

LETTER OF AGREEMENT

between

VACC-AUSTRIA

and

VACC-CZ

Wien FIR

Praha FIR

Effective: 15th February 2017

1. General

1.1. Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Wien FIR and Praha 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 aviation 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 15th February 2017 and supersedes any earlier Letter of Agreement between Wien FIR and Praha FIR.

Jáchym Vohryzek

Praha FIR, VACC Director

VACC Czech Republic

Stepan Reitinger

Wien FIR, VACC Director

VACC Austria

2. Areas of Responsibility and Delegation of the Responsibility for the Provision of ATS

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: Wien FIR as described in AIP Austria (available for free at <http://eaip.austrocontrol.at/>)

Vertical limits: GND – FL660

2.1.2. Praha FIR

Lateral limits: Praha FIR as described in the AIP of the Czech Republic (available for free at <http://lis.rlp.cz>)

Vertical limits: GND – FL660

2.2. Sectorization

2.2.1. Wien FIR

Following sectorization is based on real data but is reduced and simplified for VATSIM usage. Lateral limits describe only the relevant part of each sector relevant for this LoA.

2.2.1.1. LOVV Sector EAST

Lateral limits: clockwise west of DITIS - ... - FIR BRATISLAVA-FIR WIEN (See Appendix D)

Vertical limits: FL245 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTR (Wien Radar), 131.350 (above FL305)
2. LOVV_CTR (Wien Radar), 134.350
3. LOVV_S_CTR (Wien Radar), 133.800
4. LOVV_U_CTR (Wien Radar), 131.350
5. EURM_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM_CTR is an ATS unit of EuroCenter vACC.

2.2.1.2. LOVV Sector FRE

Lateral limits: clockwise FIR MÜNCHEN-FIR WIEN - north of BUDEX - west of DITIS - MASUR

(See Appendix D)

Vertical limits: FL165 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTR (Wien Radar), 131.350 (above FL305)
2. LOVV_F_CTR (Wien Radar), 128.700
3. LOVV_CTR (Wien Radar), 134.350
4. LOVV_S_CTR (Wien Radar), 133.800
5. LOVV_U_CTR (Wien Radar), 131.350
6. EURM_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: Includes BUDEX area delegated from Praha FIR.

Remark: EURM_CTR is an ATS unit of EuroCenter vACC.

2.2.1.3. TMA LOWL

Lateral limits:

A. (above FL125) clockwise FIR MÜNCHEN-FIR WIEN - north of BUDEX - west of DITIS - MASUR (includes BUDEX area, see Appendix D)

B. (below FL125) clockwise FIR MÜNCHEN-FIR WIEN - FIR PRAHA-FIR WIEN - west of DITIS (excluding BUDEX area, see Appendix D)

Vertical limits: GND - FL165

Responsible ATS unit (in order of precedence):

1. LOWL_APP (Linz Radar), 129.620
2. LOVV_CTR (Wien Radar), 134.350
3. LOVV_S_CTR (Wien Radar), 133.800
4. LOVV_U_CTR (Wien Radar), 131.350

2.2.1.4. TMA LOWW NORTH LOW

Lateral limits: clockwise west of DITIS - ... - FIR BRATISLAVA-FIR WIEN (See Appendix D)

Vertical limits: GND - FL105

Responsible ATS unit (in order of precedence):

1. LOWW_W_APP (Wien Radar), 118.770
2. LOWW_N_APP (Wien Radar), 125.170
3. LOWW_APP (Wien Radar), 134.670

4. LOWW_S_APP (Wien Radar), 129.050

5. LOVV_CTR (Wien Radar), 134.350

6. LOVV_S_CTR (Wien Radar), 133.800

2.2.1.5. TMA LOWW NORTH HIGH

Lateral limits: clockwise west of DITIS - ... - FIR BRATISLAVA-FIR WIEN (See Appendix D)

Vertical limits: FL105 - FL245

Responsible ATS unit (in order of precedence):

1. LOWW_N_APP (Wien Radar), 125.170

2. LOWW_W_APP (Wien Radar), 118.770

3. LOWW_S_APP (Wien Radar), 129.050

4. LOWW_APP (Wien Radar), 134.670

5. LOVV_CTR (Wien Radar), 134.350

6. LOVV_S_CTR (Wien Radar), 133.800

2.2.2. Praha FIR

Following sectorization is based on real data but is reduced and simplified for VATSIM usage. Lateral limits describe only the relevant part of each sector for this LoA.

