

LETTER OF AGREEMENT

between

vACC Germany
EDYY UAC

and

vACC Germany
EDWW ACC

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 EDYY and EDWW 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 the previous version, dated [March 20, 2025](#), of the Letter of Agreement between Maastricht UAC and Bremen ACC.

1.4 Revision control.

Revision	Date	Author
1.0	23.03.2023	Hannes Altmann, Chris Gutierrez
1.1	07.09.2023	Leon Kleinschmidt
1.2	25.01.2024	Hannes Altmann
1.3	13.06.2024	Hannes Altmann
1.4	23.01.2025	Hannes Altmann
1.5	20.01.2025	Hannes Altmann
2.0	20.03.2025	Hannes Altmann, Phil Hauf
2.1	30.10.2025	Hannes Altmann, Phil Hauf

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 Maastricht UAC.

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

2.1.2 Bremen ACC.

Lateral limits: Bremen FIR as described in AIP Germany
Vertical limits: GND – FL245 (below Hannover UIR)
 GND – FL285 (below and within Rhein UIR)

2.2 Sectorization.

Refer to GNG and Vatsim Germany Knowledgebase.

2.3 Delegation of the Responsibility for the Provision of ATS.

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_A_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	MUAC	Maastricht UAC
AoR	Area of Responsibility	NM	Nautical Mile
APP	Approach Facility	NVFR	Night Visual Flight Rules
ATS	Air Traffic Services	RFL	Requested Flight Level
COP	Coordination Point	RIsd	Released
CTR	Center/Enroute Facility	SSR	Secondary Surveillance 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.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

3.4 IFR flights from EDYY UAC to EDWW ACC.

Flights transferred by Maastricht UAC to Bremen ACC sectors ALR, EID, EMS, HEI and HRZ shall reach FL250 latest at the COP, unless otherwise stated in the agreements below. Any DCT clearance beyond the COP is subject to verbal coordination. Aircraft transferred from Maastricht UAC to Bremen ACC, are released for turn once passing the division level.

Bremen ACC shall ensure that respective flights pass FL240 or below within 15 NM after the COP or agreed lateral transfer conditions. If Bremen ACC is unable to comply with this, coordination is required with the affected MUAC sectors.

Overflights to Bremen ACC sectors BOR, MAR or MRZ shall be generally transferred at odd flight levels.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector		
EDDH, EDHI, EDHL	GASTU	FL250	-	JEV	EID		
	ROCZO		-				
EDXW, EDXF	SUQIF		-				
	JUIST		-				
EKBI, EKSP, EKEB, EKVD, EKVJ	IQITA		-				
EHGG, EHLE	AFPIN		(*1)				
	ROCZO		(*2)				
EKOD, EKPB, EKSB, ETMN						(*3)	
EDDW, ETND, ETMN	PABCO						
EDDH, EDHI, EDHL, EDHK, EDXR	REVLA	FL260	(*4)		ALR		
EDDW	IPMOG	FL250	-		EMS		
EDXW, EDXF	ABFAD		-	HOL	EID		
	BADOS		-				
PIZID			-				
			OMWEG			-	
	OMEPA					-	ALR
ELSOB					-		
			RAMAR		-		
	ETMN				AMLUH	-	
EDVE	RAMAR				-		
EDVE, EDXF	HAM		-				

