

MIAMI ARTC CENTER AND CENTRAL FLORIDA TRACON LETTER OF AGREEMENT

EFFECTIVE: 10/13/2016

SUBJECT: APPROACH CONTROL SERVICE

- 1 **PURPOSE.** This Agreement between Miami ARTC Center (ZMA) and Central Florida TRACON (F11) covers approach control service for airports within airspace delegated to F11 as depicted in Annex 1 and 2, and is supplementary to the Air Traffic Handbook.
- 2 **CANCELLATION.** Miami ARTC Center, Central Florida TRACON and Orlando International ATCT Letter of Agreement, Subject: Approach Control Service, Effective December 12, 2013 is cancelled.
- 3 **RESPONSIBILITIES.** ZMA delegates to F11 authority and responsibility for control of aircraft within the airspace defined in Annex 1 and 2.
 - 3.1 In the event that either F11 or ZMA is unable to provide Air Traffic Control Service, the procedures contained in the Air Traffic Services (ATS) Contingency Plan must be used.
- 4 **DEFINITIONS.** For the purpose of this agreement, a C208 will be treated as a prop.
- 5 **PROCEDURES.**
 - 5.1 **RADAR SEPARATION:**
 - 5.1.1 When transitioning from terminal to en route control via a Departure Transition Area (DTA), three (3) miles increasing to five (5) miles may be utilized.
 - 5.1.2 When F11 is operating on MULTI-SENSOR/ESL mode, separation must be a minimum of five (5) miles.

- 5.2 ARRIVALS:** ZMA must transition arrivals to the destination airport via the appropriate Arrival Transition Area (ATA), utilizing in-trail separation for similar type aircraft, in accordance with the following:
- 5.2.1 ATAs.
 - 5.2.1.1 Turbojet/turboprop aircraft via MINEE/BAIRN ATA must be assigned the appropriate STAR.
 - 5.2.1.2 If F11 is unable to accept a handoff in the MALET ATA, ZMA has control to turn aircraft out of F11's airspace within the confines of the "MALET TURNOUT AREA". The "MALET TURNOUT AREA" is defined as airspace north of the CUSSR ATA and five (5) miles east of V3 as depicted in Annex 1.
 - 5.2.1.3 BAIRN arrivals:
 - 5.2.1.3.1 F11 has control for turns within the BAIRN ATA.
 - 5.2.1.3.2 When holding is required, the BAIRN ATA 7,000 and above must revert to ZMA.
 - 5.2.1.4 MINEE arrivals:
 - 5.2.1.4.1 F11 has control for turns within the MINEE ATA.
 - 5.2.2 **Orlando Complex Airports:** Orlando International (MCO), Orlando Executive (ORL), Orlando Sanford International (SFB), Kissimmee Gateway (ISM), Leesburg International (LEE), Orlando Apopka (X04), Umatilla Municipal (X23), Eustis/Mid Florida Air Service (X55).

5.2.2.1

ATA/OPERATIONS @ F11	TURBOJETS	OTHER A/C*	
MINEE SOUTH OPS	13,000	5,000 Props 10,000 Turboprops	
MINEE SOUTH – ISM	MOANS @ 8,000 ANDRO @ 13,000	Turboprops MOANS @ 8,000 ANDRO @ 13,000	Props 5,000
MINEE NORTH OPS	13,000/250kts 10,000/250kts	5,000 Props 8,000 / 10,000 Turboprops	
MINEE NORTH – ISM	MOANS @ 8,000 ANDRO @ 13,000	Turboprops MOANS @ 8,000 ANDRO @ 13,000	Props 5,000
MALET – MCO	APOLO @ 14,000	APOLO @ 14,000	
MALET - ALL OTHER AIRPORTS	APOLO @ 13,000/14,000 & 250kts *	APOLO @ 13,000/14,000 & 250kts *	
CUSSR	11,000	7,000/9,000	
BAIRN SOUTH OPS**	11,000	5,000 Props 9,000 / 10,000 Turboprops	
BAIRN SOUTH – ISM***	7,000 / 8,000	4,000 / 5,000 Props 7,000 / 8,000 Turboprops	
BAIRN NORTH OPS	8,000	5,000 Props 7,000 Turboprops	
BAIRN NORTH – SFB/LEE**	11,000	10,000 Turboprops	
BAIRN NORTH – ISM***	8,000	4,000 / 5,000 Props 7,000 Turboprops	

* Note: 13,000 is available only when W137G is not active at that altitude

** Note: SFB arrivals may be routed via MLB V3 MALET Direct at 7,000.

*** Note: F11 has control for lower within the BAIRN ATA for aircraft assigned 4,000. F11 is responsible for separation from 3,000 opposite traffic.

