



LETTER OF AGREEMENT

Australia's Airspace

PURPOSE:

- To provide the standardized procedures that ATC must follow when handing-over traffic to adjacent Air Traffic Controller (ATC) positions within the IVAO Oceanic Region's Airspace within Australia.

POSITIONS AFFECTED:

- All ATC positions within Australia's Airspace

PROCEDURES:

- ATC cannot control traffic above their position. e.g. Tower cannot contact incoming aircraft and issue STAR clearances.
- ATC may control below their position to the next active controller position if no active controller is online. e.g. Approach may act as Tower and Ground if Clearance Delivery is the next online ATC.
- Control of air traffic is to be handed over in accordance with the following:
 1. **Clearance Delivery:** IFR/VFR clearance only and then immediately transferred to the Ground Controller.
 2. **Ground:** Surface movement only. Transfer to Tower Controller at runway holding points. Release arriving traffic to Unicom once at designated gates. Traffic that identifies that they are flying another sector may be immediately transferred to Clearance Delivery.
 3. **Tower:** Runway movement only. Departing traffic to be transferred to Approach Controller once positive rate of climb is achieved and before 2000ft AGL. If an emergency is declared prior to transfer, the tower controller is to maintain control of the aircraft.
 4. **Approach/Departures:** Area of responsibility is between 2000ft and FL180 and within 60nm of the airport. This area is a cone shape from the surface up and is designated Class C airspace. The majority of sector files utilized indicate Class C and D airspace altitudes and are to be adhered to.

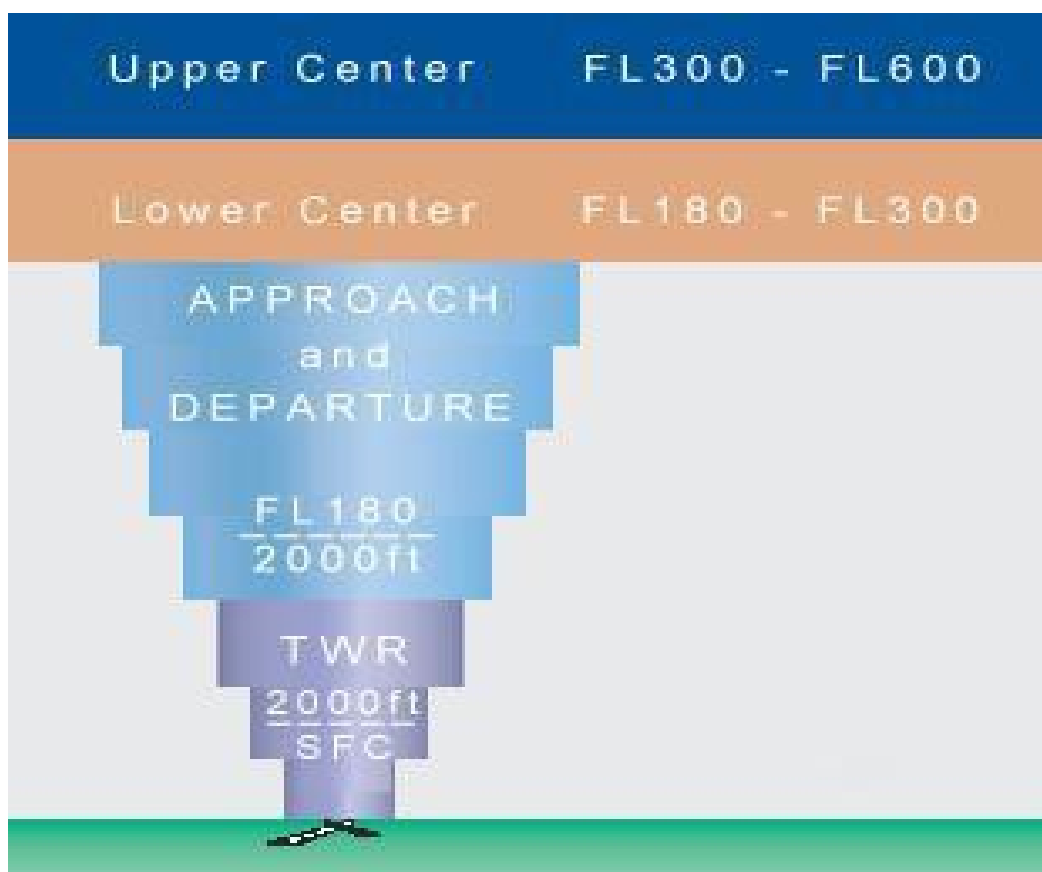
Approach controllers are not to clear aircraft to ascend above FL180 without authorization of the Centre Controller. Arriving aircraft are to be transferred to the Tower controller once fully established on the runway ILS or they have confirmed visual sighting of the runway. All aircraft outside of the controllers area of responsibility are to be transferred immediately to the appropriate controller. In situations where there is no Centre Controller, the approach controller may authorize a climb above FL180 and then immediately release the aircraft to Unicom.

5. **Centre:** Area of responsibility is between surface and FL300 and within the designated FIR. Traffic that is at or below FL180 and within 60nm of an airport must be handed over to the Approach/Departures Controller as applicable. Centre controllers are not to clear aircraft to ascend about FL300 without authorization of the Upper Centre Controller. In situations where there is no Upper Centre Controller the Centre Controller may retain control of the aircraft above FL300 and whilst within the designated FIR.
6. **Upper Centre:** Area of responsibility is between FL300 and above and within the designated FIR. Traffic must not be cleared to descend below FL300 without the authorization of the Centre Controller.

SYDNEY CTA (SHARED AIRSPACE)

The airspace around Sydney (YSSY) belongs to the Melbourne FIR. YBBN or YBBE positions are **allowed** to provide ATC services to YSSY up to 45Nm radius extending the area of coverage to the south of Sydney **only if** an adjoining Melbourne Center is not operating.

VISUAL REPRESENTATION:



Contact: For any information regarding the implementation of this LOA please contact the AU Division ATC Operations Department via email at au-aoc@ivao.aero

Issued by:

Jason Lonsdale
334592
AU-AOC

Authorized by:

Adam James
152218
AU-DIR