

**Letter of Agreement**  
by and between  
Jacksonville ARTCC and  
Miami ARTCC

**Effective Date: 1 November 2007 0400Z**

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**I. Scope:**

This agreement is made by and between Miami ARTCC (herein ZMA) and Jacksonville ARTCC (herein ZJX) of the VATUSA Division of the North American Region of VATSIM, and is entered into by the current Facility Air Traffic Managers (herein ATMs) of each ARTCC.

**II. Purpose:**

This Letter of Agreement establishes a set of agreed upon Air Traffic Control procedures between ZMA and ZJX, and defines the limitations and coordination expectations of both ATC facilities.

**III. Cancellation**

The terms of this Letter of Agreement may be suspended only by agreement of both Facility ATMs of ZMA and ZJX, and with the explicit approval of the VATUSA Southern Regional Director or the Director of VATUSA. This agreement cancels all prior agreements between ZMA and ZJX.

**IV. Tampa TRACON and Tampa International Airport**

A. Tampa TRACON Lateral Boundaries.

The lateral boundaries of the Tampa TRACON are described by the Latitude and Longitude coordinates contained in Appendix A. These coordinates shall not be altered by either ARTCC without the explicit agreement of the Facility Chiefs of both ZMA and ZJX.

B. Tampa TRACON Vertical Boundaries.

The vertical dimensions of the Tampa TRACON area shall be from the surface to, but not including, 15,000 ft. MSL.

C. Delegation of Airspace, and Controlling Authority.

The airspace of the Tampa TRACON and the airports contained within its lateral limits shall be considered a part of ZMA airspace. All operations within the Tampa TRACON shall fall under the jurisdiction of ZMA, and shall be governed by the Miami ARTCC Standard Operating Procedures and Agreements. Only ZMA controllers and those specifically authorized by section XI of this document shall be authorized to provide ATC services within the Tampa TRACON

D. Transfer of Control and Communication.

ZMA controllers shall complete all transfers of radar control and communication to Enroute Center controllers or a controller staffing MCO\_APP before an aircraft reaches an altitude of 15,000 ft. MSL or the lateral limits of the Tampa TRACON, whichever comes first. If a ZMA controller is not online staffing the position of TPA\_APP or MIA\_CTR, local controllers operating within the Tampa TRACON will advise pilots of the presence of a ZJX controller staffing the position of JAX\_CTR or MCO\_APP (whichever is appropriate) prior to the departure of an aircraft or the termination of service.

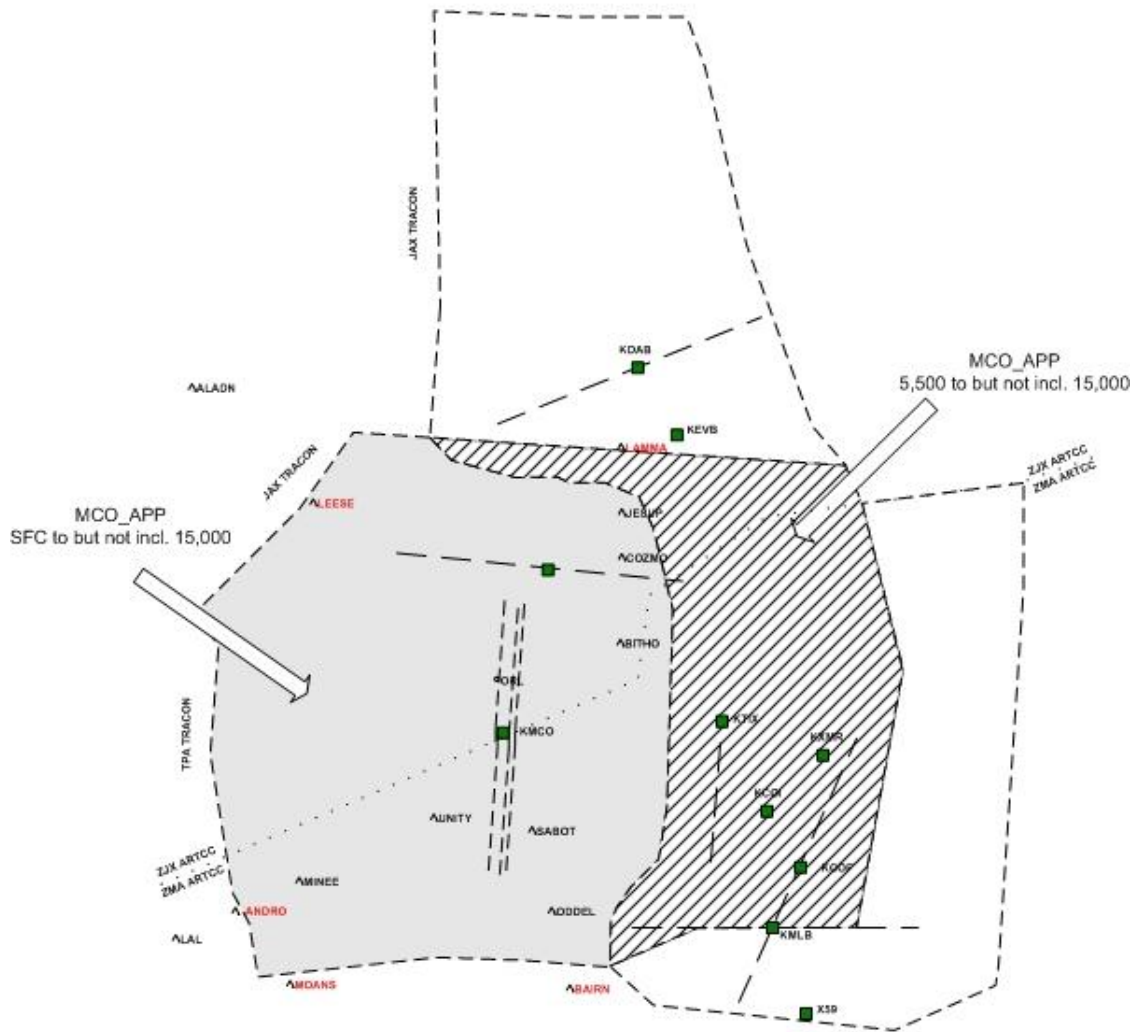
**V. Orlando TRACON and Orlando International Airport:**

