LETTER OF AGREEMENT

between

vACC Germany	**and**	vACC Poland
Bremen ACC		**Warszawa ACC**
Karlsruhe UAC		**TWR Szczecin**

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, Warszawa ACC and TWR Szczecin 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 operationally 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 Bremen ACC, Karlsruhe ACC, Warszawa ACC and TWR Szczecin.

1.4 Revision control.

Revision	Date	Author
1.0	04.11.2021	Hannes Altmann, Dawid Reszel
1.1	30.12.2021	Hannes Altmann, Dawid Reszel
2.0	23.03.2023	Hannes Altmann, Dawid Reszel
2.1	18.05.2023	Hannes Altmann, Dawid Reszel
2.2	15.06.2023	Hannes Altmann, Dawid Reszel
2.3	02.11.2023	Hannes Altmann, Dawid Reszel
2.4	21.03.2024	Hannes Altmann, Mateusz Zymla
3.0	11.07.2024	Hannes Altmann, Dawid Reszel
3.1	03.10.2024	Hannes Altmann, Mateusz Zymla
3.2	22.01.2026	Hannes Altmann, Mateusz Zymla
4.0	19.02.2026	Hannes Altmann, Mateusz Zymla

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 – FL660 (Rhein UIR)

2.1.2 Karlsruhe UAC.

Lateral limits: Rhein UIR as described in AIP Germany
Vertical limits: FL285 – FL660

2.1.3 Warszawa ACC.

Lateral limits: As described in AIP Poland
Vertical limits: GND – FL660

2.1.4 TWR Szczecin.

Lateral limits: As described in AIP Poland
Vertical limits: As described in AIP Poland

2.2 Sectorization.

Sector charts: see Appendix A - F

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

2.2.1 Bremen ACC, Karlsruhe UAC.

Sector	Logon	Frequency
Berlin Arrival North (DBAN)	EDDB_N_APP	119.630
Berlin Arrival South (DBAS)	EDDB_S_APP	126.425
Berlin Departure South (DBDS)	EDDB_S_DEP	120.630
Mueritz (MRZ)	EDWW_MRZ_CTR	124.175
Mark (MAR)	EDWW_MAR_CTR	136.050
Flaeming (FLG)	EDWW_FLG_CTR	136.450
Ostsee Low (OSE12)	EDUU_O12_CTR	133.035
Havel Low (HVL12)	EDUU_H12_CTR	128.235
Ostsee High (OSE22)	EDUU_O22_CTR	126.785
Havel High (HVL22)		

2.2.2 Warszawa ACC.

Sector B	Sector D	Frequency Plan
B LOW (FL095 – FL335)	D LOW (FL095 – FL335)	Detailed ATS units AoR available here.
B MID (FL335 – FL365)	D MID (FL335 – FL365)	
B HIGH (FL365 – FL660)	D HIGH (FL365 – FL660)	

2.2.3 EPSC TMA.

Lateral Limits: see Appendix E
Vertical Limits: 5500 ft AMSL - FL135
Responsible ATS unit: EPSC_TWR (Szczecin Tower), 121.255 MHz

Delegation of the Responsibility for the Provision of ATS.

2.2.4 Delegation of ATS from EDWW FIR to EPWW FIR.

Not applicable.

2.2.5 Delegation of ATS from EPWW FIR to EDWW FIR.

2.2.5.1 Heringsdorf CTR.

The airspace of Heringsdorf CTR (EDAH) is permanently delegated from Warszawa FIR to Bremen FIR.

Lateral Limits: see Appendix E
Vertical Limits: GND - 2500 ft AMSL
Airspace Classification: D

2.3 Special Areas.

2.3.1 ALUKA Release Line.

The ALUKA Release Line is established to reduce the release requests by Karlsruhe UAC for traffic crossing through Warszawa ACC sector B in the area of ALUKA.

Lateral Limits: see Appendix G

Traffic planned via M725, N33, T299 or FRA on direct tracks at least 2.5 NM west of the ALUKA Release Line shall be released by Warszawa ACC sector B to Karlsruhe UAC sector OSE.

Traffic planned via L132-BODLA or similar routing may be cleared direct BODLA with regard to sector boundary of Warszawa ACC sector D. This traffic is released of right turns.

Karlsruhe UAC shall be responsible for separation to known traffic proceeding via Warszawa ACC sector B.

Warszawa ACC sector B shall coordinate traffic (e.g. military traffic) unknown to Karlsruhe UAC coming closer than 2.5 NM east of ALUKA Release Line.

The use of the ALUKA Release Line can be terminated anytime by Warszawa ACC on short notice.

2.3.2 ARSAP Overflow Area.

During high traffic load of EDWW ACC sector FLG, the ARSAP Overflow Area may be activated.
Whenever this area is active, coordination and transfers of flights transiting through this area between EDWW ACC sector FLG and EPWW sector D shall be accomplished between EDWW ACC sector DBDS and EPWW ACC sector D directly.

Lateral Limits: see Appendix H
Vertical Limits: FL165-FL235

EDWW ACC sector FLG will inform EPWW ACC sector D about activation and deactivation of the ARSAP Overflow Area

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
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
LoA	Letter of Agreement
LoR	Line of Responsibility
NM	Nautical Mile
NVFR	Night Visual Flight Rules
RFL	Requested Flight Level
Rlsd	Released
SSR	Secondary Surveillance Radar
TMA	Terminal Manoeuvring 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 Bremen ACC to Warszawa ACC/TWR Szczecin.

