ORDER
ZMA-MYNA LOA

VATSIM Nassau Center
VATSIM Miami ARTCC

SUBJ: ZMA-MYNA LOA

Effective: 07/01/2025

Purpose

This order prescribes air traffic control procedures and phraseology for use by personnel providing simulated air traffic control services on the VATSIM Network. This is not intended for real-world use. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by it.

This agreement establishes inter-facility procedures between Miami Air Route Traffic Control Center (ZMA) and Nassau Center (MYNA). This document contains information regarding the procedural agreement between both facilities.

Responsibilities

This agreement covers coordination procedures, route and altitude assignments, and delegation of airspace.

Cancellation

This document replaces and cancels VATCAR-ZMA LOA Version 2, dated September 7, 2023.

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Distribution: ZMA, MYNA, VATUSA, VATCAR

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Explanation of Changes

Version	Changes
REV 3	1. Rewrite to include procedural LOA requirements. 2. Modifications to non-procedural agreement.

Chapter 1. Nassau Center

1-1. RADAR PROCEDURES

A. Miami and Nassau must transition arrivals, departures, and overflights via the Arrival Transition Areas (ATAs) and Departure Transition Areas (DTAs) as depicted in Appendix 1, Figure 1-1. Aircraft must be established as follows:
   1. On the appropriate route/airway.
   2. Direct to an ATA/DTA fix.
   3. On radar vectors that will ensure transition within the confines of the appropriate ATA/DTA.

B. Nassau must advise the Ocean Area, via landline, when changing to an East or West operation.

C. Transfer of control must be at the Nassau Terminal Control Area (TCA) boundary, vertically and laterally, or Transfer of Control Points (TCPs).

D. Transfer of Control Points (TCPs)
   1. Arrivals:
      i. Upon completion of a radar handoff, Nassau has control for descent and turns, up to 20 degrees left or right of course, on MYNN arrivals, 15 NM from HANKX, RAJAY, JEFRY, OHBEE, and SANNS.
      ii. Upon completion of a radar handoff, Nassau has control for descent and turns on Nassau arrivals via HODGY, within the confines of the HODGY ATA.
      iii. Upon completion of a radar handoff, Nassau has control for descent and turns, up to 20 degrees left or right of course, on MYEH arrivals, 15 NM from SANNS as depicted in Appendix 1, Figure 1-1.
      iv. Nassau may assume control for descent on MYNN arrivals over BOSAR, SEAAN, and ZUMMA reference known traffic 12,000 feet and below.
   2. Departures:
      i. Miami may assume control for turns on NICKO departures, 25 NM west of ZQA VOR, up to 20 degrees left or right of course.
      ii. Miami may assume control for climb on southeast bound MYNN departures reference known traffic 12,000 feet and below.

E. Transfer of communications must be accomplished prior to the transfer of control point.

F. Radar separation between successive arrivals or departures must be at least 5 NM, constant or increasing, at the time of transfer of control.

1-2. ARRIVALS

A. Arrival Transition Areas (ATAs) are depicted in Appendix 1, Figures 1-2 and 1-3.

B. Miami must provide in-trail separation to MYNN and ensure that aircraft cross ATA fixes at the altitudes specified in Table 1-1.

C. Unless otherwise coordinated, MYNN turbojet and turboprop arrivals must be reduced to 250 knots between the hours of 0900-1900L. Miami must issue the speed restriction so that arrivals cross the transfer of control point at 250 knots or less.

D. Miami must clear aircraft arriving at airports other than MYNN to destination airport via direct, radar vectors, or on established routes prior to a radar handoff to Nassau.

E. Miami will clear MYEH arrivals from west of MYEH via BARTS direct MYEH or via SANNS direct MYEH.

   1. Miami must ensure that MYEH arrivals cross SANNS turbojets at 13,000 feet; turboprops at 11,000 feet; and props at 7,000 feet.
   2. Miami must ensure that MYEH arrivals cross BARTS at 7,000 feet.

