



Letter of Agreement between LJLA and LDZO FIRs on IVAO network (v1.4)

Purpose: To define entry and exit levels and additional separations for effective and safe transferring of the traffic between LJLA and LDZO FIRs.

Transits, transfers

All transfers of controlled overflights and departures shall be made at least 1 minute before passing airspace boundary.

Transit flights, flying on the same flight levels, must be, before the transfer already separated by speed restriction if required, on min. 15 NM for maintaining same mach numbers and min 10 NM when second aircraft maintains min. M0.03 less than previous aircraft.

Arrivals

All arriving traffic shall be transferred to adjacent unit 15 miles or 2 minutes before reaching boundary / FIR entry point, whichever is sooner.

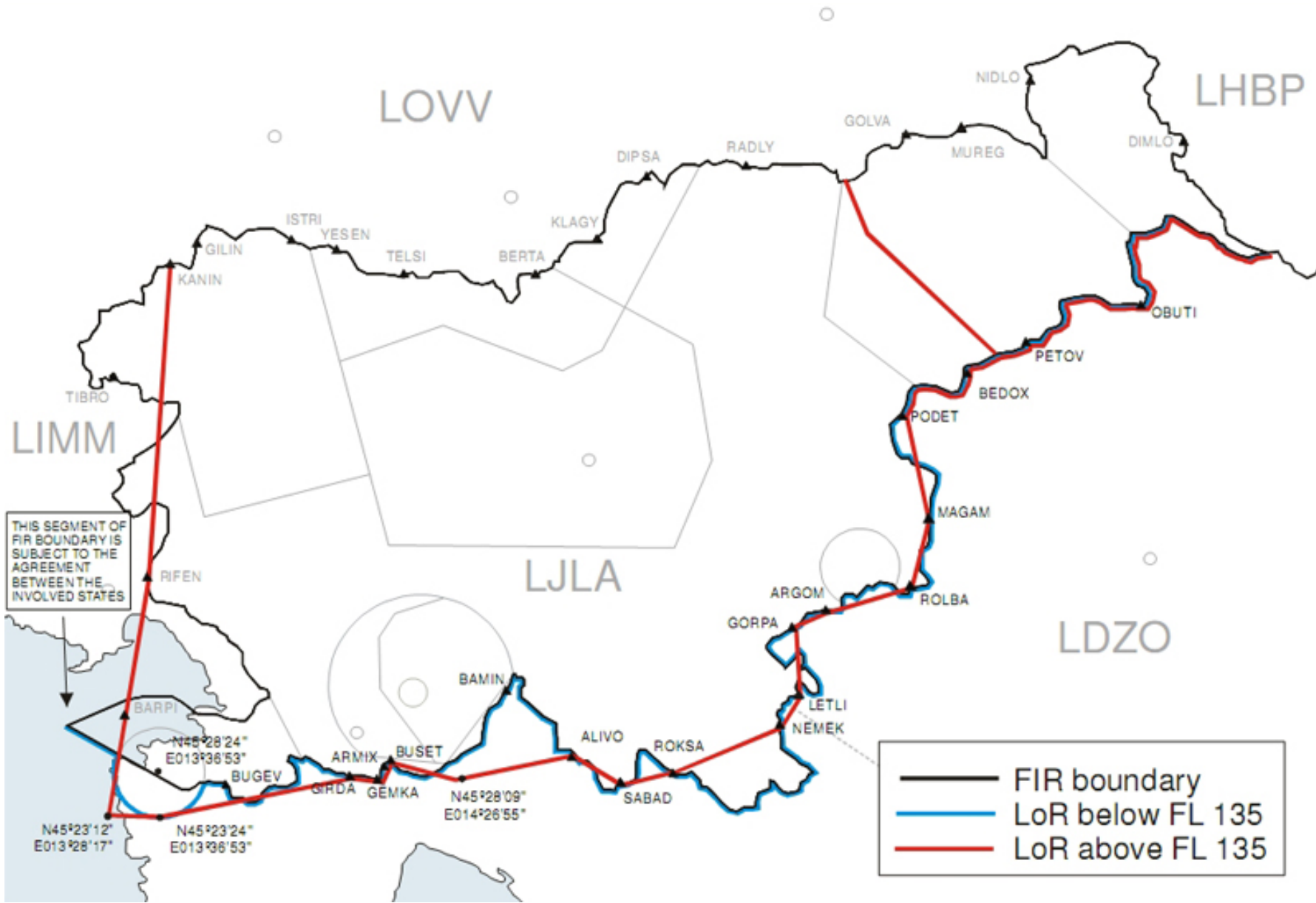
Arriving traffic shall be separated incrementally by 2000 FT vertically from the minimum LoA level of the first aircraft, inbound the FIR entry/exit waypoint. After transfer to adjacent unit is done, aircraft is considered as released for further descent to the minimum LoA level, until reaching FIR exit/entry point, which is done by ATS unit, assuming the aircraft.

Arriving traffic can be cleared to the same LoA flight level, inbound the same FIR exit/entry point if separation between both is at least 20 NM or 3 min, and second aircraft is slower or same-speed regarding to the first ACFT.

