

Letter of agreement between VATSIM Miami ARTCC and VATCAR,
Kingston & Havana FIRs concerning coverage of portions of Havana
FIR airspace in VATSIM in an effort to provide continuous ATC
functionality and coverage where there was once a gapping hole. This
move will not only service the pilots of VATSIM but will be the link
between connecting North America with South America and the
Caribbean .

Given the current difficulties of Havana ATC staff to connect to the internet on a regular basis, the provision of ATC coverage in the of Havana FIR airspace will be supplemented by Kingston FIR to provide en route ATC services for the Havana FIR (MUFH_CTR) airspace east of 082-west longitude from flight level 180 to unlimited on frequency 123.70. Should personnel from the Havana FIR come on line when this procedure is in progress, ATC responsibilities will be immediately handed over to MUFH_CTR by the Kingston FIR CTR. Traffic will be handed off progressively from one center to the other.

Aircraft shall be handed off at 1x simulation rate unless otherwise coordinated between CTR controllers beforehand.

MIA_CTR will clear all a/c to their final cruising altitude before handoff to MUFH_CTR.

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Arrivals to KMIA, KFLL, KRSW and all other south Florida destinations will be handed off to MIA_CTR at the border between sectors no higher than FL350. Arrivals to KEYW and KMTH via KEYYS or TADPO will be handed off to MIA_CTR at the border between sectors no higher than 12,000 ft.

Aircraft shall be at the proper altitude for their direction of flight at the time of handoff. NORDO (aircraft the controller is not in communication with) shall be pointed out prior to handoff.

The FIR or ARTCC Chiefs may, if in agreement, revise these procedures as they deem necessary to facilitate traffic flow.

On November the First 2003

Signed,

Charles Rizzi

Bill Raymond

Miguel A. Armas

Miami ARTCC Chief

Kingston FIR Chief

Cuba FIR Chief