LETTER OF AGREEMENT

between

vACC Germany	**and**	vACC Austria
München ACC		**Wien ACC**
Karlsruhe UAC		**LAUs**

Effective: October 30, 2025 (AIRAC 2511)

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between München ACC, Karlsruhe UAC, Wien ACC and LAUs when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Letter of Agreement shall not be used for real world purposes.

1.2 Operational Status.

All operational significant information and procedures contained in this Letter of Agreement shall be distributed to all concerned controllers by appropriate means. This Letter of Agreement itself constitutes public information.

1.3 Validity.

This Letter of Agreement becomes effective on October 30, 2025 (AIRAC 2511) and supersedes previous version, dated February 20, 2025 (AIRAC 2502), of the Letter of Agreement between München ACC/Karlsruhe UAC and Wien ACC/LAUs.

1.4 Revision control.

Revision	Date	Author
1.X	30.12.2021	Various authors
2.0	11.08.2022	JV, SG, TT, JE
3.0	20.04.2023	JV, JE
4.0	20.02.2025	JV, AL, JE
4.1	30.10.2025	JE, JV

2 Areas of Responsibility and Sectorization.

2.1 Areas of Responsibility.

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

2.1.1 München ACC.

Lateral limits: München FIR and Rhein UIR as described in AIP Germany
Vertical limits: GND – FL245 (München FIR)
FL245 – FL315 (Rhein UIR)

2.1.2 Rhein UAC.

Lateral limits: Rhein UIR as described in AIP Germany
Vertical limits: FL315 – FL660

2.1.3 Wien ACC and LAUs.

Lateral limits: Wien FIR as described in AIP Austria
Vertical limits: GND – FL660

2.2 Sectorization.

Sector chart EDMM: vats.im/sectors-edmm
Sector chart LOVV: vats.im/sectors-lovv

For detailed coordinates refer to GNG, AIP Germany ENR 2.1 or AIP Austria ENR 2.2.

2.3 Delegation of the Responsibility for the Provision of ATS.

2.3.1 Delegation of ATS from Wien ACC/LAUs to München ACC.

2.3.1.1 ROCKY Line.

Generally, the airspace west of ROCKY Line (see Appendix C) is permanently delegated from Wien FIR to München FIR, except the AoR Innsbruck.

2.3.2 Delegation of ATS from München ACC to Wien ACC/LAUs.

2.3.2.1 ROCKY Line.

Generally, the airspace east of ROCKY Line (see Appendix C) is permanently delegated from München FIR to Wien FIR.

2.3.2.2 Königssee Area.

The airspace overhead Königssee Area (see Appendix C) is permanently delegated from München FIR to Wien FIR.

Vertical limits: GND – FL125

3 Procedures for Coordination.

3.1 Definitions.

A release is an authorization for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Wherever VATSIM callsigns are used to describe the terms of a certain procedure, this procedure is also applicable for all higher stations that take over the responsibilities of said station. E.g., procedures for an APP station are also applicable for the respective CTR station fulfilling the duties of said APP station.

The use of VATSIM callsigns in this document includes any variation of said callsign. E.g., any procedure applicable for EDMM_CTR may also be used by EDMM_X_CTR or EDUU_X_CTR.

3.2 Abbreviations.

ACC	Area Control Center
AD	Aerodrome
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AoR	Area of Responsibility
APP	Approach Facility
ATS	Air Traffic Services
COP	Coordination Point
CTR	Center/Enroute Facility
FIR	Flight Information Region
FIS	Flight Information Service
FL	Flight Level
GND	Ground
GNG	Global Nav Generator (gng.aero-nav.com)
kts	Knots
LAU	Local Approach Unit
LoA	Letter of Agreement
LoR	Line of Responsibility
MIT	Miles in Trail
NM	Nautical Mile
NVFR	Night Visual Flight Rules
RFL	Requested Flight Level
Rlsd	Released
SSR	Secondary Surveillance Radar
TMA	Terminal Maneuvering Area
UAC	Upper Area Control Center
VFR	Visual Flight Rules
WEF	With Effect From

3.3 General Conditions.

Coordination of flights shall take place via the agreed coordination points (COP).

