

# Letter of Agreement between Singapore Virtual Area Control Centre and Philippines Virtual Area Control Centre

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## Singapore FIR – Manila FIR Handoff Policy

### 1. Purpose

This letter of agreement applies to all CTR/FSS rated controllers from the Singapore Virtual Area Control Centre and Philippines Virtual Area Control Centre, and all others authorised to control in both vACCs. It clearly defines the handoff boundaries for all traffic flying between the Singapore FIR and Manila FIR.

### 2. Cancellation

All previous letters of agreement between Singapore vACC and Philippines vACC are now void.

### 3. General Guidelines

Singapore Radar WSJC\_CTR, Singapore Radio WSJC\_FSS and Manila Control RPHI\_CTR shall ensure that:

- a. All aircraft are at 1x simulation rate before handoff.
- b. The other party is kept informed of any flight plan deviations and coordinated amicably.
- c. All enroute altitudes are assigned as per ENR1.8 of the Singapore AIP on all No-Pre Departure Coordination airways crossing the South China Sea.
- d. Mach Number Technique will be used for separation. In other words, for every Mach .01x that a following aircraft exceeds a preceding aircraft, an increase in x minutes of separation is required.

### 4. Handoff Procedures: WSJC\_CTR/FSS to RPHI\_CTR

WSJC\_CTR shall ensure that all RNAV traffic crossing into Manila FIR are tracking the following airways before initiating handoffs. Any abnormal circumstances are to be coordinated with RPHI\_CTR beforehand.

#### M522 Airway

- a. Singapore ACC has delegated the portion of M522 between NODIN and VINIK to Kinabalu ACC for the provision of Air Traffic Services (ATS). In the absence of WBFC\_CTR, ATS will be provided by WSJC\_CTR.
- b. WBFC\_CTR/WSJC\_CTR/FSS shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL290, FL330, FL370, FL410** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level. M522 and M754 are treated as same airway at VINIK.
- c. WBFC\_CTR/WSJC\_CTR/FSS shall initiate handoff to RPHI\_CTR at 3 minutes before VINIK intersection.

- d. WBFC\_CTR/WSJC\_CTR/FSS shall provide estimate at VINIK, flight levels and Mach Number when aircraft is abeam NODIN.
- e. Any weather deviation west of M754 will be coordinated with WSJC\_CTR/FSS.
- f. To minimize conflict with M767, no climb is allowed 10 nm before and after FIR boundary

#### M754 Airway

- a. Singapore ACC has delegated the portion of M754 between SUMLA and VINIK to Kinabalu ACC for the provision of Air Traffic Services (ATS). In the absence of WBFC\_CTR, ATS will be provided by WSJC\_CTR.
- b. WBFC\_CTR/WSJC\_CTR/FSS shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL290, FL330, FL370, FL410** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level. M522 and M754 are treated as same airway at VINIK.
- c. WBFC\_CTR/WSJC\_CTR/FSS shall initiate handoff to RPHI\_CTR at 3 minutes before VINIK intersection.
- d. WBFC\_CTR/WSJC\_CTR/FSS shall provide estimate at VINIK, flight levels and Mach Number when aircraft is abeam SUMLA.
- e. Any weather deviation west of M754 will be coordinated with WSJC\_CTR/FSS.
- f. To minimize conflict with M767, no climb is allowed 10 nm before and after FIR boundary

#### M772 Airway

- a. WSJC\_CTR/FSS shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL300, FL380** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level.
- b. WSJC\_CTR/FSS shall initiate handoff to RPHI\_CTR at 3 minutes before LAXOR intersection.
- c. WSJC\_CTR/FSS shall provide estimate at LAXOR, flight levels and Mach Number 15 minutes before aircraft reaches LAXOR intersection.
- d. As per ENR 3.3 of Singapore AIP, M772 is available for flights departing from Jakarta to Hong Kong or to destinations beyond Hong Kong.

