

Letter of Agreement

Jacksonville ARTCC (ZJX) & Miami ARTCC (ZMA)

Effective January 1, 2021

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 **at or below FL300**, and via the western shore corridor **AOB FL310**.
- II. Descent Planning
 - A. ZMA authorizes ZJX to work all arrivals via COSTR & CWRLD (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 **ORL DADES6** 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 (250 Knots if in South operations)**
 2. KSRQ jet arrivals: 13,000ft.
 - a) **WALTR, TEEGN, TRAPR**
 3. KSRQ Turboprop arrivals: 11,000ft.
 - a) **BOATS, AVTAR**
- 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) **INPIN** at or below FL310
 - c) **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** AOB FL350
- VII. Boundary Crossing Restrictions: Orlando Area
 - A. Aircraft departing F11 shall be vectored towards a DTA and then cleared on course.
 - 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 **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.
- VIII. 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. ZJX authorizes ZMA/TPA to work all arrivals via the ORL transition of the LZARD/DADES arrivals (or equivalent) through Jacksonville Center airspace when Jacksonville Center 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# / MINEE#** arrival.
 - B. Aircraft departing an airport within the Tampa ATCT boundary and intending to land at an airport within the F11 boundary other than MCO shall cross the TPA/F11 border at or below 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
 - (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, KTIK
 - a) **BAIRN** 8000ft.
 - b) **ANDRO** 13,000ft.
 - c) **MOANS** 13,000ft.
 - d) **APOLO** 14,000ft & 250kts.
 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. ZMA shall transfer aircraft landing at KJAX to ZJX **at or below FL310**

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VI. Q77 Rule

- A. Aircraft on or east of **Q77/V267** shall be cleared northbound at ODD altitudes and southbound at EVEN altitudes.
 - 1. Aircraft destined to land at KATL shall be cleared 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.