Coordinated flights shall be handed off via a valid COP. Any deviation shall be coordinated verbally, by text or by Euroscope inter-sector coordination.

Traffic shall be handed off at the levels, defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off at RFL, if this does not cause a conflict with any other traffic. Otherwise, traffic shall be coordinated.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

After Transfer of communications, traffic is NOT released for climb, descent or turns until Transfer of control or otherwise specified in this Letter of Agreement.

↓FLxxx / ↑FLxxx means „descending / climbing to a specified FL“, without any further restriction. Any required crossing/speed restriction shall be added separately. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/ west odd/even policy.

FLxxxA means “climbing and above specified FL”, FLxxxB means “descending and below specified FL”.

3.4 IFR flights from München ACC to Wien ACC/LAUs.

3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
LOWI via RTT	BADVI TULSI	↓FL130	FL160B	TEG	APP-WI
LOWI via ELMEM	MADEB XEBIX	↓FL150		ZUG	
LOWL	AKIMA DEXIT	FL160	Rlsd↔ and ↓FL110	EGG	APP-WL
	INPUL	FL270		TRU	ACC-B1
LOWS	TITIG MEBEK	↓8000 ft	QNH EDDM	DMSL	APP-WS
	TRAUN			TRU	
	UNKEN	FL130	(*1)	TRU	
	BIBAG	FL100	BIBAG at FL (*2)	EGG	

(*1) Note: 10NM west of UNKEN at FL. Passing ROCKY Line at FL120B will be assured by LOWS_APP.

(*2) Note: Released for descent to lowest 7000 ft and turns after passing BIBAG.

3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDM	AKIMA	↑FL290	ROCKY Line FL170A	EGG	ACC-N1
	MEBEK	↑FL190	ROCKY Line FL100A	DMSH	ACC-B1
	RADIZ LATLO MODSA	↑FL270	ROCKY Line FL180A	TRU	ACC-W1
EDMA EDMO	RADIZ LATLO MODSA	↑FL270	ROCKY Line FL180A		
EDNY EDJA LSZR	BIRGI UMVEG GEDSO	FL310		TEG	ACC-W1
EDDN	LAMSI	FL310		EGG	ACC-N1

3.5 IFR flights from Karlsruhe UAC to Wien ACC.

3.5.1 Arrivals.

Arrival AD	AoR Boundary	Level Allocation	Special Conditions	FROM Sector	TO Sector
LOWG, LOWK, LOXZ, LJLJ, LIPQ	ACC Wien W	FL330		ALP/CHI	ACC-W27
LDZA, LDRI, LJMB, LIP* (except LIPQ), LDPL, LDLO		FL350			
LDZA	ACC Wien N	FL370		DON	ACC-N27
LZIB, LKTB	ACC Wien N ACC Wien B			DON CHI	ACC-N27 ACC-B27
LOWG, LOWK, LOXZ	ACC Wien B	FL330		CHI	ACC-B27
LDZA, LJMB, LDPL, LDLO		FL350			
LOWG, LOWK, LOXZ	ACC Wien N	FL330		DON	ACC-N27
LOWW	ACC Wien N	FL330			
	ACC Wien B			CHI	ACC-B27
	ACC Wien W	FL350		ALP/CHI	ACC-W27

3.5.2 Departures.

Departure AD	AoR Boundary	Level Allocation	Special Conditions	FROM Sector	TO Sector
LSZH, LSZS, LSMD	ACC Wien W	Min. ↑FL330	FL320A	ALP	ACC-W27
		Any higher FL after REV	At FL		
EDDN, EDDS, EDTY, EDQ*, EDJA, EDNY, LSZR	ACC Wien W	FL350		ALP	ACC-W27

