

Letter of Agreement

by and between Nassau FIR and Miami ARTCC

Effective Date: 18 March 2020

1. SCOPE

This agreement is made by and between Nassau FIR of the VATCAR Division of the North American Region of VATSIM (herein Nassau FIR), and Miami ARTCC of the VATUSA Division of the North American Region of VATSIM (herein ZMA) and is entered into by the current Facility Air Traffic Managers (herein ATMs) of each Facility. This LOA is in addition to VATUSA-VATCAR LOA 1119.

2. CANCELLATION

The terms of this Letter of Agreement may be suspended only by agreement of both Facility ATMs of Nassau FIR and ZMA, and with the explicit approval of VATCAR and VATUSA.

3. CONTROL PROCEDURES

3.1. Control Authority:

The Transfer of Control Point (TCP) is considered to be the common airspace boundary, as defined in VATUSA-VATCAR LOA 1119. Controllers shall not issue changes of altitude or heading prior to the aircraft crossing the airspace boundary, unless prior coordination has taken place.

3.2. Handoffs and Communication Transfers:

Controllers of both facilities should initiate a radar handoff for aircraft which will enter the other's airspace no later than 10 NM from the airspace boundary. The radar handoff and communications transfer shall be completed before the aircraft crosses the airspace boundary.

3.3. Separation of En Route Aircraft:

Unless otherwise coordinated on an individual basis, same-altitude aircraft on routes which are not laterally separated shall be delivered to the receiving facility at least 10 miles in trail, constant or increasing. If speeds must be assigned to achieve the in trail spacing, those speeds shall be coordinated in accordance with Section 3.5 below.

3.4. Simulation Rate of Aircraft Transiting Boundaries:

Unless otherwise coordinated, aircraft shall be transferred between facilities at a real-time simulation rate. If an aircraft requesting an increase in simulation rate has been handed off, but has not yet left the transferring controller's airspace, the receiving controller shall not approve the change in simulation rate without first obtaining the transferring controller's approval.

3.5. Automated Forwarding of Control Information:

Controllers shall enter in the scratchpad any heading or speed that has been assigned, prior to initiating a radar handoff. Controllers shall use the format of the first 2 digits of the value, followed by an H (heading) or K (knots IAS). Mach numbers shall be entered with the M before the value. Plus and minus signs may be used at the end, with the understanding that VRC users may not see beyond 3 scratchpad characters (dependent on their selected radar mode).

Examples:

- "23H" for 230 heading
- "M82" for Mach 0.82
- "31K" for 310 knots
- "31K+" for 310 knots or greater

The transferring controller may also choose to effect this coordination manually, instead of through the use of the scratchpad.

3.6. Continuity of the Miami Oceanic Operation:

- 3.6.1 When Nassau FIR controllers elect (in accordance with VATUSA-VATCAR LOA 1119) to control airspace that would be otherwise controlled by Miami Oceanic, Nassau FIR shall transfer all aircraft to other non-Nassau facilities just as a Miami controller would: by following the procedures, routes, and altitudes prescribed in the latest versions of the Miami Center SOP, and applicable Letters of Agreement with adjacent facilities, all available [here](#).
- 3.6.2 To ease compliance with Section 3.6.1, ZMA management shall advise the Nassau FIR management whenever any updates are made to the Oceanic sections of the Miami Center SOP or to any relevant Letters of Agreement with facilities adjacent to ZMO airspace.
- 3.6.3 Instances of non-adherence to oceanic SOP/LOA procedures shall be handled jointly between managements of ZMA and Nassau FIR, with VATUSA/VATCAR input/oversight, as appropriate. Resolutions for corrective training actions shall be handled by Nassau FIR in a timely manner.

3.7. Nonstandard Transfers of Control:

- 3.7.1. Miami ARTCC and Nassau FIR grant to each other mutual control for beacon code and speed changes, even while the aircraft has not yet left the transferring controller's airspace.

