

2016



**LETTER OF AGREEMENT
BETWEEN
POLISH VACC AND SWEDEN FIR**

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31 March 2016

1 General

1.1 Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between Polish VACC and Sweden FIR when providing ATS on the VATSIM network.

1.2 Distribution

All operationally significant information and procedures contained in this Letter of Agreement shall be distributed by the appropriate means to all concerned controllers.

1.3 Validity

This Letter of Agreement becomes effective 31/03/2016 and supersedes the Letter of Agreement between Polish VACC and Sweden AoR dated 26/09/2013.

Martin Loxbo
Director Sweden FIR

Piotr Grudniewski
Polish VACC Director

2 Areas of Responsibility and Sectorization

2.1 Areas of Responsibility

2.1.1 Polish VACC

Lateral limits: Warszawa FIR
Vertical limits: GND – FL660

2.1.2 Sweden FIR

Lateral limits: Sweden FIR/UIR
Vertical limits: GND – UNL

2.2 Sectorisation

2.2.1 Polish VACC

EPWW: *Warszawa Radar* (EPWW)
EPWW_N_CTR 132.700 (EPWW_CTR 134.925)

EPGD TMA:

GND – FL285: *Gdansk Approach* (EPGD APP)
EPGD_APP 130.875
(EPWW_N_CTR 132.700, EPWW_CTR 134.925)

2.2.2 Sweden FIR

FL355 - UNL:

West of 0161400E: *Malmö AoR Sector 9* (ESMM-9)
ESMM_3_CTR 128.055 (ESMM_6_CTR 135.805, ESMM_8_CTR
128.175, ESMM_7_CTR 124.150, ESMM_CTR 128.625, ESOS_CTR
118.400)

East of 0161400E: *Malmö AoR Sector 6 (ESMM-6)*
ESMM_6_CTR 135.805 (ESMM_7_CTR 124.150, ESMM_CTR 128.625, ESOS_CTR 118.400)

GND - FL355:

West of 0161400E: *Malmö AoR Sector 8 (ESMM-8)*
ESMM_8_CTR 128.175 (ESMM_7_CTR 124.150, ESMM_CTR 128.625, ESOS_CTR 118.400)

East of 0161400E: *Malmö AoR Sector 7 (ESMM-7)*
ESMM_7_CTR 124.150 (ESMM_CTR 128.625, ESOS_CTR 118.400)

Within the lateral limits
of Rönne TMA:

GND – 4500 ft MSL: *Rönne TWR*
EKRN_TWR 118.325 (EKDK_A_CTR/EKDK_CTR 135.275)
Callsign RÖNNE TOWER

4500 ft MSL – FL195: *Malmö AoR Sector L (ESMM-L)*
ESMS_APP 134.975 (ESMM_K_CTR 124.850,
ESMM_8_CTR 128.175, ESMM_7_CTR 124.150,
ESMM_CTR 128.625, ESOS_CTR 118.400)

Note 1: Secondary frequencies within parenthesis ().

Note 2: Callsign for all ESMM and ESOS sectors is SWEDEN CONTROL.

Note 3: For frequencies where the sixth digit is 5 (e.g. 134.975), the final 5 shall on VATSIM be substituted with a 0 (zero) due to technical limitations (e.g. 134.970).

3 Delegated Airspace

3.1 Airspace delegated from Polish VACC to Sweden FIR

3.1.1 Delegation of ATS from Warszawa FIR/UIR (EPWW) to Malmö AoR (ESMM)

3.1.1.1 Area MIDSEA

Lateral limits: 555059N 0173253E – 551724N 0182353E – 550759N
0161353E – 555059N 0173253E

Vertical limits: FL95 – FL660

Airspace classification: C FL95 – FL660, G FL660 – UNL

3.1.1.2 Area RÖNNE SOUTH

Lateral limits: 545500N 0142127E – FIR/UIR (Rönne TMA) boundary –
545500N 0155200E – 544106N 0154309E – 542306N
0152346E – 541545N 0150321E – 542000N 0141650E –
545500N 0142127E

Vertical limits: FL195 – FL660
excluding airspace between FL 195 – FL 245 designated by
coordinates:
544534N 0142012E
544600N 0143530E
543500N 0143945E
543500N 0151400E
543509N 0152654E
543154N 0153312E
542306N 0152346E
541545N 0150321E
542000N 0141650E
544534N 0142012E

Airspace classification: C

3.2 Airspace delegated from Sweden FIR to Polish VACC

Not applicable.

