Letter of Agreement

Switzerland – Langen

vACC Switzerland

VATSIM Germany, FIR Langen

Revision control

Revision	Date	Authors
2.1	01.06.2009	Raffael Walther, Matthias Schmitz
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1 General

1.1 Purpose

The purpose of this Letter of Agreement is to define the procedures between:

- vACC Switzerland; and
- VATSIM Germany, FIR Langen

for providing Air Traffic Service on the VATSIM network.

1.2 Modifications and Revisions

Each party shall coordinate modifications involving

- sectors forming a part of the common AoR boundary
- coordination point (COP) definitions/details
- controller position details
- procedures prescribed in the Letter of Agreement

with the POC of the other party at least 28 days (one AIRAC cycle) in advance.

Agreed modifications and revisions shall be published simultaneously to all VATSIM members concerned.

1.3 Areas of Responsibility

The Areas of Responsibilities are defined as in the database of Global Nav Generator (GNG), used by both parties to produce their sector file data.

1.4 Transfer of Control

Unless prescribed in paragraph 3, the transfer of control point is the common AoR boundary.

1.5 Transfer of Communication

The Transfer of Communication shall take place no later than the Transfer of Control.

1.6 Temporary Deviations

Individual agreements between two or more controllers always have precedence. In case of a shift change, the controller leaving shall inform the next contr1oller about the agreement. The agreement may be cancelled by any party involved at any time but is considered no longer valid latest when an involved controller is leaving without a replacement.

1.7 Validity

This Letter of Agreement becomes effective 2025-04-17.

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2 Coordination Procedures

Electronic means of coordination (via EuroScope) is preferred, where applicable.

2.1 Transfer Conditions

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. Otherwise, vertical separation shall be established (successive descending traffic on higher levels, successive climbing traffic on lower levels).

Unless prescribed in paragraph 3, traffic shall be transferred to the next sector on a flight level according to the north/south Flight Level Orientation Scheme (FLOS):

a) Northbound (mag track 270-089): EVEN
b) Southbound (mag track 090-269): ODD

A handoff shall be initiated only if the traffic is not in conflict with other known traffic of the own or the next sector.

All other handoffs shall be coordinated individually. If there is any doubt about separation rules between the units concerned, prior coordination shall take place in due time.

2.1.1 Recording of Clearances

The following clearances should be recorded:

- CFL
- DCT/HDG
- Horizontal speed (if assigned)
- Vertical speed (if assigned)
- SID and departure runway (by amending the flight plan route)
- STAR and arrival runway (by amending the flight plan route)
- Change of flight rule

2.1.2 Silent Radar Transfer

If continuous radar separation is applied and specified transfer conditions can be met, transfer of communication without prior verbal coordination should be applied, except if the receiving controller has activated the “break” flag. The accepting controller should accept the handoff when contact with the pilot is established.

2.2 Releases

The transferring controller may clear DCT to the COP.

Unless otherwise prescribed in paragraph 3, traffic is released for TURN, CLIMB and DESCENT after passing the COP subject to other traffic between the transferring and accepting controller.

3 Routes, COP and Level Allocation

3.1 Zurich – Langen

3.1.1 Northbound (FL 235-)

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
LSASFRA N851	ROMIR – LOKTA – (TEDGO)	MAX FL 220	ADES EDDR / EDFM / EDFV / EDPA / EDRY / EDSW / EDTB / EDTH / EDTK / EDTL / EDTN / EDTO / EDTX / EDTY / ETAR
		MAX FL 200	ADES EDSB
Y715 N851	(ELBEG –) HEUSE – LOKTA – TEDGO [1]	MAX FL 220	ADEP LFSB / EDTD
-	AMRUP – MOPAN – KOVAN		ADEP LFSB to EDDF
Z141 / Z652	BERSU / TRA – MOPAN – KBA	MAX FL 200 [2]	ADES EDSB [3]
	BERSU / TRA – MOPAN – LHR / DENEL		ADES EDTL / LFST
-	AMRUP – MOPAN – KBA		ADEP LFSB to EDSB
T125	GARMO – ARSUT [1]	MAX FL 130	ADES EDDS
Z1	ALAGO – MINGA – (ETAGO) [1] [4]	MAX FL 220	ADEP LSZH / LSMD
		MAX FL 200	ADEP EDNY / LSZR / LOIH
Z4	ALAGO – ARSUT [1]	MAX FL 130	ADEP LSZH / LSMD / EDNY / LSZR / LOIH to ADES EDDS
Z5	ALAGO – LOKTA – LEBSO [1]	MAX FL 140	ADEP LSZH / LSMD / EDNY / LSZR / LOIH to EDSB [3] / EDTL / LFST
SID	LEBSO – […] [5]	MAX FL 80	ADEP EDTM
SID	MOPAN – […] [5]	MAX FL 120	ADEP EDTD

1) Flights are released for TURN, CLIMB or DESCENT and SPEED CONTROL within the HEUSE area (refer to Annex B).
2) Flights are released for DESCENT.
3) Flights may be cleared DCT KBA.
4) Flights may be cleared DCT SUDEN / ETAGO / TEDGO when passing or remaining west of LOKTA.
5) Flights are released for CLIMB.

