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VATSIM SCANDINAVIA

LETTER OF AGREEMENT

BETWEEN SCOTTISH ACC AND COPENHAGEN ACC

REVISION 2026/04 - EFFECTIVE 16 APRIL 2026

DISTRIBUTION AND SCOPE

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

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.

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VALIDITY

This Letter of Agreement becomes effective 16 April 2026 (AIRAC 2604).

Agreed by:

- Archie Middlefell – VATSIM UK – Operations Director
- Lukas Agerskov – VATSIM Scandinavia – Director of Copenhagen FIR

AMENDMENT HISTORY

Revision	Effective Date	Notes
2026/04	16 April 2026	Updated Figure 1 to reflect introduction of Free Route Airspace (FRA) in the remainder of the EGPX FIR; Revised various Scottish logon callsigns and frequencies and added Tyne sector (2.3.1); Revised Copenhagen ownership order and callsigns and added FL365 vertical split (2.3.2); Removed section on reduced longitudinal separation as n/a with radar (4.3.1)
2024/12	28 November 2024	EKDK_S_CTR removed and replaced with EKDK_UN_CTR (2.3.2); EKDK_L_CTR removed from top-down order (2.3.2); EKDK_WE_CTR created (2.3.2).
2023/11	02 November 2023	Frequency changes due to 8.33 kHz implementation (2.3); Updated deemed coordination procedures (3.2.1); Added condition for Silent Transfer of Control to encompass aircraft on their own navigation (4.2.3)
2022/02	24 February 2022	Updated Figure 1 to reflect introduction of Free Route Airspace (FRA) in the EGPX FIR; Removed reference to routes to reflect FRA and added compulsory FRA directs (3.2.3); Replaced ATS routes separation with separation of COPs section (4.3.2) 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 Copenhagen ACC 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 Copenhagen ACC

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

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Copenhagen CTA	FL195-FL660	C
Copenhagen FIR	SFC-UNL	G

2.2 Areas for Cross Border Provision of ATS

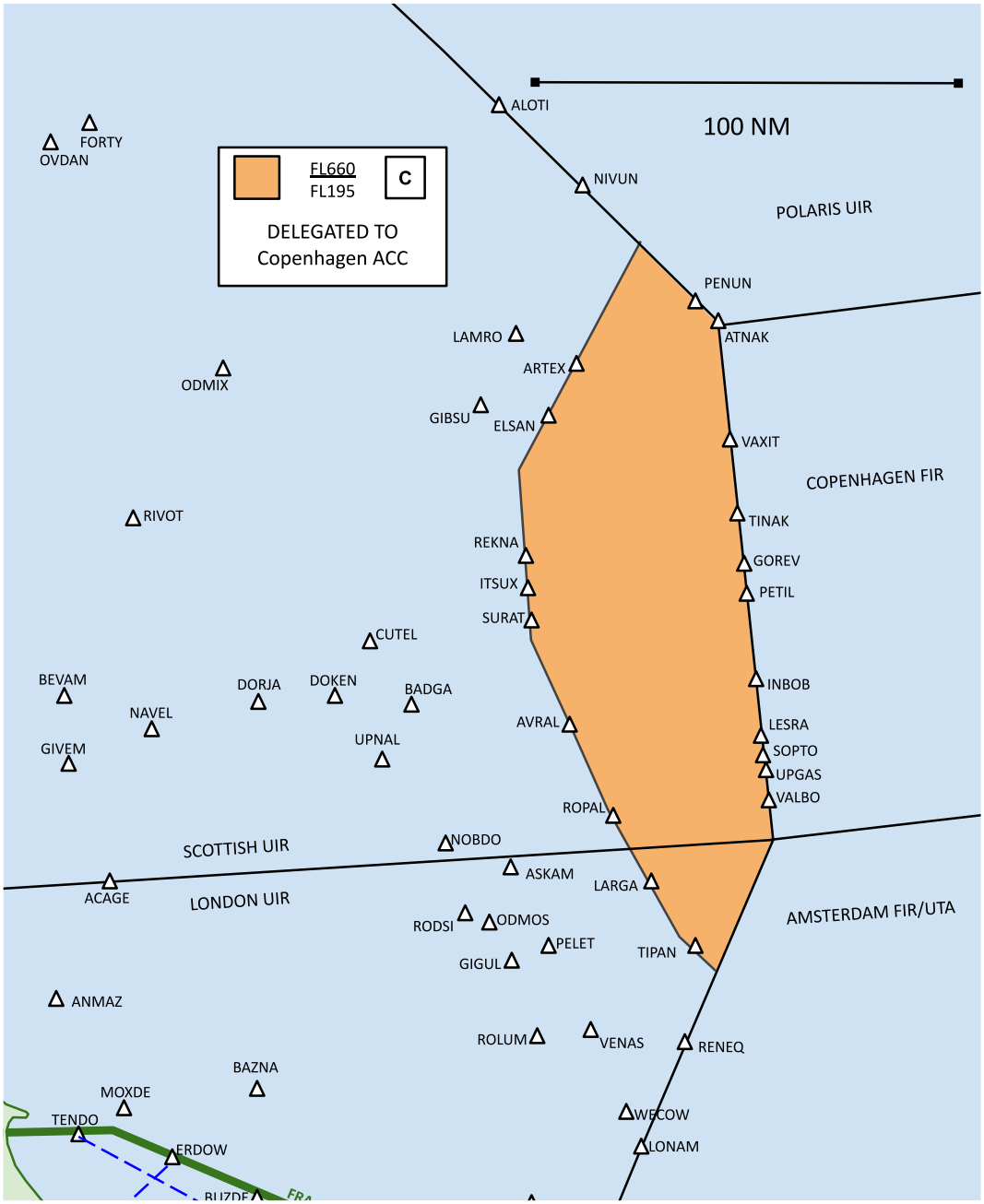
2.2.1 Areas for Cross Border Provisions of ATS by Copenhagen ACC

