LETTER OF AGREEMENT

Between

Polish-VACC
Warszawa FIR

and

VACC-Slovakia
Bratislava FIR

Effective: February 24th, 2022 (AIRAC 2202)

General

1.1. Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Polish VACC and VACC Slovakia when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Letter of Agreement shall not be used for real world purposes.

1.2. Operational Status.

All operational significant information and procedures contained in this Letter of Agreement shall be distributed to all concerned controllers by appropriate means. This Letter of Agreement itself constitutes public information**.**

1.3. Validity.

This Letter of Agreement becomes effective on February 24th, 2022

Piotr Piotr Director VACC Poland	Jozef Bockay Jozef Bockay Director VACC Slovakia

2. Areas of Responsibility & Sectorization

2.1. Areas of Responsibility.

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

2.1.1. Warszawa FIR. Lateral limits: Warszawa FIR as described in AIP Poland
Vertical limits: GND – FL660 https://pl-vacc.org.pl/files/maps/aip_bg/EPWW/ICAO_RNAV_routes.pdf

2.1.2. Bratislava FIR. Lateral limits: Bratislava FIR as described in AIP Slovakia
Vertical limits: GND – FL660
https://aim.lps.sk/eAIP/eAIP_SR/AIP_SR_valid/pdf/aip/LZ_ENR_6_1_en.pdf

2.2. Sectorization

2.2.1. Warszawa FIR.

2.2.1.1. Sector EPKK_APP
Lateral limits: TMA Kraków
Vertical limits: GND – FL285
Responsible ATS unit (in order of precedence):
1. EPKK_APP (Krakow Approach), 121.075
2. EPWW_K_CTR (Warszawa Radar), 134.175
3. EPWW_J_CTR (Warszawa Radar), 124.625
4. EPWW_CTR (Warszawa Radar),125.450
5. EPWW_U_CTR (Warszawa Radar), 130.625
6. EURE_FSS (Eurocontrol East), 135.300 (above FL245)
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.1.2. Sector EPWWR
Lateral limits: Sector R (see Appendix A1)
Vertical limits: FL95 – FL365
Responsible ATS unit (in order of precedence):
1. EPWW_R_CTR (Warszawa Radar), 123.625
2. EPWW_J_CTR (Warszawa Radar), 124.625
3. EPWW_CTR (Warszawa Radar),125.450
4. EPWW_U_CTR (Warszawa Radar), 130.625
5. EURE_FSS (Eurocontrol East), 135.300 (above FL245)
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.1.3. Sector EPWWK

Lateral limits: Sector K (see Appendix A1)
Vertical limits: FL285 – FL365
Responsible ATS unit (in order of precedence):
1. EPWW_K_CTR (Warszawa Radar), 134.175
2. EPWW_J_CTR (Warszawa Radar), 124.625
3. EPWW_CTR (Warszawa Radar),125.450
4. EPWW_U_CTR (Warszawa Radar), 130.625
5. EURE_FSS (Eurocontrol East), 135.300
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.1.4. Sector EPWWR High

Lateral limits: Sector R (see Appendix A1)
Vertical limits: FL365 – FL660
Responsible ATS unit (in order of precedence):
1. EPWW_U_CTR (Warszawa Radar), 130.625
2. EPWW_R_CTR (Warszawa Radar), 123.625
3. EPWW_J_CTR (Warszawa Radar), 124.625
4. EPWW_CTR (Warszawa Radar),125.450
5. EURE_FSS (Eurocontrol East), 135.300
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.1.5. Sector EPWWK High

Lateral limits: Sector K (see Appendix A1)
Vertical limits: FL365 – FL660
Responsible ATS unit (in order of precedence):
1. EPWW_U_CTR (Warszawa Radar), 130.625
2. EPWW_K_CTR (Warszawa Radar), 134.175
3. EPWW_J_CTR (Warszawa Radar), 124.625
4. EPWW_CTR (Warszawa Radar),125.450
5. EURE_FSS (Eurocontrol East), 135.300
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.2. Bratislava FIR.

