

**IVAO – SLOVENIAN DIVISION  
AIR TRAFFIC CONTROL**



**LETTER OF AGREEMENTS: LJLA - LIPP**  
Effective: 17 OCT 05

**Line of Responsibility**

Line of responsibility (LR) between LIPP and LJLA FIR leads via KANIN – RIFEN – BARPI. All traffic between these two FIRs should be transferred 2 minutes before reaching LR.

**FL allocations**

The following FL allocations on airways directions shall be affected:

<b>Int.</b>	<b>W/E</b>	<b>for flights along</b>	<b>FL</b>
BARPI	EASTBOUND	M859/UM859	EVEN
BARPI	WESTBOUND	M859/UM859	ODD
RIFEN	EASTBOUND	A21	ODD
RIFEN	WESTBOUND	A21	EVEN
VICKY		for VFR between LIPQ - LJPZ	

**Ljubljana FIR**

Flights with destination	via	transfer	FL/ft
LIPQ	RIFEN	2 min before LR	FL 120
LIPZ, LIPH	BARPI	2 min before LR	FL 270, descending 250
LIPX, LIPE, LIPK, LIPO, LIPR, LIPYM LIRQ, LIPR		2 min before LR	FL 290

Flights departing	via	transfer	FL/ft
LJLJ, LJPZ, LJMB	BARPI/RIFEN	2 min before LR	FL 260

### Padova FIR

Flights with destination	via	transfer	FL/ft
LJLJ	BARPI/RIFEN	2 min before LR	FL 150
LJMB	BARPI	2 min before LR	FL 230
LJPZ	BARPI	3 min before BARPI	7000 ft

Flights departing	via	transfer	FL/ft
LIPQ	RIFEN	2 min before LR	FL 110
LIPZ	BARPI/RIFEN	2 min before LR	FL 190

**Coordination of higher/lower FLs than specified in this document shall normally be initiated by the accepting unit.**

**Flights not following the prescribed route but affecting the adjacent FIR shall be coordinated.**

### Purpose of LoA

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between ACC Padova (LIPP) and ACC Ljubljana (LJLA) when providing ATS<sup>1</sup> to General Air Traffic (IFR/VFR) on IVAO.

### Procedures for Coordination

#### General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP<sup>2</sup> for the relevant route and in accordance with the appropriate flight levels specified for the relevant route.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by use of crossing conditions in the ACT<sup>3</sup> or by verbal coordination.

If the accepting Centre cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in this document (e.g. COP, route or flight level) the transferring unit shall initiate an Approval Request.

ATS - Routes, Coordination Points and Flight Level Allocation Scheme

This scheme is a tool to standardize the data exchange between the ATC units concerned and to give general guidelines to avoid certain areas of airspace, but does in no case release ATC personnel from the responsibility to separate aircraft.

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<sup>1</sup> ATS: Air Traffic Services

<sup>2</sup> COP: coordination point

<sup>3</sup> ACT: Activation Message

Signed by:

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