

Letter of Agreement

Jacksonville ARTCC (ZJX) & Miami ARTCC (ZMA)

Effective September 10, 2018

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.
 - B. All communications handoffs shall occur no later than the sector boundary.
- II. Separation of En Route Aircraft
 - A. All handoffs shall have a minimum separation of 5 nautical miles in trail. All other separation requirements shall meet or exceed the legal minimums.
 - B. Increasing MIT separation above the minimum of 5 nautical MIT may be established utilizing prior coordination between ZJX/ZMA En Route controllers.
- 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.

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.
- II. Descent Planning
 - A. ZJX shall have control for turns and descents for the COSTR & CWRLD arrivals when ZMA is offline.
- III. Routing: *Orlando Area*
 - A. Aircraft departing F11 and intending to land in Mexico shall be vectored through the **CAMDT** DTA. Aircraft shall be routed via **CAMDT KNOST CIGAR** ...Thence via flight planned route.
 - B. Aircraft departing F11 and intending to land at an airport within the Tampa ATCT boundary shall be vectored through the **KNEED** DTA.
 - C. Jet aircraft departing KMCO airport and intending to land KTPA airport shall be routed via **ORL DADES4** or **ORL LZARD6**. Aircraft shall be vectored through the **CAMDT** 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: 13,000ft.
 - a) **OLENE, TABIR**
 2. KSRQ jet arrivals: 13,000ft.
 - a) **WALTR, TEEGN, TRAPR**
 3. KSRQ Turboprop arrivals: 11,000ft.
 - a) **BOATS, AVTAR**
 - B. ZJX may give the higher crossing restrictions listed on the respective arrivals at the discretion of the ZJX En Route Controller handling the arrival. This is applicable to the Tampa Area only.
 - C. Aircraft departing an airport within the Tampa ATCT boundary and intending to land at an airport within the F11 boundary shall be routed via **LAL MINEE**.
- 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. KRSW arrivals:
 - a) **OGGER, PIE** at FL270
 - b) **LOOOU** at FL240
 - c) **INPIN** at FL270
 - d) **HILTI** below FL290

- 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) **MOLIE** below FL350
- VII. Boundary Crossing Restrictions: Tampa Area
- A. Aircraft intending to land at any airport except KBKV airport, within the Tampa ATCT boundary shall cross that boundary at or below 13,000ft. ZJX shall ensure this prior to initiation of radar handoff.
 - B. Aircraft intending to land at KBKV Airport from the North or West shall cross the Tampa ATCT boundary at or below 10,000ft. ZJX will ensure this prior to initiation of radar handoff.
 - C. Aircraft intending to land at KBKV Airport from the East shall cross the Tampa ATCT boundary at or below 4,000ft. ZJX will ensure this prior to initiation of radar handoff.
 - D. Aircraft transitioning between F11 and Tampa ATCT in either an East or West bound direction shall be instructed to climb to an altitude at or below 12,000ft.
- VIII. Boundary Crossing Restrictions: Orlando Area
- A. Aircraft departing F11 shall be vectored through one of the designated Departure Transition Areas designated in Appendix A.
 - B. Jet aircraft departing F11 which are Southeast bound shall be instructed to climb to 14,000ft and vectored sufficiently eastbound to necessitate a turn to heading 140. Aircraft shall remain on a heading between 100-140 until the aircraft's radio communications are established with ZMA.
 - C. Aircraft which have MLB in their flight plan may be cleared direct MLB.
 - D. Jet and Turboprop aircraft departing F11 which are Southeast bound shall be vectored through the **ATLAS** DTA.
 - E. Prop aircraft departing F11 which are Southeast bound shall be vectored through the **TPSTR** DTA.
 - F. Aircraft departing F11 which are Southwest bound shall be instructed to climb to 16,000ft. and vectored through the **KLMAN** DTA then onto to RSW or CYY.
 - G. Aircraft departing from KMLB, KCOF, KCOI, KTIX, KXMR, KTTS, X21 may also utilize the **VALKA** and **PIPER** DTAs. No other airports may utilize these DTAs.
 - H. Jet and Turboprop aircraft departing KMLB and KCOF Airports which are Southeast bound may be cleared direct **TRV**.
 - I. Aircraft transitioning through the **CAMDT** DTA shall cross the F11/Tampa ATCT shared boundary at or above 12,000ft. unless that aircraft intends to land at an airport within the Tampa ATCT boundary.
- IX. Restricted Airspace: R2901- B, E, M
- A. F11 shall control R-2901 sections B, E, M from surface to FL180 when activated.

