



Letter of Agreement between LGGG ACC and LIRR/LIBB ACC

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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 aforesaid 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: – 10 NM longitudinal separation between two traffics at same Flight Level, when the preceding traffic is at equal or faster assigned speed.

7) Traffic shall be handed off on a valid ATS route or on defined waypoints at RFL using the semi - circular cruising level system (even/odd), (North EVEN, South ODD).

8) 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).

9) VFR flights are not permitted in the AoR of Roma/Brindisi ACC and Athinai ACC above FL195, unless specific coordination has been coordinated between the ATS Units.

Abbreviations:

vACC: Virtual Area Control Center

RFL: Requested Flight Level

ATS: Air Traffic Service

LoA: Letter Of Agreement

IFR: Instrument Flight Rules

VFR: Visual Flight Rules

FIR: Flight Information Region

ACC: Area Control Center

GAT: General Air Traffic

OAT: Operational Air Traffic

UNL: Unlimited

AoR: Area of Responsibility

SFC: Surface

COP: Coordination Point

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 delegations

For the purpose of this LoA the boundary between the LGGG FIR and LIRR/LIBB FIR consists of a line connecting the waypoints: **OLGAT - TIGRA - NOSTO - LATAN - DINOB - RUTOM - LORNO - BELIX**

Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between ROMA/BRINDISI CTR and ATHINAI CTR when providing ATS to General Air Traffic (IFR/VFR)

Coordination and Communication

Coordination and communication between Roma/Brindisi and Athina shall be made by Euroscope internal coordination data exchange. If additional coordination is needed it shall be done by the internal radio communication system or text messages.

Hand-offs of traffic

Handoffs (transfer of communication) shall be made minimum 15 NM prior to the respective boundary (FIR border, TMA border or delegated airspace). The ideal range for handoff between enroute sectors is 30nm. After handoff, traffic is NOT released for climb, descent or turns.

Spacing between two aircraft on the same level and same routing shall be at least 10 NM if the speed of the following traffic is equal or less than the speed of the preceding traffic.

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. Traffic expected to be handed off to the next sector shall be first transferred using the Euroscope internal transferring system. The transfer of communications shall take place after or at same time as the transfer of control.

General rules

Traffic exiting LGGG with destination LIRR/LIBB shall have even (northbound) or odd (southbound) flight levels.

Traffic exiting LIRR/LIBB with destination LGGG shall have odd flight levels.

Applicable ATC units and frequencies

ATC Unit	Callsign	Frequency
LIRR_S_CTR	Roma Control	128.800
LIRR_N_CTR	Roma Control	124.200
LIRR_U_CTR	Roma Upper Control	132.525
LIRR_I_CTR	Roma Information	134.200
LIBB_S_CTR	Brindisi Control	124.750
LIBB_N_CTR	Brindisi Control	132.450
LGGG_CTR	Athinai Radar	129.675
LGGG-W_CTR	Athinai Radar	134.325
LGGG-K_CTR	Athinai Radar	133.725
LGGG-U_CTR	Athinai Radar	123.825
LGGG-P_CTR	Athinai Radar	124.625
LGGG_FSS	Athinai Information	119.750
LGKR_APP	Kerkira Radar	122.350

Handoff levels from LGGG to LIRR/LIBB

Destination	COP	Cleared FL / Max FL
LIBD (Bari)	OLGAT/TIGRA	FL280
LIBR (Brindisi)	OLGAT/TIGRA	FL280
LIRR/LIBB from LGKR (LGKR_APP)	OLGAT/TIGRA/NOSTO/LATAN/DINOB	FL240
LIBB/LIRR (origin LGKF)	LATAN/RUTOM	FL320

Handoff levels from LIRR/LIBB to LGGG

Destination	COP	Cleared FL / Max FL
LGKR (hand off to LGKR_APP)	LATAN/DINOB/NOSTO/ TIGRA	FL170 (to cross border at or below FL230)
LGPZ (hand off to LGKR_APP)	TIGRA/NOSTO/LATAN/ DINOB	FL230

LGKF/ LGZA	LATAN/RUTOM	FL330
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VFR Flights

A. The following limited information shall be exchanged between the two ACCs with regard to VFR flights:

1. VFR;
2. identification, type of aircraft and SSR code (if available);
3. routing and flight level, (altitude);
4. estimated time over COP;
5. ETO for the next two points or estimated time of arrival
6. other information if necessary.

B. If no flight plan available for the receiving unit, the information above, shall be supplemented with the following:

1. departure and destination aerodromes;
2. further route of flight;
3. any additional information, if necessary.

C. For a group of VFR flights, the precise number of aircraft shall be emphasized as well as the callsign of the group leader.

Exchange of available data for VFR flights shall be transferred at least 20 (twenty) minutes prior to the time when the aircraft is estimated to pass the common FIR boundary.

A revision, if available, shall be forwarded whenever flight data have changed and/or the estimate varies by 5 (five) minutes or more.