LETTER OF AGREEMENT

between

vACC Germany	**and**	vACC Italy
München ACC		**Padova ACC**
Karlsruhe UAC		

Effective: July 10, 2025 (AIRAC 2507)

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between München ACC, Karlsruhe UAC and Padova ACC 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 July 10, 2025 (AIRAC 2507) and supersedes the Letter of Agreement between München ACC, Karlsruhe UAC and Padova ACC dated August 8, 2024 (AIRAC 2408).

1.4 Revision control.

Revision	Date	Author
1.0	30.12.2021	JV, AB
2.0	23.04.2023	JV, AB
3.0	07.09.2023	JV, AB
4.0	08.08.2024	JV
4.1	10.07.2025	JV, TS

Content.

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 München ACC.

Lateral limits: München FIR and Rhein UIR as described in AIP Germany
Vertical limits: GND – FL245 (München FIR)
FL245 – FL315 (Rhein UIR)

Within Wien FIR the provision of ATS is performed by München ACC within the following area:

Lateral limits: East of ARLBERG line and northwest of ROCKY line as described in AIP Austria.
Vertical limits: Lower limit of controlled airspace or above APP Innsbruck whichever is higher – FL315

2.1.2 Karlsruhe UAC.

Lateral limits: Rhein UIR as described in AIP Germany
Vertical limits: FL315 – FL660

Within Wien FIR the provision of ATS is performed by Karlsruhe UAC within the following area:

Lateral limits: East of ARLBERG line and northwest of ROCKY line as described in AIP Austria.
Vertical limits: FL315 – FL660

2.1.3 Padova ACC.

Lateral limits: as described in AIP Italy
Vertical limits: as decribed in AIP Italy

2.2 Sectorization.

Sector chart EDMM: vats.im/sectors-edmm
Sector chart LIPP: vats.im/sectors-lipp

For detailed coordinates refer to GNG, AIP Germany ENR 2.1 or AIP Italy ENR 2.1.

2.3 Delegation of the Responsibility for the Provision of ATS.

The airspace south of the artificial sectorline München/Karlsruhe – Padova is delegated from München ACC/Karlsruhe UAC to Padova ACC.

Artificial sectorline is the sectorline implemented in GNG and shown in Appendixes A – C.

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 EDMM_CTR may also be used by EDMM_X_CTR or EDUU_X_CTR.

3.2 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 north/south even/odd policy.

3.3 IFR flights from ACC München to ACC Padova.

Departures	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDM	TOBSO LIKDA GOGEM	MAX FL310		TEG	LIPP-NE3
	NATAG			ZUG	LIPP-NW3
LOWS **EDMA**	OLPIX LIKDA	MAX FL310		TEG	LIPP-NE3
EDMO / **EDJA / EDNY** **LSZR**	NATAG OLPIX LIKDA	MAX FL270			LIPP-NE2
	GIRIS			ZUG	
LSZH / MD	DIRAB GIRIS	MAX FL290			LIPP-NE3
	NATAG	MAX FL290			LIPP-NW3
Arrivals	**COP**	**Level Allocation**	**Special Conditions**	**From Sector**	**To Sector**
LIME	NATAG	MAX FL290		ZUG	LIPP-NW3
LSZS	OLPIX			TEG	LIPP-NE3
LIML / LIMC	NATAG	MAX FL310		ZUG	LIPP-NW3
LIPA / LIPH / **LIPZ** **LIPO / LIPX**	NATAG	MAX FL290		ZUG	
	OLPIX LIKDA TOBSO			TEG	LIPP-NE3
LIPB	GIRIS	MAX FL230		ZUG	LIPP-NE2
	NATAG				LIPP-NW1
	OLPIX LIKDA TOBSO			TEG	LIPP-NE2

3.4 IFR flights from Padova ACC to München ACC.

Arrivals	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDN EDQ*	BRENO	MAX FL300		LIPP-NE3	TEG
LSZH EDTM	UNIMI SOTOV				
EDTL LSMD LOWS	all northbound			LIPP-NE3 LIPP-NW3	EDMM
EDDM	IVKAL SOTOV BRENO	MAX FL300 even and odd		LIPP-NE3	TEG
ETSI / ETSN	BRENO	MAX FL300			
EDMA / EDMO	BRENO IVKAL SOTOV	MAX FL260		LIPP-NE2	
EDMY / EDME	BRENO	MAX FL240			
EDMS		MAX FL260			
EDJA / EDNY / EDNL ETHL LSZR	IVKAL SOTOV UNIMI	MAX FL260			

3.5 IFR flights from Karlsruhe UAC to Padova ACC.

Arrivals	COP	Level Allocation	Special Conditions	From Sector	To Sector
LIME	OLPIX LIKDA	MAX FL330		ALP	LIPP-NE3
LIPE LIPK LIMP	OLPIX LIKDA	MAX FL330			
	NATAG				LIPP-NW3

3.6 IFR flights from Padova ACC to Karlsruhe UAC.

Arrivals	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDSB	BRENO UNIMI SOTOV	MAX FL360		LIPP-NE6	ALP
EDDS		MAX FL340			
EDTY	BRENO				
LFSB	UNIMI SOTOV	MAX FL360			

3.7 Tactical directs.

3.7.1 UAC Karlsruhe may clear flights direct:

- VESAL
- ATPED
- ADOSA

ARR LIP* are exempted from this procedure, flight path shall remain between OLPIX and GIRIS.

