

LETTER OF AGREEMENT

Between

Libya vACC

and

Malta vACC

Tripoli FIR

Malta FIR

Effective: 19/07/2014

Version: 1.2

Purpose: The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Libya vACC and Malta vACC when providing ATS to (GAT/OAT), (IFR/VFR).

Operational Status: Both vACC units shall keep each other advised of any changes in the operational status of their facilities and navigational aids which may affect the procedures specified in this Letter of Agreement.

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LoA between Libya vACC and Malta vACC

VATSIM - <http://www.vatsim.net> Libya vACC – <http://libvacc.com> Malta vACC <http://www.malta.vateud.net>

GENERAL REGULATIONS:

- 1) All traffic, including VFR traffic, intending to cross the international borders shall mandatorily submit a complete and valid flight plan for the entire journey. Traffic not complying with the present rule shall not obtain by the Air Traffic Services any en route clearance beyond the airspace of the originating nation.
- 2) All traffic, IFR and VFR, submitting a complete and valid flight plan shall be considered as authorized to enter the foreign airspace, unless explicit denial is notified as part of the individual controller to controller coordination. Border crossing may be denied only in case of grave and proven operational limitations.
- 3) Handoff of communication shall be made at least 15 **NM** prior the established limit of jurisdiction.
- 4) En route clearance limit of VFR traffic crossing the international borders shall be set to the limit of jurisdiction itself. Handoff of communication for VFR traffic shall be performed at least 5 minutes before the foresaid clearance limit, in order for the traffic to obtain the required en route clearance for transit within the foreign airspace.
- 5) Upon handoff, traffic shall be considered as **NOT released** for climb, descent, turns or change of airspeed unless otherwise specified in the provisions below.
- 6) Traffic is to be transferred clear of conflicts, and complying in particular with the following separation restrictions:
 - 15 NM longitudinal separation between two traffics at same Flight Level, when the preceding traffic is at equal or faster assigned speed or between two traffic at different Flight Level.
- 7) **Traffic** shall be handed off on a valid ATS route or on defined waypoints **at RFL** using the semi-circular cruising level system (**West EVEN, East ODD**).
- 8) To avoid additional workload in relation to the transfer of radar identification and separation on a radar track the accepting unit should not perform the operation of "LABEL ASSUME" until it has made two-way contact with the traffic and the other ATC.
- 9) Both ATS units shall transfer aircraft on verified discrete codes assigned in accordance with the VATSIM Squawk Code Range, any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point and the accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.
- 10) Individual coordination between the active controllers takes priority over the provisions specified in the present LoA. In order to prevent unnecessary workload, individual coordination shall be limited to cases of effective need (e.g. weather cells, congested sectors/airports, aircraft performance limitations).
- 11) All Handover procedures described below they need to be verbalize in the SEL and SIL, in order not to cause further confusion to the controller.
- 12) VFR flights are not permitted in the AoR of Malta ACC and Libya ACC above FL195, unless specific coordination has been coordinated between the ATS Units.

ABBREVIATION:

vACC: Virtual Area Control Center

RFL: Requested Flight Level

ATS: Air Traffic Service

LoA: Letter Of Agreement

IFR: Instrumental Flight Rules

VFR: Visual Flight Rules

SEL: Sector Exit List

SIL: Sector Inbound List

FIR: Flight Information Region

ACC: Area Control Centre

GAT: General Air Traffic

OAT: Operational Air Traffic

AGL: Above Ground Level

UNL: Unlimited

AoR: Area of Responsibility

GND: Ground

DEFINITIONS:

General Air Traffic (GAT):

All movements of civil aircraft, as well as all movements of State aircraft (including military, customs and police aircraft) when these movements are carried out in conformity with the procedure of ICAO.

Operational Air Traffic (OAT):

All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

Release for Climb:

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

Note:

The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Release for Descent:

An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

Note:

The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Release for Turn:

An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

Note:

The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Area of Responsibility:

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

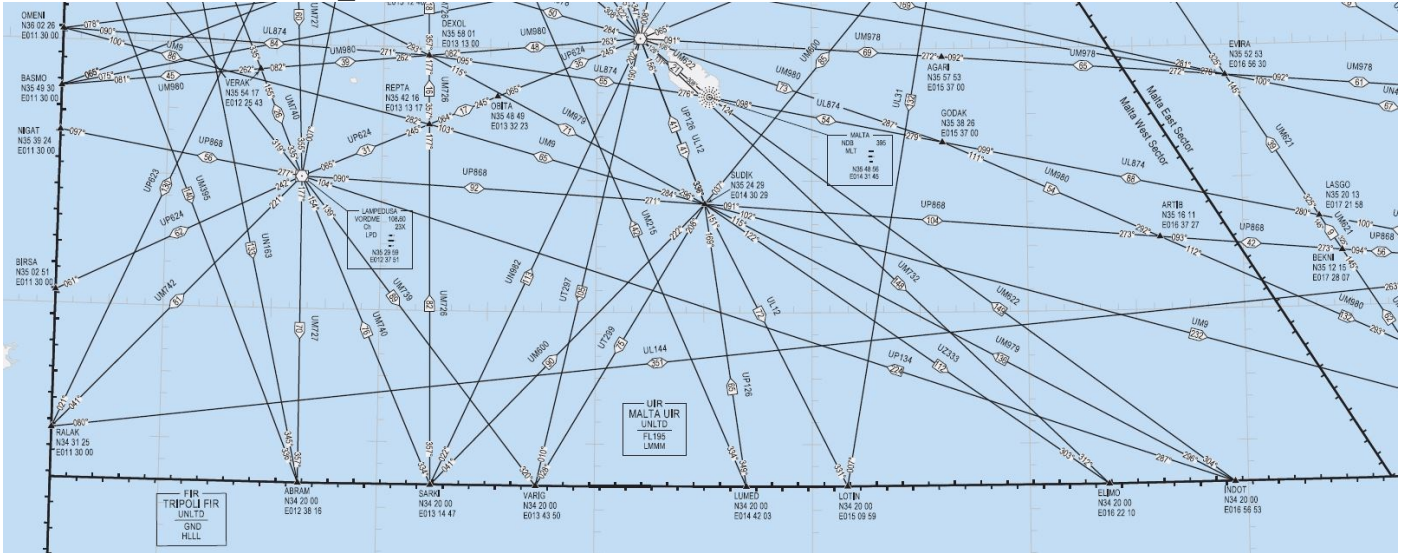
AREA OF RESPONSIBILITY & AIRSPACE DELEGATION:

For the purpose of this LoA the boundary between Malta LMMM FIR and Libya HLLL FIR consists of a line connecting the waypoints:

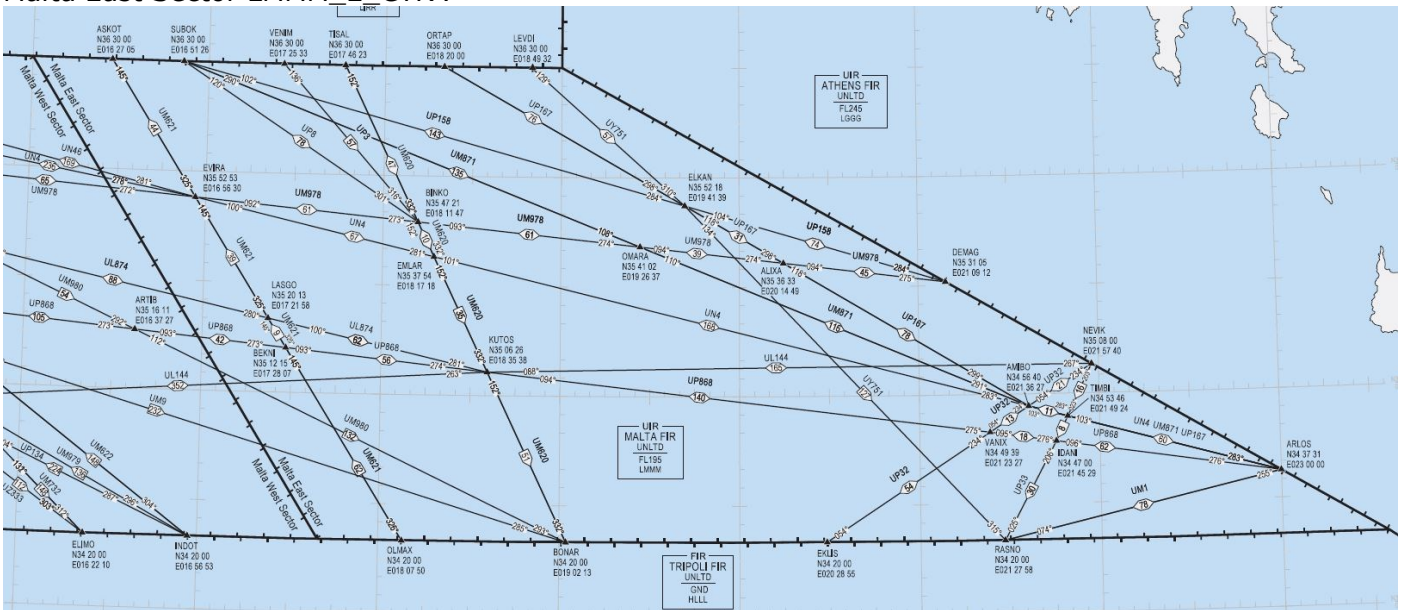
ABRAM - SARKI - VARIG - LUMED - LOTIN - ELIMO - INDOT - OLMAX - BONAR - EKLIS - RASNO