3.1.2 Southbound (FL 245-)

Flights may be climbing / descending.

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
N850 N869 LSASFRA	NATOR – TRA [6) 7)] NATOR – LUTIX [6)]	MAX FL 240 [8)]	ADEP EDDS / EDSB
		MAX FL 190 [9)]	ADEP LFST / LFGA / LFJL / EDTL
			ADES LSZM
Y164 LSASFRA	MOPAN – LUTIX [6)]	ODD MNM FL 150	
T721	IBINI – RILAX	MAX FL 180 [10)]	ADES LSZH / LSMD
T723	NATOR – RILAX		
T724	EMKIL – RILAX		
T732	NATOR –ARFAS	MAX FL 150	ADES EDNY / LSZR
T122	LOKTA – ARFAS [11)]		
STAR	EMKIL – DONET	FL 90	ADES EDTD
	NATOR – DONET		
T728	LEBSO – ARSUT	FL 90	ADES EDTM

6) Flights may be cleared DCT LUTIX / ROTOS when passing or remaining west of TRA.
7) Flights may be cleared DCT TRA / WIL when passing or remaining west of TRA.
8) Flights with RFL 240 or less shall be transferred at an ODD level.
9) Flights are released for CLIMB FL 240 (remain clear of Rhein airspace) south of HERBI.
10) Flights may be cleared DCT RILAX. EDGG shall ensure the separation between arrivals via NATOR, IBINI and EMKIL. In case of subsequent arrivals, higher FL (odd / even) may be used. Flights shall be transferred to LSAS at SUL or as soon as possible if traffic situation does not permit. Flights are released for TURN, DESCENT FL 130 and SPEED CONTROL within the SULZ area (refer to Annex B).
11) Flights may be cleared DCT ARFAS.

Flights ADES LFSB via LIPKA-RIGVI shall be transferred from Langen directly to Basel.

3.2 Zurich – Rhein

3.2.1 Northbound (FL 235+)

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
LSASFRA N851	ROMIR – VEDOK – LOKTA [12)]	MAX FL 340	ADES EDDN / EDQA / EDQC / EDQD / EDQM
LSASFRA T163	ZUE / ROLSA – SONOM – LADOL [13)]	MAX FL 380	ADES EDDF / EDDE / EDFB / EDFE / EDFH / EDFQ / EDFZ / EDGS / EDQG / EDQT / ETOU / EDRZ
Z1	ALAGO – MINGA – ETAGO [14)]	FL 240	ADEP LSZH / LSMD
Y715 N851	ELBEG – HEUSE – LOKTA – TEDGO [14)]	FL 240	ADEP LFSB / LFGA / LFGB / LFSM

12) Flights may be cleared DCT LOKTA.
13) Flights may be cleared DCT LADOL.
14) Only for flights with RFL 260+. Flights with RFL below 260 shall be transferred to Langen (Baden) at FL 220.

3.2.2 Southbound (FL 245+)

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
LSASFRA	ETAGO – SONOM – GERSA	MAX FL 350	ADES LSZA / LSZL / LSZS
N850 LSASFRA	NATOR – TRA [15)]	MAX FL 350	ADES LSZA / LSZL / LSZS
LSASFRA	NATOR – DITON – BASGO [16)]	ODD	ADES LIMC / LIMF / LIMZ
N869 LSASFRA	NATOR – LUTIX – BENOT [17)]	MAX FL 350	ADES LSGG / LSGS / LFLB / LFLI / LFLJ / LFLP
		MAX FL 250	ADES LSMA / LSME / LSZM / LSZB / LSZC / LSZG / LSGC / LSMP
Y164 LSASFRA	MOPAN – LUTIX – BENOT [17)]	ODD	

15) Flights may be cleared DCT TRA.
16) Flights may be cleared DCT DITON.
17) Flights may be cleared DCT LUTIX.

4 Supplementary Procedures

4.1 Sectors within the Common Area of Interest

4.1.1 Donaueschingen (EDTD)

Donaueschingen Information (EDTD_I_TWR) may be staffed by members of both vACC Switzerland and VATSIM Germany, FIR Langen. ATC bookings should be done via the VATSIM ATC Bookings API.

