



Letter of Agreement

Switzerland – Italy



vACC Switzerland



VATITA

Revision control

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1 General

1.1 Purpose

The purpose of this Letter of Agreement is to define the procedures between:

- vACC Switzerland; and
- VATITA

for providing Air Traffic Service on the VATSIM network.

1.2 Modifications and Revisions

Each party shall coordinate modifications involving

- sectors forming a part of the common AoR boundary
- coordination point (COP) definitions/details
- controller position details
- procedures prescribed in the Letter of Agreement

with the POC of the other party at least 28 days (one AIRAC cycle) in advance.

Agreed modifications and revisions shall be published simultaneously to all VATSIM members concerned.

1.3 Areas of Responsibility

The Areas of Responsibilities are defined as in the database of Global Nav Generator (GNG), used by both parties to produce their sector file data.

1.4 Transfer of Control

Unless prescribed in paragraph 3, the transfer of control point is the common AoR boundary.

1.5 Transfer of Communication

The Transfer of Communication shall take place no later than the Transfer of Control.

1.6 Temporary Deviations

Individual agreements between two or more controllers always have precedence. In case of a shift change, the controller leaving shall inform the next controller about the agreement. The agreement may be cancelled by any party involved at any time but is considered no longer valid latest when an involved controller is leaving without a replacement.

1.7 Validity

This Letter of Agreement becomes effective 2025-04-17.

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2 Coordination Procedures

Electronic means of coordination (via EuroScope) is preferred, where applicable.

2.1 Transfer Conditions

For successive traffic on the same route and at the same flight level, the transferring controller shall establish lateral separation of 10 NM or more, remaining constant or increasing. Otherwise, vertical separation shall be established (successive descending traffic on higher levels, successive climbing traffic on lower levels).

Unless prescribed in paragraph 3, traffic shall be transferred to the next sector on a flight level according to the north/south Flight Level Orientation Scheme (FLOS):

- a) Northbound (mag track 270-089): EVEN
- b) Southbound (mag track 090-269): ODD

A handoff shall be initiated only if the traffic is not in conflict with other known traffic of the own or the next sector.

All other handoffs shall be coordinated individually. If there is any doubt about separation rules between the units concerned, prior coordination shall take place in due time.

2.1.1 Recording of Clearances

The following clearances should be recorded:

- CFL
- DCT/HDG
- Horizontal speed (if assigned)
- Vertical speed (if assigned)
- SID and departure runway (by amending the flight plan route)
- STAR and arrival runway (by amending the flight plan route)
- Change of flight rule

2.1.2 Silent Radar Transfer

If continuous radar separation is applied and specified transfer conditions can be met, transfer of communication without prior verbal coordination should be applied, except if the receiving controller has activated the "break" flag. The accepting controller should accept the handoff when contact with the pilot is established.

2.2 Releases

The transferring controller may clear DCT to the COP.

Unless otherwise prescribed in paragraph 3, traffic is released for TURN, CLIMB and DESCENT after passing the COP subject to other traffic between the transferring and accepting controller.

