

**MIAMI ARTCC
&
SOUTHWEST FLORIDA INTERNATIONAL TOWER
LETTER OF AGREEMENT**

SUBJECT: APPROACH CONTROL SERVICES

1. PURPOSE: This agreement between Miami ARTCC (Center) and Southwest Florida International Tower (Tower) covers approach control service for airports within airspace delegated to the Tower as depicted in the Annexes and is supplementary to the Air Traffic Handbook.
2. EFFECTIVE DATE: March 25, 2015
3. RESPONSIBILITIES Miami ARTCC (Center) delegates to Southwest Florida International Tower (Tower) authority and responsibility for control of aircraft within the Terminal Area described in the Annexes between the hours of 0600-2400 (midnight) local time.
 - 3.1 The Center and Tower must transition arrivals and departures via the appropriate Arrival Transition Area (ATAs) and Departure Transition Areas (DTAs) as depicted on Annex 2, on routes or headings that ensure aircraft transition within the confines of the appropriate ATA/DTA.
 - 3.2 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.
 - 3.2.1 Exception: When transitioning from terminal to en route control, 3 miles increasing to 5 miles or greater in accordance with JO 7110.65.
 - 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. Definition: Turboprops with a filed true airspeed of less than 210 knots will be considered props for the purposes of this agreement.
5. PROCEDURES:
 - 5.1 ARRIVALS
 - 5.1.1 The ARTCC must clear arrivals to the destination airport, via appropriate ATAs, to cross the Tower's airspace boundary, unless otherwise specified, at the assigned altitude as follows:

- 5.1.1.1 Traffic routed via MOEMO and LBV ATAs simultaneously must be delivered in-trail, meaning north airports (RSW/FMY) will be in-trail with north airport arrivals, and south airports (APF/MKY) will be in-trail with south airport arrivals. If a north airport jet arrival is delivered simultaneously with a south airport jet arrival, the south airport arrival must be delivered at a higher altitude.

5.1.2 SOUTHWEST FLORIDA INTERNATIONAL/PAGE FIELD

ATA	JET	TURBOPROPS	PROPS
MOEMO	100 @ MOEMO	90 @ MOEMO	
WINCO *	100	60	40 - RSW ONLY
LBV	100/80	60	40
QUNCY			30/50
TYNEE	110 @ TYNEE	110 @ TYNEE	
GOODY/MARCI*	100	80	60
PUNTA GORDA			50/70 (RWY 6 Only)
*- Indicates traffic released for turns and lower within the confines of the ATA.			

- 5.1.2.1 MOEMO/LBV JET arrivals must be assigned 250KTS when RSW is on RWY 24.
- 5.1.2.1.1 LBV arrivals are released for turns within the confines of the ATA.
- 5.1.2.1.2 MOEMO arrivals are released for turns to the west within the confines of the ATA.
- 5.1.2.1.3 MOEMO arrivals are released for lower within the confines of the ATA when ARTCC Lakeland Low (66) and Lakeland High (67) sectors are combined.
- 5.1.2.1.4 MOEMO and LBV ATA arrivals not on the RNAV STAR must be cleared direct LBV direct destination.
- 5.1.2.2 WINCO ATA JET/TURBOPROP arrivals must be routed over RSW and cross abeam WINCO at 250KTS or less.
- 5.1.2.3 FMY prop arrivals from the LA BELLE (47) sector must be routed over LBV, and are released for turns to the west.
- 5.1.2.4 TYNEE JET arrivals must be assigned 250KTS when RSW is on RWY 06.
- 5.1.2.4.1 TYNEE ATA arrivals are released for turns to the east no further than heading 120 degrees.

- 5.1.2.4.2 TYNEE ATA arrivals can be routed **west of TYNEE** when necessary (Slower traffic, turboprops, etc.). The Center must coordinate the route/heading.
- 5.1.2.5 A radar handoff and communications transfer should be accomplished by the Transfer of Control Points (TCP ▲) depicted in ANNEX 2.
- 5.1.2.6 When RWY 06 is in use, Miami ARTCC may deliver RSW/FMY props within the confines of the Punta Gorda ATA. They must be routed direct PGD direct next fix.

