LETTER OF AGREEMENT

between

VATIta	**and**	vACC Austria
LIPP FIR		**LOVV FIR**

Effective: November 4th, 2021 (AIRAC2111)

1 General.

1.1 Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between LIPP FIR and LOVV FIR when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Letter of Agreement shall not be used for real world purposes.

1.2 Operational Status

All operational significant information and procedures contained in this Letter of Agreement shall be distributed to all concerned controllers by appropriate means. This Letter of Agreement itself constitutes public information.

1.3 Validity

This Letter of Agreement becomes effective on November 4th, 2021 (AIRAC2111)

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2 Areas of Responsibility & Sectorisation

2.1 Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows:

2.1.1 Padova FIR
Lateral limits: LIPP FIR as described in the AIP Italy
Vertical limits: GND – FL660

2.1.2 Wien FIR
Lateral limits: Wien FIR as described in AIP Austria
(https://charts.vacc-austria.org/LOVV/LOVV_Enroute_ATC%20Sectors_09092020.pdf)
Vertical limits: GND – FL660

2.2 Sectorisation

2.2.1 Padova FIR

2.2.1.1 Sector PP
Lateral limits: according to AIP Italy
Vertical limits: GND – FL660
Responsible ATS unit (in order of precedence):

1. LIPP_N_CTR (Padova Radar), 125.470
2. LIMM_N_CTR (Milano Radar), 127.450
3. LIUP_CTR (Italy Radar), 132.900 (above FL195)
4. EURS_CTR (Eurocontrol South), 135.300 (above FL245)
   Remark: EURS_CTR is an ATS unit of EuroCenter vACC

2.2.3 Wien FIR

2.2.3.1 Sector WI

Lateral limits: AoR WI – APP LOWI (see Appendix A1)
Vertical limits: GND – FL165
Responsible ATS unit (in order of precedence):

1. LOWI_APP (Innsbruck Radar), 128.975
2. LOVV_L_CTR (Wien Radar), 129.200
3. LOVV_W_CTR (Wien Radar), 129.125
4. LOVV_S_CTR (Wien Radar), 133.800
5. LOVV_B_CTR (Wien Radar), 126.275
6. LOVV_CTR (Wien Radar), 132.600

2.2.3.2 Sector WK.

Lateral limits: AoR WK – APP LOWK (see Appendix A1)
Vertical limits: GND – FL165
GND – FL 125 (Southwest of Klagenfurt Line)
9500ft – FL165 (Slovenian FIR north of DIPSA Line)
Responsible ATS unit (in order of precedence):

1. LOWK_APP (Klagenfurt Radar) 123.325
7. LOVV_S_APP (Wien Radar) 119.300
8. LOVV_L_CTR (Wien Radar), 129.200
9. LOVV_W_CTR (Wien Radar), 129.125
10. LOVV_S_CTR (Wien Radar), 133.800
11. LOVV_B_CTR (Wien Radar), 126.275
12. LOVV_CTR (Wien Radar), 132.600

13. LOVV_C_CTR (Wien Radar), 118.725

2.2.3.3 Sector W1.

Lateral limits: Sector W (see Appendix A2)
Vertical limits: FL165 – FL305
Responsible ATS unit (in order of precedence):

1. LOVV_W_CTR (Wien Radar), 129.125
2. LOVV_S_CTR (Wien Radar), 133.800
3. LOVV_B_CTR (Wien Radar), 126.275
4. LOVV_CTR (Wien Radar), 132.600
5. LOVV_C_CTR (Wien Radar), 118.725
6. EURM_CTR (Maastricht Radar), 135.450 (above FL245)
   Remark: EURM_CTR is an ATS unit of EuroCenter vACC

2.2.3.4 Sector W25

Lateral limits: Sector W (see Appendix A2)
Vertical limits: FL305 – FL660
Responsible ATS unit (in order of precedence):

1. LOVV_U_CTR (Wien Radar) 131.350
2. LOVV_W_CTR (Wien Radar), 129.125
3. LOVV_S_CTR (Wien Radar), 133.800
4. LOVV_B_CTR (Wien Radar), 126.275
5. LOVV_CTR (Wien Radar), 132.600
6. LOVV_C_CTR (Wien Radar), 118.725
7. EURM_CTR (Maastricht Radar), 135.450 (above FL245)
   Remark: EURM_CTR is an ATS unit of EuroCenter vACC

2.3 Delegation of the Responsibility for the Provision of ATS

2.3.1 Delegation of ATS from Wien FIR to Padova FIR

2.3.1.1 None

2.3.2 Delegation of ATS from Padova FIR to Wien FIR

2.3.2.1 IA01 (SOLNI Line)
The FIR LIPP airspace north-east of SOLNI Line (Appendix B1) is permanently delegated from LIPP to LOVV FL195 - FL660/ FL165 - FL660.
(Note: For detailed coordinates refer to GNG (http://www.gng.aero-nav.com/).

3 Procedures for Coordinations

3.1 Definitions

A release is an authorisation for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Wherever VATSIM callsigns are used to describe the terms of a certain procedure, this procedure is also applicable for all higher stations that take over the responsibilities of said station. E.g., procedures for an APP-stations are also applicable for the respective CTR station fulfilling the duties of said APP station.