3 Routes, COP and Level Allocation

3.1 Geneva – Milano

3.1.1 Southbound

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
LSASFRA FRAIT	GVA – ORSUD – BIBAN – INVOP	MAX FL 330	ADES LIPY / LIPA / LIPE / LIPB / LIPO / LIPR / LIPK / LIPU / LIPH / LIPQ / LIPX
LSASFRA FRAIT / M135	GVA – MOBLO – LURAG	MAX FL 330	ADES LIPY / LIPA / LIPE / LIPB / LIPO / LIPR / LIPK / LIPU / LIPH / LIPQ / LIPX / LIMJ / LIQS / LIRP / LIRQ / LIRZ / LFKB / LFKC / LFKF / LFKJ
		MAX FL 290	ADES LIMC / LIME / LIMG / LIML / LIMP / LSZA / LSZS / LSZL / LFMN / LFMD / LFTH / LFTZ
		MAX FL 250	ADES LIMF / LIMW / LIMZ
LSASFRA FRAIT / UM730	KOGAS – MEDAM – NITAM	MAX FL 310	ADEP LFKA / LFLB / LFLJ / LFLP / LSGC / LSGS / LSGK / LSMP / LSGG / LFLI / LFLY / LFHJ / LFHS / LFLG / LFLM / LFLS / LFLU / LFHV / LFXA
		MAX FL 230	ADEP LFKA / LFLB / LFLJ / LFLP / LSGC / LSGS / LSGK / LSMP / LSGG / LFLI / LFLY / LFHJ / LFHS / LFLG / LFLM / LFLS / LFLU / LFHV / LFXA with ADES LIMC / LIME / LIMF / LIMG / LIMJ / LIML / LIMP / LIMW / LIMZ / LSZA / LSZL / LSZS
LSASFRA FRAIT / Y11	EMMEF – LAPRI	MAX FL 330	ADES LIMJ / LIPY / LIPA / LIPE / LIPB / LIPO / LIPR / LIPK / LIPU / LIPH / LIPQ / LIPX / LIRZ
		MAX FL 250	ADES LSZA / LSZL / LSZS / LIMC / LIME / LIMG / LIML / LIMP
		MAX FL 210	ADES LIMF / LIMW / LIMZ

3.1.2 Northbound

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
SID AOSTA / L615 / FRAIT LSASFRA	AOSTA	MAX FL 300	ADEP LIMC / LIME / LIML / LSZA
		MAX FL 280	ADES LFGI / LFGJ / LFLH / LFSD
		MAX FL 260	ADES LSMA / LSME / LSZB / LSZC / LSZG / LSGC
		MAX FL 240	ADEP LIMC / LIME / LIML / LSZA with ADES LSMA / LSME / LSZB / LSZC / LSZG / LSGC
		MAX FL 220	ADES LFKA / LFLB / LFLJ / LFLP / LFHM / LSGG / LSGS / LSGK / LSMP
L153 / FRAIT LSASFRA	PUNSA	MAX FL 300	ADEP LIME / LIML
FRAIT LSASFRA	CERVI	EVEN	
L50	ADISO – KUKEV – BANKO	MAX FL 200	ADES LSGC / LSMP / LFLI / LSGG / LFHM / LFLB / LFLJ / LFLP
L50 / SID KUKEV LSASFRA	KUKEV	MAX FL 300	ADEP LIMF / LIMZ
		MAX FL 200	ADES LFKA / LFLB / LFLJ / LFLP / LFHM / LSGG / LSGS / LSGK / LSMP
FRAIT LSASFRA	RONOP	MAX FL 320	ADES LFMH
		MAX FL 300	ADEP LIME / LIMG / LIML / LIMP / LIMW / LSZA / LSZL / LSZS
		MAX FL 280	ADES LFLL / LFLY / LFHJ / LFHS / LFKL / LFLG / LFLM / LFLS / LFLU / LFHV / LFHW / LFKY / LFXA / LFLB / LFLP
			ADEP LIMC
		MAX FL 220	ADEP LIMF / LIMZ

3.2 Zurich – Milano

3.2.1 Southbound

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
LSASFRA N850 / FRAIT	GERSA – DEGAD – ODINA	MAX FL 350	ADES LFMN / LFMD / LIPE
		STD FL 310 MAX RFL	ADEP LSZB / LSZC / LSZG / LSZH / LSZR / LSGC / LSMA / LSMD / LSME / EDTD / EDTM / EDNY / LFSB / LFSM / LFST / LFGA
		MAX FL 310	ADES LIMJ
		MAX FL 290	ADES LIMP / LIPO / LIPX
		MAX FL 250	ADES LIML / LIME
N850	GERSA – DEGAD – ODINA	MAX FL 170 ¹⁾	ADES LIMC
		MAX FL 150 ¹⁾	ADES LSZA
LSASFRA / Z424	BASGO – AKASU ²⁾	MAX FL 290	ADES LIMF / LIMZ
		MNM FL 190 ¹⁾	ADES LIMC
M858	LUKOM – CANNE	ODD MNM FL 150	NON-RNAV only

¹⁾ Handoff directly to the approach sector of Milano (LIMM_ANE_APP).

