

## LETTER OF AGREEMENT

BETWEEN: JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER  
AND HOUSTON AIR ROUTE TRAFFIC CONTROL CENTER  
EFFECTIVE: ~~1 NOVEMBER 2011~~ 29 NOVEMBER 2011

1. **PURPOSE:** This agreement between Houston ARTCC (herein vZHU) and Jacksonville ARTCC (herein vZJX) covers interfacility operating procedures in accordance with appropriate manuals.
2. **Cancellation:** All previous agreements between vZHU and vZJX are hereby cancelled.
3. **vZHU Responsibilities, Arrivals:**
  - a. **OZR or satellites:** Cross the boundary descending to FL180. Along J2/V241 or north, handoff to ZJX. South of J2/V241 handoff to Pensacola TRACON.
  - b. **VPS, HRT, DTS, CEW:** Cross the boundary descending to FL180. Along J2/V241 or north, handoff to ZJX. South of J2/V241 handoff to Pensacola TRACON.
  - c. **PNS, NPA:** During periods of heavy traffic, traffic south of Mobile will be routed via TRADR when requested by Pensacola TRACON and/or ZJX. Aircraft shall cross TRADR AOB 11,000 descending to 9,000. Traffic North of Mobile shall be routed SJI.J2.PENSI or if north of SJI direct PENSI. Aircraft shall cross the boundary AOB 13,000 descending to 10,000. All handoffs go to Pensacola TRACON.
  - d. **PFN/ECP:** Via J2, AOB FL250.
  - e. **TLH:** Cross AOB FL330.
  - f. **MCO, ORL, ISM, TPA:** Ensure, to the extent possible, aircraft are utilizing a valid STAR.
4. **vZJX Responsibilities, Arrivals:**
  - a. **MOB or satellites:** From Pensacola direct SJI AOB 8,000. During periods of high traffic, MOB ATCT or ZHU may request the flow over TRADR with same crossing restrictions.
  - b. **GPT or satellites:** Cross boundary AOB FL180.
  - c. **MSY or satellites:** Cross the boundary AOB FL280. Aircraft should, to the extent possible, be on a STAR appropriate for the direction of flight.
  - d. **IAH, HOU and Satellites:** Ensure, to the extent possible, aircraft are on a valid STAR for direction and route of flight.
5. **Airspace Delegation:**
  - a. Airspace will be delegated as listed below in the appropriate Annexes.
  - b. Mobile ATCT Shelf, as indicated in the appropriate Annex below, extends into Pensacola TRACON airspace from SFC-10000.
6. **Handoffs**
  - a. Handoffs shall be accomplished no later than 10 nm from the boundary without prior notification. Handoffs shall be in accordance with FAAO 7110.65 Section 5-4. Transfer of Radar Identification.

