

2011



LETTER OF AGREEMENT
BETWEEN
STAVANGER AOR AND REYKJAVIK OAC

V1.0 – February 2011

1 General

1.1 Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Stavanger AoR 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 and supersedes the document “VACCSCA_LOA_05114”.

Anders Henriksen
Director Norway FIR

Werner Rafteseth
On behalf 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 Stavanger AoR

Lateral limits: Stavanger AoR in Norway FIR as described in AIP Norway
 Vertical limits: SFC – UNL

2.1.2 Reykjavik OAC

Lateral limits: Reykjavik FIR as described in AIP Iceland
 Vertical limits: SFC – UNL

2.2 Airspace structure and Classification

2.2.1 Stavanger AoR

Area	Vertical limits	Airspace Classification
UIR above UTA	FL660 - UNL	Unclassified
UTA	FL245 – FL660	C
CTA	FL195 – FL245	C
N/UN623*	FL95 – FL195	D
N/UN623*	FL85 – FL95	E
FIR	FL85 – FL195	G

2.2.2 Reykjavik OAC

Area	Vertical limits	Airspace Classification
OAC	FL55 – UNL	A
FIR	SFC – FL55	G

2.3 Sectorisation

2.3.1 Stavanger AoR

Border to Reykjavik OAC *Stavanger sector West (ENSV-W)*
 ENSV_W_CTR 135.670 (ENSV_CTR 124.700)

Stavanger AoR if ENSV is not online *Norway sector South (ENOR-S)*
 ENOR_S_CTR 121.550, (ENOR_CTR 125.500)

2.3.2 Reykjavik OAC

Border to Stavanger AoR *Reykjavik sector East (BIRD-E)*
 BIRD_E_CTR 126.750 (BIRD_CTR 119.700)

3 Delegation of the Responsibility for the provision of ATS.

3.1 Delegation of ATS from Stavanger ATCC to Reykjavik OACC

None

3.2 Delegation of ATS from Reykjavik OACC to Stavanger 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 Stavanger ATCC to Sumburgh Radar

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

North Sea Area 1

Lateral limits: 590504N 0013916E – 600000N 0000000L – 630000N 0000000L
 – 625328N 0003821E – 622219N 0010622E – 614410N
 0013329E – 612122N 0014718E – 595346N 0020430E –
 591722N 0014236E – 590504N 0013916E

Vertical limits: SFC – FL 85

Airspace

classification: G

For map see Appendix 1.

