

MIAMI ARTC CENTER and TAMPA ATC TOWER LETTER OF AGREEMENT

SUBJECT: APPROACH CONTROL SERVICES

1 PURPOSE: This Agreement covers approach control services for airports within airspace delegated to the Tower as depicted in the annexes and is supplementary to the Air Traffic Handbook FAAO 7110.65.

2 EFFECTIVE: May 29, 2014

3 RESPONSIBILITIES:

3.1 Miami ARTCC delegates to Tampa ATCT authority and responsibility for control of aircraft within the Terminal Area described in the Annexes.

3.2 When disseminating configuration information the controller/position receiving the information will be responsible for disseminating the information within his/her facility.

3.3 In the event that either Tower or Center is unable to provide Air Traffic Control services, the procedures contained in the Air Traffic Services (ATS) Contingency Plan Order must be used.

4 PROCEDURES:

4.1 ARRIVALS

4.1.1 The ARTCC must clear arrivals to the destination airport, via appropriate Arrival Transition Areas (ATAs), to cross Transition Fixes as follows:

4.1.2 Tampa International Airport (TPA) and TPA Area Satellites

ATA	ALTITUDE	
	Turbojets	Non-Turbojets
BLOND	10,000	7, 000
LAL	Cross LAL @ 13,000 Cross 15nm S LAL @ 4,000	Cross LAL @ 13,000 Cross 15nm S LAL @ 4000
GIBBS	Cross BRDGE/DEAKK @ 11,000	Cross BRDGE/DEAKK @ 8,000 (Turboprops) Cross BRDGE/DEAKK @ 6,000/4,000 (Props)

- 4.1.2.1 All GIBBS arrivals landing TPA must be cleared via the BRDGE/DEAKK STAR. ARTCC must assign the appropriate Standard Terminal Arrival Route.
- 4.1.2.2 GIBBS arrivals at or above 10,000 feet are released for turns and descent within the confines of the ATA when ARTCC Lakeland Low (66) and Lakeland High (67) sectors are combined.
- 4.1.2.2.1 GIBBS arrivals at or below 9,000 feet are released for turns and descent within the confines of the ATA.
- 4.1.2.3 BLOND Arrivals will be released for turns and descent 5 miles from the boundary.
- 4.1.2.4 When TPA is landing North, turbojets must be issued a speed restriction to cross the ATCT boundary at 250 knots. (GIBBS ATA only.)
- 4.1.3 Tactical Aircraft Landing MCF

ATA	ALTITUDE
CUTSL	13,000
GIBBS	4,000 3,000

- 4.1.3.1 ARTCC must provide in-trail at BRDGE/DEAKK regardless of altitude.
- 4.1.3.2 GIBBS arrivals are released for turns and descent within the confines of the ATA.
- 4.1.4 Aircraft Landing BKV

ATA	ALTITUDE	
	Turbojets	Non-Turbojets
LAL	10,000 15nm S LAL	8,000 or 6,000 15nm S LAL

- 4.1.5 Aircraft Landing LAL, PCM, ZPH

ATA	ALTITUDE
LAL	4, 000 15nm S LAL

- 4.1.5.1 ATCT will have control for descent 5 miles south of the boundary.

- 4.1.6 Aircraft Landing BOW, GIF

ATA	ALTITUDE
LAL	3,000 15nm S LAL

4.1.6.1 ATCT will have control for descent 5 miles south of the boundary.

4.1.7 Aircraft Landing SRQ

ATA	ALTITUDE
SRQ	At 5,000 or 4000 Direct SRQ south of BRDGE Intersection
BLOND	10,000 (Turbojets) 7,000 (Non-Turbojets)

4.1.7.1 ATCT will have control for turns and descent 5 miles from the boundary.

4.1.8 VNC arrivals from the west must be routed via BLOND direct SRQ direct VNC, descended to 13,000 ft. and handed off to the TPA West Arrival Sector.

4.1.8.1 VNC arrivals from the east must be routed direct VNC at 4,000 ft.

4.1.8.2 ATCT will have control for turns and descent 5 miles from the boundary.

4.1.9 PGD arrivals from over PIE must be routed via V35 SABEE direct PGD, descended to cross PAIRS at 13,000 ft. and handed off to the TPA South Departure/Arrival.

4.1.10 BLOND arrivals, excluding VNC, Non-Advanced RNAV equipped or with destinations not served by the BLOND STAR must be cleared via BLOND direct PIE direct to the destination airport.

