

# Letter of Agreement

## Jacksonville ARTCC (ZJX) & Miami ARTCC (ZMA)

Version B, effective September 7, 2023

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### 1. Scope

This agreement is made by and between Jacksonville ARTCC (herein ZJX) and Miami ARTCC (herein ZMA) of the United States Division of the Virtual Air Traffic Simulation Network.

### 2. Purpose

This Letter of Agreement, establishes a set of agreed upon air traffic control procedures between ZJX and ZMA. This LOA also defines the limitations and coordination expectations of both ZJX/ZMA facilities, and is supplementary to the procedures in FAA Order 7110.65, VATSIM policies and procedures, ZJX/ZMA ARTCC policies and procedures, and any other relevant governing document.

### 3. Cancellation

This document cancels the previous ZJX-ZMA Letter of Agreement, dated as effective on April 20, 2023.

### 4. Coordinating Runway Configurations

- 4.1. When tower services are being provided<sup>1</sup> at KMCO, ZJX shall advise the relevant ZMA controller(s) of the runway configuration currently in use at KMCO.
- 4.2. When tower services are being provided<sup>2</sup> at KTPA, ZMA shall advise the relevant ZJX controller(s) of the runway configuration currently in use at KTPA.

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<sup>1</sup> Including any of MCO\_TWR, MCO\_APP, or JAX\_CTR

<sup>2</sup> Including any of TPA\_TWR, TPA\_APP, or MIA\_CTR

## 5. Conditional Authorization for Use of Airspace

### 5.1. General

The below sections outline conditions under which one ARTCC may control aircraft within the other's airspace while they are offline. The using controller<sup>3</sup> may retain, or initiate, radar identification and/or communications with aircraft outside their airspace, but only as described below. If the "owning controller"<sup>4</sup> later connects to the network, the using controller must immediately relinquish control and communications with the aircraft to the owning controller, unless otherwise approved by the owning controller.

### 5.2. F11 Area Arrivals

If Miami Center (MIA\_CTR) is offline, ZMA authorizes ZJX to use any Miami Center airspace reasonably deemed necessary to sequence and/or descend aircraft inbound to the F11 TRACON, not to exceed 100nm<sup>5</sup> from the relevant airspace boundary.

### 5.3. TPA Area Arrivals

If Jacksonville Center (JAX\_CTR) is offline, ZJX authorizes ZMA to use any Jacksonville Center airspace reasonably deemed necessary to sequence and/or descend aircraft inbound to the TPA TRACON, not to exceed 100nm from the relevant airspace boundary.

### 5.4. Other Inbound Aircraft

When one facility is offline, the other may initiate radar identification and/or communications with inbound aircraft in the other's airspace, not to exceed 50nm prior to the relevant airspace boundary.

## 6. F11 Departure Traffic

- 6.1. Aircraft Departing F11 airspace shall be vectored towards a Departure Transition Area (DTA) and cleared on course before communications are transferred to ZMA.
- 6.2. F11 departures via TPSTR/ATLAS/CUSSR shall be delivered to ZMA climbing to 14,000 (or lower requested altitude, as appropriate for direction of flight).
- 6.3. The VALKA and PIPER DTAs may only be used by aircraft departing from MLB, COF, COI, TIX, XMR, TTS, or X21.
- 6.4. ZMA shall have control for climb, on contact, of all F11 departure traffic.

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<sup>3</sup> The "using controller" is the one who is using this conditional authorization to work aircraft in neighboring airspace which does not actually belong to them

<sup>4</sup> The "owning controller" is the one who rightfully owns the airspace in question

<sup>5</sup> Aircraft routed via ZJX-ZMA-F11 are exempt from the 100nm distance maximum, and may be retained by ZJX as long as MIA\_CTR is offline.

## 7. Q77 Rule

Aircraft on or east of Q77/V267 shall be cleared northbound at ODD altitudes and southbound at EVEN altitudes. Aircraft west of Q77/V267 shall be cleared northbound at EVEN altitudes and southbound at ODD altitudes.

