

LETTER OF AGREEMENT

Between

VACC-Austria
Wien FIR

and

VACC-Slovakia
Slovakia FIR



Effective: April 22nd, 2021 (AIRAC2104)

1. General

1.1. Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between VACC Slovakia and vACC Wien 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 April 22nd, 2021 (AIRAC2104)

<p>_____ <i>Jakob Engelbrecht</i> _____</p> <p>Jakob Engelbrecht Deputy Director Wien FIR</p>	<p>_____ <i>Jozef Bockay</i> _____</p> <p>Jozef Bockay Director Slovakia FIR</p>
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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. Wien FIR. Lateral limits: WienFIR as described in AIP Austria Vertical limits: GND – FL660 https://charts.vacc-austria.org/LOVV/LOVV_Enroute_ATC%20Sectors_09092020.pdf
- 2.1.2. Slovakia FIR. Lateral limits: Slovakia 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. Sectorisation.

2.2.1. Wien FIR.

2.2.1.1. Sector WW (MABOD).

Lateral limits: see Appendix A1

Vertical limits: GND – FL245

Responsible ATS unit (in order of precedence):

1. LOWW_M_APP (Wien Radar), 125.175
2. LOWW_P_APP (Wien Radar), 129.050
3. LOWW_N_APP (Wien Radar), 118.775
4. LOWW_APP (Wien Radar), 134.675
5. LOVV_L_CTR (Wien Radar), 129.200
6. LOVV_E_CTR (Wien Radar), 135.625
7. LOVV_N_CTR (Wien Radar), 134.350
8. LOVV_CTR (Wien Radar), 132.600
9. LOVV_C_CTR (Wien Radar), 118.725

2.2.1.2. Sector WW (PESAT).

Lateral limits: see Appendix A1

Vertical limits: GND – FL245

Responsible ATS unit (in order of precedence):

1. LOWW_P_APP (Wien Radar), 129.050
2. LOWW_M_APP (Wien Radar), 125.175
3. LOWW_APP (Wien Radar), 134.675
4. LOWW_N_APP (Wien Radar), 118.775

5. LOVV_L_CTR (Wien Radar), 129.200
6. LOVV_E_CTR (Wien Radar), 135.625
7. LOVV_N_CTR (Wien Radar), 134.350
8. LOVV_CTR (Wien Radar), 132.600
9. LOVV_C_CTR (Wien Radar), 118.725

2.2.1.3. Sector E1

Lateral limits: Sector E (see Appendix A2)

Vertical limits: FL245 – FL305

Responsible ATS unit (in order of precedence):

1. LOVV_E_CTR (Wien Radar), 135.625
2. LOVV_N_CTR (Wien Radar), 134.350
3. LOVV_CTR (Wien Radar), 132.600
4. LOVV_C_CTR (Wien Radar), 118.725
5. EURM_CTR (Maastricht Radar), 135.450

Remark: EURM_CTR is an ATS unit of EuroCenter vACC.

2.2.1.4. Sector E25

Lateral limits: Sector E (see Appendix A3)

Vertical limits: FL305 – FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTR (Wien Radar), 131.350
2. LOVV_E_CTR (Wien Radar), 135.625
3. LOVV_N_CTR (Wien Radar), 134.350
4. LOVV_CTR (Wien Radar), 132.600
5. LOVV_C_CTR (Wien Radar), 118.725
6. EURM_CTR (Maastricht Radar), 135.450

Remark: EURM_CTR is an ATS unit of EuroCenter vACC.

2.2.2. Slovakia FIR.

2.2.2.1. Sector Bratislava.

Lateral limits: see Appendix A2

Vertical limits: GND – FL125

Responsible ATS unit (in order of precedence):

1. LZIB_APP (Stefanik Radar), 134.920
2. LZBB_W_CTR (Bratislava Radar), 126.470
3. LZBB_CTR (Bratislava Radar), 134.470

2.2.2.2. Sector Malacky.

Lateral limits: see Appendix A2

Vertical limits: GND – FL125

Responsible ATS unit (in order of precedence):

1. LZMC_APP (Malacky Approach), 129.570
1. LZIB_APP (Stefanik Radar), 134.920
2. LZBB_W_CTR (Bratislava Radar), 126.470
3. LZBB_CTR (Bratislava Radar), 134.470

2.2.2.3. Sector West

Lateral limits: see Appendix A2

Vertical limits: FL125 – FL660

Responsible ATS unit (in order of precedence):

1. LZBB_W_CTR (Bratislava Radar), 126.470
2. LZBB_CTR (Bratislava Radar), 134.470
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 authorisation 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_E_CTR or LZBB_W_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.