5.1.3 NAPLES/MARCO ISLAND

ATA	JET	TURBOPROPS	PROPS
MOEMO	100/110 @ MOEMO	90 @ MOEMO	
QUNCY			70
WINCO*	100	60	40
LBV	100/110		
AABER*	60	40	40
ZEILR	110 @ ZEILR	110 @ ZEILR	
GOODY/MARCI*	60	40	40
PUNTA GORDA		90	70
* - Indicates traffic released for turns and lower within the confines of the ATA.			

- 5.1.3.1 ZEILR ATA arrivals are released for turns to the west up to heading **210** degrees.
- 5.1.3.1.1 ZEILR ATA arrivals can be routed west of ZEILR when necessary. The route will be direct MOOKY..APF/MKY at 7000 feet and control is released for turns and lower.
- 5.1.3.2 Miami ARTCC may deliver APF/MKY props and turboprops within the confines of the Punta Gorda ATA. They must be routed direct PGD direct next fix.
- 5.1.3.3 MOEMO and LBV ATA arrivals not on the RNAV STAR must be cleared direct LBV direct destination.
- 5.1.3.3.1 MOEMO arrivals are released for lower within the confines of the ATA when ARTCC Lakeland Low (66) and Lakeland High (67) sectors are combined.
- 5.1.3.3.2 MOEMO arrivals are released for turns to the west within the confines of the ATA.
- 5.1.3.3.3 LBV arrivals are released for turns within the confines of the ATA.
- 5.1.3.4 WINCO ATA JET/TURBOPROP arrivals must be routed over RSW and cross abeam WINCO at 250KTS or less.

5.1.4 PGD/FA54 Arrivals

5.1.4.1 From the LAL sectors direct at 3,000, and released for turns and lower.

5.1.4.2 From the LBV sector direct at 4,000.

5.1.5 X14/IMM arrivals from the north or southeast must be cleared direct at 3,000.

5.1.6 PGD JET arrivals from the Marathon sector must be routed via the MARCI ATA at 10,000 feet.

5.2 DEPARTURES

All traffic transitioning to ARTCC airspace with the exception of ROGAN/CSHEL traffic is released for turns within the confines of the Departure Transition Area (DTA) airspace defined in Annex 2.

5.2.1 SOUTHWEST FLORIDA INTERNATIONAL/PAGE FIELD

A/C Type	DTA	Route	
Jets	CSHEL	CSHEL DP CSHEL..PULEC CSHEL..(next fix) Heading*	
Turboprops/Props	ROGAN	V7 Direct LAL	For aircraft with V7 or LAL in flight plan.
		Heading	
All	DYLYN	LBV Heading	
	CHARO	Heading	
	MOOKY	Heading	
	MARCI/GOODY	Airway Direct Next Fix Heading*	
	AABER	STAR/Airway Heading to join Filed Route Direct Next Fix Heading*	
* - Indicates Heading must be coordinated.			

- 5.2.2.1 When RSW is on Runway 24, departures routed via the DYLYN DTA requesting AOA 11,000 feet will be handed off to the LAL HI (R67) sector on a heading that ensures the aircraft transition within the confines of the DYLYN DTA.
- 5.2.2.2 Northbound departures, requesting 10,000 feet or below, must be cleared at an even altitude.
- 5.2.2.3 Aircraft Filed or requesting routing via the Atlantic Routes must be routed via the **CSHEL DTA**.
- 5.2.2.4 When W174G is active MARCI DTA traffic can be routed via **V539**, or direct **KARTR** without a NAS amendment.
- 5.2.2.5 When W174G is cold MARCI DTA traffic can be routed direct **EYW/MTH** without a NAS amendment.
- 5.2.2.6 All northbound PGD/FA54 departures must be routed via the ROGAN DTA will be cleared to 4,000 feet and are released for climb and turns.
- 5.2.3 NAPLES/MARCO ISLAND

A/C Type	DTA	Route	
Jets	CSHEL	CSHEL DP, CSHEL..PULEC, CSHEL..(next fix), Heading*	
Turboprops/Props	ROGAN	V7, Direct LAL	For aircraft with V7 or LAL in flight plan.
		Heading	
All	DYLYN (AOB 090)	LBV, Heading	
	IMOCK (AOA 110)	Heading	
	CHARO	Heading	
	MOOKY	Heading	
	MARCI/GOODY	Airway, Direct Next Fix , Heading*	
	AABER	STAR/Airway, Direct Next Fix, Heading to join Filed Route, Heading*	
* - Indicates Heading must be coordinated.			

