

**ACC VCL**  
**VACCTHA**

**OPERATIONS DEPARTMENT**

**LOA BETWEEN  
VCL ACC AND BANGKOK ACC**

v1.1  
30 April 2021

Change Log

Revision	Amendment	Amended Sections	Date
<b>1</b>	<ul style="list-style-type: none"><li>• First Publication</li></ul>	-	2015
<b>1.1</b>	<ul style="list-style-type: none"><li>• New Format</li><li>• Figures Updated</li><li>• VVTS FIR Updated to VVHM FIR</li><li>• Positions to incl. VCL_CTR</li><li>• VDPF Delegated Airspace</li><li>• Airspace Updated</li><li>• Airspace Defined</li></ul>	All	30 April 2021

## Distribution and Scope

This Letter of Agreement (LoA) outlines the agreements between the Ho Chi Minh, Vientiane, Phnom Penh FIR (VCLACC) and Bangkok FIR (VACCTHA) 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. The information published by ACCVCL and VACCTHA within this document is made available without warranty of any kind; the Organisations 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. A number of 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 AIS's.

## Letter of Agreement Between

**VCLACC  
ACCVCL**

**And**

**Bangkok ACC  
VACCTHA**

*Effective: 30 April 2021*

## SECTION 1| GENERAL

### 1.1 Purpose

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Ho Chi Minh ACC and Thai 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 will be the overriding authority.

This document is an Operational Letter of Agreement (LOA) between Ho Chi Minh Virtual Air Traffic Control Centre, and, Thai Virtual Area Control Centre. This Operational LOA details separation standards, level assignment and coordination procedures between the following Air Traffic Services (ATS) units:

### 1.2 Operational Status

Both ATS 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.

## SECTION 2|

# AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

### 2.1 Areas of Responsibility

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

Note: See section 2.2.1.

### 2.2. Ho Chi Minh ACC

Ho Chi Minh ACC has been renamed from: **VVTS** to **VVHM**.

ACCVCL includes a new radar position which shall operate top-down for: VVHM, VVHN, VDPF & VLVT.

Radio Telephony Callsign	Identifier	Frequency
<i>Mekong Radar</i>	<i>VCL_CTR</i>	<i>129.425</i>

Lateral limits: The limits of the area of responsibility correspond to the boundary of Ho Chi Minh FIR as published in the AIP of the Vietnam.

Vertical limits: Up to FL460

ICAO airspace classification for the area of responsibility of Ho Chi Minh ACC along the common boundary of the areas of responsibility of Ho Chi Minh ACC and Thai ACC, is described in Annex B to this Letter of Agreement.

#### 2.2.1 Thai ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Thai ACC as published in the AIP of Thailand.

Vertical limits: Up to FL460

ICAO airspace classification for the area of responsibility of Thai ACC, along the common boundary of the areas of responsibility of Ho Chi Minh ACC and Ho Chi Minh ACC, is described in Annex B to this Letter of Agreement.

## SECTION 3| PROCEDURES

### 3.1 Procedures to be applied

The procedures to be applied by Ho Chi Minh ACC and Thai ACC are detailed in the Annexes to this letter of agreement:

- Annex A: Definitions and abbreviations
- Annex B: Sectorisation and Procedures for Co-ordination
- Annex C: Transfer of Control and Transfer of Communications
- Annex D: Airspace

## SECTION 4| CANCELLATION

### 4.1 Mutual Cancellation

Cancellation on the present Letter of Agreement by mutual agreement of the respective Approving Authorities may take place at any time.

### 4.2 Unilateral Cancellation

Cancellation on the present Letter of Agreement by mutual agreement of the respective Approving Authorities may take place at any time, provided that the cancelling party declares its intention to cancel the current Letter of Agreement with a minimum of pre-notification time of 30 days.

## SECTION 5| VALIDITY

This Letter of Agreement becomes effective 30 April 2021 and supersedes any previous Letter of Agreement.

## ANNEX A| DEFINITION AND ABBREVIATIONS

*Effective: 30 April 2021*

### A1. Definitions

#### A1.1. ATS Responsibility

An airspace of defined dimensions where the sole ATS unit has responsibility for providing air traffic services.

