

# MIAMI ARTC CENTER AND JACKSONVILLE ARTC CENTER LETTER OF AGREEMENT

SUBJECT: INTER-CENTER PROCEDURES

EFFECTIVE: 07/24/2014

- 1 **PURPOSE.** This agreement establishes Inter-facility procedures between Miami ARTC Center (ZMA) and Jacksonville ARTC Center (ZJX) and is supplementary to the procedures contained in the Air Traffic Control Handbook.
- 2 **CANCELLATION:** Miami ARTC Center and Jacksonville ARTC Center Letter of Agreement, Subject: INTER-CENTER PROCEDURES, Effective May 2, 2013.
- 3 **RESPONSIBILITIES.** This agreement covers coordination procedures, route and altitude assignments, delegation of airspace, and coordination/notification procedures for special use airspace.
- 4 **PROCEDURES.**
  - 4.1 GENERAL
    - 4.1.1 Aircraft on or east of J53/J81/V267 must be cleared northbound at ODD altitudes and southbound at EVEN altitudes. Aircraft on routes west of J53/J81/V267 must be cleared northbound at EVEN altitudes and southbound at ODD altitudes.
      - 4.1.1.1 Aircraft transitioning between the ZEPHYR/MAYO/DARBS and CIGAR sectors may be delivered at any altitude. The receiving controller must initiate coordination for required altitude changes.
      - 4.1.1.2 Aircraft transitioning North and South between the NEPTA and CIGAR sectors may be delivered at any altitude. The receiving controller must initiate coordination for required altitude changes.
    - 4.1.2 Altitude Procedures
      - 4.1.2.1 Interim altitude use is authorized between both facilities.
      - 4.1.2.2 Use of an interim or assigned altitude must be considered valid coordination. Acceptance of a radar handoff constitutes approval for aircraft to be climbing, descending or level at the altitude passed in the data block.

**Note:** The intent of this paragraph is not to supersede required altitudes specified within this letter. It merely gives the ability to use automated coordination,

including Interim Altitudes, in lieu of verbal coordination when compliance isn't possible.

4.1.3 Aircraft which are transitioning to the KEYSTONE Sector (FL350 and above), which have been pointed-out to the GREEN COVE Sector (FL240-260), underneath the ZMA Center delegated airspace, must not require further coordination with the GREEN COVE Sector, if the aircraft re-enters GREEN COVE airspace north of the ORL VORTAC (FL240-FL340), when climbing to requested altitude, unless ZMA Center initiates a change (e.g., altitude, speed, heading, etc.)

4.1.4 Multi-Center Advanced Navigation Routes are supplemental to routing requirements established in this Letter.

## 4.2 NORTHBOUND

### 4.2.1 Atlantic Overwater Routes

Sector	Route(s)	Restrictions
<b>Torry/ Knemo</b>	Filed AR3 – AOB FL240	Established on the airway prior to Center boundary
	Filed AR3 – AOA FL250	Direct ILM / Direct PANAL..DIW / AR3
	Filed over ILM or DIW (Except via NUCAR)	AR16/AR18/AR23/AR24
	M201 – AOA FL310	Direct HANRI / AR18..M201 / AR3..M201
	M202	Established on the airway at or prior to UKOKA. ZMA must add UKOKA estimate & MACH speed in 4 <sup>th</sup> line.

4.2.1.1 Aircraft filing over RIC/TYI/FAK via Atlantic Overwater routes must be cleared and routed over ILM.

4.2.1.2 Aircraft filing over ORF/J174 via Atlantic Overwater routes must be cleared and routed over DIW.

4.2.1.3 ZMA may clear aircraft direct ILM/DIW from ADOOR sector on or east of AR18.

4.2.1.4 ZMA ADOOR sector must ensure traffic cleared direct JAINS/HANRI are not in conflict with northbound traffic from the NUCAR sector.

4.2.1.4.1 ZJX must accept direct routings to JAINS, HANRI, METTA or SPIKY.

4.2.1.5 TORRY/KNEMO sector have control for speed change, beacon code change, and turns 30 degrees either direction 20 NM south of the ZMA/ZJX boundary.

