

# LETTER OF AGREEMENT

*between*

vACC Italy  
**Padova ACC**

and

vACC Italy  
**Milano ACC**

Effective: April 16th, 2026 (AIRAC 2604)

## 1. GENERAL

### 1.1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination to be applied between Padova ACC and Milano ACC 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 LOA shall be distributed to all concerned controllers by appropriate means. This LOA itself constitutes public information.

### 1.3. Validity

This LoA becomes effective on April 16th, 2026 (AIRAC 2604).

### 1.4. Revision Control

Revision	Date	Author
1.0	29.06.2024	Alessio
2.0	05.09.2024	Alessio
3.0	28.11.2024	Alessio
3.1	16/04/2026	Tom

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## **2. AREAS OF RESPONSIBILITY AND SECTORIZATION**

### **2.1. Areas of responsibility**

#### **2.1.1. Padova ACC**

Lateral limits: Padova ACC as described in AIP Italy Vertical limits: GND – FL660

#### **2.1.2. Milano ACC**

Lateral limits: Milano ACC as described in AIP Italy Vertical limits: GND – FL660

### **3. PROCEDURES FOR COORDINATION**

#### **3.1. Definitions**

A release is an authorization 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.

#### **3.2. General conditions**

Coordination of flights shall take place via the agreed coordination points (COP). Coordinated flights shall be handed off via a valid COP. Any deviation shall be coordinated verbally, by text or by voice.

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.

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 LOA.

↓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 semi-circular levels policy.

If traffic is in FRAIT, handoff shall be executed according to the tables below at the border of the AoR (when applicable).

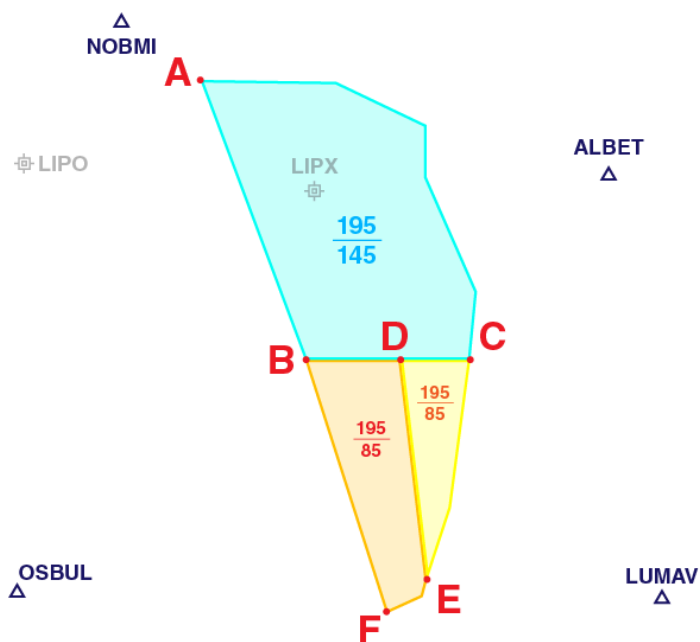
#### **3.3. Area for Cross Border Provision of ATS by Padova ACC**

An operational agreement between ACC Milano and ACC Padova for the provision of ATS in controlled AirSpace is established as follows.

Within the AoR of ACC Milano, ATS are provided in accordance with the airspace

classification by ACC Padova within the “Area of delegation Verona” (Zone 1+Zone2),  
having the following limits:

Vertical and lateral limits of Verona Delegation Area:



Zone	Area enclosed in the following points	Delegated Level Interval (FL)
1	A, B, C	$\frac{195}{145}$
2	C, D, E	$\frac{195}{85}$
3	D, B, F, E	$\frac{195}{85}$

### 3.4. IFR flights from Padova ACC to Milano ACC

COP/LoR	FLAS <sup>3</sup>	Special Conditions <sup>2</sup>	Remarks
GATE 1 GATE 2	FL350	Dest LFMN/MD/TZ	-
GATE 3	FL350		
GATE 1	↓FL290	Dest LIMC	Out of FL310
GATE 2	FL280		-
GATE 3	FL300		
LUSIL	FL190	Dest LIME	<b>Note 1</b>
NOBMI	FL140		
GATE 3	FL280		
GATE 1	FL350	Dest LIMF/MZ	
GATE 2	FL340		
GATE 3	FL340		
GATE 1	FL330	Dest LIMJ	
GATE 2	FL280		
GATE 3	FL230		
GATE 1	FL270	Dest LIML	-
GATE 2	FL280		
GATE 3	FL260		
GATE 1	FL270	Dest LSZA/ZL/ZS	
GATE 2	FL280		
GATE 3	FL300		
TODNO	Max FL190	Dest LIRP/MP	

**Note 1:** Traffic will not be cleared direct to ELTAR and shall proceed via IDREK – L615 and shall be transferred to ACC Milano before ELTAR released for descent and for left turn of 45°max.