- 5.2.3.1 Westbound departures from APF/MKY/RSW/ FMY/PGD airports filing the Q routes, or points west will be routed via the **MOOKY** DTA and handed off to the Fort Myers Low (R24) sector.
- 5.2.3.2 MOOKY DTA traffic at or above 7,000 feet is released for turns within the confines of the DTA.
- 5.2.3.3 When W168 is active, the Center must reroute the MOOKY DTA departures via the CHARO DTA.
- 5.2.3.4 When W168 is cold, APF/MKY departures filed over LAL/CTY/SZW/TAY AOA FL360 will be routed via the **MOOKY DTA..HILT**.
- 5.2.3.4.1 During peak traffic periods the MOOKY DTA can be used to off load all APF/MKY northbound jet departures with System Operation's approval.
- 5.2.3.5 APF/MKY DYLYN departures can be delivered in the WINCO ATA, traffic permitting.
- 5.2.3.6 When W174G is active MARCI DTA traffic can be routed via **V539**, or direct **KARTR** without a NAS amendment.
- 5.2.3.7 When W174G is cold MARCI DTA traffic can be routed direct **EYW/MTH** without a NAS amendment.
- 5.3 OVERFLIGHTS
- 5.3.1 Departures from the Miami/Palm Beach terminal areas to SRQ/VNC must be routed via direct LBV.V97.ROGAN or LBV..PGD..SRQ/VNC.
- 5.3.2 The Marathon sector (R05) will route aircraft which depart EYW, NQX, MTH or from points south of 24 degrees north as follows:
 - 5.3.2.1 Destination SRQ – **RSW.V35.MURDO..SRQ**
 - 5.3.2.2 Destination VNC – **RSW.V35.CHARO..VNC**
 - 5.3.2.3 Destination TPA, PIE, CLW, MCF, TPF, SPG, VDF, RRF – **RSW.V35.PIE..Destination**
- 5.3.3 Southbound overflights can be routed in the PGD ATA.
- 5.3.4 Overflights must be delivered at the following altitudes:
 - 5.3.4.1 Southbound – **Odd** altitude
 - 5.3.4.2 Northbound – **Even** altitude

- 5.3.5 No overflights permitted over LBV at 10,000 feet.
- 5.3.6 When W174G is active MARCI DTA traffic can be routed via **V539**, or direct **KARTR** without a NAS amendment.
- 5.3.7 When W174G is cold MARCI DTA traffic can be routed direct **EYW/MTH** without a NAS amendment.
- 5.3.8 SHELL CREEK (F13) JUMP PROCEDURES: The following procedures must be used when jump activities are conducted above 10,000 feet:
- 5.3.8.1 Ft. Myers Approach Control must point out the jump aircraft to the LAL HI Sector (R67)
- 5.3.8.2 The point out information must include:
- a. Requested jump altitude.
 - b. Two (2) minute notice prior to jump.
- 5.3.8.3 The LAL HI Sector team will handle these sky diving activities in accordance with JO 7110.65, paragraph 9-7-4 b-d.
- 5.3.8.4 LAL HI Sector will consider jump activities to be terminated when the jump aircraft descends below 10,000 feet.
- 5.4 CLEARANCE DELIVERY
- 5.4.1 Tower must issue departure clearances:
- 5.4.1.1 “AS FILED” when only a DTA identifier appears on the proposal strip and no pluses appear in the route of flight. I.E. ROGAN, MARCI, GOODY.
- 5.4.1.2 Via the PDR applied. Tower does not need to read the following DTA fixes; DYLYN, ROGAN, AABER, CHARO, MOOKY, MARCI, GOODY. Only the route, fix or fixes after the DTA fix needs to be read in the PDR and then “as filed”.
- 5.4.1.3 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.
- 5.4.1.4 Via full route clearance when FRC appears on the FDIO strip.