## 8. Activation of ZMA's HOBEE Sector

When ZMA Sector 02 (HOBEE) is online, ZJX shall ensure all aircraft landing within ZMA are tucked below HOBEE, and into the relevant low sector. For aircraft routed via the OMN corridor (east coast), this will be AOB FL300, and via the west coast AOB FL310. Whenever ZMA activates HOBEE, the controller working HOBEE shall be signed in as MIA\_02\_CTR, and no other callsign.

## 9. Transfer of Control and Communication

- 9.1. Aircraft communications shall be transferred no later than the airspace boundary.
- 9.2. All handoffs and point outs<sup>6</sup> shall be conducted through automated means, when available, unless otherwise coordinated.
- 9.3. Prior to initiation of a radar handoff, the transferring controller shall ensure the data block<sup>7</sup> accurately reflects assigned altitude, routing, and all other relevant information, unless otherwise coordinated.
- 9.4. Aircraft of similar performance, on same or similar routings/trajectories, which land within ZJX/ZMA shall be provided 5 miles in trail per destination<sup>8</sup>, constant or increasing, regardless of altitude (no stacks).
  - 9.4.1. Both ZJX and ZMA shall comply with all posted TMIs<sup>9</sup>, provided those TMIs are either implemented through established VATUSA Command Center (DCC) processes, or communicated directly between ZMA/ZJX TMUs, coordinators, or controllers.
- 9.5. Transitioning aircraft shall not be permitted to operate an enhanced simulation rate greater than 1x across the mutual airspace boundary, unless prior coordination has been achieved.

## 10. Routing & Altitude Requirements

ZJX and ZMA agree to ensure all aircraft are exchanged established on the routings and at the altitudes outlined in the tables below. Aircraft on nonstandard routings require prior coordination with the affected controller(s).

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<sup>6</sup> Note: Per the 7110.65, Section 5-4-7, approval of automated point outs via CRC ERAM constitutes approval only of the exact state of the data block and route data, as seen by the receiving controller, at the time the automated point out is initiated. Any subsequent changes require verbal coordination.

<sup>7</sup> This includes scratchpad data, fourthline data, assigned and requested altitude data, routing data, etc.

<sup>8</sup> Note that this is per airport, not per approach control. So while two KFLLs must be spaced 5 miles in trail, a KFLL and a KFXE are not subject to this requirement and can be delivered to ZMA in a stack.

<sup>9</sup> Most commonly, this will be in the form of Miles-In-Trail (MIT) restrictions, but can also include Call-For-Release (CFR) programs, airborne reroute programs, holding, etc.

**Daytona (KDAB and Satellites)**

Route	Type	Restriction	Notes
KNEED V152 OMN	JET, TP	AOB 110	TPA-F11 TRAFFIC
	PISTON	AOB 50	
(any)		F11 BDRY @ 150	

**F11 Orlando (KMCO and Satellites)**

Route	Type	Restriction	Notes
ALYNA#	JET	SURFR @ 140	
GOOFY#	JET, TP	BAIRN @ 110	MCO SOUTH OPS
	JET, TP	BAIRN @ 80	MCO NORTH OPS
	JET, TP	BAIRN @ 80	SATELLITES
JOKRS#	JET	MOANS @ 130	NORTH OPS: 250KTS
	TP	MOANS @ 100	
	PISTON	MOANS @ 50	
MINEE#	JET	MOANS/ANDRO @ 130	NORTH OPS: 250KTS
	TP	MOANS/ANDRO @ 100	
	PISTON	MOANS/ANDRO @ 50	
PRICY#	JET	DESCEND VIA	NORTH OPS: PRICY@250KTS
RIDES#	JET	DESCEND VIA	
KMLB		AOB 50	

**Jacksonville (KJAX and Satellites)**

Route	Type	Restriction	Notes
QUBEN# / POGIE#		AOB FL310	J57/J75 COMBINED
		AOB FL250	J57/J75 SPLIT