3.6 IFR flights from Wien ACC/LAUs to München ACC.

3.6.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDM	AMADI	FL130	AMADI at FL (*1)	ACC-B1	DMSH
	REDBU	FL140	REDBU at FL (*1)		
EDMA EDMO ETSI	TRAUN TITIG	↓FL160	AoR boundary FL190B		DMSH TRU
EDDN	SIMBA SUBEN	FL300		ACC-N1 ACC-B1	EGG TRU
EDDS	TITIG KIRDI	FL300	Rlsd ↓FL280	ACC-B1	TRU
EDNY EDJA LSZR	TRAUN	FL300			
	ERKIR	FL260		ACC-W1	TEG
LSZS	GEDSO	FL300		ACC-W1	TEG
Praha FIR (LK*)	DEXIT LAMSI	FL300		ACC-N1	EGG

(*1) Note: If traffic permits and with approval of EDDM_APP entry condition may be altered to “descending, FL190 or below at COP”. ACC Wien shall assure separation between involved flights until passing NAPSA.

3.6.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
LOWI	ALL SIDs	↑FL160		APP-WI	STA/ZUG
LOWL	RENKA	↑FL160		APP-WL	EGG
	LAMSI	↑FL160			
	SUBEN	↑FL140	Rlsd ↑FL160 20NM from SUBEN		
LOWS	TRAUN	↑FL120		APP-WS	TRU
	SIMBA				EGG
	TITIG NAPSA	↑FL90	Rlsd ↑FL120		DMSL

3.7 IFR flights from Wien ACC to Karlsruhe UAC.

3.7.1 Arrivals.

Arrival AD	AoR Boundary	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDS, LSMD, LSZS	ACC Wien W	FL340		ACC-W27	CHI
EDDR, EDFM, EDSB	ACC Wien B	FL340		ACC-B27	CHI
LSZH	ACC Wien B ACC Wien W	FL360		ACC-B27 ACC-W27	
LKPR	ACC Wien B	FL320		ACC-B27	DON

3.7.2 Departures.

Departure AD	AoR Boundary	Level Allocation	Special Conditions	FROM Sector	TO Sector
LOWW	ACC Wien B	FL360	at EVEN FL, higher EVEN FL after REV	ACC-B27	CHI
	ACC Wien N	FL340		ACC-N27	DON
	ACC Wien W			ACC-W27	ALP/CHI
LJLJ					

3.8 VFR flights from München FIR to Wien FIR.

For controlled VFR flights and NVFR flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, LOVV_I_CTR (Wien Information), 124.400, shall be the primary sector for uncontrolled VFR flights.

3.9 VFR flights from Wien FIR to München FIR.

For controlled VFR flights and NVFR flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, EDXX_MM_CTR (Langen Information), 120.650, shall be the primary sector for uncontrolled VFR flights.

4 Special Procedures.

4.1 Releases from Wien ACC to München ACC and Karlsruhe UAC.

4.1.1 München ACC / Karlsruhe UAC may clear flights:

- from/abeam SBG VOR direct to any position within AoR München.
- direct STEIN / SASAL / TOVKA / MAREG / ABLOM entering via LOVV-N sectors.

4.1.2 München ACC / Karlsruhe UAC may turn flights:

- planned via SUBEN / RENKA / LAMSI / DEXIT 10 NM east of ROCKY Line.

4.2 Releases from München ACC and Karlsruhe UAC to Wien ACC.

4.2.1 Wien ACC may clear flights:

- ADES EDDS planned via TITIG / KIRDI with RFL FL200A direct EBEDA.

4.2.2 Wien ACC may turn flights:

- planned via L725 to the right when passing UNKEN.
- planned via LATLO / RADIZ / MODSA after passing L725.

4.3 Traffic from München ACC and Karlsruhe UAC / Wien ACC to Wien ACC / München ACC and Karlsruhe UAC.

4.3.1 Traffic may generally be cleared by both parties to the next published waypoint after the COP, provided that the original next sector of the accepting unit remains the same.

