

# Letter of Agreement

## Jacksonville ARTCC (ZJX) & Miami ARTCC (ZMA)

Effective August 5, 2022

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### Scope

This agreement is made by and between Jacksonville ARTCC (herein ZJX) and Miami ARTCC (herein ZMA) of the United States Division of the Virtual Air Traffic Simulation Network (herein VATSIM).

### Purpose

This Letter of Agreement, establishes a set of agreed upon air traffic control procedures between ZJX and ZMA. This LOA also defines the limitations and coordination expectations of both ZJX/ZMA facilities, and is supplementary to the procedures in FAA Order 7110.65, VATSIM policies and procedures, ZJX/ZMA ARTCC policies and procedures, and any other relevant governing document.

### Cancellation

This LOA cancels any pre-existing LOA between ZJX and ZMA. This LOA shall become the agreement in use on the effective date.

### Procedures and Responsibilities: En Route

- I. Transfer of Control and Communication
  - A. All handoffs will be conducted by radar handoff functionality unless otherwise coordinated.
  - B. All communications handoffs shall occur no later than the sector boundary.
  - C. Unless otherwise coordinated, data blocks and any relevant scratchpads shall be updated by the transferring center controller to accurately reflect assigned altitude information prior to initiation of a radar handoff.
- II. Separation of En Route Aircraft
  - A. Aircraft of similar performance landing within ZJX/ZMA shall be provided 5 miles in trail, constant or increasing, regardless of altitude (no stacks).
- III. Control Authority
  - A. Transitioning aircraft shall not be permitted to operate an enhanced simulation rate greater than 1x across the sector boundary, unless prior coordination has been achieved.
  - B. Upon receiving a handoff from F11, ZMA shall have control for climbs.

## Procedures and Responsibilities: ZJX

### I. Initial Coordination

- A. When initially logging on to a position, ZJX shall indicate to ZMA whether F11 is utilizing north or south operations.
- B. When Sector 02 (HOBEE) of Miami Center is online, ZJX shall ensure all aircraft landing within ZMA routed via the OMN corridor (eastern shore) will cross the ZJX/ZMA common airspace boundary **AOB FL300**, and via the western shore corridor **AOB FL310**.

### II. Descent Planning

- A. ZMA authorizes ZJX to work all arrivals via PRICY# & ALYNA# (or equivalent) through Miami Center airspace when Miami Center is offline.

### III. Routing: Orlando Area

- A. Aircraft departing F11 and intending to land at an airport within the Tampa ATCT boundary shall be vectored through the **KNEED** DTA.
- B. Jet aircraft departing KMCO airport and intending to land KTPA airport shall be routed via **GUURR DADES#** or **ORL LZARD#**. Aircraft shall be vectored through the **CAMAN SOUTH** DTA and onto the **ORL** transition of the respective arrival. Aircraft shall be climbed to an altitude at or below 12,000ft.

### IV. Routing: Tampa Area

- A. ZJX shall vector and/or instruct all aircraft intending to land at an airport within the Tampa ATCT boundary to cross one of the following intersections at the specified altitude
  1. KTPA arrivals: Border at or below 13,000ft or:
    - a) **OLENE#**: cross **OLENE 13,000 FT (250 Knots if in south Operations)**
    - b) **DARBS#**: cross **TABIR 13,000 FT (250 Knots if in South operations)**.
    - c) **MAATY#**: Descend via arrival and Tampa Airport Operations.
    - d) **DADES# STAR HIBAC** transition shall be at the Tampa ATCT border at **12,000 if north OPS. South OPS 10,000 and 250 knots at the TPA ATCT border.**
  2. KSRQ jet arrivals: Border at or below 13,000ft or:
    - a) **BANGZ#**: cross **BANGZ 13,000 FT.**
    - b) **LUBBR#**: cross **LUBBR at 13, 000 FT.**
  3. KSRQ Turboprop arrivals: Border at or below 11,000ft.
    - a) **BANGZ**: cross **BANGZ 11,000 FT.**
    - b) **LUBBR**: cross **LUBBR 11,000 FT.**