## 4.2.2

Overland Routes

Sector	Route(s)	Restrictions
<b>Green Cove Springs</b>	J53	Established on airway prior to Center boundary.
	J81	Established on airway prior to Center boundary.
	J113	At or above FL330. Established on airway prior to Center boundary.
	ORL.POGIE STAR	Landing JAX/CRG/NIP/NRB/VQQ
	ORL..HAINY.QUBEN STAR	Landing JAX only —
	Direct CRG	At or above FL330 on or west of J113 for R-NAV or advanced navigation aircraft only, <b>or</b> RSW complex departures west of J53.
	Direct VQQ	Only from within the lateral confines of BOYEL sector.
	Direct ORL	
	Direct BARBS	
<b>Keystone</b>	J53	Established on airway prior to Center boundary.
	J81	Established on airway prior to Center boundary.
	J113	At or above FL350. Established on airway prior to Center boundary.
	Direct CRG	At or above FL350 on or west of J113 for R-NAV or advanced navigation aircraft only, <b>or</b> RSW complex departures west of J53.
	Direct BARBS	
	Direct VQQ	Only from within the lateral confines of BOYEL sector.
	Via OMN	At or above FL370 from within APOLO sector.
<b>St. Johns</b>	J53	COF/MLB/TTS departures shall join south of KIZER.
	V267	COF/MLB/TTS departures shall join south of KIZER.
	Direct ORL	At or below FL230.
<b>Darbs</b>	Heading 350	Between PIE VORTAC and the PIE270008. Assigned heading 350 or SRKUS SID. **
<b>Cedar Key</b>	LAL.J73	
	SMELZ.Q106	
	KPASA.Q110 / Q118	
	LAL..SZW	
	LAL..CTY	
	LAL.V7.CTY	
	LAL.V521.CTY	
	Direct GNV	Landing GNV only

<b>Mayo/ Zephyr</b>	<b>Route(s)</b>	<b>Restrictions</b>
	J55/J85.INPIN.J91.CTY	Heading to join J91 south of CTY is acceptable.
	LAL Direct TAY	At or above FL380
	Direct JOHNN	Filed LAL..CTY.J91 ATL and at or above FL380
	LAL.J73	
	LAL..FAGAN..TAY	Filed J75 after TAY <u>must</u> be routed over ORL.
	Direct CTY	Zephyr - Between LAL VORTAC and J20 Mayo – Between LAL and WEST of INPIN
	Direct SZW	Zephyr - Between LAL VORTAC and J20 Mayo – Between LAL and WEST of INPIN
	SMELZ.Q106	
	KPASA.Q110 / Q118	
	Direct TEPEE	Originating south of Miami Terminal area, at or above FL360
	Over or west of HILTI	APF/MKY departures at or above FL360.

\*\* If Heading is assigned to aircraft filed via the SRKUS SID it must be coordinated with DARBS

- 4.2.2.1 With the exception of COF Complex departures, J20/V159/V295 are not available north of ORL.
- 4.2.2.2 ZJX will accept parallel traffic entering the GREEN COVE/KEYSTONE sector, at or above FL330, if traffic whose flight plan routing remains on or west of J53/J81 is on the west side, and traffic whose flight plan routing is on or east of J51/J121/J174 is on the east side.
- 4.2.2.3 TPA and RSW complex departures filed to ATL requesting at or above FL180 must be cleared via the appropriate STAR.
- 4.2.2.4 FMY/RSW/APF/MKY departures filed to "Northeast" airports must be routed over ORL.
- 4.2.2.5 FMY/RSW/PGD departures over LAL/SMELZ/KPASA requesting above FL340, must be assigned FL340. ZJX has control for climb to FL350 25 NM south of the LAL VORTAC, within the AVON Sector.
- 4.2.2.5.1 The CEDAR KEY sector is responsible for subsequent point outs to OCALA and DARBS sectors on all FMY/RSW/PGD departures west of INPIN.
- 4.2.2.6 SRQ/VNC departures requesting above FL200, must be assigned FL200. ZJX has control for turns up to 20 degrees either direction and climb to FL260, 20 NM south of the PIE VORTAC. ZJX will be responsible for point outs to ZJX Sectors as a result of the turn.

- 4.2.2.7 OCF landing traffic must be delivered via ORL or TPA Approach.
- 4.2.2.8 GNV landing traffic must cross the Center boundary at or below FL260.
- 4.2.2.9 JAX/CRG/NIP/NRB/VQQ landing traffic must cross 15 miles north of the ORL VORTAC at or below FL270. Green Cove sector has control for turns up to 30 degrees to the west, north of the ORL VORTAC.
- 4.2.2.10 SGJ arrivals must cross the Center boundary at or below FL230.
- 4.2.2.11 SSI/BQK landers must cross the Center boundary at or below FL290.
- 4.2.2.12 Keystone sector has control on aircraft overflying OMN for speed change and turns up to 30 degrees, 30 miles south of the Center boundary from within the APOLO sector. ZJX will be responsible for point outs as a result of any turns issued by them.