3.8. Preferential Routes & Altitude Restrictions:

- 3.8.1 Nassau FIR and ZMA shall deliver IFR aircraft to each other established on routings and at altitudes specified in Tables 1-4 below. IFR aircraft who do not file these routes shall be assigned these routes before initiating a radar handoff. Routes shall be assigned in the following order of preference: RNAV STAR, Conventional STAR, NAVAID routing. Satellite airports are listed in Appendix A.
- 3.8.2 When traffic volume in Nassau FIR airspace is low, Nassau Center shall accept aircraft from ZMA/ZMO even if they have not been assigned the routings specified in Tables 3 and 4A/4B.

3.9. When Nassau Center Offline, Nassau Approach Online:

3.9.1 ZMA/ZMO will gain control of the “Nassau Area”, as found in the VATUSA-VATCAR LOA 1119, AOA 11,000 to facilitate the transfer of control from ZMA/ZMO to Nassau Approach.

3.9.2 ZMA/ZMO shall descend all aircraft landing within Nassau Approach airspace to the altitudes listed in Table 4B, and hand off directly to Nassau Approach.

3.9.3 Nassau Approach shall hand off directly to ZMA/ZMO all aircraft entering ZMA domestic airspace, and all aircraft requesting 11,000 or higher through ZMO airspace.

Table 1.

SOUTHEASTERN FLORIDA VIA ZFP VOR

<u>Airport</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>
KMIA & SATS	ZFP [HILEY ^R STAR]	ZFP	AOB FL300
	ZFP SNSBK [ANNEY STAR]	ZFP	AOB FL300
KFLL & SATS	ZFP [FISEL ^R /GISSH STAR]	ZFP	AOB FL200*
KPBI & SATS	ZFP BR21V PBI DCT	ZFP	AOB FL200*

^R Indicates RNAV procedures, which are preferred when aircraft are RNAV capable.

* KFLL and KPBI traffic may be delivered to ZMA stacked at FL180 and FL200, with the KFLL on the bottom.

Table 2.

SOUTHEASTERN FLORIDA VIA ZQA VOR

<u>Airport</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>
KMIA & SATS	MADIZ FOWEE [FLIPR ^R /FOWEE STAR] ¹	-----	-----
	ZQA [FLIPR ^R /FOWEE STAR] ²		
KFLL & SATS	ZQA BR57V ZBV [WAVUN ^R STAR]	(HI-BDRY)	AOB FL300
	ZQA [DEKAL STAR]		
KPBI & SATS	ZQA BR54V PBI DCT	-----	-----

^R Indicates RNAV procedures, which are preferred when aircraft are RNAV capable.

¹ For overflight traffic only. Aircraft south of ZQA may be cleared direct FOWEE without coordination.

² For Nassau area departure traffic only.

Table 3.

DESTINATIONS OUTSIDE OF NASSAU TCA

<u>Airport</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>
Grand Bahama	[PADUS/JOLTS/BENZI/WLKER] ZFP DCT	(BDRY)	5,000
	BAAGR ZFP DCT	BAAGR	AOB FL320
	DAAST ZFP DCT	DAAST	AOB FL320
Great Abaco	ZFP DCT	ZFP	AOB FL190
	ANGLL DCT	ANGLL	5,000
	BAAGR DCT	BAAGR	AOB FL180
	DAAST DCT	DAAST	AOB FL180
Exuma Cays	DUKKY DCT	25 DUKKY	AOB FL180
Provo Area	(DIRECT DESTINATION)	50 (DEST)	FL180
	(INTO PROVO APCH FROM THE SIDE)	(BDRY)	6,000

Table 4A.

NASSAU & SATS WHEN MYNN CTR IS OPEN

<u>Airport</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>
Nassau & Sats (CTR online)	SANNS ZQA DCT	25 SANNS	AOB FL180
	RAJAY ZQA DCT	25 RAJAY	AOB FL180
	ZFP BR63V ZQA DCT	ZFP	AOB FL290
	ANGLL AR3 ZQA DCT	ANGLL	AOB FL290
	BAAGR BARTS AR3 ZQA DCT	BAAGR	AOB FL280
	DAAST HANKX ZQA DCT	DAAST	AOB FL280
	GEROT LEPAS ZQA DCT	GEROT	AOB FL280

NOTE: Arrivals to MYNN need not (but may) be routed over ZQA; for example, "RAJAY MYNN" is considered good routing.