- 5.4.2 Tower may make FDIO amendments any time prior to departure.
- 5.4.3 Center must issue, via interphone, all Full Route Clearances, amendments and requested altitude changes made by the Center less than thirty (30) minutes prior to proposal time.

6 COMPUTER INTERFACE/FAILURE OR SHUTDOWN

6.1 Center Computer Complex (Center)

- 6.1.1 Tower must stop all departures until coordination is effected with the Center.
- 6.1.2 The Center must issue departure clearances and forward arrival and overflight information via interphone.
- 6.1.3 The Center must assign arrival and overflight aircraft a transponder code as furnished by the Tower.

6.2 FDIO (Tower) - The Center will issue an abbreviated departure clearance, to include the beacon code printed on the Center fix posting strip via interphone.

6.3 STARS ELITE (Tower) - Clearance procedures contained in paragraph 6.2 remain in effect.

6.4 A combination failure of FDIO and the STARS ELITE interface will be treated as a Center computer failure.

6.5 STARS ELITE/CENTER INTERFACE - Clearance procedures in paragraph 6.2 remain in effect.

6.5.1 ASR-11 Outage - The Tower must notify the Center when ASR-11 Outage procedures are in effect. Due to reduced radar coverage, 3,000 feet is not available in the QUNCY/MOEMO ATA. *ASR-11 Outage Procedures are STARS ELITE version of CENRAP.

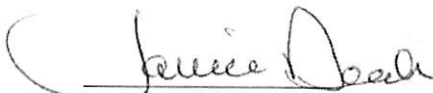
6.6 ASR (Tower) - After coordination, Tower delegated airspace at 7,000 feet and above will revert to the Center.

7 MISCELLANEOUS

7.1 The Center must assume responsibility for and provide approach control service within the airspace whenever the Tower is closed.

7.2 The Center and Tower must coordinate and exchange traffic information when assuming or terminating approach control service.

- 7.3 When transferring control of Tower delegated airspace between Tower and Center, the transferring controller must provide the receiving controller with a briefing that, as a minimum, includes the following items:
- 1) Weather
 - 2) Equipment
 - 3) Runway/Airport information
 - 4) Traffic
 - 5) NOTAMS
 - 6) Special Use Airspace Status
 - 7) Traffic Management Edicts
 - 8) Controller assuming the airspace must verbally indicate acceptance of the airspace.
 - 9) Transferring controller will release the airspace after the receiving controller accepts the airspace.
- 7.4 The Tower must advise the Center Traffic Management Unit of runway changes at RSW airport.
- 7.5 Deviations from procedures established in the Agreement will be effected only after prior coordination is accomplished which completely defines responsibility in each case.



Janice Deak
Acting Air Traffic Manager
Miami ARTC Center



Bert Simpson
Acting Air Traffic Manager
Southwest Florida International Tower

ANNEX 1

Southwest Florida International Tower Airspace Boundary

Airspace Boundary	
A	26°59'20" N / 82°38'44"W
AA	26°59'04"N / 82°32'36"W
BB	26°59'18"N / 82°26'45"W
CC	27°00'01"N/ 82°21'03"W
DD	27°01'06"N / 82°15'14"W
EE	27°02'41"N / 82°09'43"W
B	27°04'17" N/ 82°05'18"W
C	27°05'50" N / 82°06'04"W
D	27°07'00"N / 81°51'00"W
E	27°00'05"N / 81°32'33"W
F	26°56'48"N / 81°25'30"W
G	26°55'25"N / 81°22'01"W
H	26°54'00"N / 81°19'00"W
I	26°22'15"N / 81°05'15"W
J	26°19'42"N / 81°22'19"W
K	25°51'00"N / 81°25'00"W
L	25°47'00"N / 81°25'00"W
M	25°47'00"N / 82°18'30"W
N	25°51'00"N / 82°18'30"W
O	26°10'00"N / 82°16'59"W
P	26°23'32"N / 82°23'22"W
Q	26°30'00"N / 82°26'28"W
R	26°36'42"N / 82°29'40"W

