



## 2 Areas of Responsibility and Sectorization.

### 2.1 Areas of Responsibility.

The lateral and vertical limits of the respective areas of responsibility are as follows:

#### 2.1.1 EYVL.

Lateral limits: As described in AIP Lithuania  
Vertical limits: GND – FL660

#### 2.1.2 EPWW.

Lateral limits: As described in AIP Poland  
Vertical limits: GND – FL660

### 2.2 Sectorization.

#### 2.2.1 Vilnius FIR.

##### 2.2.1.1 Sector UE (EYVLUE)

Lateral Limits: see Appendix A  
Vertical Limits: FL335 – FL660, see Appendix A  
1. EYVL\_U\_CTR (Vilnius Control), 132.275  
2. EYVL\_E\_CTR (Vilnius Control), 135.375  
3. EYVL\_L\_CTR (Vilnius Control), 133.300  
4. EURM-N\_CTR (Eurocontrol North), 133.450

##### 2.2.1.2 Sector E (EYVLE)

Lateral Limits: see Appendix A  
Vertical Limits: FL245 – FL335, see Appendix A  
1. EYVL\_E\_CTR (Vilnius Control), 135.375  
2. EYVL\_L\_CTR (Vilnius Control), 133.300  
3. EURM-N\_CTR (Eurocontrol North), 133.450

##### 2.2.1.3 Sector LE (EYVLLE)

Lateral Limits: see Appendix A  
Vertical Limits: FL095 – FL245, see Appendix A  
1. EYVL\_E\_CTR (Vilnius Control), 135.375  
2. EYVL\_L\_CTR (Vilnius Control), 133.300

##### 2.2.1.4 Sector E/APPS (EYVLLE/APPS)

Lateral Limits: see Appendix A  
Vertical Limits: GND – FL245, see Appendix A  
1. EYVL\_E\_CTR (Vilnius Control), 135.375  
2. EYVL\_L\_CTR (Vilnius Control), 133.300

#### 2.2.2 Warszawa FIR/UIR.

##### 2.2.2.1 Sector N Low (EPWWNL)

Lateral Limits: see Appendix B  
Vertical Limits: FL095 - FL365, see Appendix B  
1. EPWW\_N\_CTR (Warszawa Radar), 127.450  
2. EPWW\_CTR (Warszawa Radar), 125.450  
3. EPWW\_U\_CTR (Warszawa Radar), 130.625  
4. EURM-E\_CTR (Eurocontrol East), 135.300 (above FL245 only)

2.2.2.2 Sector N High (EPWWNH)

Lateral Limits: see Appendix B

Vertical Limits: FL365 - FL660, see Appendix B

1. EPWW\_U\_CTR (Warszawa Radar), 130.625
2. EPWW\_N\_CTR (Warszawa Radar), 127.450
3. EPWW\_CTR (Warszawa Radar), 125.450
4. EURM-E\_CTR (Eurocontrol East), 135.300

**2.3 Delegation of the Responsibility for the Provision of ATS.**

2.3.1 Delegation of ATS from EYVL to EPWW.

Not applicable.

2.3.2 Delegation of ATS from EPWW to EYVL.

Not applicable.

### 3 Procedures for Coordination.

#### 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.

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 EPWW\_CTR may also be used by EPWW\_X\_CTR or EPWW\_1\_CTR.

#### 3.2 Abbreviations.

ACC	Area Control Center	kts	Knots
AD	Aerodrome	LoA	Letter of Agreement
ADEP	Aerodrome of Departure	LoR	Line of Responsibility
ADES	Aerodrome of Destination	NM	Nautical Mile
AoR	Area of Responsibility	NVFR	Night Visual Flight Rules
APP	Approach Facility	RFL	Requested Flight Level
ATS	Air Traffic Services	Rlsd	Released
COP	Coordination Point	SSR	Secondary Surveillance
CTR	Center/Enroute Facility	Radar	
FIR	Flight Information Region	TMA	Terminal Manoeuvring Area
FIS	Flight Information Service	UAC	Upper Area Control Center
FL	Flight Level	VFR	Visual Flight Rules
GND	Ground	WEF	With Effect From
GNG	Global Nav Generator ( <a href="http://gng.aero-nav.com">gng.aero-nav.com</a> )		

#### 3.3 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. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/west odd/even policy.

FLxxxA means “climbing and above specified FL”, FLxxxB means “descending and below specified FL”.

### 3.4 IFR flights from EYVL to EPWW.

#### 3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EPWA, EPMO	BOKSU	FL250B		L	N
EPWA, EPMO	VABER	FL250B		L	N

#### 3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EYKA, EYKS	BOKSU	↑FL140		L	N
EYVI	BOKSU	↑FL280		E	N
EYKA, EYKS	VABER	↑FL140		L	N
EYVI	VABER	↑FL280		E	N

### 3.5 IFR flights from EPWW to EYVL.

#### 3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EYKA, EYKS	BOKSU	↓FL150	(*1)	N	LE
EYVI	BOKSU	↓FL290		N	LE
EYKA, EYKS	VABER	↓FL150	(*1)	N	LE
EYVI	VABER	↓FL290		N	LE

(\*1) Note: Released for further descent to FL100

#### 3.5.2 Departures.

Not applicable.