A. Orlando TRACON Lateral Boundaries.

The lateral boundaries of the Orlando TRACON are described by the Latitude and Longitude coordinates contained in Appendix B. These coordinates shall not be altered by either ARTCC without the explicit agreement of the Facility ATMs of both ZMA and ZJX.

B. Orlando TRACON Vertical Boundaries.

The vertical dimensions of the Orlando TRACON area shall be as set forth in the following diagram:



The western area of the Orlando TRACON, shown in solid gray in the above diagram, shall be delegated the airspace within the lateral boundaries shown and from the surface to, but not including, 15,000 ft. MSL. The eastern area of the Orlando TRACON, shown as cross-hatched in the above diagram, shall be delegated the airspace within the lateral boundaries shown and from 5,500 MSL to, but not including, 15,000 MSL.

C. Delegation of Airspace, and Controlling Authority.

The airspace of the Orlando TRACON and the airports contained within the lateral limits of the western area shall be considered a part of ZJX airspace. All operations within the Orlando TRACON shall fall under the jurisdiction of ZJX, and shall be governed by Jacksonville ARTCC Standard Operating Procedures. Only ZJX controllers and those specifically authorized by section X of this document shall be authorized to provide ATC services within the Orlando TRACON.

D. Transfer of Control and Communication.

ZJX controllers shall complete all transfers of radar control and communication to Enroute Center controllers or a controller staffing TPA\_APP before an aircraft reaches an altitude of 15,000 ft. MSL or the lateral limits of the Orlando TRACON, whichever comes first. If a ZJX controller is not online staffing the position of MCO\_APP or JAX\_CTR, local controllers operating within the Orlando TRACON will advise pilots of the presence of a ZMA controller staffing the position of MIA\_CTR or TPA\_APP (whichever is appropriate) prior to the departure of an aircraft or the termination of service.

