



LETTER OF AGREEMENT

between

vACC Germany

and

vACC Germany

EDGG

EDYY

| 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 EDGG and EDYY 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 [March 20, 2025](#), of the Letter of Agreement between EDYY and EDGG.

1.4 Revision control.

Revision	Date	Author
1.0	23.03.2023	Konstantin Eierhoff
1.1	07.09.2023	Leon Kleinschmidt
1.2	28.12.2023	Phil Hauf
1.3	05.09.2024	Hannes Altmann, David Dürr
1.4	03.10.2024	David Dürr
1.5	28.11.2024	David Dürr
1.6	20.02.2025	Hannes Altmann, Phil Hauf
1.7	20.03.2025	Hannes Altmann, Phil Hauf
1.8	30.10.2025	Hannes Altmann, Sergej Singer

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 Langen ACC.

Lateral limits: Langen FIR as described in AIP Germany
Vertical limits: GND – FL245

2.1.2 Maastricht UAC.

Lateral limits: Hannover UIR as described in AIP Germany
Vertical limits: FL245 – FL660

2.2 Sectorization.

For detailed coordinates refer to vats.im/edgg and vats.im/edyv.

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.

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 (gng.aero-nav.com)		

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”.

3.3.1 Flights from Maastricht UAC to Langen ACC.

Flights transferred by Maastricht UAC to Langen FIR sectors HMM, PADH shall reach FL250 latest at the COP, unless other lateral conditions are stated in 3.4.1 or coordinated otherwise.

Langen ACC shall ensure that respective flights pass FL240 or below within 15 NM after the COP or agreed lateral transfer conditions. If Langen ACC is unable to descend flights according to the mentioned restrictions, coordination is required with the transferring sector and other affected MUAC sectors.

FLXX3 in Euroscope-Tag means that flights have to be cleared on the round up level (eg. FL243 means flight has to be cleared FL250). The last digit is only for euroscope sector prediction.

Any DCT clearance beyond the COP is subject to verbal coordination.

Aircraft transferred from Maastricht UAC to Langen ACC, are not released for turn until passing the division level or lateral boundary between both ATS units, unless otherwise coordinated or as stated in the tables below.

Langen ACC sector TAU shall notify the change of runway direction at EDDF to Maastricht UAC sector RHR asap.

3.3.2 Flights from Langen ACC to Maastricht UAC.

Unless otherwise stated below, aircraft transferred from Langen ACC to Maastricht UAC, are not released for turns until passing the division level or lateral boundary between both ATS units.

FLXX7 in Euroscope-Tag means that flights have to be cleared on the round off level (eg. FL247 means flight has to be cleared FL240). The last digit is only for euroscope sector prediction.

Any tactical clearance beyond the COP, which leads to a deviation of more than 5 NM from the FPL route, shall be subject of coordination with the respective MUAC sector(s).

3.4 IFR flights from EDGG to EDYY.

3.4.1 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDF, EDFE	OBOKA	FL260	(*1)	NOR	RHR
EDLP	OSNAD	FL240		HMM	MNS
EDDL, EDL*	MEVEL	FL240		HMM	MNS
Brussels FIR	ELDAR	FL250	(*1)	NOR	RHR
EHEH, EHBK	LUSIX	FL240	(*3)	BOT	RHR
EDLP, EDDG, EDLS	AMOSU	FL240		BOT	RHR
EDDF, EDFE	BADGO	FL240		PADH	MNS
EDDK	PELUN	FL240	(*2) (*4)	PADH	SOL

(*1) Note: NOR sector responsible for separation between these flows.

(*2) Note: Release by MNS to climb FL 270.

Traffic may be cleared DCT WRB by Langen ACC PADH without coordination.

(*3) Note: Release DCT GMH, HMM, OSDIK (clear of other sectors).

(*4) Note: Only applicable to flights with a RFL above FL245.

3.5 IFR flights from EDYY to EDGG.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDF, EDFE	RIMET	FL250		SOL	GED
EDDF	DF400	FL260	via STAR (*1) (*2)	RHR	TAU
EDFE, ETAR	LIPMI	FL250			
EDDL, EDL*, EHTW	APEBE	FL250		SOL	HMM
EDDL, EDL*,	DENOL	FL250		CEL	HMM
EHEH, EHBK	DENOL	FL260	(*3)	MNS	HMM
EDDK	PODER	FL250		SOL	PADH
EBBR, EBMB, EBCI, EBLG, EBAW, ELLX	ABAMI	FL250		RHR	BOT

(*1) Note: Released for descent after passing abeam DIXAT.

(*2) Note: EDDF arrivals have to be cleared via DIXAT#A (25) / DIXAT#D (07) STAR.

(*3) Note: Traffic shall be levelled 10 NM prior to reaching DENOL.

4 Special Procedures.

Not applicable.

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.

5.2 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

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.