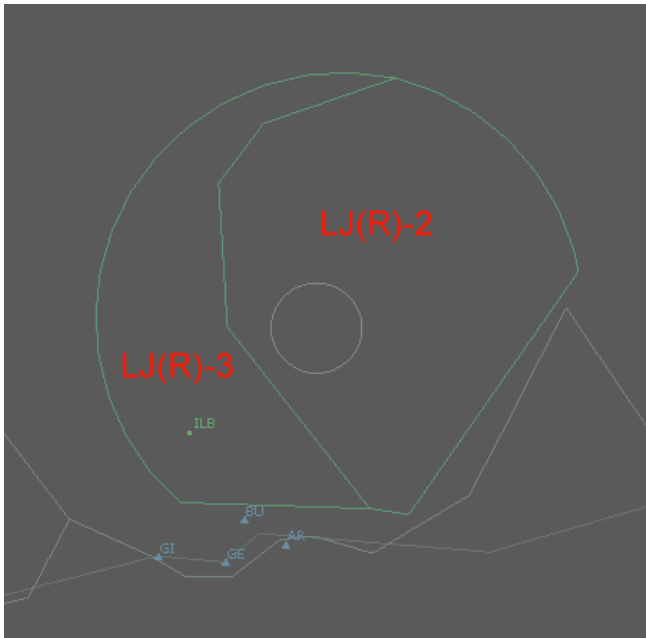
LoR

The line of responsibility from GND to FL135 is defined along the FIR Ljubljana and FIR Zagreb boundary from/west of the point 461330N, 0154710E (MURA Sector), with the exception of the portion of TMA Portorož, 5NM circle centred at ARP Portorož (452824N, 0133653E) extended within FIR Zagreb (southern part of the circle), where the provision of ATS has been delegated to APP Portorož.

The line of responsibility from GND to FL125 is defined along the FIR Ljubljana and FIR Zagreb boundary from/east of the point 461330N, 0154710E (MURA Sector) to the point of boundary between FIRs Zagreb, Ljubljana and Budapest.



Restricted area LJ(R)-2 and LJ(R)-3:



Slovenian division during regular trainings for controllers occasionally activates the restricted areas, divided into two parts (named 2 and 3).

LDZO controller **will be notified from LJLA** controller every time, when any of these areas are activated. The LJLA controller will also give notification about the upper restricted area level limit, which are usually one of these: 9200, 14800, 26300 FT AMSL,... (first usable levels for each are accordingly: **10.000 FT, FL150, FL270**, depending on the upper limit, chosen by SI-DIV).

In case that only **LJ(R)-2 is activated**, this has no influence to the traffic flying to ILB and the related entry points.

When LJ(R)-2 is activated, pilots **below the upper restricted area limit** must fly to **ILB** only, without any directs, which would cross LJ(R)-2. Therefore, when aircraft is using **ILB L141 DOL**, that crosses LJ(R)-2 area, the LDZO controller shall instruct pilot: "Leave ILB, heading 350 and contact LJLA_CTR on..." if necessary. This will prevent pilot turning into LJ(R)-2 in case of having difficulties with switching to the TS channel of LJLA after the transfer.

In case of activating also the **LJ(R)-3**, LJLA controller will pass the information to the LDZO, including the upper area limit. LDZO controller shall instruct pilots **below the upper restricted area limit**, at least **20 NM to ILB VOR**, to turn left **330** or right **030** by his preference, to avoid the areas by the left or by the right, if not requested differently by the LJLA ATC.

Available DCTs LJLA->LDZO

(all FIR entry points)

VBA

DER

ZDA

BAXON UN737 ODD level by LJLA

GISER

TUPUS

SOLGU

SPL

Available DCTs LDZO->LJLA

(All FIR entry points)

ILB VOR

All overflights above FL250 DCT DOL without coordination

Overflights East of Ruse-line are transferred directly to LOVV_CTR above FL125 without calling LJLA_CTR, and can be directed to GRZ or GBG VOR.



LJLA->LDZO:

Zagreb

to LDZA_APP / LDZO_CTR, at **9000 ft - ARGOM**

DCT PIS NDB or ZAG VOR – for arriving ACFT to LDZA – coordination required.

Rijeka

to LDRI_APP / LDZO_CTR, at **8000 ft – ARMIX**

(Trfc. shall stay at min. 8000 FT until exiting LJLA FIR.)

Pula

to LDPL_APP / LDZO_CTR, at **FL110 – GEMKA GIRDA**

DCT CRE NDB PLA NDB or VRA NDB – for arriving ACFT to LDPL - coordination required.

LDZO->LJLA:

Ljubljana

to LJLJ FL140, at MAGAM, ILB, SABAD, ROKSA.

For arrivals to LJLJ coordination for DOL VOR DCT required. Exception: flights via PODET-VALLU – can be directed to DOL VOR without coordination.

Maribor

to LJMB via PETOV - at 8000 15 NM to boundary, released for descent to 5000FT further by LJLA.

Portoroz

to LJPZ – transfer 15 NM inbound ABLAT, ROTAR at 8000 FT.

This Letter of Agreement, version 1.4, becomes effective on **03-Mar-09** and supersedes all the previous.

LoA signed on **28-Jan-09**, by:

SI-DIR:
Mr. Vito Persoglia

HR-ADIR:
Mr. Hrvoje Kovacevic