

Letter of Agreement

By and Between

Miami ARTCC and Jacksonville ARTCC

Effective Date: October 2, 2005

1. Scope:

This agreement is made by and between Miami ARTCC (herein ZMA) and Jacksonville ARTCC (herein ZJX) of the VATUSA Division of the North American Region of VATSIM, and is entered into by the current Facility Chiefs of each ARTCC.

2. Purpose:

This Letter of Agreement establishes a set of agreed upon Air Traffic Control procedures between ZMA and ZJX, and defines the limitations and coordination expectations of both ATC facilities.

3. Cancellation:

The terms of this Letter of Agreement may be suspended only by agreement of both Facility Chiefs of ZMA and ZJX, and with the explicit approval of the Chief of ARTCC Operations of VATUSA or the Director of VATUSA.

4. Tampa TRACON and Tampa International Airport:

- A. The lateral boundaries of the Tampa TRACON are described by the Latitude and Longitude coordinates contained in *Appendix A*. These coordinates shall not be altered by either ARTCC without the explicit agreement of the Facility Chiefs of both ZMA and ZJX.
- B. The vertical dimensions of the Tampa TRACON area shall be from the surface to, but not including, 15,000 ft. MSL.
- C. The airspace of the Tampa TRACON and the airports contained within its lateral limits shall be considered a part of ZMA airspace. All operations within the Tampa TRACON shall fall under the jurisdiction of ZMA, and shall be governed by the Miami ARTCC Standard Operating Procedures and Agreements. Only members of ZMA shall be authorized to provide ATC service within the Tampa TRACON.
- D. ZMA controllers shall complete all transfers of radar control and communication to Enroute Center controllers or a controller staffing MCO_APP

before an aircraft reaches an altitude of 15,000 ft. MSL or the lateral limits of the Tampa TRACON, whichever comes first. If a ZMA controller is not online staffing the position of TPA_APP or MIA_CTR, local controllers operating within the Tampa TRACON will advise pilots of the presence of a ZJX controller staffing the position of JAX_CTR or MCO_APP (whichever is appropriate) prior to the departure of an aircraft or the termination of service.

5. Orlando TRACON and Orlando International Airport:

- A. The lateral boundaries of the Orlando TRACON are described by the Latitude and Longitude coordinates contained in *Appendix B*. These coordinates shall not be altered by either ARTCC without the explicit agreement of the Facility Chiefs of both ZMA and ZJX
- B. The vertical dimensions of the Orlando TRACON area shall be from the surface to, but not including, 15,000 ft. MSL.
- C. The airspace of the Orlando TRACON and the airports contained within its lateral limits shall be considered a part of ZJX airspace. All operations within the Orlando TRACON shall fall under the jurisdiction of ZJX, and shall be governed by Jacksonville ARTCC Standard Operating Procedures. Only ZJX controllers shall be authorized to provide ATC service the Orlando TRACON.
- D. ZJX controllers shall complete all transfers of radar control and communication to Enroute Center controllers or a controller staffing TPA_APP before an aircraft reaches an altitude of 15,000 ft. MSL or the lateral limits of the Orlando TRACON, whichever comes first. If a ZJX controller is not online staffing the position of MCO_APP or JAX_CTR, local controllers operating within the Orlando TRACON will advise pilots of the presence of a ZMA controller staffing the position of MIA_CTR or TPA_APP (whichever is appropriate) prior to the departure of an aircraft or the termination of service.

6. Procedures and Responsibilities for all Enroute Center Controllers:

- A. Enroute Center controllers (CTR) shall initiate the transfer of control of an aircraft which will enter the Enroute airspace of the neighboring ARTCC no less than 10 NM from the ARTCC boundary, and at a distance no greater than 40 NM from the ARTCC boundary unless prior coordination has occurred. The transfer of control and communications must be completed before the aircraft crosses the ARTCC boundary.
- B. Aircraft which are enroute, established on the same airway and traveling in the same direction, shall enter the airspace of the neighboring ARTCC at a separation minimum of no less than 20 NM in trail unless prior coordination has occurred and the receiving controller has agreed to accept a separation distance of less than 20 NM.