4.1.11 All other arrivals must be coordinated on an individual basis.

4.2 DEPARTURES

4.2.1 The ATCT must transition departures via appropriate Departure Transition Areas (DTAs). Departures assigned RNAV DP must be established on the DP prior to leaving TPA lateral boundary.* All other departures must be on routings/headings out the appropriate DTA.

DTA	ROUTING/HEADING	
	RNAV DP Qualified	All Other Aircraft
CROWD	CROWD RNAV DP or Direct CROWD*	Heading to establish the aircraft within the confines of the DTA
SABEE	GANDY RNAV DP	Heading to establish the aircraft within the confines of the DTA

DTA	ROUTING/HEADING	
	RNAV DP Qualified	All Other Aircraft
SHOWW	SYKES RNAV DP	Heading to establish the aircraft within the confines of the DTA

- 4.2.1.1 Northbound SRQ/VNC departures, requesting 13,000 feet or above, must be vectored between PIE and the PIE270008. Aircraft filed via the SRKUS RNAV DP must be established on the RNAV DP prior to the ZMA-ZJX lateral boundary.
- 4.2.1.2 SARASOTA sector will be responsible for point-outs to the CIGAR sector if SHOWW departures are not climbed prior to exiting the western boundary of TPA ATCT delegated airspace.
- 4.2.2 ATCT must climb aircraft to the top of ATCT delegated airspace or filed altitude, whichever is lower, unless otherwise specified below.

- 4.2.2.1 Exceptions:

DEPARTURE POINT DIRECTION	MAXIMUM ATCT ASSIGNED ALTITUDE
BOW/GIF Southbound	3,000
LAL/PCM/X49 Southbound	9,000
SRQ Southbound	10,000

- 4.2.2.1.1 Aircraft may be climbing to altitudes listed in 4.2.2.1
- 4.2.2.1.2 LAL/PCM/X49 departures are released for climb to filed altitude.
- 4.2.3 Transfer of control for departures is depicted in Annex 1 and defined as follows:

DTA	TCP POINT
CROWD	Released for turns within the confines of the DTA.
SABEE	Released for turns and climb within the confines of the DTA.
SHOWW	Released for turns west of a line between 28°04'00"N/82°57'00"W and 27°19'00"N/82°57'00"W.

4.3 OVERFLIGHTS

- 4.3.1 ARTCC must not route overflights over PIE between the hours of 0700 and 2300 local.
- 4.3.2 Overflights over LAL must be at 6,000/8,000/10,000 feet. If enroute to, or overflying CTY or SZW, must be routed via V7 after LAL.

- 4.3.3 ARTCC must route all other overflights as filed, unless prior coordination is effected by ATCT.
- 4.3.4 Flights departing AR655 for entry into IR046 must be cleared direct to Point "A" or direct to Point "B", to cross Point "B" at 3,000 feet and handed off to the TPA West Satellite Sector.
- 4.3.5 ATCT must make any routing and/or altitude amendments that occur within ATCT delegated airspace.
- 4.4 CLEARANCE DELIVERY
- 4.4.1 ATCT must issue departure clearances:
 - 4.4.1.1 "As Filed" when only a DTA appears on the proposal strip and no pluses appear in the route of flight; via RNAV DP when only an RNAV DP appears on proposal strip and no pluses appear in the route of flight; and for all IR and STEREO route Departures.
 - 4.4.1.2 Via the PDR displayed on the strip and then "as filed".
 - 4.4.1.3 Via amended routes displayed on the proposal strip, beginning with the first plus in the route of flight and ending with the second plus in the route of flight. When an FR strip is required to display the second plus in the route of flight, the amended route must continue from the last element on the proposal strip to the next plus on the FR strip.
 - 4.4.1.4 Via full route clearance when FRC appears on an FDIO strip. The full route clearance is defined as the entire route of flight.
- 4.4.2 ATCT may make FDIO amendments any time prior to departure.
- 4.4.3 ARTCC must issue, via interphone, all full route clearances, amendments and requested altitude changes made by ARTCC less than thirty (30) minutes prior to proposal time.
- 4.4.4 ATCT must ensure the amended altitude is issued when FRA (Full Route Altitude) appears in the remarks section.
 - 4.4.4.1 Aircraft filing above ATCT delegated airspace must be told to expect filed altitude ten (10) minutes after departure.