#### 4.3 SOUTHBOUND

##### 4.3.1 Atlantic Overwater Routes

DESTINATION	ROUTE
FLL/FXE/HWO/OPF/PMP	AR21.CRANS.FISEL-STAR or AR21.CRANS..HIILL..FATHR..GISSH-STAR
PBI	AR19.AYBID.FRWAY-STAR or AR19.AYBID..MIMMI..NEUBE..SWOMP.. SANZZ..CASKI
BCT	AR19.AYBID.CAYSL-STAR or AR19.AYBID..MIMMI..NEUBE..SWOMP.. SANZZ..CAYSL
MIA/ TMB/ HST/ 07FA/ X51	AR22.JORAY.HILEY-STAR or AR22.JORAY..OSOGY..ENVOY..YOSSI.. MILSY..BOYUR..HILEY..KAINS
MCO/SFB/ORL/ISM	AR15.HIBAC.CWRLD-STAR
VRB/FPR/MLB/COF/SUA	AR15.HIBAC
TPA/PIE	AR15.ORL.LZARD/DADES-STAR
RSW/FMY APF/ MKY	AR15.HIBAC.SHFTY-STAR
OVERFLIGHTS OVER TADPO/MTH/CANOA	AR17.VKZ or direct MTH
OVERFLIGHTS OVER ZFP/URSUS	AR23/AR24/AR3

- 4.3.1.1 HOBEE/APOLO must accept direct routings from TORRY/KNEMO Sector, direct to DULEE/MAJIK/HOAGG **without** FDP revision.
- 4.3.1.2 HOBEE/APOLO must accept direct routings from TORRY/KNEMO sector,

direct to HIBAC from on or west of AR22 **without** FDP revision.

- 4.3.1.3 HOBEE, APOLO, NUCAR and ADOOR sectors have control for speed change, beacon code change, and turns 30 degrees either direction 20 NM north of the ZMA/ZJX boundary.
- 4.3.1.4 ADOOR must accept direct routings on aircraft on or east of AR23 to URSUS, ZFP (overflights), RAPPS (MYGF landing aircraft), NUCAR, ENAMO, HANKX, ANGLL **with** FDP revisions.
- 4.3.1.5 All aircraft transitioning to ZMA NUCAR sector from ZJX via the TORRY/KNEMO sectors must be established on AR3/G446 prior to the receiving facility's boundary.
- 4.3.1.6 When weather or Special Use Airspace closes the MALET ATA:
  - 4.3.1.6.1 Aircraft on M202 will be accepted.
  - 4.3.1.6.2 Aircraft south of ILM at the time of the closure will be accepted by ZMA.

#### 4.3.2 East Coast Routes

DESTINATION	AIRCRAFT TYPE	ROUTE	RESTRICTION
FLL/FXE/HWO/ OPF/PMP	Turbojets	OMN.FISEL-STAR OMN.GISSH-STAR	
FLL/FXE/HWO/ OPF/PMP	Turboprops	MLB.BLUFI-STAR LEBUR.BLUFI- STAR	
PBI/06FA/LNA	Turbojets/ Turboprops	OMN.FRWAY-STAR OMN.TUXXI-STAR	Cross Center boundary AOB FL360
F45	All	TRV..	Cross Center boundary AOB FL300
BCT	Turbojets/ Turboprops	OMN.CAYSL-STAR OMN.TUXXI-STAR	Cross Center boundary AOB FL360
PBI/06FA/ BCT/LNA	Props	V3.TRV..	
SUA	All	OMN or east direct TUXXI	AOB FL220
		ORL..TUXXI	AOB FL220
FPR	All	OMN or east direct TRV/FPR	AOB FL220
		ORL	AOB FL220
TTS	Tactical	Filed via SCOB STAR	AOB FL220
VRB	All	OMN or east direct	Props and Turboprops via ZJX/ MCO LOA Turbojets Cross Center boundary at or below FL220
		ORL	AOB FL220

DESTINATION	AIRCRAFT TYPE	ROUTE	RESTRICTION
MIA/ TMB/ HST/ 07FA/ X51	Turbojets	OMN.HILEY-STAR OMN.ANNEY-STAR	
MIA/ TMB/ HST/ 07FA/ X51	Turboprops	OMN.HILEY-STAR OMN.ANNEY-STAR MLB.BLUFI-STAR	
Overflights	All	OMN..TRV..MTH	Overflying TADPO / MTH / CANOA via OMN

4.3.2.1 ZMA will accept direct routings, filed over OMN, direct PCMAN, DIINO, FILBE, TRV (overflights only), **without** FDP revisions.

