

# LETTER OF AGREEMENT

*between*

vACC Italy  
**Milano ACC**

and

vACC Italy  
**Roma ACC**

Effective: July 10th, 2025 (AIRAC 2507)

## 1. GENERAL

### 1.1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination to be applied between Milano ACC and Roma 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 July 10th, 2025 (AIRAC 2507).

### 1.4. Revision Control

Revision	Date	Author
1.0	07.04.2024	Alessio
2.0	05.09.2024	Alessio
3.0	28.11.2024	Alessio
3.1	10/07/2025	Tommaso

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

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

#### **2.1.1. Milano ACC**

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

#### **2.1.2. Roma ACC**

Lateral limits: Roma 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) or FRAIT Gates (COPJ). 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. IFR flights from Milano ACC to Roma ACC

ATS Route <sup>2</sup>	COP	FRAIT (COPJ)	FLAS <sup>1</sup>	Special Conditions
-	EVROG	-	FL270	Dep LIMJ/MG
				Dest LIRS
			FL190	Dest LIRJ
		From J09 to J10	FL350	Dest LIRA/RE/RG/RU
			FL330	Dest LIRF
-	RUXOL	-	FL290	Dest LIRZ
-	EKDIR	From J02 to J04	FL350	Dest LIRA/RE/RG/RU
-	IPLUB		FL290	Dep LIMP
				Dest LIRZ
			FL250	Dest LIRF
		J02	FL350	Dest LIRA/RE/RG/RU

Note 1: FLAS levels to be considered maximum FLs

Note 2: If traffic is in FRAIT, handoff shall be executed according to the table at the border of the AoR (when applicable)

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

ATS Route <sup>2</sup>	COP	FRAIT (COPJ)	FLAS <sup>1</sup>	Special Conditions
-	EVROG	-	FL280	Dest LIMG
			FL180	Dep LIRJ
-	UPDIN	From J09 to J10	FL340	Dest LIMC
			FL320	Dest LIML
		-	FL300	Dest LIMP/MS
			FL240	Dest LIMJ
			FL180	Dep LIRJ
-	-	From J07 to J10	FL340	Dest LIMF/MZ/MW/LSZA/ZL
-	EMBOS IRBAK	From J06 to J05	FL340	Dest LIML
-	RUXOL	-	FL280	Dest LIMJ/MG
		J03	FL320	Dest LIML
			FL340	Dest LIMC
-	IPLUB	-	FL300	Dest LIPO/PX
			FL240	Dest LIMP
-	OKTAV	From J01 to J02	FL320	Dest LIME

Note 1: FLAS levels to be considered maximum FLs

Note 2: If traffic is in FRAIT, handoff shall be executed according to the table at the border of the AoR (when applicable)

### 3.5. IFR flights from Firenze/Pisa APP to Milano ACC

Departing traffic should be cleared according to the following table:

FIX	Level Allocation <sup>A</sup>	FREQ
<b>BALUK BEROK</b>	FL120	LIMM-ES 130.730
<b>SPEZI VANXI</b>	FL140	LIMM-WS 135.455

### 3.6. IFR flights from Milano ACC to Firenze/Pisa APP

When LIRR\_XX\_CTR is online, it provides top-down service over LIRP and LIRQ. When offline, LIMM\_XX\_CTR may cover it **at their discretion**.

Unless otherwise requested by Firenze/Pisa APP or in case of NO RNAV capability (prior coordination), Padova ACC shall clear the highlighted preferred STARs according to following table:

FIX	STAR	Level Allocation <sup>A</sup>	Special Conditions	FREQ
<b>BEROK</b>	BEROKxV	FL130		Firenze Approach: 125.825
<b>MIVKI KONER</b>	MIVKIxD KONERxD	FL150 FL110		Pisa Approach: 126.080

Note A: To be considered as MAX FL unless otherwise cited.

### 3.7. Tactical Directs

NIL.