3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EPSC	FARCU	FL130	(*1)	MRZ	EPSC TMA
	BODLA	FL130	(*1)		
EPKS, EPPW	ALUKA	FL250		MAR	B LOW
EPKS, EPPW, EPZG	SUBIX	FL250		FLG	D LOW
EPPO, EPZG	ARSAP	FL210	If ARSAP Overflow Area is inactive		
		FL210	If ARSAP Overflow Area is active	DBDS	
EPPO, EPKS, EPPW, EPZG	GOVEN	FL170		FLG	

(*1) Note: EDWW ACC shall handover aircraft inbound EPSC at least 15 NM prior reaching sector boundary. Traffic is released for descent and turns.

3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDAH	BINKA	FL090		MRZ	EPSC TMA
EDBN		FL150			B LOW
ETNL, EDBH		↑ FL270			
EDDB	BODLA	↑ FL230-FL270	(*1)	MAR	
EDAY		FL190			
EDDB	ALUKA	↑ FL170-FL230	(*1)		
EDAY		FL130		DBAN	
EDAZ		↑ FL230-FL270	(*1)	MAR	
ETNL, EDBH		FL270			
EDDC, EDAB, EDAC, EDAZ, EDBM	SUBIX	FL270		FLG	D LOW
EDAZ	ARSAP	↑ FL230-FL270	(*1)		
EDDB		↑ FL170-FL230	(*1) If ARSAP Overflow Area is inactive		
		↑ FL170-FL230	(*1) If ARSAP Overflow Area is active	DBDS	
EDDC, EDAB, EDDP	GOVEN	↑ FL230-FL270	(*1)	FLG	

(*1) Note: EDWW ACC will use different FLs to ensure separation between aircraft departing from different runways or departure airports.

3.5 IFR flights from Warszawa ACC/TWR Szczecin to Bremen ACC.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
ETNL	BINKA	FL280		B LOW	MRZ
EDBN		FL160			
EDAH		FL100		EPSC TMA	
EDDB	PESEL	FL240	RWYs 06 (*1)	B LOW	MAR
		FL200	RWYs 24 (*1)		
ETNL	BODLA	FL280			
EDAY		FL160	(*1)		
EDAZ		FL280	(*1)		
EDDB		FL220	RWYs 06 (*1)		
		FL180	RWYs 24 (*1)		
EDAY	ALUKA	FL100	(*1)		DBAN
ETNL		FL280			MAR
EDDP, EDDC, EDAB, EDAC, EDBM, EDVE, ETNL	SUBIX	FL280		D LOW	FLG
EDDP, EDDE	GOVEN	FL280			
EDDC, EDAB, EDAC		FL220			
EDDB		FL180	RWYs 06 (*1)		
		FL120	RWYs 24 (*1)		DBAS
EDAZ		FL120	(*1)		

(*1) Note: EPWW ACC shall hand over aircraft inbound EDDB/AY/AZ at least 20 NM prior reaching sector boundary. All aircraft are released for descent, turns and speed control.

3.5.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EPSC	BINKA	FL120		EPSC TMA	MRZ
	PESEL	FL120			MAR
EPPO, EPZG	SUBIX	FL240		D LOW	FLG

3.6 IFR flights from Karlsruhe UAC to Warszawa ACC.

Note: To establish separation between converging traffic via DEMUR, Karlsruhe UAC shall transfer traffic on different flight levels.

3.6.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EPGD	FARCU	FL350	(*1)	OSE12	B MID
EPZG		FL330			B LOW
EPGD	BINKA	FL350	(*1)		B MID
EPZG		FL330			B LOW
EPPO		FL330			
EPGD, EPMO, EPLL	ALUKA	FL350	(*1)		B MID
EPBY		FL330			B LOW
EPPO		FL290			
EPGD	BODLA	FL350	(*1)		B MID
EPMO, EPLL		FL350	(*1)		
EPMO, EPLL	GILAS	FL350	(*2)	HVL12	D MID
EPWR, EPBY		FL330			D LOW
EPMO, EPLL	SUBIX	FL350	(*2)		D MID
EPWR, EPBY		FL330			D LOW
EPPO		FL290			
EPMO, EPLL	GOVEN	FL350	(*2)		D MID
EPWR, EPBY		FL330			D LOW

(*1) Note: Descent is not required if B MID and B HIGH are combined (same frequency).
(*2) Note: Descent is not required if D MID and D HIGH are combined (same frequency).

3.6.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EKCH, EKRK, ESMS	BINKA	FL350	Or below	OSE12	B MID
EDAZ	BODLA	FL330	Or below		B LOW
EDDP	SUBIX	FL330	Or below	HVL12	D LOW

3.7 IFR flights from Warszawa ACC to Karlsruhe UAC.

Note: Converging traffic via FARCU, PESEL, BODLA and/or ALUKA shall be transferred separated by Warszawa ACC sector B.

Note: Converging traffic via GILAS and SUBIX shall be transferred separated by Warszawa ACC sector D.