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

2.2.1.1 North Sea High Area

Lateral Limits	Within the orange area shown in Figure 1
Vertical Limits	FL195-FL660
Airspace Classification	C

Figure 1 – North Sea High Area



2.2.2 Special Areas within the Area of Common Interest

2.2.2.1 Northern North Sea Transfer of ATS

2.2.2.1.1 Area III

In this part of the Scottish FIR, as shown in **UK AIP ENR 6-44** and **AIP Denmark ENR 6.2-3**, Copenhagen will provide ATS to all aircraft at or below FL85.

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 Copenhagen ACC for the ELSAN and ARTEX COPs is as follows:

SCO_N_CTR 129.225 MHz	**SCO_E_CTR** 134.855 MHz	**SCO_CTR** 125.680 MHz

2.3.1.2 ScAC North Low (FL255-)

The coverage priority (left to right) for ScAC North Low at the interface with Copenhagen ACC for the ELSAN and ARTEX COPs is as follows:

SCL_CTR 121.375 MHz	**SCO_N_CTR** 129.225 MHz	**SCO_E_CTR** 134.855 MHz	**SCO_CTR** 125.680 MHz

2.3.1.3 ScAC South (Tyne)

The coverage priority (left to right) for ScAC South (Tyne) at the interface with Copenhagen ACC for COPs REKNA, ITSUX and SURAT is as follows:

SCO_S_CTR 134.775 MHz	**SCO_E_CTR** 134.855 MHz	**SCO_CTR** 125.680 MHz

2.3.1.4 ScAC South (Humber)

The coverage priority (left to right) for ScAC South (Humber) at the interface with Copenhagen ACC for COPs south of – and including – AVRAL is as follows:

SCO_HUM_CTR 121.325 MHz	**SCO_S_CTR** 134.775 MHz	**SCO_E_CTR** 134.855 MHz	**SCO_CTR** 125.680 MHz

2.3.2 Copenhagen ACC Sectors

The coverage priority (left to right) for Copenhagen at the interface with Scottish ACC is as follows:

FL365-

EKDK_N_CTR 134.680 MHz	**EKDK_(UN_)CTR** 136.555 MHz	**EKDK_V_CTR** 135.565 MHz	**EKDK_UV_CTR** 126.055 MHz

FL365+

EKDK_(UN_)CTR 136.555 MHz	**EKDK_N_CTR** 134.680 MHz	**EKDK_V_CTR** 135.565 MHz	**EKDK_UV_CTR** 126.055 MHz

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 to Traffic Below FL195

The semi-circular rule applies to all IFR flights within the Copenhagen FIR.