2.2.2.1. LKAA Sector UPPER

Lateral limits: whole area of LKAA (Czech Republic), (See Appendix A) with exception of BUDEX area

Vertical limits: FL305 – FL660

Responsible ATS unit (in order of precedence):

1. LKAA_U_CTR (Praha radar), 133.420

2. LKAA_W_CTR (Praha radar), 120.270 (only the part above LKAA Sector WEST)

3. LKAA_CTR (Praha radar), 127.120

4. EURE_FSS (Eurocontrol), 135.300 (above FL245)

Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.2.2. LKAA Sector SOUTH

Lateral limits: clockwise FIR BRATISLAVA-FIR WIEN border – LEDVA - ... - PISAM - west of PISAM (See Appendix B)

Vertical limits:

- FL125 – FL305

Responsible ATS unit (in order of precedence):

1. LKAA_CTR (Praha radar), 127.120
2. EURE_FSS (Eurocontrol), 135.300 (above FL245)

Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.2.3. LKAA Sector WEST

Lateral limits: clockwise west of PISAM – LUPEV - ABUDO - FIR MÜNCHEN-FIR WIEN border (See Appendix B)

Vertical limits:

- FL125 – FL305

Responsible ATS unit (in order of precedence):

1. LKAA_W_CTR (Praha radar), 120.270
2. LKAA_CTR (Praha radar), 127.120
3. EURE_FSS (Eurocontrol), 135.300 (above FL245)

Remark: EURE_FSS is an ATS unit of EuroCenter vACC.

2.2.2.4. BRNO Sector SUPERLOW

Lateral limits: clockwise FIR BRATISLAVA-FIR WIEN border – LEDVA - ... - PISAM - west of PISAM (See Appendix C)

Vertical limits: GND – FL125

Responsible ATS unit (in order of precedence):

1. LKTB_APP (Brno radar), 127.350
2. LKMT_APP (Ostrava radar), 118.370
3. LKAA_CTR (Praha radar), 127.120

2.2.2.5. KARLOVY VARY Sector SUPERLOW

Lateral limits: clockwise west of PISAM – GIMBO - ADLET - FIR MÜNCHEN-FIR WIEN border (See Appendix C) – caution, this sector is INCLUDING the BUDEX area

Vertical limits:

- GND – FL125

Responsible ATS unit (in order of precedence):

1. LKKV_APP (Karlovy Vary radar), 118.650
2. LKTB_APP (Brno radar), 127.350
3. LKMT_APP (Ostrava radar), 118.370
4. LKAA_W_CTR (Praha radar), 120.270
5. LKAA_CTR (Praha radar), 127.120

2.2.2.6. TMA Brno

Lateral limits: as per AIP Czech Republic, approx. west of LEDVA to west of MIKOV (See Appendix B)

Vertical limits: FL65 – FL95

Responsible ATS unit (in order of precedence):

1. LKTB_APP (Brno radar), 127.350
2. LKMT_APP (Ostrava radar), 118.370
3. LKAA_CTR (Praha radar), 127.120

3. Procedures

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.

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

Traffic overflying LOVV and/or LKAA shall be handed off on a valid ATS route at a valid RFL using the semi-circular cruising level rule (even/odd). Direct routings 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.

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.

3.2. IFR flights from/to Wien FIR (LOVV) to/from Praha FIR (LKAA)

Following abbreviations and symbols are used in this section:

↑ ICAO code Traffic departing from airport indicated by ICAO code

↓ ICAO code Traffic arriving to airport indicated by ICAO code

ToC Transfer of Control as described in section 4.1

nnn ToC levelled at flight level nnn

↑nnn ToC in climb to flight level nnn

↓nnn ToC in descend to flight level nnn

nnnA at flight level nnn or above

nnnB at flight level nnn or below

rlsd released (release conditions follow)

LEDVA	LKAA -> LOVV	LOVV -> LKAA	
	NIL	↑ LOWW	↑ 210, 170A
		↑ LOWW (dest. LKTB LKKU)	<u>90</u>

		↓ EPKK EPKT EPWR	<u>330</u>
		↓ LKMT	<u>270</u>
		↓ LKTB LKKU	↓110, 120B

MIKOV	LKAA -> LOVV	LOVV -> LKAA
	↑ LKMT	↑300 250A
	↑ LKTB LKKU	<u>120</u>
	↑ LKTB LKKU to LOWW	<u>100</u>
	↓ LOWS LOWK LJMB	<u>340</u>
	↓ LOWI EDDM EDM* LDZA LJJ	<u>340</u>
	↓ LOWL LOWG	<u>300</u>
	↓ LOWW	↓130, 170B rlsd. for right turn after ADISU
		NIL

