

LETTER OF AGREEMENT

between

vACC Italy
Padova ACC

and

vACC Italy
Roma ACC

Effective: August 7th, 2025 (AIRAC 2508)

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 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 August 7th, 2025 (AIRAC 2508).

1.4. Revision Control

Revision	Date	Author
1.0	05.09.2024	Alessio
2.0	28.11.2024	Alessio
2.1	07.08.2025	Tommaso

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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. 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). 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. IFR flights from Padova ACC to Roma ACC

ATS Route	COP	FRAIT (COP Z)	FLAS ¹	Special Conditions
-	TIPNI	Z1	FL330	Dep LIPH/PZ
			FL290	Dep LIPO/PX
-	OTNUN	From Z1 to Z3	FL330	Dep LIPO/PX/PH/PZ
FRAIT	-	From Z4 to Z6	FL320	Dest LIMJ/MG
FRAIT	-	From Z4 to Z7	FL360	Dest LIML
	-		RFL	Dest LIMC
-	GAVRA	Z5	FL220	Dest LIRP
			FL270	Dep LIPE
-	GAVRA UNUMU DIPVO MOGPU	From Z6 to Z10	FL330 ²	Dest LIRF/RA/RE/RU From Z5 to Z10 to be considered as single axis
	ERDON	From Z11 to Z12		
-	GAVRA	-	FL250	Dest LIRZ
-	ERDON	-	FL190	

Note 1: FLAS levels to be considered maximum FLs

Note 2: Different FLs on ACFT request or by ATC - Coordination required

3.4. IFR flights from Roma ACC to Padova ACC

ATS Route	COP	FRAIT (COP Z)	FLAS ¹	Special Conditions
-	TIPNI	-	FL300	Dest LIPZ ² /PH
			FL260	Dest LIPO/PX
-	OMAKU	From Z2 to Z4	FL280	Dest LIPO/PX
			FL300	Dest LIPH
-	BIKTU		FL300	Dest LIPO/PX
			FL300	Dest LIPZ ²
M730	LOMED- VABMO -BA GNO	-	FL290	Dest LIPR ³ /PY
M726	NIKMA- GAVRA -BAG NO	-	FL220	Dest LIPE/PK ³ /PR ³
L865	GOTMO- ERDON -ER LIT	-	FL160	Dest LIPY ³

Note 1: FLAS levels to be considered maximum FLs

Note 2: Different FLs on ACFT request or by ATC - Coordination required

Note 3: Roma clears traffic via the STAR RNAV according to the RWY in use. Coordination is required.

3.5. IFR flights from Padova ACC to Firenze APP

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

FIX	STAR	Special Conditions	FLAS	FREQ
GAVRA	GAVRAxQ	Dest LIRQ	FL150	Firenze Approach: 125.825
BIKTU	BIKTUxQ			
OKMAP	OKMAPxQ			
LOMED¹	LOMEDxQ			

Note 1: Coordination required with Bologna APP

3.6. IFR flights from Firenze APP to Padova ACC

Departing traffic should be cleared according to the following table:

FIX	Special Conditions	FLAS
GAVRA	Dep LIRQ	FL140
BIKTU		
OKMAP		
LOMED ¹		

Note 1: Coordination required with Bologna APP

3.7. Tactical Directs

NIL.

3.8. VFR flights from Padova 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), 134.125.

3.9. VFR flights from Roma 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 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:

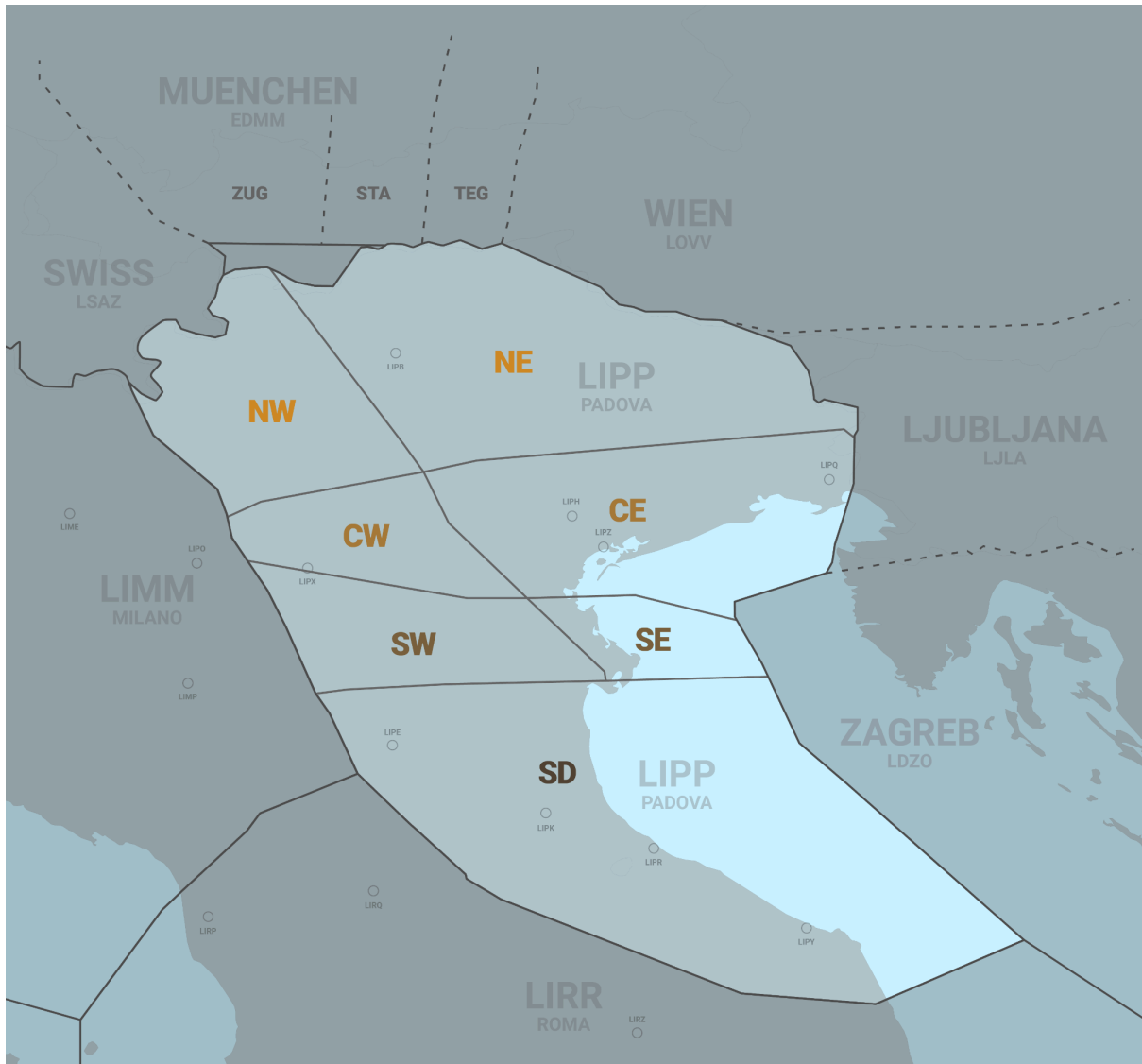
- The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
- The upstream sector initiates a transfer via the appropriate function of the radar client.
- Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

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.

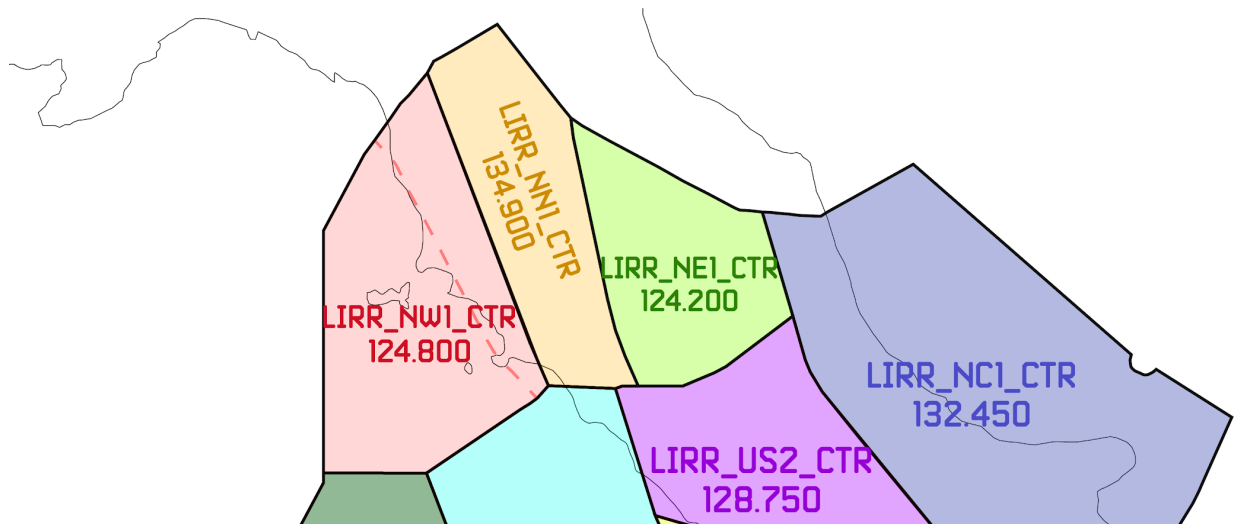
5. APPENDIX

APPENDIX A Sectorisation LIPP



APPENDIX B

Sectorisation LIRR below FL305



Sectorisation LIRR above FL305