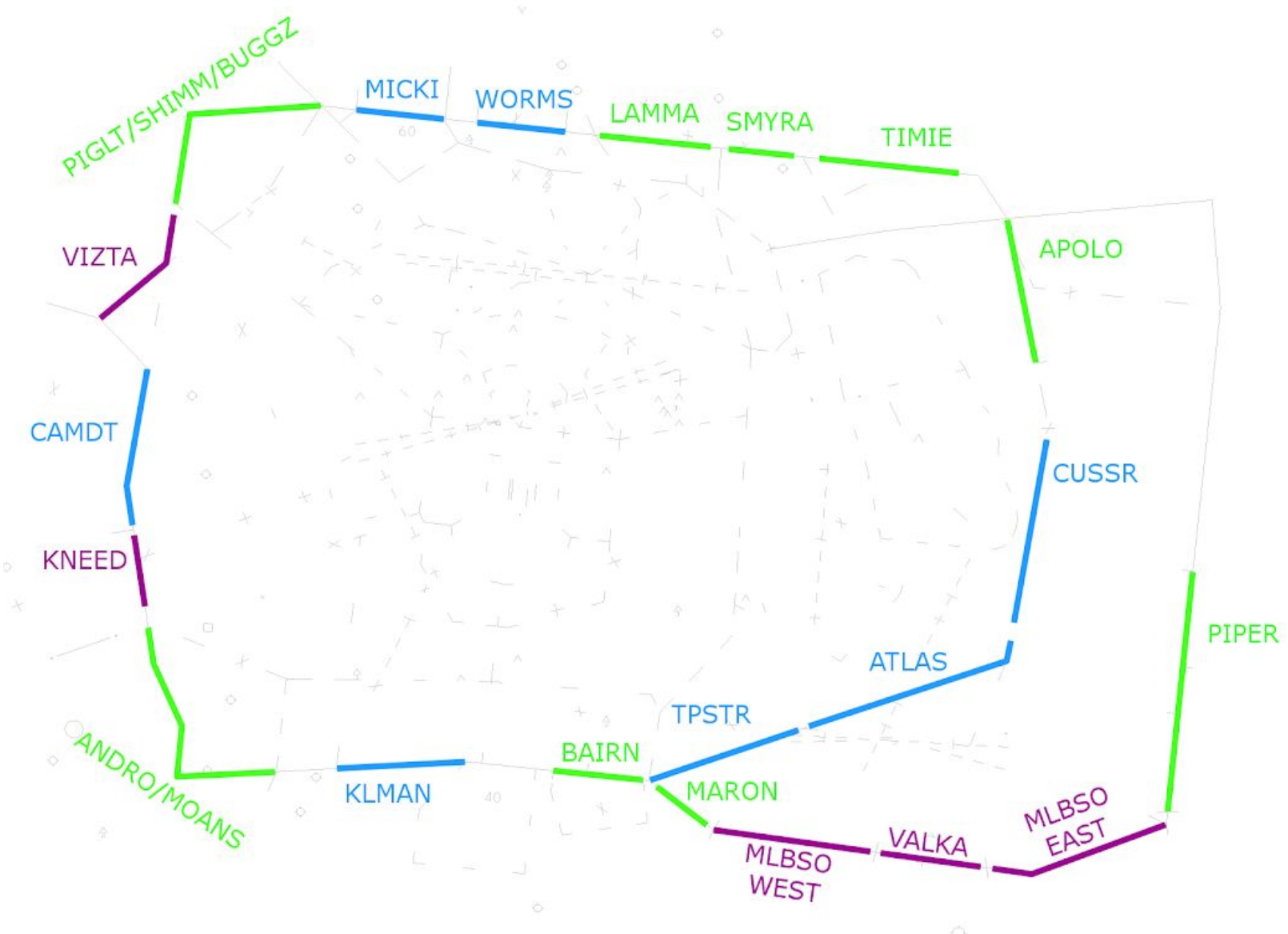
Definitions

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

