

Section 7 - Approach Agreement and Procedures

7.0.1 All personnel staffing the position of Approach Controller (herein "Approach") within the Miami ARTCC shall abide by and conform to all rules and regulations applying to ATC within the VATSIM and VATUSA environments.

7.0.2 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 major facility at which Approach Control services are offered. See §7.0.4.

b. The last three (3) character of the callsign (suffix) shall be APP

7.0.3 The controller will provide the following ATC services:

a. Approach services for all airports within the airspace served by the controller.

b. Departure services for all airports within the airspace served by the controller when those services are not being provided by a Departure Controller and when certified to do so by the Facility Chief.

c. Tower services for those airports within the airspace served by the controller when those airports are designated as eligible for additional service in §7.0.4, and Tower services are not being provided by a Tower Controller.

d. Ground services for those airports within the airspace served by the controller when those airports are designated as eligible for additional service in §7.0.4, and Ground services are not being provided by a Ground Controller or Tower Controller.

e. Clearance Delivery for those airports within the airspace served by the controller when those airports are designated as eligible for additional service in §7.0.4, and Delivery services are not being provided by a Delivery Controller, Ground Controller or Tower Controller.

f. Approach will provide IFR clearances and departure releases to IFR flights which request such clearances within the airspace served by the controller, and that plan to depart from an airport not eligible for additional service when those services are not being provided by a Departure controller or by a Tower, Ground or Delivery controller serving that airport.

7.0.4 The Approach positions that may be staffed within Miami ARTCC, and a list of airports eligible for additional service by that position are:

Approach Position	Airports Eligible for Additional Service
MIA_APP	KMIA KFLL
TPA_APP	KTPA KSRQ
PBI_APP	KPBI
RSW_APP	KRSW
NQX_APP	KEYW

7.0.5 Approach will provide Tower services to airports within Delta Airspace on a workload permitting basis from 0600 to 0000 Eastern.

Airports eligible for additional services:

PBI_APP:
F45 - North Palm Beach CO
KBCT - Boca Raton
KSUA - Witham

MIA_APP:
KPMP - Pompano Beach
KFXE - Ft. Lauderdale Exec.
KHWO - North Perry
KTMB - Kendall-Tamiami Exec

TPA_APP:
KPIE - St. Petersburg Int'l
KSPG - Albert Whitted
KLAL - Lakeland Linder Rgnl

RSW_APP:
KAPF - Naples

7.0.6 Miami Approach (MIA_APP) serves the airspace within the boundaries of Miami TRACON as depicted in the current sector file from the surface to 16,000 ft.

7.0.7 Tampa Approach (TPA_APP) serves the airspace within the boundaries of Tampa TRACON as depicted in the current sector file from the surface to 12,000 ft.

7.0.8 Palm Beach Approach (PBI_APP) serves the airspace within the boundaries of Palm Beach TRACON as depicted in the current sector file from the surface to 12,000 ft.

7.0.9 Fort Myers Approach (RSW_APP) serves the airspace within the boundaries of Fort Myers TRACON as depicted in the current sector file from the surface to 10,000 ft.

7.0.10 Key West Approach (NQX_APP) serves the airspace within the boundaries of Key West RAPCON as depicted in the current sector file from the surface to 10,000 ft.

7.0.11 In order to staff an Approach position at a Minor Facility within the Miami ARTCC, a VATUSA S-3 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.

7.0.12 In order to staff an Approach position at a Major Facility within the Miami ARTCC, a VATUSA S-3 rating or higher and passing scores on the ZMA Basic/SOP exam, ZMA Ground exam, ZMA Tower exam, and the ZMA Approach exam, as well as certification by the Air Traffic Manager or the Training Administrator are required.

§ 7.1.0 Duties and Responsibilities

7.1.1 Approach shall provide Approach services at all airports within the controller's designated airspace in accordance with FAA 7110.65 except as described in this document.

7.1.2 Approach shall provide Clearance Delivery services at any airport within the jurisdiction of the Approach Controller when those services are not being provided by a Tower, Ground or Delivery Controller at that airport.