4.3.2.2 ZJX will not clear aircraft filed Y585 direct farther southeast than ATTIK.

4.3.2.3 ZMA has control for speed change and turns to the east on southbound aircraft, on or east of J79, south of the OMN VORTAC.

4.3.2.4 ZMA will accept direct routings, filed over OMN, direct URSUS, ZFP (overflights only), and ZIN, at FL240 or above **with** FDP revisions.

#### 4.3.3 West Coast Routes

DESTINATION	AIRCRAFT TYPE	ROUTE	ALTITUDE	RESTRICTION
FLL/FXE/ HWO/PMP/OPF*  *OPF <u>Turboprops/Props</u> only	Turbojets/ Turboprops	JINGL-STAR	FL130 and above	Advanced RNAV
	*All	BALKE..RXXAN..RSW.FORT L-STAR	FL130 and above	PTP
		PIE.FORTL-STAR	FL130 and above	Unable RNAV/PTP routing
	*Turboprops/ Props	LAL.V511.NEWER	FL120 and below	
	*All	LAL..RSW..FORTL. JINGL- STAR LAL..RSW.FORTL- STAR	FL230 and below	GNV departures and south only

DESTINATION	AIRCRAFT TYPE	ROUTE	ALTITUDE	RESTRICTION
PBI/F45/06FA/LNA/SUA	Turbojets/ Turboprops	WLACE-STAR	FL240 and above only	Advanced RNAV Cross Center boundary AOB FL350
		PIE..SRQ.WLACE-STAR	FL130-FL230	Advanced RNAV
	All	MOLIE..RSTAA.. WLACE..PHK..PBI	FL240 and above only	PTP Cross Center boundary AOB FL350
		PIE..SRQ..PGD..PHK..PBI	AOB FL350	Unable RNAV/PTP routing
	Turboprops/ Props	LAL..PHK..PBI.	FL120 and below	
	All	LAL..RSTAA WLACE-STAR LAL..RSW..PHK..PBI	FL230 and below	GNV departures and south only
BCT	Turbojets/ Turboprops	PRRIE-STAR	FL240 and above only	Advanced RNAV Cross Center boundary AOB FL350
		PIE..SRQ.PRRIE-STAR	FL130-FL230	Advanced RNAV
	All	MOLIE..RSTAA.. WLACE..PRRIE..TARTY..BCT	FL240 and above only	PTP Cross Center boundary AOB FL350
		PIE..SRQ..PGD..PHK.. PBI..BCT	AOB FL350	Unable RNAV/PTP routing
	Turboprops/ Props	LAL..PHK..PBI..BCT	FL120 and below	
	All	LAL..RSTAA PRRIE-STAR LAL..RSW..PHK..PBI..BCT	FL230 and below	GNV departures and south only
ORL/MCO/ISM	Turbojets	PIE.MINEE-STAR. PIE.COSTR-STAR	FL130 and above	Cross PIE AOB FL210
TTS	Tactical	SCOB STAR	Tactical Turbojets <b>FILED</b> via SCOB Arrival. SZW transition Cross Center boundary at or below FL220.	



