

JACKSONVILLE CENTER, MIAMI CENTER,
JACKSONVILLE TOWER, DAYTONA BEACH TOWER, AND CENTRAL FLORIDA TRACON

LETTER OF AGREEMENT

EFFECTIVE: JANUARY 4, 2009

Subject: DAYTONA RACE DAY PROCEDURES

1. Purpose. This agreement between Jacksonville Center (ZJX), Miami Center (ZMA), Daytona Beach Tower (DAB), Jacksonville Tower (JAX) and Central Florida TRACON (F11) covers procedures for Daytona race events and is supplemental to the Air Traffic Control, FAA Order 7110.65 and current Letters of Agreement. Responsibilities are defined for IFR aircraft transitioning between the named facilities airspace during the Daytona 500 and other Daytona race events.
2. Cancellation. The Jacksonville Center, Miami Center, Jacksonville Tower, Daytona Beach Tower and Orlando Tower Letter of Agreement, Subject; Daytona Race Day Procedures, dated February 1, 2004, is cancelled.
3. Responsibilities. ZJX shall be responsible for the coordination of all reroutes required in this letter. DAB Tower shall notify all signatories of this letter at least 30 days prior to the event for the scheduling of procedures outlined in this LOA. DAB Tower shall notify ZJX TMU of the time these procedures will go into effect.
4. Procedures.
 - a. **Daytona Race Day Lite Procedures:** (for race events other than the Daytona 500 Race):
 - (1) Arrivals from the North:
 - (a) All aircraft landing within DAB Complex (DAB, DED, EVB, XFL, X50 and 7FL6) airspace at or above 12,000 shall be vectored east of V267, assigned a heading of 180 degrees, and cross 15 DME northwest of Ormond Beach (OMN) at 12,000 feet and 250 knots IAS.
 - (b) MCO and ISM turbojet arrivals shall cross LAMMA at or below 15,000 feet descending to 12,000 feet and 250 knots. MLB Complex (COF, COI, MLB, TIX, TTS, XMR, X21, X42, X59 and 21FA) arrivals shall be handled in accordance with the current ZJX/F11 Letter of Agreement. St. Augustine (SGJ) should not descend aircraft below FL200 until 10 miles north of OMN.
 - (c) SFB, ORL, and ISM turboprop arrivals from the north shall be routed via: SSI.V441.OCF.V159.LEESE or AMG.V157.OCF.V159.LEESE flight plan route. SFB turbojet arrivals from the north must be routed via TAY..OCF.V159.Leese.. and ORL turbojet arrivals from the north shall be routed via AMG/SAV..SHEMP..MTATA.PIGLT.STAR or via the LEESE STAR as appropriate.
 - (2) Departures:
 - (a) DAB Complex northbound turboprop/prop departures requesting at or above 12,000 shall be assigned 7,000 or 9,000 and handed-off to JAX Approach.
 - (b) DAB Complex northbound turboprop/prop departures, requesting 11,000 and filed out the Royes/Mateo/Astor DTA shall be assigned 7,000 or 9,000.

(3) Overflights

(a) DAB will not accept overflight traffic.

(b) ZJX shall re-route southbound overflights from north of CRG at or below 15,000 feet via SSI.V441.OCF.V537.PRESK or AMG.V157.OCF.V537.PRESK, flight plan routing.

(c) ZMA shall re-route northbound traffic at and below 11,000 feet filed V3/V267 via BAIRN...OCF.V157.AYS, flight plan routing or BAIRN...OCF.V441.SSI.

(d) F11 Complex northbound departures requesting at or below 11,000 shall be routed ORL..OCF, then next fix or navaid.

b. Daytona 500 Race Day Procedures: (for DAB 500 race day only)

(1) Arrivals from the North:

(a) All aircraft landing within DAB Complex airspace at or above 12,000 shall be vectored east of V267, assigned a heading of 180 degrees, and cross 15 DME northwest of Ormond Beach (OMN) at 12,000 feet and 250 knots IAS.

(b) East Coast Warning Areas active: MCO and ISM turbojet arrivals shall cross LAMMA at or below 15,000 feet descending to 12,000 feet and 250 knots. St. Augustine (SGJ) should not descend aircraft below FL200 until 10 miles north of OMN.

(c) East Coast Warning Areas inactive: The States Sector must deliver CWRLD/BITHO turbojet arrivals on a heading that is east of and parallel to the eastern boundary of the Rainbow "C". St. Augustine sector shall clear MCO and ISM turbojet arrivals direct ORL from abeam EVB and deliver to Arrival (B or L) AOB 15,000 descending to 12,000 and 250 knots IAS. F11 will handle internal coordination with Rocket (R) if necessary. MLB Complex arrivals shall be delivered to Arrival (B or L) over or east of EVB. F11 will handle internal coordination with Rocket (R) if necessary.