#### N884 Airway

- a. WSJC\_CTR/FSS shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL310, FL320, FL350, FL360, FL390, FL400** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level.
- b. During bad weather in South China Sea, any state VACC (China, Indonesia, Malaysia, Philippines, Hong Kong, Vietnam) may declare large scale weather deviations. A good gauge is where more than 5 weather deviations are required on an airway. During the situation, only **FL310, FL350 and FL390** can be used.
- c. WSJC\_CTR/FSS shall initiate handoff to RPHI\_CTR at **3 minutes** before **LAXOR intersection**.
- d. WSJC\_CTR/FSS shall provide to RPHI\_CTR time estimate at LAXOR, flight levels and Mach Number 15 minutes before aircraft reaches LAXOR intersection.

### 5. Handoff Procedures: RPHI\_CTR to WSJC\_CTR/FSS

RPHI\_CTR shall ensure that all RNAV traffic crossing into Singapore FIR are tracking the following airways before initiating handoff. Any abnormal circumstances are to be coordinated with WSJC\_CTR beforehand.

### M522 Airway

- a. Singapore ACC has delegated the portion of M522 between NODIN and VINIK to Kinabalu ACC for the provision of Air Traffic Services (ATS). In the absence of WBFC\_CTR, ATS will be provided by WSJC\_CTR.
- b. RPHI\_CTR shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL300, FL340, FL380** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level. M522 and M754 are treated as same airway at VINIK.
- c. RPHI\_CTR shall initiate handoff to WBFC\_CTR/WSJC\_CTR/FSS at 3 minutes before VINIK intersection.
- d. RPHI\_CTR shall provide estimate at VINIK, flight levels and Mach Number 15 minutes before aircraft reaches VINIK intersection.
- e. Any weather deviation west of M754 will be coordinated with WSJC\_CTR/FSS.
- f. To minimize conflict with M767, no climb is allowed 10 nm before and after FIR boundary

### M754 Airway

- a. Singapore ACC has delegated the portion of M754 between SUMLA and VINIK to Kinabalu ACC for the provision of Air Traffic Services (ATS). In the absence of WBFC\_CTR, ATS will be provided by WSJC\_CTR.
- g. RPHI\_CTR shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL290, FL330, FL370, FL410** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level. M522 and M754 are treated as same airway.
- b. RPHI\_CTR shall initiate handoff to WBFC\_CTR/WSJC\_CTR/FSS at 3 minutes before VINIK intersection.
- c. RPHI\_CTR shall provide estimate at VINIK, flight levels and Mach Number 15 minutes before aircraft reaches VINIK intersection.
- d. Any weather deviation west of M754 will be coordinated with WSJC\_CTR/FSS.
- e. To minimize conflict with M767, no climb is allowed 10 nm before and after FIR boundary

### M767 Airway

- a. RPHI\_CTR shall ensure that all RNAV traffic are cruising at the following flight levels as per ENR1.8 of the Singapore AIP: **FL310, FL320, FL350, FL360, FL390, FL400** at 1x time acceleration. Separation between aircraft is **15 minutes** on the same flight level.
- b. During bad weather in South China Sea, any state VACC (China, Indonesia, Malaysia, Philippines, Hong Kong, Vietnam) may declare large scale weather deviations. A good gauge is where more than 5 weather deviations are required on an airway. During the situation, only **FL320, FL360 and FL400** can be used.
- c. RPHI\_CTR shall initiate handoff to RPHI\_CTR at **3 minutes** before **TEGID intersection**.
- d. RPHI\_CTR shall provide to WSJC\_CTR time estimate at TEGID, flight levels and Mach Number 15 minutes before aircraft reaches TEGID intersection.
- e. To minimize conflict with M522 and M754, no climb is allowed 10 nm before and after FIR boundary

## 6. Disclaimer

This Letter of Agreement only covers these 5 relevant airways. Any requests for deviation from the procedures stated in this letter of agreement, and disputes pertaining to handoff boundaries, shall

be directed to the Director of Singapore vACC or the Director of Philippines vACC. All radar controllers are expected to comply strictly with the terms and conditions in this policy.

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