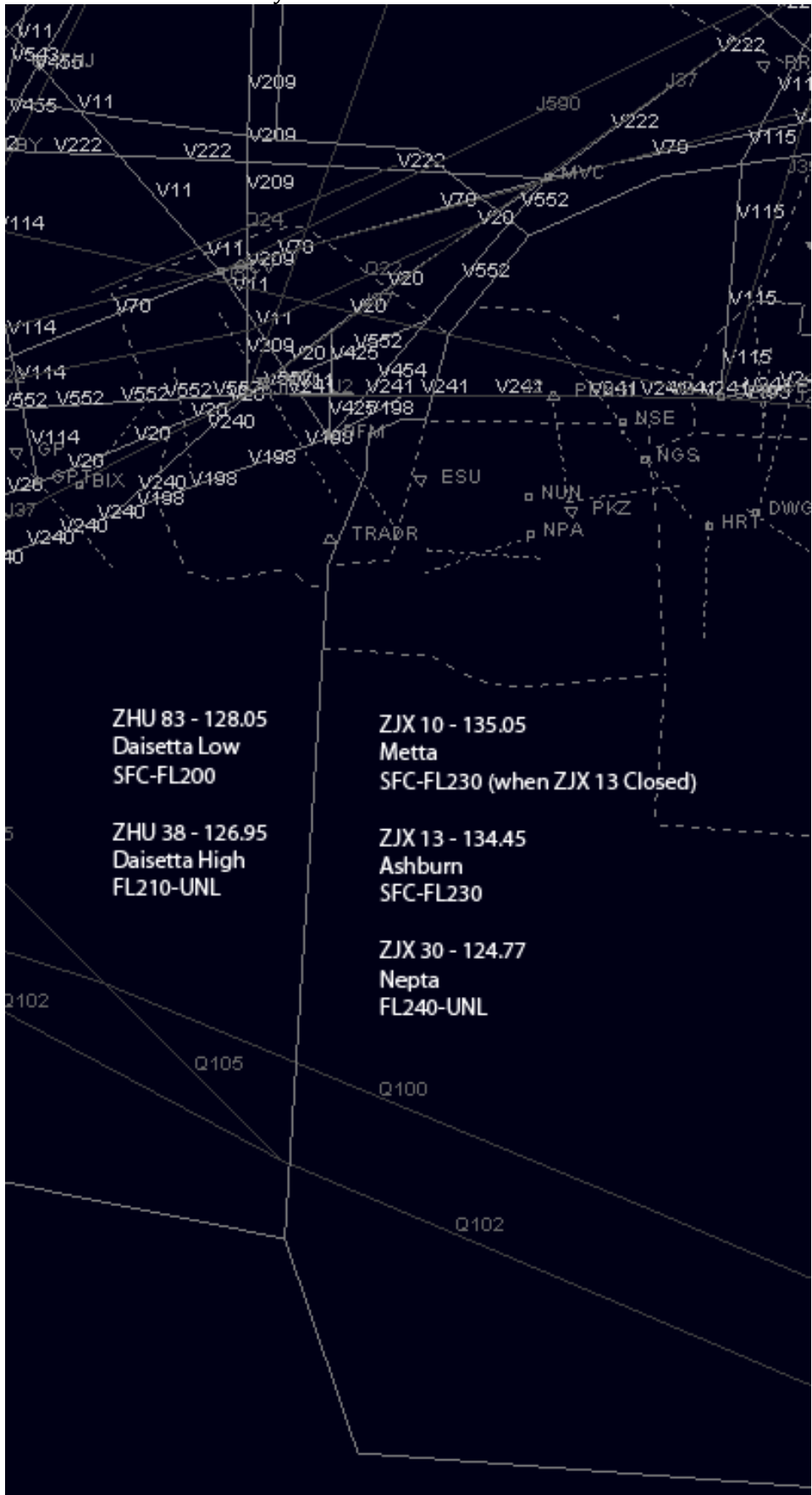
## 7. Direct Routings (Prohibited during Heavy Traffic Situations and Events, unless coordinated)

- a. Direct routings are intended to offer short cuts to pilots and are used commonly by real world air traffic controllers in this region. Under these conditions, no coordination is necessary to offer and execute direct routings.
- b. ZJX has authorization to give direct routings under the following conditions:
  - i. Q100 and Q102 to the Leeville VORTAC direct to that point.
  - ii. Aircraft on Q100 or Q102 that will transition to Q105 to Harvey VORTAC may be sent direct Harvey VORTAC.
  - iii. Aircraft along J2 to Semmes VORTAC may be sent direct Semmes VORTAC.
- c. ZHU has authorization to give direct routings under the following conditions:
  - i. Aircraft along J2 or J37 may be sent direct to the Crestview VORTAC.
  - ii. Aircraft going to PENSI may be sent direct PENSI.
  - iii. Aircraft traversing along Q100 may be sent direct to REMIS.
  - iv. Aircraft traversing along Q102 may be sent direct to BACCA.
- d. When reroutes are given, controllers shall modify flight plans to reflect the revised routing.