### **3.8. VFR flights from Milano ACC to Roma 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\_APP (Roma Information), 119.075

### **3.9. VFR flights from Roma 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 LIMM\_I\_APP (Milano Information), 124.925

## **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.

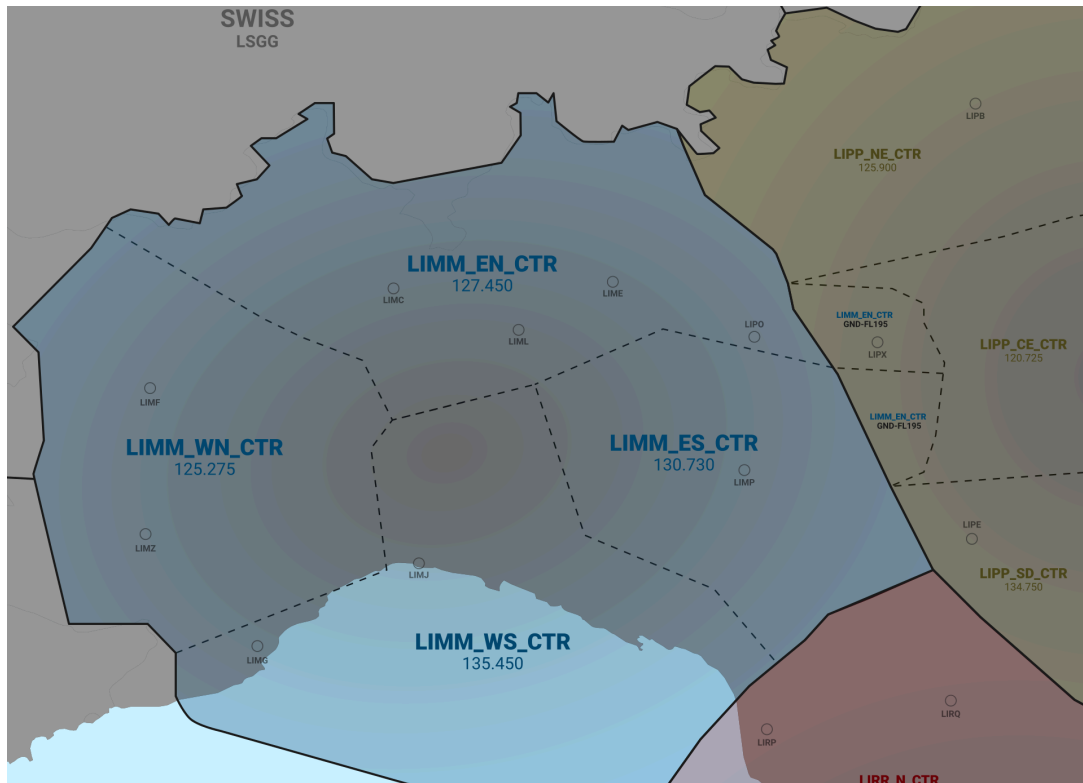
#### **4.5. SSR CODE ASSIGNMENT**

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

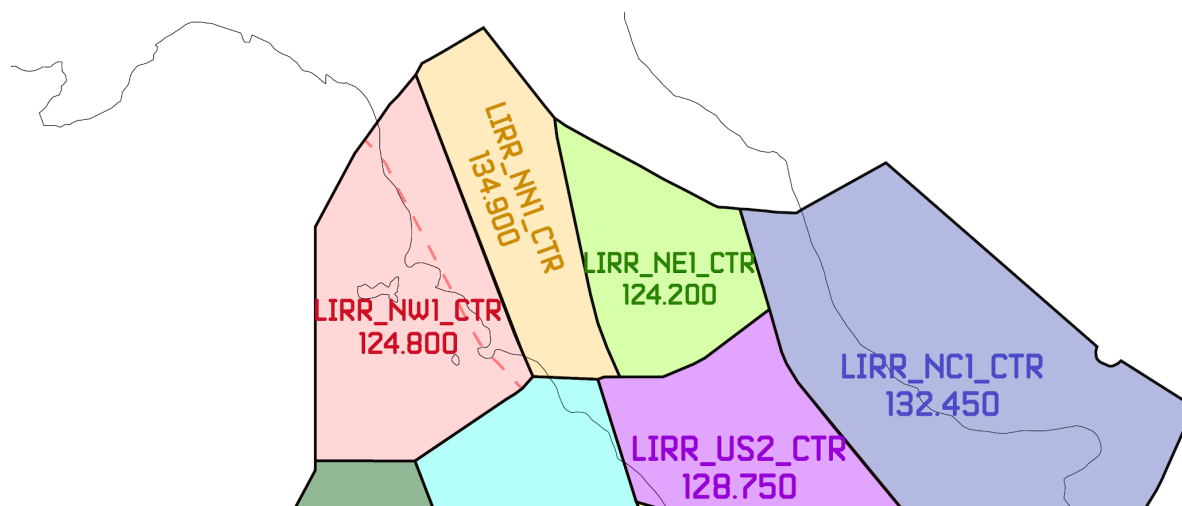
## APPENDIX A

### Sectorization for LImm

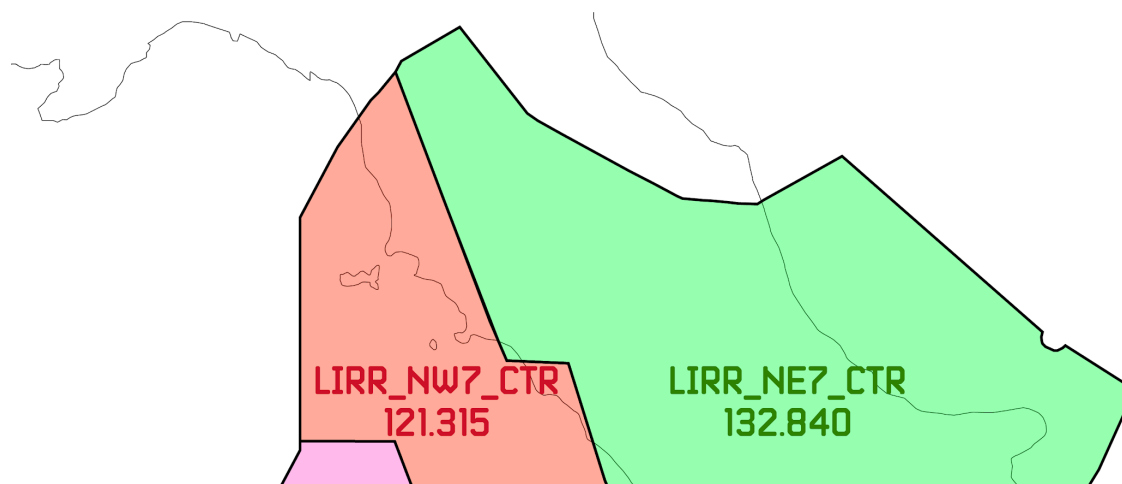


## APPENDIX B

### Sectorisation for LIRR below FL305



### Sectorisation for LIRR above FL305



## 6. Sectorisation

### LIRR

- **UPPER Sectors FL305+** [left to right in order of priority]

LIRR_NW7_CTR 121.315	LIRR_NE7_CTR 132.840
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- **LOWER Sectors FL305-** [left to right in order of priority]

LIRR_NW1_CTR 124.800  LIRR_NN1_CTR 134.900	LIRR_NE1_CTR 124.200
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### LIMM

- **UPPER Sectors FL305+** [left to right in order of priority]

LIMM_ES5_CTR 136.035	LIMM_WS5_CTR 133.740
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- **LOWER Sectors FL305-** [left to right in order of priority]

LIMM_ES2_CTR 130.730  LIMM_WS2_CTR 135.455
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