Note 1: Arrivals EDDM, EDDF, EDM* and LOW* are exempted from this procedure.

Note 2: After coordination between both parties, specific flights or all flights in general can be suspended from this procedure for a limited period of time.

4.3.2 Additional to the procedure described in 4.3.1, the following waypoints may be cleared without individual coordination provided flight is entering the accepting sector above FL320:

LOVV → EDUU: RUDNO, MAMOR, AKINI, KPT
EDUU → LOVV: MASUR, SASAL, STEIN, GOTAR, NEMEK, GIMIX

Note 1: Arrivals EDDF and LOW* are exempted from this procedure.

Note 2: After coordination between both parties, specific flights or all flights in general can be suspended from this procedure for a limited period of time.

4.4 LOWI Procedures.

4.4.1 Release Line Innsbruck.

APP Innsbruck may turn and descent flights ADES LOWI passing the Release Line Innsbruck. Turns greater than 45° are permitted, as long as traffic remains south of Release Line Innsbruck and is below FL165.
Separation for arriving and departing traffic south of Release Line Innsbruck shall be provided by APP Innsbruck.
APP Innsbruck may use a 3 NM surveillance separation minimum south of Release Line Innsbruck, as long as all aircraft concerned are on the frequency of APP Innsbruck.

4.4.2 LAU Innsbruck may clear LOWI Departures:

- direct KOGOL.
- via KOGOL direct KONIN, provided the flight path remains between IRBIR and LUXEK.
- with ADES EDDM direct DISUN.
- via KPT direct KPT.

4.4.3 München ACC may clear LOWI Arrivals:

- planned via ELMEM direct ELMEM and arrivals planned via RTT direct RTT.

4.4.4 LOWI High Traffic Procedures.

If HIRO procedures shall be applied, this shall be verbally coordinated with all involved ACC München sectors by APP Innsbruck. During HIRO, APP Innsbruck shall inform adjacent ACC München sectors about RWY in use and any planned change of RWY direction.

Traffic shall be handed off with 15 MIT on average, higher MIT is to be expected. A general maximum speed on handover may be requested by APP Innsbruck.

Full definition of LOWI HIRO Procedures can be found here: https://vats.im/lowi-hiro

4.4.4.1 Runway 26 in use.

Runway “26C” shall be selected in Euroscope, to get the desired system behavior.
Arrivals via RTT shall be handed off at FL160 to LOWI_E_APP.
Arrivals via ELMEM shall be handed off at FL160 to LOWI_APP.

4.4.4.2 Runway 08 in use.

Runway “08C” shall be selected in Euroscope, to get the desired system behavior.
Arrivals via RTT shall be handed off at FL160 to LOWI_APP.
Arrivals via ELMEM shall be coordinated individually, usually they are not accepted by APP Innsbruck and shall be rerouted via RTT.

4.5 LOWS Procedures.

4.5.1 Release Line Salzburg.

APP Salzburg may turn and descent flights ADES LOWS passing the Release Line Salzburg.

4.5.2 LAU Salzburg may clear flights:

- via TRAUN direct to ATLOL.
- Via SIMBA direct to NENUM / GONBA / LALIN.

4.5.3 München APP/ACC may clear Arrivals LOWS:

- planned via L725 from any position south of L725 direct SBG VOR.

4.6 EDDM Procedures.

4.6.1 Release Line München.

After coordination with **APP Salzburg**, APP München may descent and turn flights ADES EDDM EDMA EDMO northwest of Release Line München between FL95 and FL125. APP München shall be responsible for separation of these flights to all concerned traffic within TMA LOWS.

4.6.2 Arrivals/Departures EDDM.

Arrivals EDDM EDMA EDMO via AMADI, REDBU and SBG VOR are released by ACC-B1 sector to APP München for turn and descent when passing these COPs. APP München shall be responsible for separation of these flights.