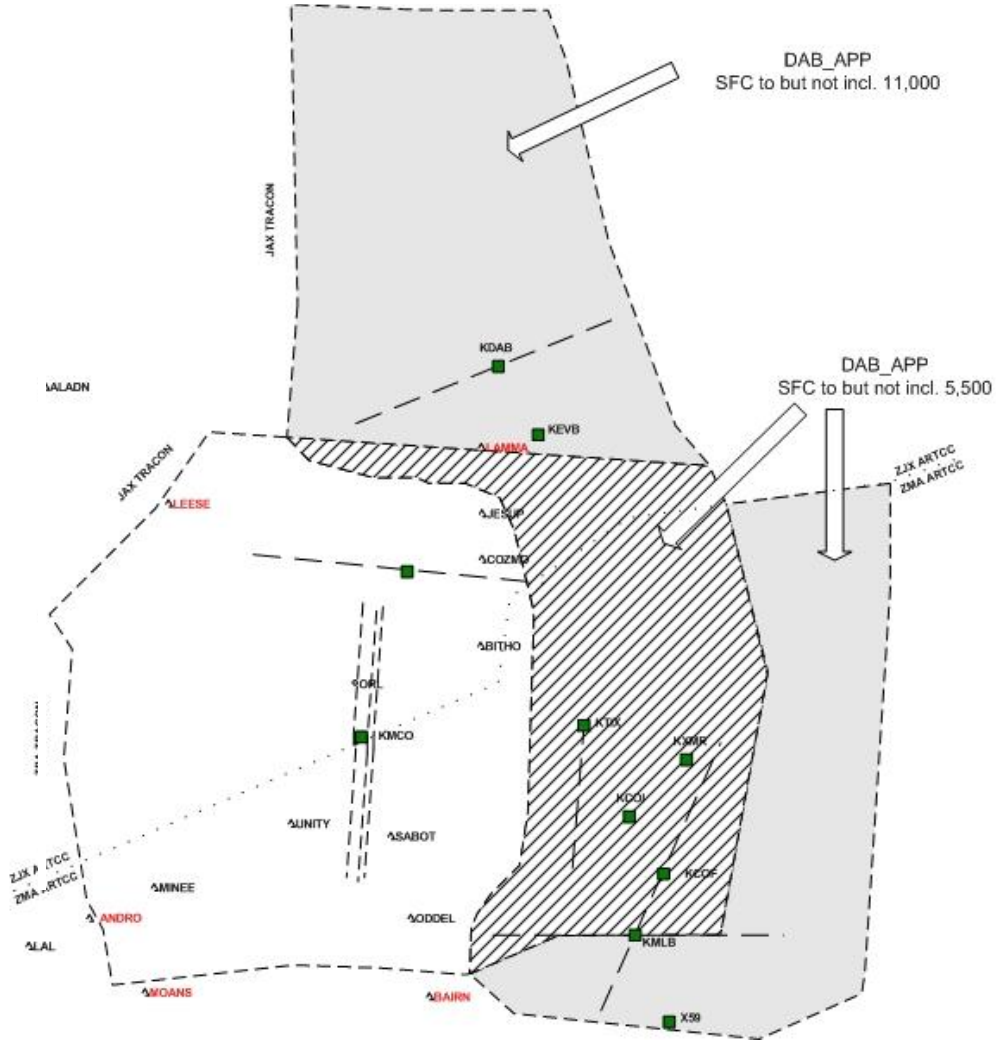
**VI. Daytona TRACON and Daytona International and Melbourne International Airports**

**A. Daytona TRACON Lateral Boundaries**

The lateral boundaries of the Daytona TRACON are described by the Latitude and Longitude coordinates contained in Appendix C. These coordinates shall not be altered by either ARTCC without the explicit agreement of the Facility ATMs of both ZMA and ZJX.

**B. Daytona TRACON Vertical Boundaries**

The vertical dimensions of the Daytona TRACON area shall be as set forth in the following diagram:



The

northern area of the Daytona TRACON, shown as the northern solid gray in the above diagram, shall be delegated the airspace within the lateral boundaries shown and from the surface to, but not including, 11,000 MSL. This northern area is wholly within the ZJX ARTCC enroute center boundaries. The southwestern area of Daytona TRACON, shown as cross-hatched in the above diagram, shall be delegated the airspace within the lateral boundaries shown and from the surface to, but not including, 5,500 MSL. This area is located under the airspace delegated to the Orlando TRACON. The southeastern area of Daytona TRACON, shown as the southern solid gray area in the above diagram, shall be delegated the airspace within the lateral boundaries shown and from the surface to, but not including, 5,500 MSL.

**C. Delegation of Airspace, and Controlling Authority.**

The airspace of the Daytona TRACON and the airports contained within its lateral limits shall be considered a part of ZJX airspace. All operations within the Daytona TRACON shall fall under the jurisdiction of ZJX, and shall be governed by Jacksonville ARTCC Standard Operating Procedures. Only ZJX controllers shall be authorized to provide ATC services within the Daytona TRACON.

**D. Transfer of Control and Communication.**

ZJX controllers shall complete all transfers of radar control and communication to Enroute Center controllers before an aircraft reaches an altitude of 5,500 ft. MSL or the lateral limits of the Daytona TRACON, whichever comes first. If a ZJX controller is not online staffing the position of DAB\_APP or JAX\_CTR, local controllers operating within the Daytona TRACON will advise pilots of the presence of a ZMA controller staffing the position of MIA\_CTR prior to the departure of an aircraft or the termination of service.

**VII. Procedures and Responsibilities for all Enroute Center Controllers:**

A. Transfer of Control and Communication.

Enroute Center controllers (CTR) shall initiate the transfer of control of an aircraft which will enter the enroute airspace of the neighboring ARTCC no less than 10 NM from the ARTCC boundary, and at a distance no greater than 40 NM from the ARTCC boundary unless prior coordination has occurred. The transfer of control and communications must be completed before the aircraft crosses the ARTCC boundary.

B. Separation of Enroute Aircraft.

Aircraft which are enroute, established on the same airway and traveling in the same direction, shall enter the airspace of the neighboring ARTCC at a separation minimum of no less than 10 NM in trail unless prior coordination has occurred and the receiving controller has agreed to accept a separation distance of less than 10 NM.

