



## LETTER OF AGREEMENT

between

VATITA

and

VATAdria

Roma ACC  
Brindisi ACC

Belgrade ACC  
Zagreb ACC  
Tirana 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 Roma ACC, Brindisi ACC, Zagreb ACC, Belgrade ACC and Tirana 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. Roma ACC

Lateral limits: as described in AIP Italy

Vertical limits: GND-FL660

#### 2.1.2. Belgrade ACC

Lateral limits: as described in AIP Serbia

Vertical limits: GND – FL660

#### 2.1.3. Tirana ACC

Lateral limits: as described in AIP Albania

Vertical limits: GND – FL660

#### 2.1.4. Zagreb ACC

Lateral limits: as described in AIP Croatia

Vertical limits: GND – FL660

### 2.2. Sectorization.

Sector chart LIRR: [vats.im/it/lirr](https://vats.im/it/lirr)

Sector chart LIBB: [vats.im/it/libb](https://vats.im/it/libb)

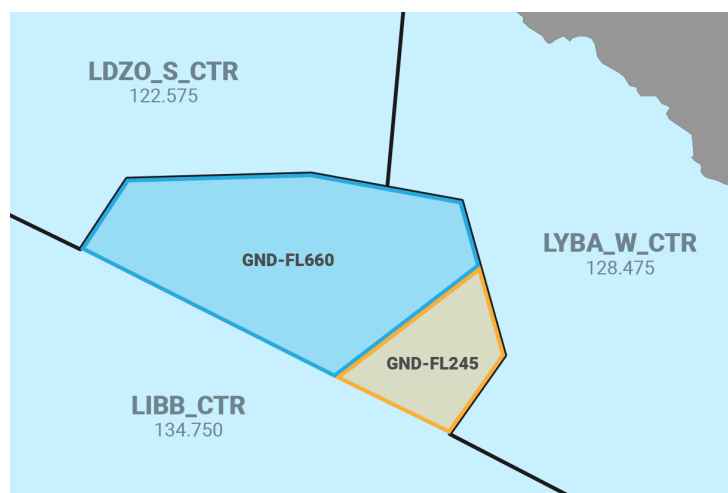
Sector chart LDZO: [vats.im/it/ldzo](https://vats.im/it/ldzo)

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

#### 2.3.1. Delegation of ATS from Zagreb ACC and Belgrade ACC to Brindisi ACC

The following areas are delegated to Brindisi ACC from GND to FL245 and from GND to 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.

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 Brindisi ACC to Belgrade ACC.

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

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LYPG LYTV	LoR	FL140		LIBB	LYPG-APP

Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
ANY LIB*	LoR	FL150		LIBB	LYBA

### 3.4. IFR flights from Belgrade ACC to Brindisi ACC.

All flights have to be transferred on **ODD level**, when entering Brindisi ACC from Belgrade 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
LIBD	LoR	FL210		LYBA	LIBB
LIBR	LoR	FL250		LYBA	LIBB

Departures	COP	Level Allocation	Special Conditions	From Sector	To Sector
LYTV LYPG	LoR	FL150+	NOTE A	LYBA	LIBB

**NOTE A:** At consecutive odd flight levels

### 3.5. IFR flights from Brindisi ACC to Tirana ACC.

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

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LATI	PAPIZ	FL130	NOTE A	LIBB	LAAA
	GOKEL	FL150			
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LIB*	LoR	FL160		LIBB	LAAA

**NOTE A:** Stable at flight level

### 3.6. IFR flights from Tirana ACC to Brindisi ACC.

All flights have to be transferred on **ODD level**, when entering Brindisi ACC from Tirana 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
LIBD	LoR	FL300		LAAA	LIBB
LIBR	LoR	FL240		LAAA	LIBB
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LATI	LoR	FL220		LAAA	LIBB

### 3.7. IFR flights from Brindisi ACC to Zagreb ACC.

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

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LDDU	LoR	FL200-		LIBB	LDDU-APP
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LIB*	LoR	FL210+		LIBB	LDZO

### 3.8. IFR flights from Zagreb ACC to Brindisi ACC.

All flights have to be transferred on **ODD level**, when entering Brindisi 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
<b>LIBD</b>	LoR	FL170		LDZO	LIBB
<b>LIBA LIBF</b>	LoR	FL250		LDZO	LIBB
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
<b>LDDU</b>	LoR	FL200		LDZO	LIBB

### 3.9. IFR flights from Roma ACC to Zagreb ACC.

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

Arrivals	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
<b>LDZD</b>	VAPUP	FL200		LIRR-NC	LDZD-APP
	NORTH GATE	FL280-			LDZO
	SOUTH GATE	FL300-			
<b>LDSP</b>	NORTH GATE	FL180		LIRR-NC	LDZO
	XOLTA	FL200-			LDSP-APP
	SOUTH GATE	FL200-			LDZO
<b>LDDU</b>	NORTH GATE	FL330-		LIRR-NC	LDZO
	SOUTH GATE	FL270-			
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
<b>LIB*</b>	LoR	FL210+		LIRR-NC	LDZO

### 3.10. IFR flights from Zagreb ACC to Roma ACC.

All flights have to be transferred on **ODD level**, when entering Roma 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
LIBP	NORTH GATE	FL190		LDZO	LIRR-NC
	SOUTH GATE	FL270-			
LIPE LIPK LIPR	LoR	FL320		LDZO	LIRR-NC
LIPY	XAMIT	FL220		LDZO	LIRR-NC
	VELUG	FL320			
Departures	COP / LoR	Level Allocation	Special Conditions	From Sector	To Sector
LDZD	NORTH GATE	FL180+		LDZO	LIRR-NC
	SOUTH GATE	FL280+			
LDSP	LoR	FL200		LDZO	LIRR-NC
LDDU	LoR	FL300+		LDZO	LIRR-NC

### 3.11. Tactical directs.

None.

### 3.12. VFR flights to Roma 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, LIRR\_I\_APP (Roma Information), 119.075, shall be the primary sector for uncontrolled VFR flights

### 3.13. VFR flights to Brindisi 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, LIBB\_I\_CTR (Brindisi Information), 131.120, 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 LIRR-LDZO GATES