#### A1.2. Reduced Vertical Separation Minimum (RVSM)

A vertical separation minimum of 300m (1,000ft) which is applied between FL 290 and FL410 inclusive, on the basis the regional air navigation agreements and accordance with conditions specified therein.

#### A1.3. Flight Level Allocation Scheme (FLAS) for Pacific / South China Sea

In 2002, the States of the ICAO Asia/Pacific Region within the Western Pacific/South China Sea (WPAC/SCS) area implemented RVSM operations for ATC flight level assignment using a modified single alternate flight level orientation scheme (FLOS), with a complementary flight level allocation scheme (FLAS).

To facilitate traffic handling, a 'no pre-departure coordination' procedure was agreed between affected ATC Area Control Centres (ACCs). The initial flight level for departing flights is allocated in accordance with the pre-agreed FLAS without the need for real time flight level coordination between adjacent ACCs. After departure, other flight levels may be available subject to coordination between ACCs.

However, the implementation of RVSM in surrounding areas utilizing a single alternate FLOS system has resulted in a need to continuously transition the levels of flights entering and leaving the WPAC/SCS area between the modified single alternate FLOS in the WPAC/SCS area and the single alternate FLOS in surrounding RVSM areas.

A single alternate FLOS (i.e. 'eastbound - odd flight levels, westbound - even flight levels') in compliance with the Table "RVSM-FEET" of Appendix 3 of ICAO Annex 2 and in accordance with the FLOS in surrounding areas

Special high capacity arrangements for six unidirectional parallel routes (L642, M771, N892, L625, N884 & M767) that involve managed use of odd and even flight levels in the same direction of flight and an associated FLAS agreed between affected ACCs to facilitate ATC 'no pre-departure coordination' operations.

## APPENDIX 1 TO ANNEX B| SECTORISATION

In each case, sectors to the right assume control of sectors to the left in the event they are offline.

### A.1.1 Thai ACC

VTBB_CTR	ASEA_FSS*
132.100	135.350

### A.1.2 Phnom Penh ACC Sector 1

VDPF_CTR	VCL_CTR	ASEA_FSS*
127.500	129.425	135.350

### A.1.3 Phnom Penh ACC Sector 2

VDPF_2_CTR	VDPF_CTR	VCL_CTR	ASEA_FSS*
126.200	127.500	129.425	135.350

### A.1.4 Phnom Penh ACC Delegated Sector (Refer to B.2)

VDPF_2_CTR	VDPF_CTR	VVHM_3_CTR	VVHM_B_CTR	VVHM_CTR	VCL_CTR	ASEA_FSS*
126.200	127.500	120.900	124.975	132.350	129.425	135.350

### A.1.5 Vientiane ACC Sector 1

VLVT_CTR	VCL_CTR	ASEA_FSS*
128.300	129.425	135.350

### A.1.6 Vientiane ACC Sector 2

VLVT_2_CTR	VLVT_CTR	VCL_CTR	ASEA_FSS*
124.100	128.300	129.425	135.350

\*Aircraft's hand-off to South East Asia Control FSS must have a cruising level greater than FL245

### B.1.1.1. Flights from Thailand (VTBB) to Vientiane (VLVT)

ATS-Route	COP	Level Allocations	Special Conditions
A1	BUTRA	FL 290, 330, 370, 390, 410	No-PDC / FLAS
A202	SAV	FL 290, 330, 370, 390, 410	No-PDC / FLAS
A581	PONUUK	Odd FL	N/B Odd flight levels
B202	PAK	Odd FL	NIL
B218	VTN	Odd FL	N/B Odd flight levels
B346	YAKUA	Odd FL	N/B Odd flight levels
B460	SAV	Odd FL	NIL
R207	ANBOK	Odd FL	NIL
R215	TOMIP	Odd FL	NIL
R470	VTN	Even FL*	B218 after VTN, must use Odd FL
R474	VTN	Odd FL	NIL
Y16	BUTRA	Odd FL	NIL