MYNN Arrival Altitudes (Table 1-1)

ATA / TCP	Jets	Turboprops	Props
HANKX	13,000	11,000	7,000
RAJAY			
SANNS			
JEFRY			
HODGY			
OHBEE			
ZUMMA (East)	12,000	10,000	8,000
BOSAR (West)			
SEAAN (East)			

1-3. DEPARTURES

A. Departure Transition Areas (DTAs) are depicted in Appendix 1, Figures 1-2 and 1-3.

B. Nassau must ensure departures are not issued altitudes higher than those defined in Table 1-2.

Departure Transition Areas (Table 1-2)		
DTA	**Route / Airway**	**Highest Assigned Altitude**
INGRA	G437 / BR70V	12,000
PEACH	BR65V / Y421 OLAHS/KYAKS/MAHHI STAR	
MAJUR	BR22V / BR54V / BR57V	
NICKO	BR49V / B646 VIICE STAR	
SANNS	R628	
JEFRY	G437 / M329	
HODGY	B503 / Y307	
OHBEE	M329 / B646	
ZUMMA (West)	MYEF and South	11,000
BOSAR (East)	A555	
SEAAN (West)	BR55V	

1-4. COORDINATION

A. Miami must forward ZBV and RAJAY estimates to Nassau on aircraft at or below 6,000 feet entering the Nassau CTA/FIR via BR55V/A555 from the west.

1. For traffic 6,000 feet and below, Nassau must coordinate a ZBV estimate to the overlying Miami sector at least 10 minutes prior to the common CTA/FIR boundary.
2. Miami must forward a DUKKY and BOSAR estimate to Nassau on aircraft at or below 6,000 feet entering the Nassau CTA/FIR on A555.

B. Miami must advise Nassau of assigned headings/direct routings on aircraft landing airports other than MYNN.

1-5. ABACO AREA AIRSPACE PROCEDURES

A. The Abaco Area Airspace is depicted in Appendix 1, Figure 1-4.

B. MYAT/MYAM arrivals must be cleared to the destination airport at the lowest available Miami altitude. Miami must ensure aircraft are clear of the Grand Bahama TMA or coordinate with Freeport Approach accordingly.

C. Miami must coordinate aircraft callsign, type, point of departure, destination, estimate, and assigned altitude with Nassau. When all known traffic conflicts are resolved, Miami must then terminate radar services and transfer communications to the appropriate Nassau operational frequency.

1-6. GEORGETOWN AREA AIRSPACE PROCEDURES

A. The Georgetown Area Airspace is depicted in Appendix 1, Figure 1-4.
B. MYEG/MYEF arrivals must be cleared to the destination airport at the lowest available Miami altitude.
C. Miami must coordinate aircraft callsign, type, point of departure, destination, estimate, and assigned altitude with Nassau. When all known traffic conflicts are resolved, Miami must then terminate radar services and transfer communications to the appropriate Nassau operational frequency.
D. Nassau must advise Miami when aircraft are clear of Miami airspace.
E. Nassau must advise Miami of IFR departures that file requested altitudes above 6,000 feet prior to departure.

1-7. SAN SALVADOR AREA AIRSPACE PROCEDURES

A. The San Salvador Area Airspace is depicted in Appendix 1, Figure 1-4.
B. Miami must coordinate all aircraft arriving MYSM via ORALS or STERR.
    1. Miami must ensure that arriving aircraft cross ORALS at FL050 and STERR at FL060, unless otherwise coordinated.
    2. Miami must coordinate aircraft callsign, type, point of departure, destination, estimate, and assigned altitude with Nassau. When all known traffic conflicts are resolved, Miami must then terminate radar services and transfer communications to the appropriate Nassau operational frequency.
    3. Nassau may assume control for descent on MYSM arrivals on contact.
C. Nassau must request an IFR clearance for MYSM departures with the overlying Miami sector.
    1. Departures must be cleared to FL060 and routed via MIYAN.
    2. Miami will issue a clearance void time for all MYSM departures.
    3. Miami may assume control on MYSM departures on contact.
    4. Nassau must provide separation between all departing aircraft under their control. Nassau must also provide separation between departures and all known arriving aircraft, from ORALS or STERR, to the destination airport.

Chapter 2. Grand Bahama Tower

2-1. ARRIVALS

A. Grand Bahama TMA Airspace is depicted in Appendix 1, Figure 1-4.
B. Miami Center shall clear arrivals to the clearance limits and altitudes specified in Table 2-1.
C. Miami Center shall transfer radio communications prior to the Transfer of Control Point (TCP).
D. Transfer of control of arriving aircraft to Grand Bahama shall be accomplished at the Transfer of Control Point.
    1. Grand Bahama has control for descent on arriving aircraft.

MYGF Arrival Altitudes (Table 2-1)	
Transfer of Control Point	**Altitude**
RAPPS	7,000
JAKEL	7,000
HALBI	4,000
PADUS	4,000
MAYKO	4,000
LAUTH	7,000
BR69V 30 DME NW (ZFP/334/030)	4,000

2-2. DEPARTURES

A. Grand Bahama shall insure all departing aircraft are established on their route prior to entering Miami Center airspace.
B. Grand Bahama shall provide separation between all aircraft exiting the lateral/vertical limits of the Grand Bahama TMA and shall ensure this separation is maintained or increased.
C. Grand Bahama shall provide separation between departures and all known arriving aircraft from the Transfer of Control Point to the destination airport.
D. Grand Bahama shall clear departures entering Miami Center airspace as specified in Table 2-2.