Southwest Florida International Tower Airspace Boundary



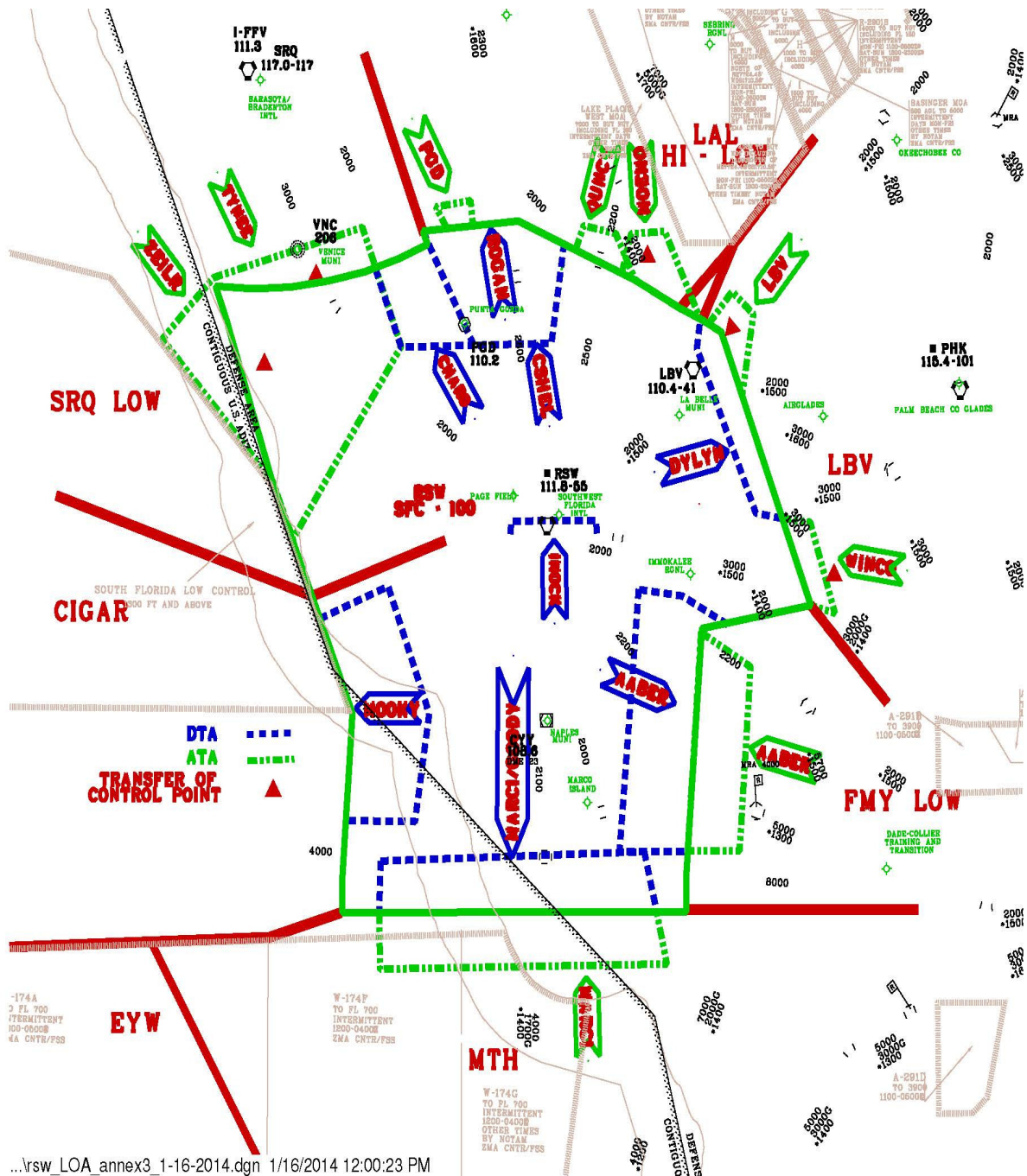
ANNEX 2

Southwest Florida International Tower ATA / DTA Coordinates

ARRIVAL TRANSITION AREAS	
TYNEE	
	26°30'00" / 82°26'28"
	26°36'42" / 82°29'40"
	26°53'02" / 82°47'08"
	27°00'12" / 82°39'09"
	27°06'07" / 82°15'38"
	26°52'23" / 82°09'28"
QUNCY	
	27°03'40" / 81°41'55"
	27°06'27" / 81°40'38"
	27°05'30" / 81°35'34"
	27°00'05" / 81°32'33"
LBV	
	26°54'56" / 81°21'01"
	26°58'41" / 81°17'15"
	26°56'02" / 81°13'56"
	26°46'38" / 81°15'48"
MOEMO	
	27°00'53" / 81°34'40"
	27°05'27" / 81°33'09"
	27°05'44" / 81°27'51"
	26°55'32" / 81°22'18"
WINCO	
	26°32'21" / 81°09'43"
	26°31'52" / 81°05'14"
	26°21'19" / 81°01'31"
	26°22'15" / 81°05'15"
AABER	
	26°19'15" / 81°22'28"
	26°15'13" / 81°14'46"
	25°54'01" / 81°16'40"
	25°54'00" / 81°24'44"
MARCI	
	25°47'03" / 82°12'46"
	25°40'29" / 82°12'37"
	25°41'00" / 81°28'04"
	25°47'01" / 81°29'36"

