

## MIAMI ARTC CENTER AND MIAMI ATC TOWER LETTER OF AGREEMENT

SUBJECT: APPROACH CONTROL SERVICE

EFFECTIVE: 02/07/2011

- 1        **PURPOSE:** This Agreement covers approach control service for airports within airspace delegated to Miami ATC Tower as depicted in the Annexes and is supplementary to the Air Traffic Handbook.
- 2        **CANCELLATION:** Miami ARTC Center, Miami ATC Tower Letter of Agreement, Subject: Approach Control Service, Effective February 15, 2007
- 3        **RESPONSIBILITIES:** Miami Center (ARTCC) delegates to Miami Tower (ATCT) authority and responsibility for control of aircraft within the Terminal Area described in the Annexes.
- 4        **PROCEDURES:**
- 4.1      **ARRIVALS:**
- 4.1.1    Between the hours of 0800 and 2200 local, ARTCC shall issue a speed restriction for all arrivals as indicated below unless otherwise coordinated:  
East operation: ANNEY/MILSY/JUNUR/FLIPR 280 knots or less.  
West operation: ANNEY/MILSY/JUNUR/FLIPR 250 knots or less.  
East operation: WORPP/SSCOT/WEVER/CURSO 250 knots or less.  
West operation: WORPP/SSCOT/WEVER/CURSO 280 knots or less.  
(DEKAL - 250 knots at all times.)
- 4.1.2    Transfer of Control is defined as control for turns and descent within the confines of the Arrival Transition Area (ATA) airspace defined in Annex 1.
- 4.1.3    The ARTCC shall clear arrivals to the destination airport, via appropriate ATAs, to cross Transition Fixes as follows:

#### 4.1.4 MIA (and airports south)

##### 4.1.4.1 EAST OPERATION

ATA TRANSITION FIX	ALTITUDE		
	JETS	FILED 210+	-210 kts
ANNEY	130	110	N/A
MILSY	160	N/A	N/A
FLIPR/JUNUR	120	90	80
SSCOT/WORPP	100 090-OPF	80	50
CURSO/WEVER	100	80	50

##### 4.1.4.2 WEST OPERATION

ATA TRANSITION FIX	ALTITUDE		
	JETS	FILED 210+	-210 kts
ANNEY	110	110	N/A
MILSY	130	N/A	N/A
FLIPR/JUNUR	100	80	60
CURSO/WEVER	140	90	80
SSCOT/WORPP	160 090-OPF	80	N/A
KUBIC	N/A	N/A	50

4.1.4.2.1 When Miami is on a west operation ZMA must ensure aircraft unable to comply with the 11,000 foot restriction at ANNEY will cross the Miami Approach airspace boundary at 11,000 and 250 knots or less.

4.1.4.3 Non turbojet aircraft departing the Keys, destination MIA may be cleared direct DHP/VKZ at 5,000 ft.

4.1.4.4 TMB turbojet arrivals over CURSO/WEVER shall be at 6,000 ft. TMB turbojet arrivals over SSCOT/WORPP shall be at 10,000 ft. Traffic filed less than 210 kts. arriving airports south of Miami may be cleared via VEGIE direct QEEZY direct destination at 4,000 ft.

4.1.4.5 When Homestead GCA is closed, HST tactical aircraft shall be routed via the HST 233°R to cross CAJUN at 7,000 ft.

4.1.5 FLL (and airports north of MIA)

4.1.5.1

ATA TRANSITION FIX	ALTITUDE		
	JETS	FILED 210+	-210 kts
GISSH/BALEW	80	N/A	N/A
CURSO/WEVER (Miami East)	110	90	50
CURSO/WEVER (Miami West)	110	90	40
DEKAL (Miami East)	60	30/40 - OPF/HWO 40 All Others	30/40 - OPF/HWO 40 All Others
DEKAL (Miami West)	50	30/40 - OPF/HWO 40 All Others	30/40 - OPF/HWO 40 All Others
JINGL/KUBIC	80	60	50
GILBI	N/A	40	40

4.1.5.2 OPF turbojet arrivals over CURSO/WEVER shall be at 10,000 ft.

4.1.5.3 Only aircraft departing APF/MKY filed less than 210 kts shall be routed over KUBIC at 5,000 ft.

4.1.5.4 ZMA shall assign FLL Turbojet Arrivals over WEVER that are not capable of flying the CURSO STAR heading 015 at MNNDY/FAMIN. Aircraft on the CURSO STAR shall remain on the STAR.