5.2.3 **Melbourne Complex Airports:** Patrick AFB (COF), Merritt Island (COI), Melbourne International (MLB), Space Coast Regional (TIX), NASA Shuttle Landing Facility (TTS), Cape Canaveral AFS Skid Strip (XMR), Arthur Dunn Air Park (X21), and Valkaria (X59).

5.2.3.1 Props landing MLB Complex must be routed via:

ATA	ALTITUDE	ROUTE/HEADING
MINEE	5000	Heading within the ATA
PIPER	Descending to 6000	Direct MLB or Heading 270

5.2.3.2 All other arrivals must be routed via one of the following:

ATA	ALTITUDE	ROUTE/HEADING
MARON	5000	Direct MLB/COF
PIPER	Cross 25 E or NE MLB at 6,000	Direct MLB/COF or Heading 270
MINEE	Turbojet – 13,000 Turboprop – 10,000	Via MINEE / COSTR STAR or Heading within ATA

5.2.3.2.1 F11 has control for turns from heading 270 south to heading 180, within the lateral confines of F11's airspace on PIPER arrivals, no further south than the MLB localizer.

5.2.3.2.2 F11 has control for turns for aircraft arriving via the East MLBSO ATA, no further west than a heading of 290 to remain east of V3 and on a heading to enter F11 airspace. F11 will resolve all potential conflicts with aircraft handed off to ZMA.

5.2.3.2.3 NASA aircraft filing the SCOB arrival must be handed off above the F11 16,000' shelf descending to 17,000'. F11 has control for lower and turns up to 30 degrees.

5.2.4 **Daytona Complex Airports:** Daytona Beach International (DAB), Ormond Beach Municipal (OMN), Deland Municipal (DED), New Smyrna Beach Municipal (EVB), Spruce Creek (7FL6), Massey Ranch Airpark (X50), Pierson Municipal (2J8), Flagler Executive (FIN) and Bob Lee Flight Strip (1J6).

5.2.4.1 Via MINEE ATA.

5.2.4.1.1 Filed AOA 13,000 must be at 13,000. ZMA must ensure aircraft will be established on the LAL 060R at or prior to 18 DME from LAL.

5.2.4.1.2 Filed AOB 12,000 must be at 6,000, 8,000 or 9,000, heading 360, “expect direct” (the next NAVAID on the route of flight).

5.2.4.2 Via V3, to cross MLB at 15,000 or any lower odd altitude.

5.2.4.3 Via CUSSR ATA at 7,000’ 9,000’ 11,000’.

5.3 DEPARTURES:

5.3.1 Orlando Complex Departures.

5.3.1.1 F11 must transition departures via the appropriate DTA.

DTA NAME	ALTITUDE
TPSTR	60/80
ATLAS	100-140
KLMAN	AS FILED AOB 160

5.3.1.2 TPSTR/ATLAS DTA traffic must be assigned even altitudes, on parallel or diverging courses. ZMA has control for turns up to 30 degrees.

5.3.1.3 KLMAN DTA traffic are released for turns within the confines of KLMAN DTA and for turns further westbound AOA 14,000’.

5.3.2 Altitude assignments must be as follows:

5.3.2.1 TPSTR DTA: Filed AOB 9,000’, must be assigned 6,000 or 8,000, excluding props landing Treasure Coast Airport Complex.