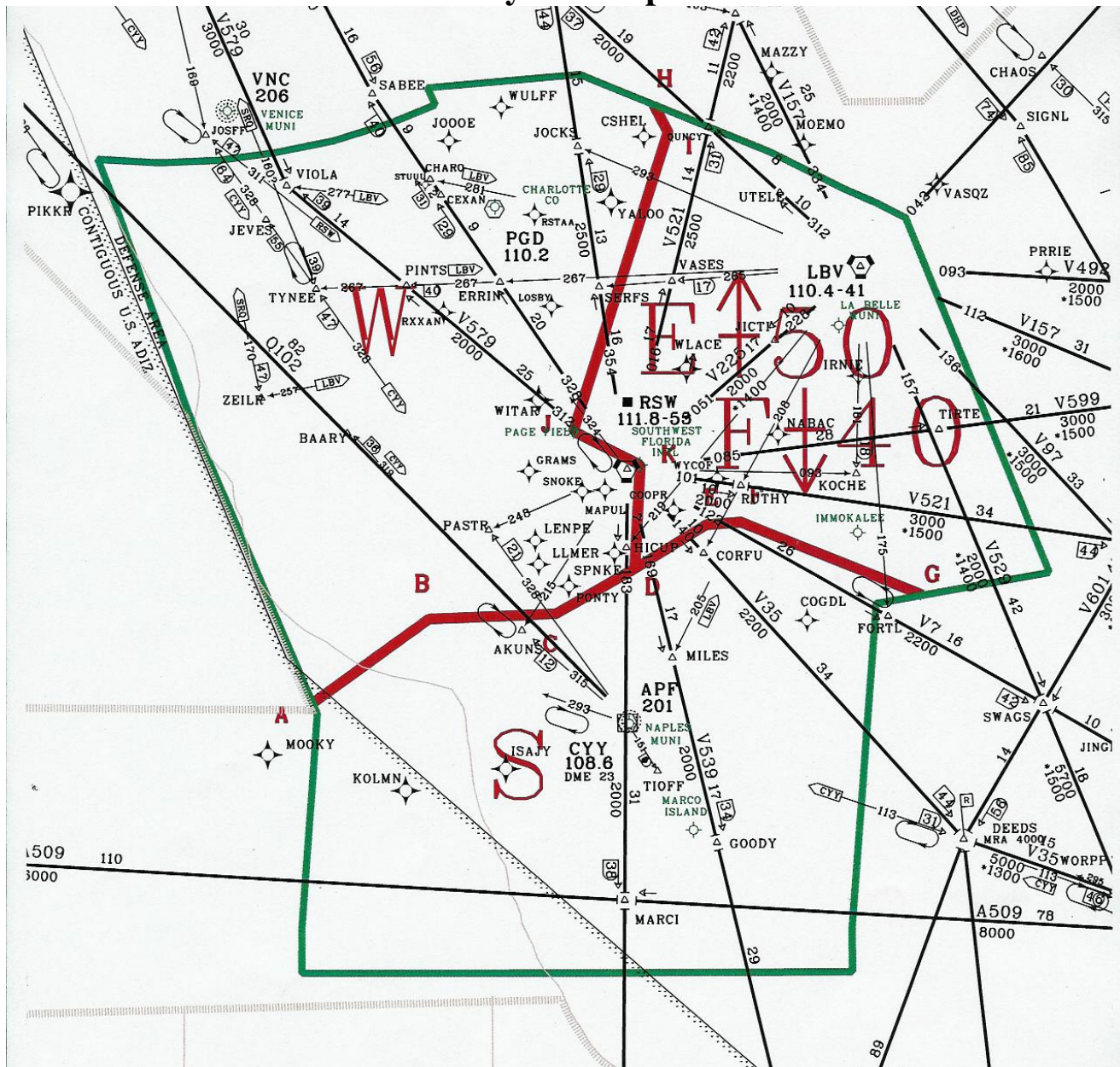
PUNTA GORDA	
	27°06'13" / 82°02'19"
	27°08'39" / 82°03'58"
	27°09'21" / 81°58'32"
	27°06'22" / 81°58'07"
DEPARTURE TRANSITION AREAS	
CHARO	
	27°01'28" / 82°13'33"
	26°52'23" / 82°09'28"
	26°52'36" / 81°58'02"
	27°05'50" / 82°06'04"
ROGAN	
	27°05'50" / 82°06'04"
	26°52'36" / 81°58'02"
	26°52'49" / 81°45'47"
	27°04'21" / 81°43'46"
DYLYN	
	26°32'21" / 81°09'43"
	26°32'59" / 81°13'46"
	26°52'08" / 81°22'52"
	26°55'32" / 81°22'18"
AABER	
	26°20'27" / 81°18'19"
	26°25'14" / 81°25'19"
	26°24'31" / 81°32'06"
	25°54'02" / 81°35'21"
	25°54'00" / 81°24'44"
MARCI/GOODY	
	25°47'01" / 81°29'36"
	25°54'01" / 81°31'22"
	25°52'57" / 82°12'33"
	25°47'03" / 82°12'46"
MOOKY	
	25°57'38" / 82°17'53"
	25°57'31" / 82°07'12"
	26°10'00" / 82°05'00"
	26°24'41" / 82°11'28"
	26°20'54" / 82°22'09"
IMOCK	
	26°30'45" / 81°52'15"
	26°32'15" / 81°52'11"
	26°32'19" / 81°38'49"
	26°30'49" / 81°38'45"

