LETTER OF AGREEMENT

between

vACC Germany	**and**	vACC CZ
München ACC		**Praha ACC / FIC**
Karlsruhe UAC		**Praha APP**

Effective: Jan 22, 2026 (AIRAC 2601)

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, Praha ACC/FIC and Praha APP 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 May 15, 2025 (AIRAC 2505) and supersedes previous version, dated September 7, 2023 (AIRAC 2309), of the Letter of Agreement between München FIR and Praha FIR.

1.4 Revision control.

Revision	Date	Author
1.X	24.03.2022	Jannik Vogel, Manuel Pick, Ondřej Pěnička
2.0	07.09.2023	Jannik Vogel, Ondřej Pěnička
2.1	15.05.2025	Jannik Vogel, Jakub Kolar
2.2	22.01.2026	Jannik Vogel, Jakub Kolar

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)

2.1.2 Rhein UAC.

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

2.1.3 Praha ACC / FIC / APP.

Lateral limits: Praha ACC / FIC / APP as described in AIP Czech Republic
Vertical limits: GND – FL660

2.2 Sectorization.

Sector chart EDMM/EDUU: see Appendix A-C
Sector chart LKAA: see Appendix D-G

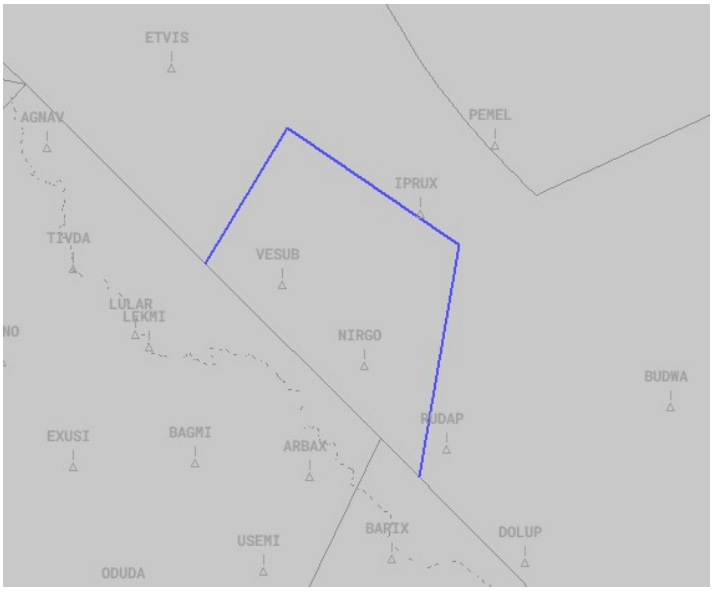
For detailed coordinates refer to GNG, AIP Germany ENR 2.1 or AIP Czech Republic.

2.3 Special Areas within the Area of Common Interest

2.3.1 ARBAX window.

Lateral limits: N049.26.33 E012.52.22 – N049.35.18 E013.00.24
N049.27.45 E013.17.13 – N049.12.42 E013.13.14

Vertical limits: FL165 – FL295



ARBAX window depicted as solid blue line.

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 Abbreviations.

ACC	Area Control Center
AD	Aerodrome
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AoR	Area of Responsibility
APP	Approach Facility
ATS	Air Traffic Services
COP	Coordination Point
CTR	Center/Enroute Facility
FIR	Flight Information Region
FIS	Flight Information Service
FL	Flight Level
GND	Ground
GNG	Global Nav Generator (gng.aero-nav.com)
kts	Knots
LoA	Letter of Agreement
LoR	Line of Responsibility
NM	Nautical Mile
NVFR	Night Visual Flight Rules
RFL	Requested Flight Level
Rlsd	Released
SSR	Secondary Surveillance Radar
TMA	Terminal Maneuvering Area
UAC	Upper Area Control Center
VFR	Visual Flight Rules
WEF	With Effect From

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 München ACC to Praha ACC / APP.