5.3.2.2 ATLAS DTA:

5.3.2.2.1 ATLAS departures filed AOA 15,000’, must be assigned 14,000’ and released for climb.

5.3.2.2.2 ATLAS departures may be separated by an interim altitude.

5.3.2.2.3 ATLAS departures are released for climb within the confines of the DTA.

5.3.2.3 KLMAN DTA:

5.3.2.3.1 KLMAN departures filed AOA 17,000’, must be assigned 16,000’.

5.3.2.3.2 KLMAN departures filed AOB 16,000, maintain requested altitude.

5.3.3 Melbourne Complex Departures:

5.3.3.1 F11 must transition departures via the appropriate DTA:

DTA	ALTITUDE	HANDOFF TO	ROUTE/HEADING
MLBSO	5,000	MLB	Heading within the confines of the DTA
TPSTR	6,000/8,000	MLB	Heading within the confines of the DTA
ATLAS	10,000/12,000/14,000	STOOP	Heading within the confines of the DTA
APOLO	5,000	STOOP	H090

5.3.3.2 West or Northwest bound TTS Departures requesting above 16,000 must be assigned a heading to keep the aircraft south of ZMA/ZJX common boundary climbing to 14,000 and released to ZMA for turns and climb.

5.3.3.3 F11 must reroute all prop departures landing MIA, FLL, PMP, FXE, OPF, TMB, X51, or HWO via MLB V437 BRIKL direct destination via the appropriate DTA.

5.3.3.4 Turbojet and turboprop aircraft departing X21, TTS, TIX, XMR, COI and COF southbound may be assigned an interim even altitude up to and including 14,000.

5.3.3.4.1 Aircraft assigned 6,000 or 8,000 must be level by the common boundary.

5.3.3.4.2 ZMA has control for climb and turns up to 30 degrees for aircraft assigned AOA 10,000'.

5.3.4 Daytona Complex Departures:

5.3.4.1 Aircraft filed to destinations within Tampa ATC Tower delegated airspace must be routed via F11/TPA LOA.

5.3.4.2 Aircraft requesting at or below 16,000, exiting Tower delegated airspace southwest of F11 must be routed via the KLMAN DTA. Aircraft requesting at or above 17,000 may be routed via the ILIND DTA.

5.3.4.3 ILIND departures must be routed via the TPSTR/CUSSR/ILIND DTA.

5.3.4.4 ILIND departures requesting at or above 13,000, must be assigned 12,000 and released for climb and turns within the confines of the ILIND DTA to ZMA.

5.4 OVERFLIGHTS:

5.4.1

FILED ROUTE	ATA/DTA	ASSIGNED ROUTE	ALTITUDES AVAILABLE
OCALA or Landing GNV	BAIRN	BAIRN-OCF	4,000, 6000, 8,000, 12,000, 14,000, 16,000 10,000 (MCO on North Operation only)
	MINEE	MOANS THEN HEADING 360	6,000, 8,000, 9,000, 14,000, 15,000, 16,000
V441	Westbound		4,000, 6,000
V3	Southbound		6,000, 8,000, 10,000, 12,000, 14,000, 16,000
V3	Northbound		7,000, 9,000, 11,000
V267	Northbound		13,000, 15,000
	TPSTR/ATLAS DTA		6,000, 8,000, 10,000, 12,000, 14,000
TPA/MCF/PIE	MALET ATA	ORL LZARD/DADES	Cross 40nm east of ORL at 17,000
	CUSSR ATA		7,000, 9,000, 11,000
	CUSSR DTA		6,000, 8,000, 10,000, 12,000
	MINEE ATA		6,000, 8,000, 9,000, 13,000, 14,000, 15,000, 16,000

5.4.1.1 F11 has control for turns within the MINEE ATA.

5.4.1.2 TPSTR/ATLAS DTA traffic must be assigned parallel or diverging courses. ZMA has control for turns up to 30 degrees.

5.4.2 ZMA must verbally forward an estimated time over the TRV300025 for IR051 or TRV299025 for IR056 to F11.

5.5 **Treasure Coast Complex Airports:** Sebastian Municipal (X26), St Lucie County International (FPR), and Vero Beach Municipal (VRB)

