



## LETTER OF AGREEMENT

between

vACC Germany

and

vACC Scandinavia

Bremen ACC

Malmö ACC

Karlsruhe UAC

| Effective: [February 19, 2026 \(AIRAC 2602\)](#)

### 1 General.

#### 1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between Bremen ACC, Karlsruhe UAC and Malmö ACC 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 [February 19, 2026 \(AIRAC 2602\)](#) and supersedes previous version, dated [January 22, 2026](#), of the Letter of Agreement between EDWW FIR and ESAA FIR.

#### 1.4 Revision control.

Revision	Date	Author
1.0	18.02.2023	Hannes Altmann, Martin Loxbo
2.0	02.11.2023	Hannes Altmann, Martin Loxbo
2.1	03.10.2024	Hannes Altmann, Martin Loxbo
2.2	27.11.2025	Hannes Altmann, Martin Loxbo
2.3	22.01.2026	Hannes Altmann, Martin Loxbo
2.4	<a href="#">19.01.2026</a>	<a href="#">Hannes Altmann, Martin Loxbo</a>

## **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 Bremen ACC.**

Lateral limits: [Bremen FIR](#) and [Rhein UIR](#) as described in AIP Germany

Vertical limits: [GND – FL245 \(Bremen FIR\)](#)

[FL245 – FL285 \(Rhein UIR\)](#)

#### **2.1.2 Karlsruhe UAC.**

Lateral limits: [Rhein UIR](#) as described in AIP Germany

Vertical limits: [FL285 – FL660](#)

#### **2.1.3 Malmö ACC.**

Lateral limits: As described in AIP Sweden

Vertical limits: GND – FL660

### **2.2 Sectorization.**

Sector chart: see Appendix A

For detailed coordinates and sector ownerships refer to GNG, AIP Germany or AIP Sweden.

#### **2.2.1 EDWW FIR.**

<b>Sector</b>	<b>Logon</b>	<b>Frequency</b>
Müritz (MRZ)	EDWW_MRZ_CTR	124.175
Ostsee Low (OSE1)	EDUU_O12_CTR	133.035
Ostsee High (OSE2)	EDUU_O22_CTR	126.785

#### **2.2.2 ESAA FIR.**

<b>Sector</b>	<b>Logon</b>	<b>Frequency</b>
ESMM-L	ESMS_APP	134.980
ESMM-8	ESMM_8_CTR	128.180
ESMM-9	ESMM_9_CTR	135.985

### **2.3 Delegation of the Responsibility for the Provision of ATS.**

#### **2.3.1 Delegation of ATS from EDWW FIR to ESAA FIR.**

##### **2.3.1.1 Roenne South West Area.**

The airspace overhead Roenne South West Area (Appendix B) is permanently delegated from Bremen FIR to Sweden FIR.

Vertical Limits: FL105 – FL660

#### **2.3.2 Delegation of ATS from ESAA FIR to EDWW FIR.**

Not applicable.

### **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-stations 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 EDWW\_CTR may also be used by EDWW\_X\_CTR or EDWW\_1\_CTR.

#### **3.2 Abbreviations.**

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

#### **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 Bremen ACC / Karlsruhe UAC to Malmö ACC.

Note: Traffic from EDWW MRZ is released to ESMM for turn, descent and climb 20 NM before the sector boundary with regard to known traffic, EPWW and EKDK AoRs.

Note: Traffic from EDUU OSE is released to ESMM for turn when passing abeam ASDIN or CIPPI with regard to known traffic, EPWW and EKDK AoRs.

#### 3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
ESMS, EKCH, EKRK	BAKLI	↓FL100	Out of FL160	MRZ	ESMM-L
EKRN	DETNI	↓FL100		MRZ	ESMM-L

#### 3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDAH, EDBH, ETNL	SALLO BAKLI	FL280		MRZ	ESMM-L
EDAH, EDBH, ETNL	DETNI	FL270		MRZ	ESMM-L

### 3.5 IFR flights from Malmö ACC to Bremen ACC / Karlsruhe UAC.

Note: Traffic from ESMM-L to EDWW MRZ is released for turn 15 NM before the sector boundary with regard to known traffic, EPWW and EKDK AoRs.

#### 3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDAH, EDBH, ETNL	SALLO	FL270		ESMM-L	MRZ
EDAH, EDBH, ETNL	UNGAV	FL280		ESMM-L	MRZ
EPSC		FL330		ESMM-8	OSE1

Note: Traffic departing ESMS, EKCH, EKRK and EKRN shall be transferred according 3.5.2.

#### 3.5.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
ESMS, EKCH, EKRK	SALLO	↑FL250	Released for climb to FL280	ESMM-L	MRZ
EKRN	UNGAV	↑FL90	Minimum 4000ft MSL	ESMM-L	MRZ

### **3.6 VFR flights from EDWW FIR to ESAA FIR.**

For controlled VFR flights 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, ESMM\_IS\_APP (Sweden Control), 124.855, shall be the primary sector for uncontrolled VFR flights.