**Note 2:** STARs into LIMx is cleared by ACC Milano except those in chapter 3.6

**Note 3:** FLAS to be considered as MAX FL

### 3.5. IFR flights from Milano ACC to Padova ACC

COP / LoR	FLAS	Special Conditions
GATE 1 GATE 2	FL340	Dest EDDM/DN/JA/MA/MO/MY/ME/MS/TL/NY/NL/NL/Q*, ETSI/SN, ETHL, LOWS
GATE 1	FL280	Dest LOWI
GATE 2 GATE 3	FL300	
GATE 1 GATE 2 GATE 3	FL250	Dest LIPZ
GATE 1 GATE 2	FL 230	Dest LIPH/PS
GATE 3	FL250	
GATE 1	FL220	Dest LIPB
GATE 2	FL240	
GATE 3	FL300	
GATE 1 GATE 2 GATE 3	FL330	Dest LIPQ/PA/PI
GATE 3		Dest LIPR/PY/PK

**Note:** Exercise caution if traffic ADEP LIMx, coordinate FL with LIPP or hand-off tfc at the last available FL so that tfc is leveled before the AoR border

**Note:** FLAS to be considered as MAX FL

### 3.6. IFR flights from Padova ACC to LIME

Unless otherwise requested by Milano ACC or in case of NO RNAV capability (prior coordination), Padova ACC shall clear the highlighted preferred STARS according to follow table:

FIX	STAR	Special Condition	FLAS	FREQ
EKLIB	EKLIBxE	ARR LIME	FL190	<b>ANE:</b> 126.750
ELTAR	ELTARxW*	ARR LIME**	FL140	<b>ADE:</b> 126.300
NOBMI	NOBMIxK*	ARR LIME**	FL140	

\*STAR ATC discretion, to be coordinated.

\*\*Traffic will not be cleared direct to ELTAR and shall proceed via IDREK – L615 and shall be transferred to ACC Milano before ELTAR released for descent and for left turn of 45°max.

### 3.7. IFR flights from LIME/ML to Padova ACC

Traffic departing from LIME/ML inbound Padova ACC will be handed-off to LIMM\_XX\_CTR. Eventually Milano, can delegate the hand-off directly to LIPP\_XX\_CTR if no traffic in conflict and no more than 20nm from the AoR.

### 3.8. IFR flights from Padova ACC to LIPO/LIPX

Unless otherwise requested by Milano ACC or in case of NO RNAV capability (prior coordination), Padova ACC shall clear the highlighted preferred STARS according to follow table:

FIX	STAR	Special Condition	FLAS
TAFIQ	TAFIQxA	ARR LIPO	FL140
ANJAT	ANJATxA	ARR LIPX	FL140
XUBKA	XUBKAxA**	ARR LIPX	FL140
	XUBKAxB**	ARR LIPO	
OSTEG	OSTEGxT	ARR LIPO	FL120
	OSTEGxJ	ARR LIPX	

#### Notes

\*\* traffic flying along STARS XUBKA and RICIZ shall be always transferred to LIPX\_ES0\_APP.

Milano ACC will inform Padova ACC in case of RWY14 in use for IFR arrivals at LIPO (**RNP RWY14**), Padova ACC will clear arrivals according to the following STARs RNAV and FLAS:

COP	STAR	Special Condition	FLAS
TAFIQ	TAFIQxR	ARR LIPO	140
OSTEG	OSTEGxR	ARR LIPO	120
XUBKA	XUBKAxR	ARR LIPO	140

### 3.9. IFR flights from LIPO/LIPX to Padova ACC

Northbound traffic via LIPX/PO will be cleared to FL 120, southbound traffic will be cleared to FL110. Padova ACC will inform Milano ACC about activation of Holding over ALBET ; in this case Milano ACC will act as follows:

- DEP from LIPX/PO to ADOSA or UPXUF shall be tactically managed by verbal coordination.

SIDs to BOA are ATC DISCR and shall be assigned by Milano ACC only after prior coordination with Padova ACC, tfc via BOA is to be cleared to FL130.

### 3.10. Tactical Directs

NIL.

### 3.11. VFR flights from Padova ACC to Milano ACC

Coordination, transfer of control and transfer of communication for controlled VFR flights and NVFR flights above 2500 feet GND shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact LIRR\_I\_CTR (Milano Information), 134.125.

