

Letter of Agreement

Lithuania – Kaliningrad

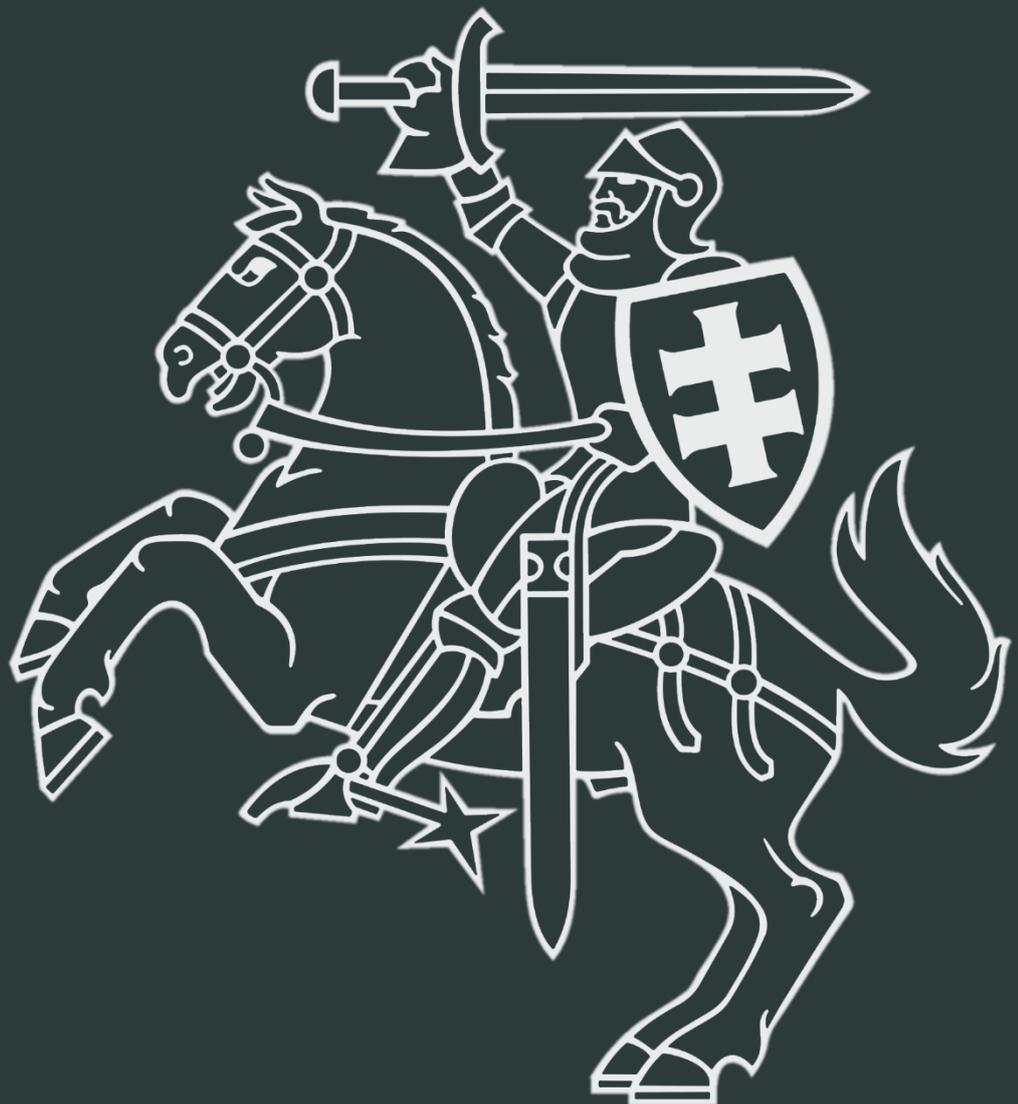


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Section A – General

This Letter of Agreement (hereafter – LoA) defines the ATC coordination procedures between Kaliningrad (Russia) airspace (hereafter – UMKK) and Lithuania airspace (hereafter – EYVL).

