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VATSIM SCANDINAVIA

LETTER OF AGREEMENT

BETWEEN SCOTTISH ACC AND POLARIS ACC

REVISION 2025/03 - EFFECTIVE 20 MARCH 2025

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between Polaris ACC (VATSIM Scandinavia) and Scottish ACC (VATSIM UK) for the provision of air traffic services.

EuroCenter vACC (a constituent of VATEUD) acts as a third party to this agreement and shall operate entirely according to the procedures agreed between VATSIM UK and VATSIM Scandinavia.

EXCLUSION OF LIABILITY

The procedures in this LoA are for use on the VATSIM Network only and should never be adopted for real world use.

The information published within this document is made available without warranty of any kind; the Organisation accepts no responsibility or liability whether direct or indirect, as to the currency, accuracy, or quality of the information, nor for any consequence of its use.

Several procedures have been adapted or created using content published in the AIS of both countries. Any information in this document does not constitute as a real-world replacement for any official procedure and any similar procedures set out here or influenced by online content is written under the Limited License provided by the two AISs.

VALIDITY

This Letter of Agreement becomes effective 20 March 2025 (AIRAC 2503).

Agreed by:

- Jack Edwards – VATSIM UK – Operations Director
- Krister Larsen – VATSIM Scandinavia – Director of Norway FIR

AMENDMENT HISTORY

Revision	Effective Date	Notes
2025/03	20 March 2025	Polaris frequency changes due to 8.33 kHz implementation (2.3.3)
2024/05	16 May 2024	Creation of ENOR_SC_CTR and removal of ENSV_E_CTR from sector 10/11/15 top-down order (2.3.3).
2023/11	02 November 2023	Frequency changes due to 8.33 kHz implementation (2.3.1); Added UK Aberdeen and Sumburgh Offshore Sectorisation (2.3.2); Updated Polaris logon callsigns and ownership (2.3.3); Updated deemed coordination procedures (3.2.1); Reduced same track silent handover minima from 15 NM to 10 NM (4.2.3); Added condition for Silent Transfer of Control to encompass aircraft on their own navigation (4.2.3); Reduced minimum longitudinal separation to 3 mins to be applied when silent handover conditions are not met (4.3.1); Added Appendix A release definitions
2022/02	24 February 2022	Fixed labelling of Polaris FIR/UIR in North Sea diagrams (Fig-1 & Fig-2); Amended ENSV_0 and ENSV_5 callsigns (2.3.2); Removed references to routes to reflect introduction of Free Route Airspace in the EGPX FIR (3.2.3); Added notes for FRA compulsory directs (3.2.3); Corrected ICAO for Stavanger ENZV (3.2.3.1); Replaced ATS routes separation with separation of COPs section (4.3.2) Removed most references to 'Stavanger' (throughout); Various minor editorial changes
2021/04	22 April 2021	Removed reference to Eurocontrol Islands (EURI_FSS); Added ScAC North Low sector ownership (2.3.1.2); Added conditions for the Deemed Co-ordination of Enroute Traffic (3.2.1)
2020/13	3 December 2020	Complete re-write
2010/08	10 August 2010	First Publication

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Scottish ACC and Polaris ACC (Stavanger sectors) when providing ATS to General Air Traffic (IFR).

These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 Scottish ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Scottish FIR & UIR as published in the AIP of the United Kingdom.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Scottish FIR	SFC-FL245	G/C
Scottish UIR	FL245-FL660	C

2.1.2 Polaris ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Polaris FIR as published in the AIP of Norway.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Balder CTA	1500ft-FL85	D
Ekofisk CTA	1500ft-FL85	D
Polaris CTA	FL195-FL660	C
Polaris FIR	SFC-UNL	G

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provisions of ATS by VATSIM UK

Within the Polaris FIR the provision of ATS in accordance with the airspace classification is performed by Sumburgh Radar within the following area(s):

2.2.1.1 North Sea Area I

Lateral Limits	Within the labelled blue area shown in Figure 1
Vertical Limits	SFC-FL85
Airspace Classification	G

2.2.2 Areas for Cross Border Provisions of ATS by Polaris ACC

Within the Scottish FIR the provision of ATS in accordance with the airspace classification is performed by Polaris ACC within the following area(s):

2.2.2.1 North Sea Area II

Lateral Limits	Within the blue area shown in Figure 2
Vertical Limits	SFC-FL85
Airspace Classification	G/D

2.2.3 Special Areas within the Area of Common Interest

2.2.3.1 North Sea Area IV

In this part of the Reykjavík FIR/OCA as shown in Figure 1, responsibility for provision of ATS in accordance with the airspace classification has been delegated from Reykjavík OAC to Sumburgh Radar.