C. Separation of Terminal Area Aircraft.

Aircraft which will be landing within the Orlando TRACON, the Daytona TRACON, or the Tampa TRACON and are established on the same airway or STAR, traveling in the same direction, shall enter the airspace of the TRACON at a separation minimum of no less than 10 NM in trail unless prior coordination has occurred and the receiving controller has agreed to accept a separation distance of less than 10 NM.

D. Control Authority.

A receiving Enroute Controller shall not alter the altitude or direction of flight of any aircraft which is still within the neighboring ARTCC unless prior coordination has occurred and the controller initiating the transfer of control has agreed to allow the receiving controller to maneuver the aircraft before it crosses the ARTCC boundary.

E. Simulation Rate of Aircraft Transiting Boundaries.

All aircraft crossing the ARTCC boundary shall be at a simulation rate of 1X unless prior coordination has occurred and the receiving controller has agreed to accept the aircraft at the increased simulation rate; no acceleration rate shall be permitted until the aircraft has crossed the ARTCC boundary.

**VIII. Procedures and Responsibilities for ZMA Controllers:**

A. Routing of Aircraft Arriving Into the Orlando TRACON.

Miami Enroute Center controllers (MIA\_CTR) and Tampa TRACON controllers (TPA\_APP) shall facilitate the use of STAR procedures for aircraft which will land within the Orlando TRACON whenever possible and instruct all aircraft with filed STAR procedures to descend as follows:

GOOFY arrival - KMCO landing south: Cross BAIRN at 11,000 MSL  
GOOFY arrival - all others: Cross BAIRN at 8,000 MSL  
MINEE arrival - KMCO landing south: Cross MOANS at 13,000 MSL  
or ANDRO at 13,000 MSL  
MINEE arrival - all others: Cross MOANS at 10,000 MSL  
and 250 kts or ANDRO at 13,000  
MSL and 250 kts.

MIA\_CTR controllers and TPA\_APP controllers will instruct all aircraft which will land within the Orlando TRACON, but have not filed a STAR procedure, to cross BAIRN, MOANS or ANDRO as specified above.

B. Transfer of Control and Communications-Orlando TRACON

MIA\_CTRL controllers and TPA\_APP controllers will complete all handoffs and transfers of communication before an aircraft crosses BAIRN, MOANS or ANDRO, or otherwise crosses the lateral or vertical limits of the Orlando TRACON.

C. Transfer of Control and Communications-Daytona TRACON

Aircraft which will land at airfields within the Daytona TRACON shall be handed off to DAB\_APP (when online) at or below 5,500 MSL before crossing the Daytona TRACON boundary, to DAB\_APP (when online) at 5,500 MSL with the aircraft descending to maintain 4,000 MSL within 20nm of their destination, or to a ZJX Enroute controller (JAX\_CTRL) at the lateral points and altitudes described above if DAB\_APP is offline.

D. Transfer of Control and Communications-Aircraft Arriving KDAB

Aircraft which will land at Daytona Beach International Airport (KDAB) shall be handed off to MCO\_APP (when online) at or below 10,000 MSL before crossing the Orlando TRACON boundary, DAB\_APP (when online and MCO\_APP offline) at or below 10,000 MSL and above 5,500 MSL before crossing the ARTCC boundary, or to a ZJX Enroute controller (JAX\_CTRL) at or below 10,000 MSL before crossing the ARTCC boundary.

E. Altitude Assignments-Cruise Below 15,000 MSL

Aircraft departing the Tampa TRACON that have received a clearance for an enroute cruise altitude below 15,000 ft. MSL shall be cleared to their final cruise altitude before departing the boundaries of the Tampa TRACON.

F. Altitude Assignments-Cruise At or Above 15,000 MSL

Aircraft departing the Tampa TRACON that have received a clearance for an enroute cruise altitude above 15,000 ft. MSL shall be cleared to climb and maintain 15,000 ft. until radar control and communications have been transferred to an Enroute Center Controller.

G. Initial Course

Aircraft departing the Tampa TRACON shall be cleared to the first waypoint in their filed route unless prior coordination with the ZJX controller who will be accepting the handoff has occurred.

H. Point-Outs for Westbound KTPA Departures

Aircraft departing the Tampa TRACON to the west will be cleared to the first waypoint in their filed route, and depart the Tampa TRACON on a heading direct to COVIA intersection. If the flight path of the aircraft will take the aircraft inside ZJX airspace, the Tampa TRACON controller, or ZMA Controller providing departure service, shall request a point-out from the ZJX Enroute controller to minimize the necessary transfers between facilities, and radio frequency changes that would be required by the pilot.