### 3.12. VFR flights from Milano ACC to Padova ACC

Coordination, transfer of control and transfer of communication for controlled VFR flights and NVFR flights above 2500 feet GND shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact LIPP\_I\_APP (Padova Information), 126.425.

## **4. TRANSFER OF CONTROL AND COMMUNICATIONS**

### **4.1. Transfer of control**

Transfer of Control shall take place at the AoR boundary.

If the downstream sector in EuroScope is set to “.break”, the procedure HAND-OFF PROCEDURE 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.

### **4.2. Silent transfer of control**

The following values for silent transfer of control apply:

- If preceding aircraft is faster: 10nm
- If succeeding aircraft is faster by 20kts/M0.05 or less: 20nm
- If succeeding aircraft is faster by 40kts/M0.1 or less: 30nm

### **4.3. Transfer of communications**

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

### **4.4. Hand-off procedure**

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

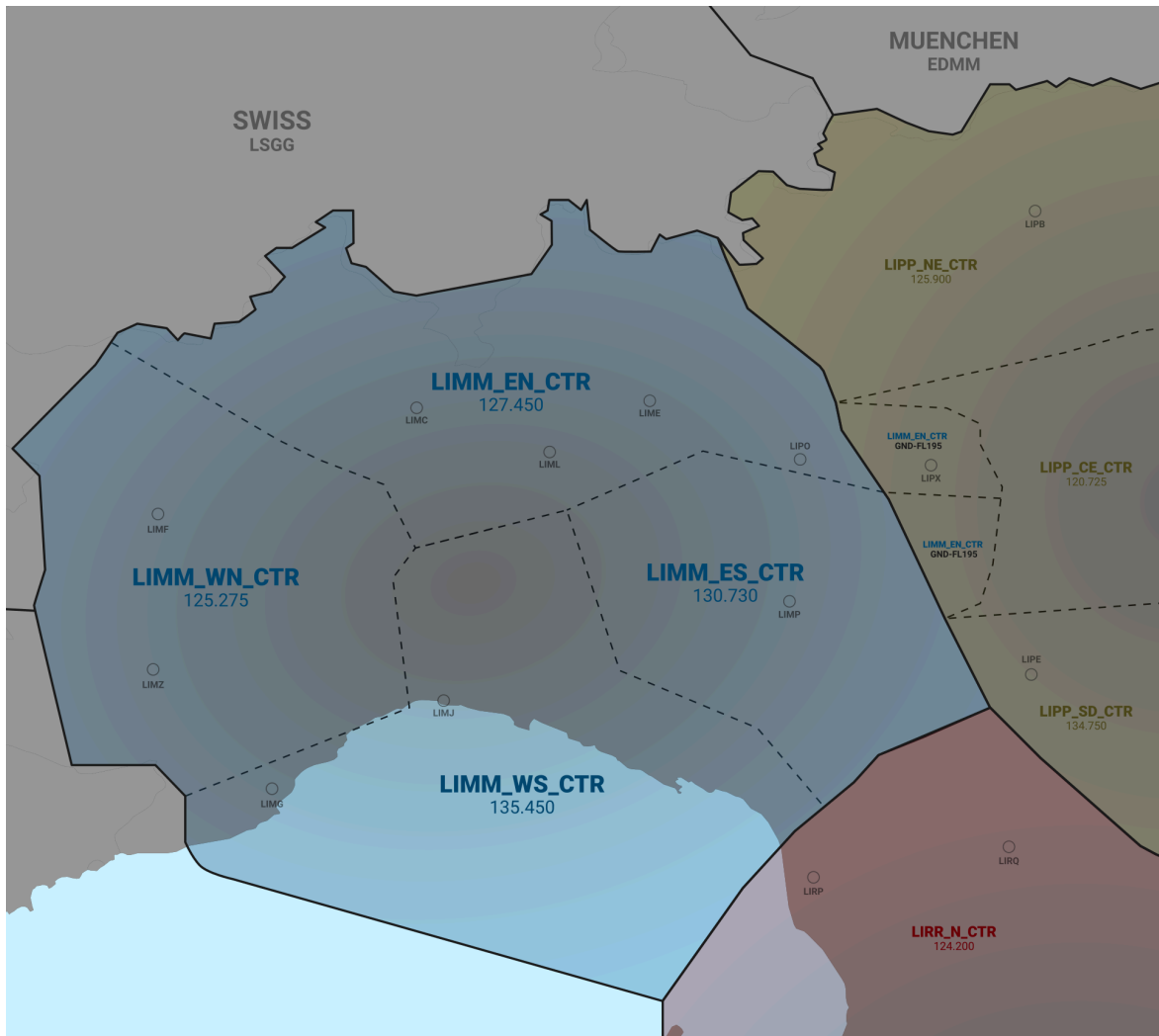
- The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
- The upstream sector initiates a transfer via the appropriate function of the radar client.
- Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