Donaueschingen Information shall notify Zurich Arrival (LSZH_APP) of the RWY-in-use in EDTD. The preferential RWY-in-use is 36.

If Donaueschingen Information is not staffed, the AFIS service is delegated to Zurich Arrival.

4.1.2 Mengen-Hohentengen (EDTM)

Mengen Information (EDTM_I_TWR) may be staffed by members of both vACC Switzerland and VATSIM Germany, FIR Langen. ATC bookings should be done via the VATSIM ATC Bookings API.

Mengen Information shall notify ARFA (LSFA_APP) of the RWY-in-use. The preferential RWY-in-use is 25.

If Mengen Information is not staffed, the AFIS service is delegated to ARFA.

4.2 DVO

DVO is short for «Zweihundertzwanzigste Durchführungsverordnung zur Luftverkehrs-Ordnung (Festlegung von Flugverfahren für An- und Abflüge nach Instrumentenflugregeln zum und vom Flughafen Zürich)», also referred to simply as «German ordinance». It is an ordinance dated from 14th April 2005, imposed by the German Federal Ministry responsible for Transport, regulating the use of airspace above German territory by IFR traffic landing or departing at Zurich (LSZH) for noise abatement reasons.

- Departures Zurich (LSZH) shall enter German territory at FL 150 or cruise level, whichever is lower, unless following the flight plan route.

No restrictions apply for flights to/from Friedrichshafen (EDNY), St. Gallen Altenrhein (LSZR) and transit flights through TMA LSZH.

4.2.1 Restricting Phase

Additional restrictions apply

- Monday to Friday: from 2100LT to 0700LT
- Saturday, Sunday and southern German public Holiday: from 2000LT to 0900LT

During these times, the following procedures shall be applied:

- Arrivals to Zurich (LSZH) shall be cleared to FL 120 or above over German territory, except due to performance, weather, if the requested level is lower than FL 120, in case of go around or emergency and for SAR flights.
- The RILAX holding should not be used. Arrivals via RILAX should be cleared for the RILAX STAR to AMIKI HLDG by Swiss Radar. Swiss Radar may use the RILAX holding as overload holding FL 180 and above.

These restrictions render arrivals from the north (RWY 14/16) unpracticable, and consequently require the use of alternative landing runways. The landing concept then is referred to with the prefix DVO (DVO 28, DVO 34) indicating the application of the restricting phase.

If approaches to RWY 28 or RWY 34 are not possible due to weather conditions (thunderstorms, low visibility), in case of emergency, blocked runways as consequence of an accident or for SAR flights, the additional restrictions of DVO do not apply. The concept in use shall then be referred to with the prefix NDVO (non-DVO) indicating the application of an exception.

Annex A. List of Abbreviations

Abbreviation	Meaning
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AoR	Area of Responsibility
ATS	Air Traffic Service
CFL	Cleared Flight Level
COP	Coordination Point
DCT	Direct
ES	EuroScope
FL	Flight Level
LSASFRA	Free Route Airspace Switzerland
POC	Point of Contact