### V. Routing: Fort Myers Area

- A. ZJX shall vector and/or instruct all aircraft intending to land at an airport within the Fort Myers ATCT boundary to cross one of the following intersections at the specified altitude
  1. Fort Myers Tracon arrivals:
    - a) **TYNEE#**: cross **OGGER & PIE at FL270.**
    - b) **SHIFTY#**: cross **INPIN at or below FL310.**
    - c) **JOSFF#**: cross **HILTI or PIE at FL270.**
    - d) **LUBBR#**: cross **LUBBR at 13,000.**
    - e) **PIKKR#**: cross **WHITL at or below FL310.**
    - f) **ZEILR#**: Cross **PIE at or below FL310.**

VI. Routing: West Palm Beach Area

A. ZJX shall vector and/or instruct all aircraft intending to land at an airport within the West Palm Beach ATCT boundary to cross one of the following intersections at the specified altitude

1. KPBI arrivals:

a) **VUUDU#:** MOLIE cross AOB FL350.

b) **CPTAN#** WOPNR transition not to be used on VATSIM. Cross Boundary at FL280 (TurboJet Only).

c) **JESTR#:** cross DEBRL at or below FL240 (TurboProps only).

d) **MLB#:** Boundary at or below FL240 (TurboProps and Props only).

e) **STOOP#:** Boundary at FL240 (TurboJet Only).

f) **TTYLR#:** cross PIE at or below FL270. (All Aircraft)

VII. Boundary Crossing Restrictions: Orlando Area

A. Aircraft departing F11 shall be vectored towards a DTA and then cleared on course.

1. Exception: For aircraft who are unable to fly RNAV SIDs, if clearing the aircraft on course is impractical, F11 shall coordinate the assigned heading with ZMA prior to transferring communications.

B. Jet aircraft departing F11 which are Southeast bound through TPSTR/ATLAS/CUSSR shall be instructed to climb to 14,000ft.

C. Aircraft departing F11 which are Southwest bound through KLMAN shall be instructed to climb to 16,000ft.

D. Aircraft departing from KMLB, KCOF, KCOI, KTIX, KXMR, KTTS, X21 may utilize the **VALKA** and **PIPER** DTAs. No other airports may utilize these DTAs.

E. Aircraft transitioning through the **CAMAN** DTA shall cross the F11/Tampa ATCT shared boundary above 13,000ft unless that aircraft intends to land at an airport within the Tampa ATCT boundary.

## Procedures and Responsibilities: ZMA

- I. Initial coordination
  - A. When initially logging on to a position, ZMA shall indicate to ZJX whether Tampa ATCT is utilizing north or south operations.
- II. Descent Planning
  - A. ZJX authorizes ZMA to work the MAATY/DARBS/DADES/LZARD arrivals (or equivalent) through Jacksonville Center and F11 ATCT airspace when Jacksonville Center is offline. Arrivals are to be issued descent in compliance with this LOA.
  - B. ZMA shall not descend aircraft below 12,000ft. until West of the Tampa ATCT/F11 shared boundary.
- III. Routing: Tampa Area
  - A. Jet aircraft departing KTPA airport and intending to land KMCO or KSFB airports shall be routed via the MINEE#/PRICY# arrival.
  - B. Prop/TurboProp aircraft departing an airport within the Tampa ATCT boundary and intending to land at an airport within the F11 boundary other than MCO be routed via the MINEE# arrival, and instructed to cross the TPA/F11 border at 5,000ft.
  - C. Aircraft departing from an airport within the Tampa ATCT boundary and intending to land at an airport within the DAB ATCT shall be routed via KNEED V152 OMN
    1. Turboprop and turbojet aircraft shall cross the TPA/F11 boundary at or below 11,000ft
    2. Piston aircraft shall cross the TPA/F11 boundary at or below 5,000ft
- IV. Routing: Orlando Area
  - A. ZMA shall vector and/or instruct all aircraft intending to land at an airport within the F11 boundary to cross one of the following intersections at the specified altitude
    1. KMCO arrivals:
      - a) North Ops (**NON-RNAV's**)
        - (1) **GOOFY#:** cross **BAIRN** 8,000 ft.
        - (2) **MINEE#:** cross **ANDRO** 13,000ft. & 250kts or **MOANS** 10,000 ft & 250kts.
      - b) South Ops (**NON-RNAV's**)
        - (1) **GOOFY#:** cross **BAIRN** 11,000 ft.
        - (2) **MINEE#:** cross **ANDRO** & **MOANS** 13,000 ft & 250kts.
      - c) **KMCO RNAV Arrivals (RIDES# PRICY# JOKRS#):**
        - (1) Aircraft shall be instructed to "Descend Via" the arrival with appropriate airport operations.
        - (2) **ALYNA#:** cross **SURFR** at 14000, F11 will issue "descend via" instructions.
    2. KISM, KLEE, KMLB, KORL, KSFB, KTIX
      - a) **GOOFY#:** cross **BAIRN** 8000ft.
      - b) **MINEE#:** cross **ANDRO** or **MOANS** 13,000ft.
      - c) **JOKRS#:** cross **JOKRS** 8,000ft.
      - d) **ALYNA#:** cross **SURFR** 14,000ft.
      - e) **RIDES# & PRICY#:** ZMA will issue "descend via" and will treat it as single flow with MCO arrivals.