3.3. IFR flights from Wien FIR to Slovakia FIR.

Concerned Airport	COP	Level Allocation	Special Conditions
↓ LZIB	KOXER	7000ft	DEP LOWW only
↓ LZIB	KUVEX		Flights are released - for descent to 6 000 ft AMSL - for turn (+/-45°) within LESMO Area
↓ LZPP	ABLOM	FL130	TFC DEST LZPP and LHPR, maintaining FL 130, shall be sent to Štefánik APP FREQ
↓ LHPR	TOVKA		
↓ LZSL, LZTT, LZKZ, LZZI	ALL COPs	FL310	
↓ LHBP, LH TL	MAREG	↓FL290/FL310B	
↓ EPKK, EPKT	ALL COPs	FL350	
↑ LOWW	KOXER	↑FL190/FL100A	
	ADAMA		

3.4. IFR flights from Slovakia FIR to Wien FIR.

Concerned Airport	COP	Level Allocation	Special Conditions
↓ LOWW	REKLU	FL180	Flights are released for descent to FL 160 when passing 10 NM east of REKLU en-route REKLU STAR
	TOVKA	↓FL160	OKR (or abeam) at FL 170 or below. Flights are released for descent to FL 140 after passing OKR (or abeam) en-route TOVKA2W STAR
↓ LOWW	TOVKA	↑6000ft/5000ftA	DEP LZIB only
↓ LOWL, LOWG	ALL COPs	FL300	
↑ LZIB	TOVKA	↑FL120/FL100A	

3.5. **VFR flights from Bratislava FIR to Wien FIR**

For controlled VFR flights and VFR at night flights coordination, transfer of control and transfer of communication shall take place as for IFR flights. VFR flights shall be transferred to the appropriate sector as stated in table below. VFR flights shall normally enter Wien FIR via COP DEVIN, KITTSEE or REKLU. Other entry points are subject to prior coordination.

The appropriate station for VFR traffic outside of controlled airspace shall be LOWW_I_APP (TFI), LOVV_I_CTR and then the overlying APP sector in sequence.

VFR traffic with accepting unit according to the table being LOWW_APP (planning to enter controlled airspace LOWW) shall be coordinated individually and handed over if accepted by LOWW.

COP	Conditions	Accepting unit
DEVIN, KITTSEE (planning to enter CTR LOWW)	2500 ft AMSL and below	Wien TWR
DEVIN, KITTSEE	Above 2500 ft	Wien APP
REKLU	6500 ft AMSL and below	Wien TFI
REKLU	Above 6500 ft	Wien APP

3.6. **VFR flights from Wien FIR to Bratislava FIR**

For controlled VFR flights and VFR at night flights coordination, transfer of control and transfer of communication shall take place as for IFR flights. VFR flights shall be transferred to the appropriate sector as stated in table below. VFR flights shall normally enter Bratislava FIR via COP DEVIN, KITTSEE or REKLU.

COP	Conditions	Accepting unit
DEVIN, KITTSEE	2000 ft AMSL and below	Štefánik TWR
DEVIN, KITTSEE	Above 2000 ft AMSL-FL125	Štefánik APP
REKLU	5000 ft AMSL and below	Bratislava Info
REKLU	Above 5000 ft AMSL-FL125	Štefánik APP

4. Special Procedures

4.1. Flights from Wien FIR to Bratislava FIR.

- 4.1.1. Departures from LOWW, entering and climbing through COP KOXER shall be cleared to FL 190 by Wien APP and transferred to Bratislava ACC FREQ. All deviations shall be coordinated between Wien APP and Bratislava ACC. If there is operational need, Štefánik APP will coordinate with Wien APP and Bratislava ACC request for hand-over of specified traffic from Wien APP to Štefánik APP. Note: All flights from LOVV to LZBB via KOXER cruising FL 120 or below shall be transferred to Štefánik APP FREQ.
- 4.1.2. LOWW APP is responsible for provision of separation between aircraft departing from LOWW via ADAMA and aircraft arriving to LZIB via KUVEX and also between aircraft departing from LOWW via KOXER and aircraft arriving to LZPP via ABLOM.
- 4.1.3. Aircraft in the downwind on NERDU and MABOD RNAV Transition for runway 29 may cross LZIB APP airspace without individual coordination.
- 4.1.4. Arrivals LZIB are released for turns within LESMO Area. (Note: For detailed coordinates refer to GNG (<http://www.gng.aero-nav.com/>)).