Minima for silent transfer of control between arrivals EDDM EDMA EDMO are reduced to 7 NM (see section 5.2).

München APP shall ensure separation between IFR flights

- Departing EDDM on KIRDI SID, arriving via NAPSA, arrivals LOWS via TITIG.

4.6.2.1 KIRDI Window.

Within the KIRDI Window (see Appendix C), DEPs EDDM via KIRDI are released for right turn and for climb to FL230 by München ACC to ACC Wien.

Below FL195 DEPs EDDM via KIRDI are released for turn and climb by München APP to ACC Wien even outside KIRDI Window.

4.6.3 München APP may clear flight planned via BADIT and TITIG direct SBG VOR.

5 Transfer of Control and Transfer of Communication.

5.1 Transfer of Control.

Transfer of Control shall take place at the AoR boundary.

If the downstream sector in EuroScope is set to >.break<, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client.

If it becomes necessary to reduce or suspend transfers, a 5-minute prior notification is required.

When transfers are suspended, the hand-off procedure (5.4) is suspended.

Flights shall not be vectored closer than 3 NM to the respective AoR boundary, except:

- In the section along airway Y107 at FL165 and above, München ACC may vector aircraft along the ROCKY Line. ACC Wien shall maintain 6 NM separation to the ROCKY Line in the section described above.

5.2 Silent transfer of control.

The following values for silent transfer of control apply:

- If preceding aircraft is faster (ADES EDDM EDMA EDMO): 7 NM
- If preceding aircraft is faster: 10 NM
- If succeeding aircraft is faster by 20kts / M0.05 or less: 20 NM
- If succeeding aircraft is faster by 40kts / M0.1 or less: 30 NM

5.3 Transfer of Communications.

Transfer of Communications shall take place no later than Transfer of Control.

5.4 Hand-Off procedure.

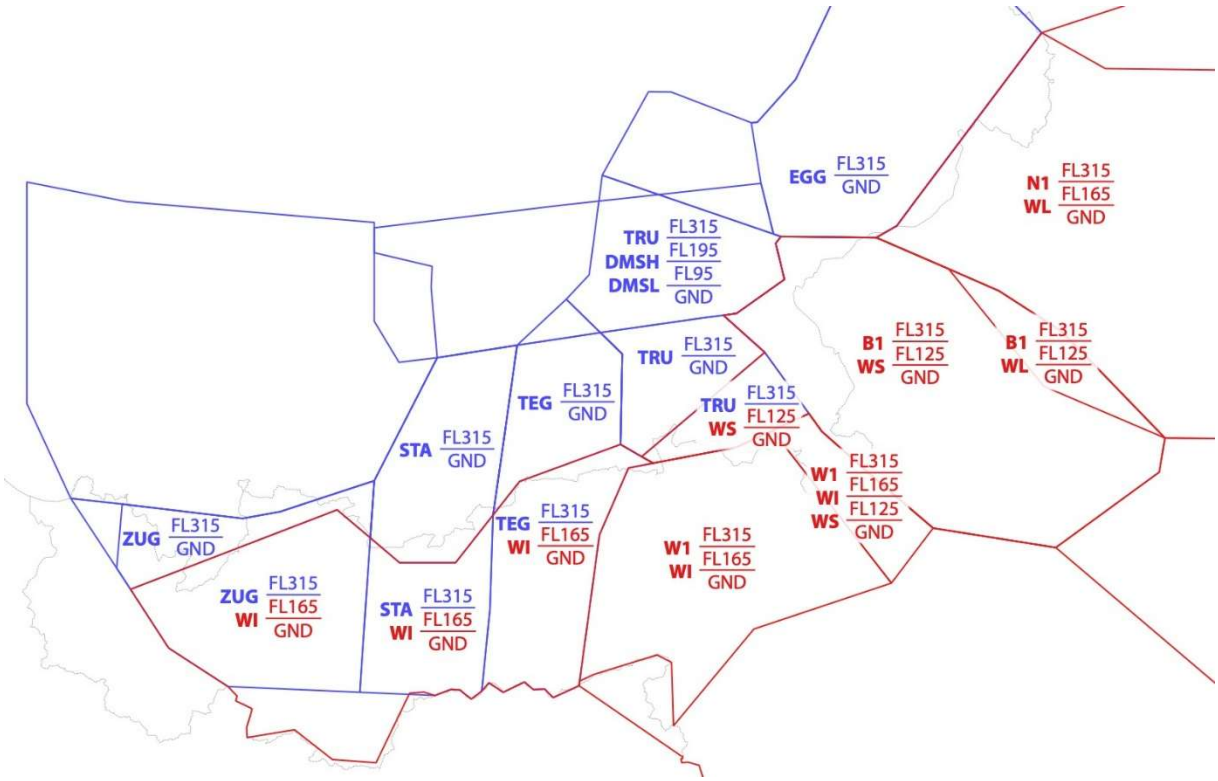
Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