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. ZMA shall have control for turns and descents from the **ORL** transition for the **LZARD & DADES** arrivals when ZJX is offline.
 - B. ZMA shall not descend aircraft below 13,000ft. 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 direct **ANDRO** to join the **COSTR** arrival.
- 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
 - (1) **BAIRN** 8,000 ft.
 - (2) **ANDRO** 13,000ft. & 250kts.
 - (3) **MOANS** 10,000ft. & 250kts.
 - (4) **APOLO** 14,000ft.
 - b) South Ops
 - (1) **BAIRN** 11,000ft.
 - (2) **ANDRO** 13,000ft.
 - (3) **MOANS** 13,00ft.
 - (4) **APOLO** 14,000ft.
 2. KISM, KLEE, KMLB, KORL, KSFB, KTIX
 - a) **BAIRN** 8000ft.
 - b) **ANDRO** 13,000ft.
 - c) **MOANS** 13,000ft.
 - d) **APOLO** 14,000ft & 250kts.
 3. KMLB & KCOF
 - a) Cross F11 boundary at 5000ft.
 4. KDAB
 - a) From south cross F11 boundary / BAIRN at 16000ft.
 - b) From East Oceanic cross APOLO at 11000ft and 250kts.
- V. Routing: Jacksonville Area
 - A. ZMA shall issue the following descents to aircraft entering into ZJX through the FL270 - FL600 shelf.
 1. QUBEN1: descend via the STAR.
 2. POGIE1: cross CROPY at or below FL270

VI. J53 Rule

- A. The following rule is only activated when **both** the ZJX ATM and the ZMA ATM, or their designees, agree it shall be activated for high volume traffic scenarios. The J53 Rule may remain active for up to 72 consecutive hours. After that length of time, the J53 activation shall automatically expire.
 - 1. Aircraft on or east of **J53/J81/V267** shall be cleared northbound at ODD altitudes and southbound at EVEN altitudes.
 - 2. Aircraft on routes/flight plans which are west of **J53/J81/V267** shall be cleared northbound at EVEN altitudes and southbound at ODD altitudes.
 - 3. The ZJX/ZMA ATM or their designees shall make their controllers aware of the rule's activation.

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.