**IX. Procedures and Responsibilities for ZJX Controllers:**

A. Routing of Aircraft Arriving Into the Orlando TRACON.

Jacksonville Enroute Center controllers (JAX\_CTRL) and Orlando TRACON controllers (MCO\_APP) shall vector and/or instruct all aircraft which will land at an airport within the Tampa TRACON to cross one of the following intersections at 13,000 MSL:

WALTR - KSRQ Arrivals only  
TABIR  
MARVI  
DADES

B. Transfer of Control and Communications-Tampa TRACON

JAX\_CTRL controllers and MCO\_APP controllers will complete all handoffs and transfers of communication before an aircraft crosses WALTR, TABIR, MARVI or DADES, or otherwise crosses the lateral or vertical limits of the Tampa TRACON.

C. Altitude Assignments-Cruise Below 15,000 MSL (Below 5,500 MSL for Daytona TRACON)

Aircraft departing the Orlando TRACON that have received a clearance for an enroute cruise altitude below 15,000 ft. MSL shall be cleared to their final cruise altitude before departing the boundaries of the Orlando TRACON. Aircraft departing the Daytona TRACON that have received a clearance for an enroute cruise altitude below 5,500 ft. MSL shall be cleared to their final cruise altitude before departing the boundaries of the Daytona TRACON.

D. Altitude Assignments-Cruise At or Above 15,000 MSL (At or Above 5,500 for Daytona TRACON)

Aircraft departing the Orlando TRACON that have received a clearance for an enroute cruise altitude above 15,000 ft. MSL shall be cleared to climb and maintain 15,000 ft. until radar control and communications have been transferred to an Enroute Center Controller. Aircraft departing the Daytona TRACON that have received a clearance for an enroute cruise altitude above 5,500 ft. MSL shall be cleared to climb and maintain 5,000 ft. until radar control and communications have been transferred to an Enroute Center Controller.

E. Initial Course

Aircraft departing the Orlando or Daytona TRACONS shall be cleared to the first waypoint in their filed route unless prior coordination with the ZMA controller who will be accepting the handoff has occurred.

**X. Release of Orlando TRACON airspace to Miami Center:**

A. ZJX releases control of the Orlando TRACON airspace as defined by this LOA to any ZMA Center controller also endorsed to meet requirements of section C of this paragraph.

B. Control Procedures

Miami Center controllers shall adhere to the procedures set forth in Appendix D of this document at all times.

C. Controller Training and Certifications

ZMA will provide a certification exam regarding the local procedures contained in Appendix D of this document.

Controllers successfully completing the certification exam will be provided an Orlando TRACON sign off and shall retain privileges to provide services within the boundaries of the Orlando TRACON as described above

Miami Center controllers shall be required to hold an Orlando TRACON sign off indicating completion of the certification exam in Orlando TRACON procedures as provided by ZMA. Controllers not completing Orlando TRACON certification shall not provide services to aircraft within the boundaries of the Orlando TRACON.

D. Revocation of Controller Certification

ZJX reserves the right to request revocation of any Orlando TRACON certification for violation of local procedures as set forth in Appendix D, poor feedback from pilots or other circumstances deemed appropriate by the ZJX ATM. The ZJX ATM may immediately suspend a controller's privileges to control the Orlando TRACON pending prompt review of the ZMA ATM.

The ZJX ATM shall make any request to revoke a controllers Orlando TRACON certification to the ZMA ATM. All decisions to revoke a controller's certification will be made jointly between both ARTCC's ATMs.

**XI. Release of Tampa TRACON airspace to Jacksonville Center:**

A. ZMA releases control of the Tampa TRACON airspace as defined by this LOA to any ZJX Center controller also endorsed to meet requirements of section C of this paragraph.

B. Control Procedures

Jacksonville Center controllers shall adhere to the procedures set forth in Appendix E of this document at all times.

C. Controller Training and Certifications

ZJX will provide a certification exam regarding the local procedures contained in Appendix E of this document.

Controllers successfully completing the certification exam will be provided a Tampa TRACON sign off and shall retain privileges to provide services within the boundaries of the Tampa TRACON as described above

Jacksonville Center controllers shall be required to hold a Tampa TRACON sign off indicating completion of the certification exam in Tampa TRACON procedures as provided by ZJX. Controllers not completing Tampa TRACON certification shall not provide services to aircraft within the boundaries of the Tampa TRACON.

D. Revocation of Controller Certification

ZMA reserves the right to request revocation of any Tampa TRACON certification for violation of local procedures as set forth in Appendix E, poor feedback from pilots or other circumstances deemed appropriate by the ZMA ATM. The ZMA ATM may immediately suspend a controller's privileges to control the Tampa TRACON pending prompt review of the ZJX ATM.

The ZMA ATM shall make any request to revoke a controllers Tampa TRACON certification to the ZJX ATM. All decisions to revoke a controller's certification will be made jointly between both ARTCC's ATMs.

