



LETTER OF AGREEMENT

between

vACC Germany
Bremen ACC

and

vACC Germany
Karlsruhe UAC

| 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 EDUU 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 previous version, dated [May 15, 2025](#), of the Letter of Agreement between EDWW and EDUU.

1.4 Revision control.

Revision	Date	Author
1.0	23.03.2023	Hannes Altmann
1.1	30.11.2023	Hannes Altmann
1.2	28.12.2023	Hannes Altmann
1.3	11.07.2024	Hannes Altmann
1.4	03.10.2024	Hannes Altmann
2.0	23.01.2025	Hannes Altmann
2.1	15.05.2025	Hannes Altmann
2.2	30.10.2025	Hannes Altmann

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 – FL285 (Rhein UIR)

2.1.2 Karlsruhe UAC.

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

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 EDUU_CTR may also be used by EDUU_O_CTR or EDUU_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	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”.

3.4 IFR flights from Bremen ACC to Karlsruhe UAC.

Note: Flights in re-entry profiles from and to Bremen ACC shall be transferred from Bremen ACC to Karlsruhe UAC only, if there are at least two route segments but not less than 30 NM between the COPs of departure and arrival as described in this LoA.

3.4.1 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EKCH, EKRK, ESMS	PEROM	FL280		MRZ	OSE
	ARGAD				
	USEDU				
EKCH, EKRK	NONSA				
EKRN	NONSA				
ETNL	EBAWE				
EDDH, EDHI, EDHL	ROSOK				
EDDH, EDHI, EDHL, EDHK	KUBAB				
EDDV, EDVE, ETNW	TAGOB				
	KUBAB				
EDDB	RODEP				
	TIRMI				
	ITZEG				
EDAY	RODEP				
EPSC	PENET				
	LEGSA				
	PODUS				
EPSC, EDAH	KETAP				
EDAH	PODUS				
ETNL	LASLU				
EDDH, EDHI, EDHL, EDHK	VIBIS				
EDDH, EDHI, EDHL	PABMI				
EDDB	ERNUD				
EDAY	VIBIS				
EDAZ	RENKI				
	ABIKA				
EDDV, EDVE, ETNW	VIBIS				
EDDP, EDAC, EDAZ	SOGMA				HVL

EPSC, ETNL, EDAH, EDBH	OSROC	FL280	MAR	HVL	
EDDH, EDHI, EDHL, EDHK	BIRMO				
EDBN, ETNL	IDOWO				
ETNL, EDBN, EDBH	BIRMO				
EDBM, EDBC	SONUD				
EDDP	OBANI				
	KLF				
EDAC	PEPOL		FLG		
EDDC, EDAB	IDOBA				
	BOLBO				
EDAZ	MAG				
EDDV, EDVK, ETNW	MAG				
EDVE	ESIKA		BOR		
EDDE	EMBOX				
	MAG				
EDDP	PENEK				
EDDB, EDAY	BUREL				
	MAG				
ETSH	LUPAK				
	PENEK				

3.5 IFR flights from Karlsruhe UAC to Bremen ACC.

Note: Entry conditions described in the table below only mean the aircraft shall be handed over, reaching this level in the vicinity of this point.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EKCH, EKRK	TAGOB				
EKCH	BAKDO	FL290	Before BINZE	OSE	MRZ
	GEVNI				
	BINZE				
	LABES				
EKCH, ESMK	ROSOK				
EKRK	PENET				
ESMS, ESMK, EKRK, EKRN	USEDU				
ESMS, ESMK, EKRN	MASOR	FL290	15 NM prior	OSE	MAR
	ADUKI				
ESMS	KUBAB				
EKRN	GASBO				
	SULIV				
EDDV, EDVE, ETNW	NUVEN				
	TAGOB				
ETNL	EBAWE				
EDDH, EDHI, EDHL, EDHK , EDWE , EDWI	ROSOK				
EDDH, EDHI, EDHL, EDHK, EDDW, EDWE, EDWI	LEGSA				
EDDB, EDAY	RODEP		Latest RODEP		
EDDB	ADEPO				
EDDB	LEGSA				
EPSC	KOGIM		Latest KOGIM		
	BEBEB				
EDAH	KUBAB		30 NM prior		
EPSC	KUBAB				
ETNL, EDBN	ABIKA		Latest abeam RENKI		
ETNL, EDBN, EDAH, EDBH	RENKI		Before RENKI		

