



LOCAL OPERATIONAL PROCEDURES

within

München ACC

Effective: [June 12, 2025 \(AIRAC 2506\)](#)

1 General.

1.1 Purpose.

The purpose of these Local Operational Procedures and Orders is to define the coordination to be applied within München ACC when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Document shall not be used for real world purposes.

1.2 Validity.

The Local Operational Procedures and Orders laid out in this document become effective on [June 12, 2025 \(AIRAC 2506\)](#) and supersede previous LOP München ACC from [November 28, 2024 \(AIRAC2412\)](#).

1.3 Revision control.

Revision	Date	Author
1.0	13.07.2023	JV
1.1	30.11.2023	JV
1.2	13.06.2024	RG, JV
1.3	28.11.2024	JV
1.4	12.06.2025	JV

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)

2.2 Sectorization.

See here: vats.im/edmm

2.3 Delegation of the Responsibility for the Provision of ATS.

The area of responsibility of München ACC includes the delegated airspace as laid out in the Letters of Agreement with external units.

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.

3.2 Abbreviations.

ACC	Area Control Center	kts	Knots
AD	Aerodrome	LOP	Local Operational Procedures
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	RIsd	Released
COP	Coordination Point	SSR	Secondary Surveillance
CTR	Center/Enroute Facility	Radar	
FIR	Flight Information Region	TMA	Terminal Maneuvering 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 the following local operational procedures and orders.

↓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 Flights sorted by transferring sector.

3.4.1 EBG West-Nord (Sectors ALB, RDG, EGG, NDG, WLD).

3.4.1.1 Sector ALB.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	UPALA DOSIS	FL250	rlsd passing T159	ALB	BBG
	GOLMO	FL240	-		WLD
ETSI	UPALA	FL200	-		BBG
EDMO	UPALA	FL300	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDN	UPALA	↓FL140	rlsd	ALB	FRK
EDQ*, ETIC	UPALA	↓FL140	-		
EDDE	UPALA	FL250	-		BBG
EDDP, EDAC	UPALA	FL290	-		
EDMA	MIQ	FL80	-		DMNL
EDMO	Individual coordination		-		DMNH/L

3.4.1.2 Sector RDG.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDN	RUDNO	FL270	-	RDG	EGG
EDQ*, ETIC	RUDNO	FL230	-		
LOWL, LOWS	AKINI	FL300	-		ALB

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	GOMAX KUPAZ OSTES	FL170 (RWY08) FL110 (RWY26)	-	RDG	DMNH
EDMA, EDMO	VESIX KUPAZ OSTES	FL90	-		DMNL
ETSI	RUDNO	FL90	-		SWA
	STAUB	FL100	-		
EDDN	AKINI	FL210	-		ALB

EDDN, EDQ*, ETIC	RODIS	↓FL140	-		FRK
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Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDP	RODIS	FL300	-	RDG	BBG
EDDE	RODIS	FL260	-		
LOWI	RDG	FL250	-		EGG
LOWL	ARBAX	FL260	-		
LOWS	OSTES	FL200	-		

3.4.1.3 Sector EGG.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
LOWL	LoR	FL260	-	EGG	RDG
LOWS	NENUM	↑FL240	out of FL210		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	ROSAB	FL170 (RWY08) FL110 (RWY26)	-	EGG	DMNH
ETSI	GONBA	FL100	-		RDG
EDDN	NENUM	FL280	-		
EDQ*, ETIC	GONBA	FL240	-		
LOWI	DOSEL	FL240	-		TRU

3.4.1.4 Sectors NDG and WLD.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDMO	BESNI LASMI	↑FL200	-	NDG	EGG
	BESNI	FL200	-		ALB
	LASMI		-		RDG
EDDN	BESNI	FL310	-		TEG/TRU
EDDF	LoR	FL310	-	WLD	NDG

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	LURER RIDAR	FL160 (RWY26) FL140 (RWY08)	-	NDG	DMNH
EDDM	BURAM RENLO	FL170 (RWY26) FL130 (RWY08)	-	WLD	DMNH
EDMA, EDMO	LoR	FL110	-	NDG	SWA
ETSL	RIXED	FL110	-		
EDJA	ELVAG	FL110	-		
EDDN	MAH	FL200	-		ALB
LOWI	LoR	FL270	-	WLD	NDG
	BESNI WLD	FL200	-	NDG	TEG
LOWS	BESNI WLD	FL200	OLETU @FL200		DMSH
LOWL	BESNI	FL310 or below	rlsd after/abeam MIQ	NDG	EGG