ETNL, EDBN, EDBH, EDAH	BERIM	FL250	-	HOL	MRZ	
EDXW, EDHK, EDXF, EDXR	PIXUR		-	MNS	EMS	
EDDH, EDHI, EDHL, ETMN	BASUM		-			
EDDG, EDLW, EDLA, EDLS, EHTE, EHTW	HABFU		-			
EDVK	OSNAD		(*5)			
EDDW, EDWE, EDWI, EDWF, ETND	EXPUH		-			
EDDV, ETNW			(*6)			
EDDL			ATPAQ			(*7)
	-					
EDDH, EDHI, EDHL, EDHK, ETMN, EDXR	SAS		(*8)	CEL	HEI	
EDDH, EDHI, EDHL, ETMN	DIRBO		(*9)			
EDHK, ETMN			-			
EDBC, EDBM	HLZ		-		EMS	
EDVE	ROBEG		-			
EDDG, EDLW, EDLA, EHTW, EHLE			-			
EDVK, EDLI			-			
EDLP, EDFQ	PIROT		-			HRZ
EDVK, EDFQ, EDLP	SAS		-			
EDBC, EDBM			-			
ETNL	GARLU	FL270	-	MAR		
EDDP, EDBC, EDBM	BUMIL		-			
EDDB, EDAE, EDAV, EDAY, EDAZ, EDBW, EDON		FL250	(*10)			
EDDB			BATEL		FL270	
EDDP						
EDDW, EDWE, EDWI, EDWF, ETND	NORTA	FL250	-	SOL	HRZ	
EDAC	POVEL		-			
EDFH, EDDR, EDRZ, EDFM, EDRY, EDFV, EDGS, ETAR	WRB		(*11)			
EDDP, EDDE	NORTA		(*12)			

EDLP	NORTA	FL250	-	SOL	HRZ
EDAE, EDAV, EDAY, EDAZ, EDBW, EDON	POVEL		-		BOR

- (*1) Note: Unless otherwise coordinated, Maastricht may clear EHGG and EHLE arrivals direct KUBAT, provided that these flights remain west of ED-R (TRA) 201C/301C, regardless of activity.
- (*2) Note: Unless otherwise coordinated, Maastricht shall clear arrivals to EKPB, EKSB and EKOD to cross 25 NM after ROCZO at FL250.
- (*3) Note: Unless otherwise coordinated, Maastricht UAC shall clear arrivals to EDDW/ETND/ETMN via PABCO to cross 15 NM after PABCO at FL250 or below.
- (*4) Note: Flights with destination EDDH/HI/HL/XR filed via RELVA are considered to be descending to FL260 released for further descent without verbal coordination.
Unless otherwise coordinated, this traffic when on course to REVLA is released for turns, provided that a distance of 2,5 NM to the boundary of ED-R (TRA) 301C/302A is maintained, regardless of activity. Traffic cleared on a coordinated direct to a point beyond the COP is released for turns within the confines of the transferring sector. Bremen ACC shall ensure separation with outbound traffic.
- (*5) Note: Unless otherwise coordinated, Maastricht UAC shall clear arrivals EDVK via [OSNAD](#) to cross 10 NM prior [OSNAD](#) at FL250.
- (*6) Note: Unless otherwise coordinated, Maastricht UAC shall clear arrivals EDDV and ETNW via DOMEGR/RKN to cross 20 NM prior EXPUH at FL250.
- (*7) Note: Unless otherwise coordinated, Maastricht UAC shall clear arrivals EDDV and ETNW via ATPAQ to cross FUWUG at FL250.
- (*8) Note: Unless otherwise coordinated, Maastricht UAC may clear EDDH, EDHI, EDHL and EDHK arrivals to cross DUDCA at FL250. This traffic may be cleared direct DUDCA.
- (*9) Note: Unless otherwise coordinated, Maastricht UAC may clear EDDH, EDHI and EDHL arrivals direct RARUP.
- (*10) Note: Arrivals EDDB
Arrivals to EDDB shall be handed over to Bremen Sector MAR FL270 or below, descending FL250. In the case of east landings in EDDB, Maastricht UAC will endeavor to hand over traffic as low as possible in the circumstances. Furthermore, ARR EDDB may be sent direct OGBER by sector CEL, whenever the new flight path stays north of BATEL.

Bremen ACC sector MAR shall notify the change of runway direction at EDDB to Maastricht UAC sector CEL.
- (*11) Note: Unless otherwise coordinated, Maastricht UAC shall clear these flights to cross 15 NM prior WRB at FL250.
- (*12) Note: Unless otherwise coordinated, Maastricht UAC may clear EDDP direct KOJEC, clear of Bremen ACC sector BOR.

3.5 IFR flights from EDWW ACC to EDYY UAC.

The receiving MUAC sector shall make sure that FL240 is vacated expeditiously. If unable to comply with this restriction, the accepting MUAC sector shall notify the appropriate transferring sector as soon as possible. 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).