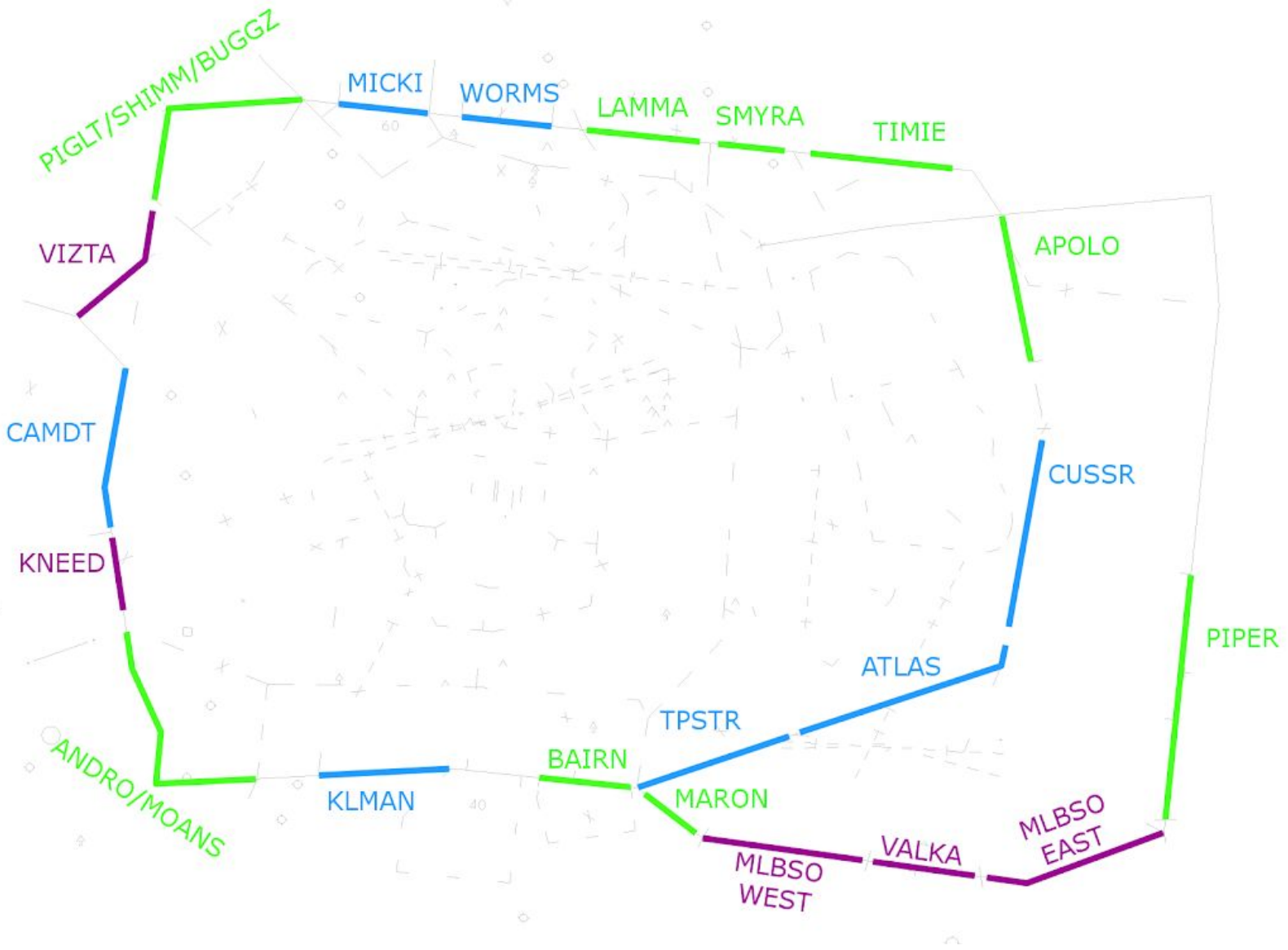
Definitions

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