MYGF Departure Altitudes (Table 2-2)			
Destination	**Transfer of Control Point**	**Airway**	**Altitude**
Airports North of PBI	JAKEL	BR62V	6,000
Airports South of PBI	MUNRO	BR64V / BR68V	6,000
Southeastbound	BURBO	BR63V	6,000

Chapter 3. Provo Approach Control

3-1. GENERAL

A. Provo Approach normal hours of operation are 0600-2000L, unless otherwise coordinated. Provo Approach shall notify Miami Center when the approach control is opening or closing.
B. Provo Approach Airspace is depicted in Appendix 2, Figure 2-1.
C. Provo Approach shall advise Miami Center when the Provo QNH falls below 29.92, in order to provide vertical separation for overflights at FL070 when FL070 is unusable.
D. Clearance limits shall be SOLEI, BTLER, OREDE, PRRDO, COCBU, STANL, and RAPPR.

3-2. ARRIVALS

A. Miami Center shall clear aircraft landing with the Turks and Caicos CTR to the clearance limits defined in Table 3-1.
B. Miami ARTCC shall clear inbound aircraft to a clearance limit at the lowest available flight level (FL070 or above).
C. Miami ARTCC shall transfer communication prior to the clearance limit.
    1. Provo Approach has control for descent on arriving aircraft.
D. When requested by Provo Approach, Miami ARTCC will assign speed adjustments to arrivals.

Turks and Caicos Arrival Altitudes (Table 2-1)			
Transfer of Control Point	**Altitude**	**Operations**	**Restrictions**
SOLEI	FL070	East	Jet only
BTLER		Both	No jets in East
OREDE		East	Jet only
PRRDO		Both	N/A
COCBU		Both	N/A
STANL		West	N/A
RAPPR		East	N/A

3-3. DEPARTURES

A. Provo Approach shall clear aircraft to the lateral limits of the Turks and Caicos CTR at the highest available flight level (FL060 or below) and transfer aircraft communications to Miami Center.

B. Standard Departure Clearances
   1. Standard departure clearances will be issued, unless otherwise advised.
   2. REQUIRED PHRASEOLOGY - *"FLY RUNWAY HEADING. CLIMB AND MAINTAIN FL060. EXPECT RADAR VECTORS ON COURSE AFTER DEPARTURE FROM MIAMI CENTER."*
   3. Provo Approach is not authorized to issue any turns, unless otherwise coordinated.

C. Non-standard Departure Clearances
   1. Miami Center may issue non-standard departure clearances for operational purposes or at the request of Provo Approach.
   2. REQUIRED PHRASEOLOGY - *"THIS IS A NON-STANDARD CLEARANCE. CLIMB AND MAINTAIN FL060."*
   3. Provo Approach shall ensure that the aircraft is established on the filed route or coordinated heading prior to exiting the lateral and/or vertical limits of the Turks and Caicos CTR.
   4. When traffic conditions permit, Provo Approach may issue a SID, subject to prior coordination with Miami Center, as a non-standard departure clearance.

3-4. MISCELLANEOUS

A. Provo Approach shall provide separation between arriving aircraft released by Miami Center, departures and arrivals released by Miami Center, and successive departures leaving Turks and Caicos CTR.

B. Provo Approach shall provide separation between all aircraft exiting the lateral/vertical limit of Turks and Caicos CTR delegated airspace and shall ensure this separation is maintained or increasing.

C. VFR Aircraft transiting the Turks and Caicos CTR and climbing above an altitude of 6,000 feet shall be instructed to squawk 1200.