5 SEPARATION

5.1 Radar separation must not be less than five (5) nautical miles at the time of transfer of control. ARTCC must ensure this separation is maintained or increasing on all arrival aircraft. ATCT must ensure this separation is maintained or increasing on all departure aircraft.

5.1.1 In accordance with FAA Order 7110.65, when transitioning from terminal to en route control, three (3) miles increasing to five (5) nautical miles or greater may be used entering Miami Center Lakeland High (R67) and Lakeland Low (R66) sectors.

5.1.2 Aircraft transitioning to Tampa Approach from the Lakeland High (R67) and Lakeland Low (R66) sectors must be a minimum of three (3) nautical miles intrail. ARTCC must ensure this separation is maintained or increasing.

6 COMPUTER/INTERFACE FAILURE OR SHUTDOWN

6.1 Central Computer Complex (Center).

6.1.1 STARS will depend on internal inputs.

6.1.1.1 ARTCC must issue departure clearances and forward inbound and overflight data via interphone.

6.1.1.2 Beacon code assignments will be coordinated between the facilities.

6.2 FDIO FAILURE

6.2.1 ARTCC will issue abbreviated departure clearances, including the beacon code printed on the center fix posting strip, via interphone.

6.3 STARS Failure (ATCT).

6.3.1 Automatic clearance procedures remain in effect.

6.4 FDIO/STARS Failure

6.4.1 A combination failure of FDIO and the STARS interface will be treated as a center computer failure.

6.5 STARS/ARTCC Interface Failure

6.5.1 Automatic clearance procedures remain in effect.

6.5.1.1 ARTCC must forward beacon information on arrivals to the Tower before making a handoff.

7 ASR Failure (TPA & SRQ RADARS)

7.1 In the event of TPA and SRQ radar failures, TPA will revert to Fort Green long-range radar. If Fort Green long-range radar is also unavailable, after coordination, TPA ATCT delegated airspace, at and above 7,000 feet, and Tower Enroute Airspace, will revert to Miami ARTCC.

7.1.1 Clearance Limit/Holding

7.1.1.1 After ATCT delegated airspace has reverted back to the ARTCC, the following clearance limits and holding must be utilized.

HOLDING AREA	CLEARANCE LIMIT	HOLDING DIRECTION	TURN DIRECTION	LOWEST AVAILABLE ALTITUDE
GIBBS	GIBBS	SE on PIE 132°R	Right	7,000
BLOND	BLOND	SE	Right	7,000
SRQ	SRQ	SE on V579	Left	7,000

7.1.2 Departure Procedures

7.1.2.1 Automatic departures to Miami ARTCC are terminated.

7.1.2.2 Aircraft will be cleared via the following DTA/routings:

DTA	ROUTING	ASSIGNED ALTITUDE
SABEE	V35 CHARO or V579 VIOLA	Climbing to 6,000
CROWD	V441 LAL V157 RINSE	Climbing to 6,000
BRNUM	V35 or V579 PIE (SRQ/VNC Northbound Departures)	Climbing to 6,000
MCF	MCF 095R	Climbing to 6,000
LAL/BOW/GIF	V157 RINSE	Climbing to 6,000

7.1.2.3 ARTCC must advise ATCT when departures clear ATCT vertical limits.

7.2 MISCELLANEOUS

7.2.1 Deviation from procedures established in this Agreement may be made only after coordination which completely defines responsibility in each case.

