



LETTER OF AGREEMENT



between
and

Effective: 1st October 2014

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Malta ACC and Tunis ACC when providing ATS to General Air Traffic (IFR/VFR).

1.2 Operational Status.

Both ATS 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.

2 Areas of Responsibility for the Provision of ATS.

Areas of Responsibility.

The lateral and vertical limits of the respective areas of responsibility are as follows:

2.1 Malta ACC

For Lateral and Vertical Limits see Malta AIP.

ICAO airspace classification for the area of responsibility of Malta ACC along the common boundary of the areas of responsibility of Malta ACC and Tunis ACC, is described in Annex B to this Letter of Agreement.

2.2 Tunis ACC

For Lateral and Vertical Limits see Tunisia AIP.

ICAO airspace classification for the area of responsibility of Tunis ACC along the common boundary of the areas of responsibility of Tunis ACC and Malta ACC, is described in Annex B to this Letter of Agreement.

3 Procedures.

3.1 The procedures to be applied by Malta ACC and Tunis ACC are detailed in the Annexes to this Letter of Agreement:

- Annex A: Definitions and Abbreviations
- Annex B: Area of Common Interest
- Annex C: Procedures for Co-ordination
- Annex D: Transfer of Control and Transfer of Communications

3.2 These procedures shall be promulgated to the members of each division.

4 Revisions and Deviations.

4.1 Revision of the Letter of Agreement.

The revision of the present Letter of Agreement, excluding Annexes and their Appendices, requires the mutual written consent of the division HQ.

4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the AOC of each division.

4.3 Temporary Deviations.

When necessary, concerned members opening the adequate the ATC position may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

5 Cancellation.


5.1 Cancellation of the present Letter of Agreement by mutual agreement of the respective Approving Division may take place at any time.

5.2 Cancellation of this Letter of Agreement by either Approving Division is possible at any time, provided that the cancelling party declares its intention to cancel the Letter of Agreement with a minimum pre-notification time of 60 days before the date the cancellation is to take effect.

6 Validity.

This Letter of Agreement becomes effective on the 1st October 2014.

20th September 2014



MT-DIR
Michael Pace



TN-DIR
Kamel Dherif

Annex A.

Definitions and Abbreviations.

Effective: 1st October 2014
Revised:

A.1 Definitions.

A.1.1 ATS Area of Responsibility.

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

A.1.2 Division Level (DL).

The level dividing two super-imposed areas of responsibility for the provision of ATS.

A.1.3 General Air Traffic (GAT).

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

A.1.5 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.

A.1.6 Reduced Vertical Separation Minimum (RVSM).

A vertical separation minimum of 300 m (1 000 ft) which is applied between FL 290 and FL 410 inclusive, on the basis of regional air navigation agreements and in accordance with conditions specified therein.

A.1.7 Release.

A.1.7.1 Release for Climb.

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

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

A.1.7.2 Release for Descent.

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

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

A.1.7.3 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/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

A.2 Abbreviations.

AIP	Aeronautical Information Publication
AoR	Area of Responsibility
ATC	Air Traffic Control
ATS	Air Traffic Services
COP	Coordination Point
DL	Division Level
ETO	Estimated Time Over Significant Point
FIR	Flight Information Region
GAT	General Air Traffic
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
LoA	Letter of Agreement
NM	Nautical Mile
OAT	Operational Air Traffic
RTF	Radio Telephony
RVSM	Reduced Vertical Separation Minimum
SSR	Secondary Surveillance Radar
UIR	Upper Flight Information Region
VFR	Visual Flight Rules

Annex B.

Area of Common Interest.

Effective: 1st October 2014
Revised:

B.1 Airspace Structure and Classification within the Area of Common Interest.