4.1.5.5 When holding is required; the holding pattern airspace area at all ATA fixes shall revert to ARTCC control.

4.2 **DEPARTURES:**

4.2.1 ATCT shall transition departures via appropriate Departure Transition Areas (DTAs) and will climb aircraft to 16,000 feet or filed altitude, whichever is lower, unless otherwise specified.

- 4.2.1.1 During "Heavy" departure times, the following procedure may be implemented through TMU for turboprop departures using the HEDLY, ARKES, WINCO, THNDR, VALLY, SKIPS, PADUS, PREDA, and ZAPPA DTAs. This procedure is to be implemented for each DTA separately and dynamically.

ALTITUDE	AIRCRAFT TYPE/AIRSPEED
160	Jets
120	Props – 210 kts or greater
110	Props – Less than 210 kts

- 4.2.2 DTA airspace is depicted in Annex 2 and departures are released for control to the ARTCC as follows:

- 4.2.2.1 THNDR/ARKES/WINCO/HEDLY departures are released for turns, speed adjustments, and climb to filed altitude within the confines of the DTA, 20 NM north of DHP.

- 4.2.2.2 ZAPPA/PREDA/BAHMA departures are released, within the confines of the DTA, for turns, speed adjustments, and climb to filed altitude east of a line depicted on the RADAR mapping, beginning at 261730/0794936 and ending at 260415/0795000.

- 4.2.2.3 EONNS departures are released for turns, speed adjustments, and climb to filed altitude within the confines of the DTA south of HST.

- 4.2.2.4 MNATE departures are released for turns and speed adjustments south of HST.

- 4.2.2.5 DORM departures are released for turns within the confines of the DTA.

- 4.2.2.6 SKIPS departures are released for turns, speed adjustments, and climb to filed altitude within the confines of the DTA, 10 NM east of VKZ.

- 4.2.2.7 BEECH departures are released for turns within the confines of the DTA, 25 NM southeast of FLL.

- 4.2.2.8 ATCT must climb HST Fighter/Tactical departures assigned heading 180 to block altitude FL210BFL230 or lower requested altitude after ARTCC has accepted the handoff.

- 4.2.2.9 VALLY/PADUS departures are released for turns, speed adjustments, and climb to filed altitude within the confines of the DTA.

\*mbi 11-050

### 4.2.3 MIA (and airports south)

#### 4.2.3.1

<b>ROUTE</b>	<b>FIRST PREFERENCE</b>	<b>SECOND PREFERENCE</b>	<b>THIRD PREFERENCE</b>
<b>DTA</b>	<b>RNAV SID's/TRANS</b>	<b>AIRWAY</b>	<b>HEADING</b>
VALLY	VALLY SID/TRANS	AR11	HEADING 060
PADUS	PADUS SID/TRANS	BR66V	HEADING 060
BEECH	BEECH SID/TRANS	FLL 098R	HEADING 100
SKIPS	SKIPS SID/TRANS	BR53V	HEADING 090-120
EONNS	EONNS SID/TRANS	A509	HEADING 120-150
MNATE	MNATE SID/TRANS	HEADING 170-210	HEADING 170-210
WINCO	WINCO SID/TRANS	V97, V521, J43, J73, J616	HEADING 320-330
HEDLY	HEDLY SID/TRANS	V267, V437 J53, J81	HEADING 330-350
DORM	N/A	DIRECT APF/MKY	HEADING 270-290

4.2.3.2 Preference number three shall be utilized only during a NAVAID outage.

4.2.3.3 Aircraft filed below 10,000 ft out the SKIPS DTA shall be rerouted by ARTCC when ATCT is on a west operation. Traffic filed at or below 5,000 ft or filed north of Nassau shall be routed via the BEECH DTA. Traffic filed landing Nassau, or south of Nassau, shall be routed via the EONNS DTA.

4.2.3.4 During a Tamiami ARSR-4 Radar (QMA) Outage, SKIPS departures shall not be rerouted via EONNS DTA.

4.2.3.5 No route preference is required for MNATE departures.

4.2.3.6 DORM shall be used only for departures destined APF/MKY at 4,000 ft.

4.2.3.7 ARTCC shall route OPF/HWO departures via the BEECH/VALLY/HEDLY/WINCO/PADUS and MNATE DTAs.

\*mbi 11-059 4.2.3.8 ARTCC must ensure HST departures handed off to Sector 05 (MNATE) and released for turns cross 6NM south of the R26/R47 boundary at or above 17,000 ft. if vectored northbound.

