

Letter of Agreement

between

LIMM

and

LFMM

WEF : 17/01/2010

General note

This document is to be used only for virtual ATC.

With the hand over point we mean that the plane should be already in contact with the new ATC at that point. The hand over should be initiated minimum 10nm before that point or can be done before if it is free of conflicting traffic. That is necessary to make the pilot get a new clearance. The use of private chat coordination is not required if the following procedures are applied. The use of chat coordination is mandatory if any ATC unit requires deviation from the following procedures.

Transfer of Control and Separation

Except when transfer of radar control is to be effected, aircraft shall not be vectored closer than 2,5nm from the limit of the airspace for which the radar controller is responsible.

Transfer of radar control may be effected after co-ordination if the distance between the aircrafts does not fall below 10nm (constant or increasing). Transfer of radar control may be effected without coordination if the distance between aircrafts to be transferred is 15nm (constant or increasing).

A longitudinal separation of 3 minutes may be applied between aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, provided that the relevant aircraft are continuously radar monitored and the transferring ATS Unit has ensured that the actual distance between the aircraft does not fall below 20 NM.

1 – Handover points from Milano ACC to Marseille ACC

Transit

ATS - Route	Point	Flight Level	Sector
UM984 UM859	VAMTU	Odd FL Odd FL (LIM / FL245) Odd FL (FL245 / UNL)	LFMM_CTR / LFMM_S_CTR LFMM_SE_CTR LFMM_U_CTR
Z / UZ185 Y / UY14	BORDI	Odd FL Odd FL (LIM / FL145) Odd FL (LIM / FL245) Odd FL (FL245 / UNL)	LFMM_CTR / LFMM_S_CTR LFMN_APP LFMM_SE_CTR LFMM_U_CTR
UN850	TALEP	Odd FL Odd FL (LIM / FL245) Odd FL (FL245 / UNL)	LFMM_CTR / LFMM_S_CTR LFMM_SE_CTR LFMM_U_CTR
A9 / UM858	TORTU	Odd FL Odd FL (LIM / FL145) Odd FL (LIM / FL245) Odd FL (FL245 / UNL)	LFMM_CTR / LFMM_S_CTR LFKB_APP LFMM_SE_CTR LFMM_U_CTR

LFMN/MD Arrivals

ATS - Route	Point	Flight Level	Sector
BORDI - BORDI 5R / 5C	BORDI	FL150 (first traffic) / 160 / 170	LFMN_APP

LFTZ Arrivals

ATS - Route	Point	Flight Level	Sector
Z185 / Y14	BORDI	FL190	LFMM_CTR / LFMM_S_CTR

LFKB/LFKC Arrivals

ATS - Route	Point	Flight Level	Sector
A9	LIGUR	FL150	LFKB_APP

2 – Handover points from Marseille ACC to Milano ACC**Transit**

ATS - Route	Point	Flight Level	Sector
UM985	NOSTA	Even FL (LIM / FL195) Even FL (LIM / FL315) Even FL (FL315 / UNL)	LIMM_TWS_APP LIMM_SWS_CTR LIRR_MI_CTR*
Y15	BASIP	Even FL (LIM / FL195)	LIMM_TWS_APP
A9 / UM858 UN851	TORTU	Even FL (LIM / FL195) Even FL (LIM / FL315) Even FL (FL315 / UNL)	LIMM_TWS_APP LIMM_SWS_CTR LIRR_MI_CTR*
Y16	MEGER	Even FL (LIM / FL195)	LIMM_TWS_APP

* Callsign is Rome Radar

LIM* Arrivals

ATS - Route	Point	Flight Level	Sector
UM985	NOSTA	FL260	LIMM_SWS_CTR
P / UP980 UZ911 UZ900	MEGER	FL260	LIMM_SWS_CTR
A9 / UM858 UN851	TORTU	FL260	LIMM_SWS_CTR

LIMJ Arrivals

ATS - Route	Point	Flight Level	Sector
Y15	BASIP	FL180	LIMM_TWS_APP
A9 / UM858 UN851	TORTU	FL200	LIMM_TWS_APP

LFMN/MD Departures

ATS - Route	Point	Flight Level	Sector
All SIDs / Y15	BASIP	FL140	LIMM_TWS_APP

LFKB/LFKC Arrivals

ATS - Route	Point	Flight Level	Sector
A9	TORTU	FL140	LIMM_TWS_APP
Z911	MEGER	FL140	LIMM_TWS_APP

Note: if LIMM_TWS_APP is not opened, the hand over will be with LIMM_SWS_CTR.

List of frequencies

Position	Frequency
LIRR_MI_CTR	132.905
LIMM_SWS_CTR	135.455
LIMM_TWS_APP	134.050
LFMM_CTR / LFMM_S_CTR	126.150
LFMM_SE_CTR	123.800
LFMM_U_CTR	128.850
LFMN_APP	134.475
LFKB_APP	123.825

This LoA was approved on 17/01/2010 by

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