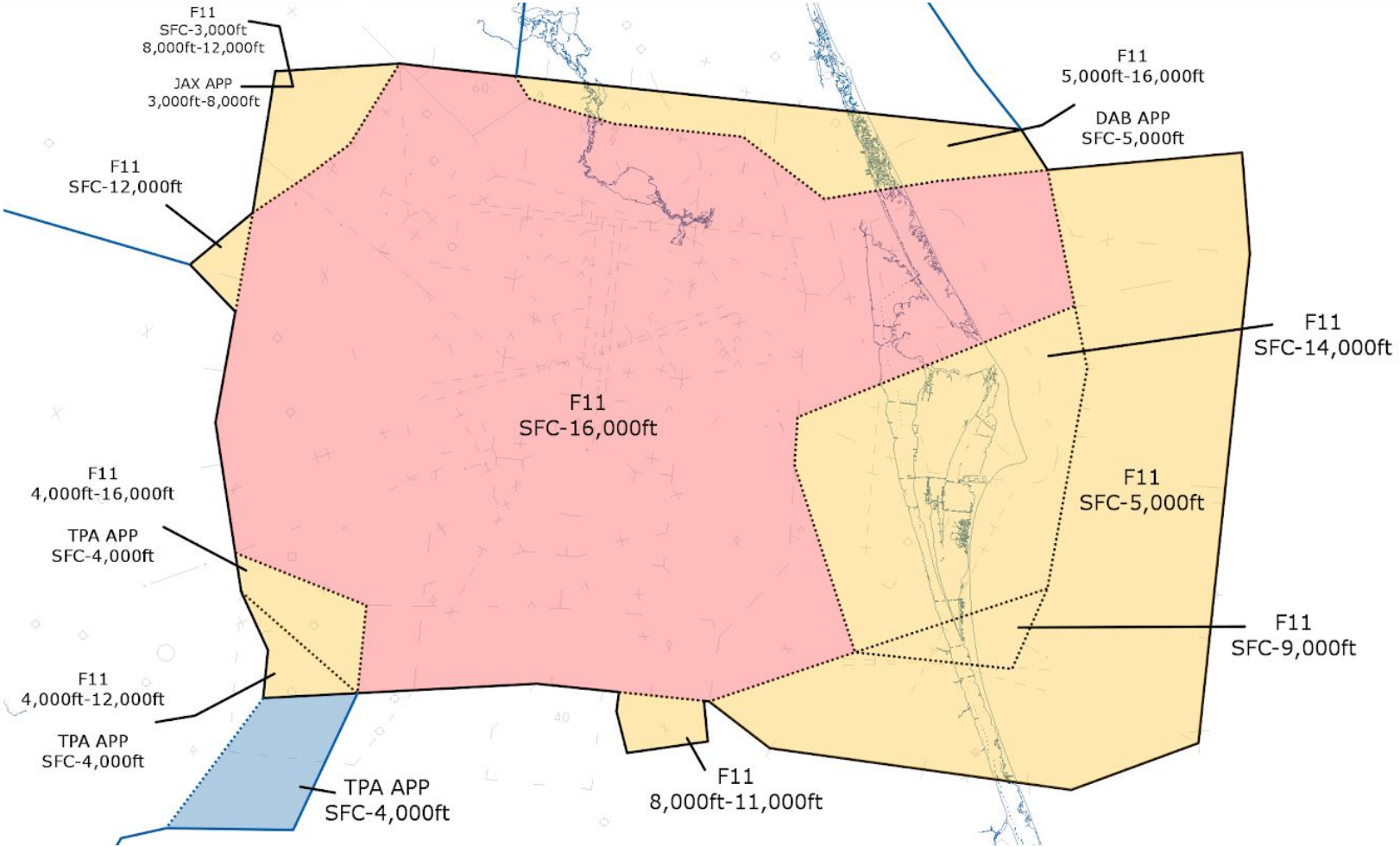
- F11 Designated Departure Transition Areas depicted in blue and purple.