4.2.3.9 Aircraft at 6,000 feet, filed 210 knots or less, and landing within the Key West Terminal Airspace may be cleared direct MTH, direct destination.

4.2.4 FLL (and airports north of MIA)

4.2.4.1

<b>ROUTE</b>	<b>FIRST PREFERENCE</b>	<b>SECOND PREFERENCE</b>	<b>THIRD PREFERENCE</b>
<b>DTA</b>	<b>RNAV SID's/TRANS</b>	<b>AIRWAY</b>	<b>HEADING</b>
THNDR	THNDR SID/TRANS	V157 V599 V511 J55 J85	HEADING 320 - 340
ARKES	ARKES SID/TRANS	V159 J20 J113	HEADING 330 - 350
ZAPPA	ZAPPA SID/TRANS	AR10	HEADING 060
PREDA	PREDA SID/TRANS	AR10	HEADING 060
BEECH	BEECH SID/TRANS	FLL 098°R	HEADING 100
MNATE	MNATE SID/TRANS	HEADING 170- 210	HEADING 170-210

4.2.4.2 Preference number three shall be utilized only during a NAVAID outage.

4.2.4.3 No route preference is required for MNATE departures.

4.2.4.4 ZBV departures shall be routed via the BEECH DTA.

4.2.4.5 When FLL is on a west operation; FLL BEECH DTA jet departures must be routed as follows: Advanced navigation aircraft via the BAHMA SID, and climbing to a maximum of 12,000 ft, Non-Advanced aircraft out the FLL PREDA DTA heading 090, and climbing to a maximum of 12,000 ft.

4.2.4.6 ZBV departures proposed off FXE/PMP shall be routed out the FLL PREDA DTA heading 090, and climbing to a maximum of 12,000 ft.

4.2.4.7 THNDR DTA departures shall enter ARTCC airspace at or above 6,000 ft. Aircraft filed below 6,000 ft. shall be routed via the WINCO DTA by the ARTCC.

4.2.4.8 ARKES departures will be on a heading, within the confines of the DTA, to intercept the ARKES SID/transition at or prior to the ARKES intersection.

4.2.4.9 Aircraft at 6,000 feet, filed 210 knots or less, and landing within the Key West Terminal Airspace may be cleared direct **MTH**, direct destination.

4.3 **OVERFLIGHTS:**

- 4.3.1 ARTCC shall not route over flights through Miami Approach Control Airspace between the hours of 0700 and 2300 local with the exception of aircraft transitioning to or from points south of Grand Bahama Island, using the following routings:

Eastbound: All inbound south of the WEVER ATA and north of point "O"(ANNEX 2), assigned heading 110 at 5,000' routed out EEONS DTA, except when MIA is east, traffic landing Bimini will be routed direct.

Westbound: via the DEKAL ATA and out the WINCO DTA at 4,000 ft.

Westbound: via the JUNUR ATA and out the WINCO DTA at 12,000 ft.

4.4 **CLEARANCE DELIVERY:**

- 4.4.1 ATCT shall issue departure clearances:

- 4.4.1.1 "AS FILED" when a DTA identifier appears on the proposal strip and no pluses appear in the route of flight.

- 4.4.1.2 If an aircraft's clearance is assigned a PDR (Preferential Departure Route), aircraft must be assigned the route of flight between the plus signs (+) in box 9 of the flight route, 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.

- 4.4.1.3.1 When an FR strip is required to display the second plus in the route of flight, the amended route shall 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.

- 4.4.2 ARTCC shall issue, via interphone to the appropriate FDIO equipped facility, all FRCs, route amendments and altitude changes made by ARTCC less than thirty (30) minutes prior to proposed departure time.

- 4.4.3 ATCT may make FDIO amendments anytime prior to departure.

- 4.4.4 ATCT shall ensure the amended altitude is issued when FRA (Full Route Altitude) appears in the remarks section.

- 4.4.5 ATCT shall coordinate with ARTCC for clearance on all flights, which do not have a DTA identifier, or if no strip has been received.

5 **SEPARATION:**

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

- 5.1.1 When transitioning from terminal to en route control, three (3) miles increasing to five (5) miles or greater may be used in accordance with FAA Order 7110.65.