This Letter of Agreement has been agreed upon and entered into on 1 November 2007 by:



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**Luke Smith**  
Air Traffic Manager  
Jacksonville ARTCC

**Alex Bailey**  
Air Traffic Manager  
Miami ARTCC

**Tom Seeley**  
Southern Region Director  
VATUSA

## Appendix A–Lateral Definition of the Tampa TRACON

TPA_APP	N028.44.30.000	W082.43.00.000	N028.38.00.000	W082.02.30.000	; JAX
TPA_APP	N028.37.54.404	W082.02.28.494	N028.33.45.174	W081.57.29.819	; MCO
TPA_APP	N028.33.45.174	W081.57.29.819	N028.22.13.861	W081.58.16.054	; MCO
TPA_APP	N028.22.13.861	W081.58.16.054	N028.05.50.221	W081.53.31.892	; MCO
TPA_APP	N028.05.50.221	W081.53.31.892	N028.00.33.514	W081.50.01.686	; MCO
TPA_APP	N028.00.33.514	W081.50.01.686	N027.55.58.010	W081.50.01.686	; MCO
TPA_APP	N027.55.58.010	W081.50.01.686	N027.47.00.170	W081.58.52.599	
TPA_APP	N027.47.00.170	W081.58.52.599	N027.46.01.364	W082.03.57.885	
TPA_APP	N027.46.01.364	W082.03.57.885	N027.14.49.773	W082.20.01.322	
TPA_APP	N027.14.49.773	W082.20.01.322	N027.10.57.102	W082.43.52.599	
TPA_APP	N027.10.57.102	W082.43.52.599	N027.19.03.665	W082.46.53.789	
TPA_APP	N027.19.03.665	W082.46.53.789	N027.19.31.488	W083.13.59.085	
TPA_APP	N027.19.31.488	W083.13.59.085	N027.29.57.443	W083.06.28.546	
TPA_APP	N027.29.57.443	W083.06.28.546	N028.13.06.862	W083.05.54.360	
TPA_APP	N028.13.06.862	W083.05.54.360	N028.18.12.468	W083.10.31.098	
TPA_APP	N028.18.12.468	W083.10.31.098	N028.35.26.390	W082.56.19.285	
TPA_APP	N028.35.26.390	W082.56.19.285	N028.38.04.852	W082.53.15.693	
TPA_APP	N028.38.04.852	W082.53.15.693	N028.44.30.000	W082.43.00.000	

## Appendix B–Lateral Definition of the Orlando TRACON

MCO_APP	N028.38.00.000	W082.02.30.000	N028.43.45.000	W081.56.30.000	; JAX
MCO_APP	N028.43.45.000	W081.56.30.000	N028.51.36.000	W081.46.42.000	; JAX
MCO_APP	N028.51.36.000	W081.46.42.000	N029.00.00.000	W081.42.30.000	; JAX
MCO_APP	N029.00.00.000	W081.42.30.000	N029.00.00.000	W081.30.00.000	; JAX
MCO_APP	N029.00.00.000	W081.30.00.000	N028.57.55.000	W081.28.25.000	; DAB_S
MCO_APP	N028.57.55.000	W081.28.25.000	N028.56.17.000	W081.18.58.000	; DAB_S
MCO_APP	N028.56.17.000	W081.18.58.000	N028.56.22.000	W081.05.13.000	; DAB_S
MCO_APP	N028.56.22.000	W081.05.13.000	N028.54.44.300	W081.02.09.100	; DAB_S
MCO_APP	N028.54.44.300	W081.02.09.100	N028.41.29.190	W080.56.45.480	; DAB_S
MCO_APP	N028.41.29.190	W080.56.45.480	N028.34.58.000	W080.56.28.000	; DAB_S
MCO_APP	N028.34.58.000	W080.56.28.000	N028.23.40.000	W080.56.00.000	; DAB_S
MCO_APP	N028.23.40.000	W080.56.00.000	N028.14.25.900	W080.55.37.400	; DAB_S
MCO_APP	N028.14.25.900	W080.55.37.400	N028.06.31.000	W081.02.06.000	; DAB_S
MCO_APP	N028.06.31.000	W081.02.06.000	N028.00.00.000	W081.02.30.000	; DAB_S
MCO_APP	N029.00.00.000	W081.30.00.000	N029.00.00.300	W080.53.35.400	; DAB_SHELF
MCO_APP	N029.00.00.300	W080.53.35.400	N029.00.01.000	W080.48.14.000	; DAB_SHELF
MCO_APP	N029.00.01.000	W080.48.14.000	N029.00.00.000	W080.35.44.000	; DAB_SHELF
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MCO_APP	N028.56.15.000	W080.32.25.000	N028.37.02.000	W080.26.00.000	; DAB_SHELF
MCO_APP	N028.37.02.000	W080.26.00.000	N028.14.44.000	W080.27.46.000	; DAB_SHELF
MCO_APP	N028.14.44.000	W080.27.46.000	N028.06.24.000	W080.30.37.000	; DAB_SHELF
MCO_APP	N028.06.24.000	W080.30.37.000	N028.06.24.000	W080.47.32.000	; DAB_SHELF
MCO_APP	N028.06.24.000	W080.47.32.000	N028.00.00.000	W081.02.30.000	; DAB_SHELF
MCO_APP	N028.00.00.000	W081.02.30.000	N028.00.00.000	W081.18.14.400	
MCO_APP	N028.00.00.000	W081.18.14.400	N028.00.00.000	W081.22.39.097	
MCO_APP	N028.00.00.000	W081.22.39.097	N027.56.59.112	W081.39.50.115	
MCO_APP	N027.56.59.112	W081.39.50.115	N027.55.58.010	W081.50.01.686	
MCO_APP	N027.55.58.010	W081.50.01.686	N028.00.33.514	W081.50.01.686	; TPA
MCO_APP	N028.00.33.514	W081.50.01.686	N028.05.50.221	W081.53.31.892	; TPA
MCO_APP	N028.05.50.221	W081.53.31.892	N028.22.13.861	W081.58.16.054	; TPA
MCO_APP	N028.22.13.861	W081.58.16.054	N028.33.45.174	W081.57.29.819	; TPA
MCO_APP	N028.33.45.174	W081.57.29.819	N028.38.00.000	W082.02.30.000	; TPA