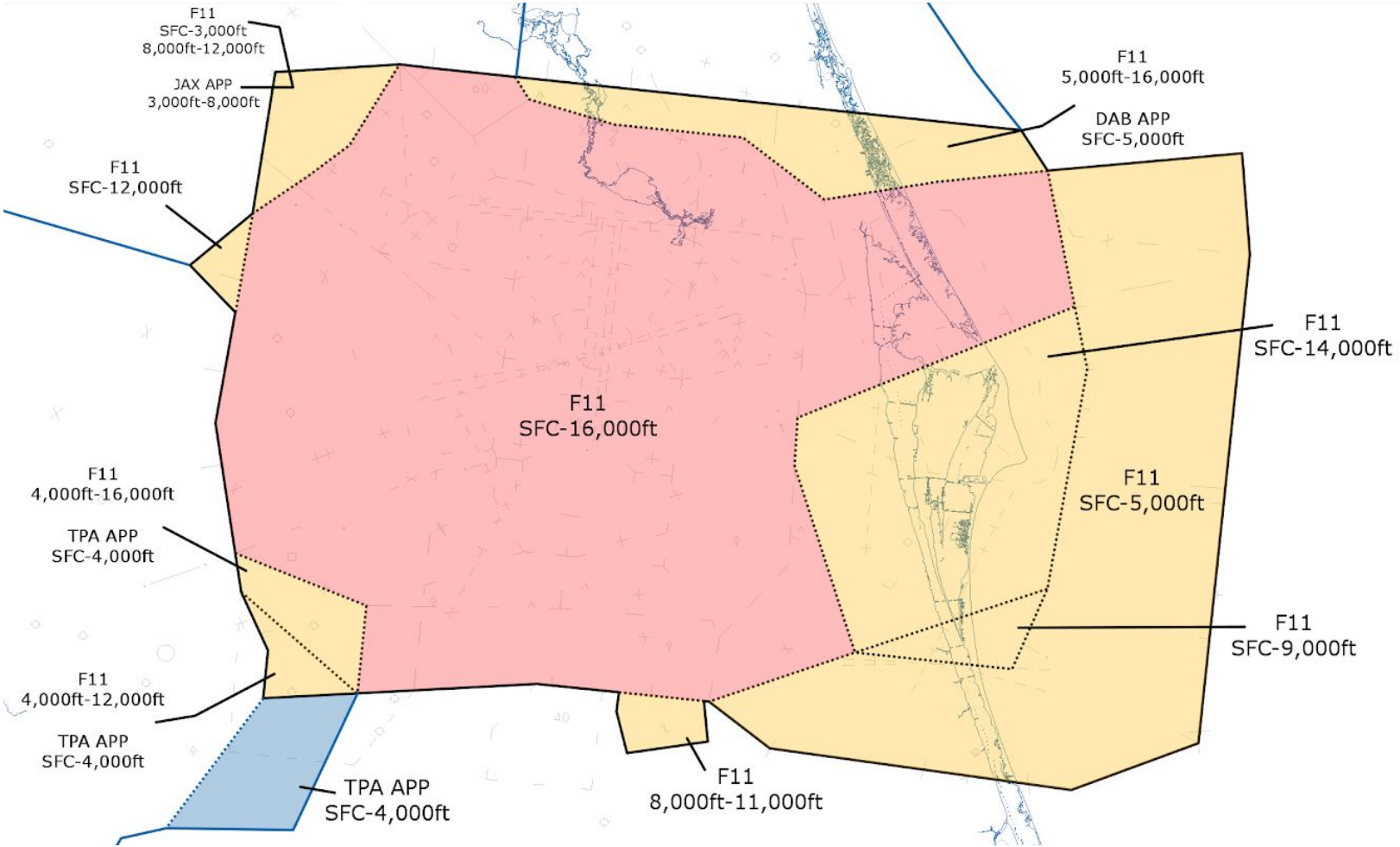
- F11 Designated Departure Transition Areas depicted in blue and purple.