Appendix 1. MYNA Figures

Figure 1-1. ATAs/DTAs and Nassau TMA Airspace

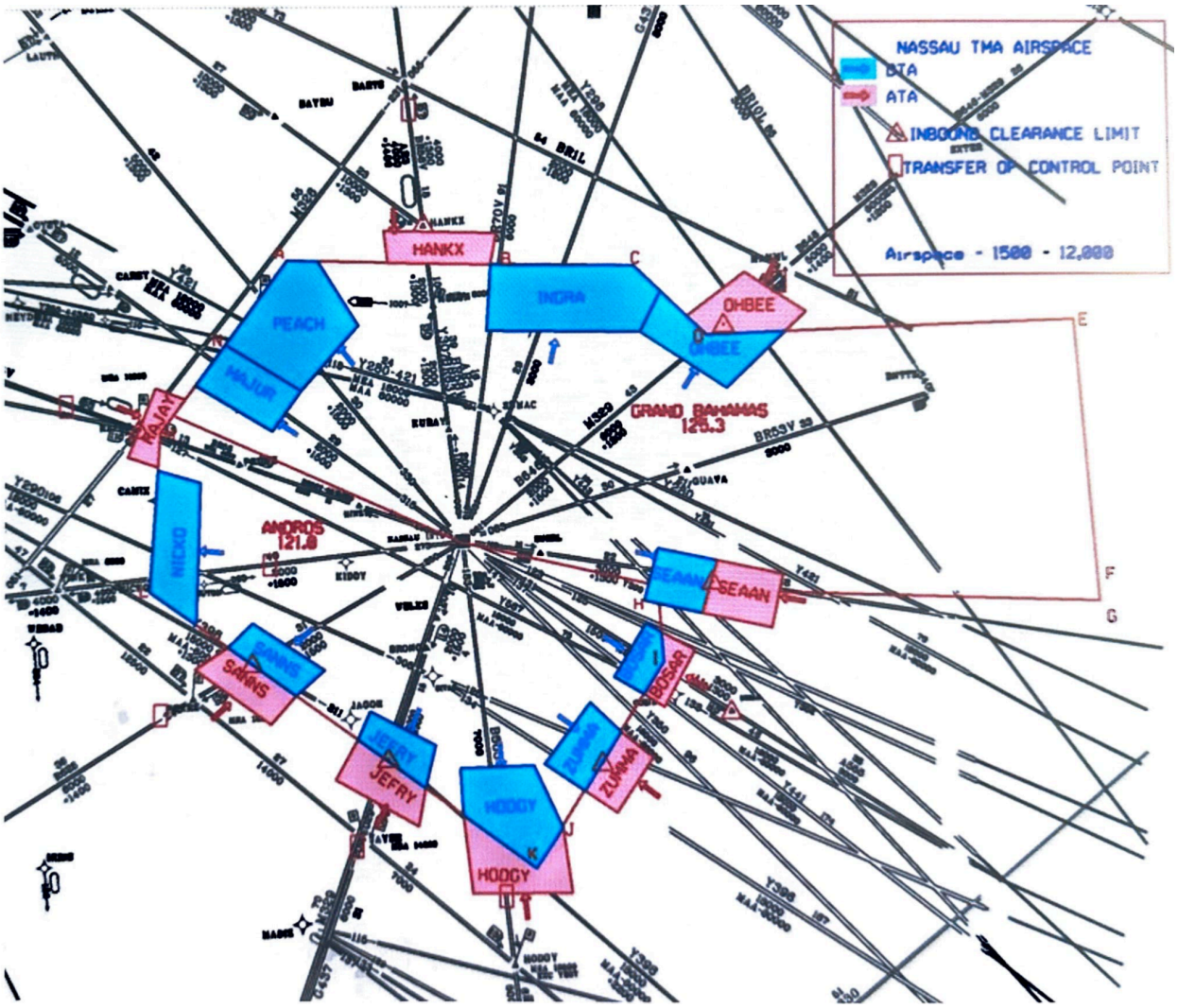


