
MIAMI CENTER AND NEW YORK CENTER

LETTER OF AGREEMENT

EFFECTIVE: March 17, 2009

SUBJECT: INTER-FACILITY COORDINATION and PROCEDURES

- 1.0** **PURPOSE:** This agreement between Miami Center (ZMA) and New York Center (ZNY) covers coordination, altitude, and routing procedures that are supplementary to JO 7110.65.
- 2.0** **CANCELLATION:** The Miami Center and New York Center Letter of Agreement, Subject: INTER-FACILITY COORDINATION dated May 20, 2005 is cancelled.
- 3.0** **COORDINATION:**
- 3.1** Automated transfer of data between facilities shall constitute transfer of flight plan information.
- 3.2** Coordination of Time, Altitude and Mach Speed shall be accomplished via interphone at least **twenty (20)** minutes prior to the aircraft entering the receiving facility's airspace.
- 3.2.1** For aircraft departing from airports and/or fixes less than **twenty (20)** minutes flying time from the common boundary, coordination shall be accomplished as **soon as possible**.
- 3.2.2** For aircraft entering ZNY airspace on random routes, coordination shall be accomplished at least **twenty (20)** minutes prior to the estimated boundary crossing time.
- 3.2.3** Coordination shall be effected on all non-radar traffic that is within half the applicable lateral separation from the common Miami/New York CTA boundary.
- 4.0** **ALTITUDE ASSIGNMENT and RVSM:**
- 4.1** Traffic over LETON, LNHOM, LAMER and LUCTI - southbound will be assigned ODD altitudes and northbound will be assigned EVEN altitudes.
- 4.2** Traffic over SNAGY, Alternate Entry Point #1 (reference Attachment #1), or SUMRS – northeast-bound will be assigned **ODD** altitudes and southwest-bound will be assigned **EVEN** altitudes at or below **FL410**.

4.3 Any useable cardinal altitude may be assigned for traffic between MAPYL and CANEE.

4.4 ZMA and ZNY recognize that RVSM may be suspended in the WATRS and/or ZSU Oceanic Airspace under specific conditions. Suspension of RVSM will be accomplished after **inter-facility** coordination has been effected which clearly defines the responsibility of each party.

5.0 **ROUTES:**

5.1 All aircraft shall enter ZMA airspace via named **boundary** fixes and then be established on airways except:

Non-RNP10/4 aircraft entering or exiting ZMA/ZNY airspace shall be routed via Attachment 1 (Attachment 2 – Pictorial).

5.2 WATRS Routes M203 and M204 are not available for **southbound** flights of domestic origin without **prior** coordination through System Operations.

5.3 Any aircraft that activates a ZNY Oceanic non-RNP10/4 equipped aircraft trigger prior to entering ZNY airspace shall require rerouting by ZMA. (Note this situation may occur with aircraft that enter ZNY airspace on random routes).

6.0 **GTK Radar Out of Service – Operations:**

6.1 **Entering ZMA from ZNY:**

6.1.1 The following Routes are closed: L450, L451 after LETON, L452 (RNP4/10 equipped Aircraft only), L453, L454, M596, M594, B891.

6.1.2 ZNY shall route non-RNP10 Capable Aircraft via LNHOM L452 GTK appropriate route.

6.1.3 ZNY shall route aircraft destined to:

6.1.3.1 **MBGT, MBPV, MBAC, MBSC, MBNC** via:
BROOM Y588 CLETT BENIE BR1L GTK or LETON R763 GTK.

6.1.3.2 **MDCY, MDSD, MDJB, SBBG, SBGL, SBGR, MDPC, MDLR, TNCA, TNCB, TNCC** via:
BROOM Y588 CLETT BENIE BR1L GTK A554 SEKAR or LETON R763 GTK A554 SEKAR.

6.1.3.3 **TAPA, TBPB, TDPD, TFFF, TFFR, TFPG, TGPY, TIST, TISX, TKPK, TLPC, TLPL, TTPP, TVSV, TNCM, TQPF** via:
BROOM Y588 CLETT BENIE BR1L GTK A555 DDP or LETON R763 GTK A555 DDP.

6.1.3.4 **TJBQ** via:
BROOM Y588 CLETT BENIE BR1L GTK R763 BQN or LETON R763 BQN.

6.1.3.5 **TJIG** via:
BROOM Y588 CLETT BENIE BR1L GTK A555 IDAHO or LETON R763
GTK A555 IDAHO.

6.1.3.6 **TJSJ** via:
BROOM Y588 CLETT BENIE BR1L GTK A555 IDAHO RTE6 or LETON
R763 GTK A555 IDAHO RTE6.

6.2 **Exiting ZMA to ZNY:**

6.2.1 ZMA shall route non-RNP10 Capable Aircraft via **Lamer**.

6.2.2 M596/ M594/B891 closed.

6.2.3 ZMA Sector 63 shall route northbound traffic via L453/L454 unless otherwise
coordinated.

7.0 **MISCELLANEOUS:**

7.1 Deviations from the procedures/altitudes established in this Agreement shall be
effected only after prior coordination is accomplished which completely defines
responsibility in each case.

Kenneth E. Thomas
Air Traffic Manager
Miami ARTC Center

David E. LeCates
Air Traffic Manager
New York ARTC Center

Attachment 1
3/17/2009

WATRS Plus Route	Standard WATRS Plus Routing	Non-RNP 10 Aircraft Reroute
L451	ILIDO-L451- LETON-L450-GTK	ILIDO-LNHOM- L452-GTK
L451	ILIDO-L451-SKYLE	ILIDO-LNHOM-L452-SKYLE
L454	GRAMN-L454- ELMUC	GRAMN-LAMER- CERDA-ELMUC
Point # 1		29 09N 76 42W (see Attachment 2)
M203	NUCAR-SNAGY- M203-LEXIM	NUCAR - 29 09N 76 42W - LEXIM
M204	NUCAR-SUMRS- M204-ELEBA	NUCAR - 29 09N 76 42W - ELEBA
M327	NUCAR-SUMRS- M327-KANUX	NUCAR - 29 09N 76 42W - KANUX
Point # 2		25 47N 73 38W (see Attachment 2)
M329	EXTER-M329- BOREX	EXTER – CNNOR - BOREX
M330	MUSSH-MILLE- M330- RUDLI	MUSSH - 25 47N 73 38W - RUDLI
M331	AVNEY-CANEE- M331-OLEDU	AVNEY - 25 47N 73 38W - OLEDU
M593	EXTER-M329- GRATX-M593- RUDLI	EXTER – CNNOR - RUDLI
M595	MUSSH-MILLE- M330- RABAL	MUSSH - 25 47N 73 38W - RABAL