DESTINATION	AIRCRAFT TYPE	ROUTE	ALTITUDE	RESTRICTION
IA/ TMB/ HST/ X51/ 07FA OPF*	*Turbojets/ Turboprops	SSCOT-STAR	FL130 and above	Advanced RNAV
		JUULI..BAARY.CYY. CYY-STAR	FL130 and above	PTP
		PIE.CYY-STAR	FL130 and above	Unable RNAV/PTP routing
	Turboprops/ Props	LAL.V157.LBV.V529. SWAGS..SSCOT/WORPP. SSCOT/CYY-STAR  LBV.V529..V35.CURVE	FL120 and below	
	All	LAL..RSW..CYY. SSCOT- STAR  LAL..RSW.CYY-STAR	FL230 and below	GNV departures and south only
RSW/FMY	Turbojets/ Turboprops	OGGER.TYNEE-STAR  INPIN.SHFTY-STAR	FL130 and above  FL170 and above	Advanced RNAV Cross OGGER/INPIN AOB FL270
		OGGER..FRZBE.. TYNEE..  INPIN..VALCH..WRTRS.. MOEMO..LBV	FL130 and above  FL170 and above	PTP Cross OGGER/INPIN AOB FL270
		INPIN..LBV..	FL270 and below	Unable RNAV/PTP routing
		SRQ..JOSFF-STAR	FL270 and below	Unable RNAV/PTP routing
		LAL..SHFTY.SHFTY-STAR  LAL..LBV..	FL150 and below	
	Props	LAL.V521.QUNCY..	ALL	
	Turbojets/ Turboprops	HODAR..FRZBE.TYNEE- STAR	FL130 and above	SHFTY Weather route, <i>Requires TMU Approval</i>
PGD	All	LAL	FL 190	Cross Center boundary AOB FL190
		PIE.V35.SABEE..PGD	FL 170	Cross Center boundary AOB FL190 descending to FL 170

DESTINATION	AIRCRAFT TYPE	ROUTE	ALTITUDE	RESTRICTION
APF/MKY	Turbojets/ Turboprops	WHITL.PIKKR-STAR	FL130 and above	Advanced RNAV Cross WHITL AOB FL350
		INPIN.SHFTY-STAR	FL170 and above	Advanced RNAV Cross INPIN AOB FL270
		WHITL..CODGR..ZEILR..	FL130 and above	PTP Cross WHITL AOB FL350
		INPIN..VALCH..WRTRS.. MOEMO..LBV	FL270 and below	PTP Cross INPIN AOB FL270
		SRQ.ZEILR-STAR INPIN..LBV..	FL270 and below	Unable RNAV/PTP routing
		LAL..SHFTY.SHFTY-STAR LAL..LBV..	FL150 and below	
	Props	LAL.V521.QUNCY..	ALL	

- 4.3.3.1 ZJX may clear SHFTY Arrival traffic direct VALCH between 17,000 and FL230.
- 4.3.3.2 The ZMA SARASOTA Low sector has control from the ZJX DARBS sector for descent to 17,000 feet, after the aircraft has passed the DARBS intersection on MCO Terminal Area arrivals.
- 4.3.3.3 Overflight Aircraft routed into AVON Sector (FL350 and below) must be cleared INPIN..LLAKE then flight plan route.

#### 4.3.5 Gulf Routes

Destination	Route(s)	Restrictions
<b>Tampa (TPA) Complex</b>	BLOND STAR*  When W470 is not in use: Direct BLOND.BLOND STAR* *For non-advanced RNAV or if STAR not applicable: BLOND..PIE direct destination	Cross Center boundary at or below FL330  When W470 is not in use: Cross common boundary descending to FL250 and released for lower 10NM from the boundary.
<b>Orlando (F11) Complex</b>	BOXKR.COSTR/MINEE STAR	
Departure Point	Route	Restrictions
<b>Orlando (F11) Complex</b>	CAMDT..KNOT	Jets Only

#### 4.4 SPECIAL USE AIRSPACE

4.4.1 Whenever CAPE ATCAA activity requires reroutes, and W497B is not hot, ZMA will allow PBI/BCT/F45/LNA/06FA/SUA arrivals to fly via east coast routes (normal STARS, J79, or J45). ZMA will issue altitude restrictions to allow these aircraft to remain on the east coast. Usually this altitude will not be below FL260. ZMA may require ZJX to ensure PBI Terminal landing traffic is under other like type aircraft. ZMA will strive to keep east coast routes to MIA/FLL/PBI open during these events.

4.4.2 If W497B is hot, aircraft landing PBI/BCT must be routed over TRV..CHADO or TRV.TUXXI-STAR AOB FL220.

4.4.3 ZMA Mission Coordinator must advise the ZJX South Area Supervisor thirty minutes prior activation of CAPE ATCAA. Deactivation will be coordinated on a real time basis. The South Area Supervisor must coordinate with affected ZJX sectors.

4.4.3.1 When CAPE A & B are in use, aircraft at affected altitudes must be issued V3/J79 TRV by ZJX Center.

4.4.4 ZJX South Area Supervisor must advise the ZMA Everglades Area Supervisor of real time changes regarding the status of Palatka Hi ATCAA and Hi Strike ALTRV. When Palatka Hi ATCAA is active, all affected J81 aircraft must be rerouted via J53. When the Hi Strike ALTRV is active, ZMA must not allow traffic to enter the GREENCOVE or ST. AUGUSTINE sectors at FL270 or FL280.

