

LETTER OF AGREEMENT

between

vACC Germany
EDWW ACC

and

vACC Germany
EDGG 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 EDWW and EDGG 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 [August 7, 2025](#), of the Letter of Agreement between EDWW ACC and EDGG ACC.

1.4 Revision control.

Revision	Date	Author
1.0	21.04.2021	Phil Hauf, Chris Gutierrez
1.1	23.03.2023	Hannes Altmann, Chris Gutierrez, Konstantin Eierhoff
1.2	16.05.2024	Hannes Altmann, David Dürr
1.3	05.09.2024	Hannes Altmann, David Dürr
2.0	20.03.2025	Hannes Altmann, Phil Hauf
2.1	15.05.2025	Hannes Altmann, Phil Hauf
2.2	07.08.2025	Hannes Altmann, Phil Hauf
2.3	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 EDWW ACC.

Lateral limits: Bremen FIR as described in AIP Germany

Vertical limits: GND – FL245

2.1.2 EDGG ACC.

Lateral limits: Langen FIR as described in AIP Germany

Vertical limits: GND – FL245

2.2 Sectorization.

Refer to GNG and Vatsim Germany Knowledgebase.

Bremen ACC: <https://vats.im/edww>

Langen ACC: <https://vats.im/edgg>

2.3 Delegation of the Responsibility for the Provision of ATS.

Not applicable.

2.4 Special Areas within the common Area of Interest.

2.4.1 Fritzlar AoR.

Fritzlar APP will inform Bremen and Langen ACCs about the activation and deactivation of the Fritzlar AoR. During the activation time of Fritzlar AoR coordination and transfers of flights between Bremen ACC and Fritzlar AoR shall be accomplished between Bremen ACC and Fritzlar APP.

2.4.2 Bückeburg AoR.

Bückeburg APP will inform Bremen and Langen ACCs about the activation and deactivation of the Bückeburg AoR. During the activation time of Bückeburg AoR coordination and transfers of flights across the common boundary between Langen ACC and Bückeburg AoR shall be accomplished between Langen ACC and Bückeburg APP.

Concerned traffic between Bremen ACC, Langen ACC and Bückeburg APP shall be coordinated individually.

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_X_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	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 EDWW to EDGG.

3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDG, EDLI	OSNAD	↓FL70	(*1)	EMS	HMM
EDLW		↓FL160	Out of FL200 (*2)		
EDDL, EDDK, EDL*, EDK*, EHEH, EHBK, EHBD, EHLE, EHTW, ETNG		FL200	(*3)		
EDDL, EDL*	RORUS				
EDLW	ESADU	↓FL160	Out of FL200	HRZ	PADH
EDDK		FL200	-		
EDDL, EDDG	WRB		-		
EDLP		FL70	(*4)		PADL
EDFQ	XAROL	FL70	-		GIN
EDDR, EDFH, EDFM, EDRY, ETAD, EDFV, EDRZ, ETAR		FL230	-		
EDGS		FL170	-		
EDDF, EDFE	EMBAD	FL190	-		HEF
ETHF	KEMAD	FL70	(*5)		

(*1) Note: For EDDG arrivals the transfer of communications shall not take place later than 10 NM prior to reaching **OSNAD**.

(*2) Note: During inactivity of ED-R 203A/B EDLW arrivals may be cleared DCT DOMEQ, clear of sectors PADH and PADL. This traffic is also released by sector HRZ.

(*3) Note: Traffic via RORUS and **OSNAD** shall be considered as one traffic stream. Sector EMS shall ensure separation between those flights by assuring a minimum distance of 10 NM constant or increasing until crossing point of both routes. Alternatively, this traffic may be separated vertically after coordination with Langen ACC.

(*4) Note: When RWY 06 is in use at EDLP, sector HRZ may clear EDLP arrivals DCT PAD NDB, provided the new routing stays south of WRB.

(*5) Note: During activity of Fritzlar AoR, this traffic shall be coordinated between Bremen ACC and Fritzlar APP directly.

3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDVK	XAROL	↑FL90	-	HRZ	GIN
	ELNAT		-		HEF
	EMBAD		-		
EDVK	ESADU	FL90	-	HRZ	PADL
EDLP	XAROL	FL150	-		GIN
	EMBAD		-		HEF
	ELNAT		-		
ETNW	XAROL	FL230	-		GIN

3.5 IFR flights from EDGG to EDWW.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDVK	XAROL	FL100	(*1)	GIN	HRZ
EDLP	ELNAT			FL140	
EDDV, EDVE, ETNW		FL240	-		
EDVK	PELUN	FL100	-	PADL	
	ESADU		-		
	WRB		ADEP EDLP		

(*1) Note: For EDVK arrivals via XAROL and ELNAT the transfer of communications shall not take place later than 10 NM prior to reaching COP. Langen ACC shall ensure that EDVK arrivals stay clear of ED-R 79A (including given release), when active. If required, Langen ACC shall perform coordination with ETHF APP before transferring traffic to Bremen ACC.

3.5.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDG	OSNAD	↑FL150	Out of 5000 ft (*1)	HMM	EMS
	JUWGI				
EDLW	OSNAD	FL230	-		
	JUWGI		-		
	ODSIK		-		
EDFQ	WRB	FL70	-	GIN	HRZ
ETHF		FL80	-	HEF	
	XAROL		-		
	ELNAT		-		
EDDK	PELUN	FL230	(*2)	PADH	
EDDL	ESADU				
EDLW		↑FL210	Out of FL190		
EDLP	WRB	↑ FL130	Out of 5000 ft (*3)	PADL	

(*1) Note: Langen ACC shall ensure separation to sector HAN. Additionally, Langen ACC shall provide separation to other known traffic transferred to Bremen ACC.