Table 4B.

NASSAU & SATS WHEN MYNN CTR CLOSED

<u>Airport</u>	<u>Routing</u>	<u>Cross</u>	<u>Altitude</u>
Nassau & Sats (CTR offline)	SANNS ZQA DCT	SANNS	AOB 11,000
	RAJAY ZQA DCT	RAJAY	AOB 11,000
	HANKX ZQA DCT*	HANKX	AOB 11,000
	LEPAS ZQA DCT*	LEPAS	AOB 11,000
	HASUK ZQA DCT*	HASUK	AOB 11,000

* Normally, ZMO should switch aircraft to unicom at FL180. ZMO shall only issue these descents when MYNN_APP is online.

NOTE: Arrivals to MYNN need not (but may) be routed over ZQA; for example, "RAJAY MYNN" is considered good routing.



Fady Botros

Air Traffic Manager, VATSIM Miami ARTCC



Eric Boxerman

Air Traffic Manager, VATSIM Nassau FIR

Date of Signing: 3/15/2020

Figure 1.

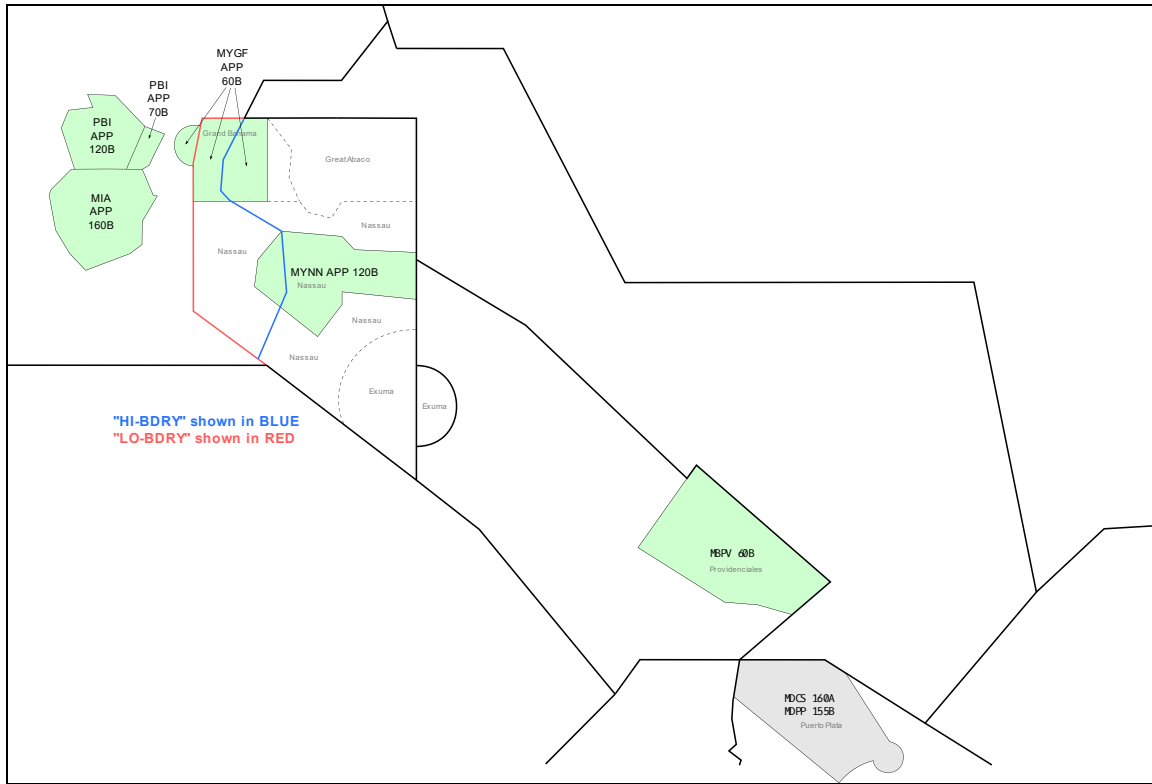
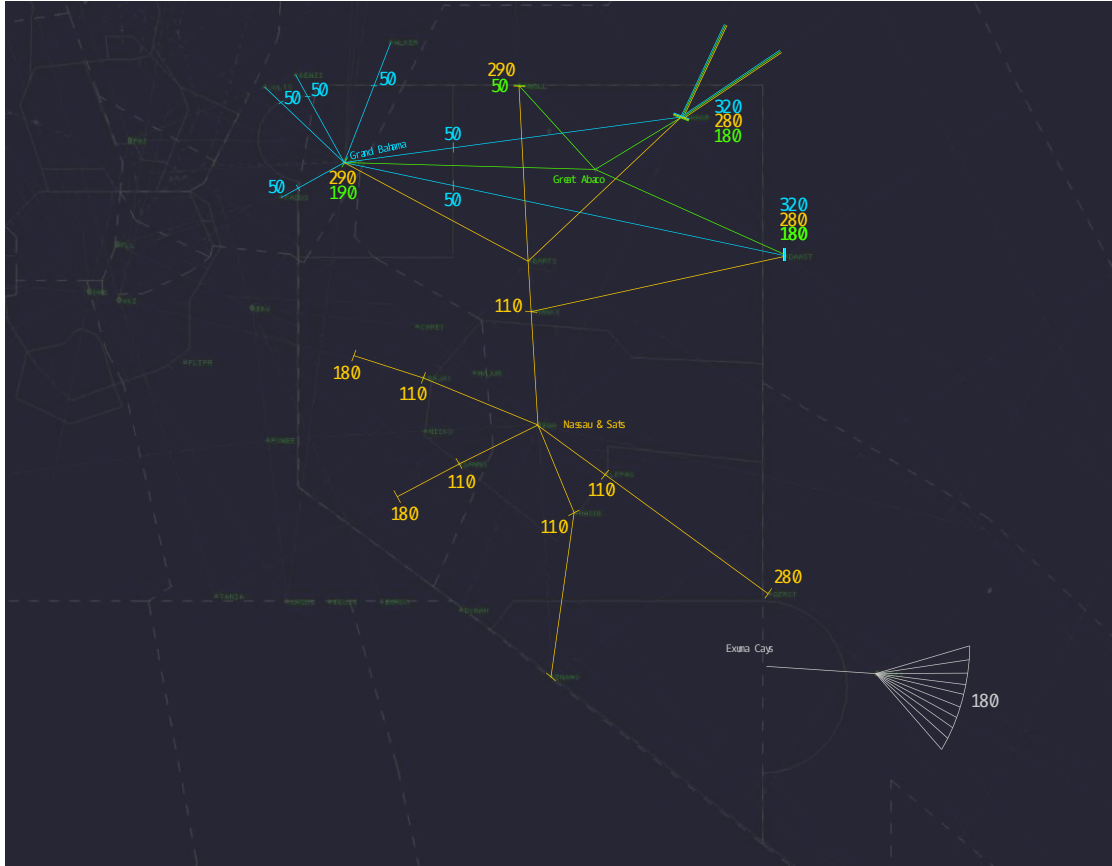


Figure 2.



Appendix A.

Nassau FIR Satellite Airport Groups	
Grand Bahama	MYGF, MYGW
Great Abaco	MYAM, MYAT, MYAS, MYAX, MYAO
Nassau	MYNN, MYBG, MYBC, MYAN, MYAF, MYAB, MYAK, MYEN, MYER, MYEM, MYEH
Exuma	MYEF, MYEG, MYEB, MYES

Miami ARTCC Satellite Airport Groups	
Miami	KMIA, KTMB, KHST, X51, 07FA
Fort Lauderdale	KFLL, KFXE, KOPF, KHOW, KPMP
Palm Beach	KPBI, KBCT, KSUA, KLNA, KPHK, KFPR, KVRB, F45, 06FA