

LETTER OF AGREEMENT



Roma ACC

And

French vACC

Marseille ACC

Effective: 28th November 2024

1. General

1.1. Purpose.

This Agreement establishes coordination procedures for cross-border ATC between the French ACC and VATITA ACC when providing ATS to General Air Traffic (IFR). These procedures supplement those specified in ICAO and VATSIM Regulations, inter-division agreements, and national documents. The English version will have authority in case of differences in interpretation.

The FIRs concerned are:

- **LIRR** Roma;
- **LFMM** Marseille.

1.2. Operational Status.

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

1.3. Validity.

This Letter of Agreement becomes effective on 28th November 2024 (AIRAC 2412)

1.4. Revision Control.

| Revision | Date | Author |
|----------|------------|--------------------|
| 1.0 | 28.11.2024 | Alessio, David Lee |

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2. Areas of Sectorisation

2.1. Areas of Responsibility.

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

2.1.1. Roma ACC

Lateral limits: as described in AIP Italy

Vertical limits: GND-FL660

2.1.2. Marseille ACC

Lateral limits: as described in AIP France

Vertical limits: GND – FL660

In compliance with AIP FRANCE and AIP ITALY, the following areas are subject to various delegations:

2.1.2.1 Delegations from MARSEILLE ACC to Bastia and Ajaccio APP:

Bastia and Ajaccio APPs run all control services for the aerodromes situated within their respective airspace delegated by MARSEILLE ACC below FL 145

| | |
|----------------------------|---|
| Bastia APP covers: | Bastia LFKB and Calvi LFKC, in part Solenzara LFKS |
| Ajaccio APP covers: | Ajaccio LFKJ, Figari LFKF, Propriano LFKO, in part Solenzara LFKS |

The coordination and handover procedures between ACC ROMA, Bastia APP, and Ajaccio APP are established under separate Letters of Agreement between the concerned ATS units.

2.2. Sectorisation.

Sector chart LIRR: <https://vats.im/sectors-LIRR>

Sector chart LFMM: <https://vats.im/sectors-LFMM>

For detailed coordinates, refer to GNG, AIP Italy ENR 2.1 or AIP France ENR 2.2. and section 6.

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

2.3.1. Delegation of ATS from Roma ACC to Marseille ACC

None.

2.3.2. Delegation of ATS from Marseille ACC to Roma ACC

None.

3. Procedures for Coordination

3.1. Definitions

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

Wherever VATSIM callsigns describe the terms of a certain procedure, this procedure also applies to all higher stations that take over the responsibilities of said station. For example, procedures for APP stations also apply to the respective CTR station, fulfilling the duties of said APP station.

VATSIM callsigns in this document include any variation of said callsign. For example, any procedure applicable to LFMM_CTR may also be used by LFMM_X_CTR or EURM_X_CTR.

3.2. General Conditions

Flight coordination shall take place via the agreed coordination points (COP). COPs 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 avoid one of the restrictions by using a valid or non-valid route, the controllers on duty shall ensure handovers 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 LFMM and LIRR 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 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 under semi-circular rules.

3.3. IFR flights from Roma ACC to Marseille ACC.

| Arrivals | COP | Level Allocation ^A | Special Conditions | From Sector | To Sector |
|---------------------------------------|-------------------------|-------------------------------|--------------------|-------------|-----------|
| LFMN,MD,MF,TZ | DOBIM | FL300 | | LIRR-NW | LFMM-E |
| LFMA,ML,MO,MQ,MV,MY,NE,NF,NT,MC,TF,TH | MIRSA | FL300 | | | |
| LFKB,LFKC | MOULE | FL140 | | | LFKB-APP |
| LFKJ,KF,KO | | FL190 | | | LFMM-E |
| LFKJ,KF,KO | MIRSA | FL140 | | | LFKB-APP |
| LFKJ,KF,KO,KS | POULP TEREZ | FL140 | | LIRR-EW | LFKJ-APP |
| LFMN,LFMD,LFTZ | CORSI MADKA | FL300 | Note B | | LFMM-E |
| LFTH,LFTF | | FL340 | | | |
| Departures | COP | Level Allocation ^A | Special Conditions | From Sector | To Sector |
| LIEO | OKIVA | FL220 | | LIRR-EW | LFMM-E |
| LIEA | GOPAT GINOX SUPUX | FL200 | | | LFMM-E |

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

Note B: Single axis, provide separation on the merge point

*Note: Traffic at different Flight Levels from those published in this table must be always subject to preventive co-ordination.

