flight level.					
Routes that are not a part of this Contingency Plan will not be available for use during SDQ ATC ZERO.					
Aircraft should monitor ARINC on HF while en-route to forward requests and/or inbound information to ATC facilities adjacent to SDQ FIR.					
* Subsequent arrivals need approval from LAS APP or LAS TWR for clearance beyond this point.					
** Overflights that enter Curacao ACC must have 15 minutes longitudinal separation. Coordination made through MEVA line 2201/2202 or commercial.					

Attachment # 5

OPERATIONAL CONTINGENCY PLAN (OCP) PROCEDURES

ATC ZERO by ZMA – Caribbean/Ocean Contingency Plan for PAP,SDQ, & ZSU					
Overflights:					
Qualifier	Origin	Route	Destination	Altitude	Remarks
Northbound traffic through ZNY oceanic airspace	Airports in PAP or SDQ airspace, or points south overflying PAP/SDQ airspace.	BESAS L464 LAMER L453...	Points North	FL340	Contact NY ARINC on HF at BESAS.
Northbound traffic through ZNY oceanic airspace	Airports in ZSU airspace or points south overflying ZSU airspace.	L455 or routes east of L455	Points North	N/A	
Non-oceanic northbound traffic through ZMA airspace	Airports in PAP or SDQ airspace, or points south overflying PAP/SDQ airspace.	ALBBE A636 ZIN A315 TINKY BR49V DHP J53...to points north.	Points North	FL360	Monitor ARINC on HF or VHF 130.7. Contact ZJX on 135.45 40NM south of ORL.
Southbound traffic from ZNY oceanic airspace	Points North	...LETON R763 GTK A554 PTA...	PAP/SDQ airspace	FL350	Contact SDQ ACC on 124.3 at GTK. SDQ ACC will issue appropriate routes to aircraft originally filed through PAP airspace.
Southbound traffic to ZSU airspace from ZNY oceanic airspace	Points North	L455 or routes east of L455	Airports in ZSU airspace	N/A	
Arrivals into KMIA or KFLI ONLY:					
Northbound traffic into KMIA or KFLI ONLY	Airports in PAP/SDQ/ZSU airspace, or points south overflying PAP/SDQ/ZSU airspace.	...PTA A636 ZIN A315 TINKY BR49V DHP KMIA or KFLI...	KMIA or KFLI	Maintain FL320 until HODGY. Cross JUNUR at 160.	At ALBBE monitor ARINC on HF or VHF 130.7. Contact Miami Approach on 120.5 at FOWEE. SDQ ACC will accept traffic from ZSU & PAP and sequence 10 minutes in trail to enter ZMA over ALBBE.
Departures from KMIA or KFLI ONLY:					
Southbound departures from ZMA airspace	KMIA or KFLI	SKIPS BR53V RAJAY A555 DUKKY A756 ZIN A315 OBN	PAP airspace	Cross ZQA at FL290	Monitor ARINC on HF or VHF 130.7. Contact PAP ACC on 124.5 at ZIN.
Southbound departures from ZMA airspace	KMIA or KFLI	SKIPS BR53V RAJAY A555 GTK A554 PTA	SDQ airspace	Cross ZQA at FL330	Monitor ARINC on HF or VHF 130.7. Contact SDQ ACC on 124.3 at GTK.
Southbound departures from ZMA airspace	KMIA or KFLI	SKIPS BR53V RAJAY A555 DDP	ZSU airspace	Cross ZQA at FL330	Monitor ARINC on HF or VHF 130.7. Contact ZSU on 135.7 at GRADI.
Notes:					
There is no divestment of airspace.					
All aircraft entering ZMA on ATC ZERO routes must have 10 minutes constant in-trail separation at a sterilized flight level.					
Routes that are not a part of this Contingency Plan will not be available for use during ZMA ATC ZERO.					
Aircraft should monitor ARINC on HF or VHF 130.7 while en-route to forward requests and/or inbound information to ATC facilities adjacent to ZMA.					
SDQ ACC has multiple radar sites, ample frequency coverage, and direct landline communications with PAP ACC and ZSU. Since they share boundaries with the facilities in this plan, they will assume a critical role in a ZMA ATC ZERO event. SDQ ACC will serve as the intermediary facility, accepting traffic from ZSU and PAP and sequencing them to enter ZMA airspace on A636 with appropriate restrictions and communications instructions.					