

VACC Czech Republic and FIR Wien

signing on this

Letter of Agreement (LoA)
between

FIR Praha (LKAA) and FIR Wien (LOVV)

approved by



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VERSION

1.0
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VALID UNTIL WITHDRAWAL

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General Regulations

- Handoffs (transfer of communication) shall be made latest 10 NM prior the respective boundary (FIR border, APP airspace, delegated airspace). After handoff, traffic is NOT released for climb, descent or turns unless otherwise specified in the regulations below.
- Overflying LOVV and/or LKAA shall be handed off on a valid ATS route at RFL using the semicircular cruising level system (even/odd). Direct routings shall be coordinated.
- Spacing between two aircraft on same level and same routing shall be at least **10 NM** if the speed of the succeeding traffic is equal or less than the speed of the preceding traffic, otherwise at least 15NM. Spacing deviating from this regulation shall be coordinated.
- 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, individual coordination between the concerned sectors shall be made.
- RFL = requested flight level

ATC Positions

Praha FIR (LKAA)

LKAA_CTRL	Praha Radar	127.125	GND-UNL
LKAA_E_CTRL	Praha Radar East	120.275	GND-UNL
LKAA_U_CTRL	Praha Radar Upper	118.375	FL285-UNL

Handoff priorities LOVV – LKAA

Sector responsibilities in all 4 possible cases:

Main ATC	Additional ATC	Additional ATC
LKAA_CTRL	LKAA_E_CTRL	LKAA_U_CTRL
<i>Not suitable for LOVV</i>	<i>GND – FL285</i>	<i>FL285 – UNL</i>
LKAA_CTRL	LKAA_E_CTRL	
<i>Not suitable for LOVV</i>	<i>GND – UNL</i>	
LKAA_CTRL		LKAA_U_CTRL
<i>GND – FL255</i>		<i>FL285 – UNL</i>
LKAA_CTRL		
<i>GND – UNL</i>		

Bratislava Airspace Agreement

If Bratislava Airspace (LZBB_CTRL) is not ATC-covered by its own FIR, LOVV controllers have to check the ATIS of LKAA_E_CTRL or LKAA_CTRL to see if the appropriate controller also takes over responsibility for LZBB airspace. If yes, handoffs for A/C heading to LHCC airspace via LZBB airspace should be handed off to the appropriate LHCC_CTRL controller after text coordination between the appropriate units. If the A/C is heading in any other direction via LZBB airspace and LKAA_CTRL controller takes over responsibility for LZBB airspace, then the handoff to LKAA_E_CTRL or LKAA_CTRL should be done at the border as usual. If LKAA doesn't take over responsibility for LZBB, A/C heading in all directions except LHCC airspace should resume own navigation.

UZ37 Flights

Traffic on UZ37 routing to LOWW via VENEN or GIMBO will be handed off after passing VADOV or BUDEX, released for descend according to instructions.

ATC Positions

FIR Wien (LOVV)

CTR airspace

LOVV_CTR	Wien Radar	134.350	GND-UNL
LOVV_U_CTR	Wien Upper Radar	131.350	FL245-UNL
LOVV_L_CTR	Wien Lower Radar	129.200	GND-FL125
LOVV_I_CTR	Wien Information (FIS)	124.400	GND-UNL (VFR)

LOWW APP airspace (suitable for LKAA)

LOWW_APP	Wien Radar	128.200	GND-FL245
LOWW_N_APP	Wien Upper North	124.550	FL105-FL245
LOWW_I_APP	Wien Information (TFI)	118.525	GND-FL245 (VFR)

Handoff priorities LKAA – LOVV (outside LOWW APP airspace)

Sector responsibilities in all 4 possible cases:

Additional ATC	Main ATC	Additional ATC
LOVV_L_CTR <i>GND – FL125</i>	LOVV_CTR <i>FL125 – FL245</i>	LOVV_U_CTR <i>FL245 – UNL</i>
LOVV_L_CTR <i>GND – FL125</i>	LOVV_CTR <i>FL125 – UNL</i>	
	LOVV_CTR <i>GND – FL245</i>	LOVV_U_CTR <i>FL245 – UNL</i>
	LOVV_CTR <i>GND – UNL</i>	

Handoff priorities LKAA – LOVV (within LOWW APP airspace)

Sector responsibilities in all 2 possible cases:

Main ATC	Additional ATC
LOWW_APP <i>GND – FL105</i>	LOWW_N_APP <i>FL 105 – FL245</i>
LOWW_APP <i>GND – FL245</i>	

ON FIX – HANDOFF REQUIREMENTS

ADLET

Handoff should be made in the appropriate cruising flightlevel, or:

A/C inbound LOWL @ FL120
A/C outbound LOWL @ FL110

All other flights on Z33 airway should be coordinated individually.
Handoff to Viennese CTR-unit

VADOV

Traffic with destination LOWW routing on UZ37 will be handed off after passing VADOV @ FL350, max. released for descend to FL250 until BUDEX. After BUDEX released for descend to FL130.

Handoff to Viennese CTR-unit

DILIT

Handoff should be made in the appropriate cruising flightlevel, or:

A/C outbound LOWW cleared FL280

LANUX

Handoff should be made in the appropriate cruising flightlevel, or:

A/C from LOWW to LKPR @ FL180
A/C from LOWW or LZIB cleared FL260
A/C to LKPR or LKPD @ FL280
A/C to EDDC @ FL340
A/C to LOWW or LZIB @ FL150
A/C from LKPR @ FL270 – cleared FL300

Handoff to Viennese APP-unit (<FL245) or CTR-unit

ASTUT

A/C to LOWW @ FL150

Handoff to Viennese APP-unit (<FL245) or CTR-unit

MIKOV

Handoff should be made in the appropriate cruising flightlevel, or:

A/C from LOWW to LKTB	@ FL100
A/C from LKTB to LOWW	@ FL090
A/C from LKMT	@ FL250 – cleared FL280
A/C from LKTB	@ FL110
A/C from LOWW	@ FL130 – cleared FL130
A/C to LKMT	@ FL270
A/C to LKTB or LKKU	@ FL120
A/C to EPWA, EPKT, EPWR	@ FL310
A/C to LOWW	@ FL120

Handoff to Viennese APP-unit (<FL245) or CTR-unit

SUMEK

Handoff should be made in the appropriate cruising flightlevel, or:

A/C from LKMT @ FL250 – cleared FL280

Handoff to Viennese APP-unit (<FL245) or CTR-unit

LEDVA

A/C to LOWW @ FL150 – cleared FL130

Handoff to Viennese APP-unit (<FL245) or CTR-unit