### **3.7 VFR flights from ESAA FIR to EDWW 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\_WW\_CTR (Langen Information), 119.525, shall be the primary sector for uncontrolled VFR flights. If EDXX\_WW\_CTR is offline, EDXX\_FIS\_CTR (Langen Information), 128.950, will cover this area.

## 4 Special Procedures.

### 4.1 General Directs.

Note: Controllers may suspend the use of all, or some, general directs if operationally advantageous. Examples of such situations include periods of activity in military training areas or other airspace restrictions.

#### 4.1.1 From Bremen ACC.

Waypoint	From Sector	Special Conditions
ELVIX	EDWW MRZ	
TIDVU		

#### 4.1.2 From Karlsruhe UAC.

Waypoint	From Sector	Special Conditions
ALAMI	EDUU OSE1/2	
INRER		
KOLJA		
NILUG		
INWIQ		
PELUP		
TIDVU		
EVONA		North of BANUB

#### 4.1.3 From Malmö ACC.

Waypoint	From Sector	Special Conditions
PEROM	ESMM-L	
ARGAD		
BINKA		
HDO		
MAREM		
KETAP		ADES EDDB

Waypoint	From Sector	Special Conditions
PEROM		
ARGAD		
CIPPI		
ROSOK		
BERIM		
BUMIL		
AMOSA		
MAG		
TABAT		
LABES		
RENKI		
RODEP		
HDO		
MAREM	ESMM-8/9	
WRB		
TOPDI		
TADUV		
BKD		
BINKA		
HLZ		
POVEL		ADES EDDF
DENOL		ADES EDDL/EDLV
PODER		ADES EDDK
EBASA		ADES LKPR
ABAMI		ADES EBBR
NVO		ADES LFPG
KETAP		ADES EDDB

#### **4.2 Enroute level allocations.**

Traffic between Karlsruhe UAC and Malmö ACC (above FL285) may generally be transferred at "all levels", i.e. even or odd levels in both directions. Controllers may suspend the use of "all levels" and revert to standard semicircular levels if operationally advantageous, examples of such situations include periods of high complexity or adverse weather.

Traffic between Bremen ACC and Malmö ACC (below FL285) shall be transferred in accordance with standard semicircular levels. Traffic via COP SALLO shall be transferred at even levels northbound and odd levels southbound, even if deviating slightly from the standard semicircular level.

#### **4.3 Coordination of Status of Special Areas in the Area of Common Interest.**

Bremen ACC shall be responsible for informing Malmö ATCC about the activation and deactivation of ED-D 47 (Danger Area "Rügen", see Appendix C) including lowest useable FL above ED-D 47.



## **5 Transfer of Control and Transfer of Communication.**

### **5.1 Transfer of Control.**

Transfer of Control shall take place at the AoR boundary.

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.

### **5.2 Silent transfer of control.**

For successive traffic on the same route and at the same flight level, the transferring controller shall establish lateral separation of 10 NM or more, remaining constant or increasing.

### **5.3 Transfer of Communications.**

#### **5.3.1 Between Bremen ACC and Malmö ACC.**

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

#### **5.3.2 Between Karlsruhe UAC and Malmö ACC.**

Transfer of communications of northbound traffic shall normally take place no later than ASDIN/abeam ASDIN, but in any case, not later than the AOR boundary.

Transfer of communications of southbound traffic shall normally take place no later than GIROR/abeam GIROR or BALOX/abeam BALOX, but in any case, not later than the AOR boundary.