4 Procedures for Coordination

4.1 ATS Routes and Flight Level Allocation

Standard flight level allocation is to be used on all routes.

*Note: Standard flight level allocation (in RVSM airspace) means that aircraft on eastbound routes (magnetic track 360°-179°) are to use **odd** flight levels and westbound flights (magnetic track 180°-359°) are to use **even** flight levels.*

4.2 Special Procedures

Note: A “release” is an authorization for the accepting unit to climb, descend or turn (by not more than 45°) a specific aircraft before the transfer of control.

4.2.1 Flights from Sweden FIR to Polish VACC

4.2.1.1 Flights from Malmö AoR (ESMM) to Warszawa FIR/UIR (EPWW)

EPGD arrivals: For traffic to EPGD, flight level shall be coordinated between ESMM and EPGD APP. The traffic is transferred from ESMM to EPGD APP.

4.2.2 Flights from Polish VACC to Sweden FIR

4.2.2.1 Flights from Warszawa FIR/UIR (EPWW) to Malmö AoR (ESMM)

EPGD departures:	For traffic from EPGD, flight level shall be coordinated between EPGD APP and ESMM. The traffic is transferred from EPGD APP to ESMM sector 7.
L/UL996, L/UL617, L/UL621, N/UN983, N/UN746:	Northbound traffic is released to ESMM for turn 20 NM before the AoR boundary.
Destination EKCH or ESMS:	Traffic with destination EKCH or ESMS is released to ESMM for turn and descent 20 NM before the AoR boundary.
L/UL996:	EPWW may, without coordination, give clearance direct GOSOT.
L/UL617:	EPWW may, without coordination, give clearance direct KOLOB.
N/UN746:	EPWW may, without coordination, give clearance direct GORPI.
N/UN133:	EPWW may, without coordination, give clearance direct PENOR.

4.3 VFR Flights

For controlled VFR flights coordination, transfer of control and transfer of communications shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector, if in radio contact.

5 Transfer of Control and Transfer of Communications

5.1 Transfer of Control

Transfer of control takes place at the AoR boundary.

5.2 Transfer of Communications

5.2.1 Flights from Sweden AoR to Polish VACC

5.2.1.1 Flights from Malmö AoR (ESMM) to Warszawa FIR/UIR (EPWW)

Transfer of communications shall take place not later than the transfer of control.

5.2.2 Flights from Polish VACC to Sweden FIR

5.2.2.1 Flights from Warszawa FIR/UIR (EPWW) to Malmö AoR (ESMM)

Transfer of communications shall take place not later than 20 NM before the AoR boundary, except for traffic on UN133 which shall be transferred as soon as possible after KARTI but not later than DOMAG.

6 Radar Based Coordination Procedures

6.1 SSR Code Assignment

Both ATS units shall transfer aircraft on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

6.2 Radar Coordination Procedures

6.2.1 Transfer of Radar Control

Transfer of radar control may be effected after prior verbal coordination provided the minimum distance between the aircraft does not fall below 15 NM.

6.2.2 Silent Transfer of Radar Control

Transfer of radar control may be effected without prior verbal coordination provided the minimum distance between successive aircraft about to be transferred is 15 NM and constant or increasing.

Note: When using mach-number speed control, pilots concerned shall be instructed to report their assigned mach-number to the accepting ATS unit upon initial contact.