3.4. IFR flights from Marseille ACC to Roma ACC

| Arrivals | COP | Level Allocation ^A | Special Conditions | From Sector | To Sector |
|----------------|-------|-------------------------------|--------------------|-------------|-------------|
| LIRP | MOULE | FL190 | Note B | | LIRR-NW |
| LIRF,LIRA,LIRU | | FL290 | Note B,C | | |
| LIRQ | | FL350 | | | |
| LIEE | CORSI | FL310 | Note D | LFMM-E | LIRR-EW 0/1 |
| LIEO | | FL170 | | | |
| LIEE | PELOS | FL330 | | | |
| LIEO | | FL150 | | | |
| LIEA | | FL210 | | | |
| LIEE | ELSAG | FL300 | | LFMM | |
| LIEO | | FL180 | | | |
| LIEA | | FL160 | | | |
| LIEA | REVDO | FL170 | | | |

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

Note B: steady at FL.

Note C: Read release for descent APPENDIX C.

Note D: Marseille will always assume single axis for traffic with destination LIEE, LIEA, LIEO and provide 10nm separation on the COP. In case of a heavy flow of arriving traffic to LIEO/LIEA, Marseilles ACC may release the inbound traffic over CORSI/REVDO at FL150 without coordination.

3.5. IFR flights from LIEE/ET to Marseille ACC

| Arrivals | COP | Level Allocation ^A | Special Conditions | From Sector | To Sector |
|------------------------|-------|-------------------------------|--------------------|-------------|-----------|
| LIM*,LIPE,PX,PO | CORSI | FL300 | | LIRR-EW | LFMM-E |
| LIP* (except PE,PX,PO) | | FL340 | | | LFMM-E |

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

3.6. Tactical directs.

None.

3.7. VFR Flights from Roma ACC to Marseille ACC.

For coordinated, controlled VFR flights and VFR at night flights, the transfer of control and communication shall occur as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, LFMM_CTR (Marseille Control & Information), 124.305, shall be the primary sector for uncontrolled VFR flights.

3.8. VFR Flights from Marseille ACC to Roma ACC.

For coordinated, controlled VFR flights and VFR at night flights, the transfer of control and communication shall occur as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, LIRR_I_CTR (Roma Information), 135.000, 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:

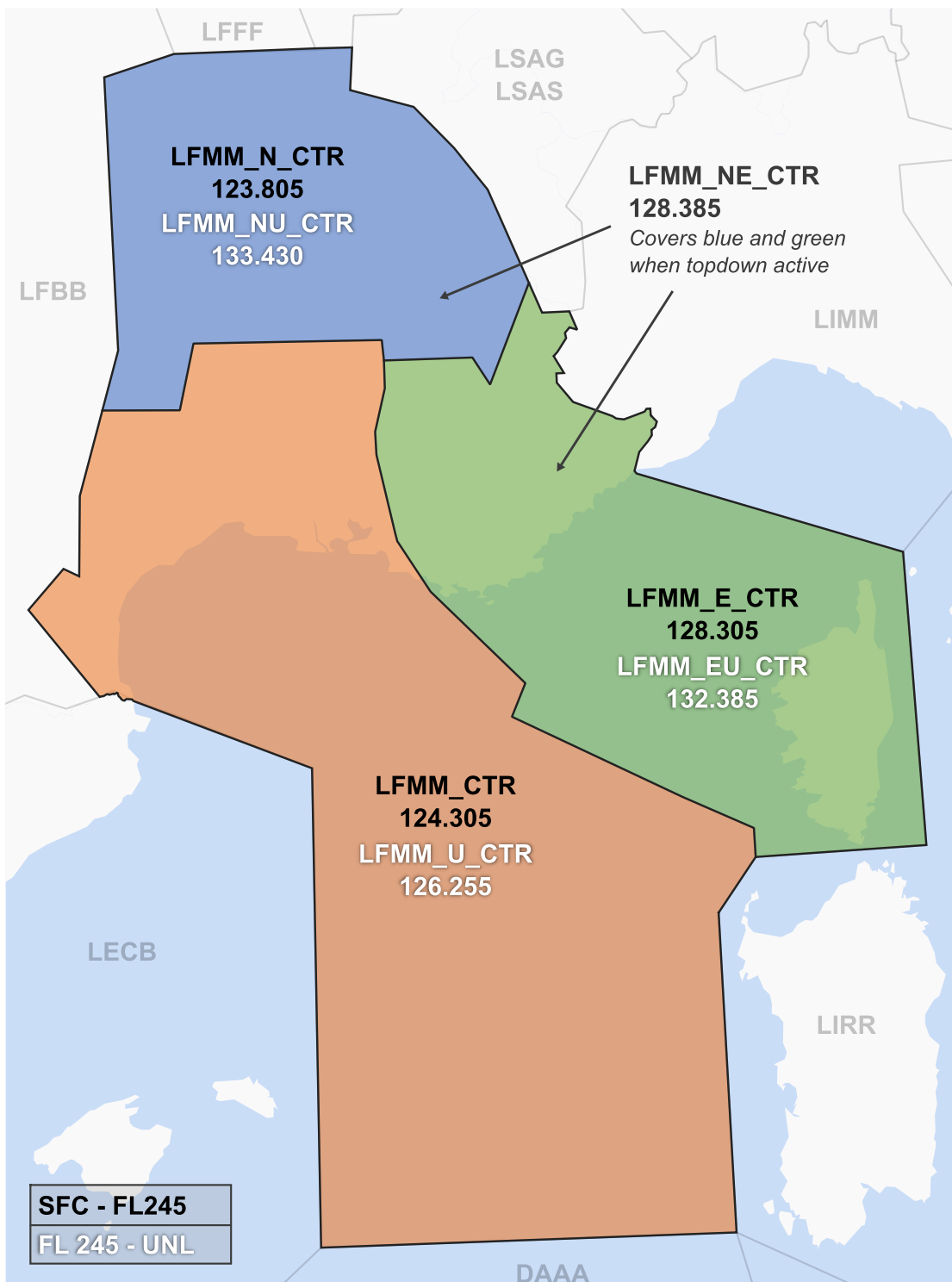
- The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text
- The upstream sector initiates a transfer via the appropriate function of the radar client.
- Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

4.5. SSR Code Assignment.

Both ATS units shall transfer flights using verified discrete SSR codes. The accepting ATS unit may only change the SSR code after the transfer of control points.