- 3. KMLB & KCOF
  - a) Cross F11 boundary at 5,000ft.
- 4. KDAB
  - a) From south cross F11 boundary / MLB (on V3) at 15,000ft
- V. Routing: Jacksonville Area
  - A. If ZJX75/57 are combined, ZMA will issue BDRY AOBFL310. If ZJX57 is staffed by a separate controller, ZMA will issue BDRY AOBFL250.
- VI. Routing: Tampa via F11
  - A. Aircraft arriving TPA via the DADES# STAR HIBAC transition shall cross ZINGR at 17000 for F11 transition to TPA TRACON. DADES# STAR HIBAC transition shall be at the Tampa ATCT border at 12,000 if north OPS. South OPS 10,000 and 250 knots at the TPA ATCT border.
- VII. Q77 Rule
  - A. Aircraft on or east of **Q77/V267** shall be cleared northbound at ODD altitudes and southbound at EVEN altitudes.
  - B. Aircraft on routes/flight plans which are west of **Q77/V267** shall be cleared northbound at EVEN altitudes and southbound at ODD altitudes.

## Airspace: ZJX

- I. ZJX Airspace
  - A. ZJX Airspace exists North of the ZJX/ZMA shared boundary depicted on the FAA En Route H-8 High Airway Chart. This airspace also exists from the surface to FL600.
- II. ZJX & F11 Delegated Airspace
  - A. ZJX & F11 are delegated airspace from ZMA in accordance with Appendix B of this agreement.
  - B. F11 is delegated airspace from Tampa ATCT in accordance with Appendix B of this agreement.

## Airspace: ZMA

- I. ZMA Airspace
  - A. ZMA Airspace exists South of the ZJX/ZMA shared boundary depicted on the FAA En Route H-8 High Airway Chart. This airspace also exists from the surface to FL600.
- II. ZMA & Tampa ATCT Delegated Airspace
  - A. ZMA & Tampa ATCT are delegated airspace from ZJX in accordance with Appendix D of this agreement.