### **5.4 Hand-Off procedure.**

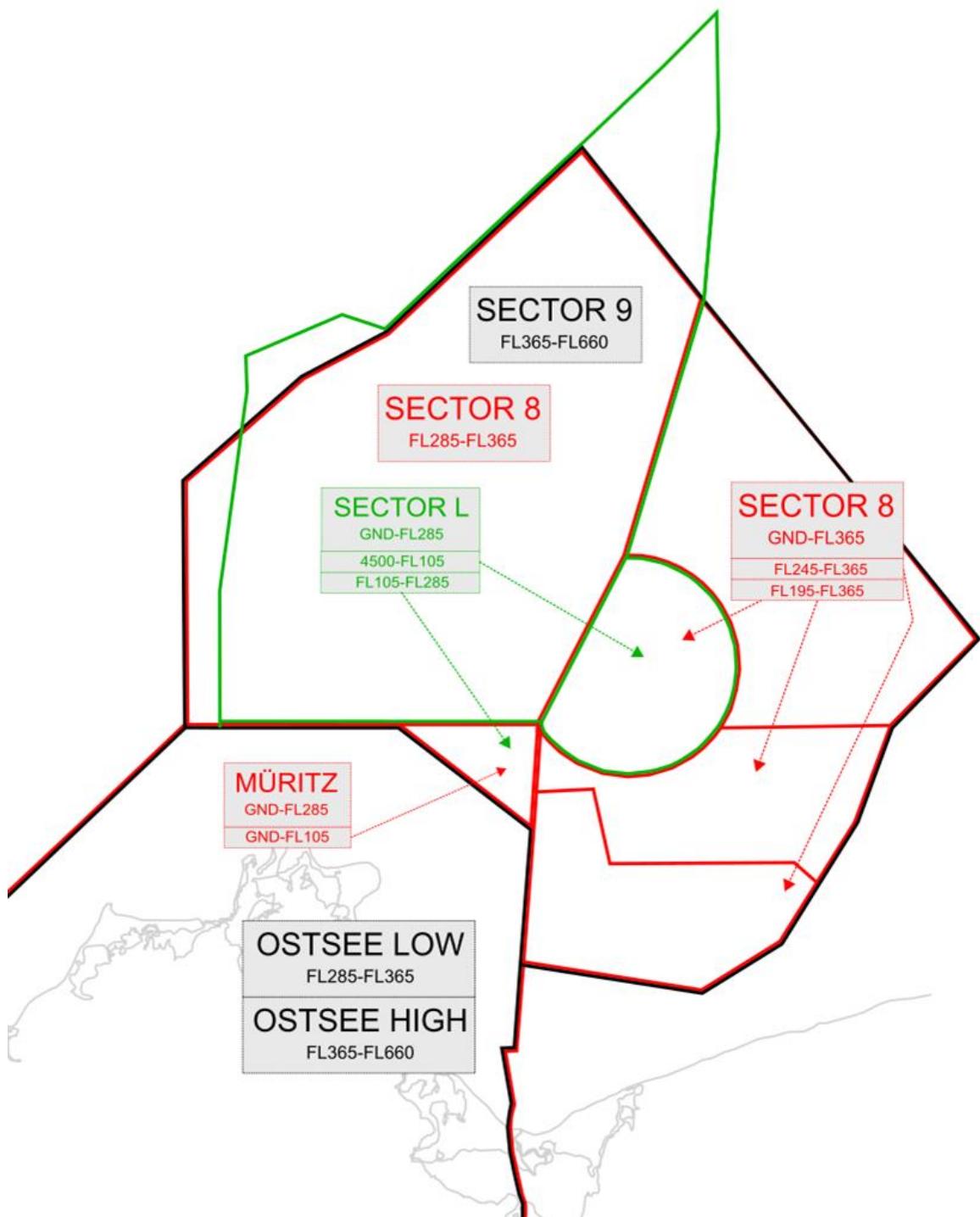
Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

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.

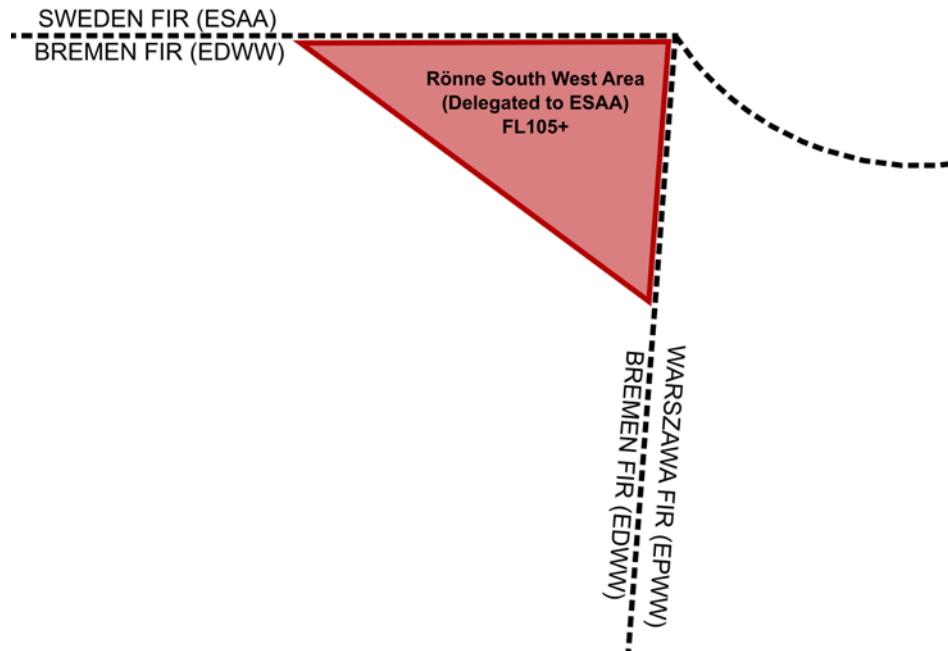
### **5.5 SSR Code Assignment.**

Both ATS units shall transfer flights on verified discrete SSR codes or [Mode-S A1000](#). Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

## Appendix A



## Appendix B



## Appendix C