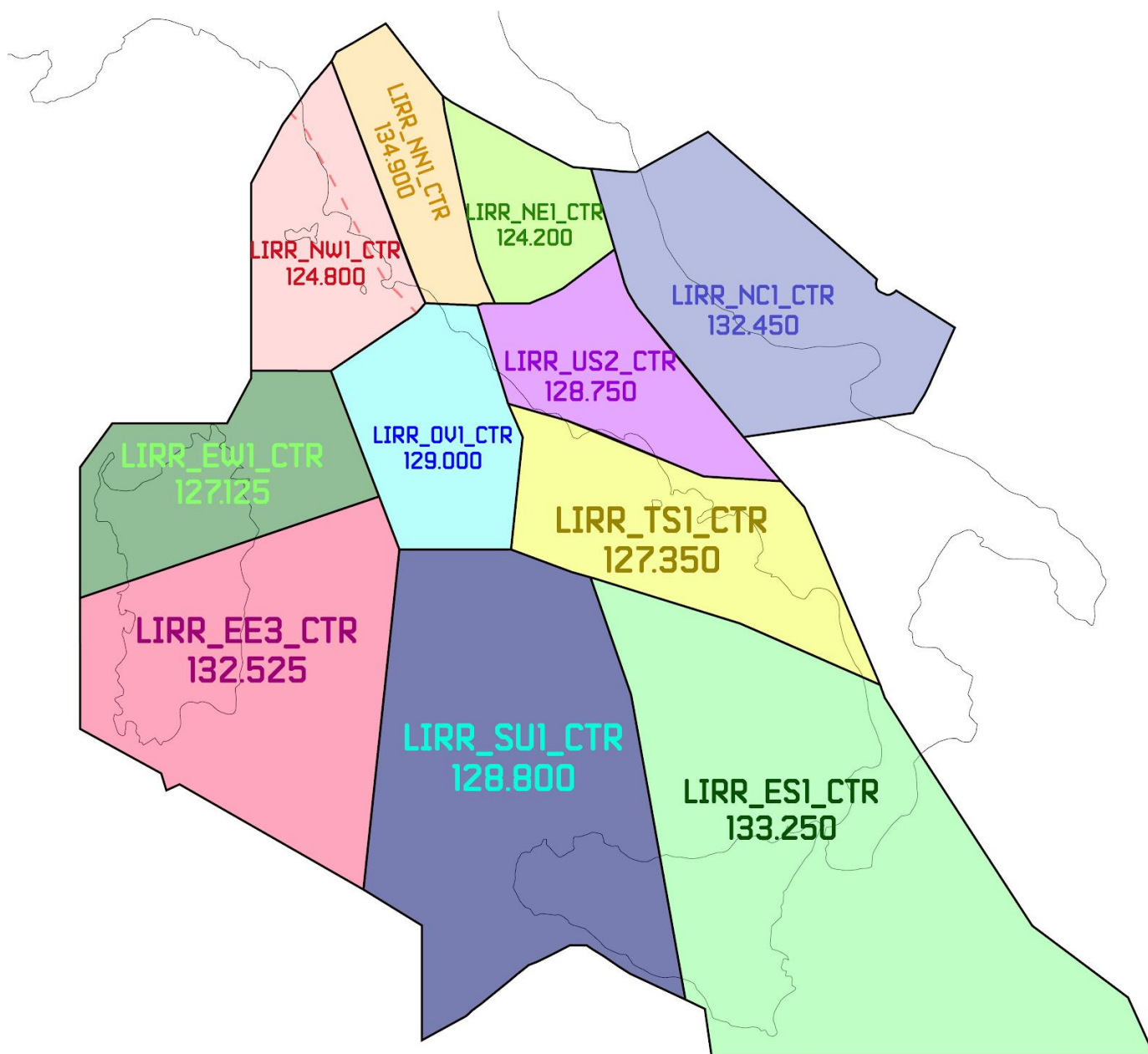
5. Appendix

APPENDIX A Marseille Control



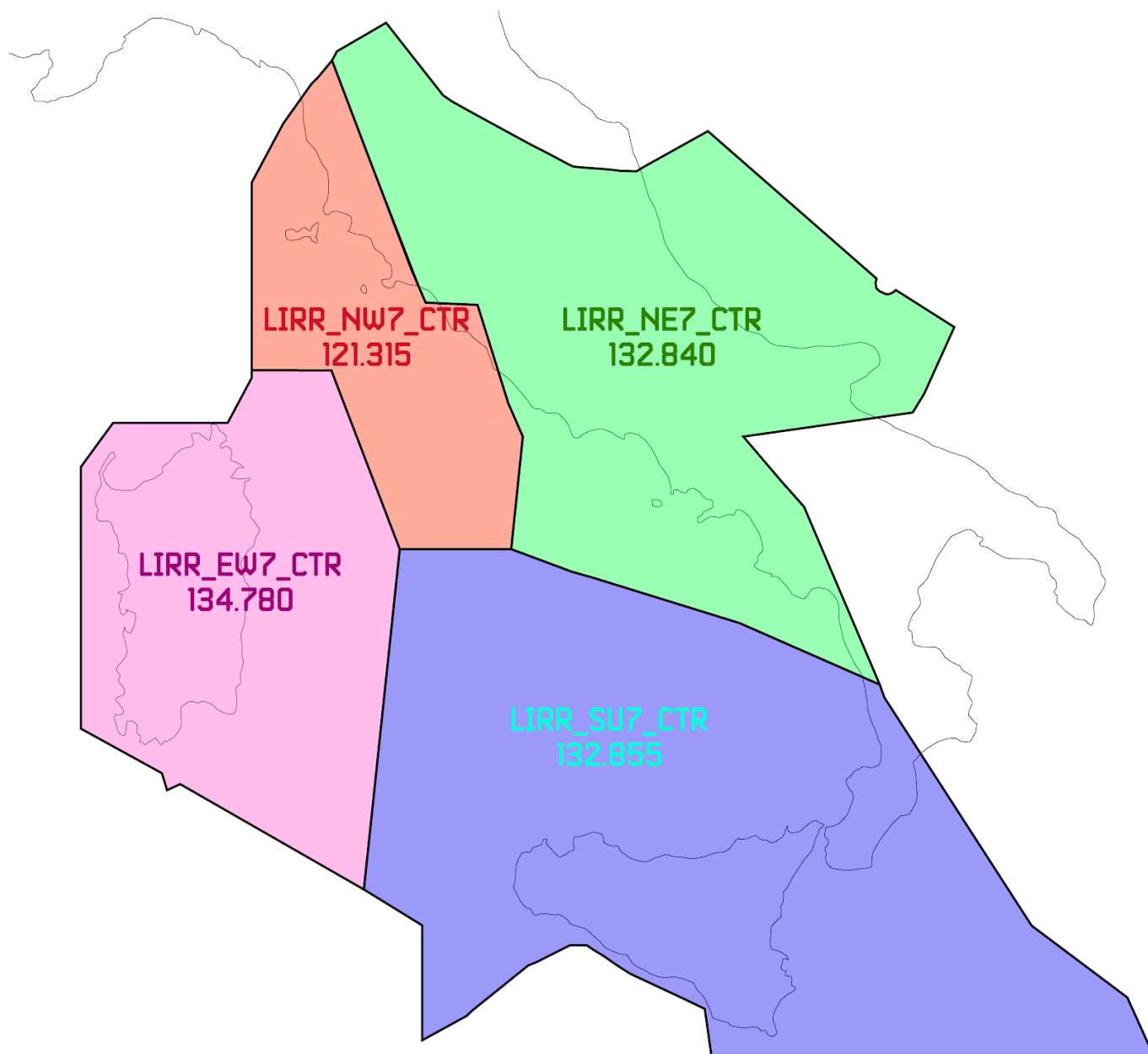
APPENDIX B

Roma Low



APPENDIX C