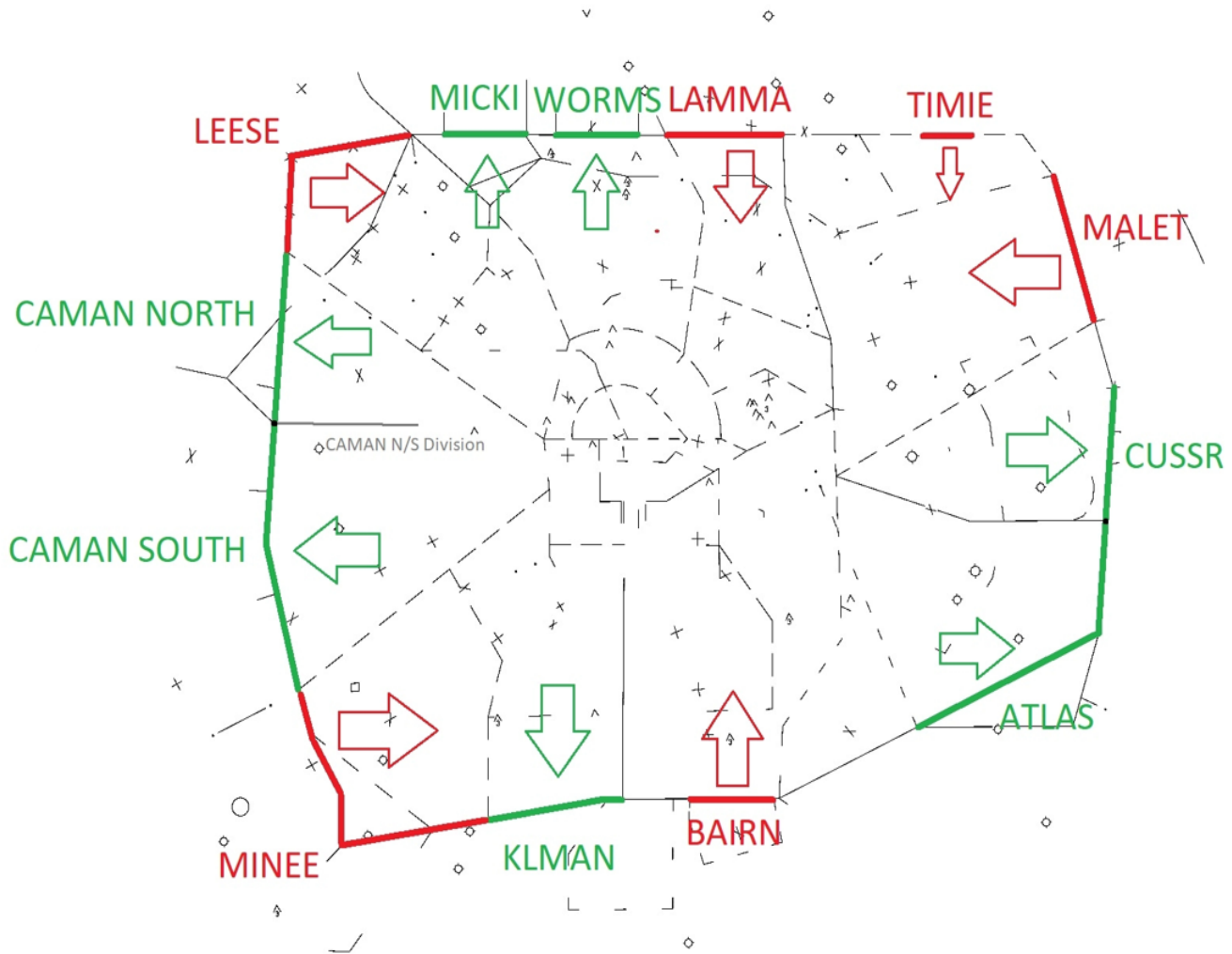
## Definitions

### I. Definitions

- A. Jacksonville Air Route Traffic Control Center (ZJX ARTCC)
- B. Miami Air Route Traffic Control Center (ZMA ARTCC)
- C. Virtual Air Traffic Simulation Network (VATSIM)
- D. Virtual Air Traffic Simulation Network United States Division (VATUSA)
- E. Terminal Radar Approach Control (TRACON)
- F. Orlando/Central Florida TRACON (F11)
- G. Tampa Air Traffic Control Tower (Tampa ATCT)
- H. Letter of Agreement (LOA)
- I. Departure Transition Area (DTA)
- J. Arrival Transition Zone (ATZ)
- K. Flight Level (FL)
- L. Federal Aviation Administration (FAA)
- M. Virtual Radar Client (VRC)
- N. Miles In Trail (MIT)
- O. Air Traffic Control (ATC)

