



**ACC VCL**  
**OPERATIONS DEPARTMENT**

**LOA BETWEEN HO CHI MINH ACC AND PHILIPPINES 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>1.0</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></ul>	All	30 January 2021
<b>1.1</b>	<ul style="list-style-type: none"><li>• Changed wording</li><li>• Added N892 missing airway</li><li>• N892 Added</li><li>• Delegation of N892 Airway</li><li>• Depiction of N892 Airway</li></ul>	A1.5 A1.5 B1.2 2.2 D3	30 April 2021



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## Distribution and Scope

This Letter of Agreement (LoA) outlines the agreements between the Vietnam FIR (VCLACC) and the Philippines FIR (VATPHIL) 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 Vietnam vACC and Philippines vACC 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.



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## Letter of Agreement

**Ho Chi Minh ACC  
ACCVCL**

**Between  
And**

**Manila ACC  
VATPHIL**

*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 Philippines 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, Philippines 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.



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## 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 2.3.*

### 2.2 Delegated Airway

Within Ho Chi Minh FIR, delegated airspace for provision of ATS in accordance with the airspace classification is performed by Ho Chi Minh ACC in the following area only:

#### 2.2.1. N892 Airway from ZJSA to VVHN

*The responsibility of ATS on the portion of route N892 in Sanya FIR, is delegated to Ho Chi Minh ACC and air traffic shall be notified to Sanya ACC. In case of an aircraft which deviates off flight plan track and is likely to infringe the airspace under control of Sanya ACC, Ho Chi Minh or Manila ACC, as appropriate, shall coordinate a clearance for entry into that airspace. If the pilot is required to deviate without clearance, the ICAO rules of the air provision incorporated in the ICAO Annexes and Regional Supplementary Procedures (Doc 7030) shall apply.*

*All aircraft operating on route N892 in case of weather etc, deviate to the north of this route shall be subject to obtain prior approval of Sanya ACC and maintain communications with Sanya ACC.*

<b>Lateral Limits</b>	N014.30.13.459 E113.59.37.335
	N015.44.03.868 E113.59.49.790
	N015.44.03.868 E113.59.49.790
	N014.30.12.101 E113.03.04.321
	N014.30.12.101 E113.03.04.321
	N014.30.13.459 E113.59.37.335
<b>Vertical Limits</b>	FL 310 – FL 410
<b>Airspace Classification</b>	A



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## 2.3. Ho Chi Minh ACC

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

ACCVCL includes a new radar position: Mekong Radar VCL\_CTR 129.425 and is a top down service.

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 Philippines ACC, is described in Annex B to this Letter of Agreement.

## 2.4. Manila ACC

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

Vertical limits: Up to FL460

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



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## SECTION 3| PROCEDURES

### 3.1 Procedures to be applied

The procedures to be applied by Ho Chi Minh ACC and Philippines 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 canceling 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.



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## 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. General Air Traffic (GAT)**

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

#### **A1.3. Operational Air Traffic (OAT)**

All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by an appropriate national authority.

#### **A1.4. 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.



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## A1.5. 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.

Special high capacity arrangements for five (5) unidirectional parallel routes (L625, L628, M765, N500, N892) 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. Ho Chi Minh ACC Sector 5: (All levels)

VVHM_5_CTR	VVHM_A_CTR	VVHM_CTR	VCL_CTR	ASEA_FSS
120.700	123.525	132.350	129.425	135.350

### A.2. Philippines ACC Sector 1: (All levels)

RPHI_1_CTR	RPHI_CTR	ASEA_FSS
119.300	119.300	135.350

### A.3. Philippines ACC Sector 4: (All levels)

RPHI_4_CTR	RPHI_CTR	ASEA_FSS
118.900	119.300	135.350

### B.1. Flights from Ho Chi Minh ACC to Philippines ACC

ATS-Route	COP	Level Allocations	Remarks
L625	FIR Boundary	FL 310, 350, 390	FLAS Levels
L628	FIR Boundary	FL 330, 370, 410	FLAS Levels
M765	PANDI	FL 290, 370	FLAS Levels
N500	PANDI	FL 330	FLAS Levels

### B.1.2. Flights from Philippines ACC to Ho Chi Minh ACC

ATS-Route	COP	Level Allocations	Remarks
L628	FIR Boundary	FL 280, 340	FLAS Levels
M765	PANDI	FL 280, 340	FLAS Levels
N500	PANDI	FL 300	FLAS Levels
N892	MIGUG	FL 310, 320, 350, 360, 390, 400	FLAS Levels



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## 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 D.3, unless otherwise coordinated.

