LETTER OF AGREEMENT

between

VATSIM Poland
Warszawa FIR

and

VATSIM Ukraine
L'viv FIR

Version: 1.1
Last Update: February 2022

Content

1. General

1.1. Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Warszawa FIR and L'viv FIR 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 supersedes the previous Letter of Agreement dated Dec 30th, 2021 (AIRAC2113).
This Letter of Agreement becomes effective on Feb 24th, 2022 (AIRAC2202).

Piotr	Andriy Viter
Warszawa FIR, Director	L'viv FIR, Director
vACC Poland	vACC Ukraine

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

2.1.2. L’viv FIR

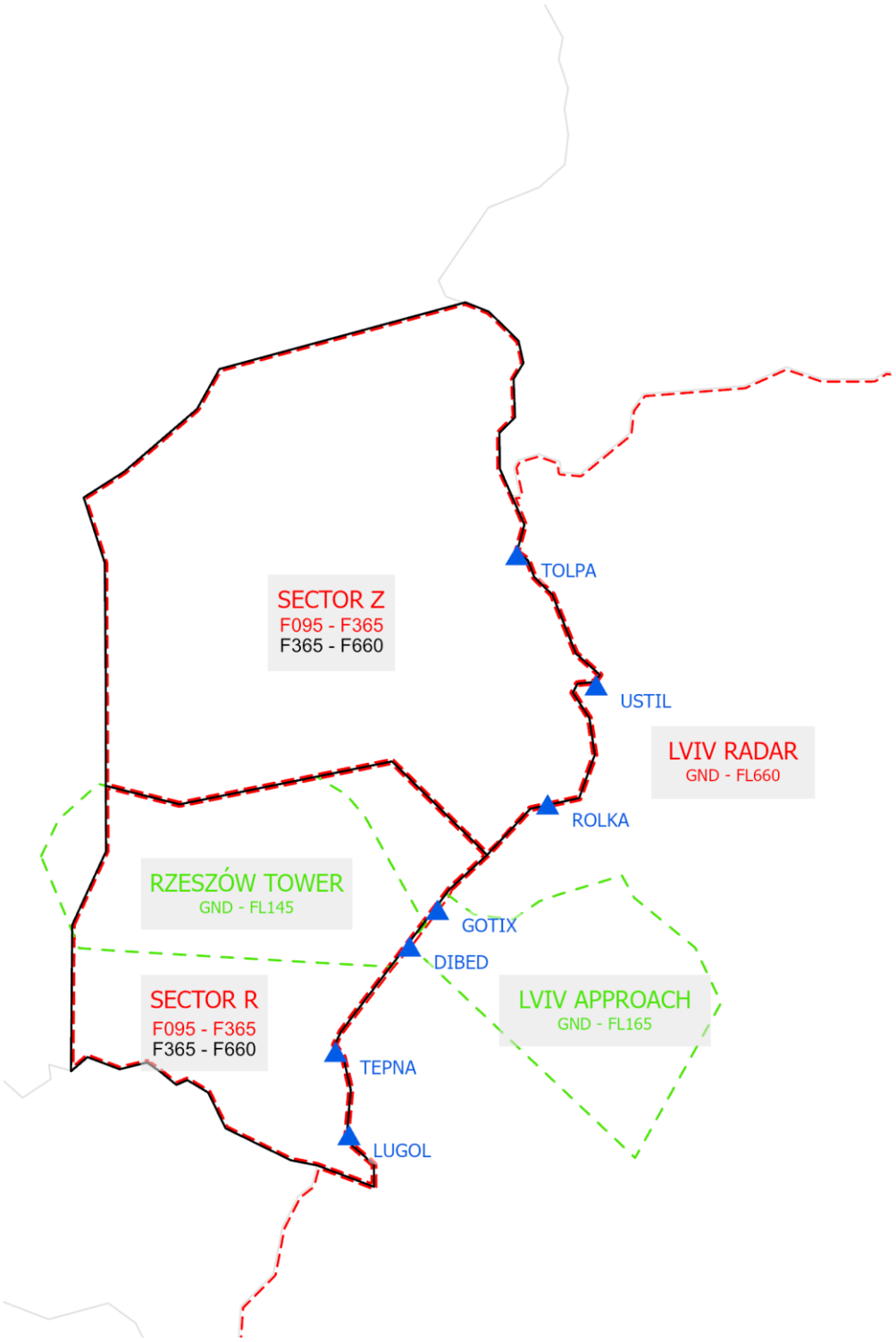
Lateral limits: L’viv FIR as described in AIP Ukraine

Vertical limits: GND – FL660

2.2. Sectorization

2.2.1. Sector Map

- **Black:** Upper-Level Sector
- **Red:** Lower-Level Sector
- **Green:** Approach Sector



2.2.2. Sectors Warszawa FIR

Sector Rzeszów Tower (TRZ):

Vertical limits: GND-FL145

Responsible ATS unit (in order of precedence)

1.	EPRZ_TWR	(Rzeszów Tower)	126.800
2.	EPWW_R_CTR	(Warszawa Radar)	123.625
3.	EPWW_J_CTR	(Warszawa Radar)	124.625
4.	EPWW_CTR	(Warszawa Radar)	125.450
5.	EPWW_U_CTR	(Warszawa Radar)	130.625