## Appendix C–Lateral Definition of the Daytona Beach TRACON

DAB_APP	N029.51.19.000	W081.01.43.000	N029.46.12.572	W080.58.33.278	
DAB_APP	N029.46.12.572	W080.58.33.278	N029.32.49.128	W080.53.56.436	
DAB_APP	N029.32.49.128	W080.53.56.436	N029.20.19.101	W080.48.52.585	
DAB_APP	N029.20.19.101	W080.48.52.585	N029.16.04.005	W080.46.17.284	
DAB_APP	N029.16.04.005	W080.46.17.284	N029.07.51.254	W080.42.17.579	
DAB_APP	N029.07.51.254	W080.42.17.579	N029.04.39.387	W080.39.49.030	
DAB_APP	N029.04.39.387	W080.39.49.030	N029.00.00.000	W080.35.44.000	
DAB_APP	N029.00.00.000	W080.35.44.000	N029.00.01.000	W080.48.14.000	; MCO DAB_S
DAB_APP	N029.00.01.000	W080.48.14.000	N029.00.00.300	W080.53.35.400	; MCO DAB_S
DAB_APP	N029.00.00.300	W080.53.35.400	N029.00.00.000	W081.30.00.000	; MCO DAB_S
DAB_APP	N029.00.00.000	W081.30.00.000	N029.12.31.000	W081.29.59.000	; JAX_G
DAB_APP	N029.12.31.000	W081.29.59.000	N029.22.50.000	W081.31.20.000	; JAX_G
DAB_APP	N029.22.50.000	W081.31.20.000	N029.22.50.000	W081.31.10.000	; JAX_G
DAB_APP	N029.22.50.000	W081.31.10.000	N029.36.20.000	W081.32.30.000	; JAX_G
DAB_APP	N029.36.20.000	W081.32.30.000	N029.44.40.000	W081.33.20.000	; JAX_G
DAB_APP	N029.44.40.000	W081.33.20.000	N029.49.25.000	W081.34.00.000	; JAX_G
DAB_APP	N029.49.25.000	W081.34.00.000	N029.50.15.000	W081.19.20.000	; JAX
DAB_APP	N029.50.15.000	W081.19.20.000	N029.51.19.000	W081.01.43.000	; JAX
DAB_S_APP	N029.00.00.000	W081.30.00.000	N029.00.00.300	W080.53.35.400	; MCO DAB
DAB_S_APP	N029.00.00.300	W080.53.35.400	N029.00.01.000	W080.48.14.000	; MCO DAB
DAB_S_APP	N029.00.01.000	W080.48.14.000	N029.00.00.000	W080.35.44.000	; MCO DAB
DAB_S_APP	N029.00.00.000	W080.35.44.000	N028.56.15.000	W080.32.25.000	; MCO
DAB_S_APP	N028.56.15.000	W080.32.25.000	N029.00.00.000	W080.12.00.000	
DAB_S_APP	N029.00.00.000	W080.12.00.000	N028.50.00.000	W080.10.00.000	
DAB_S_APP	N028.50.00.000	W080.10.00.000	N028.11.28.000	W080.10.00.000	
DAB_S_APP	N028.11.28.000	W080.10.00.000	N028.02.10.000	W080.10.00.000	
DAB_S_APP	N028.02.10.000	W080.10.00.000	N028.01.00.000	W080.10.00.000	
DAB_S_APP	N028.01.00.000	W080.10.00.000	N027.55.00.000	W080.23.00.000	
DAB_S_APP	N027.55.00.000	W080.23.00.000	N027.56.00.000	W080.55.30.000	
DAB_S_APP	N027.56.00.000	W080.55.30.000	N028.00.00.000	W081.02.30.000	
DAB_S_APP	N028.00.00.000	W081.02.30.000	N028.06.31.000	W081.02.06.000	; MCO
DAB_S_APP	N028.06.31.000	W081.02.06.000	N028.14.25.900	W080.55.37.400	; MCO
DAB_S_APP	N028.14.25.900	W080.55.37.400	N028.23.40.000	W080.56.00.000	; MCO
DAB_S_APP	N028.23.40.000	W080.56.00.000	N028.34.58.000	W080.56.28.000	; MCO
DAB_S_APP	N028.34.58.000	W080.56.28.000	N028.41.29.190	W080.56.45.480	; MCO
DAB_S_APP	N028.41.29.190	W080.56.45.480	N028.54.44.300	W081.02.09.100	; MCO
DAB_S_APP	N028.54.44.300	W081.02.09.100	N028.56.22.000	W081.05.13.000	; MCO
DAB_S_APP	N028.56.22.000	W081.05.13.000	N028.56.17.000	W081.18.58.000	; MCO
DAB_S_APP	N028.56.17.000	W081.18.58.000	N028.57.55.000	W081.28.25.000	; MCO
DAB_S_APP	N028.57.55.000	W081.28.25.000	N029.00.00.000	W081.30.00.000	; MCO

