

# VATUSA Miami ARTCC Super Bowl Fly-in 2010 Pilot Briefing Guide



**Miami International (KMIA)**  
**Ft. Lauderdale International (KFLI)**  
**02.06.2010**  
**0000Z-0400Z**

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## **Kickoff!**

Be a part of VATSIM's super tradition, the Super Bowl championship! The spotlight will be on Miami International and Ft. Lauderdale International and it will be up to you to embrace the hundreds of pilots and air traffic controllers that converge to celebrate the National Football League's (NFL) Super bowl XLIV.

This years Super Bowl event will be focused on Miami, Florida. Pilots are invited to fly into the Miami area on February 6, 2009 between 0000Z and 0400Z (7:00 PM Eastern – 11:00 PM Eastern). The Miami ARTCC will be staffing Miami International (MIA) and Ft. Lauderdale International (FLL) for you to come support your team!

Due to the immense popularity of this event, and the large amount of expected traffic, special policies and procedures have been put into effect to help aid all participating pilots. Please review the following information as it will be an important part of your overall experience.

## **Traffic Management Initiative**

Due to a higher than normal traffic load, special traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or EDCT's (Expect Departure Clearance Times) that may be issued for all domestic IFR arrivals to the following airports within the Miami TRACON:

<b>AIRPORT</b>	<b>LOCATION</b>	<b>IDENTIFIER</b>
Miami International	Miami, FL	KMIA
Ft. Lauderdale International	Ft. Lauderdale, FL	KFLL
Opa Locka Executive	Opa Locka, FL	KOPF
Kendall Tamiami Executive	Tamiami, FL	KTMB
Homestead AFB	Homestead, FL	KHST
North Perry	Hollywood, FL	KHWO
Ft. Lauderdale Executive	Ft. Lauderdale, FL	KFXE
Pompano Beach	Pompano, FL	KPMP
Dade-Collier	Everglades, FL	KTNT

Pilots with questions should first refer to the Miami ARTCC Super Bowl 2010 website. Questions that remain unanswered may be posed to the Miami Traffic Management Unit through email via [tmu@zmaartcc.net](mailto:tmu@zmaartcc.net)

## **Pilot Registration**

Due to heavy demand, the Miami ARTCC strongly suggests that all pilots flying in the Super Bowl '10 Event register on the Miami ARTCC Super Bowl '10 (<http://superbowl.zmaartcc.net>) website to obtain an arrival slot. The registration process is as follows:

1. Pilots must completely fill out the Pilot Registration Form and obtain their time slot confirmation code.
2. Any changes to your timeslot will be sent to you via e-mail.
3. The day of the event, place the slot number issued to you in your flight plan remarks.

You may contact the Miami Traffic Management Unit via email ([tmu@zmaartcc.net](mailto:tmu@zmaartcc.net)) and during the event by contacting the Miami Traffic Management Unit (ZMA\_TMU on frequency 122.600) for assistance with your arrival slot.

### **Guidelines:**

1. Pilots are strongly encouraged be registered in our database with an issued arrival slot.
2. Aircraft should arrive between 0000Z and 0400Z (7pm-11pm Eastern Standard Time).
3. Flights must be flown with a valid IFR flight plan with a valid arrival time slot number in his flight plan remarks section.
4. The pilot must comply with his issued time slot by no more than 10 minutes. If the pilot should fail to receive proper clearance or to meet the time slot, the pilot should expect a deviation to an alternate airport.

### **Departing and VFR Pilot Registration:**

Pilots that choose to depart during the event may do so without registering, although an EDCT (Expect Departure Clearance Time) will be included when you receive an IFR clearance. These EDCT's will be assigned by the Miami Traffic Management Unit to fill open arrival time slots. More information can be found in the "Departing?" section of this document.

VFR pilots are also welcome to fly in the Miami area, although there are some restrictions due to the anticipated high IFR traffic load. VFR pilots should read the "VFR Flight" section of this document.

## Flight Restrictions

### **NOTAM Number: 10/0101**

**Issue Date:** January 1st, 2010 at 0500 UTC

**Location:** Dolphin Stadium, Miami, Florida

**Beginning Date and Time:** February 06, 2010 at 2100 UTC

**Ending Date and Time:** February 07, 2010 at 0500 UTC

**Reason for NOTAM:** Temporary flight restrictions for Special Event

**Type:** Traffic Flow

**Replaced NOTAM(s):** N/A

### **Affected Area(s)**

#### **Area A**

##### **Airspace Definition:**

**TFR Center:** 8.4 nautical miles from FORT LAUDERDALE VOR/DME(FLL) on the 214 radial (Latitude: 25°57'28"N, Longitude: 80°14'20"W)