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Appendix B

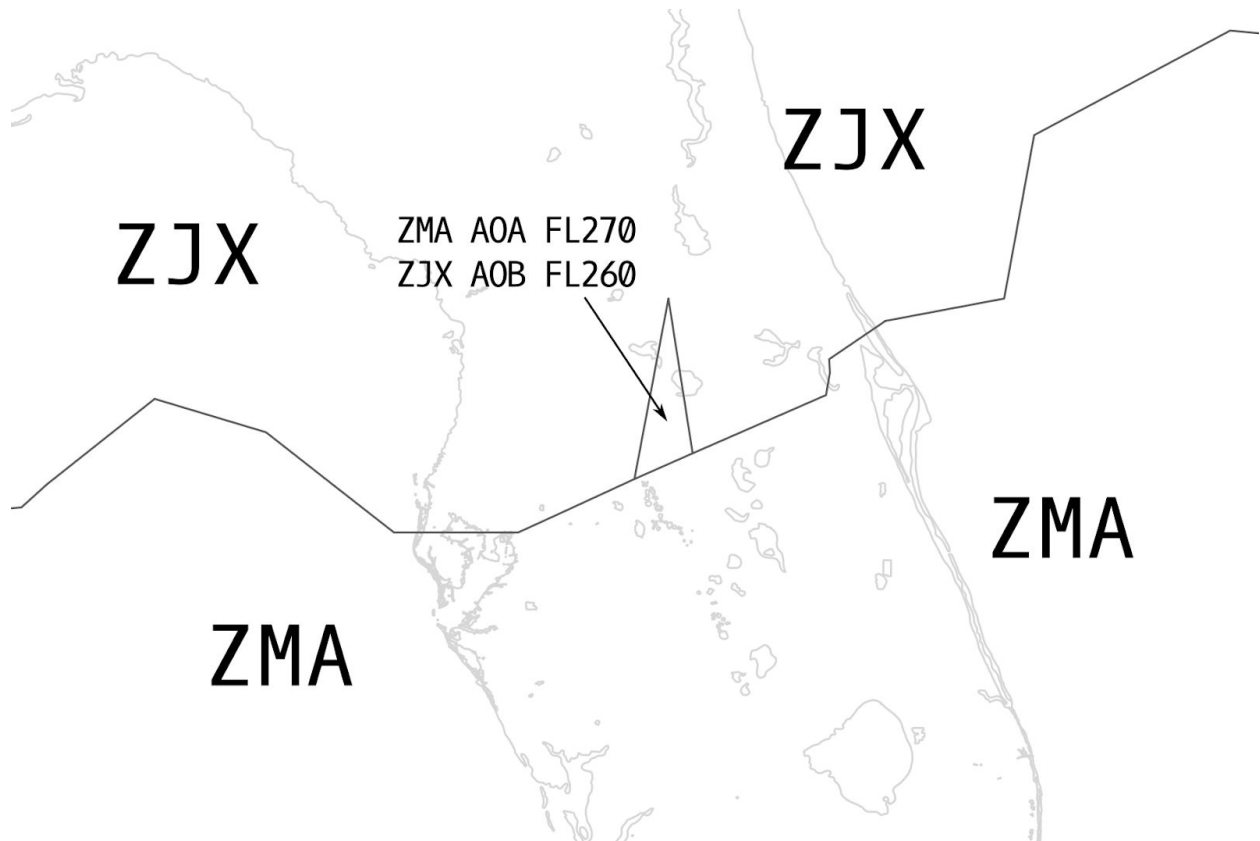
- F11/ZMA Delegated Airspace



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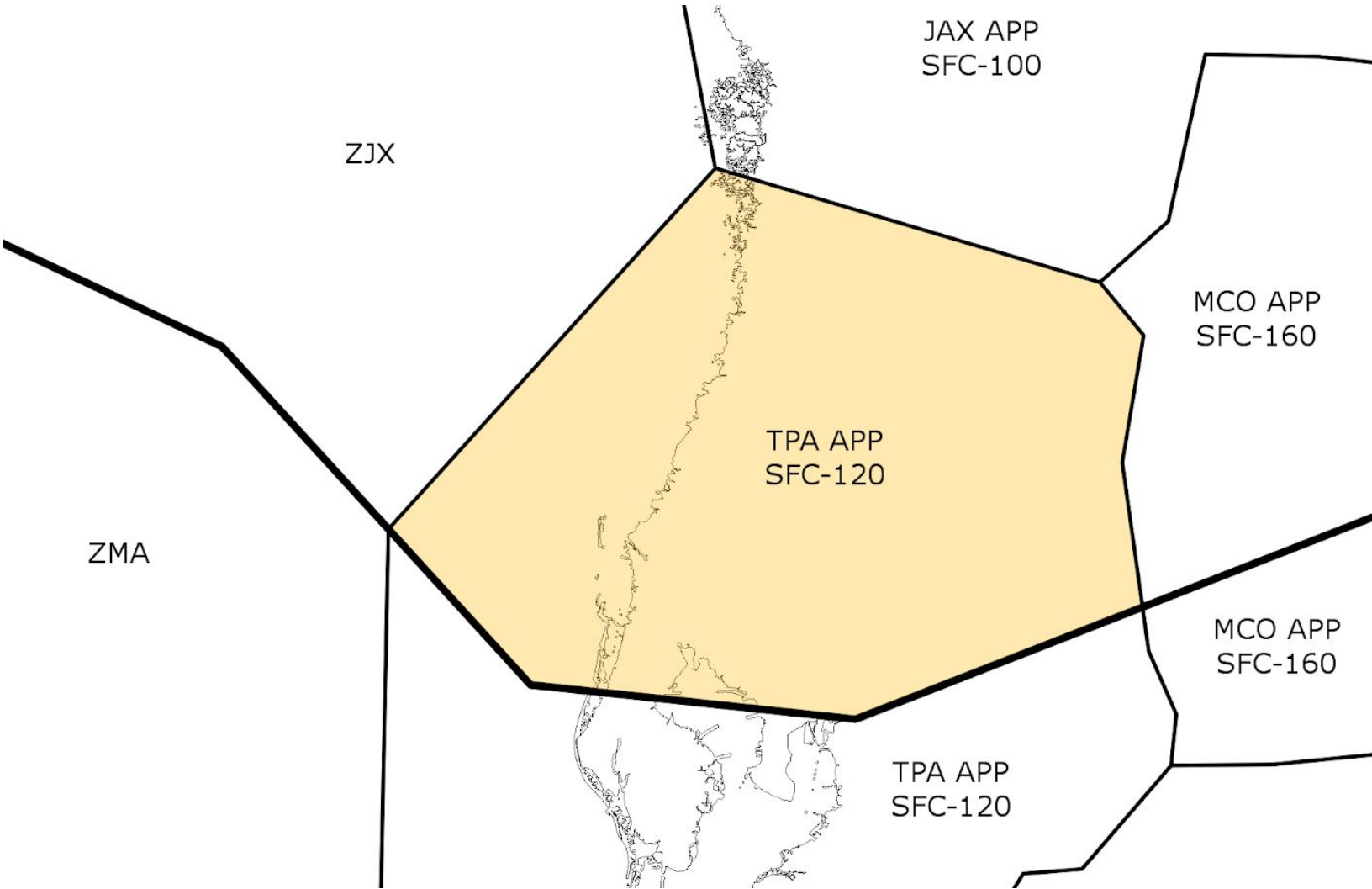
Appendix C

INPIN shelf delegated to ZMA by ZJX



Appendix D

- ZJX/Tampa ATCT Delegated Airspace

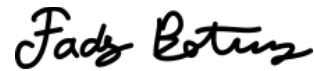


Deviation

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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