See attachments below:

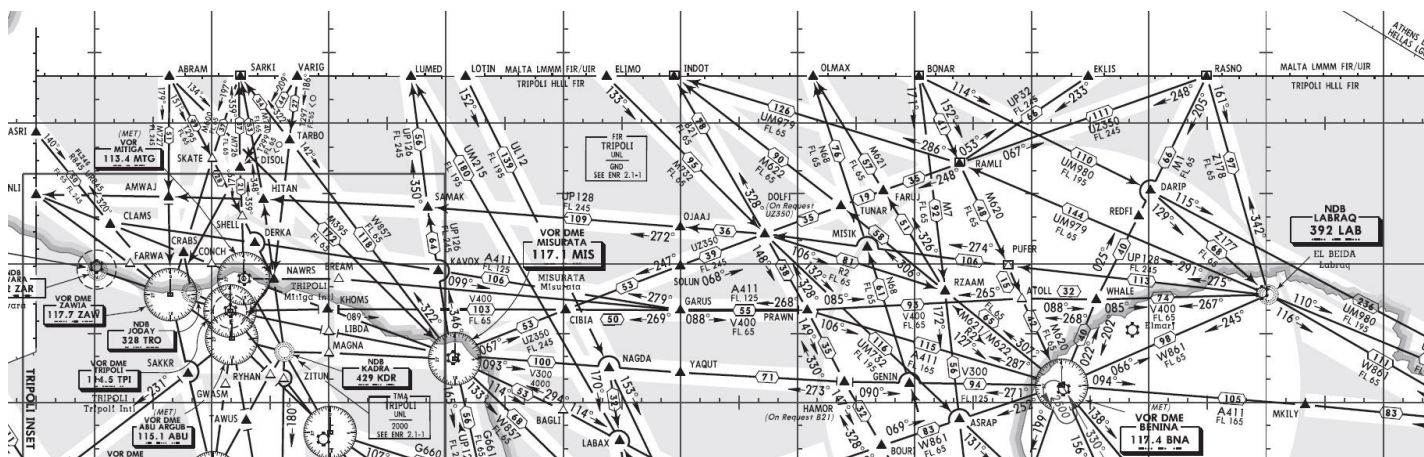
Malta West Sector LMMM_CTR:



Malta East Sector LMMM_E_CTR :



Tripoli North West Sector: HLLL_NW_CTR:



ATC SECTOR INFORMATION:

SECTOR	FREQUENCY	CALLSIGN	VERTICAL LIMITS
LMMM_CTR	130.970	MALTA RADAR	GND – UNL
LMMM_E_CTR	133.620	MALTA RADAR	GND - UNL
HLLL_NW_CTR	128.400	TRIPOLI RADAR	GND – UNL
HLLL_T_CTR	120.900	TRIPOLI RADAR	GND – UNL
HLLL_B_CTR	129.200	BENGAZI RADAR	GND - UNL
EURS_FSS	135.550	EUROCONTROL SOUTH	FL245 – UNL
AFRN_FSS	134.520	NORTH AFRICA CENTER	FL245 - UNL

SECTOR OWNERSHIP:

SECTOR	1° ALTN	2° ALTN	3° ALTN
LMMM_CTR	LMMM_E_CTR*	EURS_FSS (≥ FL245)	-
LMMM_E_CTR	LMMM_CTR	EURS_FSS (≥ FL245)	-
HLLL_NW_CTR	HLLL_T_CTR	HLLL_B_CTR	AFRN_FSS (≥ FL245)

*Only for East Sector

HANDOVER FREQUENCY:

Frequencies from Tripoli ACC to Malta ACC

>LMMM_CTR West Sector Frequency: 130.970

For traffic via: ABRAM, SARKI, VARIG, LUMED; LOTIN, ELIMO and INDOT.

>LMMM_E_CTR East Sector Frequency: 133.620

For traffic via: OLMAX, BONAR, EKLIS, RASNO

Frequencies from Malta ACC to Tripoli ACC:

>HLLL_NW_CTR Sector Frequency: 128.40

For traffic via: ABRAM, SARKI, VARIG, LUMED, LOTIN, ELIMO, INDOT, OLMAX, BONAR, EKLIS and RASNO.