3.7.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDAZ	FARCU	FL340		B MID	OSE12
ESMS		FL320		B LOW	
	BINKA	FL320			
EDAZ	PESEL	FL340		B MID	

3.7.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EPPO	XIGRI	FL300		D LOW	HVL12

3.8 VFR flights from EDWW FIR to EPWW 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, EPPO_I_APP (Poznan Information), 126.300 / EPGD_I_APP (Gdansk Information), 127.150 shall be the primary sector for uncontrolled VFR flights. If EPPO_I_APP / EPGD_I_APP is offline, EPWW_I_CTR (Warszawa Information), 128.325, will cover this area.

Area around Poznan TMA:
EPPO_I_APP (Poznan Information) - 126.300

Area around Szczecin TMA and further north:
EPGD_I_APP (Gdansk Information) - 127.150

If Poznan Information and/or Gdansk Information is offline:
EPWW_I_CTR (Warszawa Information) - 128.325

3.9 VFR flights from EPWW 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.

3.10 Change of Runway Direction.

EDWW ACC sector FLG shall inform EPWW sector D LOW about the change of runway-in-use at EDDB. EPWW ACC sector D shall forward this information to EPWW ACC sector B LOW.

4 Special Procedures.

4.1 IFR traffic at EDAH.

Due to the crossing of the German-Polish border for IFR flights at EDAH departing runway 10 or arriving runway 28, the following procedures shall be applied:

- Bremen ACC sector MRZ shall inform EPSC Tower about every IFR departure from runway 10 prior take-off clearance.
- Bremen ACC sector MRZ shall inform EPSC Tower about every IFR arrival to runway 28 at least 5 minutes prior reaching IAF UDAXI.

All IFR movements at EDAH crossing the German-Polish border shall remain on published procedures only. EPSC Tower is responsible to keep own traffic clear from published procedures at EDAH in case of coordinated IFR movements.

4.2 IFR traffic via ALUKA.

Bremen ACC shall be responsible to establish separation between flights on L619-ALUKA, GERGA DCT ABSAG DCT ALUKA and GILAS DCT RENKI.

4.3 General Directs.

Note: The mentioned ACCs/UACs may turn/clear flights direct to the following waypoints without coordination, if the sector sequence remains unchanged.
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.

4.3.1 From Warszawa ACC.

Warszawa ACC may use the following general directs for aircraft with a RFL above FL285:

Waypoint	From Sector	Special Conditions
EEL	EPWW ACC	Track north of ALUKA
TAGOB		
NEBUN		
BUMIL		
HLZ		
POVEL		Track north of ARSAP
NORKU		
RKN		

4.3.2 From Bremen ACC.

Waypoint	From Sector	Special Conditions
ALUKA	EDWW ACC	
BODLA		

4.3.3 From Karlsruhe UAC.

Waypoint	From Sector	Special Conditions
GORPI	EDUU UAC	
KUNER		
RANOK		
GOMED		
OSKUD		
POLON		
OTRIV		
BOKSU		Track south of ALUKA
LARMA		
LUSID		
VABER		
DESEN		
LENOV		
KELEL		
MOFKE (GODLO)		DES EPKT/EPKK, GODLO more restrictive
UWLER		DES EPKT/EPKK
RATOR		DES EPGD
KOSEX		
DOSIX		DES EPMO
BIMPA		DES EPWA
SORIX		DES EPWA Track north of ALUKA

4.4 Airspace crossing EDUU.

Whenever EDUU sectors OSE/HVL are online a release for airspace crossing needs to be requested by EPWW ACC for EDWW FIR outbounds with a RFL above FL285. This is due to departing traffic being unknown to EDUU UAC. A Topsky release only applies within the upstream sector and not for any additional sectors (e.g. EDUU sectors OSE/HVL). This procedure especially applies to EDDB departures via BODLA.

The following verbal/text coordination shall be used:
“Approval request for airspace crossing [callsign] inbound [waypoint].”

A climb above FL280 can only be issued with approval from EDUU, if EDUU is online. In case EDUU is offline, this coordination is not necessary and Topsky releases apply both to upper and lower airspace.

Transfer of Control and Transfer of Communication.

4.5 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.

4.6 Silent transfer of control.

The following values for silent transfer of control apply:

- 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

4.7 Transfer of Communications.

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

4.8 Hand-Off procedure.

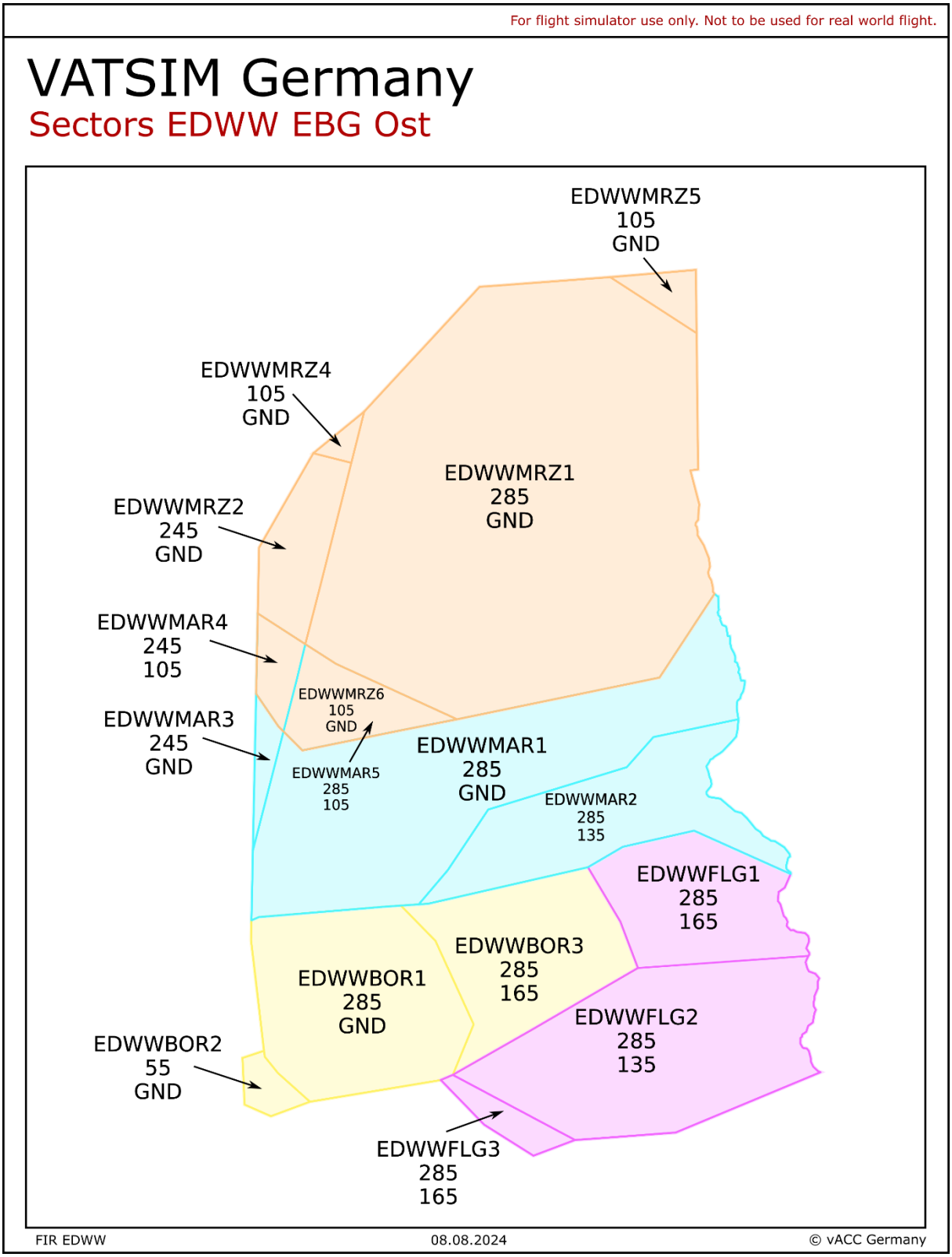
Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

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.

4.9 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


For flight simulator use only. Not to be used for real world flight.
VATSIM Germany
Sectors EDWW EBG Ost
EDWWMRZ5
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GND
EDWWMRZ4
105
GND
EDWWMRZ1
285
GND
EDWWMRZ2
245
GND
EDWWMAR4
245
105
EDWWMRZ6
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GND
EDWWMAR3
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EDWWFLG1
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GND
EDWWFLG2
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GND
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285
165
FIR EDWW
08.08.2024
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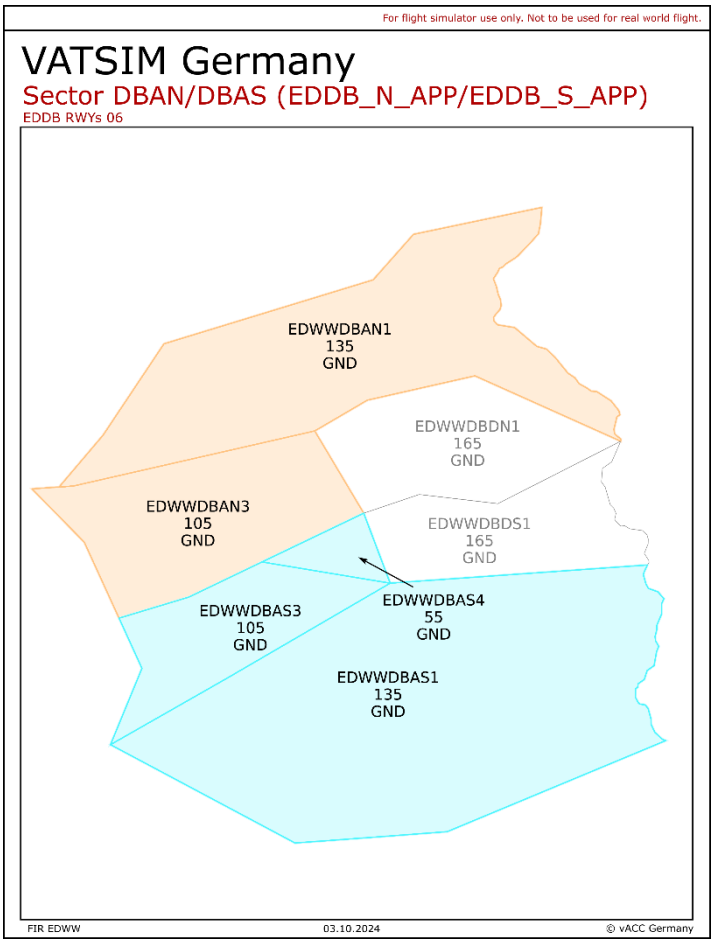
Appendix B