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

Overflights from Bremen ACC sectors BOR, MAR or MRZ shall be generally transferred at even flight levels.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDH, EDHI	MIZUH	FL250	(*1)	ALR	JEV
EDWE, EDWI, EDWF, EHGG	OPWOT	FL240	-		
EDXW, EDXF	ELSOB				HOL
EDHK			-		
EDDW, ETND					
EDHL, ETNW	ESTAD		-		
EDDB	HLZ	EVEN FLs	(*2)	BOR	
	POVEL				SOL
	ABGUS				
EDDE, EDDP, ETSH, EDAC	POVEL	FL260	-		
ETSH	RISOK	FL280	-		
EDDH, EDHI, EDHL	EXNEL	FL240	-		EID
EDDH, EDHI	BADOS				
EDXW			-		
EDXW, EDXF	EKERN		-		
EKSB, EKSP	OGFON		-	JEV	
EDDH, EDHI			-		
EDDW	SOFED		-		
	ONTAZ		-		
EDXW, EDXF	ROCZO		-		
	OGFON		-		
	ABFAD		-		
EHGG	ROCZO		-		
	IFTOC		-		

EDDH, EDHI, EDHL	WIMCI	FL240	-	EMS	MNS	
EDDG, EDLW, EDLA	BASUM		-			
EDWE, EDWI, EHGG	ATPAQ		-			
EDDW, ETND	MAWEQ		-			
EDDV, ETNW			-			
	EDWOC		-			
EDDH, EDHI, EDHL	NIE		(*4)			
EDLP, EDFQ, EDLI, EDVK	ROBEG		-			
EDDG, EDLW, EDLA			-			
EDDW, ETND	SAS		-	HRZ	CEL	
	PIROT		-			
EDVE	DLE		-			
	NORTA		-			
EDLP, EDVK, EDFQ			-			SOL
EDDV	(*3)					
EDBC, EDBM	POVEL		-			
EDLW	WRB		-			
EDDH, EDHI	LUGEG		-	HEI	HOL	
EDHK	HAM		-			
	RAMAR		-			
EDDH, EDHI, EDHL	DENIX		(*4)			
EDDW, ETND	RIDNI		(*5)		CEL	
EDDV, EDVE, ETNW	IRKIS		-			
EDHL			(*4)			
EDHK		-				
EDBC, EDBM	BUMIL	-	MAR	CEL		
EDBH, ETNL, EDBN	GARLU	-				
ETNL	LUWIL	-				
	WISMA	-	MRZ		HOL	
EDAH, EDBH, EDBN, ETNL	BERIM	-				

(*1) Note: Unless otherwise coordinated by Bremen ACC ALR sector, flights departing EDDH and EDHI filed via WSN-ITMIZ shall be cleared by Bremen ACC to FL250. The crossing of the Holstein sector is generally approved, even if a higher level is coordinated with Jever sector. In case FL250 is not available for departing traffic from EDDH and EDHI filed via WSN-ITMIZ, Maastricht UAC JEV sector shall inform Bremen ACC sector about it.

- (*2) Note: If not otherwise requested by Maastricht UAC, departures EDDB may be cleared direct to DENOL or APEBE for EDDL and EDLV arrivals and PODER for EDDK arrivals.
- (*3) Note: Harz sector shall ensure that these flights climb above Langen ACC or otherwise perform the necessary coordination with Langen ACC.
- (*4) Note: Unless otherwise specified by MUAC, any flight level issued by sector CEL or MNS shall include the approval to cross the sector Holstein.
- Sectors EMS and HEI may clear departing traffic from EDDH, EDHI and EDHL direct to BOMBI, SWALM, BERXO, WRB, RIMET, ZUCKA, PODER and LARBU without coordination.
- (*5) Note: Only for flights with RFL at or above FL290 and not for flights with a destination within the Bremen FIR.

4 Special Procedures.

4.1 Directs from EDWW Sector Börde.

Sector Börde may clear flights direct NVO/ABAMI/WRB without coordination.

If not otherwise requested by Maastricht UAC, flights via Z20-MAG-L986 with destination EDDL and EDLV may be cleared after SUBIX direct to DENOL or ABEPE. EDDK may be cleared after SUBIX direct to PODER.

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.

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.

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.