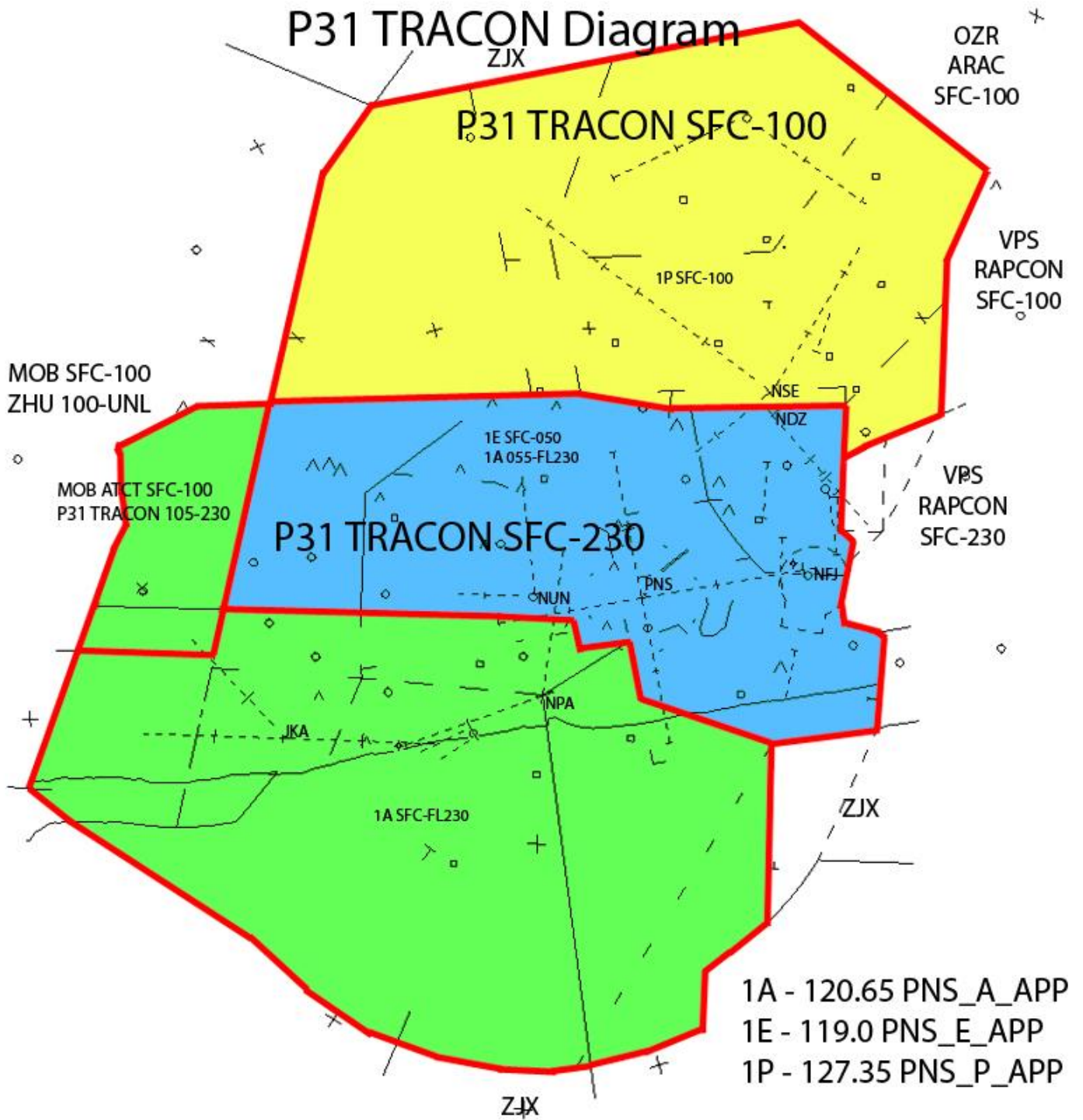
## 8. Twilight Hour Operations

- a. Twilight Hour is defined as a period extending from 2200 ZHU Local to 0700 ZHU Local during periods of standard traffic flows unless otherwise coordinated.
- b. During periods of twilight hours during standard traffic flows, unless modified by either Center or TMU, center controllers are authorized to execute direct-to routings for aircraft with destinations in adjacent airspace.
- c. When requested by the adjacent TMU or controller(s), part 8(b) may be modified to read direct-to routings to the transitional fix on the filed arrival for the destination airport.
- d. When the destination airport is not in the adjacent center's airspace, direct-to routings may be executed to the point furthest from the defined ZJX/ZHU boundary within the adjacent airspace along the filed routing not to exceed the transitional fix for the filed arrival to the destination airport.
  - i. For example, an aircraft departing IAH for MIA with a routing of SBI2 LEV Q102 BLVNS Q102 BAGGS SSCOT1 may be given a direct-to routing no further than BACCA (on Q102).
- e. When direct-to routings are given, section 7(d) shall apply.

**Annex 1. Center Boundary and Sectors**



Annex 2. Mobile ATCT and Pensacola TRACON Information



## Annex 8. Coordinates

### a. vZHU/vZJX Boundary Coordinates

N028.08.30.000 W088.00.00.000 N030.13.15.000 W088.01.30.000  
N030.13.15.000 W088.01.30.000 N030.31.00.000 W087.55.00.000  
N030.31.00.000 W087.55.00.000 N030.38.00.000 W087.55.00.000  
N030.38.00.000 W087.55.00.000 N030.41.00.000 W087.48.30.000  
N030.41.00.000 W087.48.30.000 N030.41.30.000 W087.43.00.000  
N030.41.30.000 W087.43.00.000 N030.50.45.000 W087.41.00.000  
N030.50.45.000 W087.41.00.000 N030.57.30.000 W087.39.30.000  
N030.57.30.000 W087.39.30.000 N031.16.50.000 W087.24.00.000

