

2011



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

## 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 07/04/2011 and supersedes the Letter of Agreement between Latvia VACC and Sweden AoR dated 17/05/2007.

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/UIR  
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

Riga AoR: *Riga Control (Riga Control East)*  
EVRR\_CTR 135.100 (EVRR\_E\_CTR 134.125, BALT\_CTR 132.325)  
*Callsign RIGA CONTROL (BALT\_CTR: BALTIC CONTROL)*

#### 2.2.2 Sweden FIR

Malmö AoR:  
South of 563743N: FL355 - UNL:  
*Malmö AoR Sector 6 (ESMM-6)*  
ESMM\_6\_CTR 128.055 (ESMM\_7\_CTR 124.150, ESMM\_CTR 128.625, ESOS\_CTR 118.400)

	GND - FL355: <i>Malmö AoR Sector 7 (ESMM-7)</i> ESMM_7_CTR 124.150 (ESMM_6_CTR 128.055, ESMM_CTR 128.625, ESOS_CTR 118.400)
North of 563743N:	<i>Malmö AoR Sector Y (ESMM-Y)</i> ESMM_6_CTR 128.055 (ESMM_7_CTR 124.150, ESMM_CTR 128.625, ESOS_CTR 118.400)
Stockholm AoR:	<i>Stockholm AoR Sector 6 (ESOS-6)</i> ESOS_6_CTR 132.475 (ESOS_CTR 118.400)

*Note 1: Secondary frequencies within parenthesis ( ).*

*Note 2: Callsign for all ESMM and ESOS sectors is SWEDEN CONTROL.*

*Note 3: For frequencies where the sixth digit is 5 (e.g. 132.475), the final 5 shall on VATSIM be substituted with a 0 (zero) due to technical limitations (e.g. 132.470).*

### 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/UIR to Riga FIR/UIR

Traffic on all routes to use ODD levels.

##### 4.1.2 Flights from Riga FIR/UIR to Sweden FIR/UIR

Traffic on all routes to use EVEN levels.

## 4.2 Special Procedures

Not applicable.

## 4.3 VFR Flights

No special procedures.

## 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.*