3.4.2 EBG West-Süd (Sectors FUE, ZUG, TEG, STA, TRU).

3.4.2.1 Sectors FUE and ZUG.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	GAPTO XEBIX	FL230	-	ZUG	STA
LSZH	GAPTO	FL270	if RFL is FL310 or below		
		FL310	if RFL is FL320 or above		
	XEBIX	FL270	-		
LSZS	KUSAM	FL310	-		
EDNY, LSZR	GAPTO XEBIX	FL230	-		
LOWI	MOGTI	FL180	-	FUE	FUE
EDDM, EDMA	KPT	FL270	-		ZUG
EDJA	XEBIX	FL170	-		
EDJY, EDNY, LSZR	BEMKI	FL170	-		
EDDS	MOMUK	FL270	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	DISUN MERSI	FL120 (RWY08) FL160 (RWY26)	-	FUE	DMSH
EDMA, EDMO	DISUN KPT	FL80	-		DMSL
ETSI	DISUN	FL120	-		DMSH
ETSL	KPT	FL90	-		ILR
EDJA	KPT	FL100	-		
EDDF	LoR (via Q163)	↓FL280	out of FL300		NDG
LOWI, LSZS, LIPB	LoR	FL250	-		ZUG
LOWS	BEMKI MADEB	FL270	-	ZUG	STA
EDJA, EDNY, LSZR, LSZS	MOGTI	FL170	-		FUE
LSZH		FL280	-		
EDDS		FL300	-		

3.4.2.2 Sectors TEG and STA.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
LOWI	KONIN	FL260	-	STA	NDG
LOWS	KONIN	↑FL310	out of FL270		FUE
LOWS	MANAL	FL250	-	TEG	STA

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	ANDEC KONIN	FL130 (RWY08) FL150 (RWY26)	-	STA	DMSH
EDMA, EDMO	ANDEC KONIN	FL90	-		DMSL
ETSI	KONIN	FL130	-		DMSH
ETSL	KONIN	↓FL70	out of FL90		DMSL
EDJA	KONIN	FL180	-		FUE
	KOGOL	FL200	-		
EDDN, ETIC	KONIN	FL260	-		NDG
EDQ*	KONIN	FL300	-		
EDDS, EDTY, EDFM, EDSB, EDRY	KONIN	FL280	-		

LOWS	BADVI	↓FL160	out of FL180	TEG	TRU
EDJA	MANAL	FL200	-		STA
	ERKIR	FL240	-		
EDNY, LSZR, LSZS	MANAL	FL220	-		
	KOGOL	FL240	-		
LSZS	GEDSO	FL240	-	STA	ZUG
LSZS	LoR	↓FL190	out of FL220		

3.4.2.3 Sectors TRU.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
LOWS	LoR	↑FL190	out of FL160	TRU	TEG

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	VAVOR	FL220	-	TRU	TEG
EDDS	EBEDA	FL280	-		NDG
EDNY, LSZR, LSZS	VAVOR	FL260	-		TEG
LOWI	LoR	FL210	-		
LSZS	LoR (via M736 OLPIX)	FL290	-		

3.4.3 EBG Approach.

3.4.3.1 Approach München.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDM	SID	FL180 (RWY08)	at level	DMNL/H	NDG
		FL140 (RWY26)			
		↑FL190	-	DMSL/H	ALB RDG
		↑FL190	-		EGG FUE
		↑FL150	-		TEG TRU
EDMA	RIDAR	↑FL80	-	DMNL	SWA
	MIQ	↑FL190	-	DMNL/H	ALB EGG RDG
	MAH	↑FL190	-	DMSL/H	TRU TEG FUE
EDMO	LELTA	FL120	-		NDG
	BESNI LASMI	FL190	-	DMNL/H	
	LoR	FL70	individual coordination	DMSL/H	TRU TEG FUE

3.4.3.2 Sectors ILR, SWA.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	KPT	FL90	hold, advise "ready for departure"	ILR	FUE
	UMTEX LUPOL	FL90	-		
	PELOG SUDEN	FL90	if TRA Allgäu inactive		
	PELOG SUDEN	FL80	If TRA Allgäu active		REU (EDGG)
ETSL	LoR	FL90	-	SWA	NDG
	LoR	FL80	-	SWA	FUE