Figure 1-2. ATAs/DTAs - Nassau East Operations

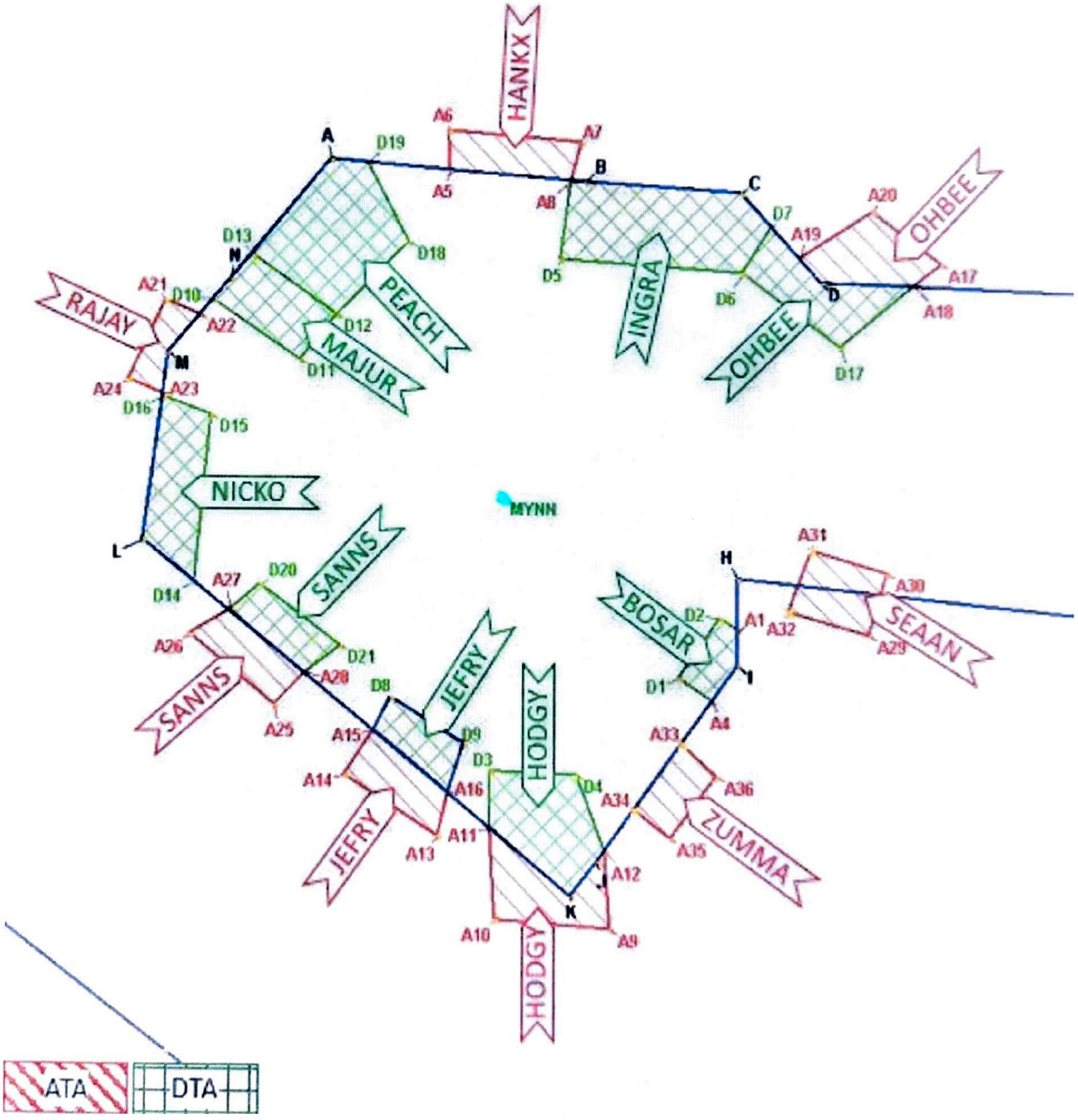