**Fort Myers Area (KRSW)**

<b>Route</b>	<b>Type</b>	<b>Restriction</b>	<b>Notes</b>
JOSFF#		BDRY (10 HILTI) AOB FL270	
PIKKR#		WHITL AOB FL310	
SHIFTY#		INPIN AOB FL310	
TYNEE#		OGGER/PIE @ FL270	
ZEILR#		PIE AOB FL310	

**Sarasota/Bradenton ATCT (KSRQ)**

<b>Route</b>	<b>Type</b>	<b>Restriction</b>	<b>Notes</b>
BANGZ# (STAR)	JET	BANGZ AOB 130	
	TP	CORRL AOB 110	
BANGZ DCT	JET	BANGZ AOB 130	NON-RNAV A/C
	TP	BANGZ AOB 110	
LUBBR#	JET	LUBBR AOB 130	
	TP	LUBBR AOB 110	
VARZE BREKR DCT	JET	TPA BDRY (30 VARZE) AOB 130	NON-RNAV A/C
	TP	TPA BDRY (30 VARZE) AOB 110	

**St Pete-Clearwater ATCT (KPIE)**

<b>Route</b>	<b>Type</b>	<b>Restriction</b>	<b>Notes</b>
BANGZ#	JET	BANGZ AOB 100	
	TP	CORRL AOB 90	
BANGZ DCT	JET	BANGZ AOB 100	
	TP	BANGZ AOB 90	
DADES#	JET	OLENE @ 130	SOUTH OPS: 250KTS
	TP	OLENE AOB 110	
		GUURR @ 120	NORTH OPS
		GUURR @ 100	SOUTH OPS
DADES DCT	JET	TPA BDRY (20 DADES) @ 130	
	TP	TPA BDRY (20 DADES) @ 110	

**Tampa ATCT (KTPA)**

Route	Type	Restriction	Notes
DADES#	JET	OLENE @ 130	SOUTH OPS: 250KTS
	TP	OLENE AOB 110	
		ZINGR @ 170	ZMA-F11 VIA HIBAC
		GUURR @ 120	NORTH OPS
		GUURR @ 100, 250KTS	SOUTH OPS
DADES DCT	JET	TPA BDRY (20 DADES) @ 130	SOUTH OPS: 250KTS
	TP	TPA BDRY (20 DADES) @ 110	
MAATY#	JET	MAATY @ 110	SOUTH OPS: 280KTS
	TP	MAATY AOB 90	
TABIR DCT	JET	TABIR @ 110	SOUTH OPS: 280KTS
	TP	TABIR AOB 90	

Note: F11 may deliver prop traffic landing within TPA TRACON via vectors through the KNEED DTA.

**West Palm Beach ATCT (KPBI)**

Route	Type	Restriction	Notes
CPTAN# WOPNR	JET	NONE	ATC ASSIGNED ONLY
CPTAN# KENLL	JET	JOEYY AOB FL280	
JESTR#	TP	DEBRL AOB FL240	
MLB#	TP, PISTON	MLB AOB FL240	
STOOP#	JET	MLB AOB FL240	
TTYLR#		PIE AOB FL270	

