

1/11/2023

FOR YOUR INFORMATION

2023-3/7-1

1953900

To: FAA (ATM ZMA ARTCC)

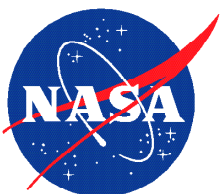
Info: FAA (AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations
ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS,
IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: ZMA/MUHA ATC Operational Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1953900

DATE / TIME

Date of Occurrence	202211
Local Time Of Day	0601 to 1200

PLACE

Locale	ZMA.ARTCC
State	FL
Altitude - MSL	9000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZMA
Make Model Name	Commercial Fixed Wing

PERSON 1

Function - Air Traffic Control	Enroute
ASRS Report Number	1953900

PERSON 2

Function - Air Traffic Control	Enroute
ASRS Report Number	1953909

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Air Traffic Control
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Aircraft X Departed EYW filed to ZZZZ at 080 [ft.] Aircraft flight plan did not initially transfer to MUHA [Havana Center] because he was routed over IKBIX not FUNDI. Aircraft was climbed to 090 to be right for direction. Aircraft was instructed to go over to MUHA frequency XXX.XX to pass his own flight plan information, and to come back to ZMA when he was done. When aircraft came back to ZMA he was instructed to maintain code, radar services terminated, contact MUHA.

Clarify aircraft equipment capability requirements for aircraft navigating between ZMA and MUHA. Publish a NOTAM to aircraft flying through MUHA airspace with necessary required equipment.

NARRATIVE 2

Aircraft X departed EYW to ZZZZ at 090 ft. Flight plan did not process to Havana Center initially because the flight plan was filed over IKBIX not FUNDI. I rerouted the aircraft over FUNDI to UCL so that the flight plan would process to Havana Center. When trying to handoff the aircraft to Havana Center the receiving Controller did not have the aircraft on Radar but did have flight plan information. The Havana Controller requested the aircraft on their frequency, and I asked the Controller if they wanted me to terminate the aircraft and put on their frequency. The Havana Controller responded affirmative, and I advised the R-side to terminate Aircraft X and switch the aircraft to Havana Center. At the time of the event, I did not see that the

aircraft was non-RNAV equipped and per LOA is not allowed to enter Havana airspace. I am not sure if the Havana Controller realized this either because they accepted the aircraft to continue on, only asking ZMA to terminate and switch the aircraft to their frequency.

Make it known to aircraft filing to Havana airspace of the equipment required; perhaps through a NOTAM.

SYNOPSIS

ZMA ARTCC Controllers reported aircraft filed and operated in airspace without the proper navigation equipment. Controller reported equipment requirement should be in a NOTAM to prevent route processing errors.