For flight simulator use only. Not to be used for real world flight.
VATSIM Germany
Sector DBAN/DBAS (EDDB_N_APP/EDDB_S_APP)
EDDB RWYs 06
EDWWDBAN1
135
GND
EDWWDBDN1
165
GND
EDWWDBAN3
105
GND
EDWWDBDS1
165
GND
EDWWDBAS3
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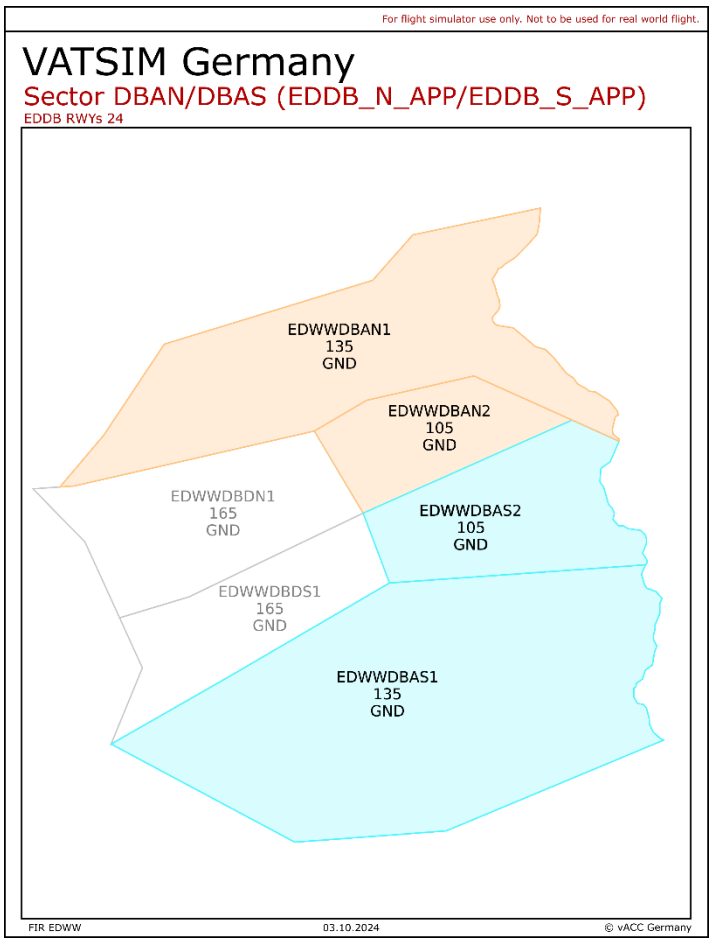
FIR EDWW
03.10.2024
© vACC Germany


For flight simulator use only. Not to be used for real world flight.
VATSIM Germany
Sector DBAN/DBAS (EDDB_N_APP/EDDB_S_APP)
EDDB RWYs 24
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GND
EDWWDBAN2
105
GND
EDWWDBDN1
165
GND
EDWWDBAS2
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FIR EDWW
03.10.2024
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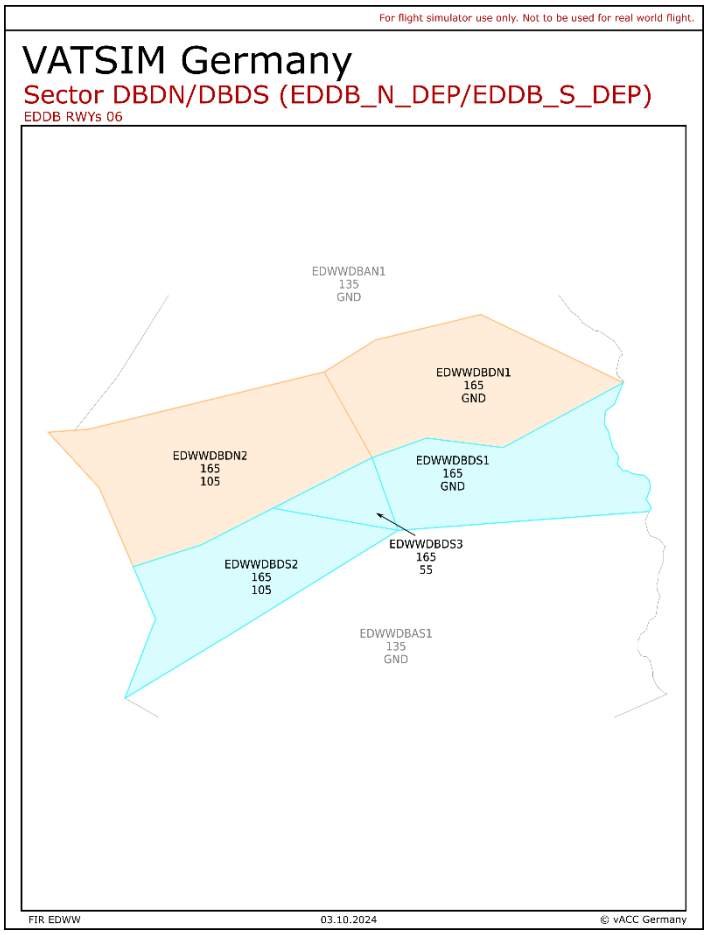
Appendix C