Annex B. AoRs ACC

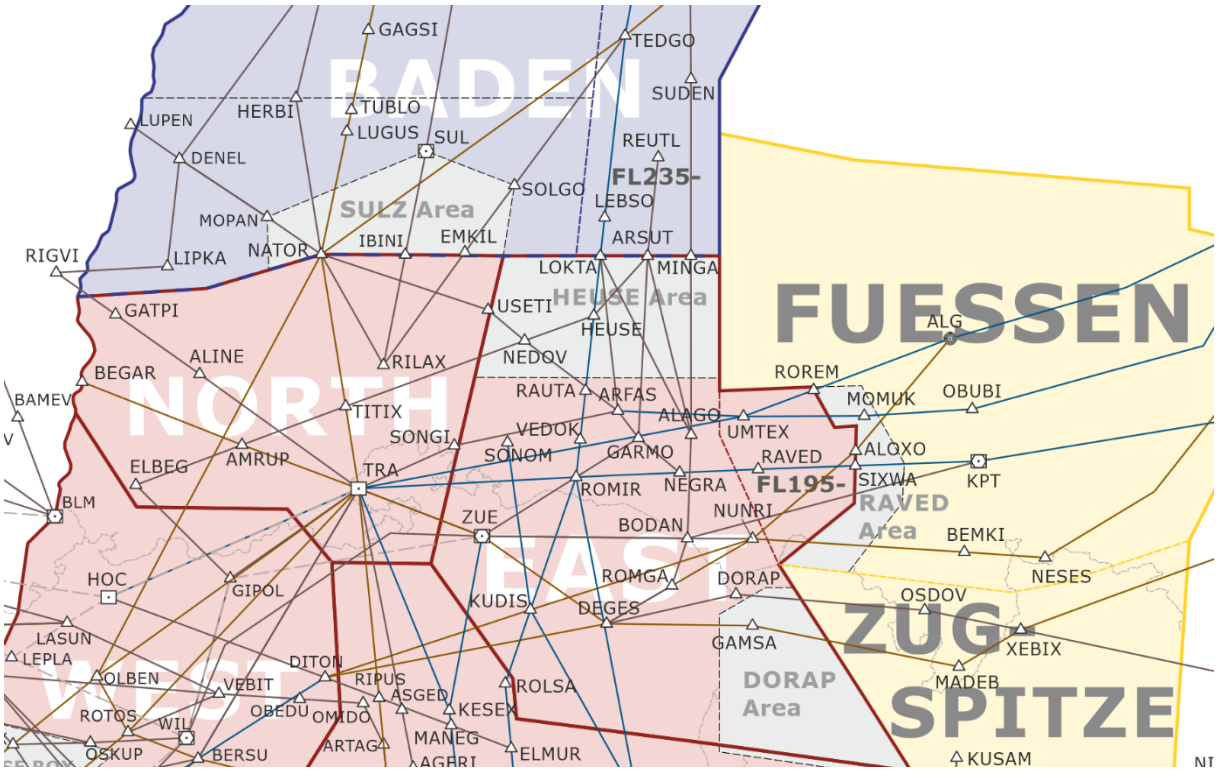

Figure 1: Lower Airspace

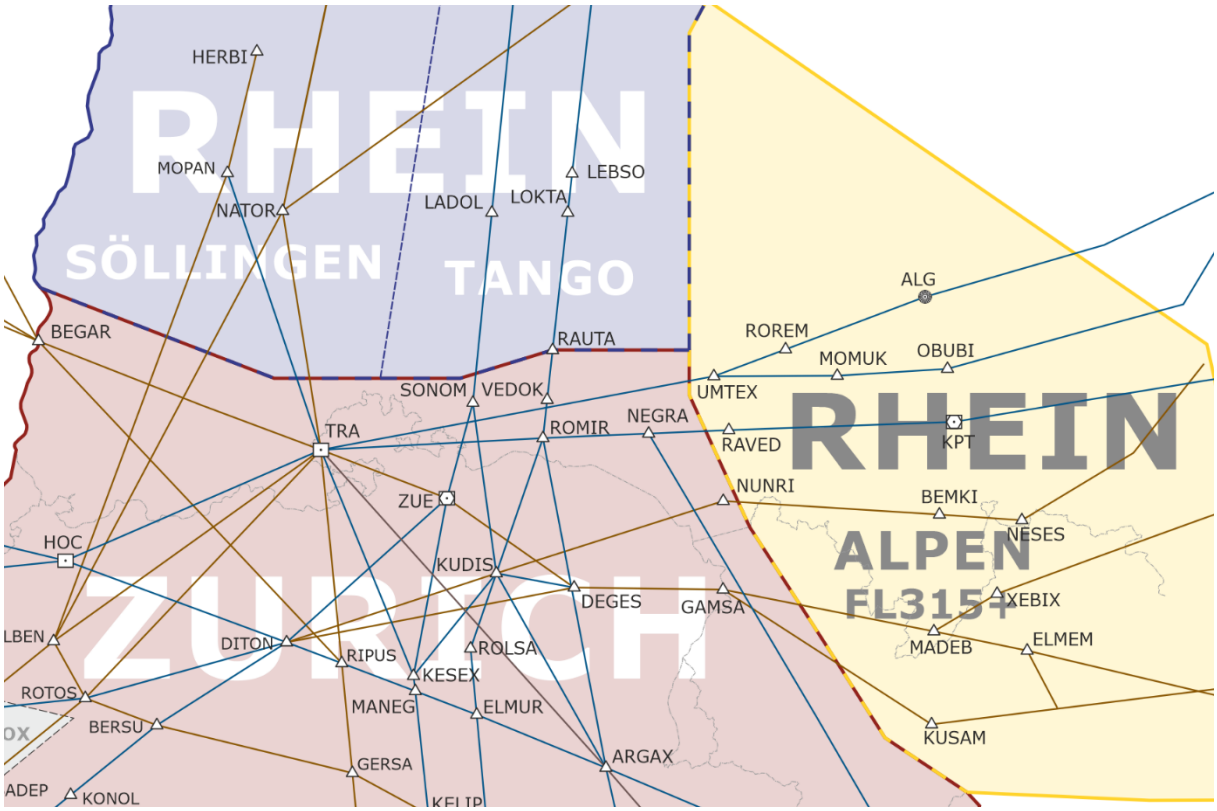

Figure 2: Upper Airspace

Annex C. AoRs APP