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDMA	BURAM RIDAR	FL80	-	SWA	DMNL
EDMO	RIDAR	FL90	-		DMNL

3.4.4 EBG East.

3.4.4.1 Sectors FRK, BBG and HOF.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDN	BOLSI	FL130	-	FRK	WLD
	SID RODIS	↑FL160	-		RDG
	SIDs	↑FL190	-		BBG
	LASGA	FL280	-	BBG	GER
	TABAT	FL270	-	HOF	
	PEROX		-		MEI
EDQ*, ETIC	PEROX	FL120	-	FRK	SAS
	LASGA TABAT		-		TRS
	NIKUS	FL170	AKOSI/ARMUT @FL170		RDG
EDDE	AKOSI ARMUT	FL310	-	HOF	
EDDS	TABAT	FL270	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
ETSI, EDMS	AKOSI	FL170	-	FRK	RDG
EDDP	VOCIM	FL190	-	FRK	TRS
EDAC	TABAT	FL110	-		
EDDE	PILAM LASGA SODRO	FL110	-		
EDDV, EDDW, ETNW	LASGA PIBAD	FL300	-	BBG	GER
EDBM, EDVE, EDBC		FL280	-		
EDDP		FL230	-		HOF
EDDC, EDAB	LONLI ERETO	FL270	-	MEI	
	PEROX	FL250	-		
EDDM, EDMA, EDMO	ARMUT	FL270	-	HOF	BBG
EDJA, EDDS, EDDR	KULOK	FL260	-		
EDFM, EDSB, EDRY		FL220	-		
EDDF, ETOU, EDFE	NURGO	FL270	-		
EDDF	UNAVI RONIG	FL260	-		
ETAR, ETOU, EDF*, EDG*, EDR*, EDVK	UNAVI	FL260	-		

3.4.4.2 Sectors GER, HAL

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDP	ALOSO	FL210	-	GER	HOF
	BAMKI	FL240	-		BBG
EDDE	TADUV SULED	FL250	-		MEI
EDBC, EDBM	ALOSO	FL290	-		HOF
	BAMKI		-		BBG
	TADUV	FL230	-		MEI
EDDC, EDAB	TADUV	FL240	-		HAL
EDDE	OSKAT SOPLA	FL230	-	HAL	GER
EDBC, EDBM	GALMA OSKAT	FL210	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDMA, EDMO	ALOSO	FL290	-	GER	HOF
ETSI	ALOSO RELKO	FL250	-		
EDMS	ALOSO	FL270	-		
EDDN	BAMKI	FL210	-		BBG
	ALOSO RELKO		-		HOF
EDDS, EDJA, EDDR, EDFM, EDTY, EDSB, ETAR	BAMKI	FL260	-		BBG
LKPR, LKKB, LKVO, LKPD, LKCV, LKHK, LKMH, LKCS	TALEG OSTRA	FL290	-		MEI
LSZH, LFSB, EDDM	BAMKI	FL280	-		BBG
EDDP	MIPSI	FL230	-		HAL
EDDV, EDDW, ETNW	NARUS BAMKI	FL280	-		
	TADUV	FL240	-		
EDBM, EDVE	NARUS BAMKI TADUV	FL220	-		
EDMS	GALMA	FL290	-	HAL	GER
EDDN		FL240	-		

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDS, EDJA, EDDR, EDFM, EDTY, EDSB, ETAR	GALMA	FL260	-	HAL	GER

3.4.4.3 Sector MEI.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDC, EDAB	ABKIS	FL240	-	MEI	HOF

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDJA	NOKSI	FL300	-	MEI	HOF
EDDN	ABKIS	FL220	-		
EDDE	BEBEX	FL180	-		TRS
EDDV, EDDW, ETNW	BEBEX	FL280	-		GER
EDBM, EDVE	BEBEX	FL240	-		
EDDS	NOKSI	FL300	-		HOF

3.4.4.4 Approach Leipzig (Sectors TRN and TRS).

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDP	SID DRN	FL150	-	TRS	SAS
EDAC	LoR	FL100	-		
	ALOSO	FL120	-		FRK
EDDE	ERF NEVKO	FL160	-		
	LASTO	FL160	-		TRN

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDQ*, ETIC	GALMA	FL190	-	TRN	TRS
	BAMKI ALOSO RELKO	FL110	-	TRS	FRK
EDDC, EDAB	OSKAT	FL170	-	TRN	TRS
	SULED TADUV	FL150	-	TRS	SAS
LKKV	ALOSO	FL190	-	TRS	FRK

3.4.4.5 Sector SAS.

Departure AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDDC, EDAB	BEBEX	FL160	-	SAS	TRS

Arrival AD	Routing (COP in bold letters)	Level Allocation	Special Conditions	Transferring sector	Receiving sector
EDQ*, ETIC	ABKIS	FL110	-	SAS	FRK
EDDP	UWBAZ	FL120	-		TRN
	IVQOQ		-		TRS
EDAC	BEBEX	FL110	-		

4 Special Procedures.

4.1 Procedures within EBG APP München

Procedures to be applied within EBG Approach München shall be defined in SOP München Arrival in the knowledgebase.