2.2.3.2 Ekofisk and Balder CTAs

The Ekofisk and Balder CTAs are established within the North Sea Area II, as shown in Figure 2. Both extend from 1500 feet to FL85 and are Class D airspace.

Figure 1 – North Sea Areas I and IV

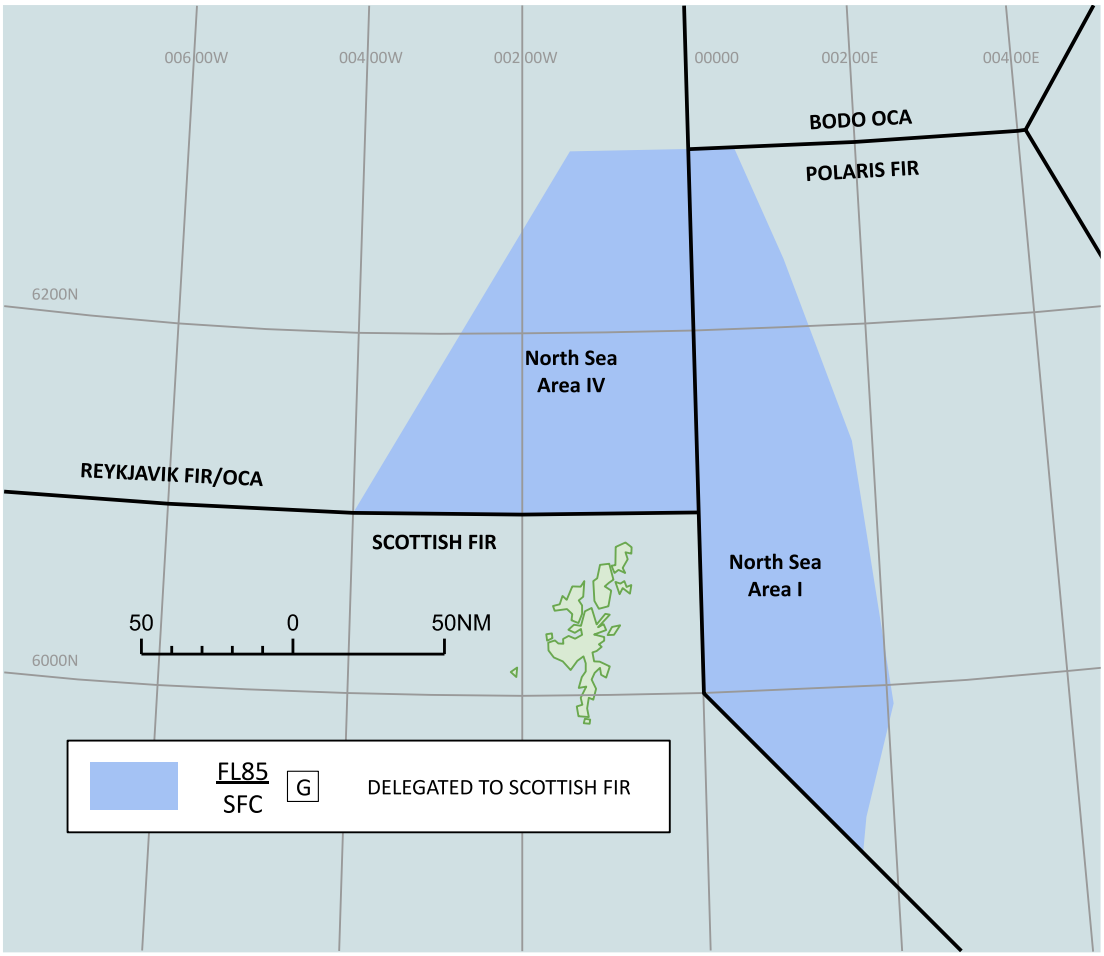
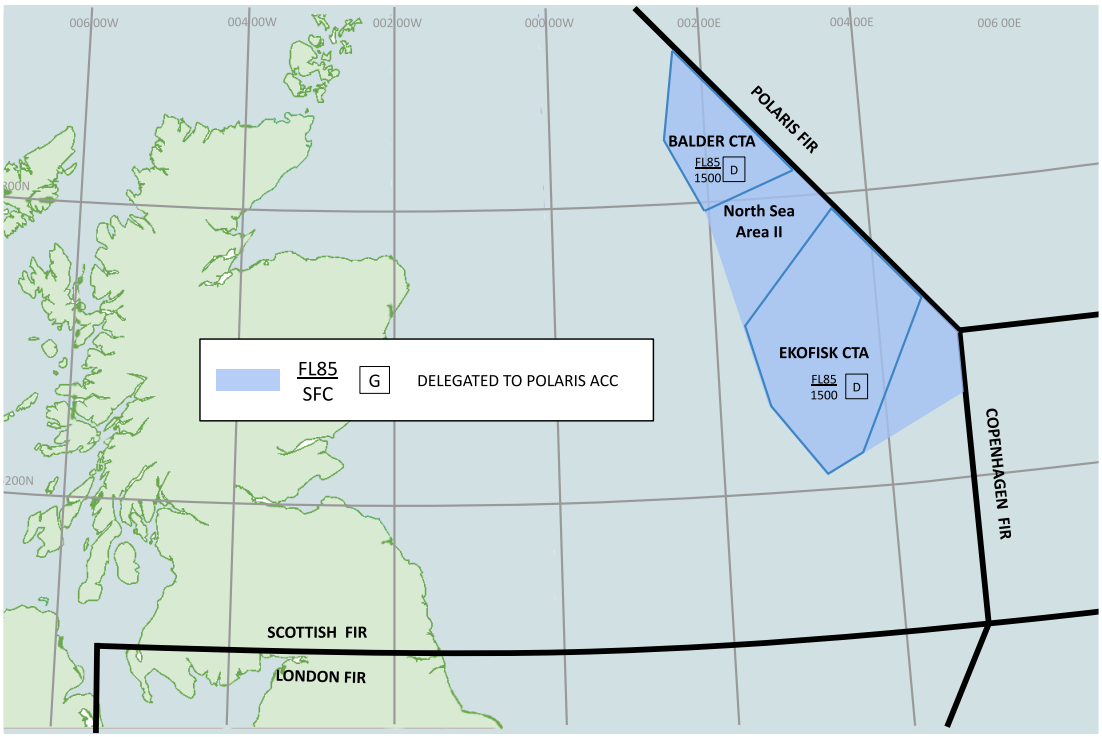