Sector Warszawa R (RWW):

Lateral limits: ACC Warszawa sector R

Vertical limits: FL95-FL365

Above TRZ: FL145-FL335

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

* — Eurocontrol covers sectors above FL245 only

Sector Warszawa Z (ZWW):

Lateral limits: ACC Warszawa sector Z

Vertical limits: FL95-FL365

Above TRZ: FL145-FL335

Responsible ATS unit (in order of precedence)

1.	EPWW_Z_CTR	(Warszawa Radar)	130.875
2.	EPWW_R_CTR	(Warszawa Radar)	123.625
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

* — Eurocontrol covers sectors above FL245 only

Sector Warszawa R High:

Lateral limits: ACC Warszawa sector R

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

Sector Warszawa Z High:

Lateral limits: ACC Warszawa sector Z

Vertical limits: FL365-FL660

Responsible ATS unit (in order of precedence)

1.	EPWW_U_CTR	(Warszawa Radar)	130.625
2.	EPWW_Z_CTR	(Warszawa Radar)	130.875
3.	EPWW_R_CTR	(Warszawa Radar)	123.625
4.	EPWW_J_CTR	(Warszawa Radar)	124.625
5.	EPWW_CTR	(Warszawa Radar)	125.450
6.	EURE_FSS	(Eurocontrol East)	135.300

2.2.3. Sectors L’viv FIR

Sector L’viv Approach (ALL):

Vertical limits: GND-FL165

Responsible ATS unit (in order of precedence)

1.	UKLL_APP	(L’viv Radar)	120.525
2.	UKLV_CTR	(L’viv Radar)	134.050
3.	UKR_CTR	(Ukraine Radar)	123.475

Sector L’viv Radar (RLV):

Vertical limits: GND-FL660

Above ALV: FL165-FL660

Responsible ATS unit (in order of precedence)

1.	UKLV_CTR	(L’viv Radar)	134.050
2.	UKR_CTR	(Ukraine Radar)	123.475

3. Coordination

3.1. Definition

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.

Traffic may be cleared direct to its coordination point (COP) without prior coordination.

Symbols:

←→ means that the aircraft is released for turns after handoff

↓ means that the aircraft is released for descending after handoff

XXXB cross COPX below flight level XXX

XXXA cross COPX above flight level XXX

3.2. ATS Routes and Flight Level Allocation

Flights from ACC Warszawa to ACC L'viv shall use **odd** flight levels.

Flights from ACC L'viv to ACC Warszawa shall use **even** flight levels.

3.3. ACC Warszawa to ACC L’viv

DEP	DES	COPX	FL	SECTOR	RMK
-	UKLL	DIBED	160	ALL	
		ROLKA			
		TEPNA	130		
EPLB	-	TOLPA	310	RLV	
		USTIL			
		ROLKA			
EPRZ	UKLL	DIBED	110	ALL	

UKLL arrivals:

- Handoff from Warszawa Radar to L’viv Radar shall take place at least 15 NM before sector boundary
- L’viv Radar is responsible for clearance of STAR

3.4. ACC L’viv to ACC Warszawa

DEP	DES	COPX	FL	SECTOR	RMK
UKLL	-	DIBED	160	SWW	
UKLL	-	GOTIX	160	SWW	
-	EPKK, EPKT	-	340B	SWW	
-	EPLB	DIBED	300	SWW	
		GOTIX			
		ROLKA	240	SWW	
		TOLPA	200	SWW	
		USTIL	240	SWW	
-	EPRA	DIBED	300	SWW	
		GOTIX			
-	EPWA, EPMO	DIBED	360	UWW	
		GOTIX			
		LUGOL			
		ROLKA	340	UWW	
		TOLPA			
		USTIL			
UKLL	EPRZ	DIBED	120	TRZ	

Converging traffic via GOTIX and DIBED shall be separated by ACC L’viv.

Converging traffic via LUGOL and TEPNA shall be separated by ACC L’viv.

EPRZ arrivals:

- Handoff from L’viv Radar to Rzeszów Tower shall take place at least 15 NM before sector boundary
- Rzeszów Tower is responsible for clearance of STAR
- Rzeszów has procedural control only
- Traffic shall be transferred to Rzeszów Tower procedurally separated

3.7. VFR flight from Poland to Ukraine

For controlled VFR flights and VFR at night flights above 2500 feet GND 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, handoff VFR flights to:
EPKK_I_APP (Kraków Information) – 119.275

If Kraków Information is offline:
EPWW_V_CTR (Warszawa Information) - 134.875

3.8. VFR flight from Ukraine to Poland

For controlled VFR flights and VFR at night flights above 2500 feet GND 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.

4. Transfer of Control and Transfer of Communications

4.1. Transfer of Control

Transfer of Control shall take place at the AoR boundary.

4.2. Silent Transfer of Control

For successive traffic on the same route and at the same flight level, the transferring controller shall establish lateral separation of 10 NM or more, remaining constant or increasing. Otherwise, vertical separation shall be established (successive descending traffic on higher levels, successive climbing traffic on lower levels).

4.3. Transfer of Communications

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

4.4. Hand-Off

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 if the radar client

4.4. SSR Code Assignment

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