### 3.6 VFR flights from EYVL to EPWW.

For controlled VFR flights and NVFR flights above 2500 feet GND 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, EPSY\_I\_APP (Warszawa Information), 128.575 shall be the primary sector for uncontrolled VFR flights. If EPSY\_I\_APP is offline, EPWW\_I\_CTR (Warszawa Information), 134.875, will cover this area.

### 3.7 VFR flights from EPWW to EYVL.

For controlled VFR flights and NVFR flights above 2500 feet GND 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, EYVL\_?\_CTR (Kaunas Information), 124.600, shall be the primary sector for uncontrolled VFR flights.

## **4 Transfer of Control and Transfer of Communication.**

### **4.1 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 4.4 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.

### **4.2 Silent transfer of control.**

The following values for silent transfer of control apply:

- If preceding aircraft is faster: 10 NM
- If succeeding aircraft is faster by 20kts / M0.05 or less: 20 NM
- If succeeding aircraft is faster by 40kts / M0.1 or less: 30 NM

### **4.3 Transfer of Communications.**

Transfer of Communications shall take place no later than Transfer of Control.

### **4.4 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.

### **4.5 SSR Code Assignment.**

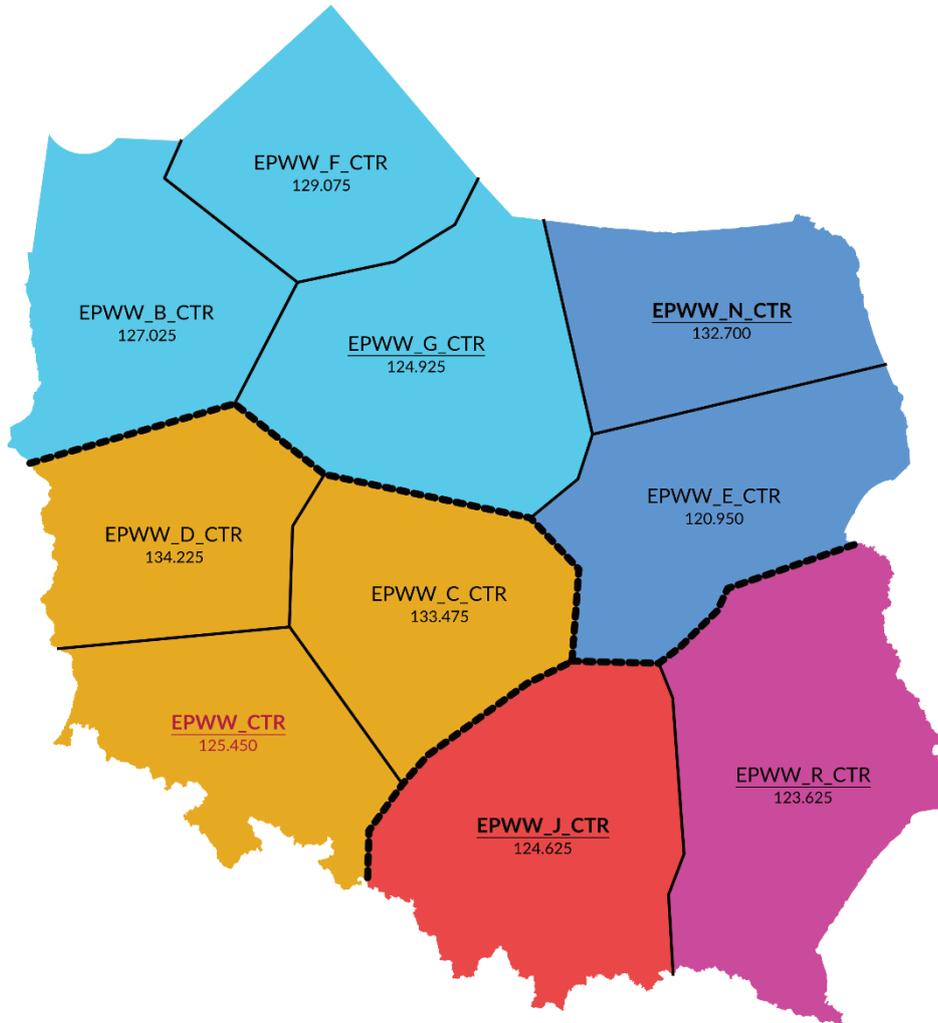
Both ATS units shall transfer flights on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

## **Appendix A**

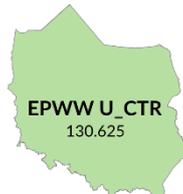
### ***Map of EYVL FIR ACC***

## Appendix B

# ACC LOW



# ACC HIGH



Covering FIR Warszawa above F365 when lower ACC is online