- 5.5.1 F11 must assign turboprop and turbojet aircraft 6,000 or 8,000.
- 5.5.2 Props may be routed via BAIRN.V295.SMERE at 3,000 with FDIO altitude amendments.
- 5.5.3 Turboprop/Turbojet from the west:
- 5.5.3.1 Via the MINEE ATA routed V441.DEARY.Direct Airport.
- 5.5.3.2 ZMA must ensure aircraft filed AOA 13,000 must be at 13,000 and established on V441 at or prior to 10 DME East of LAL.
- 5.6 CLEARANCE DELIVERY:**
- 5.6.1 Aircraft assigned an interim altitude must be advised to expect requested altitude ten (10) minutes after departure.
- 5.6.2 Except when Severe Weather Avoidance Procedures (SWAP) are in effect, F11 must issue departure clearances:
- 5.6.2.1 “AS FILED” when only a DTA identifier appears on the proposal strip or via an RNAV DP when only an RNAV DP appears on the proposal strip
- 5.6.2.2 Via the PDR displayed on the strip and then “as filed”.
- 5.6.2.3 “AS FILED” when a DTA identifier does not appear on the proposal strip and aircraft are filed via V267/V295/V531. F11 must transition these aircraft via the TPSTR/ATLAS DTA.
- 5.6.2.4 “AS FILED” when a DTA identifier does not appear on the proposal strip and aircraft are filed over LAL to airports south of LAL. F11 must transition these aircraft via the KLMAN DTA.
- 5.6.2.5 Via full route clearances when FRC or FRC to (fix) appears on a FDIO strip.
- 5.6.3 F11 may make FDIO amendments anytime prior to aircraft departure.
- 5.6.4 ZMA must issue, via interphone, all full route clearances, amendments and requested altitude changes, made by ZMA, less than thirty (30) minutes prior to proposal time.

5.7 SPECIAL USE AIRSPACE:

- 5.7.1 ZMA must advise F11 of the current status of all Special Use Airspace adjacent to F11 that is within ZMA boundaries.

6 EQUIPMENT FAILURE OR SHUTDOWN.

6.1 CENTRAL COMPUTER COMPLEX/CENTER:

- 6.1.1 F11 must stop all departures until coordination is effected with ZMA.
- 6.1.2 ZMA must issue departure clearances to MCO and forward arrival and overflight information to F11 via interphone.
- 6.1.3 ZMA must assign arrivals and overflights the beacon code specified by F11.
- 6.2 **FDIO (Tower).** ZMA must issue departure clearances to F11 on all aircraft, except MCO departures. ZMA must deliver MCO departure clearances to MCO ATCT.

6.3 STARS (TRACON).

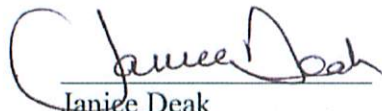
- 6.3.1 A single workstation failure will require F11 to use Emergency Service Level (ESL) for that position. F11 will retain control of delegated airspace and use manual handoff procedures.
- 6.3.2 A complete failure of STARS requires activation of the procedures contained in the Air Traffic Services (ATS) Contingency Plan.
- 6.3.3 A combined failure of FDIO and STARS will be treated as a ZMA Computer failure.

6.4 STARS/CENTER COMPUTER INTERFACE. Automatic release procedures will remain in effect and manual handoff procedures utilized.

- 6.5 **ASR (TRACON).** In the event of a shutdown or failure of the MCO ASR-9, F11 must use an alternate radar sensor or multi-mode. Appropriate separation must be used: which is normally five miles.

7

MISCELLANEOUS. Deviation from procedures established in this agreement may be made only after coordination, which completely defines responsibility in each case.