Figure 2 – North Sea Area II



2.3 Sectorisation

2.3.1 Scottish ACC Sectors

2.3.1.1 ScAC North (FL255+)

The coverage priority (left to right) for ScAC North at the interface with Polaris ACC is as follows:

SCO_N_CTR 129.225 MHz	**SCO_E_CTR** 121.325 MHz	**SCO_CTR** 135.530 MHz

2.3.1.2 ScAC North Low (DB-FL255)

The coverage priority (left to right) for ScAC North Low at the interface with Polaris ACC is as follows:

SCO_L_CTR 124.500 MHz	**ScAC North**

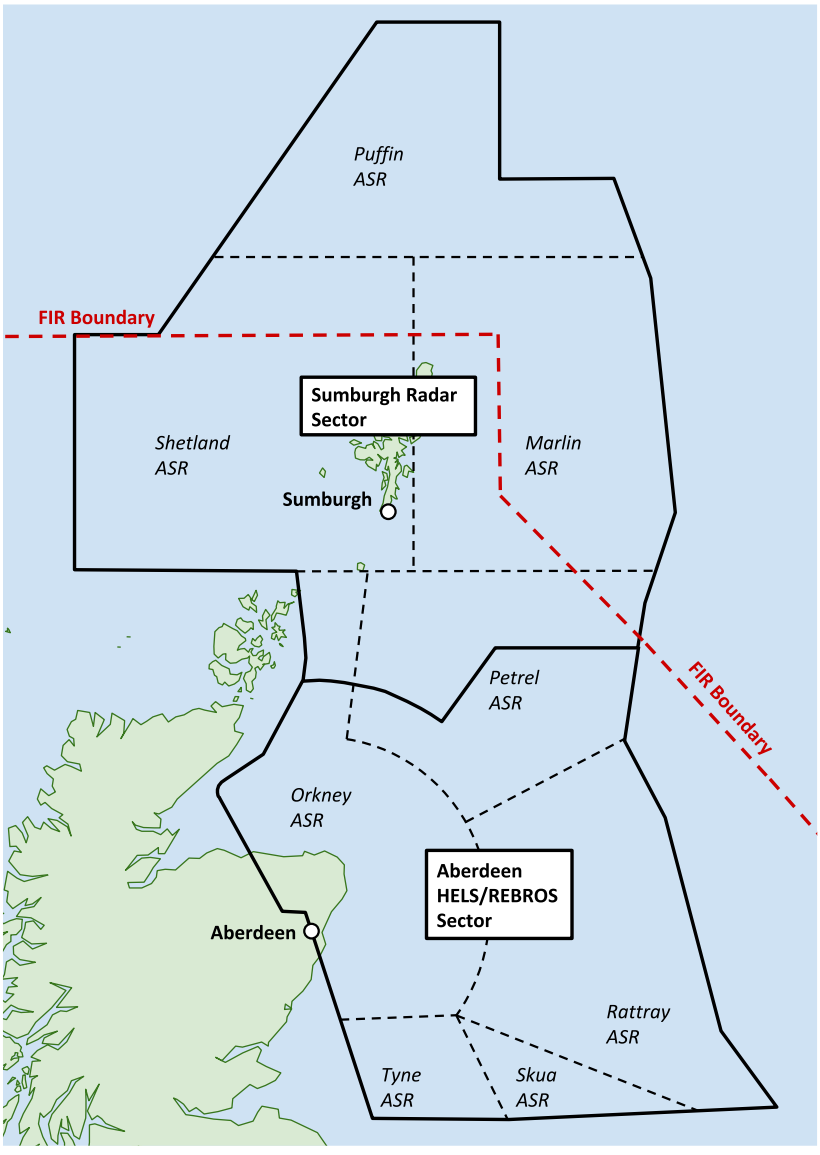
2.3.2 Aberdeen and Sumburgh Offshore Sectors