**Radius:** 1 nautical mile

**Altitude:** From the surface up to and including 2999 feet MSL

##### **Effective Date(s):**

From February 06, 2010 at 2100 UTC (February 06, 2007 at 1600 EST)

To February 07, 2010 at 0500 UTC (February 07, 2007 at 0000 EST)



#### **Area B**

##### **Airspace Definition:**

**TFR Center:** 8.4 nautical miles from FORT LAUDERDALE VOR/DME(FLL) on the 214 radial (Latitude: 25°57'28"N, Longitude: 80°14'20"W)

**Radius:** 10 nautical miles

**Altitude:** From the surface up to and including 7000 feet MSL

##### **Effective Date(s):**

From February 06, 2010 at 2100 UTC (February 06, 2007 at 1600 EST)

To February 07, 2010 at 0500 UTC (February 07, 2007 at 0000 EST)

## Area C

### Airspace Definition:

**TFR Center:** 8.4 nautical miles from FORT LAUDERDALE VOR/DME(FLL) on the 214 radial (Latitude: 25°57'28"N, Longitude: 80°14'20"W)

**Radius:** 30 nautical miles

**Altitude:** From the surface up to and including 7000 feet MSL

### Effective Date(s):

From February 06, 2010 at 2100 UTC (February 06, 2007 at 1600 EST)

To February 07, 2010 at 0500 UTC (February 07, 2007 at 0000 EST)

### Operating Restrictions and Requirements

No VATSIM pilots may operate an aircraft in the areas covered by this NOTAM except as follows:

A. All aircraft operations within the 1 NMR listed above are prohibited unless otherwise authorized by ATC.

B. All aircraft operations within the 10 NMR listed above are prohibited except for:

1. Commercial passenger, private, charter and all-cargo carriers operating under an authorized IFR Flight plan, registered in the Miami ARTCC database and having a valid time slot clearance.

C. Within the airspace between 10 NMR and 30 NMR listed above:

1. All aircraft entering or exiting the 30 NM radius TFR must be on an active flight plan. Aircraft must be squawking normal at all times while in the TFR.

2. All aircraft entering or exiting the 30 NM Radius TFR must remain in two-way radio communications with ATC.

3. All aircraft operating within the 10 to 30 nm radius TFR and operating at altitudes of up to and including 7000' MSL must be arriving or departing local airfields and ATC may authorize transit operations.

4. Flight training, practice instrument approaches, aerobatic flight, glider operations, ultra-light, sightseeing operations, balloon operations, agriculture/crop dusting, animal population control flight operations, and banner towing operations are not authorized during this time period.

D. The Miami ARTCC recommends that all aircraft operators check NOTAMs frequently for possible changes to this TFR prior to operations within this region.

Unless otherwise authorized by ATC.

### Other Information

ARTCC: ZMA - Miami Center

Point of Contact: Miami ARTCC Air Traffic Management Unit, **Robbie Brehm**

Authority: Title 14 CFR section 99.7, VATSIM code of conduct sections B3 and B10

**\*\*\*Pilots are advised that this NOTAM will not be enforced, and is published for pilots who wish to experience an added sense of realism\*\*\***

## Departing?

Although the Super Bowl '10 event is primarily an arrival event, aircraft are welcome to fly out of the featured airports as well. Aircraft planning to depart from any one of the event airports involved with the Traffic Management Initiative on an IFR flight plan can expect to be issued an EDCT with their IFR clearance. EDCT's will be issued to pilots by the Clearance Delivery controller through the Miami Traffic Management Unit to fill empty arrival time slots.

We at the Miami ARTCC will make every best effort to ensure you can depart as quickly and smoothly as possible, but all departing pilots should expect a 10 to 30 minute gate hold.

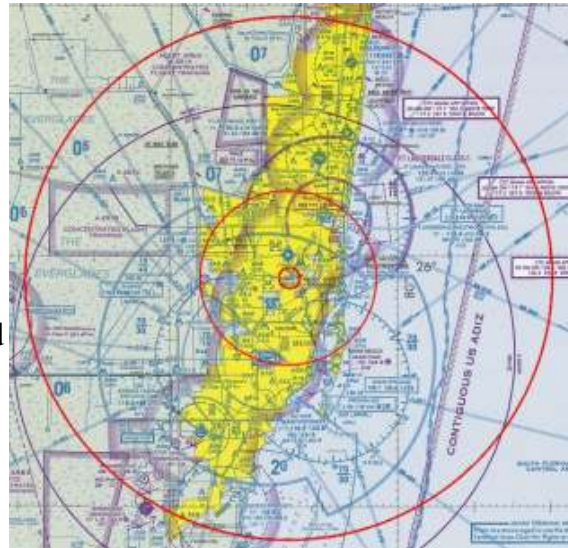
## VFR Flight

VFR aircraft are also welcome to fly around the Miami area, although due to the anticipated high IFR traffic load, there are a few restrictions.