### b. P31 TRACON (Pensacola)

; HIGH SIDE

N029.57.54.940 W086.47.59.233 N029.53.59.213 W087.14.39.002  
N029.53.59.213 W087.14.39.002 N029.53.26.598 W087.24.09.201  
N029.53.26.598 W087.24.09.201 N029.55.11.191 W087.31.14.760  
N029.55.11.191 W087.31.14.760 N029.57.54.940 W087.38.00.452  
N029.57.54.940 W087.38.00.452 N029.57.55.051 W088.01.18.938  
N029.57.55.051 W088.01.18.938 N030.09.16.474 W088.01.27.132  
N030.09.16.474 W088.01.27.132 N030.13.15.000 W088.01.30.000 ; MOB ATCT (HIGH SIDE)  
N030.13.15.000 W088.01.30.000 N030.15.03.093 W087.48.19.449 ; MOB ATCT (HIGH SIDE)  
N030.15.03.093 W087.48.19.449 N030.41.20.775 W087.42.25.089 ; MOB ATCT (HIGH SIDE)  
N029.57.54.940 W086.47.59.233 N030.19.34.220 W086.51.33.100 ; VPS RAPCON  
N030.19.34.220 W086.51.33.100 N030.26.30.910 W086.51.30.040 ; VPS RAPCON  
N030.26.30.910 W086.51.30.040 N030.26.31.070 W086.52.20.110 ; VPS RAPCON  
N030.26.31.070 W086.52.20.110 N030.38.46.070 W086.55.00.080 ; VPS RAPCON

; LOW SIDE

N030.41.20.775 W087.42.25.089 N030.57.58.246 W087.38.56.565 ; MOB ATCT (LOW SIDE)  
N030.38.44.260 W086.54.54.874 N030.43.45.265 W086.55.20.989 ; J2 Parallel High Boundary  
N030.43.45.265 W086.55.20.989 N030.41.20.775 W087.42.25.089 ; J2 Parallel High Boundary  
N030.57.58.246 W087.38.56.565 N031.03.03.768 W087.35.02.410  
N031.03.03.768 W087.35.02.410 N031.09.55.922 W086.59.54.342  
N031.09.55.922 W086.59.54.342 N030.59.50.208 W086.43.53.610  
N030.59.50.208 W086.43.53.610 N030.53.12.652 W086.46.54.603  
N030.53.12.652 W086.46.54.603 N030.42.11.842 W086.46.53.516  
N030.38.46.070 W086.55.00.080 N030.42.46.060 W086.45.45.000 ; VPS  
N030.42.46.060 W086.45.45.000 N030.53.20.952 W086.46.56.745 ; VPS

### c. P31 "A"/"E" Divider Line

N030.26.18.063 W087.56.32.849 N030.26.33.516 W087.22.17.149

### d. P31 "E"/"P" Divider Line

N030.41.24.311 W087.42.28.084 N030.43.50.431 W086.54.54.304

### e. MOB ATCT

N030.41.07.000 W088.42.00.000 N030.36.45.000 W088.37.26.000  
N030.36.45.000 W088.37.26.000 N030.23.30.000 W088.39.30.000  
N030.23.30.000 W088.39.30.000 N030.10.10.000 W088.31.30.000  
N031.04.30.000 W088.44.30.000 N031.14.30.000 W088.18.30.000  
N031.14.30.000 W088.18.30.000 N031.15.30.000 W088.12.00.000  
N031.15.30.000 W088.12.00.000 N031.03.00.000 W087.35.20.000  
N031.04.30.000 W088.44.30.000 N031.00.30.000 W088.52.00.000  
N031.00.30.000 W088.52.00.000 N030.52.16.000 W088.47.50.000  
N030.00.00.000 W089.02.00.000 N030.11.00.000 W088.41.00.000  
N030.08.55.000 W088.25.30.000 N030.12.00.000 W088.09.50.000  
N030.12.00.000 W088.09.50.000 N030.09.00.000 W088.04.45.000  
N030.09.00.000 W088.04.45.000 N030.09.10.000 W088.01.30.000  
N030.09.16.474 W088.01.27.132 N030.13.15.000 W088.01.30.000  
N030.13.15.000 W088.01.30.000 N030.15.03.093 W087.48.19.449  
N030.15.03.093 W087.48.19.449 N030.41.20.775 W087.42.25.089  
N030.41.20.775 W087.42.25.089 N030.57.30.000 W087.39.30.000  
N030.57.30.000 W087.39.30.000 N031.02.51.893 W087.35.06.890