2.2.2.1. Sector Tatry

Lateral limits: see Appendix A2
Vertical limits: GND – FL135
Responsible ATS unit (in order of precedence):
1. LZTT_TWR (Tatry Tower), 121.350
2. LZBB_CTR (Bratislava Radar), 134.475

2.2.2.2. Sector BB

Lateral limits: see Appendix A2
Vertical limits: 8000ft – FL305 except Sector Tatry (8000ft - FL135)
Responsible ATS unit (in order of precedence):
1. LZBB_CTR (Bratislava Radar), 134.475
2. EURE_FSS (Eurocontrol East), 135.300 (above FL245)
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.2.3. Sector U

Lateral limits: see Appendix A2
Vertical limits: FL305 – FL660
Responsible ATS unit (in order of precedence):
1. LZBB_U_CTR (Bratislava Radar), 126.475
2. LZBB_CTR (Bratislava Radar), 134.475
3. EURE_FSS (Eurocontrol East), 135.300 (above FL245)
Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

3. Procedures for Coordination

3.1. Definitions

A release is an authorization for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Wherever VATSIM callsigns are used to describe the terms of a certain procedure, this procedure is also applicable for all higher stations that take over the responsibilities of said station. E.g., procedures for an APP-stations are also applicable for the respective CTR station fulfilling the duties of said APP station.

The use of VATSIM callsigns in this document includes any variation of said callsign. E.g., any procedure applicable for LZBB_CTR may also be used by LZBB_U_CTR or and any procedure applicable for EPWW_CTR may also be used by EPWW_J_CTR.

3.2. General Conditions

Coordination of flights shall take place via the agreed coordination points (COP).

Coordinated flights shall be handed off via a valid COP. Any deviation shall be coordinated verbally, by text or by Euroscope inter-sector coordination.

Traffic shall be handed off at the levels, defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off at RFL, if this does not cause a conflict with any other traffic. Otherwise, traffic shall be coordinated.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

After Transfer of communications, traffic is NOT released for climb, descent or turns until Transfer of control or otherwise specified in this Letter of Agreement.

↓FLxxx /↑ FLxxx means „descending / climbing to a specified FL“, without any further restriction. Any required crossing/speed restriction shall be added separately. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/ west odd/even policy.

3.3. IFR flights from Warszawa FIR to Bratislava FIR

Concerned Airport	COP	Level Allocation	Special Conditions
↑EPKT, EPKK	BABKO	↑FL240/FL150A	Released for climb to FL 280
	MEBAN		
	REGTO	↑FL250/FL150A	
	LOLKA	↑FL190/FL150A	
↑EPRA, EPLL, EPLB, EPWR, EPRZ	ALL COPs	max FL350	Even/Odd according directional routing
↑EPWA, EPMO	ALL COPs	max FL360	
↓LZZI	BABKO	FL140	
↓LZKZ	LOLKA	↓FL230/FL250B	Released for descent
	REGTO		
	LENOV		
	PODAN		
↓LZTT	LOLKA	↓FL140	LOLKA FL 170 or below
	LENOV		LENOV FL 150 or below
↓LZSL	BABKO	↓FL200/FL240B	
	LENOV	↓FL260/FL280B	
↓LZIB, LZPP	ALL COPs	FL320	BABKO FL 340 or below
↓LOWW, LHCC	ALL COPs	max FL360	