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 Copenhagen ACC.

3.2.3 Transfer of Control and Communication

3.2.3.1 From Scottish ACC to Copenhagen ACC

ScAC North to Copenhagen

Coordination Point	Transfer of Control	Transfer of Communications	Compulsory FRA DCT
ELSAN	ELSAN	At or before ELSAN	ARTEX / ELSAN DCT VAXIT
ARTEX	ARTEX	At or before ARTEX	

Note 1: *Transfer of communications should not occur earlier than 30 NM before the AoR-boundary, unless otherwise coordinated.*

Note 2: *Within 25 NM of the delegated airspace boundary (see 2.2.1.1), eastbound traffic is released for turns by up to 45°. Aircraft are not released for climb or descent without prior coordination.*

ScAC South to Copenhagen

Coordination Point	Transfer of Control	Transfer of Communications	Compulsory FRA DCT
REKNA	REKNA	At or before REKNA	REKNA DCT VAXIT / PETIL
ITSUX	ITSUX	At or before ITSUX	ITSUX DCT TINAC
SURAT	SURAT	At or before SURAT	SURAT DCT GOREV / PETIL
AVRAL	AVRAL	At or before AVRAL	AVRAL DCT VALBO
LARGA	LARGA	At or before LARGA	LARGA DCT SOPTO / INBOB / PENUN
ROPAL	ROPAL	At or before ROPAL	ROPAL DCT INBOB / LESRA

Note 1: *Transfer of communications should not occur earlier than 30 NM before the AoR-boundary, unless otherwise coordinated.*

Note 2: *Within 25 NM of the delegated airspace boundary (see 2.2.1.1), eastbound traffic is released for turns by up to 45°. Aircraft are not released for climb or descent without prior coordination.*

3.2.3.2 From Copenhagen ACC to Scottish ACC

Copenhagen to ScAC North

Coordination Point	Transfer of Control	Transfer of Communications	Compulsory FRA DCT
ELSAN	ELSAN	At or before ELSAN	VAXIT DCT ARTEX / ELSAN
ARTEX	ARTEX	At or before ARTEX	

Note: *Transfer of communications should not occur earlier than 30 NM before the AoR-boundary, unless otherwise coordinated.*

Copenhagen to ScAC South

Coordination Point	Transfer of Control	Transfer of Communications	Compulsory FRA DCT
REKNA	REKNA	At or before REKNA	VAXIT / PETIL DCT REKNA
ITSUX	ITSUX	At or before ITSUX	TINAC DCT ITSUX
SURAT	SURAT	At or before SURAT	GOREV / PETIL DCT SURAT
AVRAL	AVRAL	At or before AVRAL	VALBO DCT AVRAL
ROPAL	ROPAL	At or before ROPAL	LESRA DCT ROPAL
TIPAN	TIPAN	At or before TIPAN	UPGAS / ATNAK DCT TIPAN

Note: *Transfer of communications should not occur earlier than 30 NM before the AoR-boundary, unless otherwise coordinated.*

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between Scottish ACC and Copenhagen ACCs 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 Copenhagen 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 Copenhagen ACC use the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control

Transfer of control may take place by means of a Silent Handover (that is, without prior 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 transfer of control.*

4.3 Separation Minima

4.3.1 Separation between COPs

For westbound traffic, the following COPs are to be considered the same point for the purposes of Longitudinal separation:

- REKNA / ITSUX / SURAT

For eastbound traffic, the following COPs are to be considered the same point for the purposes of Longitudinal separation:

- ELSAN / ARTEX

All other COPs are deemed laterally separated at the AoR boundary.

4.3.2 Radar Separation

The following radar separation minima are to be applied:

- Scottish ACC: 5 NM
- Copenhagen ACC: 5 NM