**Additional Preferred Routes (PDARs)**

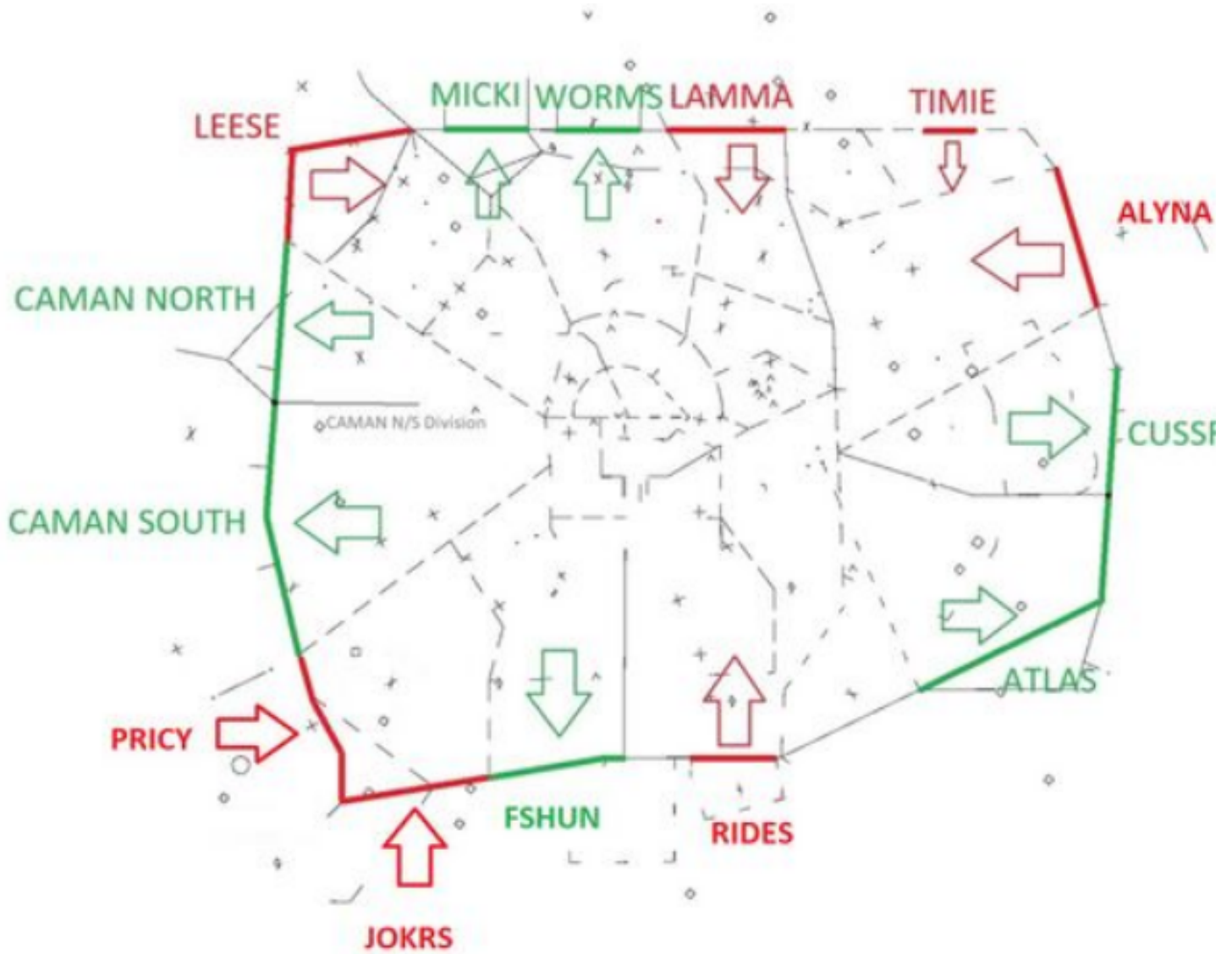
Orig	Dest	Required Routing	Notes
F11	KMIA	DDANY# DDANY CSTAL#	
F11	KFLL	DDANY# JIPOD CUUDA#	
F11	KTPA	GUURR DADES# or ORL LZARD#	CAP AOB 120

Note: F11 may deliver prop traffic landing within TPA TRACON via vectors through the KNEED DTA.