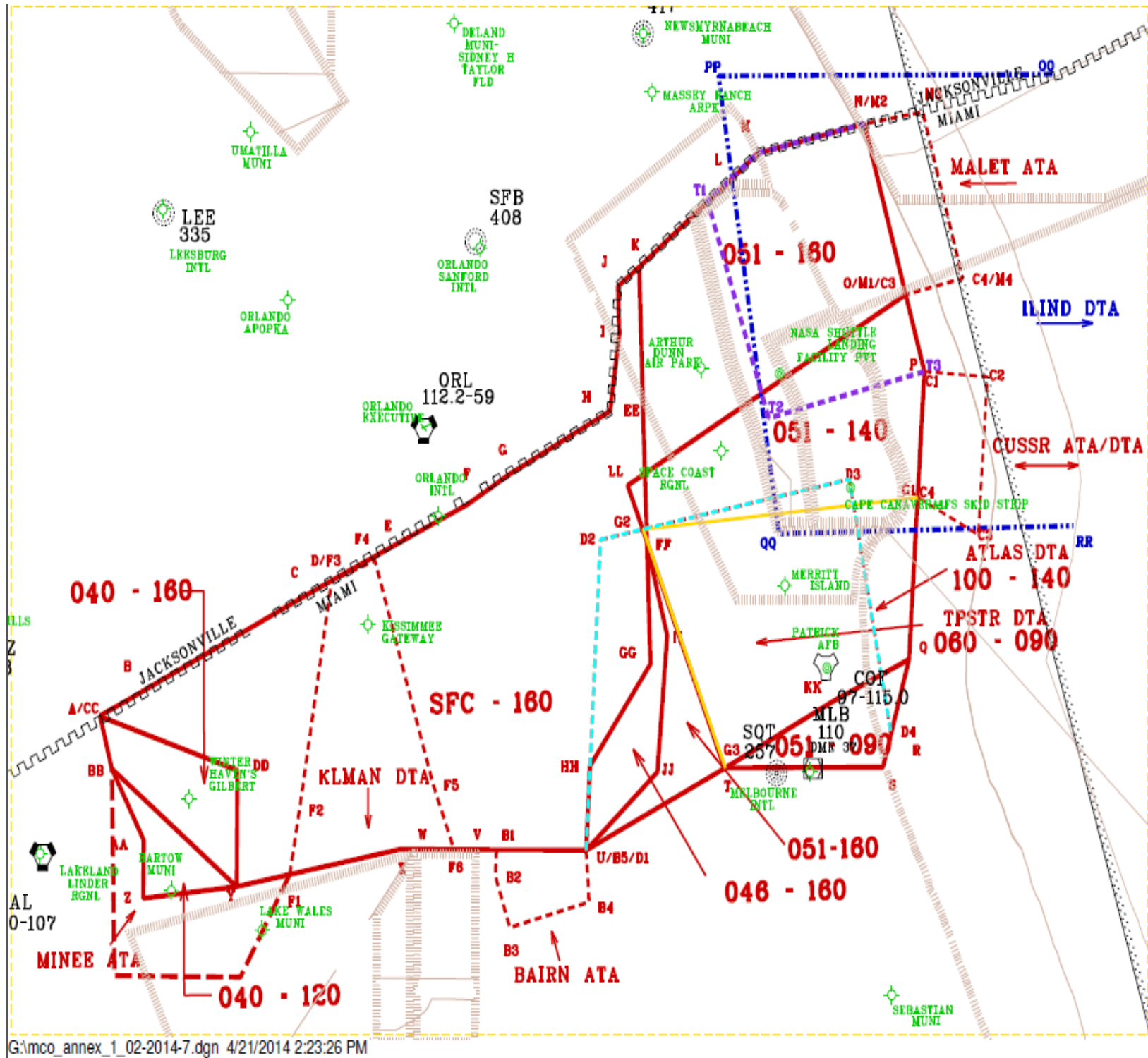


Janice Deak
Air Traffic Manager
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Delegated Airspace ATA's and DTA's



**CENTRAL FLORIDA TRACON
BOUNDARY POINTS**

A	28°10'05"N / 81°54'50"W
B	28°11'25"N / 81°51'40"W
C	28°19'30"N / 81°33'00"W
D	28°20'45"N / 81°30'00"W
E	28°23'00"N / 81°24'30"W
F	28°26'45"N / 81°15'20"W
G	28°29'00"N / 81°11'00"W
H	28°34'00"N / 81°00'00"W
I	28°40'00"N / 80°59'00"W
J	28°43'40"N / 80°59'10"W
K	28°45'11"N / 80°56'52"W
L	28°51'28"N / 80°47'34"W
M	28°54'00"N / 80°44'00"W
N	28°56'15"N / 80°32'25"W
O	28°43'00"N / 80°27'59"W
P	28°37'02"N / 80°26'00"W
Q	28°14'44"N / 80°27'46"W
R	28°08'59"N / 80°29'44"W
S	28°06'24"N / 80°30'37"W
T	28°06'24"N / 80°47'32"W
U	28°00'00"N / 81°02'30"W
V	28°00'00"N / 81°14'00"W
W	28°00'00"N / 81°20'00"W
X	28°00'00"N / 81°22'30"W
Y	27°57'00"N / 81°40'00"W
Z	27°56'00"N / 81°50'00"W
AA	28°00'30"N / 81°50'00"W
BB	28°06'00"N / 81°53'30"W
CC	28°10'05"N / 81°54'50"W
DD	28°06'00"N / 81°40'00"W
EE	28°34'58"N / 80°56'28"W
FF	28°23'40"N / 80°56'00"W
GG	28°14'26"N / 80°55'37"W
HH	28°06'31"N / 81°02'06"W
II	28°16'38"N / 80°53'49"W
JJ	28°06'03"N / 80°54'51"W
KK	28°11'30"N / 80°36'00"W
LL	28°28'15"N / 80°58'05"W
MM	28°29'10"N / 80°56'13"W