The use of VATSIM callsigns in this document includes any variation of said callsign. E.g. any procedure applicable for LOVV_CTR may also be used by LOVV_X_CTR or EURM_X_CTR.

3.2 General Conditions

Coordination of flights shall take place via the agreed coordination points (COP). COP that are not mentioned in this document but regularly filed by pilots shall be added within Euroscope to aid controllers but do not have to be published in this document. Should an aircraft by using a valid or non valid route avoid one of the restrictions, the controllers on duty shall ensure hand overs in greatest accordance with this LoA.

Traffic shall be handed off at the levels, defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off at RFL, if this does not cause a conflict with any other traffic. Otherwise traffic shall be coordinated. Both LOVV and LIPP accept aircraft on odd and even levels.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

After Transfer of communications, traffic is NOT released for climb, descent or turns until Transfer of control or otherwise specified in this Letter of Agreement.

⬇FLxxx / ⬆FLxxx means „descending / climbing to a specified FL“, without any further restriction. Any required crossing/speed restriction shall be added separately. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/ west / south/north odd/even policy.

3.3 IFR flights from Padova FIR to Wien FIR

Airport concerned	COP	CFL	Special Conditions
LOWI	BRENO	FL170	At FL, released for turns after transfer of communication, released for descent FL150 after EKPIS, Note A, Note B
LOWK	MALUG	FL260	At FL
LOWS		FL290	At FL
LOWG		FL300	At FL
LOWL/EDDM		FL330	At FL

3.4 IFR flights from Wien FIR to Padova FIR

Airport concerned	COP	CFL	Special Conditions
LIMx except LIME	DETSA	FL350	At FL
LIPx except LIPE		FL290	At FL
LIME/LIPE		FL330	At FL
LOWI	BRENO	⬆FL160	Note B

Note A: LOWI STAR (BRENOxA or BRENOxB) shall be cleared by LIPP after previous coordination with LOWI

Note B: Separation of LOWI traffic shall be done by LIPP and without infringing EDMM

3.5 VFR flights from Padova FIR to Wien FIR

For controlled VFR flights and VFR at night flights coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, LOVV_I_CTR (Wien Information), 124.400, shall be the primary sector for uncontrolled VFR flights.

3.6 VFR flights from Wien FIR to Padova FIR

For controlled VFR flights and VFR at night flights coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, LIPP_I_APP (Padova Information), 135.000, shall be the primary sector for uncontrolled VFR flights.

4 Special Procedures

4.1 Wien FIR to Padova FIR

4.1.1 LOWI departures are released for turns after transfer of communication

4.2 Padova FIR to Wien FIR

4.2.1 LOWI arrivals are released for turns after transfer of communication for descend FL150 after EKPIS

5 Transfer of Control and Transfer of Communications

5.1 Transfer of Control

Transfer of Control shall take place at the AoR boundary.

When transfers are suspended, the hand-off procedure (5.4) is suspended.

5.2 Silent transfer of control

The following values for silent transfer of control apply:

- If the preceding aircraft is faster/same speed: 10nm
- If the succeeding aircraft is faster by no more than M0.05/ 20KIAS speed: 20nm
- If the succeeding aircraft is faster by no more than M0.1/ 40KIAS speed: 30nm
- If the succeeding aircraft is faster than M0.1/ 40KIAS individual coordination is required
- Horizontal Separation can be reduced to 5nm if coordinated

Should ATC assign a speed, pilots are to be instructed to report the speed to the downstream station

5.3 Transfer of Communications

Transfer of Communications shall take place no later than Transfer of Control.

5.4 Hand-Off procedure:

Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text
2. The upstream sector initiates a transfer via the appropriate function of the radar client..
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

If the downstream sector in EuroScope is set to >*.break*<, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client.

If it becomes necessary to reduce or suspend transfers, a 5 minute prior notification is required