Appendix A

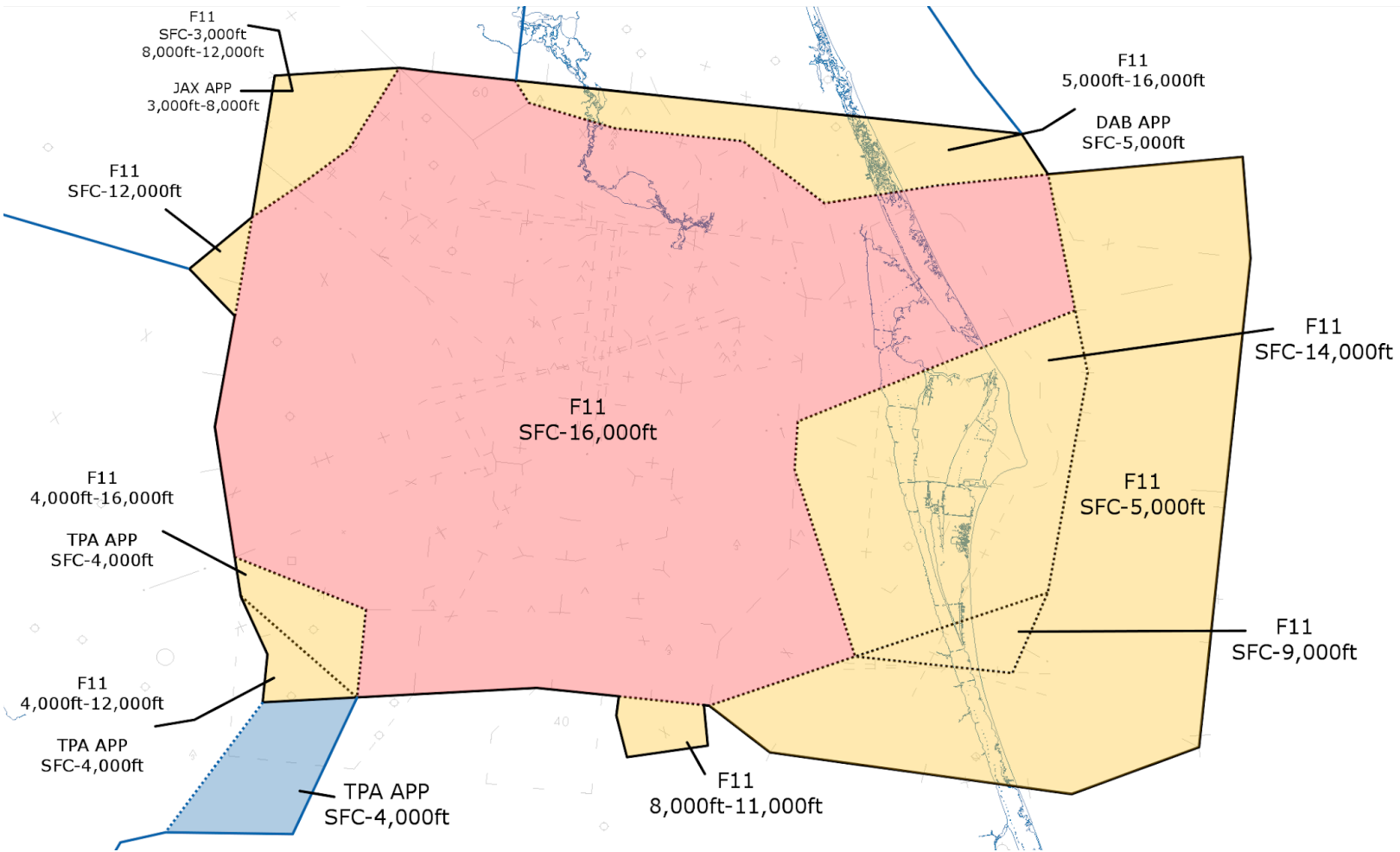
F11 Designated Departure Transition Areas are depicted in green.

F11 Designated Arrivals Areas are depicted in red.