1. VFR flight within the 10 NM radius as described in the TFR will be strictly controlled. This includes Miami International (KMIA), Ft. Lauderdale International (KFLL), Opa Locka Executive (KOPF) and North Perry (KHWO).

2. All VFR operating within the 30 NM radius are required to file a VFR flight plan, squawk their assigned transponder code, and remain in two-way communication with the appropriate ATC facility.

VFR aircraft are also reminded that an **explicit** clearance is required to enter the Miami Bravo airspace.



## ATC Positions

The following are the positions that will be staffed for the following airports:

### Other Positions

Miami Traffic Management Unit (ZMA\_TMU) (ZF) 122.600

### Center

Miami Center (M1) 132.250

- Miami Northeast Center (M1) 132.250
- Miami Northwest Center (M3) 134.750
- Miami Southwest Center (M5) 132.700
- Miami Southeast Center (M2) 134.600
- Miami Oceanic Center (O1) 134.200

### Approach

Miami North Approach (1B) 125.750

Miami South Approach (1C) 120.500

- Miami Final Approach (1F) 124.850
- Miami Low Approach (1E) 128.600

### Tower

Miami Tower (T1) 118.300

Ft. Lauderdale Tower (T4) 119.300

- Opa Locka Tower (TO) 120.700
- Tamiami Tower (TT) 118.900
- Ft. Lauderdale Executive Tower (TX) 120.900
- Pompano Tower (TP) 125.400
- Homestead Tower (TH) 133.450

### Ground

Miami Ground (G1) 121.800

Ft. Lauderdale Ground (G4) 121.400

### Clearance Delivery

Miami Delivery (D1) 135.500

Ft. Lauderdale (D4) 128.400

\*Note: This is not a complete list, subject to change. Certain positions may not be staffed for the entire duration of event. Positions that are tabbed may not be staffed for the event.\*

## Suggestions and Tips

To make your experience during the event go as smoothly as possible, it is necessary that you comply with the following:

A few days before the event, please ensure that your system will be in optimum condition, particularly for the Approach phase of your flight, where many pilots will be visible at the airport beyond the “normal” conditions.

Adjust your Flight simulator settings:

Disable damage detection

Change Squawkbox or FsINN aircraft visibility settings to 10 miles

Use VATSIM weather – Expect visual approaches if conditions allow

\*\*\*VATSIM supervisors will be online and monitoring the event and will be notified in the event a pilot is disrupting the event. \*\*\*

1. **Know your aircraft and how to control it.** Calculate enough fuel for the flight with enough for another 30 minutes or more, as delays may occur.
2. **Be Prepared!** Have all the materials you need for the flight (charts, approach plates etc.) easily at hand. We encourage you to print this document. Be ready to hold at any point and altitude, listen to instructions and know how to execute a holding pattern (<http://stoenworks.com/Hold%20it.html>).
3. **File an IFR flight plan.** List your time slot, flight Simulator version and authorization code in the Remarks section. Ensure that all the information presented is correct in order to minimize delays.
4. **Disconnect from the network** in the event of system or other problems that make you unable to fly properly.
5. **Don't Pause your simulator** or use time acceleration.
6. **Never go flying around without talking to ATC** if present. Make sure that you've contacted the appropriate controller before taxiing at an airport where tower services are being provided or before departing when no tower is available.
7. **Listen first before talking on the frequency** so you do not “step on” other pilots or controllers trying to communicate. Wait for pilots to complete their read back before jumping in. Make radio transmissions brief and concise; do not tie up the frequency.
8. **Aviate, Navigate, And then Communicate.** Comply with the instruction with minimum delay, and then acknowledge the instruction. **\*NOTE\*** Text pilots expect possible delay with communication as controllers will be very busy with voice communications. If at all possible, please try to be at least voice receive (/r). This will help the controller expedite the flow of traffic.

9. **Don't chat with controllers** or try to use Private Chat to "get attention" when the voice channel is busy. In many cases your private messages will be ignored when the number of traffic is high.
10. Be courteous to others, be patient, stay cool and have **fun!!!**

Disclaimer:

The information contained on all pages of this document is to be used for flight simulation purposes only on the VATSIM network. It is not intended nor should it be used for real world navigation. This document is not affiliated with the FAA, the actual Miami Center or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