EPSC, EDAH	PODUS	FL290	15 NM prior	HVL	FLG	
EDDV, ETNW	VIBIS					
EDVE	PODUS					
EDAZ	RAKIT					
EDDH, EDHI, EDHL, EDHK, EDDW, EDWE, EDWI	VIBIS					
EPPW, EPKS	RADEL					
ETNL, EDBN, EDAH, EDBH	SOGMA		Latest GARGU			
	GARGU					
EDAH, EDBN	RIMKO					
EPSC	EVOKI		Before EVOKI			
EDDH, EDHI, EDHL, EDHK, EDDW, EDWE, EDWI	GARGU		Latest GARGU			
EDDH, EDHI, EDHL, EDHK, EDWE, EDWI	SOGMA					
EDDP, EDAC	SUVAL					
EDDP, EDDC, EDAC	IDOBA					
EPSC	IDOBA					
	SONUD					
EPPW, EPZG, EPKS	SONUD					
	PEPOL					
	ADLIR					
EDBM, EDBC	IDOBA		Latest SONUD			
EPKS, EPPW	HOZ					
EDDV, ETNW	BUREL		Abeam ESIKA			
EDDE			Latest BUREL			
EDVK, EDLP, EDLI, EDFQ, EDDE, EDGS	ESIKA					
EDVE	SONUD					
EDVK, EDLI, EDLP	KOSIX					
EDDW	MAG					
EDDV, ETNW	KOSIX					
EDDC, EDAB, EDAC	SOBLU					
	NISGA		Latest abeam SOBLU			
ETSH	LUPAK		Before LUPAK			

ETSH	PENEK	FL290		HVL	BOR
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4 Special Procedures.

4.1 Transfer of Departures from Bremen ACC to Karlsruhe UAC.

4.1.1 Transfer of Departures EDDB from BOR to HVL.

If not otherwise requested by Karlsruhe UAC, ADEP from EDDB may be cleared direct to:

DENOL or APEBE for ADES EDDL, EDLV

PODER for ADES EDDK

4.1.2 Bremen ACC may clear flights direct to the exit waypoints of SAL, SPE, HVL and OSE sectors, unless otherwise requested by Karlsruhe UAC.

4.1.3 Silent Transfer for Departures EDDB via POVEL and HLZ.

Departures from EDDB via POVEL or HLZ shall only be transferred from BOR to HVL without prior coordination (silent transfer of communication) if they cross FL240, or higher, at/abeam BUREL.

4.2 Flights from Karlsruhe UAC to Bremen ACC.

4.2.1 General Directs.

As a rule, Karlsruhe UAC may clear flights direct to MONAK, BUMIL, GURLO, OGBER and KETAP, unless requested by Bremen ACC.

4.3 Coordination of Status of Special Areas in the Area of Common Interest.

4.3.1 ED-D 47 (Danger Area "Rügen").

4.3.1.1 Bremen ACC shall be responsible for informing Warszawa ACC about activation and deactivation of ED-D 47.

4.3.1.2 Bremen ACC shall be responsible for informing Malmö ATCC about activation and deactivation of ED-D 47 including the lowest useable FL above ED-D 47.

4.3.2 ED-R 401 (MVPA).

Bremen ACC shall inform Karlsruhe UAC about activation and deactivation of ED-R 401.

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.

Silent transfer of control may be effected provided the minimum distance between successive aircraft about to be transferred is 10 NM and 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.