²⁾ Cross AKASU FL 200-.

3.2.2 Northbound

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
N851 / FRAIT LSASFRA	PEPAG – ABESI	MAX FL 320	ADES EDDM / EDDR / EDDS / EDFM / EDFV / EDJA / EDNL / EDMA / EDMO / EDPA / EDRY / EDSB / EDSW / EDTB / EDTH / EDTK / EDTL / EDTN / EDTO / EDTX / EDTY / ETAR / ETHL / ETOR / ETSA / ETSI / ETSL / LFGA / LFGB / LFSB / LFSM / LFST / LOWI
		MAX FL 300	ADES LSZR / EDNY / EDTM ADEP LIME / LIPO / LIPX
		MAX FL 240	ADEP LIMC ³⁾ / LIML ³⁾
			ADES LSGS / LSZM / LSZS
Z651	CANNE – KELIP	MAX FL 300	ADES LSZH / LSZB / LSZC / LSZG / LSZR / LSGC / LSMA / LSMD / LSME / EDNY / EDTD / EDTM
		MAX FL 240	ADES LSGS
		MAX FL 180 ³⁾	ADEP LSZA / LSZL
Y170 LSASFRA	DILEB – ABREG	MAX FL 300 MNM FL 180	ADEP LIME / LIPO / LIPX

³⁾ Flights may be climbing.

3.3 Zurich – Padova

3.3.1 Southbound

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
LSASFRA FRAIT	RESIA	MAX FL 350	ADES LDPL / LIPQ / LIPR / LIPY
		MAX FL 330	ADES LIPE
		MAX FL 290	ADES LIPA / LIPB / LIME / LIPH / LIPK / LIPO / LIPU / LIPX / LIPZ
Z50 FRAIT	GERSA – SOPER – RESIA	FL 310 MAX RFL	ADEP LSZH / LSZB / LSZC / LSZG / LSZR / LSGC / LSMA / LSMD / LSME / EDNY / EDTD / EDTM
L613	RONAG – VALAV – SUXAN	FL 170	ADEP LSZS

3.3.2 Northbound

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
FRAIT LSASFRA / Z50	RESIA – ARGAX RESIA – SOPER – KELIP	FL 340	ADES LFGA / LFGB / LFSB / LFSM / LFST / EDDR / EDDS / EDSB / EDTH / EDTK / EDTL / EDTN / EDTO / EDTX / EDTY / EDPA / EDSW / ETIE
		FL 300	ADES LSZH / LSZB / LSZC / LSZG / LSZR / LSGC / LSGS / LSMA / LSMD / LSME / EDNY / EDTD / EDTM
FRAIT LSASFRA	SAFFA – RONAG – ARGAX	EVEN MNM FL 300	
L613	SUXAN – ARGAX SUXAN – RONAG	EVEN	
		FL 180	ADES LSZS

4 Supplementary Procedures

4.1 Sectors within the Common Area of Interest

4.1.1 Lugano (LSZA)

Lugano Tower (LSZA_TWR) may be staffed by members of both vACC Switzerland and VATITA. ATC bookings should be done via the VATSIM ATC Bookings API.

If Lugano Tower is not staffed, the TWR service is delegated to Milano Radar.

If Milano Radar is not staffed, APP (and TWR) service is delegated to Swiss Radar.

Annex A. List of Abbreviations

Abbreviation	Meaning
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AoR	Area of Responsibility
ATS	Air Traffic Service
CFL	Cleared Flight Level
COP	Coordination Point
DCT	Direct
ES	EuroScope
FL	Flight Level
FRAIT	Free Route Airspace Italy
LSASFRA	Free Route Airspace Switzerland
POC	Point of Contact