



# LETTER OF AGREEMENT

between

VATITA  
Roma ACC

and

Maghreb vACC  
Tunis ACC

Effective: October 3rd, 2024 (AIRAC2410)

## 1. General

### 1.1. Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Roma ACC and Tunis 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 October 3rd, 2024 (AIRAC2410)

### 1.4. Revision Control.

Revision	Date	Author
1.0	03.10.2024	Alessio, Ali B.

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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. Tunis ACC

Lateral limits: as described in AIP Tunisi

Vertical limits: SFC – UNL

### 2.2. Sectorization.

Sector chart LIRR: [vatsim.com/sectors-lirr](https://vatsim.com/sectors-lirr)

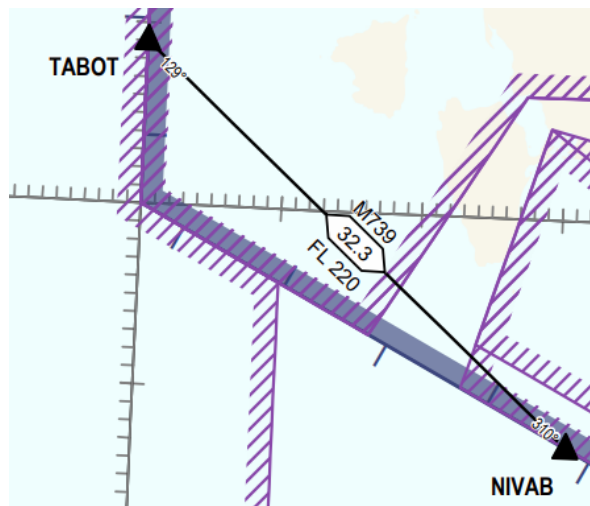
Sector chart DTTC: [vatsim.com/sectors-dttc](https://vatsim.com/sectors-dttc)

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

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

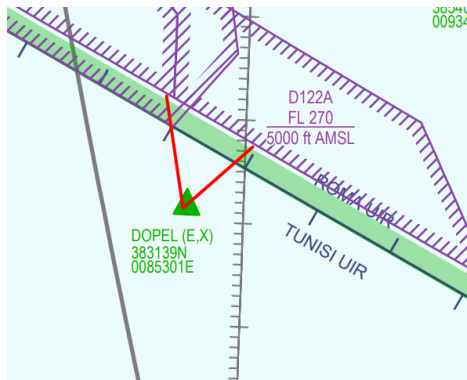
#### 2.3.1. Delegation of ATS from Roma ACC to Tunis ACC

ATS for the segment NIVAB/TABOT provided by Tunis ACC at FL260 and above, wherein TABOT is designated as a coordination point between LFMM and DTTC.



2.3.2. Delegation of ATS from Tunis ACC to Roma ACC

Traffic transiting/arriving within the Tunis FIR via DOPEL on airways UG729/UG869 shall regard DOPEL as a UIR boundary.



## 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.

### 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.

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. Special Procedures.

#### LIRR to DTTC

- Traffic inbound DTTC FIR shall be handed over at **ODD** levels.

#### DTTC to LIRR

- Traffic inbound LIRR FIR shall be handed over at **EVEN** levels.

### 3.4. IFR flights from Roma ACC to Tunis ACC.

Arrivals	COP	Level Allocation <sup>A</sup>	Special Conditions	From Sector	To Sector
<b>DTTA</b>	ABDAB	FL230		LIRR-S	DTTC-NE
	NOLSI	FL250		LIRR-S	DTTC-NE
	SUSIP	FL290	Note B	LIRR-S	DTTC-NE
	TUPAL	FL290		LIRR-S	DTTC-NE
<b>DTMB/DTNH</b>	TUNEX	FL310	Note B	LIRR-S	DTTC-NE
	TUPAL	FL290		LIRR-S	DTTC-NE

Note A: To be considered as MAX FLs, unless instructed differently in the special conditions.

Note B: At FL, hand-off 20NM before boundary point if traffic permits.

### 3.5. IFR flights from Tunis ACC to Roma ACC.

Departures	COP	Level Allocation <sup>A</sup>	Special Conditions	From Sector	To Sector
<b>DTTA</b>	OSMAR	FL320		DTTC-NE	LIRR-S
	NIBEL SUSIP TUPAL	FL280			
<b>DTMB</b>	BABLO	FL300	Note B	DTTC-NE	LIRR-S
Arrivals	COP	Level Allocation <sup>A</sup>	Special Conditions	From Sector	To Sector
<b>LIEE</b>	OSMAR NOLSI	FL260		DTTC-NE	LIRR-S

Note A: To be considered as MAX FLs, unless instructed differently in the special conditions.

