LETTER OF AGREEMENT

Between

Romania vACC   and   Moldova vACC

Bucharest FIR   Chisinau FIR

Effective: 01/12/2015

Version: 1.0

Purpose: The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Romania vACC and Moldova vACC when providing ATS to (GAT/OAT), (IFR/VFR).

Operational Status: Both vACC units shall keep each other advised of any changes in the operational status of their facilities and navigational aids which may affect the procedures specified in this Letter of Agreement.

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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 foresaid 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).

11) All Handover procedures described below they need to be verbalize in the SEL and SIL, in order not to cause further confusion to the controller.

12) VFR flights are not permitted in the AoR of Romania ACC and Moldova ACC above FL195, unless specific coordination has been coordinated between the ATS Units.

ABBREVIATION:

vACC: Virtual Area Control Center
RFL: Requested Flight Level
ATS: Air Traffic Service
LoA: Letter Of Agreement
IFR: Instrumental 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
UNL: Unlimited
AoR: Area of Responsibility
SFC: Surface

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 DELEGATION:

For the purpose of this LoA the boundary between Romania Bucharest FIR and Moldova Chisinau FIR consists of a line connecting the waypoints:

DOBOK – VILIS – UNIRA – NUNTA – BUSES – POGAV – ASKUT – KODRU.

In case of LUKK_CTR or LUUU_CTR is offline, LRBB_NE_CTR will be take the control of Moldavia vACC above FL195.

See attachments below:
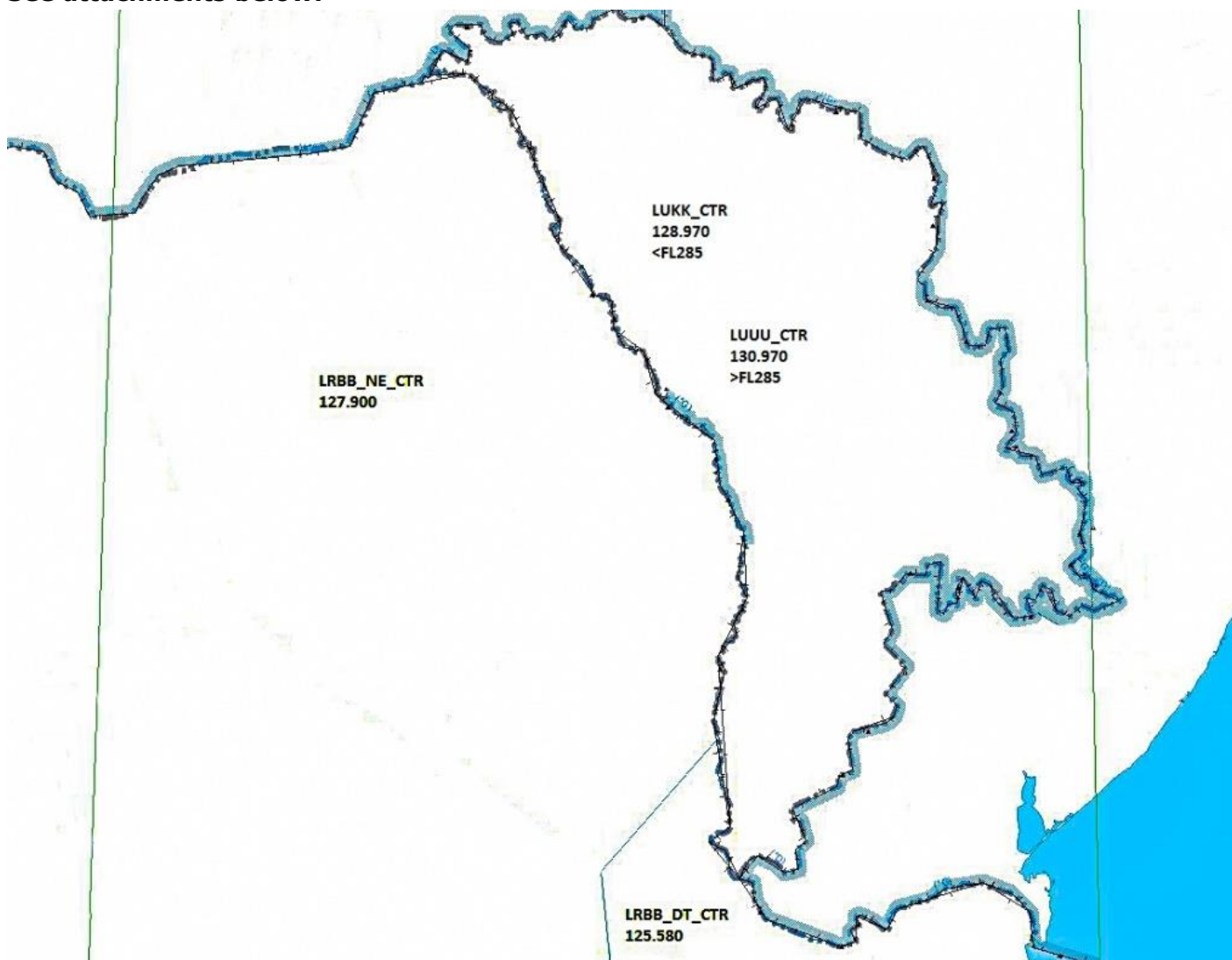
ATC SECTOR INFORMATION:

SECTOR	FREQUENCY	CALLSIGN	VERTICAL LIMITS
LRBB_NE_CTR	127.900	Bucharest Radar	SFC – UNL
LRBB_DT_CTR	125.580		
LUKK_CTR	128.970	Moldova Radar	SFC – FL285
LUUU_CTR	130.970	Chisinau Control	FL285 – UNL
LRIA_APP	129.200	Iasi Approach	SFC – FL55
LUKK_APP	133.300	Chishinau Approach	SFC – FL95

SECTOR	1st ALT	2nd ALT	3rd ALT	4th ALT
LRBB_NE_CTR	LRBB_N_CTR	LRBB_S_CTR	//	
LRBB_DT_CTR	LRBB_S_CTR			//
LUKK_CTR	//	//		
LUUU_CTR	LUKK_CTR	LRBB_NE_CTR	LRBB_N_CTR	LRBB_S_CTR
LRIA_APP	LRBB_NE_CTR	LRBB_N_CTR	LRBB_S_CTR	
LUKK_APP	LUUU_CTR	//		//

HANDOVER FREQUENCY:

Frequencies from Moldova ACC to Romania vACC
>LRBB_NE_CTR Sector Frequency: 127.900 MHz
For Traffic via: DOBOK – VILIS – UNIRA – NUNTA – BUSES – POGAV – ASKUT – KODRU.

Frequencies from Romania ACC to Moldova ACC
>LUKK_CTR Sector Frequency: 128.970MHz
For Traffic at or below FL285 via: DOBOK – VILIS – UNIRA – NUNTA – BUSES – POGAV – ASKUT – KODRU.

Frequencies from Romania ACC to Moldova ACC
>LUUU_CTR Sector Frequency: 130.970MHz
For Traffic above FL285 via: DOBOK – VILIS – UNIRA – NUNTA – BUSES – POGAV – ASKUT – KODRU.

If RFL is above or below the Cleared FL the climbing/descending condition shall be coordinated verbally with Bucharest ACC or Chisinau ACC as appropriate.

In order to have a suitable altitude for approach in Romania and Moldova Airspace the following limits are established: Page 6

HANDOVER PROCEDURES FROM ROMANIA vACC TO MOLDOVA vACC

Transit Sector (Below FL285):

ATS Route	FIX	Cleared FL	Vertical Limits	Handover Controller
P133	UNIRA		FL50 – FL195	
P90	NUNTA			
N978				
T802	BUSES			
L140		ODD FL, RFL	FL110 – FL195	LUKK_CTR
Y572				
Z650	POGAV			
N180				
P740	KODRU			

Transit Sector (Above FL285):

ATS Route	FIX	Cleared FL	Vertical Limits	Handover Controller
UN190	DOBOK			
UP90	NUNTA			
UP978				
UT802	BUSES			
UL140		ODD FL, RFL	FL290 - UNL	LUUU_CTR
UY572				
UZ650	POGAV			
UN180				
UP740	KODRU			

Chisinau Airport (LUKK) Departure:

FIX	Cleared FL	Handoff	Handover Controller
NUNTA	FL100 released for climb	Passing FL80	LUKK_APP –> LRBB_NE_CTR
POGAV			
UNIRA			

Chisinau Airport (LUKK) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
BUSES	FL90 released for descend	30 NM before BUSES	LRBB_NE_CTR -> LUKK_APP

Marculesti/Balti Airport (LUBM/LUBL) Departure:

FIX	Cleared FL	Handoff	Handover Controller
UNIRA	FL120 released for climb	Passing FL60	LUBL_APP -> LRBB_NE_CTR

Marculesti/Balti Airport (LUBM/LUBL) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
UNIRA	FL130 released for descend	30 NM before UNIRA	LRBB_NE_CTR -> LUKK_CTR

HANDOVER PROCEDURES FROM MOLDOVA vACC TO ROMANIA vACC

Transit Sector :

ATS Route	FIX	Cleared FL	Vertical Limits	Handover Controller
UN190	DOBOK		FL290 - UNL	
N145	VILIS		FL100 - UNL	
P133	UNIRA		FL60 - UNL	
N181	NUNTA		FL100 - UNL	
P90				
N978	BUSES		FL60 - UNL	
Z924		EVEN FL, RFG		LRBB_NE_CTR
N180	POGAV		FL100 - UNL	
Z650			FL60 - UNL	
L140				
M406	ASKUT		FL290 - UNL	
T34	KODRU		FL60 - UNL	
P740				

Iasi Airport (LRIA) Departure:

FIX	Cleared FL	Handoff	Handover Controller
UNIRA	FL50 released for climb	Passing FL30	LRIA_APP -> LUKK_CTR

Iasi Airport (LRIA) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
UNIRA	FL60 released for descend	15 NM before UNIRA	LUKK_CTR -> LRIA_APP

Suceava Airport (LRSV) Arrivals:

FIX	Cleared FL	Handoff	Handover Controller
UNIRA	FL290 or RFL "if below" released for descend	15 NM before UNIRA	LUKK_CTR -> LRBB_NE_CTR