

**MIAMI AIR ROUTE TRAFFIC CONTROL CENTER
AND
SAN JUAN COMBINED ENROUTE RADAR APPROACH CONTROL**

LETTER OF AGREEMENT

SUBJECT: INTER-FACILITY PROCEDURES

1. **PURPOSE:** This Letter of Agreement establishes inter-facility procedures between Miami ARTCC (ZMA) and San Juan Combined Enroute Radar Approach Control (ZSU) and is supplementary to the procedures contained in FAAO 7110.65, as amended.
2. **CANCELLATION:** The Miami ARTCC and San Juan CERAP Letter of Agreement, Subject: Inter-Facility Procedures dated October 22, 2009
3. **EFFECTIVE DATE:** December 5, 2012 (1200Z)
4. **PROCEDURES:**
 - 4.1 **COORDINATION**
 - 4.1.1 Flight Plan information must be coordinated via automated information transfer.
 - 4.1.2 In the event of interface failure, transfer of control information must be accomplished in accordance with FAAO 7110.65.
 - 4.1.3 Time and altitude must be coordinated via interphone for aircraft operating below **FL200** as follows:
 - 4.1.3.1 At least **thirty (30)** minutes prior to the aircraft entering the receiving facility's airspace.
 - 4.1.3.2 Aircraft departing airports less than **thirty (30)** minutes flying time from the common boundary, as soon as possible after departure.
 - 4.2 **RADAR**
 - 4.2.1 Within **30** nm of the ZSU/ZMA boundary, after completion of radar handoff, the receiving facility has control for turns on all radar identified aircraft from:
 - Headings for ZSU: **110** degrees to **170** degrees
 - Headings for ZMA: **280** degrees to **010** degrees.Note: The facility that turns the aircraft is responsible for the point out to the affected sector(s).

- 4.2.2** Northwest bound aircraft filed over LAMER, LETON, LNHOM, LUCTI, or RENAH must enter ZMA airspace over **ELMUC**. After **ELMUC** the aircraft may be cleared direct to or established on the appropriate route to LAMER/LETON/LNHOM/LUCTI/RENAH and reroute entered in the computer.
- 4.2.3** Southeast bound aircraft that are **area navigation/advanced area navigation equipped** landing TJSJ/TJIG **and** operating at or above **FL200** must be cleared with computer update:
From within Sector 62: **IDAHO.RTE6**
From within Sector 63: **ELMUC..IDAHO.RTE6**
- 4.2.4** Southeast bound aircraft that are **area navigation/advanced area navigation equipped** over flying DDP **and** operating at or above **FL200** may be cleared with computer update: Direct **DDP** rest of route unchanged.
- 4.2.5** Southeast bound aircraft that are **not** area navigation/advanced area navigation equipped must be cleared with computer update:
Landing TJSJ/TJIG: **A555.IDAHO.RTE6..**
Overflights DDP: **A555.DDP.**
- 4.2.6** ZMA must clear aircraft from within Sector 63 with computer update:
Landing TNCM/TQPF: **ELMUC..SLUGO..**
Landing TIST: **ELMUC..JETSS..**
- 4.2.7** ZMA must clear aircraft from within Sector 62 with computer update:
Landing TNCM/TQPF: **DDP..SLUGO**
Landing TIST: **DDP..JETSS**
- 4.2.8** ZMA must ensure aircraft landing TJSJ/TJIG/TJBQ/TJPS are **below** southeast bound, similar speed, over flight aircraft when they are 5NM or less from each other prior to the ZMA-ZSU boundary.

4.3 RVSM

- 4.3.1** Non-RVSM aircraft above FL410 landing TJSJ, TJIG, must cross the ZSU/ZMA boundary at or below **FL270**. Non-RVSM aircraft above FL410 landing MBPV or MBGT must cross the ZSU/ZMA boundary at or below **FL280**.

4.4 RADAR OUTAGES

- 4.4.1** When Grand Turk ARSR or all ZSU radars (Pico del Este ARSR, San Juan ASR8 and St. Thomas ASR8) radars are out of service, ZMA and ZSU will revert to non-radar procedures. All aircraft must be established on airways as appropriate.

Specific procedures must be coordinated in the event of simultaneous outages of GDT ARSR, Pico del Este ARSR and San Juan ASR8.