B.1.1 Malta FIR / UIR

COP	Route in Malta FIR / UIR	Vertical limits	Airspace Classification			
SONAK	U/M978	FL95 – FL460	Class C: FL95 – FL460			
	UM979	FL195 – FL460				
	UM739	FL195 – FL460				
	UM395	FL195 – FL460				
OMENI	U/L874	FL95 – FL460		Class G: above FL460 and below FL95		
	UL21	FL195 – FL460				
	UM9	FL195 – FL460				
BASMO	U/M980	FL95 – FL460			Class G: above FL460 and below FL95	
	UL20	FL195 – FL460				
	UN573	FL195 – FL460				
NIGAT	U/P868	FL95 – FL460				Class G: above FL460 and below FL95
BIRSA	U/P624	FL95 – FL460				
RALAK	U/M742	FL95 – FL460				
	U/P623	FL95 – FL460				
	UL144	FL195 – FL460				

B.1.2 Tunis FIR / UIR

Area	Vertical limits	Airspace Classification
DT-R17	GND/MSL – FL65	Active MON to FRI: SR/SS, SAT: SR/1200 except holidays
DT-R17A	FL105 – FL245	Active MON to FRI: SR/SS, SAT: SR/1200 except holidays
DT-R18A	GND/MSL – FL65	Active MON to FRI: SR/SS, SAT: SR/1200 except holidays
DT-R18B	FL105 – FL245	Active MON to FRI: SR/SS, SAT: SR/1200 except holidays
Airspace 2 Tunis TMA	Up to FL460	Class D: TMA lower limits: FL195 Class A: FL195 – FL460
Airspace 4	Up to FL460	Class D: FL75 – FL195 Class A: FL195 – FL460

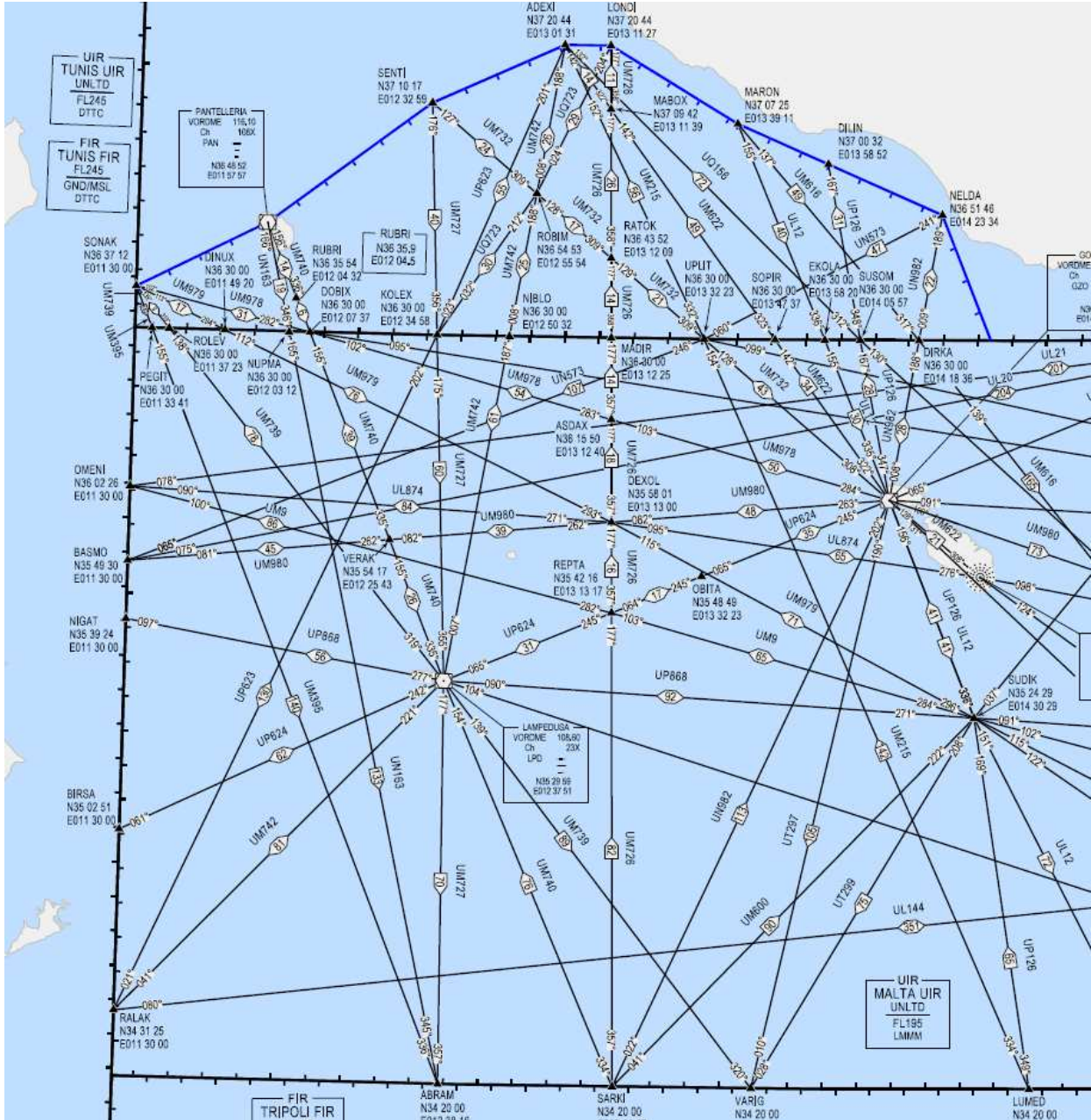
Area		Vertical limits	Airspace Classification
SONAK	U/M978	FL155 – FL460	Class D: Controlled airspace lower limits – FL195 Class A: FL195 – FL460 Class G: above FL460 and below controlled airspace lower limits
	U/R781	Tunis TMA lower limits – FL460	
OMENI	U/L874	FL155 – FL460	
BASMO	U/M980	FL155 – FL460	
	U/R783	Tunis TMA lower limits – FL460	
NIGAT	U/P868	FL155 – FL460	
BIRSA	U/P624	FL155 – FL460	
	U/G361	FL75 – FL460	
RALAK	U/P623	FL155 – FL460	
	U/G362	FL75 – FL460	