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

Appendix B

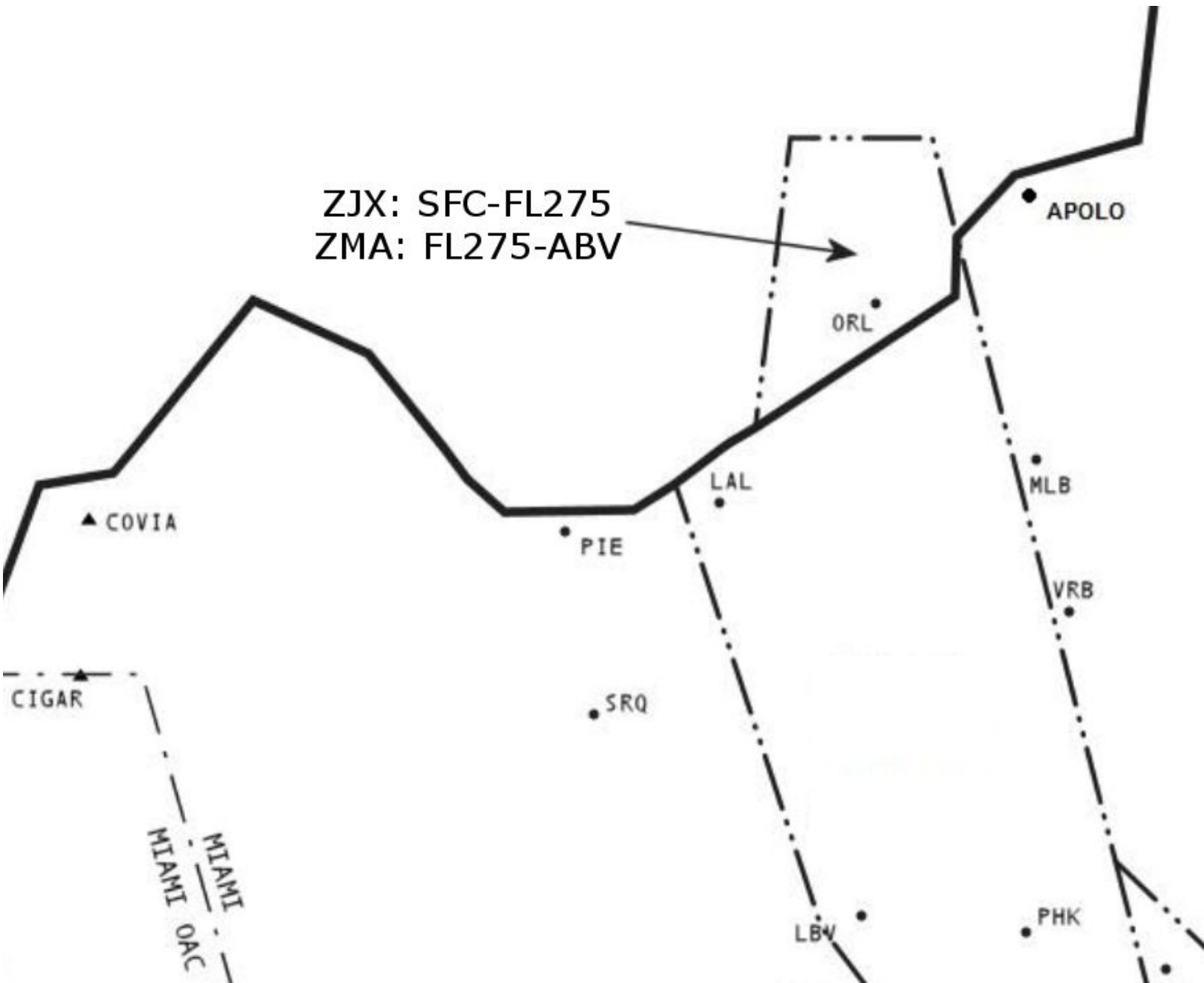