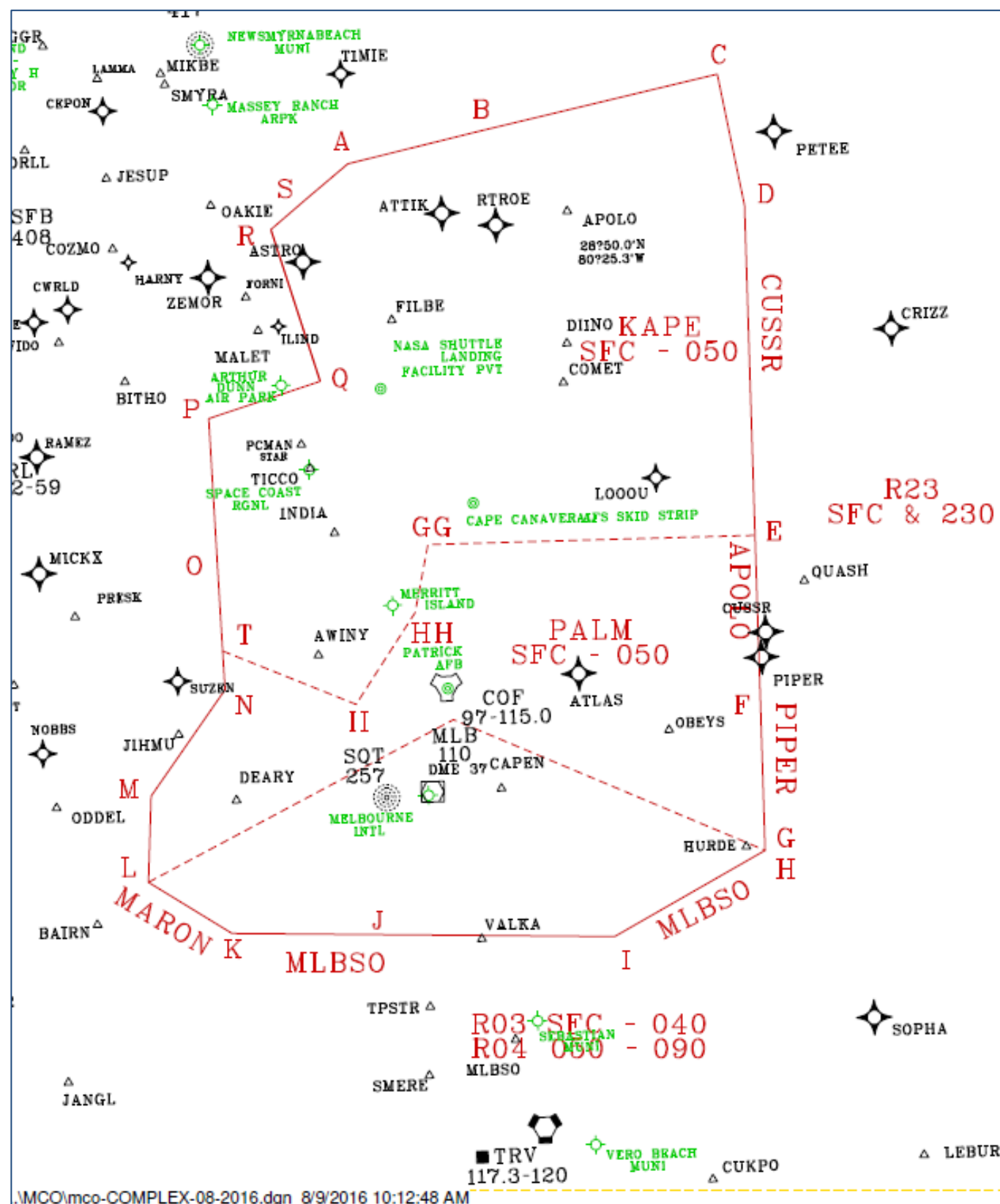
ATA/DTA POINTS

TPSTR DTA	
D1	28°00'00"N / 81°02'30"W
D2	28°24'03"N / 81°01'01"W
D3	28°28'42"N / 80°34'09"W
D4	28°08'59"N / 80°29'44"W
ATLAS DTA	
G1	28°27'17"N / 80°26'48"W
G2	28°24'50"N / 80°56'24"W
G3	28°06'24"N / 80°47'32"W
KLMAN DTA	
F1	27°58'00"N / 81°34'18"W
F2	28°03'00"N / 81°33'18"W
F3	28°20'45"N / 81°30'00"W
F4	28°22'20"N / 81°25'20"W
F5	28°05'00"N / 81°18'57"W
F6	28°00'00"N / 81°16'40"W
BAIRN ATA	
B1	28°00'00"N / 81°12'07"W
B2	27°58'00"N / 81°12'15"W
B3	27°54'00"N / 81°10'40"W
B4	27°56'00"N / 81°02'10"W
B5	28°00'00"N / 81°02'30"W
CUSSR ATA/DTA	
C1	28°37'02"N / 80°26'00"W
C2	28°36'35"N / 80°19'12"W
C3	28°24'22"N / 80°20'15"W
C4	28°27'17"N / 80°26'48"W
MALET ATA	
M1	28°43'00"N / 80°27'59"W
M2	28°56'15"N / 80°32'25"W
M3	28°57'09"N / 80°26'04"W
M4	28°44'13"N / 80°21'49"W
MINEE ATA	
W	27°57'00"N / 81°40'00"W
X	27°56'00"N / 81°50'00"W
Y	28°00'30"N / 81°50'00"W
Z	28°06'00"N / 81°53'30"W
MINEE ATA TURN CORR	
F1	27°58'00"N / 81°34'18"W
L2	27°50'00"N / 81°39'31"W
L1	27°50'00"N / 81°53'00"W
BB	28°06'00"N / 81°53'30"W