### B.1.1.2. Flights from Thailand (VTBB) to Phnom Penh (VDPF)

ATS-Route	COP	Level Allocations	Special Conditions
B204	ADEGO	Odd FL	NIL
B205	BOKAK	Odd FL	NIL
G474	OMURO	FL 330, 370, 410	No-PDC / FLAS
L880	OMURO	FL 330, 370, 410	No-PDC / FLAS
N506	BOKAK	FL 270, 330, 410	No-PDC / FLAS
N891	BENSA	FL 330	No-PDC / FLAS
R334	SAKDA	FL 290	No-PDC / FLAS
R345	BIDEM	Odd FL	NIL
R468	BOKAK	FL 270, 330, 410	No-PDC / FLAS



### B.1.2.1 Flights from Vientiane (VLVT) to Thailand (VTBB)

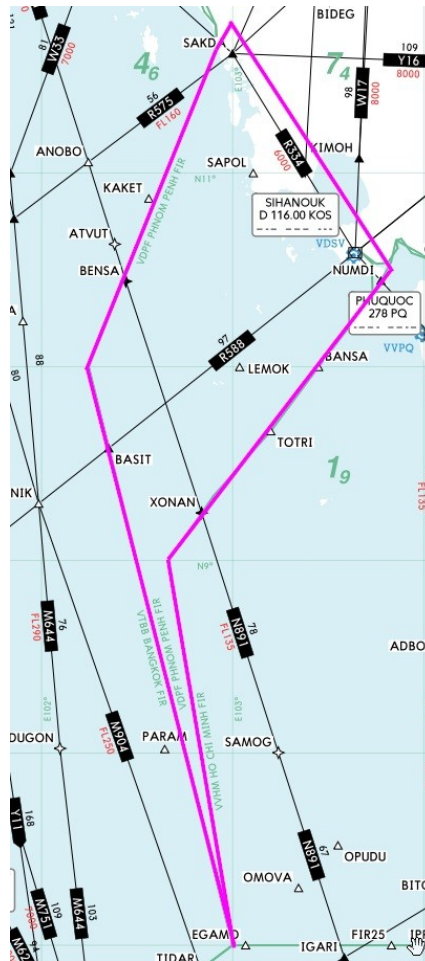
ATS-Route	COP	Level Allocations	Special Conditions
A1	BATRA	FL 280, 300, 340, 380, 400	No-PDC / FLAS
A202	SAV	FL 280, 300, 340, 380, 400	No-PDC / FLAS
A581	PONUK	Even FL	S/B Even flight levels
B202	PAK	Even FL	NIL
B218	VTN	Even FL	S/B Even flight levels
B346	YAKUA	Even FL	S/B Even flight levels
M648	BOPNU	Even FL	NIL
R207	ANBOK	Even FL	NIL
R215	TOMIP	Even FL	NIL
R328	SAV	Even FL	NIL
R335	VTN	Even FL	NIL
R474	VTN	Even FL	NIL
W76	VTN	Even FL	NIL

### B.1.2.2 Flights from Phnom Penh (VDPF) to Thailand (VTBB)

ATS-Route	COP	Level Allocations	Special Conditions
G474	OMURO	FL 280, 340	No-PDC / FLAS
M633	TUPGO	FL 280, 340	NIL
N891	BENSA	FL 260, 300, 380	No-PDC / FLAS
P629	VAPVU	FL 300, 380	No-PDC / FLAS
R334	SAKDA	Even FL	NIL
R345	BIDEM	Even FL	NIL
R468	BODAK	Even FL	NIL
R588	BASIT	FL 280, 320, 340	No-PDC / FLAS

## B.2. Portion of VDPF delegated to VVHM

This portion is to be delegated to **VVHM** when **VDPF is offline** in order to avoid unicom when both Bangkok and Ho Chi Minh FIRs are online. Information regarding who controls this sector can be seen in A.1.4.



## APPENDIX C| TRANSFER OF CONTROL AND COMMUNICATIONS

### C.1. Transfer of Control

Transfer of Control takes place at the FIR Boundary, unless otherwise specified.