## Appendix D- Orlando TRACON Control Procedures

All controllers shall exercise good judgment and adherence to procedures set forth in the FAA Order 7110.65 at all times.

### Runway Selection:

The calm wind runway designations at KMCO are:  
Arrivals: runways 18R, 17R and 17L;  
Departures: runways 18L, 17R and 17L.

They shall be used if the winds at KMCO are 5 kts or less, otherwise the controller shall choose a runway most closely aligned with the winds. Arrivals and departures may be permitted on any of the four runways at the controller's discretion.

### Initial Departure Headings:

For noise abatement, the Local Controller shall issue an initial heading of 175 for aircraft departing runway 17R and 17L and heading of 190 for aircraft departing runway 18R and 18L.

### Missed Approach Instructions:

Assign missed approach headings in accordance with the following table:

Runway	Turbojet Heading / Altitude	Propeller Heading / Altitude
18R / L	205 / 3,000	270 / 1,500
17R/ L	090 / 3,000	090 / 1,500
36R / L	355 / 3,000	270 / 1,500
35R / L	090 / 3,000	090 /1,500

### Simultaneous Approaches:

Simultaneous instrument approaches are authorized on the following runway pairs:

18R and 17R  
18R and 17L  
36R and 35L  
36R and 35R

Simultaneous operations involving an aircraft arriving the West Complex and an aircraft departing the west complex are NOT authorized.

### Visual Approaches:

When conducting visual approaches instruct aircraft assigned 18R or 18L to maintain 2,200 ft until south of the Orlando VOR (ORL) and instruct aircraft assigned 17R or 17L to maintain 2,200 ft until south of the SEEDO intersection to ensure clearance of the Orlando Executive Airport (KORL) class D airspace.

## Appendix E– Tampa TRACON Control Procedures

All controllers shall exercise good judgment and adherence to procedures set forth in the FAA Order 7110.65 at all times.

### **Runway Selection:**

The calm wind runway designations at KTPA are (North Ops):

Arrivals: runways 36L/36R  
Departures: runway 36L/36R

The calm wind runway designations at KSRQ are (North Ops):

Arrivals: runway 32  
Departures: runway 32

They shall be used if the winds at KTPA/KSRQ are less than 5 knots, otherwise the controller shall choose a runway most closely aligned with the winds.

### **Additional Service:**

The airports eligible for additional services, those relating to TWR and below, are KTPA and KSRQ. Operations into any other airports than those listed above will be transferred to Unicom for local operations. Operations out of any other airports than those listed above will be given a departure clearance with clearance void time, and will be given departure services upon takeoff.

### **IFR Departures:**

IFR departures from KTPA (Tampa International Airport), not flying a Departure Procedure, will receive a clearance to one of the following VOR stations as the first waypoint on the route of flight: CTY, GNV, LAL, OCF, ORL, PHK, PIE, RSW, SRQ, SZW, or TAY. Departures to the west may also file COVIA as the first waypoint on the route of flight.

- IFR Departures out of KTPA will be given an initial altitude of 6000ft.
- IFR Departures out of KSRQ will be given an initial altitude of 3000ft.
- At all other airports within the Tampa Tracon that do not have an associated Departure Procedure, an initial altitude of 3,000 ft. shall be assigned to IFR departures.

### **SID/STAR:**

Certified ZJX Center controllers will be responsible for all of the SIDs and STARs relating to arrivals and departures into/out of the Tampa TRACON. Such information includes, but is not limited to, appropriate crossing restrictions and headings for the filed procedures.