HANDOVER PROCEDURES FROM LIBYA vACC TO MALTA vACC:

Transit West Sector:

ATS Route	Waypoint	Cleared FL	Vertical Limits	Hand-off Sector
M600 M726 M740 W857	SARKI	ODD FL, RFL ODD FL, RFL EVEN FL, RFL EVEN FL, RFL	FL65-FL460	HLLL_NW_CTR → LMMM_CTR
UP126 UM215	LUMED	EVEN FL, RFL	FL245-FL460 FL195-FL460	
B21 M622 UM979	INDOT	EVEN FL, RFL	FL65-FL460	

Transit East Sector:

ATS Route	Waypoint	Cleared FL	Vertical Limits	Hand-off Sector
N68 M621 UZ270	OLMAX	EVEN FL, RFL	FL65-FL460	HLLL_NW_CTR → LMMM_E_CTR
UP32	EKLIS	ODD FL, RFL	FL245-FL460	
UZ350 M1 Z718	RASNO	ODD FL, RFL ODD FL, RFL EVEN FL, RFL	FL245-FL460 FL65-FL460 FL65-FL460	

If RFL is below the Cleared FL the descending condition shall be coordinated verbally with Malta ACC as appropriate.

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

Malta Luqa (LMML) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
SARKI	FL250 released for descend	15 NM before SARKI or leaving FL270	HLLL_NW_CTR → LMMM_CTR
INDOT	FL250 released for descend	15 NM before INDOT or leaving FL270	

Lampedusa (LICD) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
SARKI	FL200 released for descend	15 NM before SARKI or leaving FL220	HLLL_NW_CTR → LMMM_CTR

Maximum Cruise Level:

FROM	TO	MAX CRZ
HLLT, HLLM and HLMS	LMML and LICD	FL260
HLLT, HLLM and HLMS	LICG	FL280

HANDOVER PROCEDURES FROM MALTA vACC TO LIBYA vACC:

Transit Sector:

ATS Route	Waypoint	Cleared FL	Vertical Limits	Hand-off Sector
M727 UN163 T295 M395	ABRAM	ODD FL, RFL	FL245-FL460 FL245-FL460 FL65-FL460 FL65-FL460	LMMM_CTR → HLLL_NW_CTR
T299 T297 M379	VARIG	EVEN FL, RFL EVEN FL, RFL ODD FL, RFL	FL65-FL460	LMMM_CTR → HLLL_NW_CTR
L31 UL12	LOTIN	EVEN FL, RFL ODD FL, RFL	FL65-FL460 FL195-FL460	LMMM_CTR → HLLL_NW_CTR
M732 Z333	INDOT	ODD FL, RFL	FL65-FL460	LMMM_CTR → HLLL_NW_CTR
M7 M620 M980	BONAR	ODD FL, RFL	FL65-FL460	LMMM_E_CTR → HLLL_NW_CTR
UP32	EKLIS	EVEN FL, RFL	FL245-FL460	LMMM_E_CTR → HLLL_NW_CTR
UZ350 M1 Z718 UY751	RASNO	EVEN FL, RFL EVEN FL, RFL ODD FL, RFL ODD FL, RFL	FL245-FL460 FL65-FL460 FL65-FL460 FL245-FL460	LMMM_E_CTR → HLLL_NW_CTR

If RFL is below the Cleared FL the descending condition shall be coordinated verbally with Malta ACC as appropriate.

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

Tripoli (HLLT) and Mitiga (HLLM) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
ABRAM	FL210 released for descend	15 NM before ABRAM or leaving FL230	LMMM_CTR → HLLL_NW_CTR
VARIG	FL290 released for descend	15 NM before VARIG or leaving FL310	LMMM_CTR → HLLL_NW_CTR

Misrata (HLMS) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
VARIG	FL290 released for descend	15NM before VARIG or leaving FL310	LMMM_CTR → HLLL_NW_CTR
LOTIN		15NM before LOTIN or leaving FL310	

Benghazi Benina (HLLB) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
BONAR	FL300 released for descend	15 NM before BONAR or leaving FL320	LMMM_CTR → HLLL_NW_CTR
EKLIS		15 NM before EKLIS or leaving FL320	
RASNO		15 NM before RASNO or leaving FL320	

Al Abraq (HLLQ) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
RASNO	FL280 released for descend	15 NM before RASNO or leaving FL300	LMMM_CTR → HLLL_NW_CTR

Maximum Cruise Level:

FROM	TO	MAX CRZ
LMML and LICD	HLLT, HLLM and HLMS	FL250
LICG	HLLT, HLLM and HLMS	FL270