

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 | RIsd | 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 | | | | |

| | | | | | |
|---------------------------|-------|-------|--|-----|-----|
| EPSC, ETNL, EDAH, EDBH | OSROC | FL280 | | MAR | HVL |
| EDDH, EDHI, EDHL, EDHK | BIRMO | | | | |
| EDBN, ETNL | IDOWO | | | | |
| ETNL, EDBN, EDBH | BIRMO | | | | |
| EDBM, EDBC | SONUD | | | FLG | |
| EDDP | OBANI | | | | |
| | KLF | | | | |
| EDAC | PEPOL | | | | |
| EDDC, EDAB | IDOBA | | | | |
| | BOLBO | | | | |
| EDAZ | MAG | | | BOR | |
| EDDV, EDVK, ETNW | MAG | | | | |
| EDVE | ESIKA | | | | |
| 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 | FL290 | | OSE | MRZ |
| EKCH | BAKDO | | | | |
| | GEVNI | | | | |
| | BINZE | | | | |
| | LABES | | | | |
| | Before BINZE | | | | |
| EKCH, ESMK | ROSOK | | | | |
| EKRK | PENET | | | | |
| ESMS, ESMK, EKRK, EKRN | USEDU | | | | |
| ESMS, ESMK, EKRN | MASOR | | | | |
| | 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 | | | | |
| EDDB | ADEPO | | | | |
| EDDB | LEGSA | | | | |
| EPSC | KOGIM | | | | |
| | BEBEB | | | | |
| EDAH | KUBAB | | | | |
| EPSC | KUBAB | | | | |
| ETNL, EDBN | ABIKA | | | | |
| ETNL, EDBN, EDAH, EDBH | RENKI | | | | |
| | | | 15 NM prior | | |
| | | | | | |
| | | | Latest RODEP | | |
| | | | | | |
| | | | Latest KOGIM | | |
| | | | | | |
| | | | 30 NM prior | | |
| | | | | | |
| | | | Latest abeam RENKI | | |
| | | | Before RENKI | | |
| | | | | MAR | |

| | | | | | |
|---------------------------------------------------|-------|-------|--------------|-----|-----|
| EPSC, EDAH | PODUS | FL290 | 15 NM prior | OSE | MAR |
| 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 | HVL | |
| | 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 | FLG | |
| 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 | | | | |
| ETSH | LUPAK | | Before LUPAK | | BOR |

| | | | | | |
|------|-------|-------|--|-----|-----|
| ETSH | PENEK | FL290 | | HVL | BOR |
|------|-------|-------|--|-----|-----|

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.