4.2 EDDM Procedures between ACC and APP.

All flights from APP to ACC are fully released at transfer of communications subject to other flights entering and leaving TMA EDDM.

4.2.1 Arrivals.

München APP is responsible for separation between departures out of and arrivals into AoR APP on standard ATS routes.

All inbounds are released for speed adjustments. The sector applying speed adjustments takes over responsibility to ensure separation to succeeding traffic.

4.2.1.1 From WLD/NDG/SWA.

Inbounds are released from WLD for turns and descent passing FL195.
Inbounds are released from NDG for turns and descent passing/abeam LURER.

Arrivals may be cleared direct to ROKIL, in this case NDG/WLD shall ensure separation between arrivals converging over ROKIL.

4.2.1.2 From RDG/EGG.

Inbounds are released for turns and descent passing FL195.

Arrivals may be cleared direct to LANDU, in this case RDG/EGG shall ensure separation between arrivals converging over LANDU.

4.2.1.3 From FUE/STA.

Inbounds are released for turns and descent north of L608.

The area MERSI-IRBIR-OBAXA is released from both FUE and STA to DMSL/H. Inside the area inbounds are released for turns and descent below FL195. DMSL/H is responsible for separation within the release area.

4.2.2 Holding Procedures EDDM

The published holdings over ROKIL, LANDU, NAPSA and BETOS shall be used. Holding from FL110 and above is handled by DMNH/DMSH. Holding below FL110 shall be coordinated with DMNL/DMSL first.

Begin and end of holding procedures shall be communicated to all adjacent ACC sectors (NAPSA must be coordinated with LOVV-B and LOWS additionally.)

4.2.3 Departures EDDM via KIRDI

Departures EDDM via KIRDI are approved to cross ACC Sector TRU for LOVV-B Sector up to FL220 without prior verbal coordination.

Traffic below FL230 shall be pointed out to LOVV-B Sector by Sector TRU and the general approval to cross shall be cancelled for a specific flight or a release SYD shall be given.

4.2.4 Departures.

If RFL is lower than defined level allocation, the aircraft shall be transferred climbing to RFL. Generally, departures may be cleared direct SID end point by EBG Approach.

Succeeding departures with a distance less than 5 NM shall be transferred at different levels by APP. In exceptional cases, departures may be sent on assigned headings from APP. The pilot shall be instructed to report the assigned heading upon initial contact.

Departures RWY26 via SIDs ANKER and AKINI may be cleared direct to:

- RUDNO: If ED-R170 and ED-R138 are inactive (flights are approved to cross ALB).
- AKINI: If ED-R170 is active and ED-R138 is not active.

Departures via MERSI SID may be cleared direct UMTEX/RAVED whenever TRA Allgäu is inactive and traffic permits.

Departures via INPUD SID may be cleared direct UPALA by APP.

4.3 **EDME Procedures.**

During EDDM RWY 08, all SIDs and approaches from/to EDME up to and including A5000 ft are released from DMNL/DMSL to EGG.

During EDDM RWY 26, all SIDs and approaches from/to EDME are subject to prior coordination with DMNL. DMNL shall be responsible for further coordination with DMSL.

4.4 **Departures EDDM from ALB to BBG.**

Departures via TENLO Y102 may be cleared direct ALAXA or TENLO.

Departures via KEMES M726 may be cleared direct LONLI or KEMES, clear of ED-R136.

Departures via UPALA Z109 RODOG may be cleared direct RODOG.

4.5 **Arrivals EDJA.**

Arrivals via ALOXO are transferred directly from ARFA to ILR (rf. LoA LSAS), these arrivals are released to ILR for turns passing ALOXO.

4.6 **Departures EDDN.**

Departures via SID AKANU are released by FRK to WLD, approval to cross ALB must be obtained for climb above FL130.

Departures via SID RODIS are released by FRK to RDG, approval to cross HOF must be obtained for climb above FL190.

4.7 **Procedures within EBG West.**

Flights via N871 and M736 may proceed in odd and even levels without prior coordination.

4.8 **Procedures within EBG Ost.**

Between sectors of EBG Ost, all flights are released upon transfer of communication.

4.8.1 Arrivals EDDP via SAS.

SAS shall issue the inbound clearance for STARs LUXBO and YAWOY.

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.

Radar transfer without coordination between aircraft proceeding in the same direction require following radar separation minima are constant or increasing:

- 5NM from München APP to München APP
- 5NM from München APP to München ACC
- 7NM from München ACC to München APP
- 10NM other

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.