ATS-Route	COP
L628	FIR Boundary
L625	FIR Boundary
N500	PANDI
M765	PANDI
N892*	MIGUG
W17	PANDI

\*Note: Refer to diagram D3

### C.3 Separation Minima

The following radar separation minima is to be applied:

- Ho Chi Minh ACC: **10 nm**
- Philippines ACC: **10 nm**



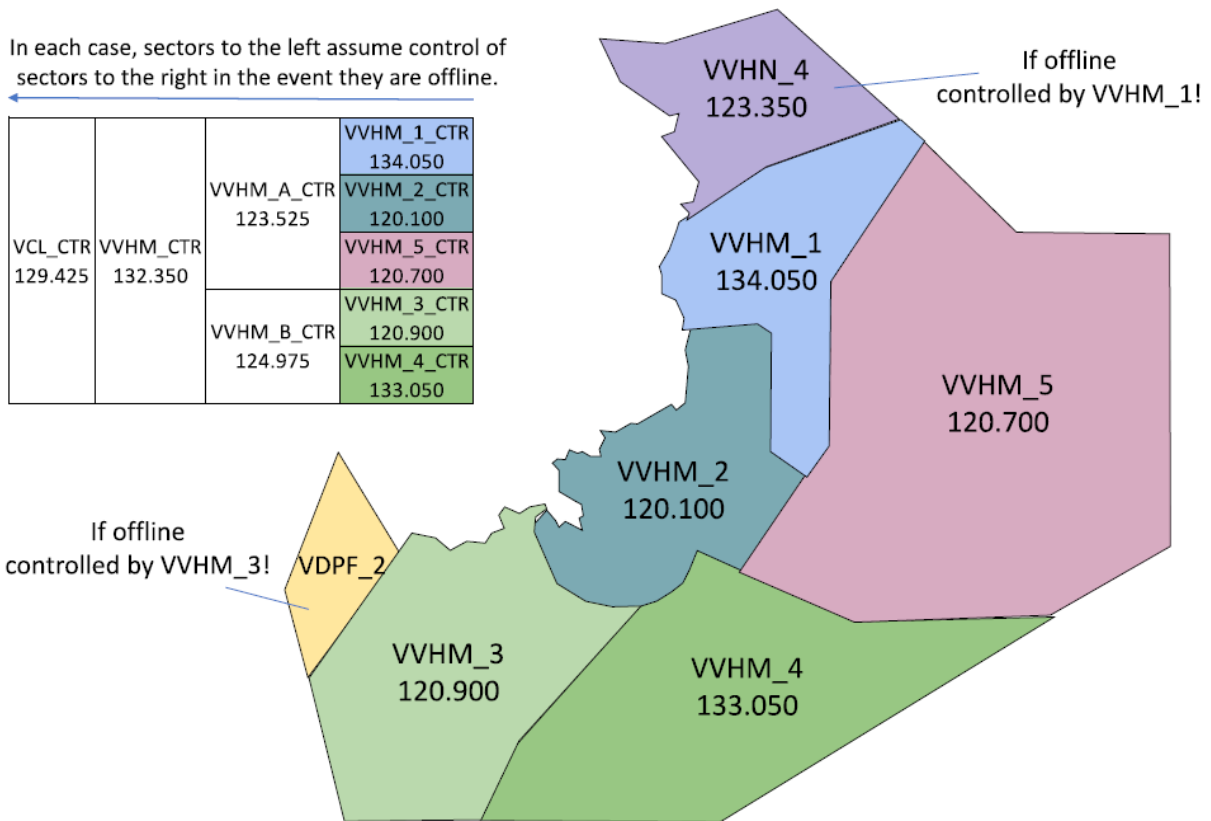
## APPENDIX D| AIRSPACE

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

Below is a visual depiction of the airspace of Ho Chi Minh and its subsectors displayed:

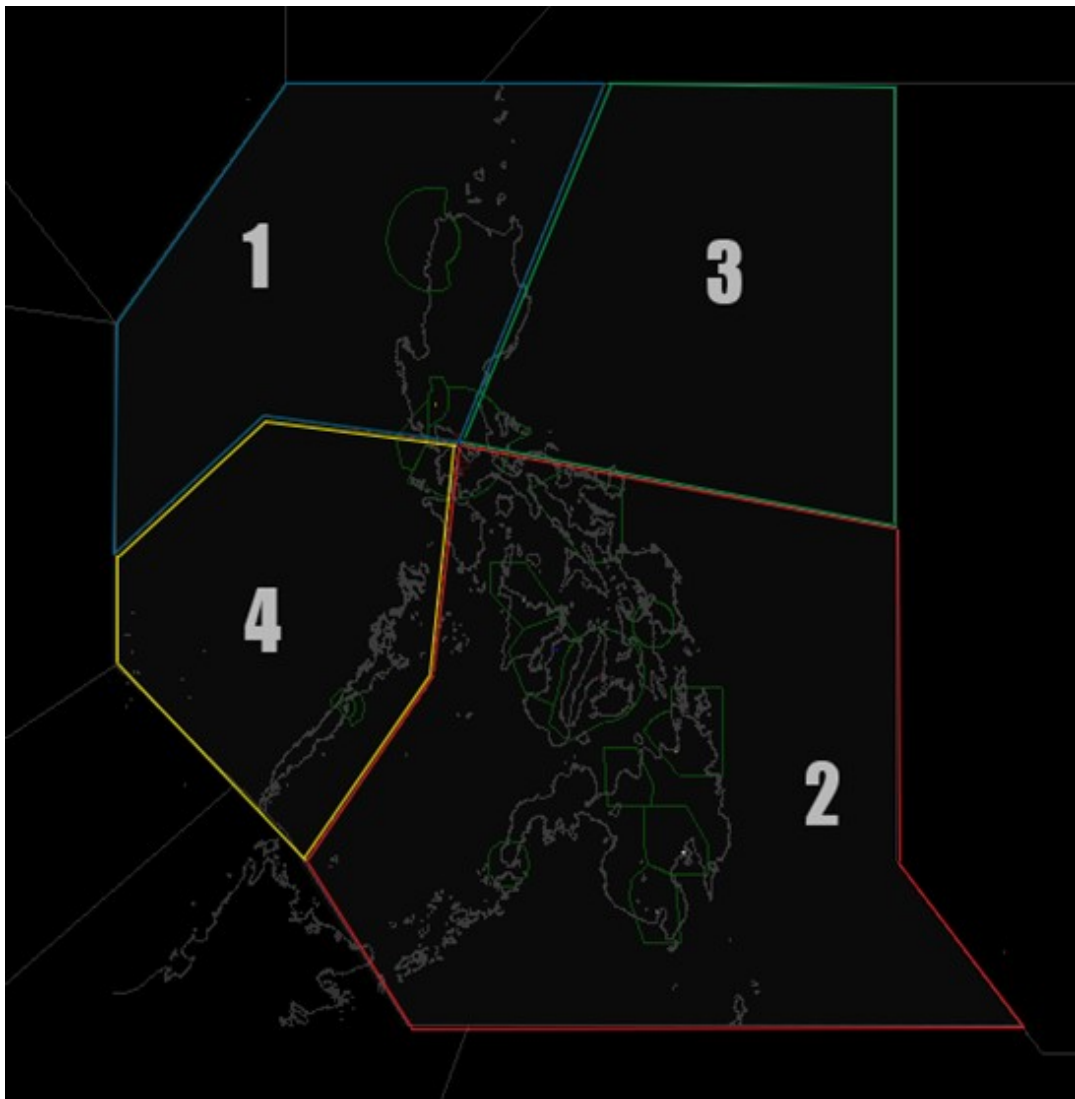
In each case, sectors to the left assume control of sectors to the right in the event they are offline.

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

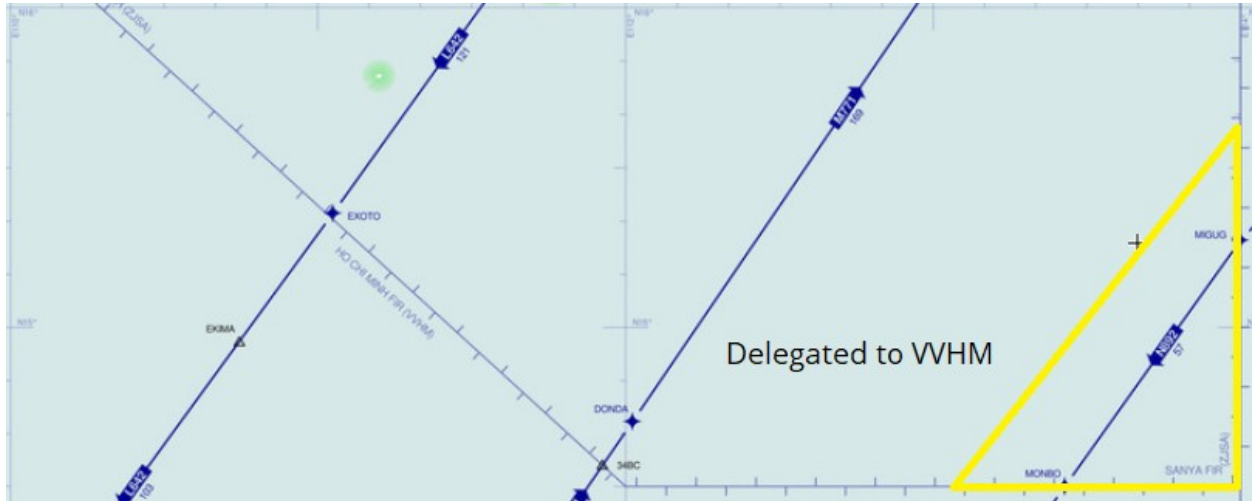


## D.2 Sectors within Philippines

Below is a visual depiction of the airspace of Philippines and its subsectors displayed:



### D.3 ZJSA Airway Delegation N892 to VVHM



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