- C. Aircraft which will be landing within the Orlando TRACON or the Tampa TRACON and are established on the same airway or STAR, traveling in the same direction, shall enter the airspace of the TRACON at a separation minimum of no less than 10 NM in trail unless prior coordination has occurred and the receiving controller has agreed to accept a separation distance of less than 10 NM.
- D. A receiving Enroute Controller shall not alter the altitude or direction of flight of any aircraft which is still within the neighboring ARTCC unless prior coordination has occurred and the controller initiating the transfer of control has agreed to allow the receiving controller to maneuver the aircraft before it crosses the ARTCC boundary.
- E. All aircraft crossing the ARTCC boundary shall be at a simulation rate of 1X; no acceleration rate shall be permitted until the aircraft has crossed the ARTCC boundary.

7. Procedures and Responsibilities for ZMA Controllers:

- A. Miami Enroute Center controllers (MIA_CTR) and Tampa TRACON controllers (TPA_APP) shall facilitate the use of STAR procedures for aircraft which will land within the Orlando TRACON whenever possible and instruct all aircraft with filed STAR procedures to descend as follows:

GOOFY arrival – KMCO landing south: Cross BAIRN at 11,000 MSL

GOOFY arrival – all others: Cross BAIRN at 8,000 MSL

MINEE arrival – KMCO landing south: Cross MOANS at 13,000 MSL
or ANDRO at 13,000 MSL

MINEE arrival – all others: Cross MOANS at 10,000 MSL
and 250 kts or ANDRO at 13,000
MSL and 250 kts.

- B. MIA_CTR controllers and TPA_APP controllers will instruct all aircraft which will land within the Orlando TRACON, but have not filed a STAR procedure, to cross BAIRN, MOANS or ANDRO as specified above.
- C. MIA_CTR controllers and TPA_APP controllers will complete all handoffs and transfers of communication before an aircraft crosses BAIRN, MOANS or ANDRO, or otherwise crosses the lateral or vertical limits of the Orlando TRACON.
- D. Aircraft which will land at Daytona Beach International Airport (KDAB) shall be handed off to MCO_APP (when online) at 10,000 MSL before crossing the

Orlando TRACON boundary, or to a ZJX Enroute controller (JAX_CTR) at 10,000 MSL before crossing the ARTCC boundary.

- E. Aircraft departing the Tampa TRACON that have received a clearance for an enroute cruise altitude below 15,000 ft. MSL shall be cleared to their final cruise altitude before departing the boundaries of the Tampa TRACON.
- F. Aircraft departing the Tampa TRACON that have received a clearance for an enroute cruise altitude above 15,000 ft. MSL shall be cleared to climb and maintain 14,000 ft. until radar control and communications have been transferred to an Enroute Center Controller.
- G. Aircraft departing the Tampa TRACON shall be cleared to the first waypoint in their filed route unless prior coordination with the ZJX controller who will be accepting the handoff has occurred.
- H. Aircraft departing the Tampa TRACON to the west will be cleared to the first waypoint in their filed route, and depart the Tampa TRACON on a heading direct to COVIA intersection. If the flight path of the aircraft will take the aircraft inside ZJX airspace, the Tampa TRACON controller, or ZMA Controller providing departure service, shall request a point-out from the ZJX Enroute controller to minimize the necessary transfers between facilities, and radio frequency changes that would be required by the pilot.

8. Procedures and Responsibilities for ZJX Controllers:

- A. Jacksonville Enroute Center controllers (JAX_CTR) and Orlando TRACON controllers (MCO_APP) shall vector and/or instruct all aircraft which will land at an airport within the Tampa TRACON to cross one of the following intersections at 13,000 MSL:

WALTR – KSRQ Arrivals only

TABIR

MARVI

DADES

- B. JAX_CTR controllers and MCO_APP controllers will complete all handoffs and transfers of communication before an aircraft crosses WALTR, TABIR, MARVI or DADES, or otherwise crosses the lateral or vertical limits of the Tampa TRACON.
- C. Aircraft departing the Orlando TRACON that have received a clearance for an enroute cruise altitude below 15,000 ft. MSL shall be cleared to their final cruise altitude before departing the boundaries of the Orlando TRACON.