3.4. IFR flights from Bratislava FIR to Warszawa FIR

Concerned Airport	COP	Level Allocation	Special Conditions
↓EPKK, EPKT	MEBAN	↓FL150/FL280B	
	LOLKA	↓FL200/FL280B	
↓EPKK	LENOV	↓FL160/FL220B	
↓EPKT		↓FL260/FL280B	
↓EPRZ	SUPAK	↓FL270/FL280B	
	MEBAN		
	LENOV	↓FL260/FL280B	
↓EPWA, EPMO, EPRA, EPLL, EPLB, EPWR	ALL COPs	max FL360	
↓UKLL	ALL COPs	max FL350	
↑LZTT	LOLKA	FL130	
	LENOV	FL150	
↑LZKZ	LOLKA	FL220	
	LENOV		
	PODAN		
↑LZSL	MEBAN	FL230	
	LENOV	FL240	
↑LZZI	MEBAN	FL230	

3.5. VFR flights from Warszawa FIR to Bratislava FIR

For controlled VFR flights coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, LZBB_I_CTR (Bratislava Info) 124.300, shall be the primary sector for uncontrolled VFR flights.

3.6. VFR flights from Bratislava FIR to Warszawa FIR

For controlled VFR flights coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, EPKK_I_APP (Kraków Informacja**)** 119.275 or EPWW_V_CTR (Warszawa Informacja) 134.875, shall be the primary sector for uncontrolled VFR flights. If EPKK_I_APP and EPWW_I_CTR are offline then transfer uncontrolled traffic to: EPKK_APP (Kraków Approach) 121.075, EPWW_K_CTR (Warszawa Radar) 134.175, EPWW_R_CTR (Warszawa Radar) 126.625, EPWW_J_CTR (Warszawa Radar) 124.625, EPWW_CTR (Warszawa Radar) 125.450 or EPWW_U_CTR (Warszawa Radar) 130.625.

4. Special Procedures

4.1. Non-standard arrivals

Any of non-standard arrivals such as NON-RNAVs etc. should be coordinated manually.

5. Transfer of Control and Transfer of Communications

5.1. Transfer of Control

Transfer of Control shall take place at the AoR boundary. If the downstream sector in EuroScope is set to >.break<, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client. If it becomes necessary to reduce or suspend transfers, a 5-minute prior notification is required. When transfers are suspended, the hand-off procedure (5.4) is suspended.

5.2. Silent transfer of control

Transfer of radar control from one elementary sector to another without the systematic use of bidirectional speech facilities may be affected provided the horizontal distance between the aircraft involved is not less than 10 NM within 5 minutes flying time after passing the transfer of control point unless vertical separation exists.

5.3. Transfer of Communications

Transfer of Communications shall take place no later than Transfer of Control.