ILIND DTA	
OO	29°00'00"N / 80°12'00"W
PP	29°00'16"N / 80°48'15"W
QQ	28°24'30"N / 80°41'45"W
RR	29°25'00"N / 80°10'00"W

MALET Turnout Area	
N	28°56'15"N / 80°32'25"W
M	28°54'00"N / 80°44'00"W
T1	28°50'15"N / 80°49'30"W
T2	28°33'26"N / 80°42'50"W
T3	28°37'02"N / 80°26'00"W

Annex 2: Melbourne Complex



Melbourne Complex

Airspace Boundary and ATA/DTA Definitions

Airspace Boundary Coordinates

A	28°54'00"N / 80°44'00"W
B	28°56'15"N / 80°32'25"W
C	29°00'00"N / 80°12'00"W
D	28°50'00"N / 80°10'00"W
E	28°25'00"N / 80°10'00"W
F	28°11'28"N / 80°10'00"W
G	28°02'10"N / 80°10'00"W
H	28°01'00"N / 80°10'00"W
I	27°55'00"N / 80°23'00"W
J	27°55'38"N / 80°42'48"W
K	27°56'00"N / 80°55'30"W
L	28°00'00"N / 81°02'30"W
M	28°06'31"N / 81°02'06"W
N	28°14'26"N / 80°55'37"W
O	28°23'40"N / 80°56'00"W
P	28°34'58"N / 80°56'28"W
Q	28°37'35"N / 80°46'50"W
R	28°49'10"N / 80°50'45"W
S	28°51'28"N / 80°47'34"W
T	28°17'22"N / 80°55'45"W

ATA/DTA Definitions

APOLO DTA	C to G
CUSSR ATA	C to E
MARON ATA	K to L
MLBSO EAST ATA/DTA	I to H
MLBSO WEST ATA/DTA	J to K
PIPER ATA	G to D