Original Signed By

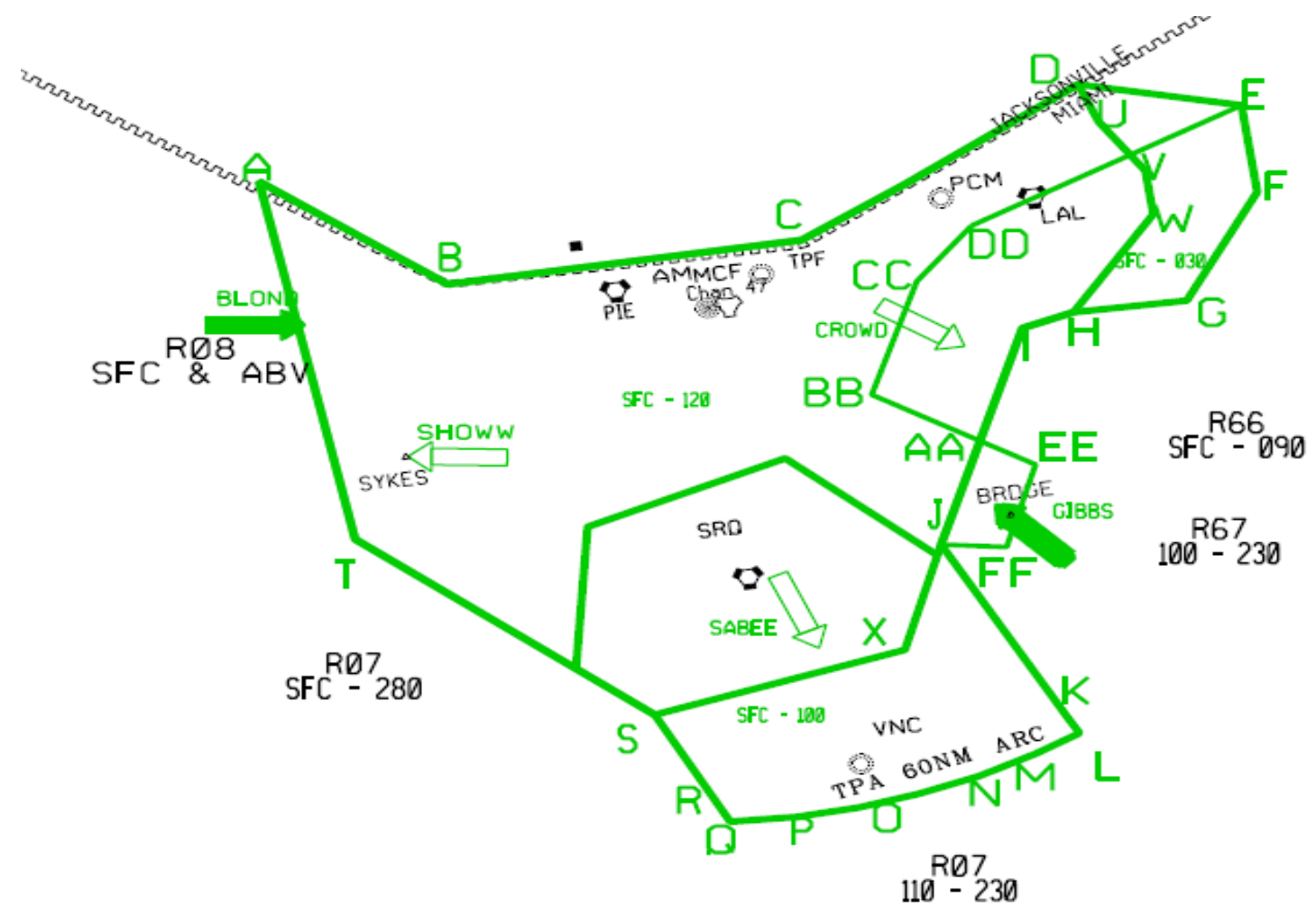
Mark Rios
Air Traffic Manager
Miami ARTC Center
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Original Signed By