(d) SFB, ORL, and ISM turboprop arrivals from the north shall be routed via: SSI.V441.OCF.V159.LEESE.. or AMG.V157.OCF.V159.LEESE.. flight plan route. SFB turbojet arrivals from the north must be routed via TAY..OCF.V159.Leese.. and ORL, turbojet arrivals from the north shall be routed via SAV/AMG..SHEMP..MTATA.PIGLT.STAR or via the LEESE STAR as appropriate.

(2) DAB Departures:

(a) DAB shall clear DAB Complex departures requesting at or above 12,000 via the ROYES Departure/CRG178R..CRG, then via the first fix after the DTA identifier included in the PDR.

(b) DTA identifiers, which are based on aircraft type, route of flight and requested altitude, are depicted in Annex 1.

(c) East Coast Warning Areas Inactive.

1 SEBAG DTA departures shall be on assigned heading 360 degrees and handed off to the SGJ Sector. Runway 25 departures shall be handed off within the lateral confines of the SGJ Sector. SGJ will climb the aircraft no higher than FL230 and hand off to the Jekyll Sector. Jekyll shall retain aircraft requesting higher than FL230 at or below FL230 until hand off to States Sector can be accomplished.

2 BARBS/MATEO DTA departures shall be handed off to JAX at or below 11,000 feet and JAX shall not initiate handoff or pointout procedures to the ZJX South Area.

3 OCEAN DTA departures shall be assigned a heading of 070 degrees and handed off to the SGJ Sector. SGJ shall deliver aircraft to the States Sector inside the Rainbow Areas. All traffic shall be assigned a heading of 360 degrees.

4 ROYES DTA departures shall be assigned a heading of 320 degrees to join the CRG178R and handed off to St. Johns (SJS) Sector.

(d) East Coast Warning Areas active:

1 SEBAG DTA departures shall be handed off to JAX at or below 11,000 feet. JAX shall not attempt to hand off or point out these aircraft to the St. Johns Sector for further climb.

2 BARBS/MATEO DTA departures shall be handed off to JAX at or below 11,000 feet. JAX shall transition these aircraft to the Taylor, Waycross, or Brunswick/Jekyll Sectors as appropriate. JAX shall not attempt to hand off or point out these aircraft to the St. Johns Sector for further climb. All routings shall be clear of the Palatka Complex regardless of activity.

3 OCEAN DTA departures shall be on a northbound heading to join the OMN359R and handed off to SGJ. All aircraft shall be routed via J103.SAV then flight plan routing.

4 ROYES DTA departures shall be assigned a heading of 320 degrees to join the CRG178R and handed off to SJS.

(e) F11 Complex departures filed over East Coast routes and requesting at or below 11,000 feet, shall be routed direct, Ocala (OCF) then next fix/navaid flight plan route.

(f) JAX Complex southbound departures filed via East Coast routings, and requesting at or below 15,000 feet, shall be routed via V441.OCF then next fix/navaid, flight plan routing. All automatic departures from JAX into the SGJ Sector shall be suspended as coordinated with ZJX TMU. JAX Tower shall call SGJ Sector for release during these time frames.

(3) Overflights:

(a) DAB will **not** accept overflight traffic.

(b) ZJX shall re-route southbound overflights from north of CRG at or below 15,000 feet via SSI.**V441.OCF.V537.PRESK** or AMG.**V157.OCF.V537.PRESK**, flight plan routing.

(c) ZMA shall re-route northbound traffic at and below 11,000 feet filed V3/V267 via **BAIRN..OCF.V157.AYS**, flight plan routing or **BAIRN...OCF.V441.SSI**.

5. Miscellaneous.

- a. If DTA is not included in the flight plan, DAB shall contact ZJX TMU for DTA assignment.
- b. Deviations from these procedures may be coordinated as traffic conditions dictate.