4.4.2 When Grand Turk Radar is out of service:

4.4.2.1 ZSU must provide ZMA with **non-radar** separation.

4.4.2.2 The following routes are closed:

- 1) **Y585** southeast of RENAH
- 2) **L452** southeast of GTK
- 3) **Beano** Arrival
- 4) **A555/R763/Y587** northwest bound at or above **FL220**

4.4.2.3 ZSU must route aircraft via ATS routes. The following are the preferred routes for aircraft that:

- 1) Filed A555 at or above **FL240** reroute via R507 GTK A555
- 2) Filed R763/A555/G431 **below** **FL240** reroute via R763/A555/G431
- 3) Filed Y585 reroute via R507 GTK A555 BTLER L463 DAAST Y585
- 4) Filed G446/AR3 reroute via R507 GTK A555 BTLER L463 NUCAR
- 5) Filed L454 reroute via ELMUC L454 LUCTI
- 6) Filed BR1L reroute via R507 GTK A555 ZQA BARTS BR1L

4.4.3 When Pico del Este ARSR and San Juan ASR8 and St. Thomas ASR8 is out of service:

4.4.3.1 ZMA must provide ZSU with **non-radar** separation.

4.4.3.2 The following routes are closed:

- 1) G431/L451/L454 southeast of ELMUC
- 2) **R507** southeast of SAPPO
- 3) **Y585** and **Y587** southeast of ELMUC and HARDE

4.4.3.3 ZMA must route aircraft as follows:

- 1) If landing **TJSJ, TJIG** – O/GTK A555 IDAHO RTE6 SJU
- 2) If landing **TJBQ** – O/GTK R763 BQN
- 3) If landing **TIST** – O/GTK A555 DDP B520 STT
- 4) If landing, **TISX** – O/GTK A555 COY
- 5) If landing **TNCM** – O/GTK A555 DDP B520 STT A638

4.4.3.4 ZMA must route over flight aircraft via GTK.R763.BQN.B520.DDP.

4.4.3.5 Aircraft destination TJSJ/TJIG must be **below** aircraft destination TIST/TISX/TNCM.

4.4.3.6 Aircraft destination TIST must be **below** aircraft destination TISX and TNCM.

4.4.3.7 Aircraft destination TJBQ must be **below** overflights.

4.5 FLIGHT DATA RESPONSIBILITIES

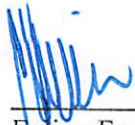
- 4.5.1** Miami Center Flight Data (ZMA FD) will ensure all rejected proposed flight plans received through the AISR entering ZSU airspace are input into NAS.
- 4.5.2** Flights plans that are proposed to enter ZSU airspace from ZNY: No action is required from ZMA FD.
- 4.5.3** Flight plans proposed to enter ZSU airspace that originate from any airport/location other than within ZMA airspace: No action is required from ZMA FD.
- 4.5.4** ZMA FD will advise the ZSU Operations Manager of duplicates only for proposed duplicate flight plans departing from TJBQ, TNCM, and TQPF. Proposed duplicate flight plans departing from these three airports that have the same route of flight: No action is required from ZMA FD.
- 4.5.5** No further action is required from ZMA FD after notification of duplicates for proposed flight plans departing from TJBQ, TNCM, and TQPF. Only ZSU personnel will amend, cancel/remove, and update departure times for all proposed flight plans entering ZSU airspace, with the exception of proposed flight plans entering ZSU airspace that depart from an airport/location within ZMA airspace.
- 4.5.6** When the type of aircraft is unknown or the type of aircraft is rejected by the NAS, ZMA FD will enter “ZZZZ” as the aircraft type. ZSU personnel, upon communication with the pilot, will verify the aircraft type and then amend the flight plan in the NAS.
- 4.5.7** If a proposed flight plan is rejected because aircraft identification begins with a number and ZMA FD cannot determine if the aircraft is of U.S. registry: ZMA FD will begin the aircraft identification with an “X”.
- 4.5.8** When the ZMA HOST computer is out of service, ZMA/ZSU will process flight data manually.

5 MISCELLANEOUS:

- 5.1** ZMA/ZSU must advise each other of interruptions to normal computer operations.
- 5.2** ZSU must forward data base change requests to ZMA Facility Automation Support Team (FAST) and provide copies to the ZMA office responsible for Airspace & Procedures, prior to the established cut-off dates.

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- 5.3 ZMA/ZSU will establish reroutes that will ensure strip production for both facilities when reroutes are required for sector saturation or weather deviations.
- 5.4 Deviations from the procedures contained in this letter may be accomplished only after coordination has been effected which clearly defines responsibility of each party.



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