6 **COMPUTER INTERFACE OUTAGES:**

6.1 **CENTRAL COMPUTER COMPLEX (ARTCC):**

- 6.1.1 ATCT shall stop departures until coordination is effected with ARTCC.
- 6.1.2 ARTCC shall issue departure clearances and forward inbound and over flight data via interphone.
- 6.1.3 ARTCC shall assign arrivals the beacon code specified by ATCT.

6.2 **STARS (ATCT):**

- 6.2.1 ATCT shall assign the beacon code from the FDIO strip prior to handoff.
- 6.2.2 ARTCC shall assign the non-discrete code as specified in 6.3.3 below.
- 6.2.3 A combined failure of FDIO and STARS interface will be treated as an ARTCC computer failure.

6.3 **STARS/CENTRAL COMPUTER COMPLEX:**

- 6.3.1 ATCT shall stop departures until coordination is effected with ARTCC.
- 6.3.2 ATCT shall assign code 0300 to departures.

7 **FDIO INTERFACE:**

- 7.1 All FDIO equipped Towers shall call ARTCC for departure clearance.



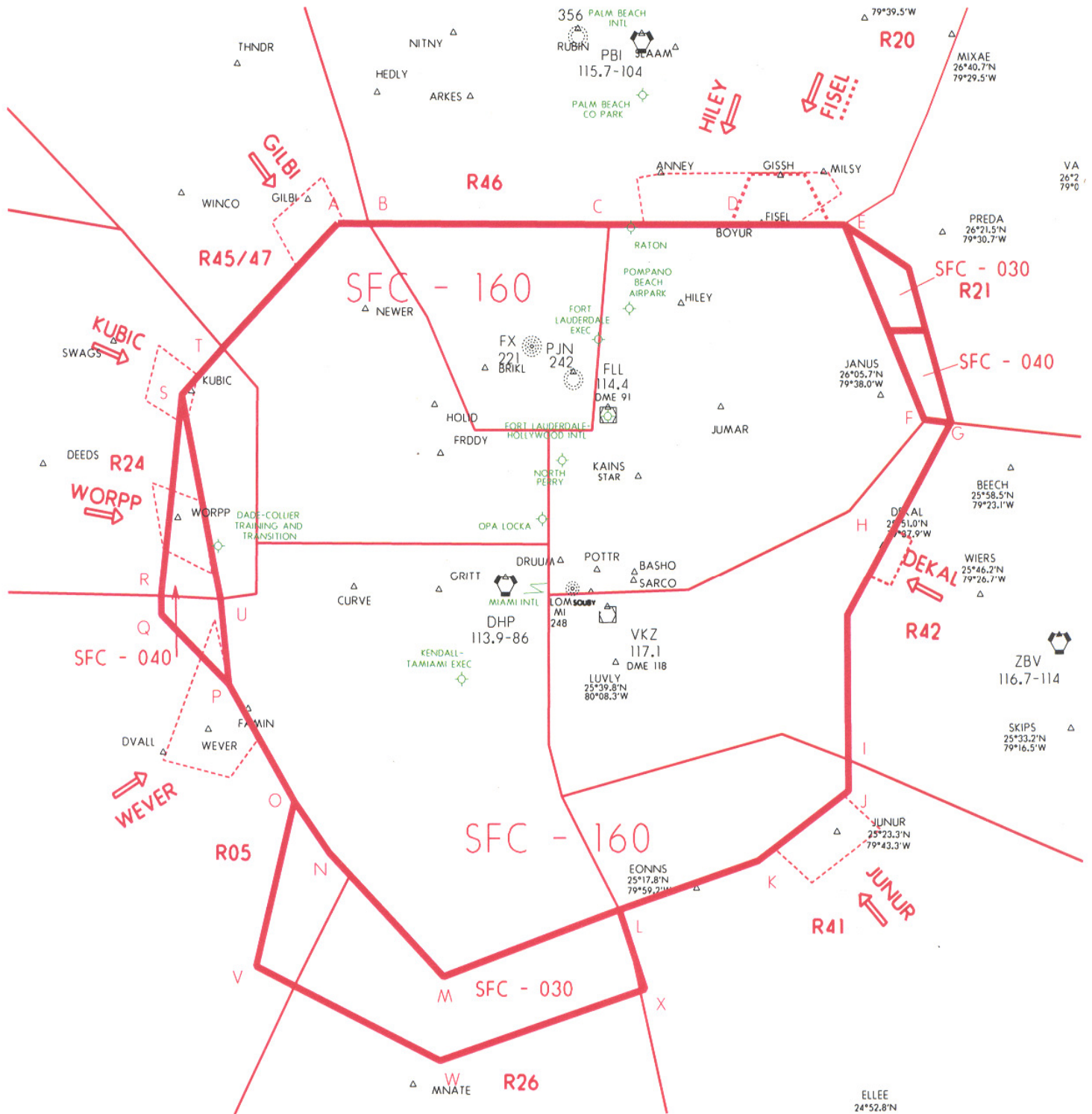
7.2 ARTCC shall specify the beacon code on all arrivals and the destination airport, if other than Miami.