Within the LoA the following verbs are used and shall be clarified:

- Shall – determines the mandatory item, action, or statement.
- Shall not – determines a prohibition.
- Should – determines the item, action or statement that are considered to be a good practice.
- May – determines the item, action or statement that are recommended or optional.

Any other markups and text styles will be used freely to point your attention for some situations or special cases.

The effective date is 05.09.2023. LoA can be changed any time by agreement from both sides.

Section B – Coordination procedures

1. ATC position definitions

Lithuanian ATC positions, which border with UMKK are defined here:

Position	Frequency	Callsign	Border Points	Vertical Limits	Remarks
EYVL_CTR	133.305	Vilnius Control	BALIT, RONUN, TIGNU, OTVOV, AGONA, NERIG, RUSNE, ITVUL	GND – FL660	
EYVL_E_CTR	135.380	Vilnius Control	KRAKI, LAKOD	GND – FL255	Opened for high-traffic events.

Kaliningrad ATC positions, which border with EYVL are defined here:

Position	Frequency	Callsign	Border Points	Vertical Limits	Remarks
RU-NWC_FSS	135.620 (135.625)	North-West Control	BALIT, RONUN, TIGNU, OTVOV, AGONA, NERIG, RUSNE, ITVUL, KRAKI, LAKOD	FL245 – FL 660	Use 135.625 to transfer traffic (will be changed after 8.33 kHz update)
UMKK_CTR	123.700	Kaliningrad Control	BALIT, RONUN, TIGNU, OTVOV, AGONA	GND – FL660	Covered by RU-NWC_FSS if not online
UMKK_APP	126.000	Kaliningrad Approach	AGONA, NERIG, RUSNE, ITVUL, KRAKI, LAKOD	GND – FL265	Covered by UMKK_CTR if not online

2. Coordination procedures from EYVL to UMKK

Considering that aircraft descends within EYVL, EYVL_CTR or EYVL_E_CTR should clear pilots to fly via STAR procedure. STARs that are not specified here shall be cleared by UMKK only. Coordination in that case shall be done using XFL in Euroscope.

For traffic going from EYVL to UMKK and arriving at Khrabrovo Airport Airport (UMKK) these procedures and constraints shall be used:

Point / Procedure	Flight level	Remarks
AGONA / TURIP 3F	FL110	UMKK Runway 06 in use
NERIG / NERIG 3F		
RUSNE / RUSNE 3F	FL100	
ITVUL / ITVUL 3F		
KRAKI / KRAKI 3F		
LAKOD / LAKOD 3F		
AGONA / TURIP 3G	FL110	UMKK Runway 24 in use
NERIG / NERIG 3G		
RUSNE / RUSNE 3G	FL100	
ITVUL / ITVUL 3G		
KRAKI / KRAKI 3G		
LAKOD / LAKOD 3G		

Traffic normally should expect ILS Y approach. AGONA is a FIR border point, but STAR starts from TURIP (normally traffic flies AGONA A716 TURIP route), TURIP arrival shall be cleared.

For traffic going in any other direction using points not specified above, entry flight level shall be coordinated with adjacent positions online, otherwise common sense shall be used.

3. Coordination procedures from UMKK to EYVL

For traffic going from UMKK and departing from Khrabrovo airport (UMKK) to EYVL no constraints defined. Exit flight level shall be coordinated with adjacent positions online, otherwise common sense shall be used.

4. Delegated airspace

Nil

5. Additional agreements

In case traffic is not able to climb or descend at time, instruction to "Climb/Descend to reach (flight level) by (point)" shall be used.

In any case traffic shall be handed off to adjacent position only if altitude constraint is met.

Distance to sector border, where handoff shall happen is 2 minutes or 10 nautical miles.

Handoff shall be initiated when instruction to change frequency is given. Handoff shall be accepted when traffic being transferred makes an initial call at new frequency.