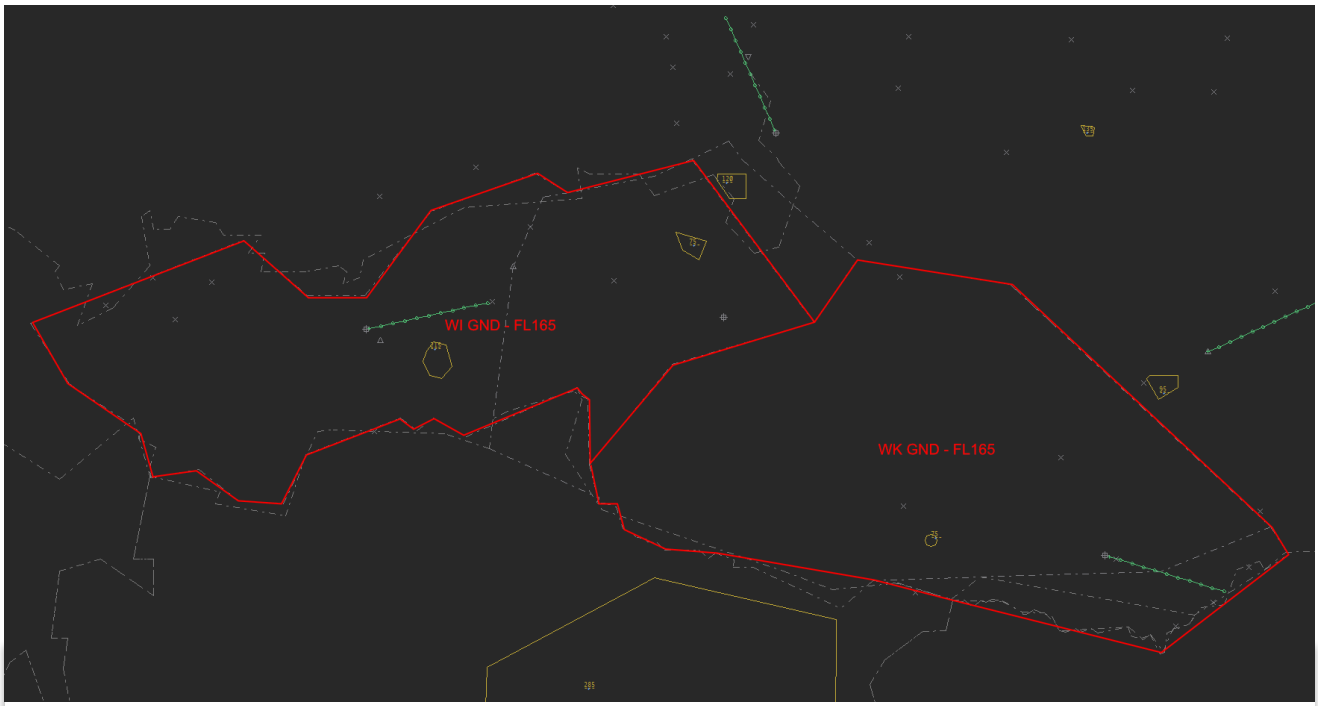
5.5 SSR Code Assignment

Both ATS units shall transfer flights on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

Appendix A

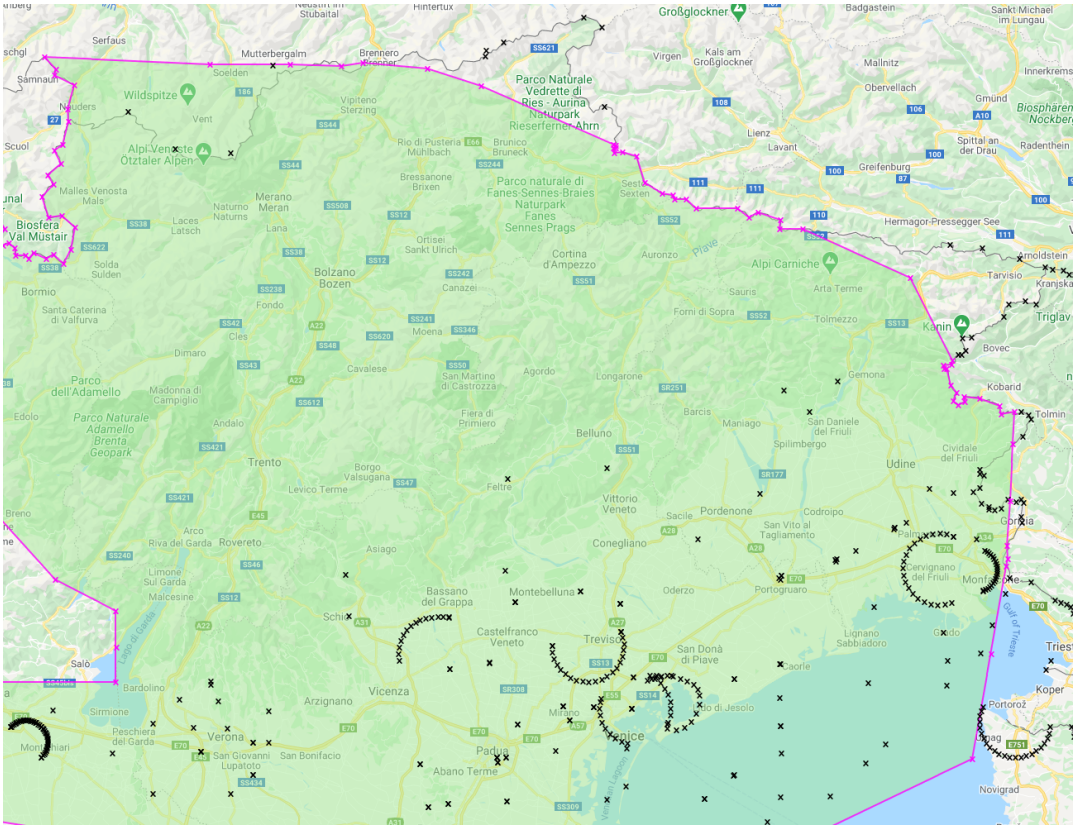
Sectorisation.

A.1: LOVV LAU



A. 2: LOVV ACC

A.3: LIPP Sector



Appendix B

Lines Definition.

B. 1: SOLNI Line