

HOUSTON ARTC CENTER AND MIAMI ARTC CENTER

LETTER OF AGREEMENT

EFFECTIVE: January 10, 2013

SUBJECT: Intercenter Coordination Procedures

1. **PURPOSE.** This agreement between Houston ARTC Center (ZHU) and Miami ARTC Center (ZMA) provides specific intercenter coordination procedures.
2. **CANCELLATION.** Houston ARTC Center and Miami ARTC Center Letter of Agreement, SUBJECT: Intercenter Coordination Procedures, dated October 22, 2009.
3. **PROCEDURES.**

- a. Operational Non-Radar Procedures.

(1) Standard ICAO longitudinal separation minima based on time, for aircraft at the same cruising level, will be:

(a) Below Flight Level (FL) 200, 20 minutes;

(b) At or above FL200, 15 minutes; or

(2) Reduced ICAO longitudinal separation minima with mach number technique based on time, for aircraft at the same cruising level, at or above FL200, will be:

(a) 10 minutes, if the preceding aircraft is assigned a mach number equal to or greater than that maintained by the following aircraft, or

(b) 5 minutes, if the preceding aircraft is mach 0.06 faster than the following aircraft.

(3) Advise all non-radar traffic exiting ZMA that will traverse ZHU and then enter Merida Center that are unable to contact Houston Center to contact ARINC on the appropriate VHF or HF.

- b. Operational radar procedures.

(1) RADAR procedures will be utilized at FL280 and above when radar coverage is adequate.

(2) When radar coverage is inadequate or significant radio outages in the area exist, the provisions of paragraph 3.a. will apply at all altitudes

HOUSTON ARTC CENTER AND MIAMI ARTC CENTER
LETTER OF AGREEMENT, SUBJECT: RADAR HANDOFF PROCEDURES AND
INTERCENTER COORDINATION PROCEDURES
EFFECTIVE: JANUARY 10, 2013

c. Standard Operating Procedures

(1) ZMA must:

(a) Clear all southbound aircraft not landing MMUN/MMCZ, or utilizing M580, via M215 to PISAD intersection to points beyond.

(b) Clear all aircraft landing MMUN via: MINOW, M215.PISAD.UM215.NUDIS, or the approved routing supplied by Houston Center, Traffic Management Unit. In the event that an aircraft does not have a route over NUDIS, ZMA will clear all aircraft via the URET/EDST APR for MMUN arrivals. ZHU must coordinate with ZMA any changes to the APR.

(c) Clear all aircraft landing MMCZ via: MINOW, M215.PISAD.UM215.NUDIS or the approved routing supplied by Houston Center, Traffic Management Unit. In the event that an aircraft does not have a route over NUDIS, ZMA will clear all aircraft via the URET/EDST APR for MMCZ arrivals. ZHU must coordinate with ZMA any changes to the APR.

(2) ZHU may clear aircraft on M219 via SNAKR..KNOST or SNAKR..HILTI with a computer update, except when W168 is active at the aircraft's altitude.

d. Coordination.

(1) The transferring facility must coordinate with the receiving facility when a non-radar estimate varies by 3 minutes or more.

(2) Upon radar handoff from ZHU to ZMA, ZMA will have control for turns to the east for all aircraft.

(3) ZMA must not change altitudes on aircraft which are southbound from ZMA airspace and then entering ZHU airspace, within 30 miles of the ZHU/ZMA common boundary without verbal approval.

(4) Within the CIGAR Transfer of Control box (depicted in Annex 2), ZHU has control for climb or descent up to 2000 feet, reference mutual traffic.

(5) When a failure or shutdown occurs, all flight plan information must be manually coordinated.

(6) The ZMA Mission Coordinator must advise the ZHU Military Automation Coordinator at least 20 minutes prior to activation and upon termination of W174AB and W168.

HOUSTON ARTC CENTER AND MIAMI ARTC CENTER
LETTER OF AGREEMENT, SUBJECT: RADAR HANDOFF PROCEDURES AND
INTERCENTER COORDINATION PROCEDURES
EFFECTIVE: JANUARY 10, 2013

(7) Altitude Procedures

(a) Interim altitude use is authorized between both facilities.

(b) Use of an interim or assigned altitude will be considered valid coordination. Acceptance of a radar handoff constitutes approval for aircraft to be climbing, descending or level at the altitude passed in the data block.

Exception: Inappropriate altitude for direction of flight.