Figure 1-3. ATAs/DTAs - Nassau West Operations

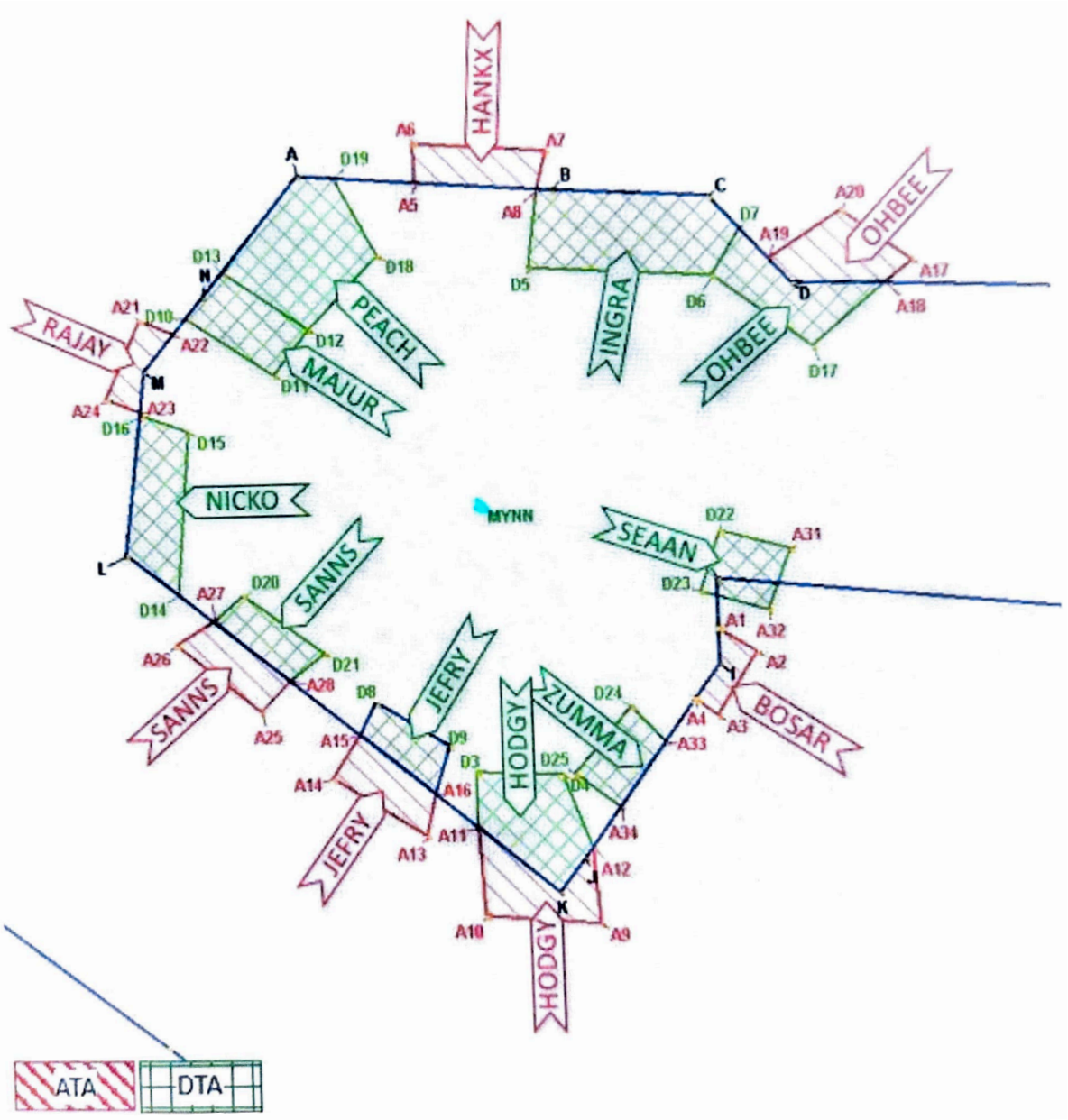