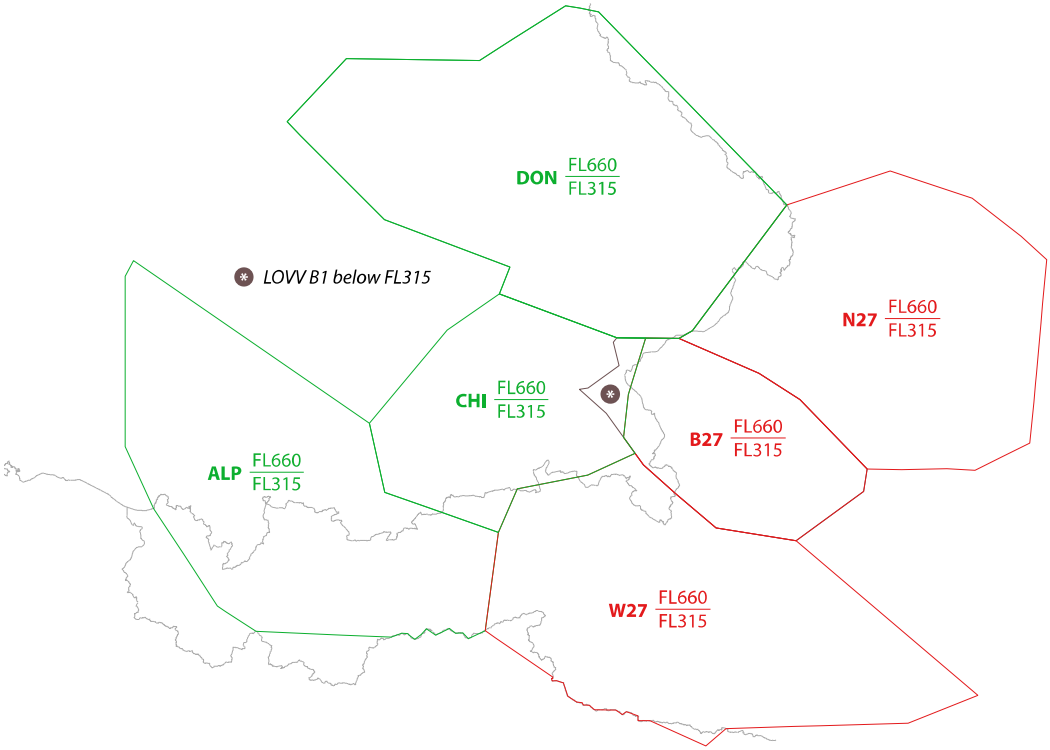
5.5 SSR Code Assignment.

Both ATS units shall transfer flights on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

Appendix A
Area of Common Interest (ACI) below FL315



Appendix B
Area of Common Interest (ACI) above FL315



Appendix C
Lines depiction