NAVTI	LKAA -> LOVV	LOVV -> LKAA
	NIL	NIL

LOKVU	LKAA -> LOVV	LOVV -> LKAA
	NIL	NIL

LANUX	LKAA -> LOVV		LOVV -> LKAA	
	↓ LOWS LOWK LJMB	<u>330</u>	↑ LOWW (exc. dest LKPR)	↑300, 250A
	↓ LOWI EDDM EDM* LDZA LJL	<u>330</u>	↑ LOWW dest LKPR	<u>180</u>
	↓ LOWL LOWG	<u>310</u>	↓ LKPD LKCV	280
	↓ LZIB	<u>230</u>		
	↓ LOWW	<u>150</u>		

PISAM	LKAA -> LOVV		LOVV -> LKAA	
	↑ LKPR LKKB LKVO LKPD	<u>310</u>	↓ LKPR LKKB LKVO LKPD LKCV	<u>320</u>

DITIS	LKAA -> LOVV		LOVV -> LKAA	
	↑ LKPR LKKB LKVO LKPD	<u>310</u>	↑ LZIB	↑340, 310A
			↑ LOWW	↑300, 250A

LUPEV	LKAA -> LOVV		LOVV -> LKAA	
	↓ LOWL	↓170, 210B	↑ LOWL	<u>160</u>

UPEGU	LKAA -> LOVV		LOVV -> LKAA	
	NIL		↑ LOWS	↑300, 250A

ABUDO	LKAA -> LOVV		LOVV -> LKAA
	↓ LOWW LZIB	<u>330</u>	NIL

3.3. VFR flights from Wien FIR to Praha FIR

For controlled VFR flights and VFR night 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, LKAA_I_CTR (Praha Information) 126.100, shall be the primary sector for uncontrolled VFR flights.

3.4. VFR flights from Praha FIR to Wien FIR

For controlled VFR flights and VFR night 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, LOVV_I_CTR (Wien Information) 124.400, shall be the primary sector for uncontrolled VFR flights.

4. Transfer of Control and Transfer of Communications

4.1. Transfer of Control

Transfer of Control shall take place at the Area of Responsibility (AoR) boundary.

4.2. Transfer of Communications

Transfer of Communications shall take place no later than Transfer of Control. Transfer of Communication shall take place only after Transfer of Radar Identification (Hand-off) has been accepted by the receiving ATS unit.

4.3. Transfer of Radar Identification (Hand-off)

Transfer of Radar Identification shall take place without prior coordination provided that the minimum distance between two successive flights on the same route and flight level to be transferred is at least 10NM and constant or increasing

1. Any direct routing which deviates from the flight planned route of the flight to be transferred is indicated in the Euroscope and has been coordinated between the transferring and accepting ATS stations (either by chat or by COPN/COPX tools)
2. Any assigned heading has been coordinated between the transferring and accepting ATS stations by chat

4.4. SSR Code Assignment

Both ATS units shall transfer flights with verified discrete SSR codes. SSR Code 1000 is used for sufficiently equipped IFR flights within Mode-S zone.