(*2) Note: Only applicable for flights with a RFL below FL245.

(*3) Note: Unless otherwise coordinated, Langen ACC shall transfer EDLP departures via WRB at 5000 ft during activity of ED-R 203A. Langen ACC shall provide separation to other known traffic transferred to Bremen ACC.

3.6 VFR flights from EDWW to EDGG.

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_GG_CTR (Langen Information), 123.525, shall be the primary sector for uncontrolled VFR flights. If EDXX_GG_CTR is offline, EDXX_FIS_CTR (Langen Information), 128.950, will cover this area.

3.7 VFR flights from EDGG to EDWW.

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_WW_CTR (Langen Information), 119.525, shall be the primary sector for uncontrolled VFR flights. If EDXX_WW_CTR is offline, EDXX_FIS_CTR (Langen Information), 128.950, will cover this area.

4 Special Procedures.

4.1 Tactical Directs from EDWW to EDGG.

Bremen ACC may clear flights handed off to Langen ACC direct to the following waypoints without coordination:

Waypoint	From Sector	Special Conditions
NATSU	HRZ	---
ELNAT		

4.2 Tactical Directs from EDGG to EDWW.

Langen ACC may clear flights handed off to Bremen ACC direct to the following waypoints without coordination:

Waypoint	From Sector	Special Conditions
WRB	HEF	To be cleared south of ELNAT only.

4.3 Separation for traffic via WRB.

West of airway N850, Langen ACC sector PADL shall be responsible for separation for traffic leaving PADL via WRB. Transfer of communications shall not be performed later than at or abeam WRB.

4.4 Usage ED-R 203A/B (TRA Münsterland).

Unless otherwise coordinated, Bremen ACC considers ED-R 203 to be inactive. Langen ACC shall inform Bremen ACC sectors EMS, HAN and HRZ about the activation of ED-R 203 at least 10 minutes prior to intended use and when usage is terminated.

4.5 Usage of ED-R 202C/D (TRA Weser).

Unless otherwise coordinated, Langen ACC considers ED-R 202 to be inactive. Bremen ACC sector EMS shall inform Langen ACC sector HMM about the activation of ED-R 202A/B at least 10 minutes prior to intended use and when usage is terminated.

4.6 Activation/Deactivation of ED-R 112A/B (Senne).

Bremen ACC generally considers ED-R 112A/B active according to AUP. Langen ACC shall inform Bremen ACC about any change to these activation times.

4.7 Activation/Deactivation of ED-R 37A/B (Nordhorn) and ED-R 161B (LANTA Cloppenburg).

Langen ACC shall generally consider ED-R 37A/B and ED-R 161B active according to AUP. Bremen ACC shall inform Langen ACC about any change to these activation times.

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.

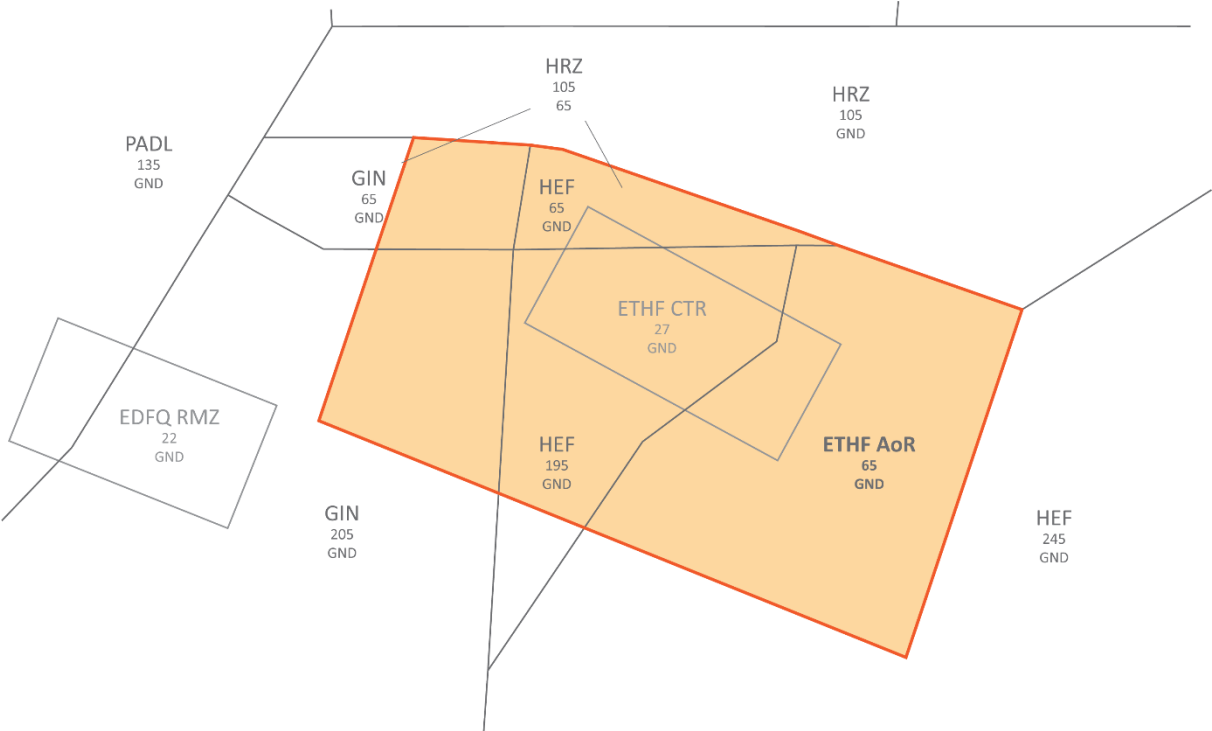
Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

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.

Appendix A



Appendix B

