

2019



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

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28 March 2019

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 28/03/2019 and supersedes the Letter of Agreement between Polish VACC and Sweden AoR dated 13/09/2018.

Martin Loxbo
Director Sweden FIR

Adam Lagoda
Polish VACC Director

2 Areas of Responsibility and Sectorization

2.1 Areas of Responsibility

2.1.1 Polish VACC

Lateral limits: Warszawa FIR/UIR
Vertical limits: GND – FL660

2.1.2 Sweden FIR

Lateral limits: Sweden FIR
Vertical limits: GND – UNL

2.2 Sectorisation

A sectorisation map is shown in Appendix 1.

2.2.1 Polish VACC

Area	Sector Name	Secondary Sectors	Remarks
Warszawa FIR North Sector	EPWW_N_CTR 130.670	EPWW_CTR 125.450	Callsign WARSZAWA RADAR
Gdansk TMA	GND – FL285 EPGD_APP 127.270	EPWW_N_CTR 130.670 EPWW_CTR 125.450	Callsign GDANSK APPROACH

2.2.2 Sweden FIR

Area	Sector Name	Secondary Sectors	Remarks
West of: E016.14.00	FL365 – UNL Malmö AoR Sector 9 ESMM-9 ESMM_9_CTR 135.970	ESMM_3_CTR 128.050 ESMM_8_CTR 128.170 ESMM_2_CTR/ ESMM_CTR 127.750 ESMM_7_CTR 124.150 ESMM_5_CTR 128.620 ESOS_CTR 118.400	
East of: E016.14.00	FL365 – UNL Malmö AoR Sector 6 ESMM-6 ESMM_6_CTR 135.800	ESMM_3_CTR 128.050 ESMM_7_CTR 124.150 ESMM_8_CTR 128.170 ESMM_2_CTR/ ESMM_CTR 127.750 ESOS_CTR 118.400	
West of: E016.14.00	GND – FL365 Malmö AoR Sector 8 ESMM-8 ESMM_8_CTR 128.170	ESMM_2_CTR/ ESMM_CTR 127.750 ESMM_7_CTR 124.150 ESMM_5_CTR 128.620 ESOS_CTR 118.400	
East of: E016.14.00	GND – FL365 Malmö AoR Sector 7 ESMM-7 ESMM_7_CTR 124.150	ESMM_6_CTR 135.800 ESMM_8_CTR 128.170 ESMM_2_CTR/ ESMM_CTR 127.750 ESOS_CTR 118.400	

LoA between
Polish VACC and Sweden FIR

Area	Sector Name	Secondary Sectors	Remarks
Within the lateral limits of Rönne TMA:	GND – 4500 ft MSL Rönne TWR	EKRN_TWR 118.320 EKDK_CTR 121.370	Callsign RÖNNE TOWER
	4500 ft MSL – FL195 Malmö AoR Sector L ESMS_APP 134.970	ESMM_K_CTR 131.270 ESMM_8_CTR 128.170 ESMM_2_CTR / ESMM_CTR 127.750 ESMM_5_CTR 128.620 ESMM_7_CTR 124.150 ESOS_CTR 118.400	

Note 1: Callsign for all ESMM and ESOS sectors is SWEDEN CONTROL.

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: 555100N 0173300E - 551724N 0182353E - 550801N 0161410E -
555100N 0173300E
Vertical limits: FL95 – FL460
Airspace classification: C

3.1.1.2 Area RÖNNE SOUTH a

Lateral limits: 545500N 0142127E - along SWEDEN FIR border eastward to -
545500N 0155200E - 544106N 0154309E -
543154N 0153312E - 543509N 0152654E -
543500N 0151400E - 543500N 0143945E -
544600N 0143530E - 544534N 0142012E -
545500N 0142127E

Vertical limits: FL195 – FL460
Airspace classification: C

3.1.1.2 Area RÖNNE SOUTH b

Lateral limits: 544600N 0143530E - 543500N 0143945E -
543500N 0151400E - 543509N 0152654E -
543154N 0153312E - 542306N 0152346E -
541545N 0150321E - 542000N 0141650E -
544534N 0142012E - 544600N 0143530E

Vertical limits: FL245 – FL460

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 Warsawa FIR/UIR (EPWW)

Arrivals to

Traffic to EPGD via PENOR are cleared to FL 270 or flight planned level if lower, traffic may be cleared direct OGDV. The traffic is transferred from ESMM to EPGD APP.

Traffic to EPGD via RUMAR, FL 290 or above is transferred from ESMM to EPWW. Traffic FL 280 or below is transferred from ESMM to EPGD APP. Traffic is released for descend.

4.2.2 Flights from Polish VACC to Sweden FIR

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

General

Traffic to ESMM sector 8 and 9 (West of E016.14.00) is released to ESMM for turn 20 NM before the AoR boundary.

For traffic through delegated area MIDSEA and RÖNNE SOUTH, EPWW may without coordination give clearance direct a filed point on the Polish/Swedish FIR-border.

Departures from

Traffic from EPGD via PENOR are cleared to FL 260 or flight planned level if lower, traffic may be cleared direct PENOR. The traffic is transferred from EPGD APP to ESMM sector 7.

Traffic from EPGD via RUMAR, planned FL 290 or above are cleared by EPWW to flight planned level. Traffic planned FL 280 or below are cleared by EPGD APP to flight planned level and transferred to ESMM. Traffic is considered climbing.

Arrivals to

Traffic with destination EKCH or ESMS is released to ESMM for turn and descent 20 NM before the AoR boundary.

4.3 FRA

4.3.1 Poland

Not implemented.

4.3.2 Sweden

Free Route Airspace (FRA) applies within Denmark-Sweden Functional Airspace Block (DK-SE FAB) above FL285. Eligible flights shall use the Entry/Exit - points below.

Entry/Exit:

AMROR, GORPI, GOSOT, KOLOB, LARMA, LUSID, PENOR, POKEN, RUMAR

4.4 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.

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 conta

Appendix 1. Sectorisation map

v1.0 - 190326