## 4.5 NON-RADAR

### 4.5.1 Atlantic Route 3 (AR3)

4.5.1.1 Non-radar procedures must apply for traffic on or east of AR3 at FL240 and below.

4.5.1.2 Automated transfer of data between facilities will constitute coordination of flight plan information.

4.5.1.3 ZJX shall advise southbound traffic on AR3 at FL230 and below, to monitor 123.67/379.25 until ANGLL Intersection, then contact ZMA on 134.2/363.05.

4.5.1.4 ZMA must advise northbound traffic on AR3 at FL230 and below, to contact ZJX on 134.85/327.1 at CARPX Intersection.

4.5.1.5 Transfer of the radar data block at or below FL240 is required, but does not constitute a radar handoff.

## 5 **AUTOMATION.**

### 5.1 GENERAL

5.1.1 ZMA is designated as the automation “host” facility for Tampa Approach Control.

5.1.2 ZJX is designated as the automation “host” facility for Orlando Approach Control.

### 5.2 SCHEDULED OUTAGES

5.2.1 Advance notification must be given with sufficient time prior to the outage to allow the “non-host” facility to extract all required flight plan information.

5.2.2 Unsuccessful Transmission Messages (UTMs) will be transmitted to the FDCS KVDT. The FDCS must be responsible for forwarding all UTM data.

### 5.3 UNSCHEDULED OUTAGES

5.3.1 In the event of a “host” facility computer failure, the “host” facility FDCS shall forward required flight plan information for aircraft departing Tampa or Orlando Approach Control airspace to the “non-host” facility.

## **6            EDST**

6.1            EDST Interfacility Automation (IFA): To the extent it is mutually and operationally advantageous; IFA shall be established between the facilities.

### **6.2            RESTRICTIONS**

6.2.1          The facility in whose airspace the arrival airport resides will be considered as the facility “owning” mutual facility-boundary restrictions.

6.2.2          The receiving facility will be considered as the facility “owning” mutual facility-boundary restrictions on over flight traffic.

6.2.3          Upon establishing IFA each facility will set the restrictions they own to “on”, and those they do not own to “off” in accordance with 6.2.1 and 6.2.2 above.

### **6.3            SPECIAL ACTIVITY AIRSPACE - SAA**

6.3.1          For SAA’s overlapping center boundaries, the facility responsible for coordination of the status of the Special Use Airspace will be responsible for changing status of SAAs within EDST.

### **6.4.          IFA FAILURE**

6.4.1          The Operations Manager (OM) in the failing facility must notify the OM of the adjacent facility of the failure.



6.4.2          In the event of an IFA outage, each facility must turn “on” restrictions that are in an “off” status according to paragraph 6.2.3.

### **6.5            IFA RECOVERY**

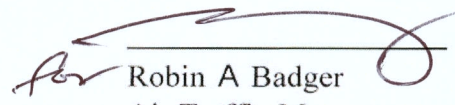
6.5.1          The OM in the recovering facility, must notify the adjacent facility that they are ready to reestablish IFA.

6.5.2 When agreement to reestablish IFA is reached, both facilities must implement 6.2 and 6.3 above.

7 **MISCELLANEOUS.** Deviations from procedures established in this Agreement will be effected only after prior coordination is accomplished which completely defines responsibility in each case.

Mark Rios  
Air Traffic Manager  
Miami ARTC Center

Robin A Badger  
Air Traffic Manager  
Jacksonville ARTC Center

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## MIAMI ARTC CENTER AND JACKSONVILLE ARTC CENTER

### LETTER OF AGREEMENT

#### ANNEX 1

#### **SUBJECT: DELEGATION OF MALET AREA AIRSPACE**

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- 1     RELEASE OF AIRSPACE. When adverse weather conditions are affecting arrivals and departures to the Orlando Terminal Area, ZMA will release, upon the request of ZJX, the MALET Area as depicted in Annex 1A.
- 2     PROCEDURES.
  - 2.1   Activation/Deactivation. The ZJX TMU will coordinate the release/return of the MALET Area with the ZMA TMU. The airspace will be released/returned at a time mutually agreed upon by both facilities.
    - 2.1.1   ZJX must advise Orlando and Daytona Approach controls of the release/return of the MALET Area.
    - 2.2.1   MCO terminal arrivals from ZMA must cross APOLO at 14,000, SFB arrivals shall be at 250k.





