

2019



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

28/03/2019

1 General

1.1 Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between Latvia 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 Latvia VACC and Sweden AoR dated 13/09/2018.

Martin Loxbo
Director Sweden FIR

Martins Lezdins
Director Latvia VACC

2 Areas of Responsibility and Sectorisation

2.1 Areas of Responsibility

2.1.1 Latvia VACC

Lateral limits: Riga FIR/UIR

Vertical limits: GND – UNL

2.1.2 Sweden FIR

Lateral limits: Sweden FIR

Vertical limits: North of 574703N:

- Stockholm AoR (ESOS): GND – FL285

- Malmö AoR (ESMM): FL285 – UNL

South of 574703N:

- Malmö AoR (ESMM): GND – UNL

2.2 Sectorisation

2.2.1 Latvia VACC

Area	Sector Name	Secondary Sectors	Remarks
From: N058.24.48 To: N057.00.00	Riga AoR Sector N EVRR_N_CTR 135.100	EVRR_CTR/ EVRR_W_CTR 135.100 EVRR_E_CTR 133.200 BALT_CTR 132.300	Callsign RIGA CONTROL (BALTIC CONTROL)
South of: N057.00.00	Riga AoR Sector S EVRR_S_CTR 134.750	EVRR_N_CTR/ EVRR_W_CTR/ EVRR_CTR 135.100 EVRR_E_CTR 133.200 BALT_CTR 132.300	Callsign RIGA CONTROL (BALTIC CONTROL)

2.2.2 Sweden FIR

Area	Sector Name	Secondary Sectors	Remarks
South of: N056.37.43	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	
	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	
North of: N056.37.43	Malmö AoR Sector Y ESMM-Y ESMM_Y_CTR 134.450	ESMM_6_CTR 135.800 ESMM_7_CTR 124.150 ESMM_2_CTR/ ESMM_CTR 127.750 ESOS_CTR 118.400	
	Stockholm AoR Sector 6 ESOS-6 ESOS_6_CTR 132.470	ESOS_CTR 118.400	

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

3 Delegated Airspace

3.1 Airspace delegated from Latvia VACC to Sweden FIR

Not applicable.

3.2 Airspace delegated from Sweden FIR to Latvia VACC

Not applicable.

3.3 Special Areas

3.3.1 Delegation of ATS from Lithuania VACC to Latvia VACC

3.3.1.1 M/UM864 between NINTA and ADAXA

Lateral limits: 560707N 0180349E – along the FIR boundary to
562043N 0183023E – along the FIR boundary to
561510N 0191537E – 560707N 0180349E.

Vertical limits: GND – UNL

Coordination: All messages concerning traffic on M/UM864 will be exchanged between ESMM and EVRR. EVRR is responsible for coordination with EYVL.

4 Procedures for Coordination

4.1 ATS Routes and Flight Level Allocation

4.1.1 Flights from Sweden FIR to Riga FIR/UIR

Traffic on all routes to use ODD levels.

4.1.2 Flights from Riga FIR/UIR to Sweden FIR

Traffic on all routes to use EVEN levels.

4.2 Special Procedures

Not applicable.

4.3 FRA

4.3.1 Latvia

Empty

4.3.2 Sweden

Free Route Airspace (FRA) applies within Denmark-Sweden Functional Airspace Block (DK-SE FAB) above FL285. Eligible flights entering/exiting to/from NEFAB (EVRR) do not require a FRA entry/exit point when entering DK-SE FAB.

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

Transfer of communications shall take place not later than the transfer of control.

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 **5 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 10 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 contact.