Aberdeen HELS (callsign "Aberdeen Radar") and **Sumburgh Radar** are responsible for the provision of offshore radar services to traffic operating at and below FL85 within the areas shown in Figure 3 below.

The coverage priority (left to right) for the offshore sectors is as follows:

Sector	1	2	3	4	5	6
HELS	**EGPD_H_APP** 134.100	**EGPD_APP** 119.055	**SCO_L** 124.500	**SCO_S** 134.775	**SCO_E** 121.325	**SCO** 135.530
Sumburgh	**EGPB_APP** 131.300	**SCO_L** 124.500	**SCO_N** 129.225	**SCO_E** 121.325	**SCO** 135.530	-

Figure 3 - Aberdeen/Sumburgh Offshore Sector Responsibility



2.3.3 Polaris ACC (Stavanger) Sectors

The Polaris ACC has three locations in real life: Oslo, Stavanger and Bodø. The Stavanger sectors border the Scottish FIR. Whilst the coordination name is, for example, "Stavanger Sector 15", the RTF callsign for all enroute stations in the Polaris FIR is "Polaris Control".

Polaris sectorisation and associated COPs are as shown in this table:

COP	Receiving Sector
PEPIN, BEREP, RIGVU, ORVIK, GUNPA	15
KLONN, ALOTI	11
NIVUN	10
Statfjord CTA (FL85-)	20 (Offshore)
Balder CTA (FL85-)	21 (Offshore)
Ekofisk CTA (FL85-)	22 (Offshore)

The coverage priority (left to right) for the sectors referenced above is as follows:

Sector	1	2	3	4	5	6	7
15	**ENSV_W** 136.280	**ENSV_16** 135.680	**ENSV_N** 124.705	**ENSV** 120.655	**ENOR_S** 121.550	**ENOR_SC** 134.515	**ENOR** 125.500
11 / **10**	**ENSV_W** 136.280	**ENSV** 120.655	**ENSV_N** 124.705	**ENOR_S** 121.550	**ENOR_SC** 134.515	**ENOR** 125.500	-
20 (Offshore)	**ENSV_O** 134.205	**ENSV_16** 135.680	**ENSV_N** 124.705	**ENSV** 120.655	**ENOR_S** 121.550	**ENOR_SC** 134.515	**ENOR** 125.500
21 (Offshore)	**ENSV_O** 134.205	Then as per Sector 15					
22 (Offshore)	**ENSV_O** 134.205	Then as per Sectors 10/11					

Note: *Eurocontrol North (EURN_FSS) covers all Polaris FIR airspace above FL245 in the absence of local ATC.*

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

a) Coordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route (see Section 3.2.2).
b) Flights shall be considered to be maintaining the coordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of coordination.
c) If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
d) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
e) The accepting ATS unit shall accept the electronic transfer of the aircraft on establishing communications with the transferred aircraft. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS Routes, Coordination Points and Level Allocation

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

Upon transfer, IFR aircraft are to conform to ICAO standard cruising levels (or agreed levels if these are different), incorporating the implementation of Reduced Vertical Separation Minima (RVSM), and also to the direction of airways as published in the relevant AIP.

3.2.1 Deemed Coordination of Enroute Traffic

Traffic which has reached the RFL indicated on the flight plan by the AoR boundary is deemed to have been coordinated provided that:

- the aircraft is at a correct level for the direction of flight;
- the RFL has not been changed within 30 NM of the AoR boundary; and
- no objection has been raised by the receiving controller.