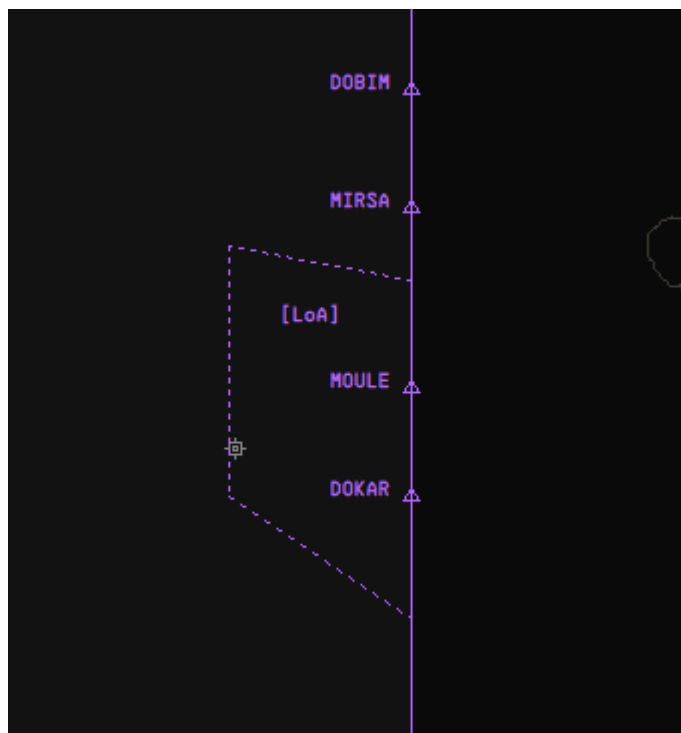
Roma High



APPENDIX D

Release Descent Procedure

The "Release Descent Procedure" is automatically applied unless otherwise instructed by Marseille ACC



