

# LETTER OF AGREEMENT

Between

BGVACC

and

ROVACC

Sofia FIR

Bucharest FIR

LBSR

LRBB

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## Introduction

### General Regulations:

1. All traffic, including VFR traffic, intending to cross the international borders shall mandatorily submit a complete and valid flight plan for the entire journey. Traffic not complying with the present rule shall not obtain by the Air Traffic Services any en route clearance beyond the airspace of the originating nation.
2. All traffic, IFR and VFR, submitting a complete and valid flight plan shall be considered as authorized to enter the foreign airspace, unless explicit denial is notified as part of the individual controller to controller coordination. Border crossing may be denied only in case of grave and proven operational limitations.
3. Handoff of communication shall be made at least 15 NM prior the established limit of jurisdiction.
4. En route clearance limit of VFR traffic crossing the international borders shall be set to the limit of jurisdiction itself. Handoff of communication for VFR traffic shall be performed at least 5 minutes before the aforesaid clearance limit, in order for the traffic to obtain the required en route clearance for transit within the foreign airspace.
5. Upon handoff, traffic shall be considered as NOT released for climb, descent, turns or change of airspeed unless otherwise specified in the provisions below.
6. Traffic is to be transferred clear of conflicts, and complying in particular with the following separation restrictions:
  - 15 NM longitudinal separation between two traffics at same Flight Level, when the preceding traffic is at equal or faster assigned speed or between two traffic at different Flight Level.
7. Traffic shall be handed off on a valid ATS route or on defined waypoints at RFL using the semi-circular cruising level system (even/odd), (West EVEN, East ODD).
8. To avoid additional workload in relation to the transfer of radar identification and separation on radar track the accepting unit should not perform the operation of "LABEL ASSUME" until it has made two-way contact with the traffic and the other ATC.
9. Both ATS units shall transfer aircraft on verified discrete codes assigned in accordance with the VATSIM Squawk Code Range, any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point and the accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.
10. Individual coordination between the active controllers takes priority over the provisions specified in the present LoA. In order to prevent unnecessary workload, individual coordination shall be limited to cases of effective need (e.g. weather cells, congested sectors/airports, aircraft performance limitations).

VFR flights are not permitted in the AoR of Bulgaria ACC and Romania ACC above FL195, unless specific coordination has occurred between the ATS Units.

## Abbreviations:

vACC: Virtual Area Control Center  
RFL: Requested Flight Level  
ATS: Air Traffic Service  
LoA: Letter Of Agreement  
IFR: Instrument Flight Rules  
VFR: Visual Flight Rules  
SEL: Sector Exit List  
SIL: Sector Inbound List  
FIR: Flight Information Region  
ACC: Area Control Centre  
GAT: General Air Traffic  
OAT: Operational Air Traffic  
AAR: Air-to-Air Refuelling  
UNL: Unlimited  
AoR: Area of Responsibility  
SFC: Surface  
COP: Changeover point

## Definitions:

**General Air Traffic (GAT):** All movements of civil aircraft, as well as all movements of State aircraft (including military, customs and police aircraft) when these movements are carried out in conformity with the procedure of ICAO.

**Operational Air Traffic (OAT):** All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

**Release for Climb:** An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

**Note:** The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

**Release for Descent:** An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

**Note:** The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

**Release for Turn:** An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

**Note:** The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

**Area of Responsibility:** An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

## Area of responsibility & Airspace delegations

For the purpose of this LoA the boundary between the LRBB FIR and LBSR FIR consists of a line connecting the waypoints:

LOMOS - OSTOV - TIMUR - NAVOD - SOMOV - UPAMA - BULEN - KOMAN -  
RONBU - ARGES - LUGEB - DINRO - REVDA - IRDUM

## Special Areas within the Area of Common Interest

Airspace Segment over state border (Bulgaria/Romania) between intersection LOMOS and intersection OSTOV is prohibited for all flights of civil and state aircraft from GND to FL 170.

## Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between SOFIA CTR and BUCHAREST CTR when providing ATS to General Air Traffic (IFR/VFR)

## Coordination and Communication

Coordination and communication between Sofia and Bucharest shall be made by Euroscope internal coordination data exchange. If additional coordination is needed it shall be done by the internal radio communication system or text messages.