3.2.2 Level Allocation

VFR flights are expected to operate at the same semi-circular levels **plus 500 feet** (e.g. FL195 eastbound, FL185 westbound). Where possible, ScAC should advise aircraft of the appropriate level before transfer to Polaris ACC.

3.2.3 Transfer of Control and Communication

3.2.3.1 From Scottish ACC to Polaris ACC

Coordination Point	Transfer of Control	Transfer of Communications
KLONN	KLONN (*Note 1*)	At or before KLONN
ORVIK	ORVIK	At or before ORVIK
ALOTI	ALOTI	At or before ALOTI
NIVUN (*Note 2*)	NIVUN	At or before NIVUN
PEPIN	PEPIN	At or before PEPIN
RIGVU	RIGVU	At or before RIGVU
BEREP	BEREP	At or before BEREP

Note 1: *ENZV arrival traffic via KLONN is RFD to FL260 passing 20 NM southwest of KLONN. Polaris is responsible for ensuring separation against all other traffic from Scottish ACC.*

Note 2: *LAMRO DCT NIVUN compulsory.*

3.2.3.2 From Polaris ACC to Scottish ACC

Coordination Point	Transfer of Control	Transfer of Communications
KLONN	KLONN	At or before KLONN
ORVIK	ORVIK	At or before ORVIK
ALOTI	ALOTI	At or before ALOTI
NIVUN (See *Note*)	NIVUN	At or before NIVUN
PEPIN	PEPIN	At or before PEPIN
RIGVU	RIGVU	At or before RIGVU
BEREP	BEREP	At or before BEREP

Note: *NIVUN DCT LAMRO compulsory.*

3.3 Special Procedures

3.3.1 Traffic in the Vicinity of GUNPA

Scottish ACC shall coordinate all traffic that will route within 15 NM of GUNPA in the northeastern corner of the Scottish FIR with both Polaris and Reykjavík ACCs.

3.3.2 Coordination of traffic at or below FL85 (Offshore Sectors)

3.3.2.1 Westbound traffic from Polaris ACC to Aberdeen HELS/Sumburgh Radar

Polaris ACC will pass an estimate on traffic entering the Scottish FIR at or below FL85 to Aberdeen/Sumburgh.

Aberdeen/Sumburgh is responsible for informing Polaris ACC of the appropriate frequency and sector such traffic is to be transferred to if different to this LoA.

3.3.2.2 Eastbound traffic from Aberdeen HELS/Sumburgh Radar to Polaris ACC

Aberdeen/Sumburgh will pass an estimate on traffic entering the Polaris AoR at or below FL85 to Polaris ACC.

Traffic is to be instructed to obtain ATC clearance at least 15 NM prior to the boundary. Pilots must remain clear of the Statfjord / Ekofisk / Balder CTA unless ATC clearance has been received, and as such all traffic adjacent to the CTA but within the UK ATS area should provide Polaris with intentions at least 15 NM prior to the boundary.

Polaris ACC is responsible for informing Aberdeen/Sumburgh of the appropriate frequency and sector such traffic is to be transferred to if different to this LoA.

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between Scottish ACC and Polaris ACC is normally performed by transfer of the aircraft tag.
b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM or other VATSIM network defined ranges.
c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between Polaris ACC and Scottish ACC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

> ***Note:*** *Controllers should note that Scottish ACC use the UK term "radar handover", whereas Polaris ACC use the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control

Transfer of radar control may take place by means of a Silent Handover (that is, without verbal coordination) provided that:

- If the aircraft concerned are following the **same route**, they are spaced by a minimum of 10 NM, constant or increasing. (See *Note*).
- If the aircraft concerned are on **crossing tracks**, the conditions under 4.3.1 below are met.
- The minimum distance between the aircraft concerned is no less than 10 NM (See *Note*) for at least 20 NM beyond the AoR boundary.
- The transferring controller places any vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.

- The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

  Note: *The 10 NM here is not a separation standard. It is the minimum spacing required for a silent radar handover.*

4.3 Separation Minima

4.3.1 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 20 NM.

4.3.2 Separation between COPs

All COPs are deemed laterally separated at the AoR Boundary.

Traffic simultaneously transferred at the same level via adjacent COPs may not be laterally separated after crossing the AoR boundary. If any doubt exists regarding lateral separation, then vertical separation must be provided.

4.3.3 Radar Separation

The following radar separation minima are to be applied:

- Scottish ACC: 5 NM
- Polaris ACC: 5 NM

APPENDIX A - DEFINITIONS

Releases

Release for Climb (RFC)

An authorisation 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 (RFD)

An authorisation 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 (RFT)

An authorisation 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.*