- D. Aircraft departing the Orlando TRACON that have received a clearance for an enroute cruise altitude above 15,000 ft. MSL shall be cleared to climb and maintain 14,000 ft. until radar control and communications have been transferred to an Enroute Center Controller.
- E. Aircraft departing the Orlando TRACON shall be cleared to the first waypoint in their filed route unless prior coordination with the ZMA controller who will be accepting the handoff has occurred.

**This Letter of Agreement has been agreed upon and entered into on October 2, 2005
by:**

**ZMA Facility Chief - Michael McClelland
on behalf of Miami ARTCC**

**ZJX Facility Chief - Bo Gercke
on behalf of Jacksonville ARTCC**

Appendix A – Lateral Definition of the Tampa TRACON

N028.47.07.280	W082.45.56.287	N028.37.54.404	W082.02.28.494
N028.37.54.404	W082.02.28.494	N028.33.45.174	W081.57.29.819
N028.33.45.174	W081.57.29.819	N028.22.13.861	W081.58.16.054
N028.22.13.861	W081.58.16.054	N028.05.50.221	W081.53.31.892
N028.05.50.221	W081.53.31.892	N028.00.33.514	W081.50.01.686
N028.00.33.514	W081.50.01.686	N027.55.58.010	W081.50.01.686
N027.55.58.010	W081.50.01.686	N027.47.00.170	W081.58.52.599
N027.47.00.170	W081.58.52.599	N027.46.01.364	W082.03.57.885
N027.46.01.364	W082.03.57.885	N027.14.49.773	W082.20.01.322
N027.14.49.773	W082.20.01.322	N027.10.57.102	W082.43.52.599
N027.10.57.102	W082.43.52.599	N027.19.03.665	W082.46.53.789
N027.19.03.665	W082.46.53.789	N027.19.31.488	W083.13.59.085
N027.19.31.488	W083.13.59.085	N027.29.57.443	W083.06.28.546
N027.29.57.443	W083.06.28.546	N028.13.06.862	W083.05.54.360
N028.13.06.862	W083.05.54.360	N028.18.12.468	W083.10.31.098
N028.18.12.468	W083.10.31.098	N028.35.26.390	W082.56.19.285
N028.35.26.390	W082.56.19.285	N028.38.04.852	W082.53.15.693
N028.38.04.852	W082.53.15.693		

Appendix B – Lateral Definition of the Orlando TRACON

N029.00.00.000	W081.42.33.795	N029.00.00.000	W081.29.03.134
N029.00.00.000	W081.29.03.134	N029.00.00.000	W081.18.18.000
N029.00.00.000	W081.18.18.000	N029.00.00.000	W080.48.05.319
N029.00.00.000	W080.48.05.319	N028.54.00.556	W080.44.08.991
N028.54.00.556	W080.44.08.991	N028.49.01.555	W080.50.48.930
N028.49.01.555	W080.50.48.930	N028.11.33.592	W080.36.02.188
N028.11.33.592	W080.36.02.188	N028.09.58.362	W080.50.32.056
N028.09.58.362	W080.50.32.056	N028.00.00.000	W081.00.00.000
N028.00.00.000	W081.00.00.000	N028.00.00.000	W081.18.14.400
N028.00.00.000	W081.18.14.400	N028.00.00.000	W081.22.39.097
N028.00.00.000	W081.22.39.097	N027.56.59.112	W081.39.50.115
N027.56.59.112	W081.39.50.115	N027.55.58.010	W081.50.01.686
N027.55.58.010	W081.50.01.686	N028.00.33.514	W081.50.01.686
N028.00.33.514	W081.50.01.686	N028.05.50.221	W081.53.31.892
N028.05.50.221	W081.53.31.892	N028.22.13.861	W081.58.16.054
N028.22.13.861	W081.58.16.054	N028.33.45.174	W081.57.29.819
N028.33.45.174	W081.57.29.819	N028.37.54.404	W082.02.28.494
N028.37.54.404	W082.02.28.494	N028.51.28.916	W081.47.03.109
N028.51.28.916	W081.47.03.109		