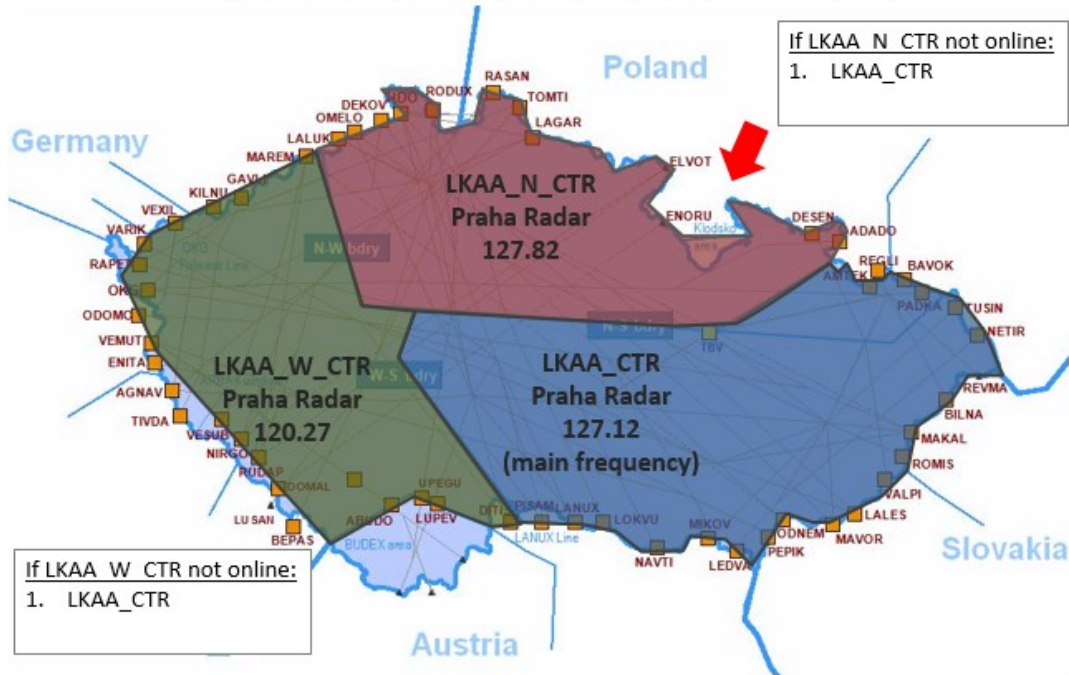
5. Appendix A

VATSIM LKAA Radar ATC: FL305 – FL660

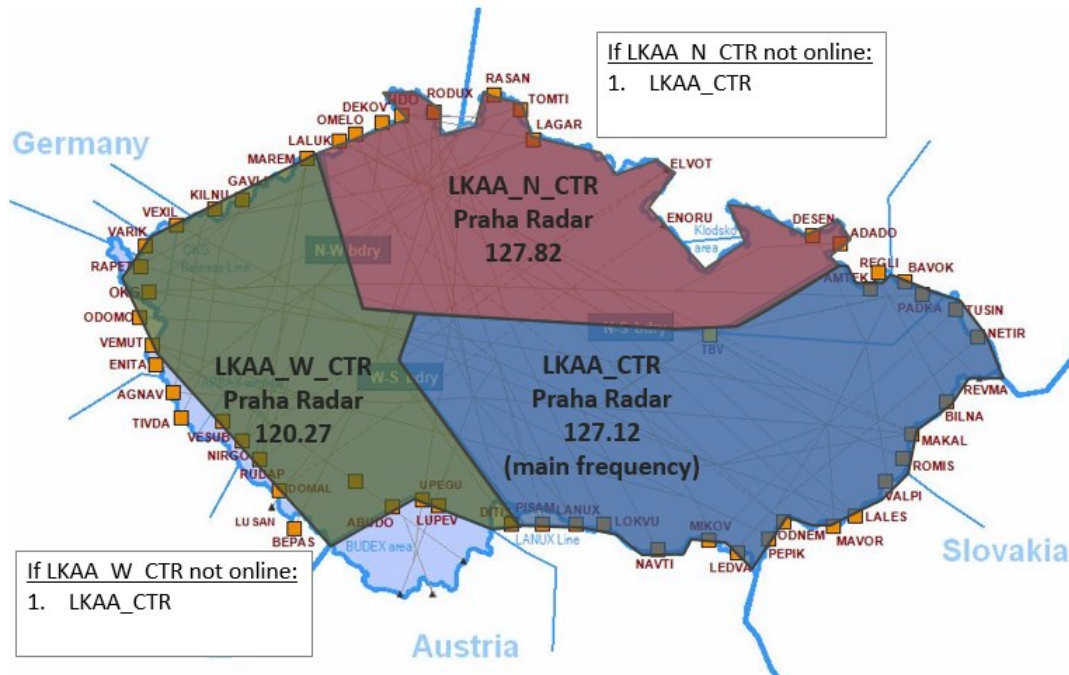


6. Appendix B

VATSIM LKAA Radar ATC: FL245 – FL305



VATSIM LKAA Radar ATC: FL125 – FL245



7. Appendix C

VATSIM LKAA Radar ATC: GND – **FL125** (IFR Flights)