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 effected 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.

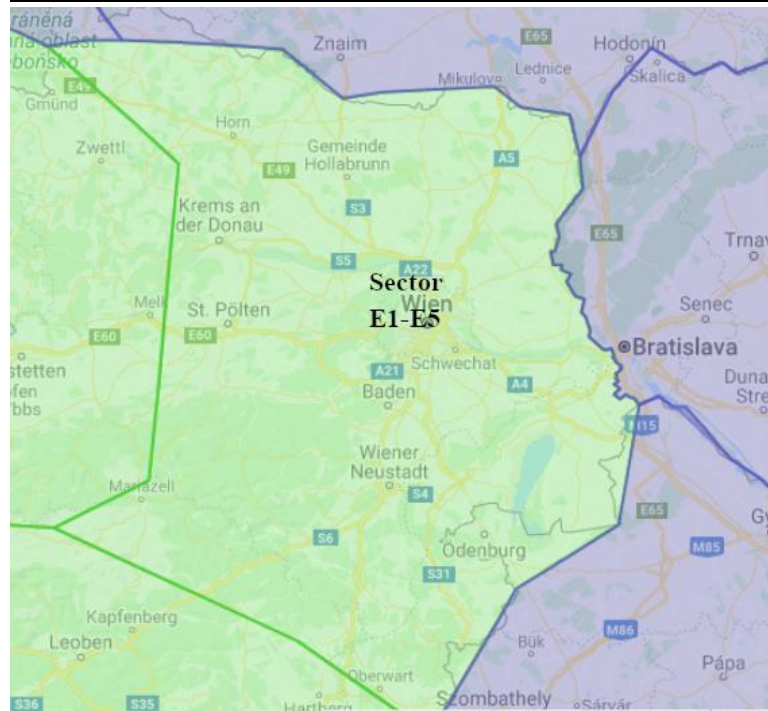
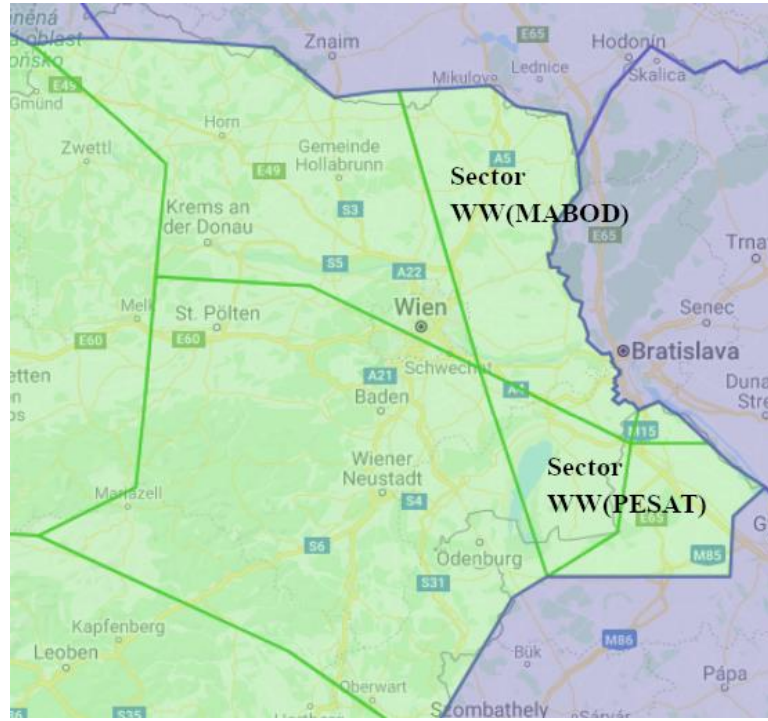
5.5. **SSR Code Assignment**

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

Sectorisation

A1:LOVV



A2:LZBB

