

2011



**LETTER OF AGREEMENT
BETWEEN
BODØ OFIR AND REYKJAVIK FIR**

1 General

1.1 Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Bodø OFIR and Reykjavik OAC when providing ATS.

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 28/02/2011

Anders Henriksen
Director Norway FIR

VATSCA6
Director of Reykjavik FIR

2 Areas of Responsibility, Airspace Classification and Sectorisation

2.1 Areas of Responsibility

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

2.1.1 Bodø OFIR

Lateral limits: Bodø Oceanic FIR, as described in AIP Norway

Vertical limits: GND – UNL

2.1.2 Reykjavik OAC

Lateral limits: Reykjavik FIR as described in the AIP of Iceland

Vertical limits : SFC – UNL

2.2 Airspace structure and Classification

2.2.1 Bodø OFIR/OCA

Area	Vertical limits	Airspace Classification
OCA	FL195 - UNL	A
OFIR	GND – FL195	G

2.2.2 Reykjavik OAC

Area	Vertical limits	Airspace Classification
OCA north of 7030N	FL195 – UNL	A
OCA 7030N and south	FL55 – UNL	A
FIR 7030N and south	SFC – FL55	G

2.3 Sectorisation

2.3.1 Bodø OFIR

Border to Reykjavik OAC *Bodø Oceanic (ENOB)*
ENOB_FSS 127.720

2.3.2 Reykjavik OAC

Border to Bodø OFIR *Reykjavik sector East (BIRD-E)*
BIRD_E_CTR 126.750 (BIRD_CTR 119.700)

For map, see appendix 1.

3 Delegation of the Responsibility for the provision of ATS.

3.1 Delegation of ATS from Bodø ATCC to Reykjavik OACC

None

3.2 Delegation of ATS from Reykjavik OACC to Bodø ATCC

None

3.3 Delegations of the Responsibility for the Provision of ATS to/from other ATS Units within the ACI.

3.3.1 Delegation of ATS from Bodø ATCC to Scottish ATS

Within the Bodø OFIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from Bodø ATCC to Scottish ATS within the following area:

North Sea Area 1

Lateral limits: 630000N0000000E – 632833N0000000E – 630000N0003126E – (630000N0000000E)

Vertical limits: MSL – FL 85

Airspace

classification: G

For map see Appendix 2.

3.3.1 Delegation of ATS from Reykjavik OACC to Sumburgh Radar

Within the Reykjavik FIR/OCA the provision of ATS in accordance with the airspace classification has been delegated from Reykjavik OACC to Sumburgh Radar within the following area, when Sumburgh are open/online:

North Sea Area 4

Lateral limits: 6100.00N 00000.0L – 6100.00N 00400.00W – 6328.57N 00046.25W – 6328.57N 00000.00L – 6100.00N 00000.0L