## Hand-offs of traffic

Handoffs (transfer of communication) shall be made minimum 10 NM prior the respective boundary (FIR border, TMA border or delegated airspace). The ideal range for handoff between enroute sectors is 30nm. After handoff, traffic is NOT released for climb, descent or turns.

Spacing between two aircraft on same level and same routing shall be at least 10 NM if the speed of the following traffic is equal or less than the speed of the preceding traffic, otherwise at least 15 NM. Spacings deviating from this regulation shall be coordinated. 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.

Traffic expected to be handed off to the next sector shall be first transferred using the Euroscope internal transferring system. The transfer of communications shall take place after or at same time as the transfer of control.

Aircraft coming from LBSR to the Bucharest TMA VIA SOMOV; KOMAN or ARGES when holding patterns are not in operation are handed directly from LBSR\_CTR to LROP\_APP. Departing aircraft head as normal to LRBB\_L\_CTR. Aircraft arriving via OSTOV go to LRBB\_L\_CTR on handoff, a minimum of 15nm before the border of the sector.

## Level restrictions

### Handoff levels from LRBB to LBSR

Destination	Entry Point	Cleared FL / MAX FL
LBSF	TIMUR	FL240 / FL250
LBSF	OSTOV	FL250
LBWN	BULEN	FL290
LBWN	DINRO	FL230
LBBG	BULEN	FL290
LBBG	DINRO	FL290

### Levels for departing traffic

Departure	Destination	Max level	Min level
LBSF	LROP/LRBS	FL250	FL170
LROP/LRBS	LBSF	FL220	FL140
LRCV	LBSF	FL160	FL120
LRCK	LBSF	FL240	FL120
LRCK	LBBG/LBWN	FL150	FL70
LBWN/LBBG	LRCK	FL160	FL80
LBWN/LBBG	LROP/LRBS	FL200	FL100
LROP/LRBS	LBWN/LBBG	FL210	FL110x

### Handoff levels from LBSR to LRBB

Destination	Entry Point	Cleared FL / MAX FL
LROP/LRBS	ARGES	FL160/FL220
LROP/LRBS	KOMAN	FL140/FL200
LROP/LRBS	SOMOV	FL240/FL300
LROP/LRBS	LOMOS	FL290

Aircraft arriving at LROP via OSTAL or OBUGA should proceed direct to the following points:

- 08s in use at LROP - OBUGA (Expecting OBUGA2U arrival)
- 26s in use at LROP - OSTAL (Expecting OSTAL1U arrival)

These aircraft will go straight to LROP\_APP minimum of 20 miles before the boundary

## VFR Flights

### Flights from LRBB to LBSR:

VFR traffic flying outside published ATS routes, within class “G” airspace and which has established radio communication with BUCHAREST ACC, shall enter SOFIA FIR over COP SOMOV or LOMOS at 1000 M (3300 ft) height AGL or above.

Note: Point OSTOV is strictly forbidden for all traffic below FL 175 due to prohibited areas specified in section “Special Areas within the Area of Common Interest”.

### Flights from LBSR to LRBB:

VFR traffic shall enter BUCHAREST FIR over COP LOMOS or SOMOV according to flight plan route.

The following limited information shall be exchanged between the two ACCs with regard to VFR flights:

1. identification, type of aircraft and SSR code (if available);
2. routing and flight level, (altitude);
3. estimated time over COP;
4. ETO for the next two points or estimated time of arrival (if the aircraft is going to land at airports in SOFIA FIR or BUCHAREST FIR);
5. other information if necessary.

If no flight plan available for the receiving unit, the information above, shall be supplemented with the following:

1. departure and destination aerodromes;
2. further route of flight;
3. any additional information, if necessary.

For a group of VFR flights, the precise number of aircraft shall be emphasised as well as the callsign of the group leader.

Exchange of available data for VFR flights shall be transferred at least 20 (twenty) minutes prior to the time when the aircraft is estimated to pass the common FIR boundary.

A revision, if available, shall be forwarded whenever flight data have changed and/or the estimate varies by 5 (five) minutes or more.