### **4.5. SSR CODE ASSIGNMENT**

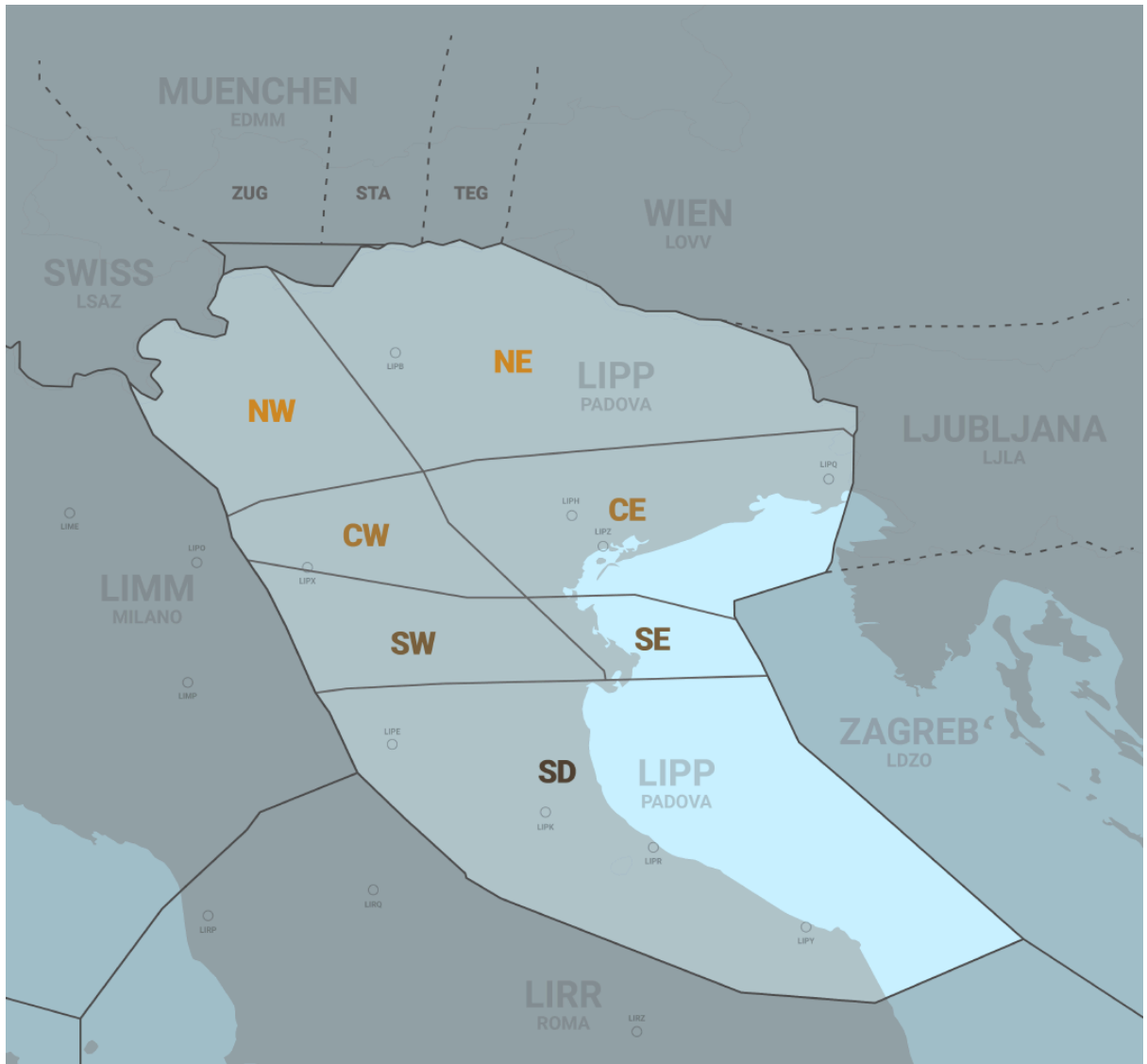
Both ATS units shall transfer flights on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

## 5. APPENDIX

### APPENDIX A Sectorisation LIMM



**APPENDIX B**  
**Sectorisation LIPP**



**APPENDIX C**  
**Split of FRAIT airspace**