- F11/ZMA Delegated Airspace



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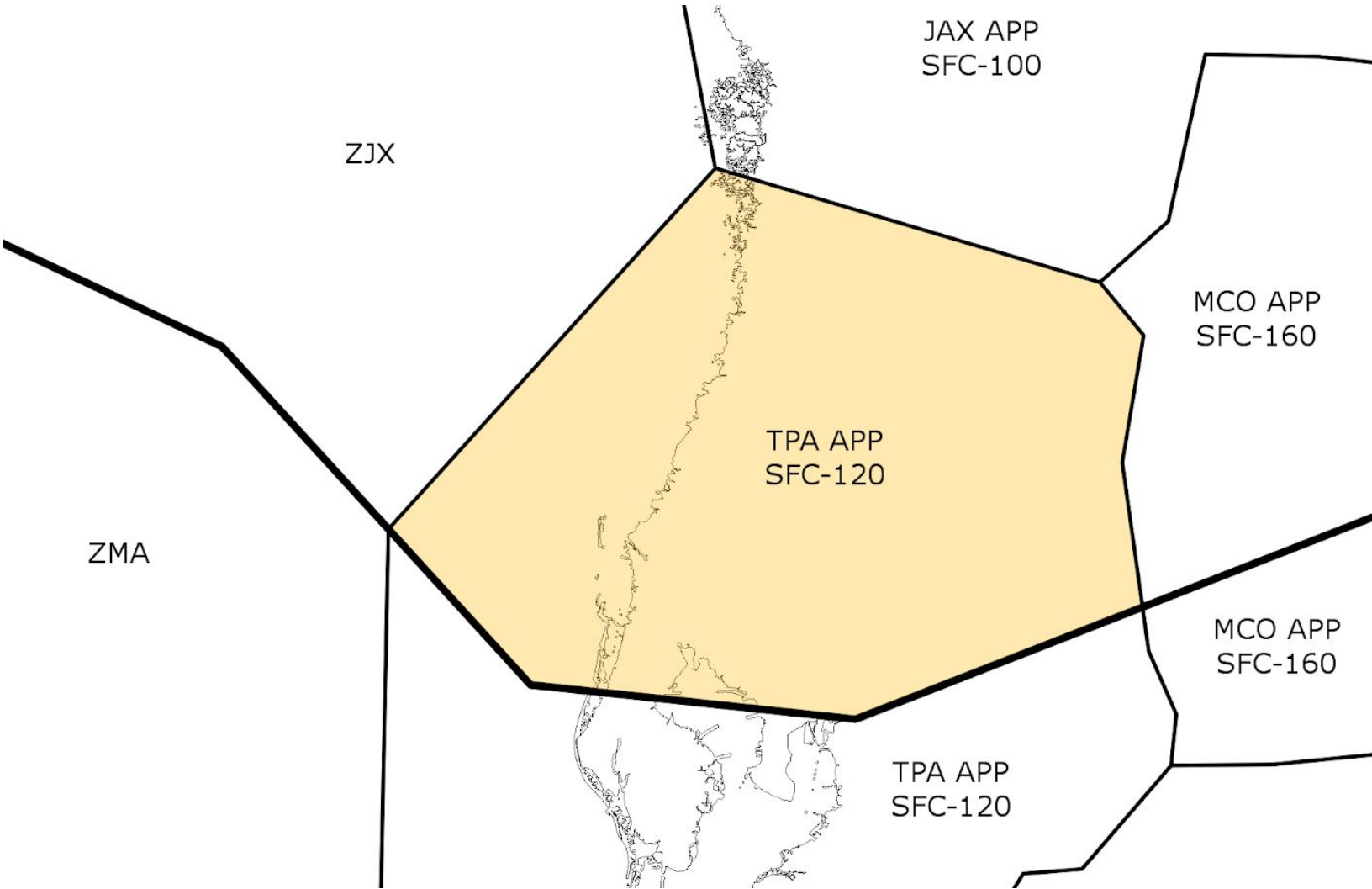
Appendix C

