

AIR TRAFFIC CONTROL

File No. 5/69-3817-7
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JACKSONVILLE CENTER AND UNITED STATES ARMY AVIATION CENTER, FORT RUCKER
ALABAMA LETTER OF AGREEMENT

SUBJECT: Approach Control

EFFECTIVE: July 7, 1964

1. PURPOSE

The following agreement between the Jacksonville Center and the United States Army Aviation Center, Fort Rucker, Alabama covers approach control service (and tower en route control service) for Dothan Municipal Airport, Napier Field, Cairns AAF, Hanchey AHP, Lowe AAF and Shell AAF. This agreement is supplementary to the procedures contained in Handbook AT P 7110.1A.

This agreement cancels and supersedes the Jacksonville Center/United States Army Aviation Center, Fort Rucker, Alabama Letter of Agreement dated January 10, 1962, and all amendments thereto.

2. AIRSPACE UNDER APPROACH CONTROL JURISDICTION

a. Cairns Approach Control shall have jurisdiction of all controlled airspace at 5000 feet MSL and below within the area depicted in Annex 1.

b. ENTERPRISE AREA

That airspace above 5000 feet MSL up to and including 10,000 feet MSL, within the boundaries as depicted on Annex 1, which is designated as "Enterprise Area", may be released to Cairns Approach Control when terminal traffic conditions require its use. The Cairns Approach Control Watch Supervisor shall coordinate all requests for use of the "Enterprise Area" with Jacksonville Center prior to proposed usage. Cairns Approach Control shall return control of the "Enterprise Area" to the Jacksonville Center when its use is no longer required. This may be on a shift-to-shift basis or for shorter periods as required.

3. PROCEDURES

a. Arrival Control

The Center should use inbound routing, clearance limits and control transfer points as depicted on Annex 1. Whenever possible, "direct route" aircraft shall be rerouted via one of the prescribed inbound routes. Where no suitable release fix is available along

the inbound route, aircraft shall be released to Cairns Approach Control at a specific time.

(1) General Arrival Information

- (a) Cairns Approach Control shall not clear aircraft occupying altitudes under Center jurisdiction from one clearance limit to another without prior coordination with the Center.
- (b) The Jacksonville Center should not transfer control responsibility of more than seven aircraft to Cairns Approach Control at any one time. This number may be varied depending upon the traffic handling capacity of Cairns Approach Control. Cairns Approach Control shall be responsible for the necessary coordination with the Jacksonville Center to comply with this limitation.
- (c) Where there is an overlap between the inbound and outbound release points on a common route used for departures and arrivals, the Center shall be responsible for ensuring that adequate separation exists prior to releasing the inbound to approach control jurisdiction. This shall be accomplished by Center, or after proper coordination, such responsibility may be transferred to Cairns Approach Control.
- (d) Cairns Approach Control shall have control responsibility of all overflights entering areas released to Cairns Approach Control jurisdiction. All estimates on en route overflights shall be forwarded to Cairns Approach Control at least 15 minutes prior to the time estimated to enter area under Cairns Approach Control jurisdiction, unless prior approval has been obtained.

b. Departure Control

The Jacksonville Center should use the preferred departure routes and control transfer points as depicted on Annex 1.

(1) General Departure Information

Departing aircraft from Dothan Airport shall be held to an altitude of 5000 feet or below until 13 NM from the Dothan VOR unless unrestricted climb is authorized by the Center. The Center shall authorize unrestricted climb whenever practical.

Cairns Approach Control shall be responsible for development and implementation of appropriate Letters of Agreement with Columbus Tower, and Montgomery RAPCON providing tower en route control

service, and with Atlanta Center and the New Orleans Center controlling airspace adjacent to airspace released to Cairns Approach Control.

4. MISCELLANEOUS

When requested to do so by the Jacksonville Center, providing traffic conditions will permit, Cairns Approach Control shall provide radar separation to aircraft outside delegated approach control airspace but within the known capability of their radar. This radar service may be provided to any combination of arriving, departing and en route traffic.

/s/ Joseph M. Hinson
Joseph M. Hinson
Acting Chief, Jacksonville Center

/s/ Clifton F. Von Kann
Clifton F. Von Kann
Commanding General
United States Army Aviation Center
Fort Rucker, Alabama

/s/ Edward M. Marshman
Edward M. Marshman
Air Traffic Representative
Fort Rucker, Alabama

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