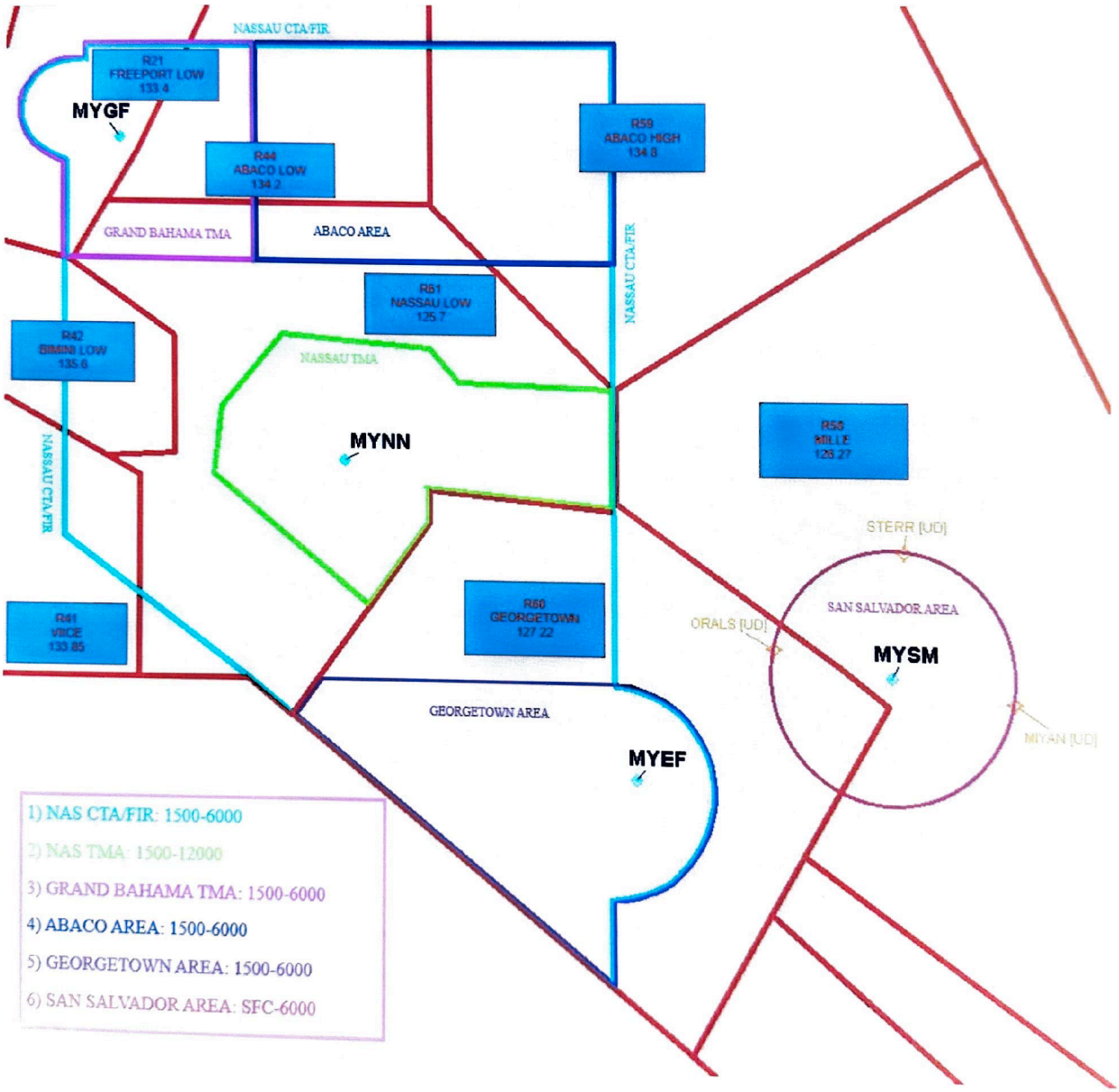
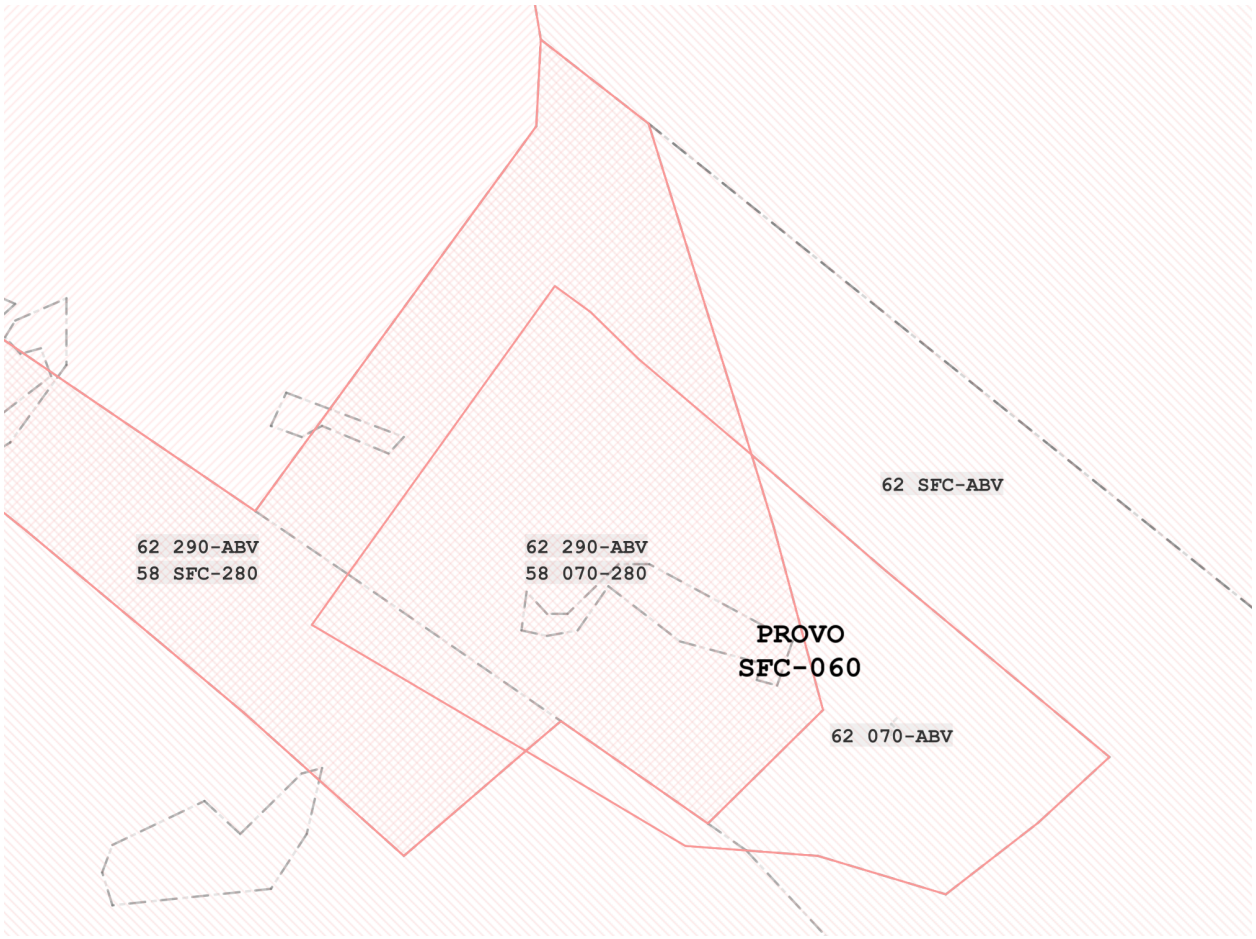