5.4. Hand-Off procedure

Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

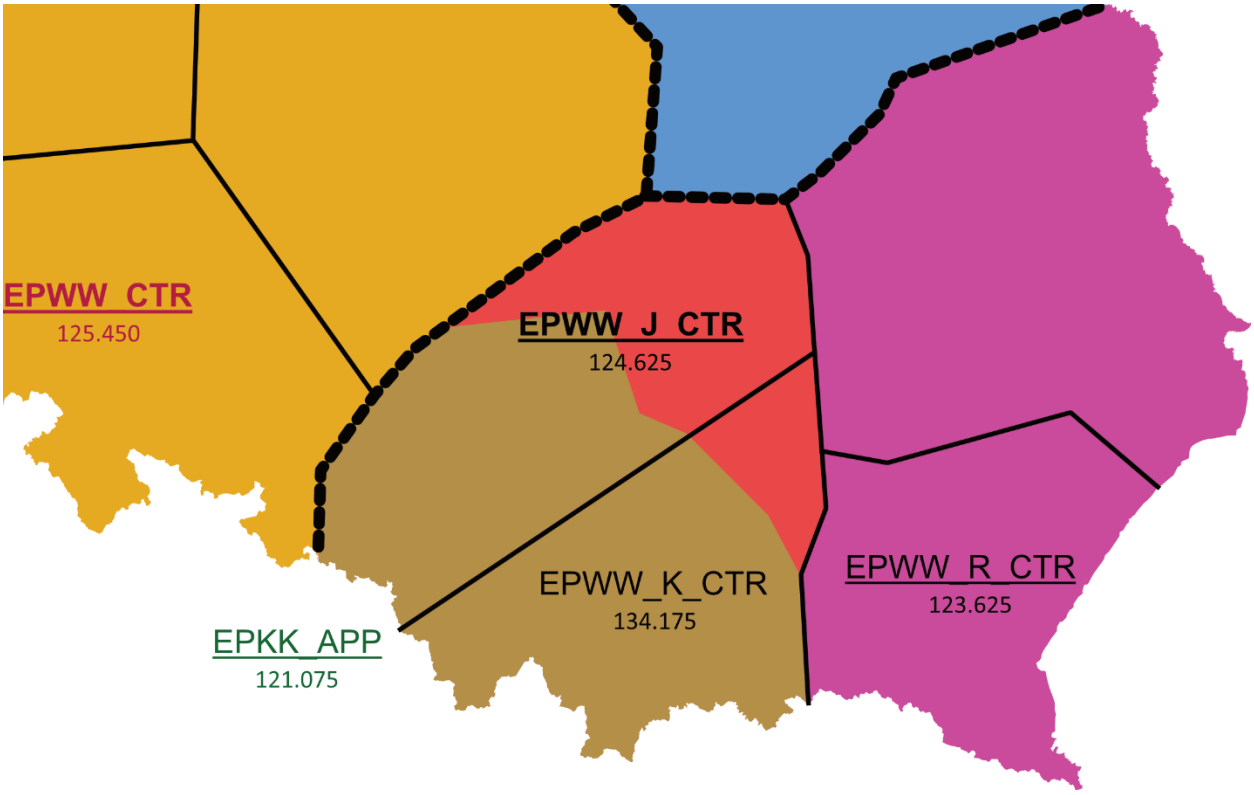
5.5. SSR Code Assignment

Both ATS units shall transfer flights 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.

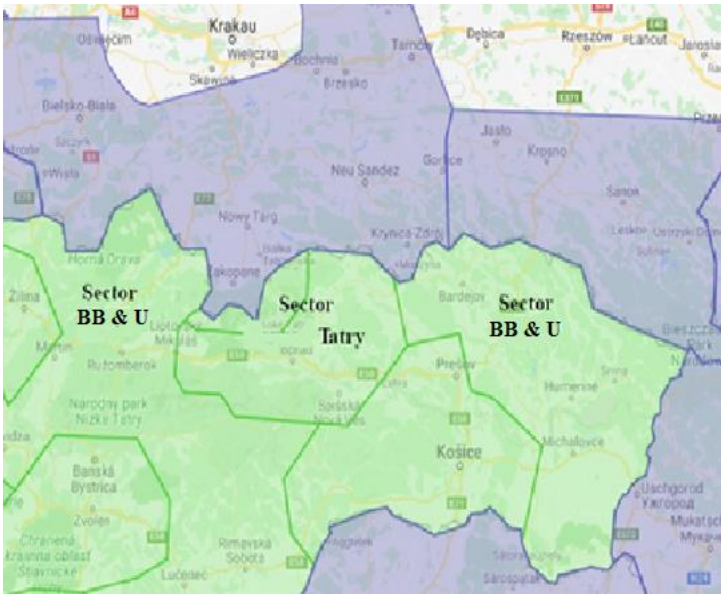
APPENDIX A

Sectorization

A1: EPWW



A2: LZBB


Krakau
Wieliczka
Bochnia
Tarnów
Dębica
Rzeszów
Łańcut
Brzesko
Bielsko-Biała
Jasło
Gorlice
Krosno
Nowy Sącz
Nowy Targ
Sanok
Krynica-Zdrój
Sector
BB & U
Sector
Tatry
Sector
BB & U
Bardejov
Prešov
Košice
Michalovce
Banská
Bystrica
Zvolen
Rimavská
Sobota
Lučenec