Note B: At FL or below.

### **3.6. Tactical directs.**

None.

### **3.7. VFR flights from Roma ACC to Tunis 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, DTTC\_I\_CTR (Tunis Information), 128.900, shall be the primary sector for uncontrolled VFR flights.

### **3.8. VFR flights from Tunis ACC 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\_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.

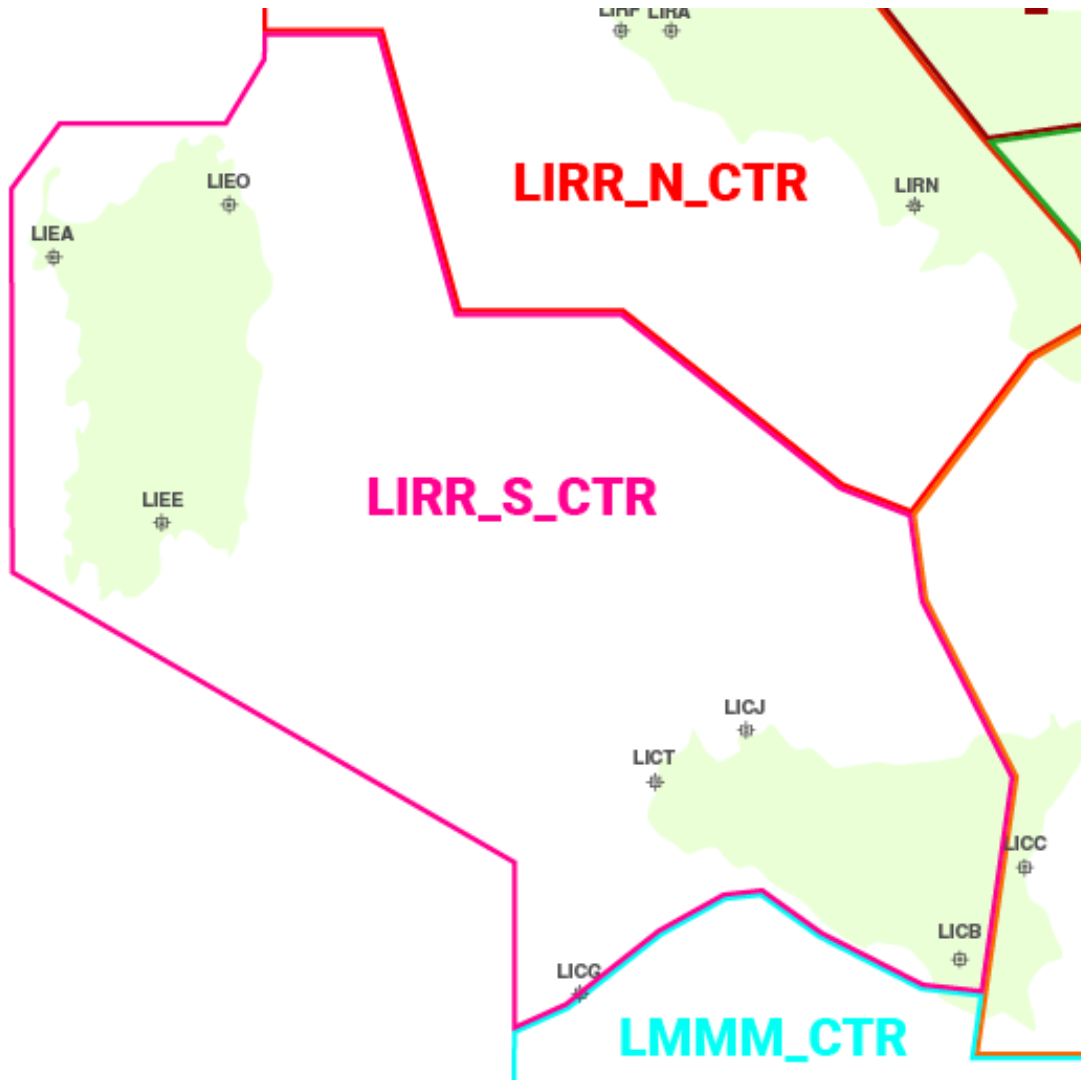
### 4.5. SSR Code assignment.

Both ATS units shall transfer flights 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 Sectorization LIRR



## APPENDIX B Sectorization DTTC