Laurie Zugay
Air Traffic Manager
Tampa ATC Tower

Annex 1

TAMPA APPROACH CONTROL AIRSPACE BOUNDARY



TAMPA TOWER ATA/DTA



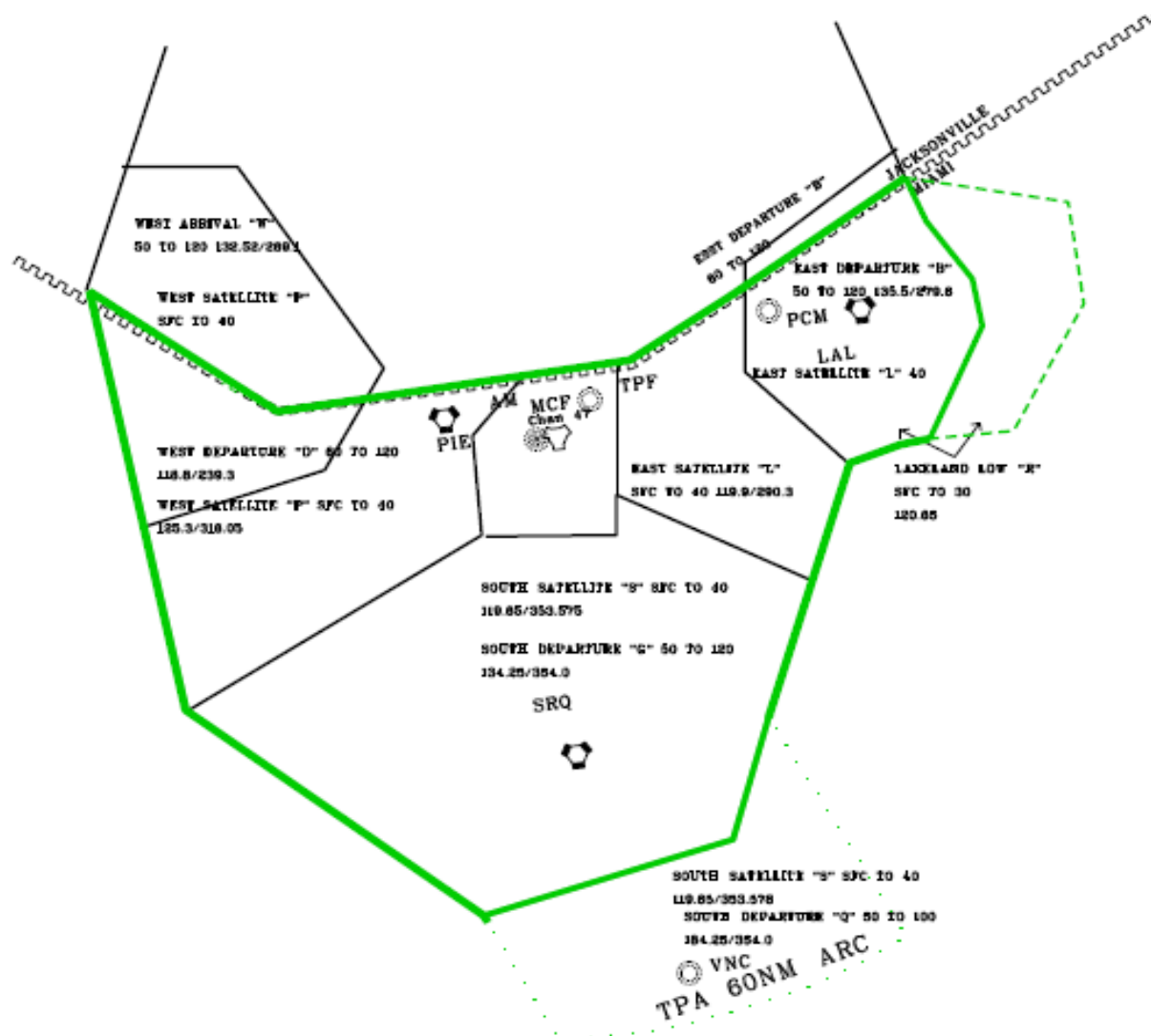
Annex 1

Tampa Tower Airspace Boundary

TAMPA AIRSPACE	
A	28°09'30" / 83°12'30"
B	27°57'00" / 82°56'30"
C	27°57'30" / 82°23'00"
D	28°10'05" / 81°54'50"
E	28°06'00" / 81°40'00"
F	27°57'00" / 81°40'00"
G	27°46'50" / 81°48'20"
H	27°47'00" / 81°59'00"
I	27°46'00" / 82°04'00"
J	27°25'00" / 82°15'00"
K	27°05'50" / 82°06'04"
L	27°04'17" / 82°05'18"
M	27°02'41" / 82°09'43"
N	27°01'06" / 82°15'14"
O	27°00'01" / 82°21'03"
P	26°59'18" / 82°26'45"
Q	26°59'04" / 82°32'36"
R	26°59'20" / 82°38'44"
S	27°11'00" / 82°44'00"
T	27°32'07" / 83°08'55"
U	28°06'00" / 81°53'30"
V	28°00'30" / 81°50'00"
W	27°56'00" / 81°50'00"
X	27°14'45" / 82°20'00"

ATA/DTA AIRSPACE	
CROWD DTA	
AA	27°35'04" / 082°09'45"
BB	27°41'00" / 082°19'00"
CC	27°52'00" / 082°13'00"
DD	27°57'00" / 082°07'00"
E	28°06'00" / 081°40'00"
GIBBS ATA	
AA	27°35'04" / 082°09'45"
EE	27°32'00" / 082°05'00"
FF	27°24'00" / 082°09'00"
J	27°25'00" / 082°15'00"

Annex 2



TAMPA TOWER INTERNAL AIRSPACE

-  TWR AIRSPACE 12,000' & BLW
 TWR AIRSPACE 10,000' & BLW
 TWR AIRSPACE 3,000' & BLW
 ZMA/ZJX CENTER BOUNDARY