



LETTER OF AGREEMENT

between

Vatita

and

United States Navy Virtual

Roma ACC
Malta ACC

USNv

Effective: October 2nd, 2025

1. General

1.1. Purpose.

The purpose of this Letter of Agreement is to define the coordination and interaction procedures to be applied between Roma ACC and United States Navy Virtual for SUA activation, MARSA procedures and deconfliction with civil traffic.

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 and USNv pilots by appropriate means. This Letter of Agreement itself constitutes public information.

1.3. Validity.

This Letter of Agreement becomes effective on October 2nd, 2025

1.4. Revision Control.

Revision	Date	Author
1.0	02.10.2025	Ethan Puskas, Talis Furuoka, Tommaso Dalla Spada

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2. Definitions

- **ATCAA** – Air Traffic Control Assigned Airspace; altitude blocks assigned for segregation of traffic.
- **MARSA** – Military Authority Assumes Responsibility for Separation of Aircraft.
- **MOA** – Military Operations Area; segregates military training from IFR traffic.
- **Restricted Area** – Airspace designated for restricted use; IFR/VFR permitted only when inactive or with ATC approval.
- **Danger Area** – Airspace with potential hazardous activity, published for pilot awareness.
- **AAR Corridor** – Designated refueling track for tanker/receiver operations.

3. Policies

3.1. General Conditions

- A. VATITA provides ATC services to all USNv aircraft within controlled civilian sectors and reroutes civilian traffic as required when SUAs are active.
- B. USNv assumes full responsibility for aircraft separation within active SUAs (MARSA).
- C. USNv will notify VATITA of planned SUA use if there are 6+ aircraft expected at least 2 days in advance via email to events@vatita.net. Normal day to day use is permitted otherwise.
- D. Neither party may alter or override the other's internal policies; mutual consent is required for amendments.
- E. USNv may provide Range Control (via GCI/AWACS) for operations inside active SUAs. If the option of carriers are allowed via VATEUD they will be specified below.

4. Operational procedures and responsibilities

4.1. General.

1. USNv aircraft exceeding 250 knots below 10,000 ft shall remain inside designated SUAs.
2. No supersonic flight is permitted outside SUAs. Inside SUAs, maximum Mach 2.0 applies.
3. All USNv flights will include at least the following remark in flight plans:

**STS/NONRVSM STATE MARSAS OAT REG/USN OPR/DOD CS/"NAVY" RMK/W-137A & W-138A
2050-2150 MRU CONTACT HOUND21 123.450 VV402 USNV.ORG**

4. Squawk block 5400–5447 is reserved for USNv exercises.
5. If there is a AWACS providing MRU the common MRU Frequency will be 123.450 only when inside a MOA/SUA that is activated and they will serve as the connection to pilots from controllers as needed.

4.2. Roma ACC, Malta ACC and underlying stations.

1. Provide IFR separation and advisories to civilian aircraft in controlled airspace.
2. Issue traffic advisories and reroute civil flights clear of active SUAs.
3. If civil traffic must penetrate an active SUA, coordinate directly with the USNv Exercise Commander or AWACS.
4. Support interception requests and advisories when coordinated with USNv leadership.

4.3. USNv.

1. Assume MARSAS within all SUAs once active.
2. Maintain constant comms with VATITA when entering or leaving controlled airspace.
3. Coordinate multiple flight activities within the same SUA complex through the USNv chain of command.
4. Ensure fuel state, number of aircraft, and ability to accept missions are communicated to VATITA when requested

5. Special use airspace

The following SUAs are available for USNv operations (REF **AIP Italy ENR 5.1 and 5.2.2 and AIP Malta ENR 5.2**)

5.1. Danger areas.

- **D-112A/B:** SFC–FL24
- **D-44:** SFC–FL200/300
- **D-75/A-B:** 5000–FL265
- **D-20:** 1500–5000 MSL

5.2. Restricted areas

- **R-38:** SFC–4000 MSL
- **R-46:** SFC–FL250
- **R-49A:** 2000 AGL - FL195
- **R-49E:** FL195-FL280 | R-49E(B): FL280-FL370
- **R-49D:** FL130-FL195
- **R-49B:** 2000-FL195
- **R-49F:** FL195-FL280 | R-49F(B): FL280-FL370
- **R-49C:** FL130-FL195
- **R-54A:** SFC - FL600
- **R-54B:** 500 AGL - FL600
- **R-59B:** SFC - 6000 AGL
- **R-59C:** FL80–FL200
- **R-500:** 4000–FL600 MSL
- **R-501:** 1500–FL370
- **R-502:** SFC–FL370

5.3. MOAs / Corridors

- **M-Tc 1, 2, 3:** SFC–FL370 (Tc 3 up to 18,000 MSL)
- **M-Terry Corridor:** 15,000–20,000 MSL
- **M-Victor Corridor:** 15,000–25,000 MSL
- **M-Bon Corridor:** 15,000–25,000 MSL
- **M-India 8:** FL289–FL291
- **M-GH006 Corridor:** FL180–FL410
- **M-Trapani Corridors 1 & 2:** FL200–FL370
- **M-Area Sicily North:** 1500–2000 AGL
- **M-Area Sicily South:** 1500–2000 AGL

5.4. AAR Corridors

- **Bravo**
- **Delta**
- **Echo**
- **Falcon**
- **Tirreno**
- **Osprey**