B.2 Sectorisation.

The sectorisation within the area of common interest is shown in Appendix 1 of Annex B.

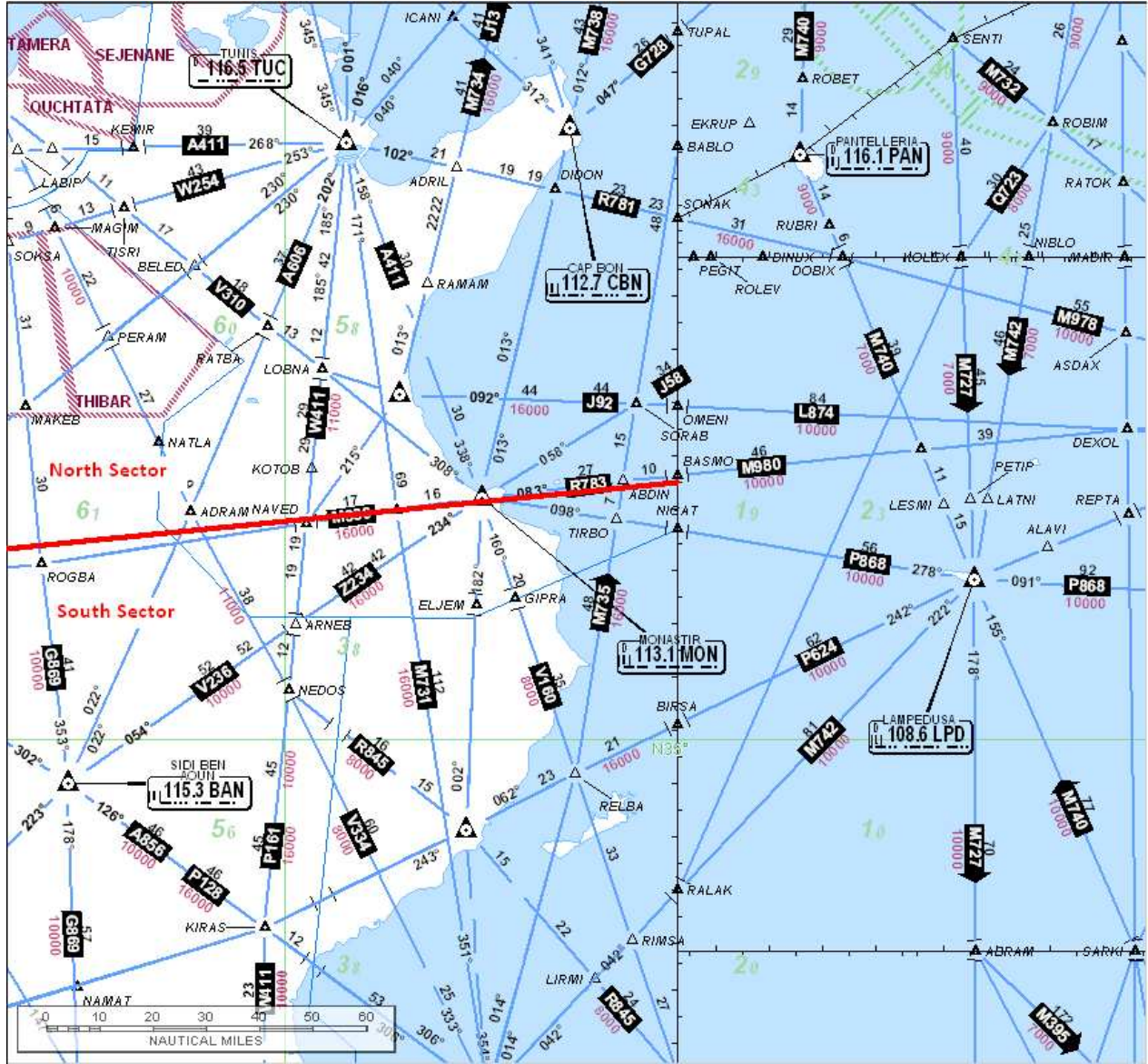
Appendix 1 of Annex B

Sectorisation within Malta ACC Sector: LMMMWT



Appendix 1 of Annex B

Sectorisation within Tunis ACC Sectors: NORTH / SOUTH



Annex C.

Procedures for Co-ordination.

Effective: 1st October 2014

Revised:

C.1 General Conditions for Acceptance of Flights.

- C.1.1 Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route (see para C.2).
- C.1.2 Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by verbal/text co-ordination, except if otherwise described in para C.2.
- C.1.3 If the accepting ATS unit 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.
- C.1.4 For any proposed deviation from the conditions specified in this Annex (e.g. COP, route or level) the transferring unit shall initiate an Approval Request.
- C.1.5 The accepting ATS unit shall not notify the transferring ATS unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

C.2 ATS-Routes, Co-ordination Points and Level Allocation.

Available ATS-routes, COPs to be used and level allocation to be applied, are described in the tables below.

C.2.1 Flights from Malta ACC to Tunis ACC

ATS-Route	COP	Level Allocation	Special Conditions
U/M978	SONAK	EVEN	FL240 or below for DTTA arrivals
UM979			
UM739			
UL21	OMENI		FL180 or below for DTNH arrivals
U/L874			
UM9			
UL20	BASMO		FL140 or below for DTMB arrivals
U/M980			
UN573			
U/P868	NIGAT		FL140 or below for DTMB arrivals
U/P624	BIRSA		FL160 or below for DTTX arrivals
UL144	RALAK		FL180 or below for DTTJ arrivals
U/M742			
U/P623			

Note. For consecutive arrivals which are not longitudinally separated, the next available level to be coordinated with Tunis ACC should be at 2000 ft intervals above the standard level and at EVEN levels only.