## MIAMI ARTC CENTER AND JACKSONVILLE ARTC CENTER

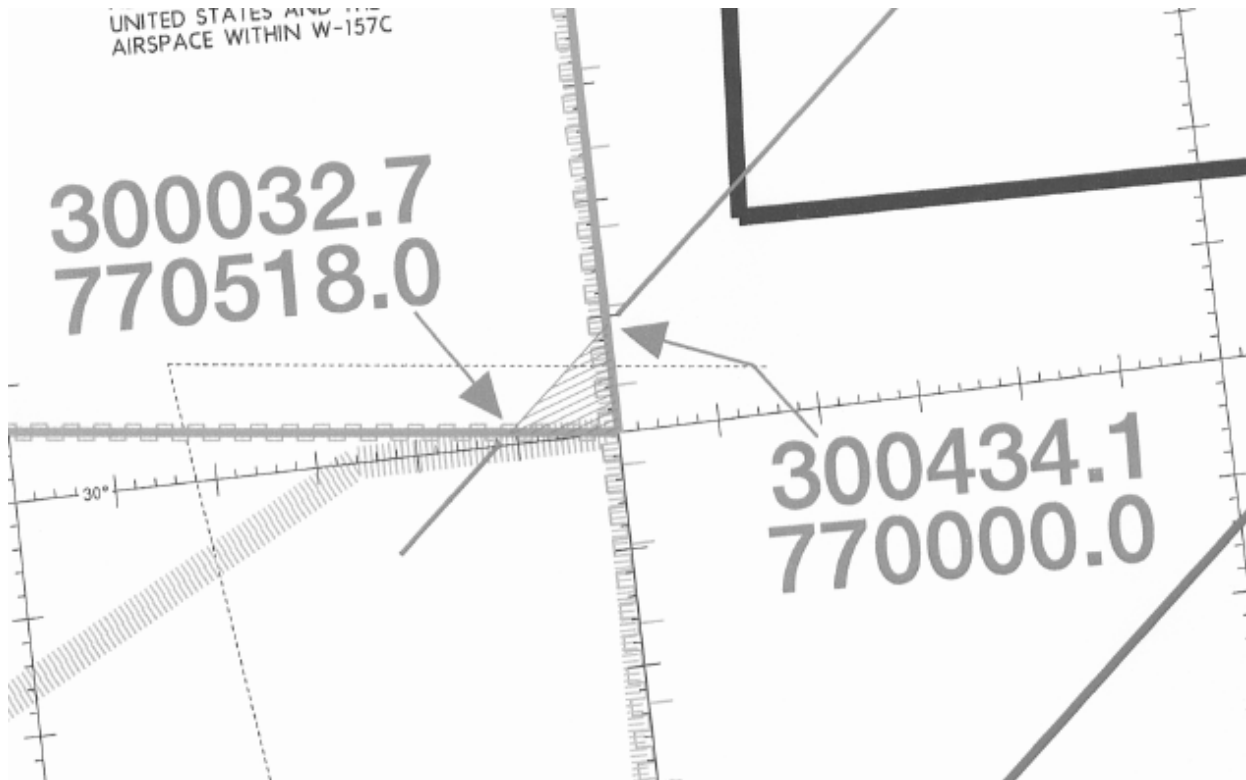
### LETTER OF AGREEMENT

#### ANNEX 2

#### SUBJECT: DELEGATION OF M203 RELEASE AREA AIRSPACE

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- 1 RELEASE OF AIRSPACE. ZJX transfers control of the M203 Release Area (depicted below) to the ZMA NUCAR sector continuously, unless otherwise coordinated.



# MIAMI ARTC CENTER AND JACKSONVILLE ARTC CENTER

## LETTER OF AGREEMENT

### ANNEX 3

#### SUBJECT: ZJX RAINY AREA AIRSPACE

1. During periods of severe weather, the Green Cove/St. Augustine sectors may implement the Rainy Area. Portions of the St. Augustine sector west of the line at or above FL 240 are delegated to the Green Cove sector. All handoffs and point outs within the Rainy Area airspace must be DIRECTED to the Green Cove sector during implementation. The Green Cove sector will coordinate with the ZMA BOYEL sector.