For flight simulator use only. Not to be used for real world flight.
VATSIM Germany
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EDDB RWYs 06
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GND
EDWWDBDN2
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EDWWDBDS1
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GND
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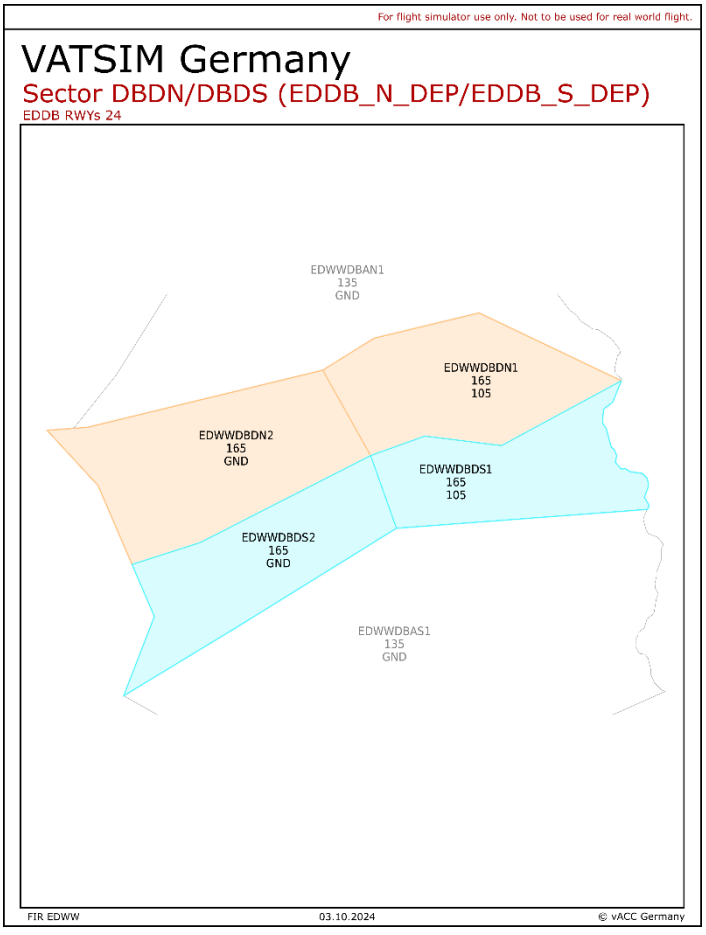
03.10.2024
© vACC Germany


