

Section 4 - Ground Control Agreement and Procedures

4.0.1 All personnel staffing the position of Ground Control within the Miami ARTCC shall abide by and conform to all rules and regulations applying to ATC within the VATSIM and VATUSA environments.

4.0.2 ATC personnel will use the standard callsign format for controllers within VATUSA airspace:

- a. The first three (3) characters of the callsign (prefix) represent the airport at which Ground Control services are offered.
- b. The last three (3) character of the callsign (suffix) shall be: GND

4.0.3 The controller will provide the following ATC services:

- a. Ground Control services at the airport represented by the controller's callsign.
- b. Clearance Delivery services at the airport represented by the controller's callsign when Delivery services are not being provided by a Delivery controller.

4.0.4 In order to staff a Ground position at a Minor Facility within the Miami ARTCC, a VATUSA S-1 rating or higher and passing scores on the ZMA Basic/SOP exam, as well as certification by the Air Traffic Manager or the Training Administrator are required.

4.0.5 In order to staff a Ground position at a Major Facility within the Miami ARTCC, a VATUSA S-1 rating or higher and passing scores on the ZMA Basic/SOP exam and the ZMA Ground exam, as well as certification by the Air Traffic Manager or the Training Administrator are required.

§ 4.1.0 Duties and Responsibilities

4.1.1 The controller staffing the Ground Control position (herein "Ground") shall provide, when required in the absence of a Delivery controller at the airport represented by the controller's callsign, Clearance Delivery to pilots who are not yet airborne as per the Miami ARTCC Standard Operating Procedures for Clearance Delivery.

4.1.2 Ground shall provide Ground Control services to all aircraft requesting such services, but only at the airport represented by the controller's callsign.

4.1.3 Ground is not a radar position and will not track or "claim ownership" of any aircraft using the key in VRC.

4.1.4 Ground will issue all taxi and movement instructions to aircraft in accordance with FAA 7110.65.

4.1.5 Ground will coordinate with the Tower Controller (when present) with regard to the use of runways for departure and the direction of traffic flow. The Tower Controller, at his discretion, may delegate departure runway selection to Ground.

4.1.6 Final runway selection for all arrivals and departures shall be at the discretion of the Tower Controller, or the controller who will issue takeoff and landing clearances.

4.1.7 Ground is responsible for aircraft movement on taxiways only.

4.1.8 Ground is not responsible for aircraft movement on any non-movement area as described by FAA 7110.65, nor on any active runway.

4.1.9 If Ground observes a change in color from black to pink of the Tower controller's callsign in the Controller List (CL) of VRC, or the callsign of any other controller providing Tower services at the airport served by Ground, the Ground controller will hold all aircraft not taxiing to a runway at their current position until such time as the Tower Controller's callsign reverts to black.

4.1.10 Ground will transfer communications as follows:

- a. To the Tower Controller (when available) before an aircraft crosses any active runway.
- b. In the absence of Tower, to the controller handling takeoff clearance before the aircraft is holding short of the assigned takeoff runway.
- c. In the absence of any further ATC, to UNICOM (122.800) before the aircraft is holding short of the assigned takeoff runway.

4.1.11 Ground will issue a Progressive Taxi instruction to any aircraft requesting this service only when it will not interfere with providing timely service to other aircraft.

4.1.12 Until such time as Runway 8L/26R of Miami International Airport is included in the default scenery of Microsoft Flight Simulator™, Runway 8L/26R shall be considered closed, unless specifically requested by the pilot. Prior permission from the Tower controller is also required.

4.1.14 If Ground will instruct the pilot to switch to UNICOM because of an absence of further ATC, Ground will clear any temporary altitude assignment in the flight strip.

§ 4.2.0 Radio Frequencies

4.2.1 Ground will use the radio frequency for the airport for which service is provided as published on the Miami ARTCC website, or as published in the most current publication of the Airport Facility Directory that lists information on the airport served.

4.2.2 The following airports in the Miami ARTCC are served by Ground Control on these radio frequencies:

Airport	Radio Frequency
KMIA	121.800
KFLL	121.400
KFXE	121.750
KOPF	121.900
KPBI	121.900
KRSW	121.900
KTPA	121.700
KSRQ	121.900

4.2.3 Other airports within Miami ARTCC that do not have a separate radio frequency published for Ground Control, should not be staff by a separate Ground Controller.

§ 4.3.0 Transponder Mode

4.3.1 The only time you need to mention the transponder status is when all of the following conditions are true:

- a. In your judgment, the pilot seems oblivious with regard to proper procedures. Generally, these are the pilots who seem new to aviation and/or online flying. It may also include pilots who take a long time to set their transponders to the assigned code, or continue to squawk an incorrect code.
- b. You have observed the pilot squawking standby on the ground after taxi prior to his departure.

4.3.2 Ground will instruct pilots arriving or departing airports with ASDE-X to squawk normal during taxi.