### C.2. Transfer of Communications

Transfer of Communications shall take place no later than **5 nm**, and no sooner than **4 minutes** before the transfer of control and as specified in paragraph *B.1.* and *B1.2.*, unless otherwise coordinated.

### C.3. Separation Minima

The following radar separation minima is to be applied:

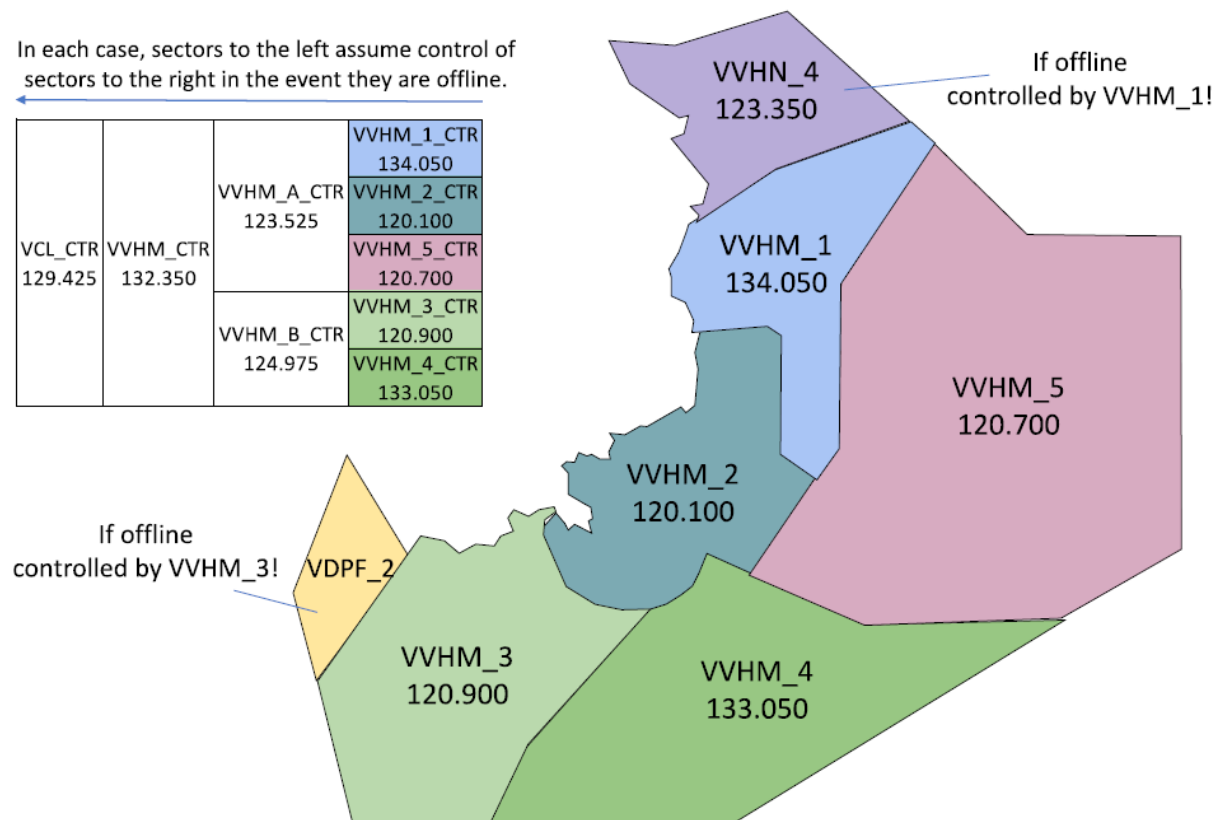
- VCLvACC: **10 nm**
- Bangkok ACC: **10 nm**

## APPENDIX D| AIRSPACE

### D.1. Sectors within Ho Chi Minh ACC

In each case, sectors to the left assume control of sectors to the right in the event they are offline.