For flight simulator use only. Not to be used for real world flight.
VATSIM Germany
Sector DBDN/DBDS (EDDB_N_DEP/EDDB_S_DEP)
EDDB RWYs 24
EDWWDBAN1
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03.10.2024
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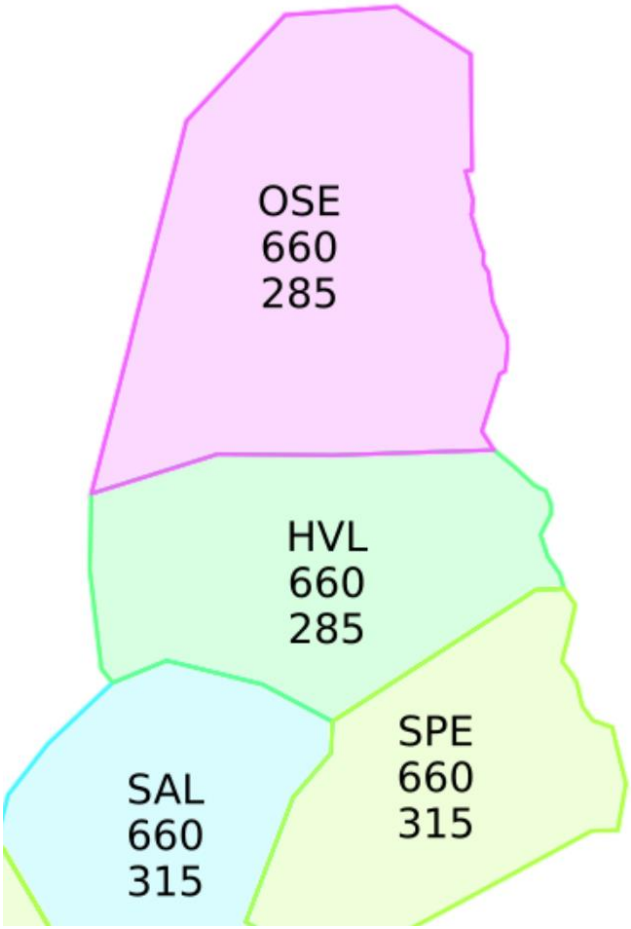
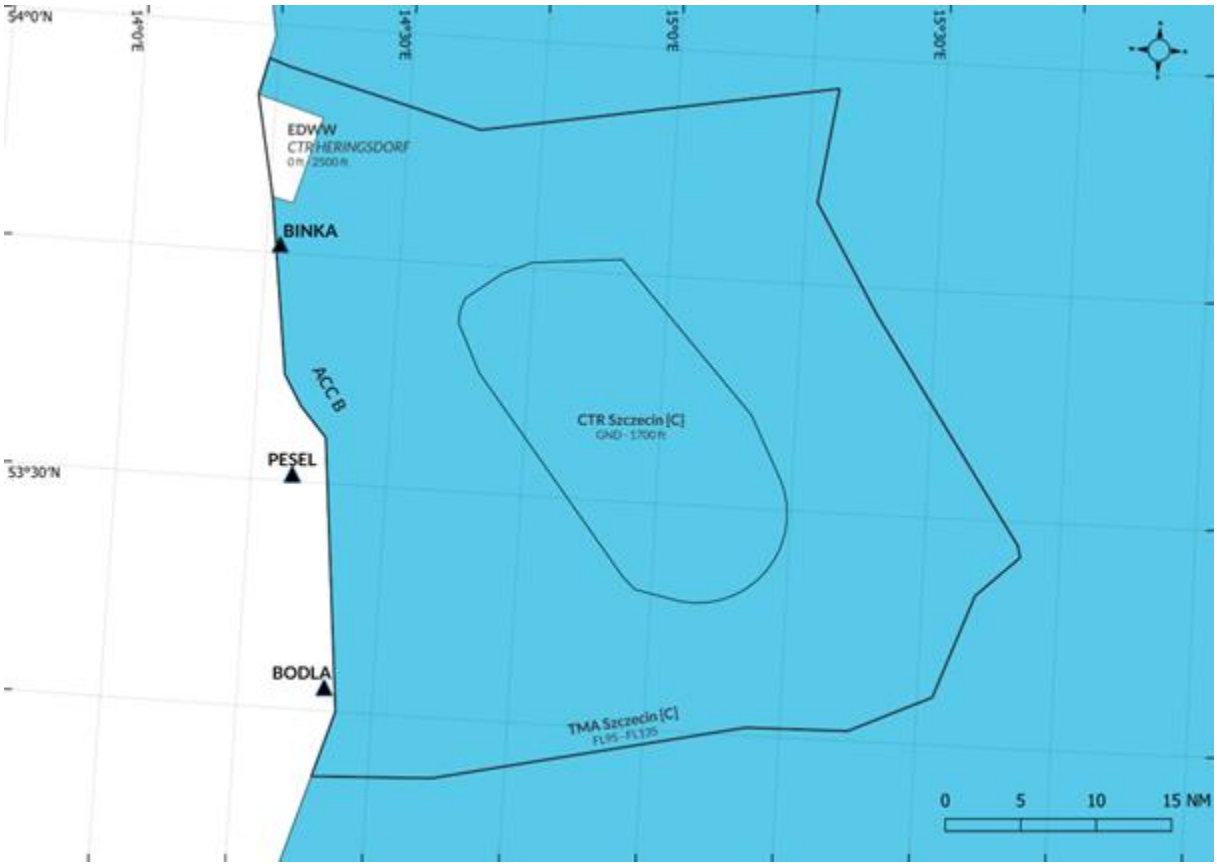
Appendix D