- ZMA Shelf delegated from ZJX



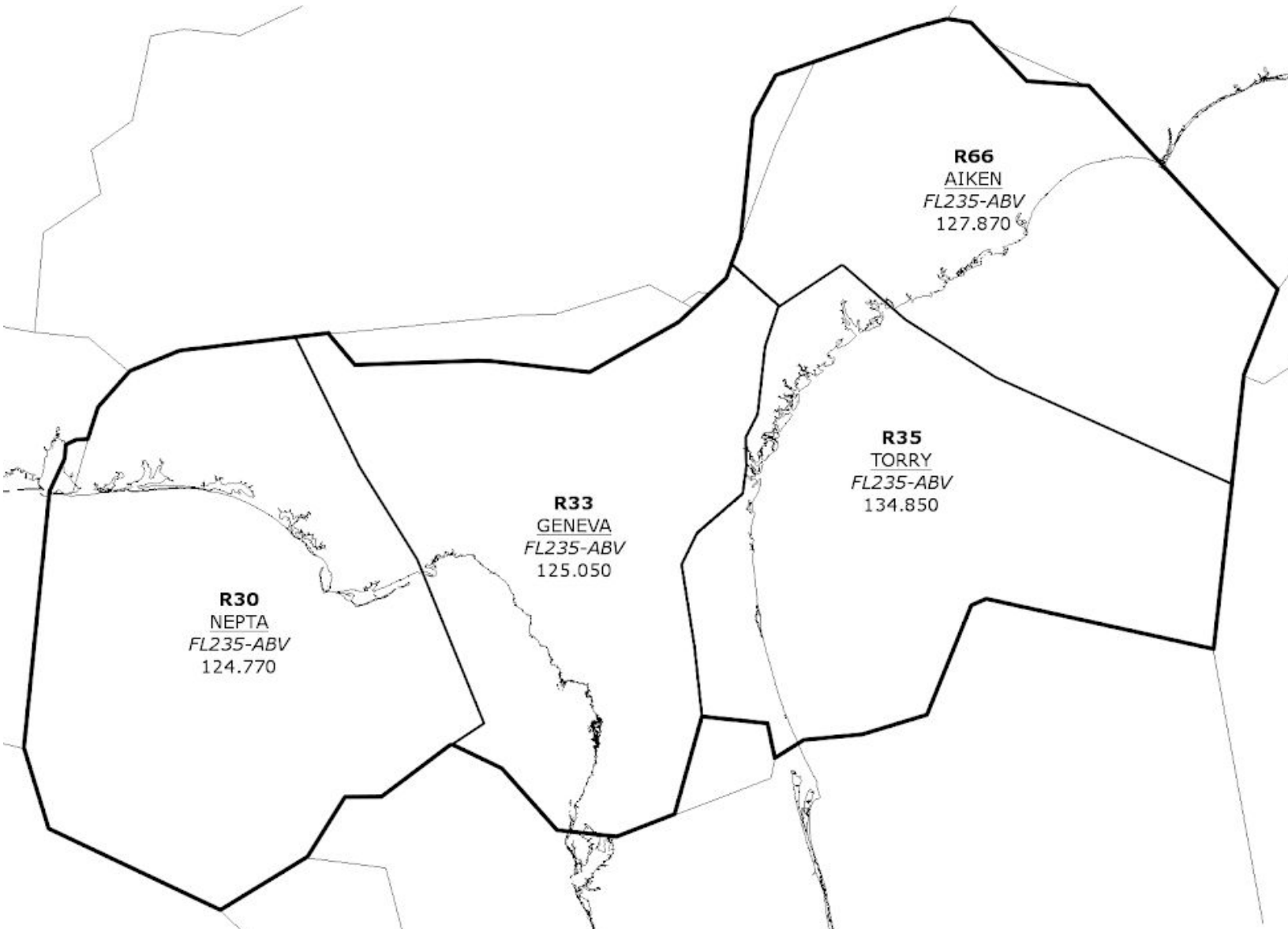
Appendix D

- ZJX/Tampa ATCT Delegated Airspace



Appendix E

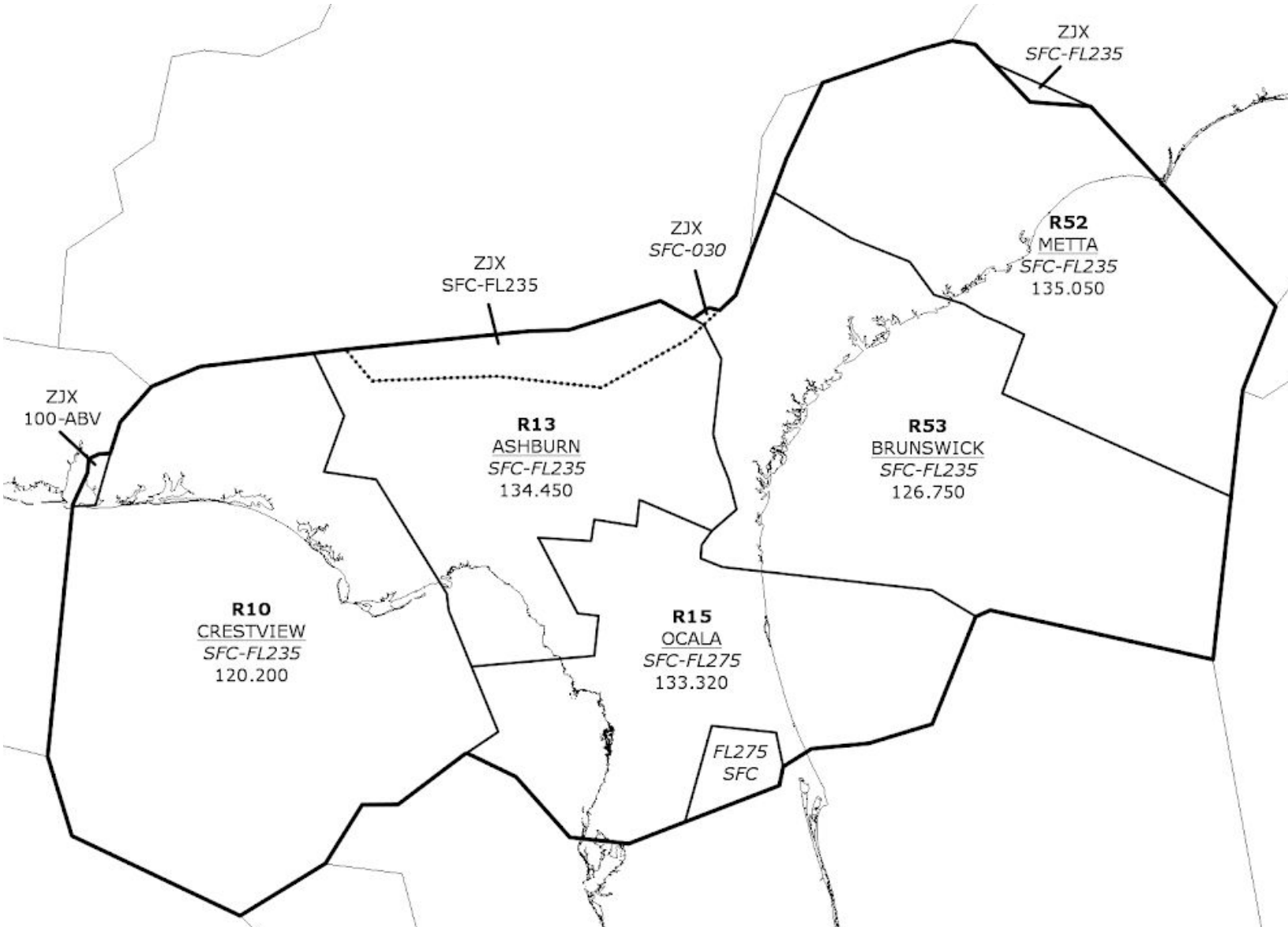
- ZJX HIGH



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Appendix F

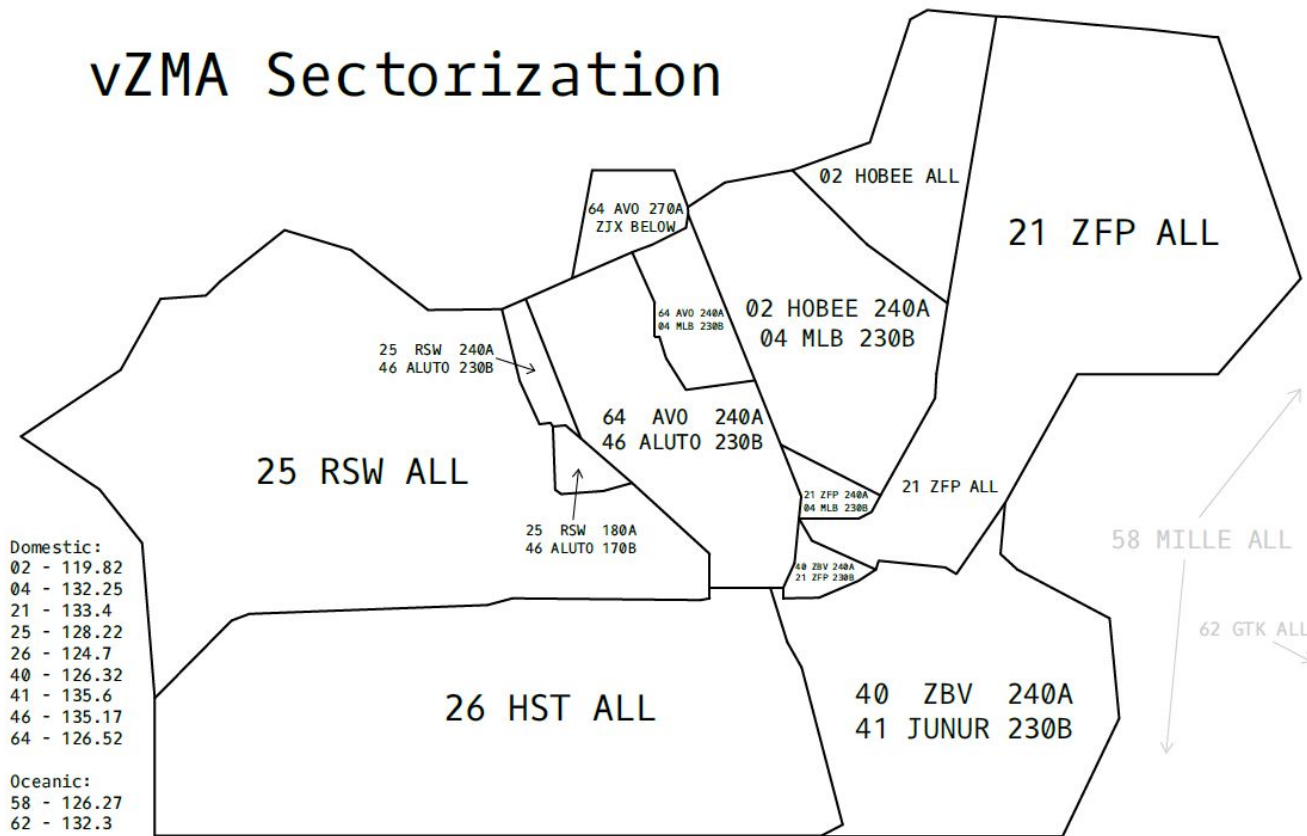
- ZJX LOW



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Appendix G

- ZMA Center Splits:



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Deviation

Temporary controller deviation 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.



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