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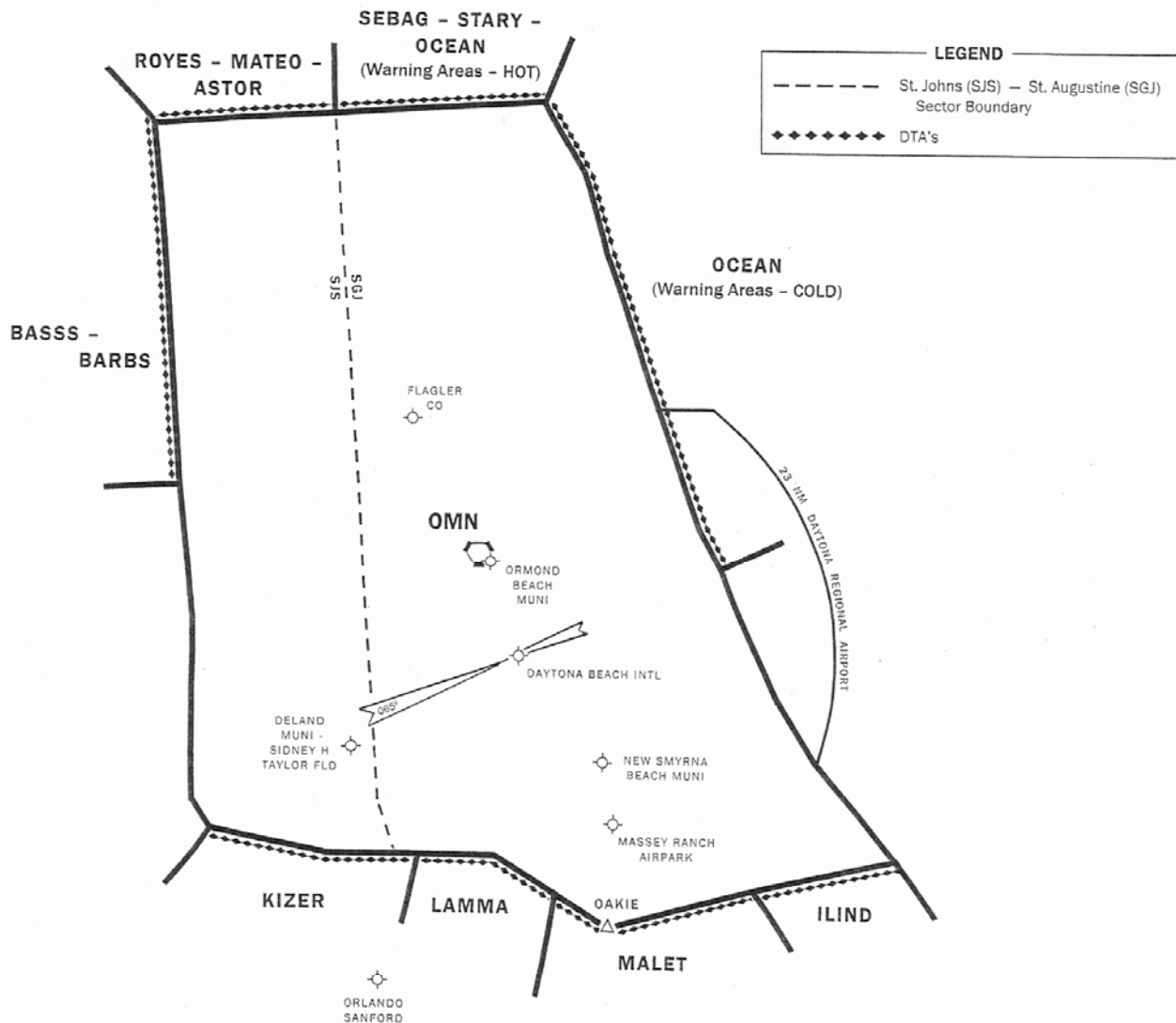
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JACKSONVILLE CENTER, MIAMI CENTER, JACKSONVILLE TOWER, DAYTONA BEACH TOWER and CENTRAL FLORIDA TRACON

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ANNEX 1

EFFECTIVE: January 4, 2009



DTA	TYPE (s)	DEPARTURE DIRECTION / ROUTE / ALTITUDE RESTRICTION
OCEAN	J	NORTHEAST DEPARTURE REQUESTING AOA - 120
SEBAG	T & P	NORTHEAST DEPARTURE REQUESTING AOA - 120
STARY	ALL	NORTHEAST DEPARTURE REQUESTING AOB - 110
ROYES	J	NORTHWEST DEPARTURE REQUESTING AOA - 120
MATEO	T & P	NORTHWEST DEPARTURE REQUESTING AOA - 120
ASTOR	ALL	NORTHWEST DEPARTURE REQUESTING AOB - 110
BASSS	ALL	WEST DEPARTURE REQUESTING AOB - 110
BARBS	T & P	WEST DEPARTURE REQUESTING AOA - 120
KIZER	ALL	SOUTHWEST DEPARTURES AOB - 080
LAMMA	J & T	SOUTH & SOUTHWEST DEPARTURES
MALET	ALL	SOUTH DEPARTURE VIA V3/J79
ILIND	ALL	SOUTH FLORIDA TERMINALS VIA OMN TRANSITION OF STAR, BAHAMAS & EASTERN CARIBBEAN

J = Jet T = Turboprop P = Piston Prop