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

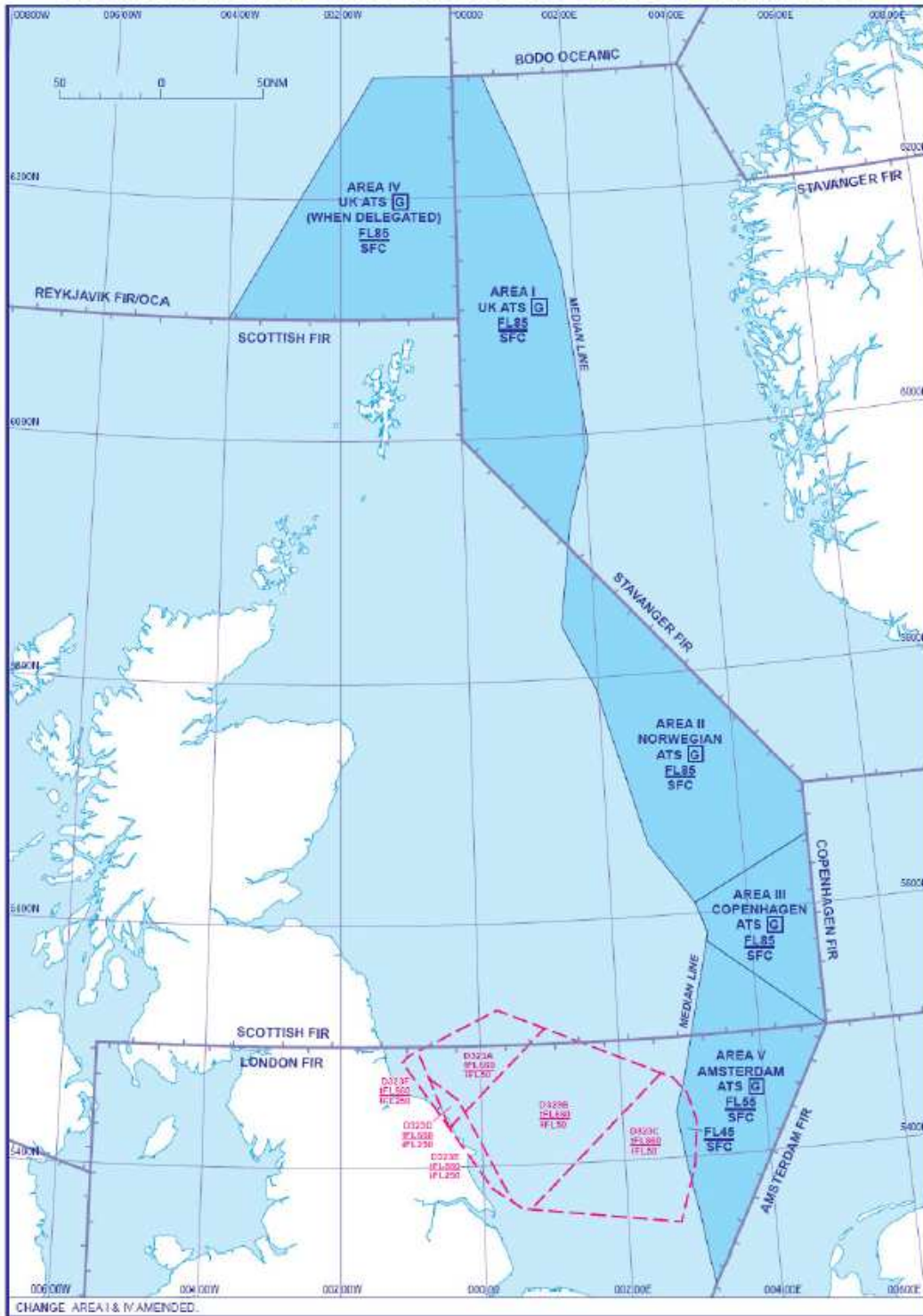
Airspace

classification: G

For map see Appendix 1.

Appendix 1

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 Stavanger AoR (ENSV) to Reykjavik OACC (BIRD)

ATS-Route	COP	Flight Level Allocation
UP619	GUNPA*	Flight Level deemed coordinated via OLDI message
UP610	GUNPA*	
UP613	VALDI*	
UL621	VALDI*	
N/UN623	VALDI	
UP614	IPTON*	
UM725	IPTON*	
UP996	IPTON*	
UP607	INGAL*	
UP992	ISVIG*	
UL617	ISVIG*	
UL727	ISVIG*	
UM996	ISVIG*	

* ATS-route only within Norway FIR

4.1.2 Flights from Reykjavik OACC (BIRD) to StavangerAoR (ENSV)

ATS-Route	COP	Flight Level Allocation
G3	VALDI	All Eastbound flight levels and other after prior coordination. The use of non-standard directional levels shall be manually coordinated.
	GUNPA*	
	IPTON*	
	INGAL*	
	ISVIG*	

* ATS-route only within Norway FIR



4.3 Special Procedures

4.3.1 Flights from Reykjavik OACC to Stavanger AoR

4.3.1.1 Prior coordination with Stavanger ATCC is needed for direct routing to a point within Norway FIR, which will take the flight outside the COP.

4.3.2 Flights at ISVIG

4.3.2.1 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.

4.3.3 Stavanger ATCC is responsible for co-ordination with Reykjavik on westbound flights via ISVIG, this does also include flights via Bodø OFIR.

4.4 VFR-flights

4.4.1 Flights from Stavanger AoR to Reykjavik OCA and vice versa

Same as IFR.

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 **Stavanger ATCC** will be subject to the serviceability of the respective radar systems and two-way direct speech facilities between the radar positions.

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.

6.1.3 Radar vectoring within the respective AoR's may take place without co-ordination between the Centres, provided the distance to the AoR-boundary is never less than 10 NM

6.1.4 When radar service is not provided by one or both Centres within the ACI all traffic within 30 NM from the common AoR-boundary shall be coordinated.

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.

F.3 Reduced Longitudinal Separation.

F 3.1 5 minute longitudinal separation

Five minutes planned longitudinal separation may be applied between aircraft flying at the same level and the same track provided that both aircraft are:

- a) Equipped with functioning transponders, and
- b) Monitored by radar and the actual distance between them is never less than 30 NM