



LETTER OF AGREEMENT

between

VATITA
Padova ACC

and

VATAdria
Ljubljana ACC
Zagreb ACC

Effective: April 17th, 2025 (AIRAC2504)

1. General

1.1. Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Padova ACC, Zagreb ACC and Ljubljana 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 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 April 17th, 2025 (AIRAC 2504)

1.4. Revision Control.

Revision	Date	Author
1.0	17.04.2025	Ivan, Tommaso

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2. Areas of Responsibility and Sectorization

2.1. Areas of Responsibility.

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

2.1.1. Padova ACC

Lateral limits: as described in AIP Italy

Vertical limits: GND-FL660

2.1.2. Ljubljana ACC

Lateral limits: as described in AIP Slovenia

Vertical limits: GND – FL660

2.1.3. Zagreb ACC

Lateral limits: as described in AIP Croatia

Vertical limits: GND – FL660

2.2. Sectorization.

Sector chart LIPP: vats.im/it/lipp

Sector chart LDZO: vats.im/it/ldzo

For detailed coordinates refer to GNG, AIP Italy ENR 2.1, AIP Croatia ENR 2.2 or AIP Slovenia ENR 2.2.

2.3. Delegation of the Responsibility for the Provision of ATS.

None

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.

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

3.2. General Conditions.

Coordination of flights shall take place via the agreed coordination points (COP) or gate. COPs 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. LIPP accepts aircraft on odd and even levels, LDZO and LJLA accept aircraft only on odd 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 semi-circular rules.

3.3. IFR flights from Padova ACC to Ljubljana ACC.

All flights have to be transferred on **ODD level**, when entering Ljubljana FIR from Padova ACC, unless otherwise specified in the table below.

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LOWS LOWW LOWL LOWZ LZIB LZPP LHSM	LoR	FL360	NOTE A	LIPP-CE/NE	LJLA
LRTR LRAR LHKE LHBP LHTL LHDC	LoR	FL360		LIPP-CE/NE	LJLA
LDZA LDVA LOWG LOXZ	LoR	FL300		LIPP-CE/NE	LJLA
LJMB	LoR	FL240		LIPP-CE/NE	LJLA
LOWG	LoR	FL200		LIPP-CE/NE	LJLA
	KEBBU	FL150		LIPP-CE	LJLJ-APP
LJPZ	KEBBU	5000 ft LIPQ QNH		LIPQ-CE0	LJLJ-APP

NOTE A: Steady at FL

Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LIPZ LIPA LIPI	LoR	FL240		LIPP-CE/NE	LJLA
LIPQ	TIBRO	FL160		LIPP-NE	LJLJ-APP
LJLJ LJCE	RIFEN	FL180		LIPP-CE	LJLJ-APP
	BARPI				
LIPQ	TIBRO	FL160		LIPP-NE	LJLJ-APP
	RIFEN	FL120		LIPP-CE	LJLJ-APP
	KEBBU	COO		LIPP-CE	LJLJ-APP
LJPZ	TIBRO	FL180		LIPP-NE	LJLJ-APP

3.4. IFR flights from Ljubljana ACC to Padova ACC.

All flights have to be transferred on **ODD level**, when entering Padova ACC from Ljubljana FIR with a track between **180° and 269°** and on **EVEN level**, when entering with a track between **360° and 270°**, unless otherwise specified in the table below.

Arrivals	COP	Level Allocation	Special Conditions	From Sector	To Sector
LIPQ	TIBRO	FL110		LJLJ-APP	LIPQ-CE0
LIPZ LIPH		FL250		LJLA	LIPP-CE
LIPQ	RIFEN	FL090		LJLJ-APP	LIPQ-CE0
LIPZ LIPH		FL190		LJLJ-APP	LIPP-CE
LIPB		FL270		LJLA	LIPP-CE
LIPZ LIPH	BARPI	FL190		LJLJ-APP	LIPP-CE
LIPB		FL270		LJLA	LIPP-CE
LIPE		FL290-		LJLA	LIPP-CE
LIPO LIPX	TIBRO	FL320-		LJLA	LIPP-NE
	RIFEN				LIPP-CE
	BARPI				
LIPS	TIBRO	FL250		LJLA	LIPP-NE
	RIFEN				LIPP-CE
	BARPI				
LIDK LIPA LIPD LIPI	TIBRO	FL120		LJLJ-APP	LIPA-APP
	RIFEN				LIPP-CE
	BARPI				LIPP-CE
LIPK LIPR LIPC	RIFEN	FL360		LJLA	LIPP-CE
	BARPI				

Departures	COP	Level Allocation	Special Conditions	From Sector	To Sector
LJLJ LJMB	TIBRO	FL300		LJLA	LIPP-NE
	RIFEN				LIPP-CE
	BARPI				
LJPZ	TIBRO	FL140		LJLJ-APP	LIPP-NE
	RIFEN				LIPP-CE
	BARPI				

3.5. IFR flights from Padova ACC to Zagreb ACC.

All flights have to be transferred on **ODD level**, when entering Ljubljana FIR from Padova ACC, unless otherwise specified in the table below.