## Appendix B

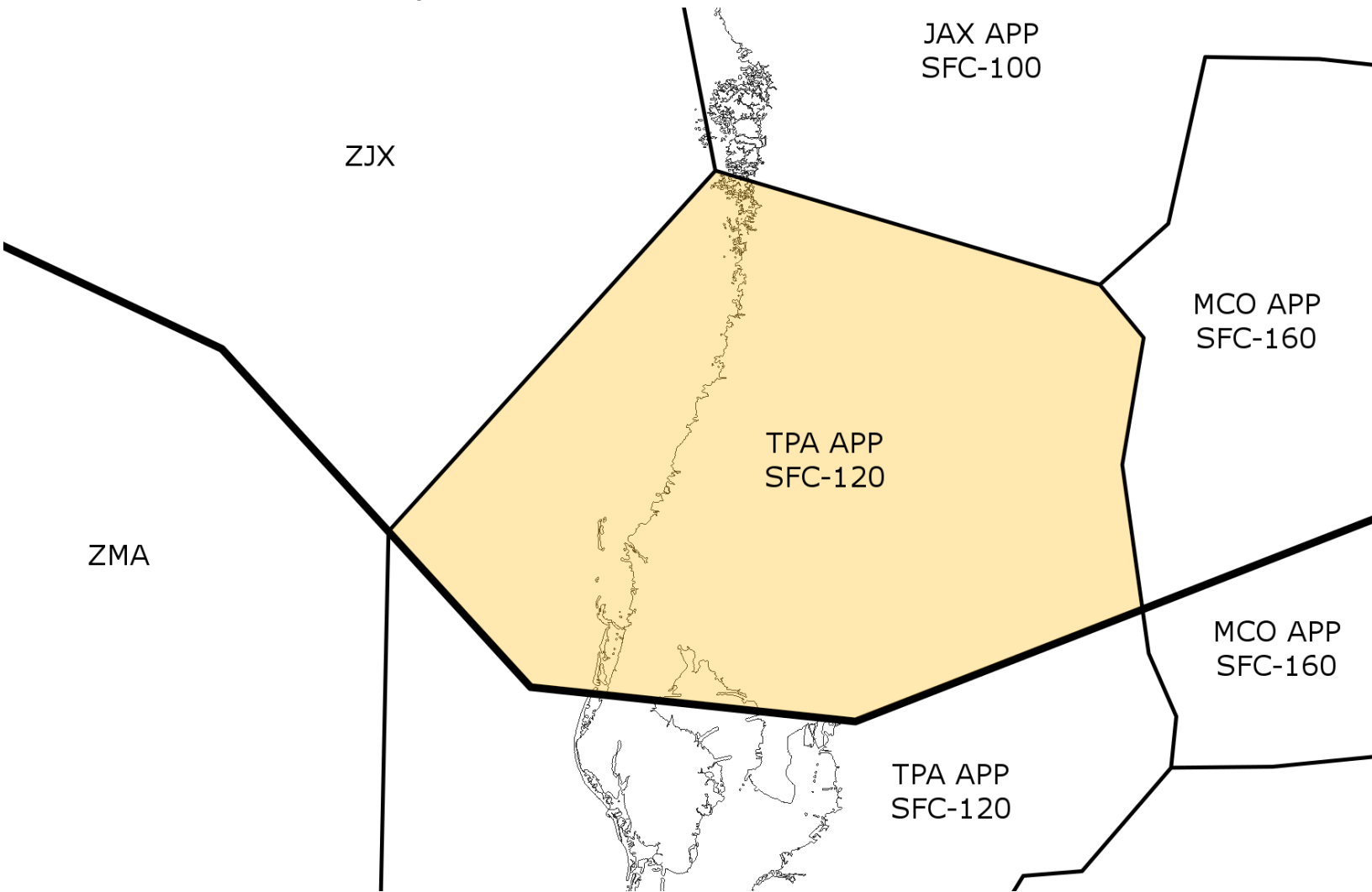
### F11/ZMA Delegated Airspace





Appendix C

ZJX/Tampa ATCT Delegated Airspace



## Deviation

Occasional deviations from the procedures outlined in this LOA are permitted only with prior coordination with the relevant controller(s). When deviation from the terms of this LOA would provide a significant operational advantage, both facilities shall cooperate with requests to deviate from the LOA to the maximum extent practical.

*Michael Burke*

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ZJX ARTCC

*Dan Leavitt*

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ZMA ARTCC