

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIR ROUTE TRAFFIC CONTROL CENTER  
7500 N.W. 58 Street  
Miami, FL 33166

ISSUED: March 30, 2009

EFFECTIVE: April 1, 2009

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER LETTER TO AIRMEN NO. 09-01

SUBJECT: VFR Traffic in the Vicinity of DEKAL

CANCELLATION: April 1, 2011

In the interest of flight safety, this letter is issued in response to several recent incidents where TCAS alerts occurred between IFR arrivals on the DEKAL1 and WAVUN1 STAR's into Fort Lauderdale/Hollywood International Airport and VFR flights in the vicinity of the DEKAL intersection. Particularly within Miami ARTC Center airspace, it is essential that VFR flights are aware of the high volume of IFR jet traffic transitioning to Miami TRACON over DEKAL. These IFR arrivals are descending to 5000-6000 feet at DEKAL; therefore, VFR aircraft should try to avoid these altitudes in the vicinity of the DEKAL intersection. In an effort to eliminate similar events, this Letter To Airmen serves as a reminder to the aviation community of Aeronautical Information Manual (AIM) related paragraphs, which are used as a basis to separate aircraft by air traffic control personnel.

The Aeronautical Information Manual (AIM) states:

**4-1-19. Transponder Operation**

a. General

1. Pilots should be aware that proper application of transponder operating procedures will provide both VFR and IFR aircraft with a higher degree of safety in the environment where high-speed closure rates are possible. Transponders substantially increase the capability of radar to see an aircraft and the Mode C feature enables the controller to quickly determine where potential traffic conflicts may exist. Even VFR pilots who are not in contact with ATC will be afforded greater protection from IFR aircraft and VFR aircraft that are receiving traffic advisories. Nevertheless, pilots should never relax their visual scanning vigilance for other aircraft.

3. Civil and military transponders should be adjusted to the "on" or normal operating position as late as practicable prior to takeoff and to "off" or "standby" as soon as practicable after completing landing roll, unless the change to "standby" has been accomplished previously at the request of ATC.

**7-5-2. VFR in Congested Areas**

A high percentage of near midair collisions occur below 8,000 feet AGL and within 30 miles of an airport. When operating VFR in these highly congested areas, whether you intend to land at an airport within the area or are just flying through, it is recommended that extra vigilance be maintained and that you monitor an appropriate control frequency. Normally the appropriate frequency is an approach control frequency. By such monitoring action you can “get the picture” of the traffic in your area. When the approach controller has radar capability, radar traffic advisories may be given to VFR pilots upon request.

Any questions concerning this Letter to Airmen should be forwarded to the Miami ARTCC Operations Support/Planning & Requirements Office at (305)716-1547.



Kenneth E. Thomas  
Air Traffic Manager  
Miami ARTC Center

Attachment: Sectional chart showing the DEKAL intersection.



CTC MIAMI APP WITHIN  
20 NM ON 119.3 306.3 ABOVE 2000'  
119.3 257.8 2000' & BELOW

CTC MIAMI APP WITHIN  
20 NM ON 119.3 306.3 ABOVE 2000'  
119.3 257.8 2000' & BELOW

CTC MIAMI APP WITHIN  
20 NM ON 128.6 306.3 ABOVE 2000'  
120.2 257.8 2000' & BELOW

AREA OF CONCERN

CONTIGUOUS US ADIZ

SOUTH FLORIDA LOW CONTROL AREA

2700 MSL

CONTIGUOUS

SOUTH FLORIDA LOW CONTROL AREA

SOUTH Bimini (MVBSS)  
10 - 54 122.8

Skips