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LDPL	NORTH / CENTRAL GATE	FL110	NOTE A	LIPP-CE/SD	LDPL-TMA
	SOUTH GATE	FL260		LIPP-SD	LDZO
LDRI	NORTH / CENTRAL GATE	FL190		LIPP-CE/SD	LDZO
	SOUTH GATE	FL280		LIPP-SD	
LDSP	CENTRAL GATE	FL290		LIPP-CE/SD	LDZO
	TORPO	FL190		LIPP-SD	
LDZA	ALL	FL330		LIPP-CE/SD	LDZO
LDZD	NORTH / CENTRAL GATE	FL290		LIPP-CE/SD	LDZO
	SOUTH GATE	FL190		LIPP-SD	LDZO
LJLJ	CENTRAL GATE	FL320		LIPP-SD	LDZO
	SOUTH GATE	FL340			LDZO
LJPZ	NORTH / CENTRAL GATE	FL110	NOTE A	LIPP-CE/SD	LDPL-TMA
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LIPE	NORTH / CENTRAL GATE	FL330		LIPP-CE/SD	LDZO
LIPZ LIPH	NORTH / CENTRAL GATE	FL230		LIPP-CE/SD	LDZO
LIPY	SOUTH GATE	FL170		LIPP-SD	LDZO

NOTE A: Handoff directly to LDPL_APP

3.6. IFR flights from Zagreb ACC to Padova ACC.

All flights have to be transferred on **ODD level**, when entering Padova ACC from Zagreb FIR with a track between **180° and 269°** and on **EVEN level**, when entering with a track between **360° and 270°**, unless otherwise specified in the table below.

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LIPQ	NORTH GATE	FL120		LDZO	LIPP-CE
LIMC LIML	NORTH / CENTRAL GATE	FL360		LDZO	LIPP-CE/SD
LIME	NORTH GATE	FL340		LDZO	LIPP-CE
	CENTRAL GATE	FL360			
LIPB	NORTH GATE	FL300		LDZO	LIPP-CE
	CENTRAL GATE	FL340		LDZO	LIPP-SD
LIPE LIPO LIPX	NORTH / CENTRAL GATE	FL300		LDZO	LIPP-CE/SD
	SOUTH GATE	FL340		LDZO	LIPP-SD
LIPK LIPR	NORTH GATE	FL300		LDZO	LIPP-CE
	CENTRAL / SOUTH GATE	FL210			LIPP-SD
LIPZ LIPH LIPA	NORTH GATE	FL160		LDZO	LIPP-CE
	CENTRAL GATE	FL260			LIPP-SD
	SOUTH GATE	FL340		LDZO	
LIPY	NORTH GATE	FL300		LDZO	LIPP-CE
	CENTRAL GATE	FL210			LIPP-SD
	SOUTH GATE	FL180			
LIRQ LIRP	ALL	FL340		LDZO	LIPP-CE/SD

Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LDPL	NORTH / CENTRAL GATE	FL240	NOTE A	LDZO	LIPP-CE/SD
	SOUTH GATE	FL310			LIPP-SD
LDRI	NORTH / CENTRAL GATE	FL280	NOTE A	LDZO	LIPP-CE/SD
	SOUTH GATE	FL310			LIPP-SD
LDSP	SOUTH GATE	FL340	NOTE B	LDZO	LIPP-SD
LDZD	CENTRAL GATE	FL340		LDZO	LIPP-SD
	SOUTH GATE	FL300		LDZO	
LJPZ	NORTH GATE	COO		LDZO-LW	LIPP-CE

NOTE A: Minimum FL200

NOTE B: Minimum FL300

3.7. Tactical directs.

None.

3.8. VFR flights from Padova ACC to Zagreb ACC.

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.

3.9. VFR flights from Zagreb ACC to Padova ACC.

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), 124.150, shall be the primary sector for uncontrolled VFR flights.

3.10. VFR flights from Padova ACC to Ljubljana ACC.

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.

3.11. VFR flights from Ljubljana ACC to Padova ACC.

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), 124.150, shall be the primary sector for uncontrolled VFR flights.

4. Transfer of Control and Transfer of Communications

4.1. Transfer of Control.

Transfer of Control shall take place at the AoR boundary.
When transfers are suspended, the hand-off procedure (4.4) is suspended.

4.2. 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

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:

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.

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 LIPP-LDZO GATES