Vertical limits: SFC – FL 85

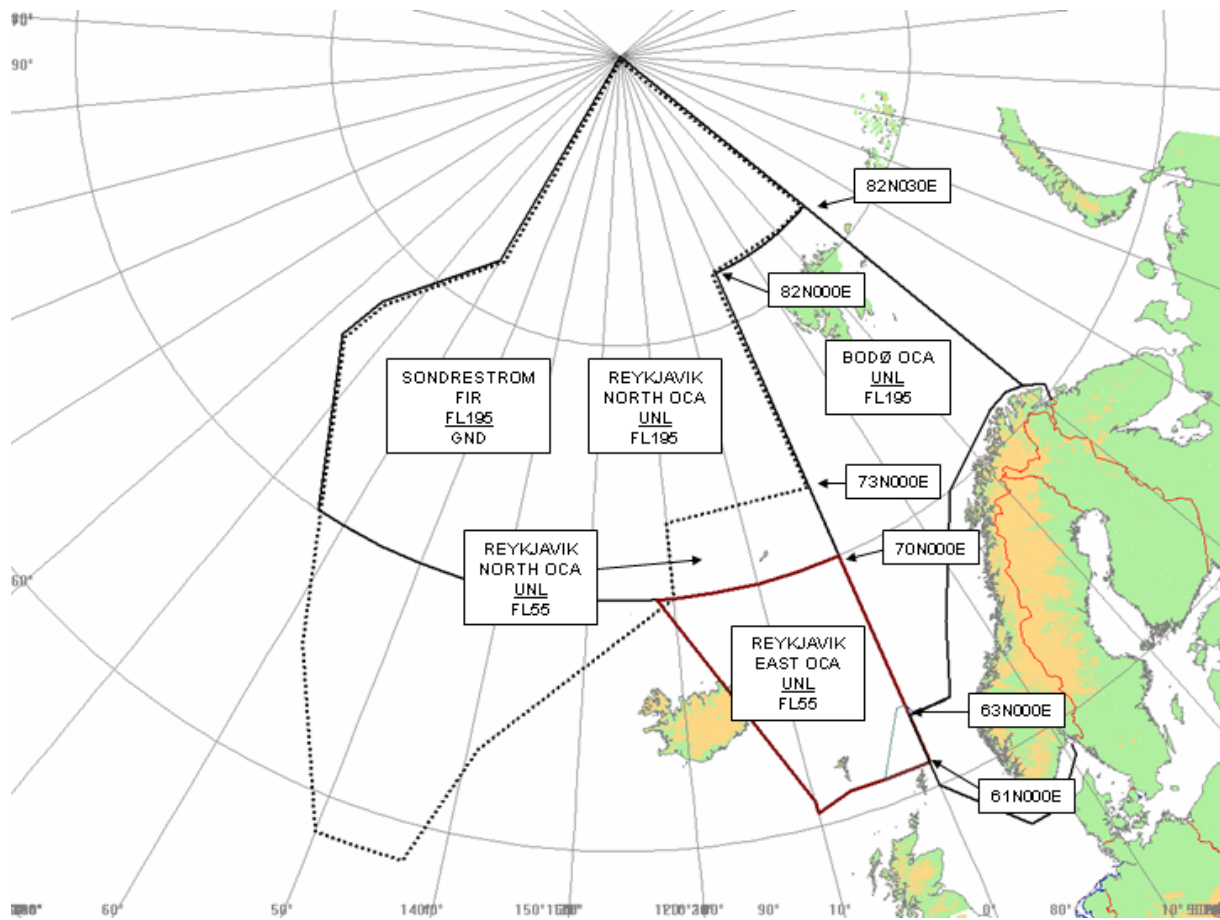
Airspace

classification: G

For map see Appendix 2.