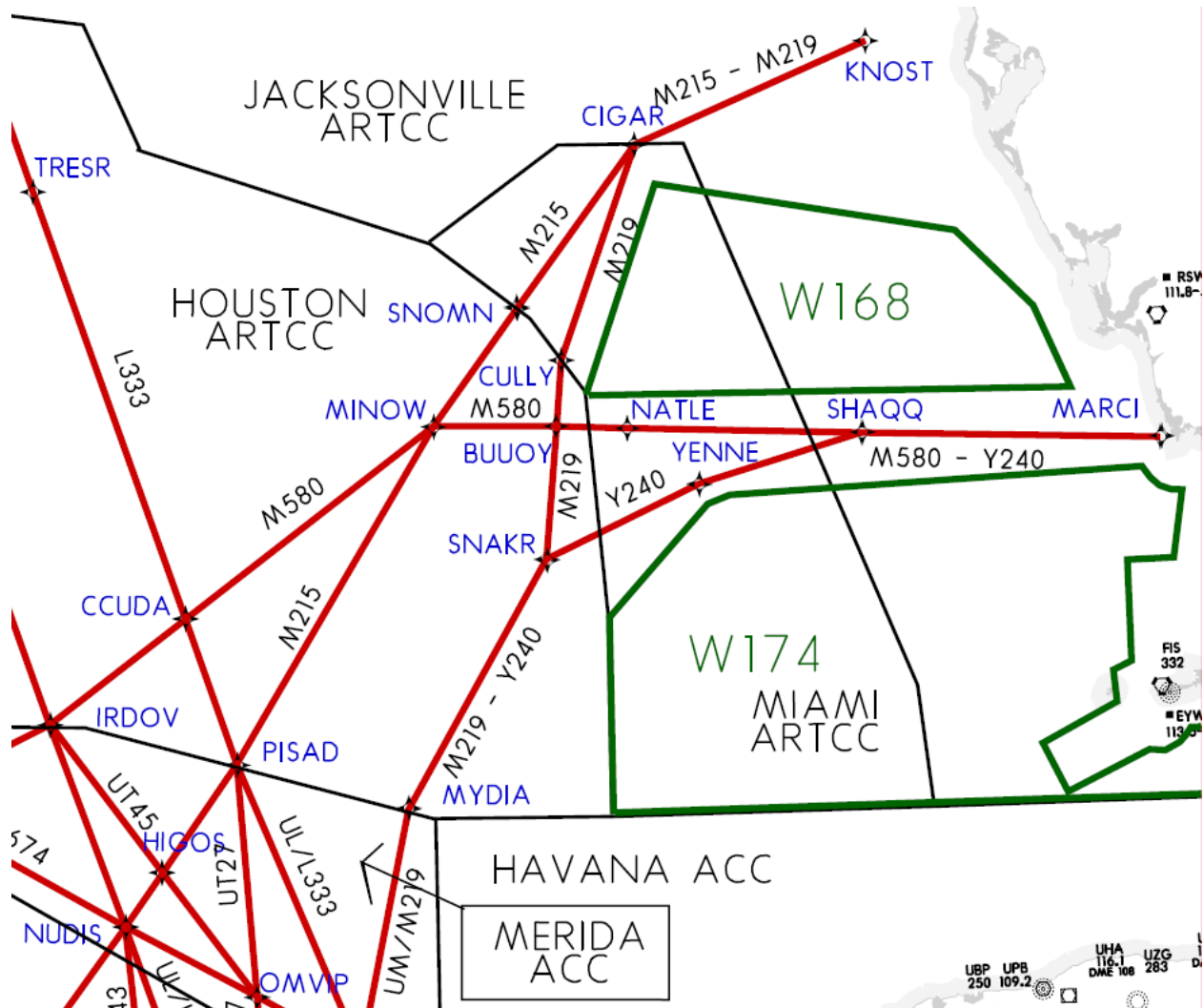
(8) The use of speed control may be applied without prior coordination.

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HOUSTON ARTC CENTER AND MIAMI ARTC CENTER
 LETTER OF AGREEMENT, SUBJECT: RADAR HANDOFF PROCEDURES AND
 INTERCENTER COORDINATION PROCEDURES
 EFFECTIVE: JANUARY 10, 2013

ANNEX 1



HOUSTON ARTC CENTER AND MIAMI ARTC CENTER
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INTERCENTER COORDINATION PROCEDURES
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