## Appendix A

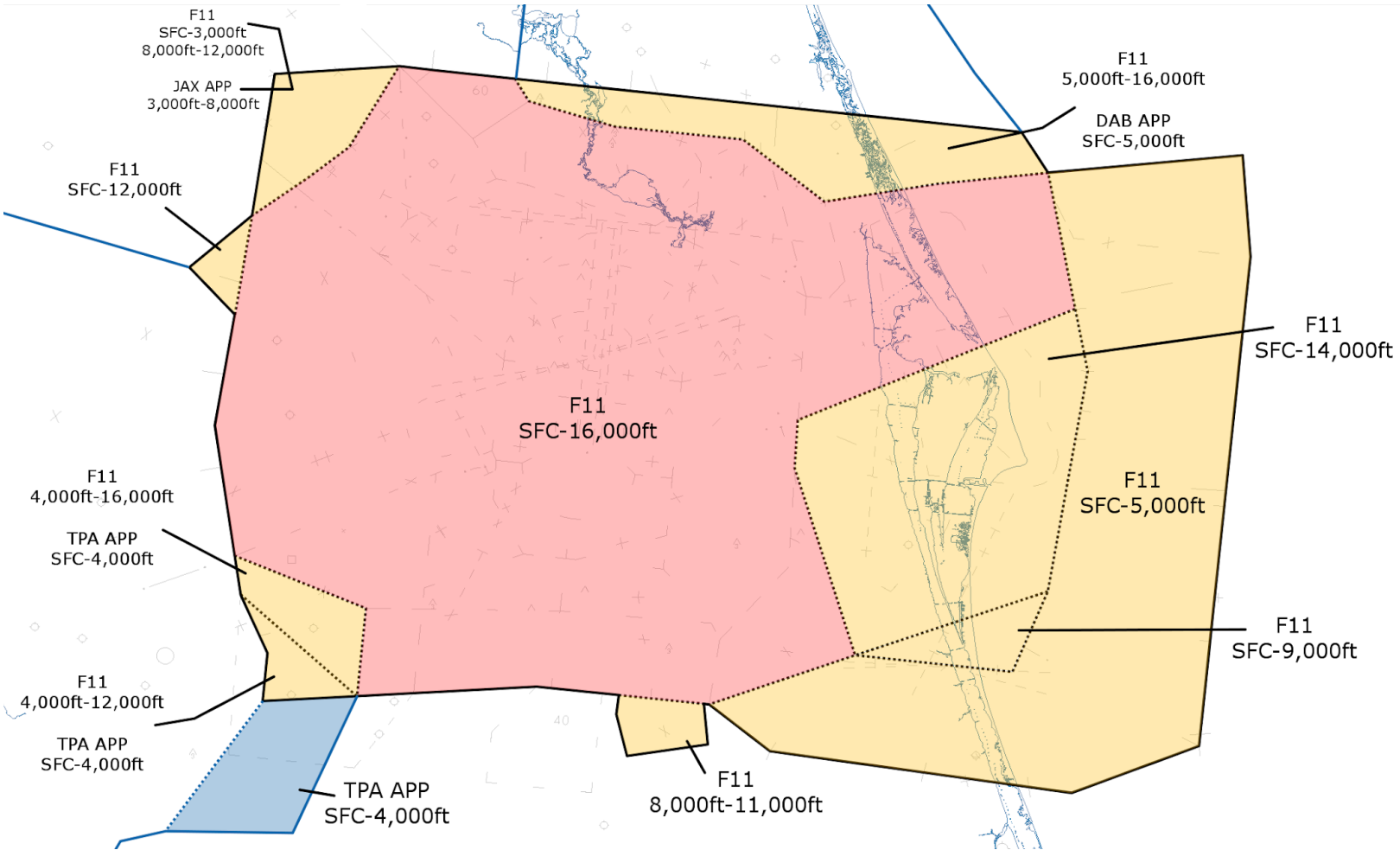
- F11 Designated Departure Transition Areas are depicted in green.
- F11 Designated Arrivals Areas are depicted in red.



For use on the VATSIM Network only, do not use for real world navigation.

