

LETTER OF AGREEMENT

between

VATITA
Padova ACC

and

vACC Austria
Wien ACC

Effective: July 10th, 2025 (AIRAC 2507)

1. General

1.1. Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Padova ACC and Wien 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 July 10th, 2025 (AIRAC 2507)

1.4. Revision Control.

Revision	Date	Author
1.0	07.10.2021	Alessandro Buscaglione, Jakob Engelbrecht
2.0	05.09.2024	Yassine, Jakob Engelbrecht
2.1	10/07/2025	Tommaso, Jakob Engelbrecht

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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. Wien ACC

Lateral limits: as described in AIP Austria

Vertical limits: GND – FL660

2.2. Sectorization.

Sector chart LIPP: vats.im/it/lipp

Sector chart LOVV: vats.im/it/lovv

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

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

2.3.1. Delegation of ATS from Padova ACC to Wien ACC

IA01 (SOLNI Line)

Padova ACC airspace north-east of SOLNI Line is permanently delegated from LIPP to LOVV
FL195 -FL660/ FL165 - FL660.

Note: For detailed coordinates refer to GNG/Appendix A

2.3.2. Delegation of ATS from Wien ACC to Padova ACC

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 LOVV_CTR may also be used by LOVV_X_CTR or EURM_X_CTR.

3.2. General Conditions.

Coordination of flights shall take place via the agreed coordination points (COP). COP 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. Both LOVV and LIPP 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 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 Wien ACC.

Arrivals	COP	Level Allocation	Special Conditions	From Sector	To Sector
LOWI	BRENO	FL170	Note A,B,C	LIPP-NE2	LOWI-APP
LOWK	MALUG	FL260		LIPP-NE2	LOVV ACC W1
LOWS		FL290		LIPP-NE3	LOVV ACC W1
LOWG		FL300		LIPP-NE3	LOVV ACC W1
LOWL/EDDM		FL330		LIPP-NE3	LOVV ACC W2
LJLJ/MB		FL290		LIPP-NE3	LOVV ACC W1
LDZA/PL/RI/LO		FL330		LIPP-NE3	LOVV ACC W2
LOWW	MALUG/BORDER	FL340	Note D	LIPP-NE6	LOVV ACC W2

Note A: LOWI STAR (BRENOxA or BRENOxB) shall be cleared by LIPP after previous coordination with LOWI

Note B: Separation of LOWI traffic shall be done by LIPP and without infringing EDMM airspace

Note C: Released for turns after transfer of communication, released for descent to FL150 after EKPIS.

Note D: Departures LIMx only.

3.4. IFR flights from Wien ACC to Padova ACC.

Departures	COP	Level Allocation	Special Conditions	From Sector	To Sector
LOWI	BRENO	↑ FL160	Note B,C	LOWI-APP	LIPP-NE2
EDDM	DE TSA	FL310		LOVV ACC W2	LIPP-NE3
Arrivals	COP	Level Allocation	Special Conditions	From Sector	To Sector
LIMx except LIME	DE TSA	FL350		LOVV ACC W3	LIPP-NE6
LIPx except LIPE		FL290		LOVV ACC W1	LIPP-NE3
LIME/LIPE		FL330		LOVV ACC W2	LIPP-NE3
LSZS		FL350		LOVV ACC W3	LIPP-NE6

Note B: Separation of LOWI traffic shall be done by LIPP and without infringing EDMM airspace.

Note C: LOWI departures are released for turns after Transfer of Communications.

3.5. Tactical directs.

None.

3.6. VFR flights from Padova ACC to Wien 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, LOVV_I_CTR (Wien Information), 124.400, shall be the primary sector for uncontrolled VFR flights.

3.7. VFR flights from Wien 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 SOLNI Line