3.7.2 ACC Padova may clear flights direct:

- NORIN
- TULSI
- ALUTU

Provided the flight path remains between OLPIX and GIRIS and the flight is above FL320.

3.8 VFR flights from Padova FIR to München 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_MM_CTR (Langen Information), 120.650, shall be the primary sector for uncontrolled VFR flights.

3.9 VFR flights from München FIR to Padova 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, LIPP_I_APP (Padova Information), 135.000, shall be the primary sector for uncontrolled VFR flights.

4 Transfer of Control and Transfer of Communications.

4.1 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.

4.2 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 (regardless of speed): 20 NM

4.3 Transfer of Communications.

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

4.4 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.

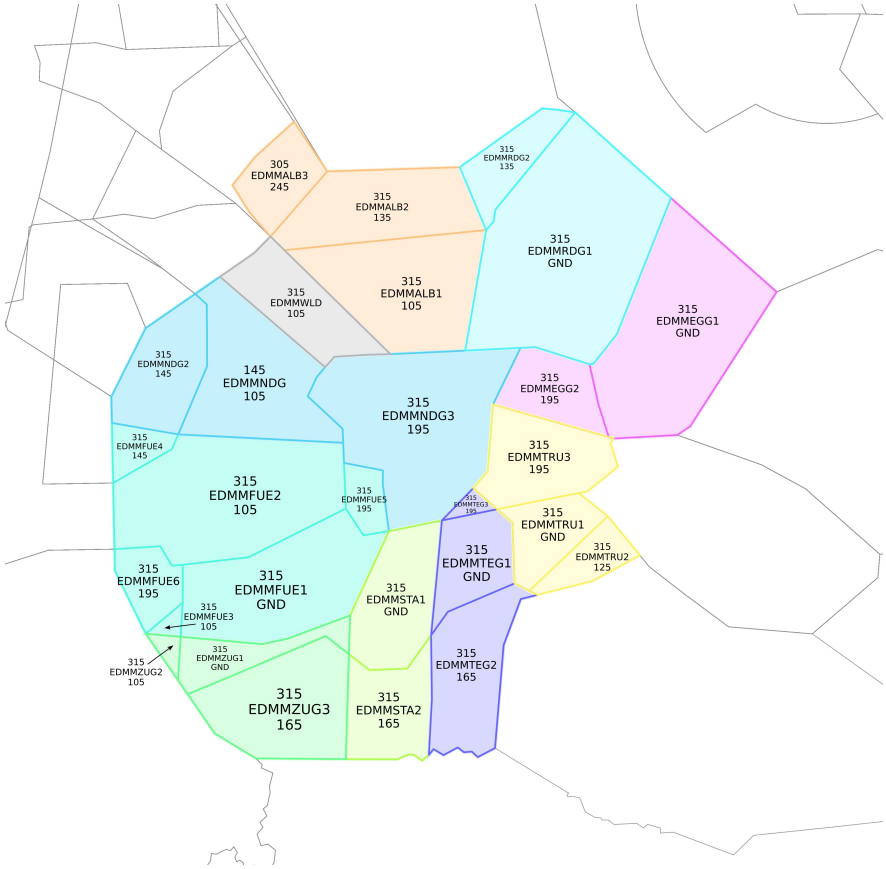
4.5 SSR Code Assignment.

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.

5 Appendixes

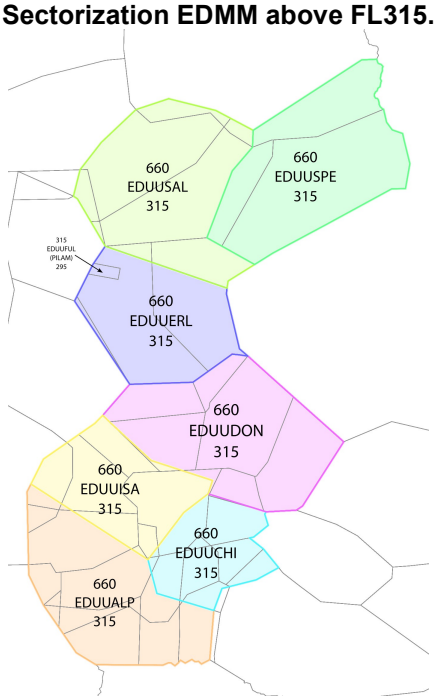
Appendix A

Sectorization EDMM below FL315.



Appendix B

Sectorization EDMM above FL315.



Appendix C
Sectorization LIMM.