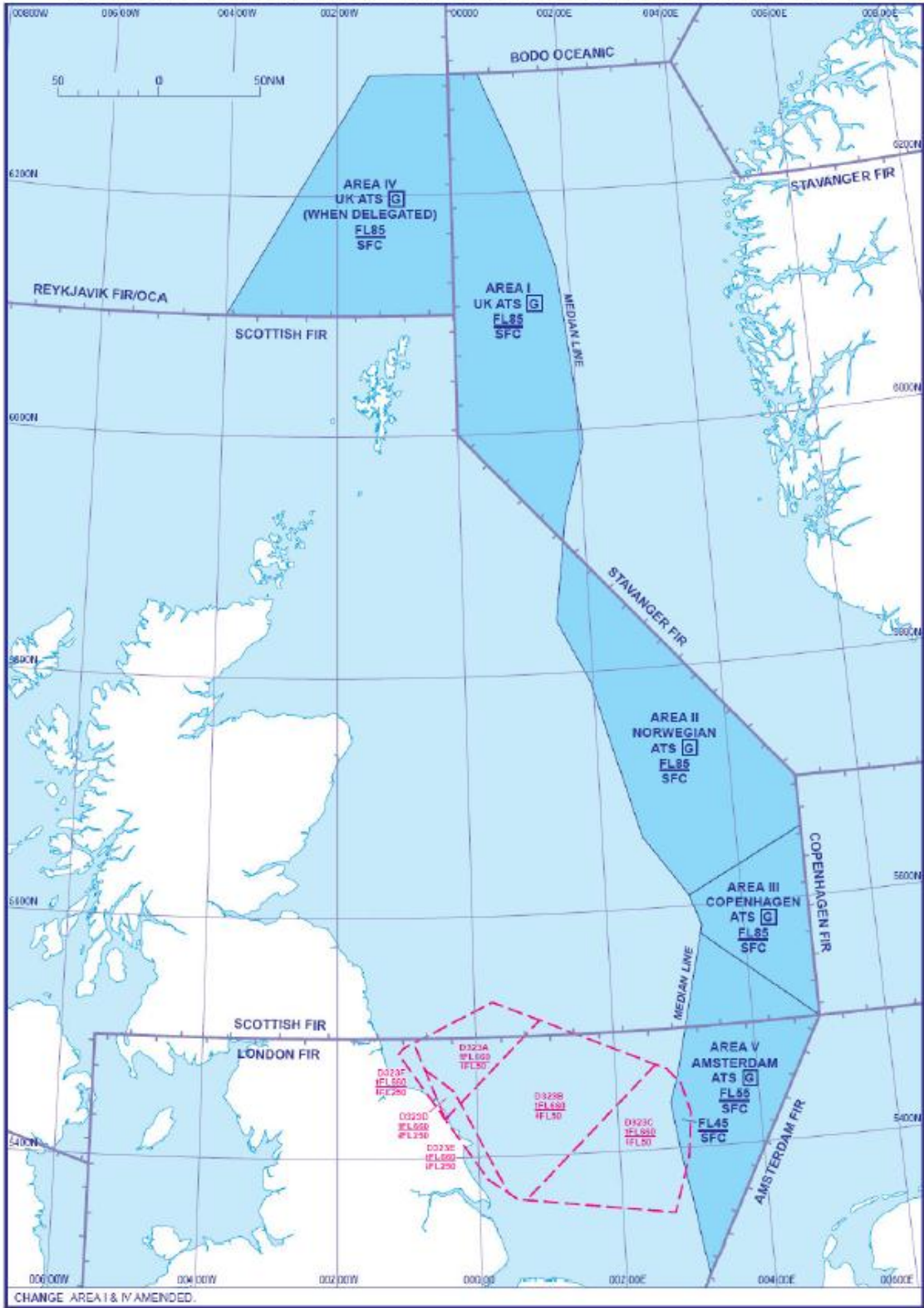
Appendix 1

Sectorisation of Reykjavik FIR and Bodø OFIR Paragraph 2.3.1 and 2.3.2



Appendix 2

DELEGATION OF ATS RESPONSIBILITIES -
WITHIN NORTH ATLANTIC AND NORTH SEA LOWER AIRSPACE



4 Procedures for Coordination

4.1 ATS Routes, Coordination Points and Flight Level Allocation.

Available ATS-routes, COPs to be used and flight level allocation to be applied are described in the tables below.

4.1.1 Flights from Bodø ATCC to Reykjavik OACC

Not applicable. Flights from Bodø to Reykjavik are to be coordinated.

4.1.2 Flights from Reykjavik OACC to Bodø ATCC

Not applicable. Flights from Reykjavik to Bodø are to be coordinated.

4.3 Special Procedures

4.3.1 Flights at ISVIG

4.3.1.1 Reykjavik OACC shall only coordinate eastbound flights via ISVIG with Stavanger ATCC. It is the responsibility of Stavanger ATCC to co-ordinate these flights with Bodø.

4.3.1.2 Flights from Stavanger ATCC to Reykjavik OACC

Stavanger ATCC shall coordinate westbound aircraft entering Reykjavik airspace at ISVIG with Reykjavik OACC and Bodø ATCC.

4.3.1.3 Flights from Bodø ATCC to Reykjavik OACC

Bodø ATCC shall coordinate westbound aircraft entering Reykjavik airspace at ISVIG with Stavanger ATCC only. It will be the responsibility of Stavanger ATCC to ensure that appropriate coordination is effected with Reykjavik OACC. Bodø will normally only issue Oceanic Clearance to ISVIG, Reykjavik will be responsible for further clearance. These flights will normally be transferred directly from Bodø to Reykjavik frequency.

4.3.2 IFR traffic planning to operate closer than 30 NM from the common AoR BDRY shall be coordinated.

4.4 VFR-flights

4.4.1 Flights from Bodø ATCC to Reykjavik OACC

Verbal coordination and transfer of communications shall take place as for IFR flights.

4.4.1 Flights from Reykjavik OACC to Bodø ATCC

Verbal coordination and transfer of communications shall take place as for IFR flights.

5 Transfer of Control and Transfer of Communications

5.1 Transfer of Control

The transfer of control takes place at the AoR boundary.

5.2 Transfer of Communications

The transfer of communications shall take place not later than the transfer of control, unless otherwise coordinated.

6 Radar Co-ordination Procedures

6.1 General.

6.1.1 Transfer of radar identification and transfer of radar control between **Reykjavik OACC** and **Bodø ATCC** will be subject to the serviceability of the respective radar systems.

6.1.2 If it becomes necessary to reduce or suspend radar transfers, a 5 minutes prior notification will be observed, except in emergency situations.

6.2 Transfer of Radar Control.

Transfer of radar control may be effected after prior co-ordination provided the minimum distance between the aircraft does not fall below 10 NM