VCL_CTR 129.425	VVHM_CTR 132.350	VVHM_A_CTR 123.525	VVHM_1_CTR 134.050
			VVHM_2_CTR 120.100
			VVHM_5_CTR 120.700
		VVHM_B_CTR 124.975	VVHM_3_CTR 120.900
			VVHM_4_CTR 133.050

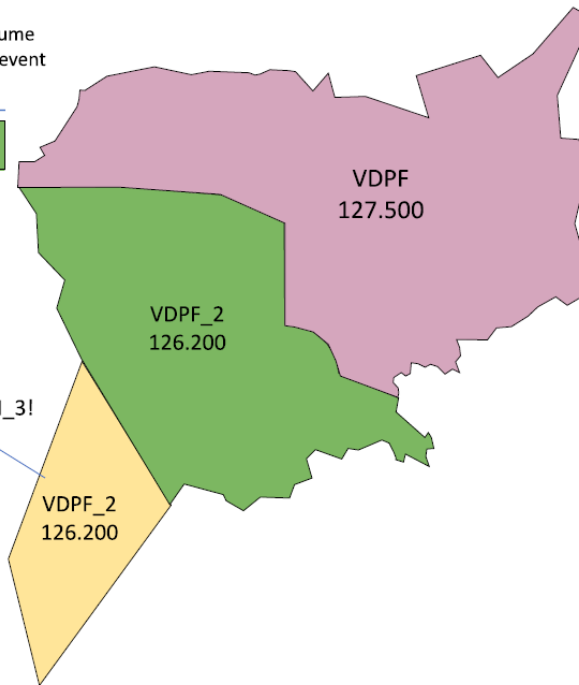


## D.2. Sectors within Phnom Penh ACC

In each case, sectors to the left assume control of sectors to the right in the event they are offline.

VCL_CTR	VDPF_CTR	VDPF_2_CTR
129.425	127.500	126.200

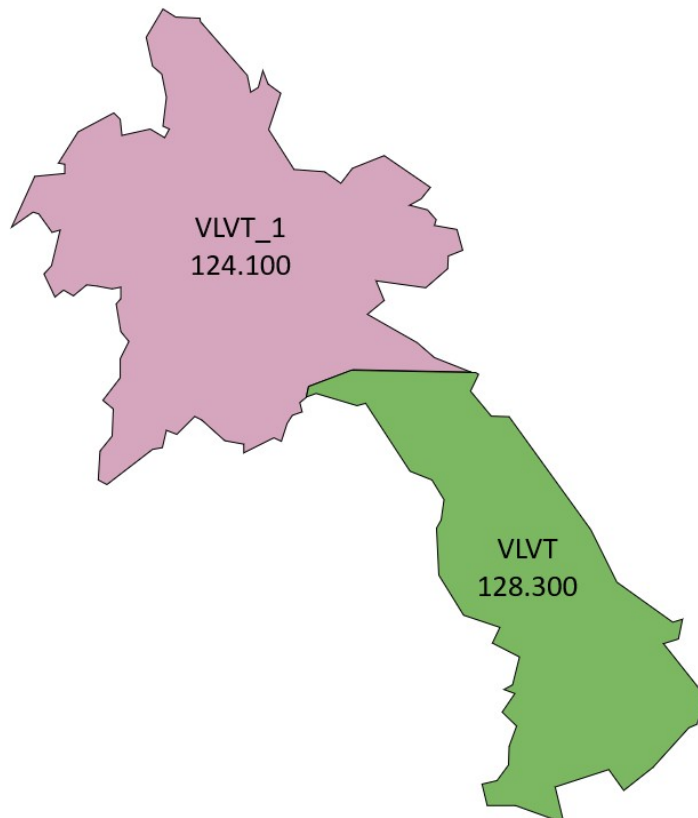
If offline  
controlled by VVHM\_3!



