LETTER OF AGREEMENT

between

vACC Germany   **and**   vSOAs

Effective: 04.09.2025

1 General

1.1 Purpose

This agreement between VSOAs and VATSIM Germany covers the execution of military training flights within the German area of responsibility from abroad and any military aerodrome within Germany.

1.2 Revision

Any VSOA and VATSIM Germany will endeavour to revise this document regularly, as expected by each party, to ensure its continued relevance.

1.3 Cancellation

This LoA will remain in effect until replaced by a revision.
Each party can cancel or amend their annex, with a minimum of thirty (30) days' notice provided and the agreement of the respective VSOA and VATSIM Germany.

1.4 Scope

The procedures outlined herein are for use in flying solo or formation (group) flights during training or events and the use of military aerodromes and airspaces.

1.5 Regulations

All members of a VSOA shall brief themselves on the rules and regulations for flying within the area of responsibility of VATSIM Germany. For flying on events, using reserved airspace or other training procedures than standard en route flying, a notice shall be published via VATSIM Germany Forum.

VATSIM Germany controllers need not provide any assistance to VSOA pilots, conducting flights within their representative airspace, besides the air traffic control procedures.

1.6   Organizations to which this LoA applies

- v-NATO
- vGAF

1.7   Revision control.

Revision	Date	Changes
1	26.08.2025	Creation of the document

2   General Rules

2.1

Pilots shall contact Air Traffic control agencies appropriately when online, regardless of type of flight conducted.

2.2

All OAT operations shall be performed in accordance with the regulations stated in the MilAIP Germany.

2.3

All operations within Danger Areas, Temporary reserved airspace (TRA) or missions shall be booked via V-LARA (https://lara.lusep.fi/) with a minimum of 24 hours in advance.

2.4

When ATC is online, it is not allowed to intercept aircraft without prior agreement of the responsible station. In general, the activity on and around an airport within the area of responsibility of VATSIM Germany shall not be disrupted.

2.5

Strict respect of the present LoA and the SPECIAL OPS Policy & Procedures Manual v4.0 directives.

3   Special Operations Positions/Controller

To observe military flying within special missions and during TRA operations, VATSIM Germany provides TRAMON or Fighter Allocator Positions. These can be staffed according to the rules of the Global Controller Administration Policy.

This monitor controller shall only provide information (loose positive or loose advisory control) to the pilots within the area to coordinate with the active ATC, to ensure a safe and orderly flow of air traffic.

This TRAMON does not have any active controlling purpose (no tactical control service). The TRAMON controller shall be available for verbal coordination on the VATSIM Germany Teamspeak and announce the opening and closure of the station to all adjacent sectors and any other station concerned.

If the controller is qualified GCI, tactical control service can be provided strictly to VSO pilots. It includes full control of QRA in close positive, interception guidance.

Minimum requirements for Fighter Controller (FC).
To ensure that the controller has received the proper training and gets the required skills to hold this specific GCI position, the controller must:
- Be S3 rated minimum
- Be VATSIM Germany home or visiting controller
- Should preferably be an active member of a VSO
- Have a FC Tier 2 endorsement

4 Special Operation inside and outside D-Areas/TRA

4.1 OAT speed limitation

VSOA pilots are approved to fly low level training missions. Below 10000 ft/FL100 they are allowed to fly speeds greater than 250 KIAS but not exceed 450 KIAS in accordance with MilAIP Germany.

MilAIP (PDF Download) or https://www.milais.org/

These flights shall be performed without further notice (NOTAM) from any / to any military aerodrome within Germany. These flights do not include border crossing to adjacent countries.

4.2 NLFS Training

Pilots of the VSOA shall perform low level flying within the NLFS Germany as published in GEMIL FLIP MAPS. The NLFS shall only be used for training operations.

4.2.1

The route planned by the pilot shall be published in the ROUTE field of the flight plan and shall be stated upon clearance request when online ATC is present.

4.3 Formation Flights

Formation flights, consisting of 2 or more aircraft, can be performed by a VSOA for training purposes. For the callsign, the formation leader uses his assigned callsign and the aircraft trailing shall add a letter or number, whichever is applicable. The formation lead shall squawk the assigned squawk. Outside any training area, the last element of the formation shall squawk *0032*. All other elements shall squawk *Standby*.