Southwest Florida International Tower Arrival/Departure Transition Areas



ANNEX 3

Southwest Florida International Tower Runway 24 Airspace*



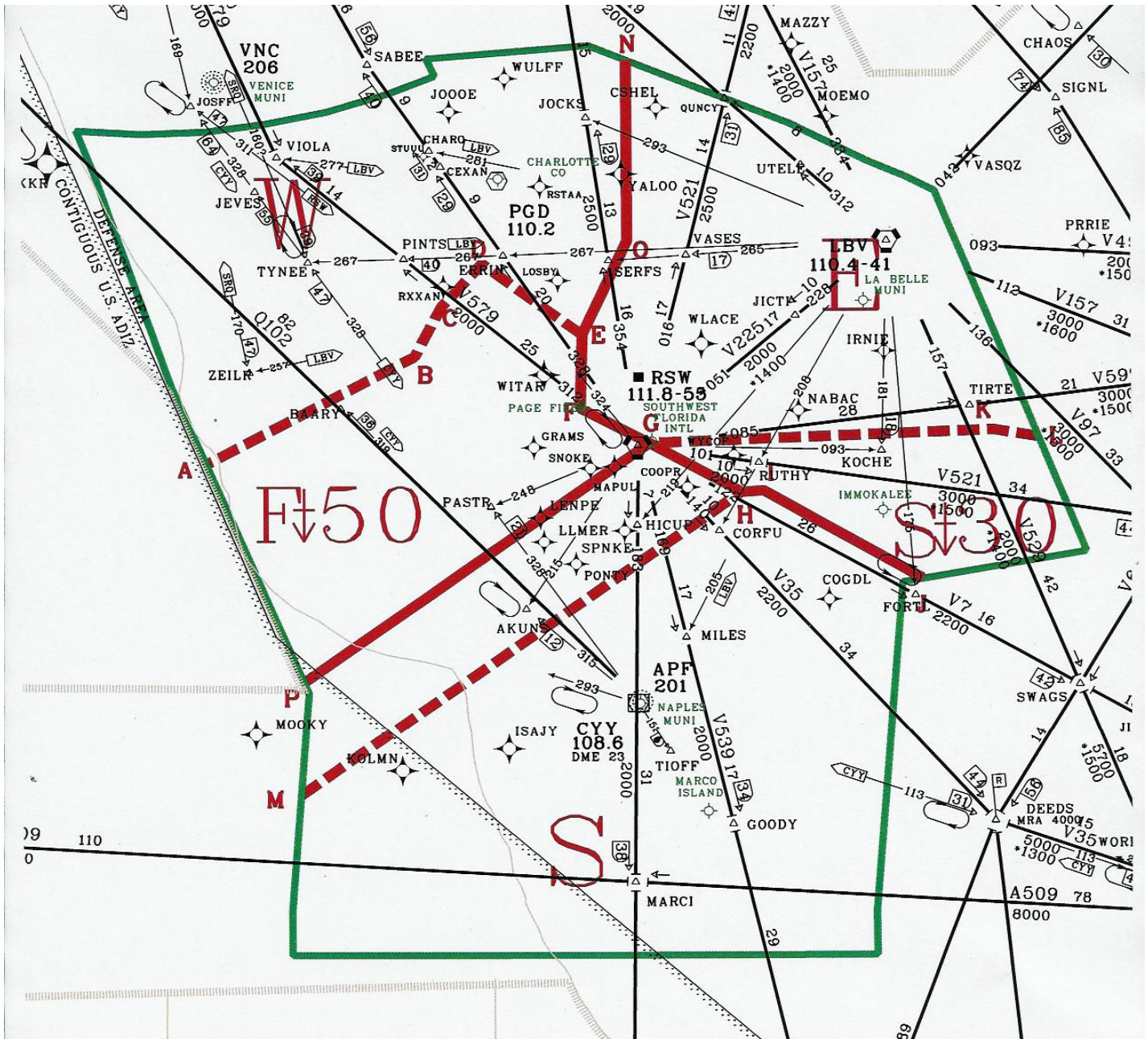
**Depiction of Terminal Sectors that adjoin ARTCC airspace only*

Runway 24 Airspace Coordinates

A - 261059/821727	D - 262255/814553	G - 262023/811745	J - 263512/815148
B - 261832/820602	E - 262649/813851	H - 270418/814345	K - 263210/814518
C - 261859/815334	F - 262702/813532	I - 270147/814219	

ANNEX 3

Southwest Florida International Tower Runway 06 Airspace Coordinates*



*Depiction of Terminal Sectors that adjoin ARTCC airspace only.

Runway 06 Airspace Coordinates

A - 263005/822630	E - 264131/815141	I - 262749/813504	M - 260103/821742
B - 263937/820709	F - 263505/815154	J - 261959/812028	N - 270542/814730
C - 264400/820442	G - 263201/814533	K - 263259/811346	O - 264947/814730
D - 264747/820055	H - 262741/813705	L - 263220/810936	P - 261059/821727