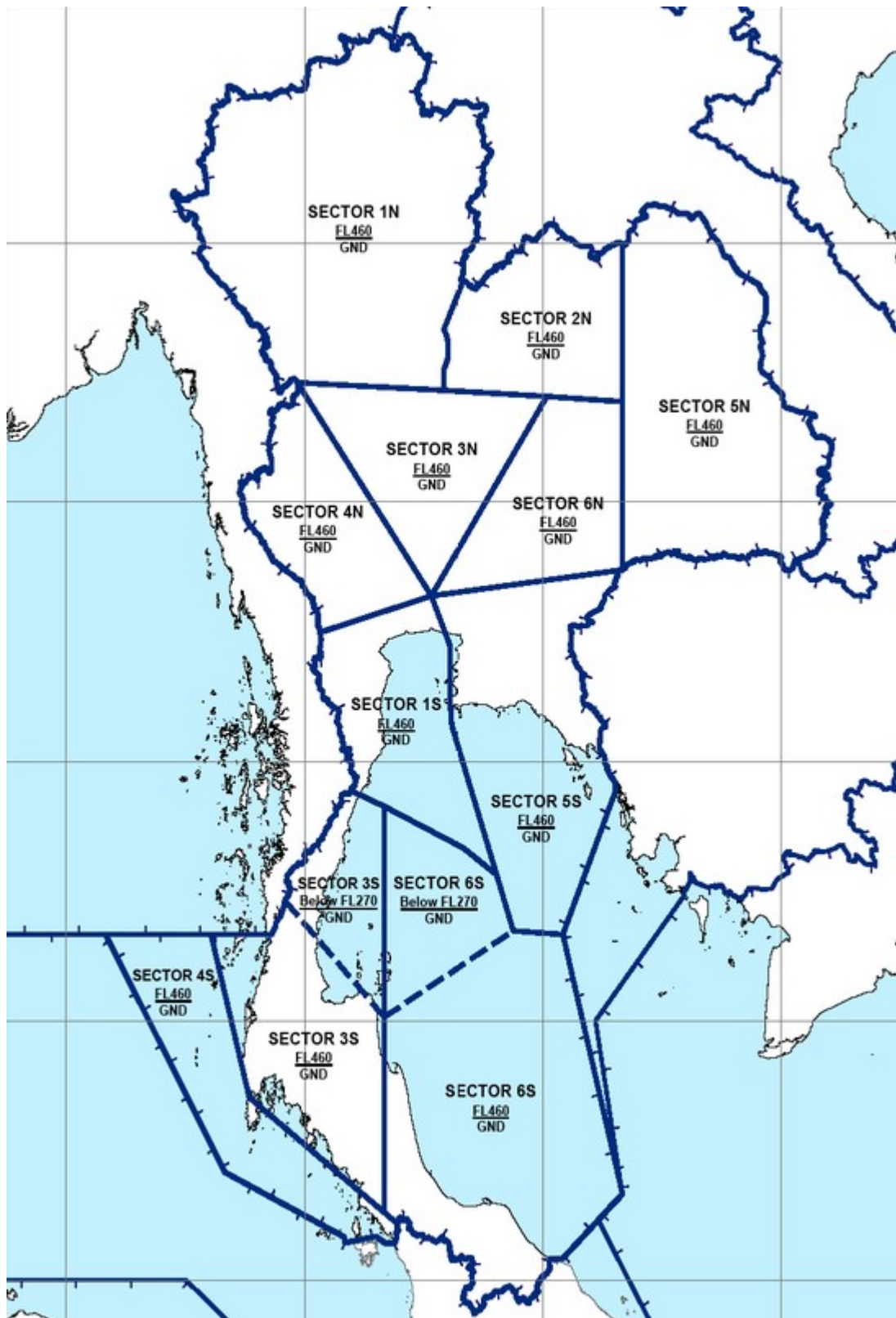
## D.3. Sectors within Vientiane ACC

In each case, sectors to the left assume control of sectors to the right in the event they are offline.

VCL_CTR	VLVT_CTR	VLVT_1_CTR
129.425	128.300	124.100



#### D.4. Sectors within Bangkok FIR VACCTHA



Submitted by:

**David Lee**  
*Operations Director*  


**Amos NG**  
*Assistant Operations*  


Vetted by:

**Vu Viet Phuong**  
*VCL Director*  


**Ham Quoc Nam**  
*Deputy Director*  


**Duy Nguyen**  
*Training Director*  


**John Holt**  
*VACCTHA Director*  


**Partik Yngver**  
*Deputy Director*  


**Tony Koskinen**  
*Training Director*  