Figure 1-4. Abaco, Georgetown, and San Salvador Areas



Appendix 2. MBPV Figures

Figure 2-1. Provo Approach Airspace



Appendix 3. ZMA Figures

Figure 3-1. Miami Center Ocean Area

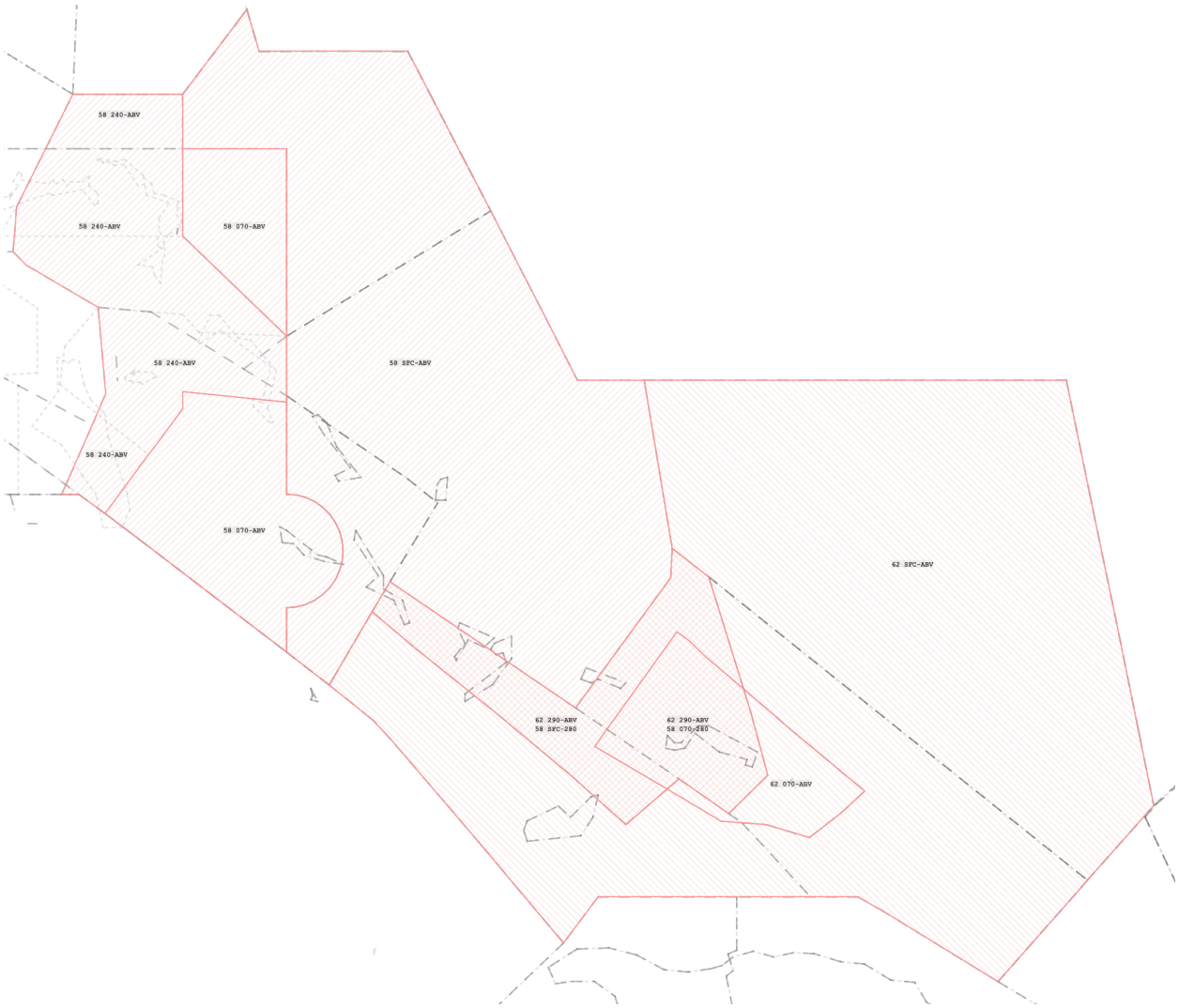


Figure 3-2. Miami Center Carribean Area Sector 61 (including Ocean Area)