C.2.2 Flights from Tunis ACC to Malta ACC

ATS-Route	COP	Level Allocation	Special Conditions
U/M739 / U/R723	SONAK	ODD	FL230 or below for DTTA departures (refer to note below)
U/M978 / U/R781		ODD	
U/L874	OMENI	ODD	FL170 or below for DTNH departures (refer to note below)
U/M980	BASMO	ODD	FL130 or below for DTMB departures (refer to note below)
U/R783		ODD	
U/P868	NIGAT	ODD	FL130 or below for DTMB departures (refer to note below)
U/G361	BIRSA	ODD	FL150 or below for DTTX departures (refer to note below)
U/P624		ODD	
U/G362	RALAK	ODD	FL170 or below for DTTJ departures (refer to note below)
U/P623		ODD	

Note. For consecutive departures which are not longitudinally separated, the next available level to be coordinated with Malta ACC should be at 2000 ft intervals below the standard level and at ODD levels only.

C.3 VFR flights.

Exchange of flight data on VFR flights between Tunis ACC and Malta ACC shall be conducted verbally or by texting and should include the following:

- Call-sign
- VFR
- Type of aircraft
- Departure and destination aerodrome
- CFL
- ETO COP or FIR boundary
- SSR code

C.3.1 VFR flights are not permitted in the AoR of Malta ACC and Tunis ACC above FL195. Prior approval by Malta ATS is required for any VFR flights intending to operate as GAT in the Malta UIR.

C.3.2 VFR flights operating within controlled airspace should, in so far as practical, be coordinated in accordance with the established COPs specified in para. C.2.1 and C2.2.

C.3.3 Coordination of known VFR traffic operating outside controlled airspace should be conducted by exchanging the ETO Malta / Tunis FIR boundary and the established time of arrival at destination.

C.4 Verbal/text co-ordination:

Reminder: IVAO R&R

5.3.6 - Handoffs of aircraft between controllers should be done using the transfer feature in the controlling software. Transfers may first be coordinated via private chat or using the IVAO™ Intercom.

Active Members on duties at any of the ATC positions (DTTC_CTR or LMML _CTR) have two ways to co-ordinate their traffic for the next accepting Unit

C.4.1 Verbal co-ordination: INTERCOM

Voice communication through Skype™ with Air Traffic Controllers is now made a lot easier with this new web based tool: the IVAO Intercom. The main goal is to simplify and speed up the traffic flow coordination between the controllers all around by having a voice intercom system, with multiple frequencies.

To access to the application click [HERE](#)

C.4.2 Text co-ordination: COMMBox private Chat

Use the private chat text screens in your ATC client program (IVAC).

The content of the co-ordination message shall consider the following data:

- ▶ Call-sign
- ▶ CFL
- ▶ ETO COP or FIR boundary
- ▶ SSR code

Annex D.

Transfer of Control and Transfer of Communications. HAND OFF

Effective: 18th September 14

Revised:

D.1 Transfer of Control.

The transfer of control place at the COPs on the AoR-boundary.

D.2 Transfer of Communications.

The transfer of communications shall take place not later than the transfer of control, unless otherwise coordinated.

D.2.1 Frequencies from Tunis ACC to Malta ACC

<i>For traffic via:</i> SONAK, OMENI, BASMO, NIGAT, BIRSA, RALAK	<i>Primary frequency: 130.975 MHz</i>	Malta ACC WEST Sector
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D.2.2 Frequencies from Malta ACC to Tunis ACC

<i>For traffic via:</i> SONAK, OMENI, BASMO, NIGAT	<i>Primary frequency: 132.550 MHz</i>	Tunis ACC NORTH Sector
<i>For traffic via:</i> BIRSA, RALAK	<i>Primary frequency: 129.3 MHz</i>	Tunis ACC SOUTH Sector (when DTTC_S_CTR is on line)