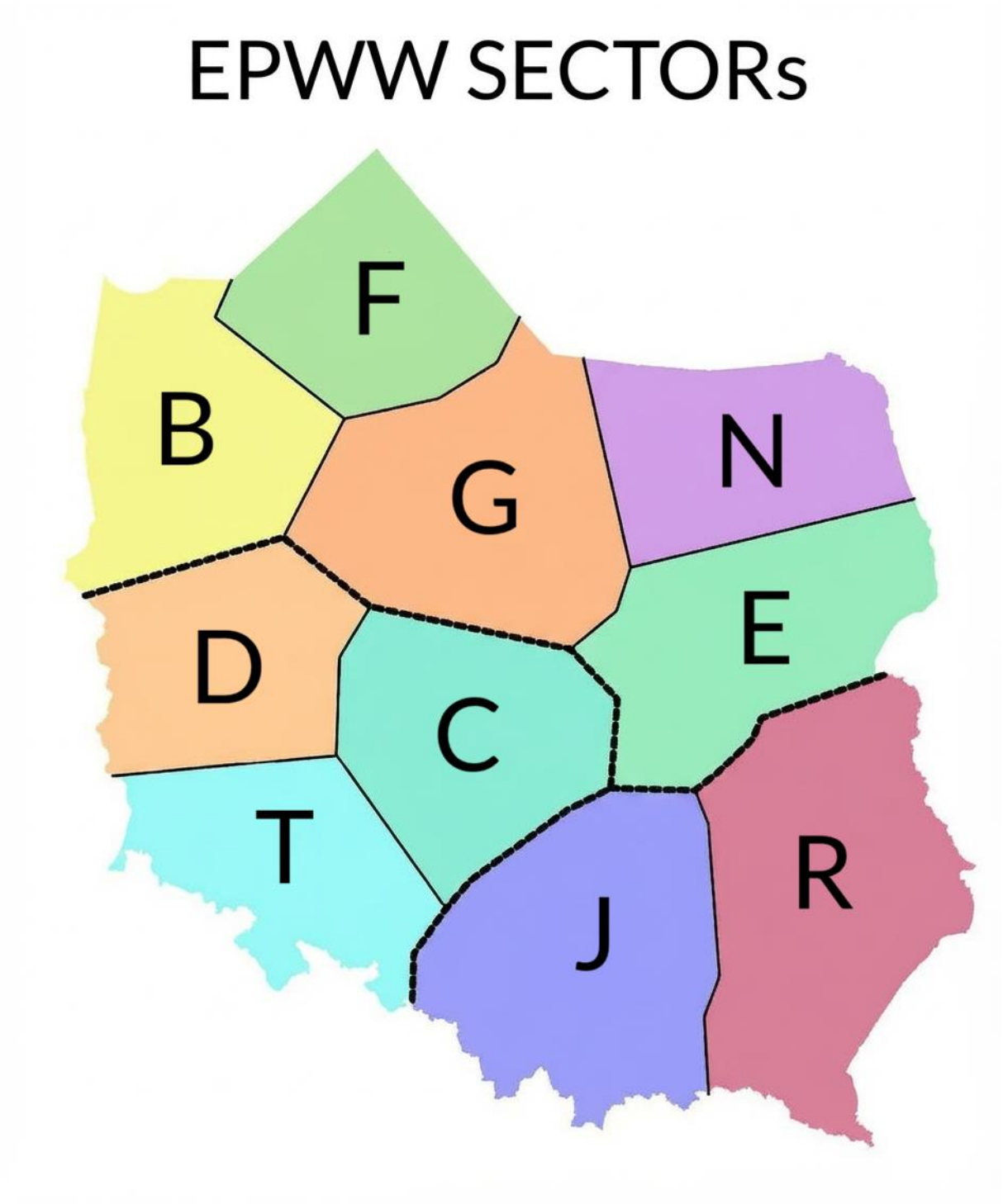


EDUU_O2_CTR will cover OSE and HVL above FL365.

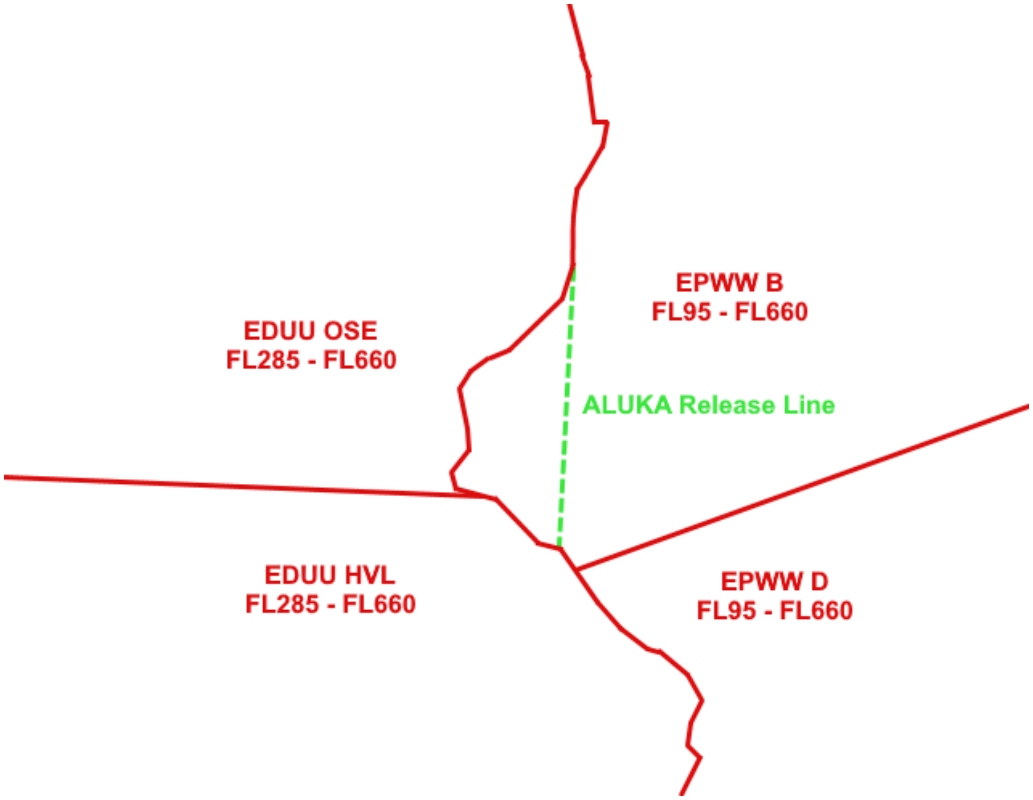
Appendix E


54°0'N
14°0'E
14°30'E
15°0'E
15°30'E
EDWW
CTR HERINGSDORF
0 ft / 2500 ft
BINKA
ACC B
CTR Szczecin [C]
GND - 1700 ft
PESEL
53°30'N
BODLA
TMA Szczecin [C]
FL95 - FL135
0
5
10
15 NM

Appendix F



Appendix G



Appendix H