7.1.3 Approach will use the F3 key to track and "claim ownership" of all aircraft being provided with Approach or Departure services by the controller.

7.1.4 Approach shall coordinate arrival runways with the controller providing Tower service (when present). The Tower Controller shall have final authority of the choice of runways for arrival.

a. If not already entered by Center, Approach will enter a scratchpad entry using the key as described in the VRC manual to indicate the runway for landing.

b. Approach will confirm the runway for landing with the aircraft upon initial contact.

7.1.5 Approach will coordinate with the controller providing Departure service to ensure a smooth flow of arriving and departing traffic, and to avoid any violation of separation minima.

7.1.6 Approach will transfer communications as follows:

a. To Tower for arriving VFR traffic as it enters a standard traffic pattern at the destination airport, or to UNICOM (122.800) as it enters a standard traffic pattern at the destination airport when no further ATC is available.

b. To Tower (when present) for arriving IFR traffic as soon as practical after issuance of any approach clearance, and before the aircraft reaches the Final Approach Fix of the runway for landing.

c. To UNICOM (122.800) for any IFR traffic arriving at an airport within the airspace controlled by Approach and not eligible for additional service, nor staffed by a Tower Controller, as soon as practical after the pilot receives any instrument approach clearance.

7.1.7 Approach will "drop track" on any landing aircraft as soon as practical after a transfer of communication.

§ 7.2.0 Specific Provisions

7.2.1 All aircraft entering the airspace of the Approach Controller that are not on a Standard Arrival Route associated with the destination airport, will be vectored on a course which will intercept and overlay an appropriate Standard Arrival Route associated with the destination, unless:

- a. Traffic is at a level which will ensure that the Approach controller may allow the arriving flight to proceed on course as filed, up to a point where a vector must be issued for the aircraft to intercept the final approach course.
- b. Prior coordination with any controller providing Departure services within the airspace of the Approach Controller has occurred, and both controllers agree to allow the aircraft to proceed on course as filed up to a point where a vector must be issued for the aircraft to intercept the final approach course.

7.2.2 Approach will ensure that any aircraft to be handed off, or where a transfer of communication will occur, will not conflict with any aircraft being tracked by another controller.

7.2.3 VFR operations outside Class B or C airspace:

- a. VFR arrivals to airports outside of Class B or C airspace will be provided with Approach service only when it is requested by the pilot.
- b. VFR arrivals to airports within airspace designated as Class D need only establish communication with Approach. A discreet transponder code may be issued if the arriving aircraft requests Approach service.
- c. VFR arrivals receiving Approach service outside Class B or C airspace will be issued a vector that will allow the arriving aircraft to join the traffic pattern at the established altitude and direction of the pattern. Once the aircraft has entered the traffic pattern, Approach will transfer communication to Tower (when present) or to UNICOM (122.800).
- d. VFR aircraft shall be informed when radar service is terminated and their transponder should be set to 1-2-0-0.

7.2.4 VFR operation within Class B or C airspace:

- a. VFR arrivals within Class B or C airspace will be issued a discreet transponder code if not already receiving Flight Following from an en route Controller.
- b. VFR arrivals to the primary airport within Class B or C airspace will be handled the same as an IFR arrival on a visual approach.
- c. VFR arrivals to secondary airports within Class B or C airspace, or underlying such airspace, will be issued a vector that will allow the arriving aircraft to join the traffic pattern at the established altitude and direction of the pattern. Once the aircraft either descends below the Class B or C floor, or enters the traffic pattern, Approach will transfer communication to Tower (when present) or to UNICOM (122.80).

§7.3.0 Radio Frequencies

7.3.1 The following radio frequencies shall be used:

Callsign	Radio Frequency
MIA_V_APP	124.850
TPA_R_APP	120.650
PBI_K_APP	132.800
RSW_D_APP	126.800
NQX_Y_APP	124.020

§7.4.0 Transponder Mode

7.4.1 All airborne aircraft that are observed to be squawking standby shall be asked to "squawk normal".