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

\_\_\_\_\_  
Original signed by  
Eric Fox  
Air Traffic Manager  
Miami ARTC Center

\_\_\_\_\_  
Original signed by  
William W. Kribble  
Air Traffic Manager  
Miami ATC Tower

## ANNEX 1



## ANNEX 1

### ARRIVAL TRANSITION AREA DESCRIPTIONS

GILBI	26°18'30"/80°44'50" 26°23'00"/80°40'19" 26°23'00"/80°39'30" 26°27'29"/80°42'07" 26°23'04"/80°47'50"	HILEY	26°23'00"/80°04'58" 26°23'00"/79°47'41" 26°26'00"/79°42'21" 26°28'03"/79°43'51" 26°27'56"/80°02'58" 26°27'30"/80°05'47" 26°23'00"/80°04'58"
FISEL	26°23'00"/79°55'00" 26°23'00"/79°43'40" 26°27'54"/79°46'34" 26°27'54"/79°52'42"	DEKAL	25°53'22"/79°36'35" 25°52'25"/79°34'29" 25°47'51"/79°37'01" 25°48'48"/79°39'23"
JUNUR	25°27'30"/79°42'30" 25°22'20"/79°50'15" 25°19'06"/79°46'12" 25°24'16"/79°38'37"	KUBIC	26°03'15"/80°57'30" 26°08'10"/80°56'15" 26°11'02"/81°00'47" 26°05'43"/81°02'16"
WEVER	25°44'30"/80°54'10" 25°38'15"/80°52'30" 25°32'50"/80°49'15" 25°29'13"/80°52'18" 25°30'53"/80°59'56"	WORPP	25°49'00"/80°54'30" 25°56'00"/80°55'50" 25°57'43"/81°01'26" 25°51'21"/81°00'06"



## ANNEX 2

### DEPARTURE TRANSITION AREA DESCRIPTIONS

WINCO	26°12'30"/80°51'15" 25°57'48"/80°34'00" 25°57'48"/80°27'38" 26°18'30"/80°44'50	ARKES	26°23'00"/80°26'00" 26°03'00"/80°16'45" 26°03'00"/80°13'55" 26°23'00"/80°11'50"
THNDR	26°18'30"/80°44'50" 25°57'48"/80°27'38" 26°23'00"/80°39'30" 26°23'00"/80°40'19"	ZAPPA/PREDA	26°21'15"/79°42'00" 26°21'15"/79°46'30" 26°10'15"/79°57'15" 26°05'00"/79°58'45" 26°12'00"/79°36'00"
HEDLY	26°23'00"/80°34'15" 26°03'00"/80°22'10" 26°03'00"/80°16'45" 26°23'00"/80°26'00"	VALLY/PADUS	26°12'00"/79°36'00" 26°05'00"/79°58'45" 25°58'00"/80°00'30" 25°58'00"/79°47'00" 26°06'15"/79°33'45"
SKIPS	25°44'07"/79°42'00" 25°45'12"/80°09'27" 25°33'30"/79°42'00"		
EONNS	25°21'15"/79°52'19" 25°29'01"/80°01'30" 25°29'01"/80°12'30" 25°17'10"/80°06'00"	MNATE	25°15'15"/80°11'15" 25°29'40"/80°22'50" 25°18'45"/80°37'30" 25°10'00"/80°28'00"
BEECH	26°04'15"/79°37'15" 25°59'51"/79°32'26" 25°56'02"/79°34'51" 25°59'00"/79°45'30"	DORM	25°49'00"/80°54'30" 26°00'45"/80°57'15" 26°00'45"/80°49'26" 25°49'00"/80°49'26"