

LETTER OF AGREEMENT

Between

ITALY vACC and MALTA vACC

ROME LIRR FIR - MALTA LMMM FIR

BRINDISI LIBB FIR - MALTA LMMM FIR

Version 1.1 - 11/11/2004

This LoA may only be used within the simulated VATSIM environment and is therefore not to be used for real life ATC purposes. Unauthorized use, distribution, duplication or modification of this document on any media, website or in any form is strictly prohibited.

GENERAL REGULATIONS

- **Handoffs** (transfer of communication) shall be made **10 NM** prior the respective boundary (FIR border, APP airspace, delegated airspace). After handoff, traffic is **NOT released** for climb, descent or turns unless otherwise specified in the regulations below.

- **Traffic** shall be handed off on a valid ATS route or on defined waypoints **at RFL** using the semicircular cruising level system (even/odd), whereby Italy airspace is using the **North/South-rule (North EVEN, South ODD)**.

Traffic going in **eastward direction**, departing from Malta and passing Italy, can receive IFR clearance with enroute **odd RFL**, but should be then cleared by Malta ACC to a **temporary even FL** according to the Italian rule.

- **Spacing** between two aircraft on **same level** and same routing shall be **at least 10 NM** if the **speed** of the succeeding traffic is **equal or less** than the speed of the preceding traffic, otherwise **at least 15 NM**. Spacings deviating from this regulation shall be coordinated.

- 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 **no conflict** to any other pertinent regulation exists. Otherwise traffic shall be coordinated.

- If a traffic situation is not covered herein, **individual coordination** between the concerned sectors shall be made.

RFL = requested flight level

AIRSPACE DELEGATION

While the FIR and ATCC borders between Brindisi LIBB FIR and Malta LMMM FIR coincide, a part of the Italian airspace belonging to Rome LIRR FIR is controlled by Malta LMMM FIR.

The border is a line connecting the following points:

PAN – ASBOL – ADEXI – LONDI – MARON – NELDA – (ROME ATCC-BRINDISI ATCC) LORED – ASKOT – SUBOK – VENIM – TISAL – ORTAP.

See Enclosures A and B.

HANDOFF LEVELS

In order to have a suitable altitude for approach the following limits are established:

Malta Luqa Intl Arrival - LMML

PAN – no limit

ADEXI – no limit

LONDI – no limit

MARON – max FL 270

NELDA – max FL 210

LORED – max FL 230

Palermo Punta Raisi Arrival - LICJ

MARON – max FL 280

ADEXI – max FL 220

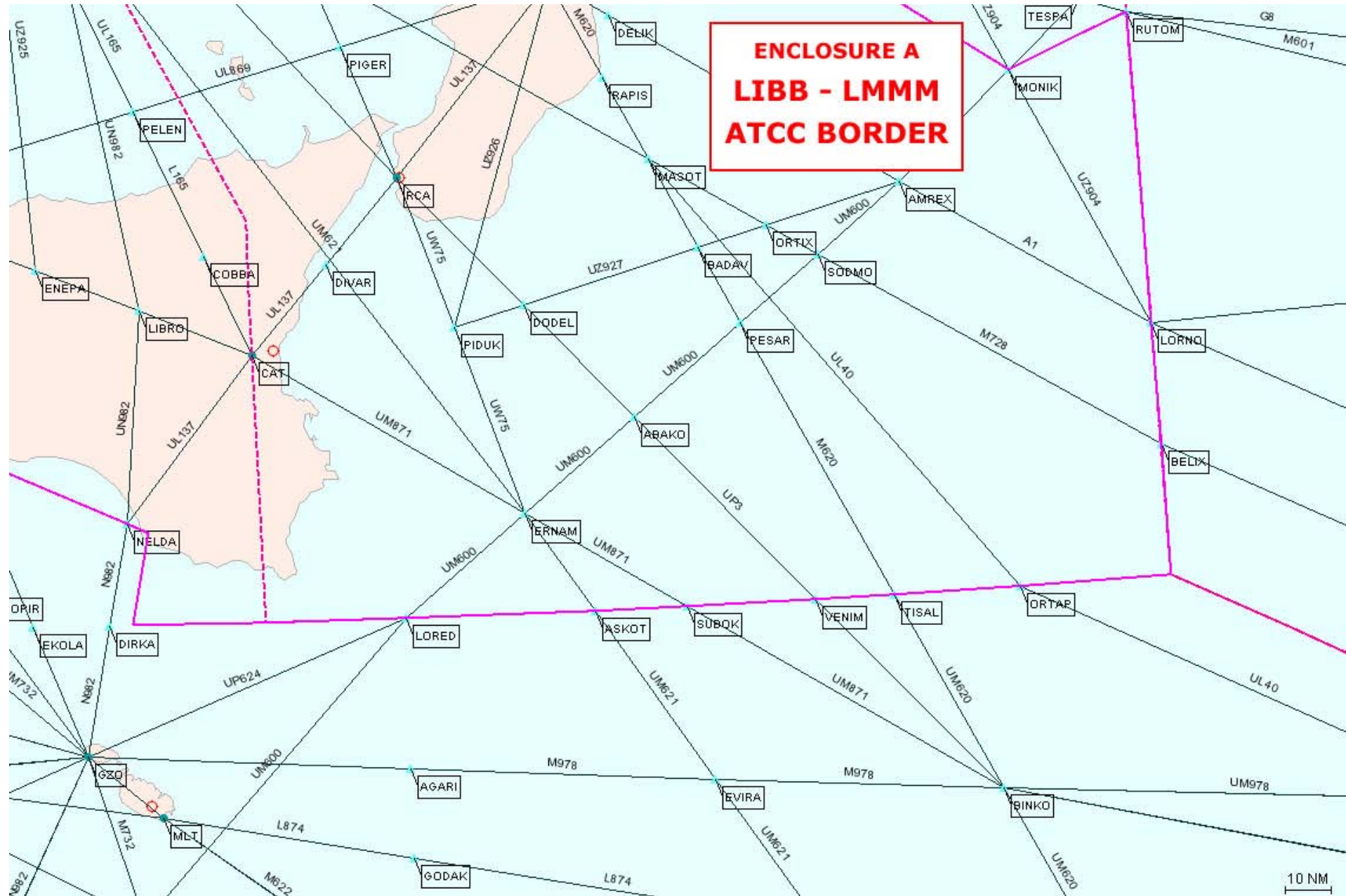
Catania Fontanarossa Arrival - LICC

NELDA – max FL 220

Pantelleria Arrival – LICG

Via M/UM740 at DOBIX – max FL 120. Since this is a particular situation, coordination is required.

LOA between Italy vACC and Malta vACC



Vatsim - www.vatsim.net Italy vACC - www.vatita.net Malta vACC - www.ml-vacc.org