Vertical limits: FL245 / FL305

In the area described above, Roma ACC is free to descend without coordination with the active Marseille sector all traffic destinations LIRF-LIRA-LIRU-LIRE. Inside this area, ROMA control will provide separation between all traffic within the release descent area.

6. Sectorisation Splits

6.1. ROMA UIR SECTORS

6.1.1. Roma Upper Sectors

6.1.2. Sector NW7 (FL305+) Roma High

The coverage priority (left to right) for Roma UIR Sector NW7 at the interface with Marseille ACC is as follows:

| LIRR_NW7_CTR | LIRR_NE7_CTR |
|---------------------|---------------------|
| 121.315 | 132.840 |

6.1.3. Sector EW7 (FL305+) Roma High

The coverage priority (left to right) for Roma UIR Sector EW7 at the interface with Marseille ACC is as follows:

| LIRR_EW7_CTR | LIRR_SU7_CTR | LIRR_NE7_CTR |
|---------------------|---------------------|---------------------|
| 121.315 | 132.855 | 132.840 |

6.2. ROMA ACC SECTORS

6.2.1. Roma Lower Sectors

6.2.2. Sector NW1 (FL305-) Roma Low

The coverage priority (left to right) for Roma ACC Sector NW3 at the interface with Marseille ACC is as follows:

| LIRR_NW1_CTR | LIRR_NE1_CTR |
|--------------|--------------|
| 124.800 | 124.200 |

6.2.3. Sector EW1 (FL305-) Roma Low

The coverage priority (left to right) for Roma ACC Sector EW3 at the interface with Marseille ACC is as follows:

| LIRR_EW1_CTR | LIRR_SU1_CTR |
|--------------|--------------|
| 127.125 | 128.800 |

6.2.4. Sector EE3 (FL305-) Roma Low

The coverage priority (left to right) for Roma ACC Sector EE3 at the interface with Marseille ACC is as follows:

| LIRR_EE3_CTR | LIRR_EW1_CTR | LIRR_SU1_CTR |
|--------------|--------------|--------------|
| 132.525 | 127.125 | 128.800 |

6.4 MARSEILLE UIR SECTORS

6.4.1 Marseille Upper Sectors

6.4.2 Sector NU (FL245+) Marseille Control

The coverage priority (left to right) for Marseille UIR Sector NU at the interface with Marseille ACC is as follows:

| LFMM_NU_CTR | LFMM_N_CTR | LFMM_NE_CTR | LFMM_U_CTR |
|-------------|------------|-------------|------------|
| 133.740 | 123.805 | 128.385 | 126.255 |

6.3.3 Sector EU (FL245+) Marseille Control

The coverage priority (left to right) for Marseille UIR Sector EU at the interface with Marseille ACC is as follows:

| LFMM_EU_CTR | LFMM_E_CTR | LFMM_NE_CTR | LFMM_U_CTR |
|-------------|------------|-------------|------------|
| 132.385 | 128.305 | 128.385 | 126.255 |

6.5 MARSEILLE ACC SECTORS

6.5.1 Marseille Lower Sectors

6.5.2 Sector N (FL245-) Marseille Control

The coverage priority (left to right) for Marseille ACC Sector N at the interface with Marseille ACC is as follows:

| LFMM_N_CTR | LFMM_NE_CTR | LFMM_CTR |
|------------|-------------|----------|
| 123.805 | 128.385 | 124.305 |

6.5.3 Sector E (FL245-) Marseille Control

The coverage priority (left to right) for Marseille ACC Sector E at the interface with Marseille ACC is as follows:

| LFMM_E_CTR | LFMM_NE_CTR | LFMM_CTR |
|------------|-------------|----------|
| 128.305 | 128.385 | 124.305 |