# Appendix B

## - F11/ZMA Delegated Airspace

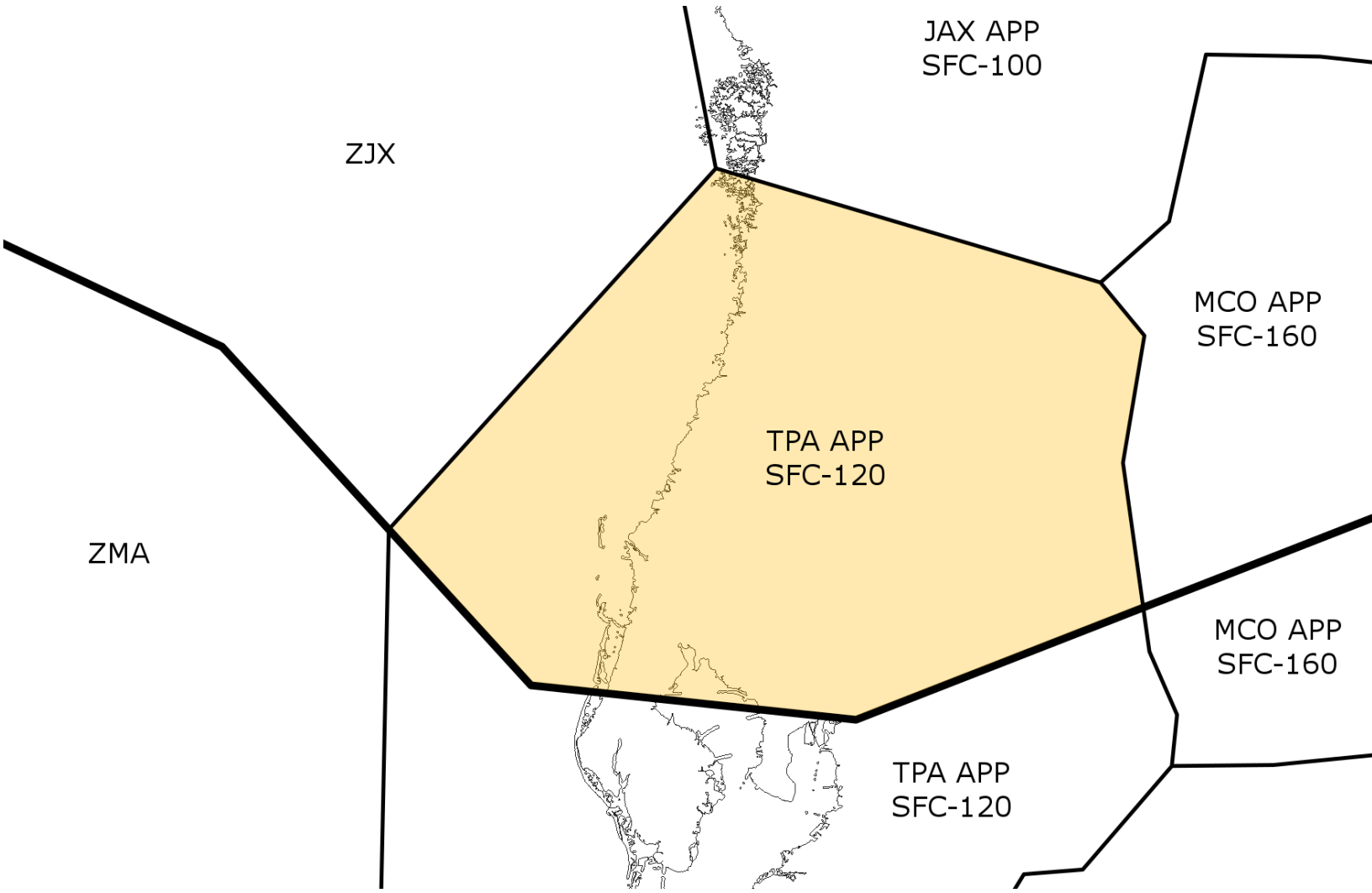


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Appendix D

- ZJX/Tampa ATCT Delegated Airspace



## Deviation

Temporary controller deviations from the procedures outlined in this LOA are permitted, provided that any deviations have achieved prior coordination between the affected and/or relevant controllers. Operational deviations for expeditious flow of traffic is encouraged whenever the traffic volume necessitates a deviation from the procedures spelled out in this LOA.

*Michael Burke*

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