4.4 QRA Training Missions

Quick reaction alert missions *(QRA)* can be performed with the prior advisory to the online ATC. These training procedures are called *"T(tango)-scrambles".* The scramble can be given by online ATC via radio or via in-house measures, whichever is applicable.
A TRAMON/Air Defence controller can be present if applicable.

4.4.1

Only with the prior acceptance of a specific airline pilot and the agreement of online ATC a "*target of opportunity"* is possible. Otherwise, these flights shall be conducted within the TRA.

4.4.2

Aerodromes to be used for *QRA* operations: ETNT, ETNL, ETNN, ETSN.
In case of *"target of opportunity"* the *QRA* pilot shall call the final intercept of the aircraft via Radio with the phrase *"ICOM"* if no Air Defence/TRAMON is present.

4.4.3

If traffic permits, supersonic flight can be used. The minimum separation criteria for supersonic aircraft are 2000 feet and the prescribed radar separation.

4.4.4

The online ATC or the intercepted pilot can request at any time to terminate the interception.

4.4.5

The target of opportunity must be a pilot/aircraft which has a minimum distance to travel on enroute flight level of 100 NM prior leaving the German airspace or starting descent, unless stated by the intercepted pilot and agreed by online ATC.

4.5 AAR

Aerial Refuelling shall be performed in the published Tanker anchors (GEMIL FLIP MAP).

4.6   AEW

Airborne Early Warning *(AWACS)* missions shall be performed within a published holding pattern (GEMIL FLIP MAP). The pattern used shall be announced via the VATSIM Germany Forum.

5 Group events

Registered VSOAs are required to organize an event at least once a year. Even if these events are not all scheduled in Germany, an agreement must exist to accept the concept as a foundation.

If an event is programmed in Germany, a dedicated meeting shall be organized, conditions of execution shall be discussed, and ATC briefings (verbal or text) shall be published in advance.

6   Air Traffic Services at military aerodromes

To provide a safe, efficient and orderly flow of air traffic, especially in lower altitudes around a Military aerodrome, VATSIM Germany can approve special working positions for the provision of Tower and Radar service. These controllers should have a defined airspace (CTR/MilAOR) and a frequency used to ensure contact and the provision of ATS to VSOA pilots operating at Military Aerodromes within Germany. These air traffic controllers shall fulfil the requirements of the Global Controller Administration Policy to staff the positions and shall be familiar with military procedures.

Aerodromes, where VSOAs can expect ATS from VATSIM Germany:

FIR Bremen: ETNL, ETNH, ETNT, ETNW, ETNS, ETHB, ETHC, ETSH, ETND, ETHS, ETMN
FIR Langen: ETNG, ETNN, ETAD, ETAR, ETHN, ETOU, ETSB, ETHF
FIR München: ETSL, ETSN, ETSI, ETHL, ETIC, ETIH, ETHA

7   Transponder (IFF) Rules

Prior to taking off, the VSOA aircrews shall set their transponder code in accordance with the type of flight they perform, whether there is an ATC connected or not.

7.1   ATC offline

The squawk shall be set as per the following:
-    GAT-IFR A1000
-    GAT-VFR A7000
-    OAT-IFR A1000 refer to <u>MiL AIP (PDF Download)</u>
-    OAT-VFR 0033
-    NLFS A7300
-    AEW A7423 → 7424
-    AR A7432 → 7437
-    QRA A7400
-    EXERCISE A7401 ff.

7.2   ATC online

The code specific in point 8.1 shall be set by the pilot. As much as possible, the controller shall keep the code selected by the pilot (or correct it if wrong), and he can modify the last 2 digits. If necessary, another code should be assigned by the controller.

8   List of acronyms

AAI	**A**irborne **A**rea **I**nformation
AEW	**A**irborne **E**arly **W**arning
AR	**A**erial **R**efuelling
AWACS	**A**irborne **W**arning **a**nd **C**ontrol System
DOF	**D**ate **o**f **F**light
GAT	**G**eneral **A**ir **T**raffic
GCI	**G**round **C**ontrolled **I**nterception
LoA	**L**etter **o**f **A**greement
MR	**M**ission **R**eady
OAT	**O**perational **A**ir **T**raffic
QRA	**Q**uick **R**eaction **A**lert
TRA	**T**emporary **R**eserved **A**rea
VSOA	**V**irtual **S**pecial **O**peration **A**dministration