3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
LKPR, LKKB, LKVO, LKMH	HDO	FL190	(*1)	MEI	LKAA-N
LKPD, LKCV, LKHK		FL230			
LKCS		FL290			
LKPD, LKCV, LKHK	OMELO	FL230			
LKMH		FL190	(*1)		
LKCS		FL290			
LKPR, LKKB, LKVO	LALUK	FL170	(*1)		
LKKV	MAREM	FL140		SAS	LKAA-W
LKCS, LKPM		FL300		MEI	
LKKV	OKG	FL110		FRK	
LKPR, LKKB, LKVO, LKPD, LKCV, LKHK, LKMH	ODOMO	FL250	(*2)	HOF	
LKCS		FL270	(*2)		
LKCS	VEMUT	FL270			
LKPR, LKKB, LKVO, LKPD, LKCV, LKHK, LKMH, LKPM	AGNAV	FL220		RDG	
LKKV		FL180			
EDDC, EDAB		FL280			
LKPR, LKKB, LKVO, LKPD, LKCV, LKHK, LKMH	DOLUP	FL270	DOLUP at lvl (*3)	EGG	
LKCS		FL170			

(*1) Released for descent after Transfer of Communication.
(*2) Released for descent down to FL200 after ODOMO.
(*3) Released for descent north of L610.

3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDC	HDO	FL130		SAS	LKAA-N
EDAB		FL90			LKMT-APP
EDDC	DEKOV	↑FL150	out of FL130		LKAA-N
EDDC to LKPR, LKKB, LKVO		FL130	-		
EDDP, EDAC	OMELO	FL270	(*1)	MEI	
EDDC to LKPR, LKKB, LKVO	LALUK	FL130		SAS	
EDDC, EDAB	MAREM	↑FL160	out of FL130	SAS	LKAA-W
EDDP		FL270	(*1)	MEI	
EDDN, EDQC	OKG	FL270	(*1)	HOF	
EDQM		FL170		FRK	
EDDN, EDQC	ODOMO	FL230		HOF	
EDQM		FL170		FRK	
EDDN, EDQC	VEMUT	FL250	(*1)	HOF	
EDQM		FL170		FRK	
LOWL, LOWS	AGNAV	FL300	(*2)	RDG	LKAA-W or if RFL305+ LKAA-U (see 4.2)
EDMM FIR		↑FL300	out of FL280 (*2)		
LOWL, LOWS	TIVDA	FL300	(*2)		
EDMM FIR		↑FL300	out of FL280 (*2)		
EDMM FIR, LOWL, LOWS	BEPAS	↑FL300	out of FL270 (*3)	EGG	

(*1) Released for climb to FL310 after transfer of communication.
(*2) Released for climb to FL310 passing RUDNO or abeam.
(*3) Released for climb to FL310 north of L610.

3.5 IFR flights from Praha ACC / APP to München ACC.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDB	BEFRE	FL310		LKAA-U	MEI
EDDP		FL260	(*1)	LKAA-N	
EDDE, EDVE	HDO	FL300			
EDBM, EDBC		FL260			
EDAC		FL160			SAS
EDDC, EDCY		FL140	(*2)		
EDAB		FL100		LKPR-APP	
EDDB from EDMM, LOWL, LOWS	GAVLI	FL300		LKAA-W	MEI
EDDB from other ADEP		FL310			
EDDC, EDAB	KILNU	FL160	(*3)		SAS
EDDE	VARIK	FL190			FRK
EDFE, ETOU, EDGS, ETOR, EDFM, EDFV, EDRY, EDFZ, ETID, EDDR	RAPET	FL300			HOF
EDDS, EDTY		FL300			
EDDN, EDQ*, ETHN	OKG	FL180			FRK
EDMM FIR, LOWS	VESUB	FL250			RDG
EDMS, EDMV		FL100		LKKV-APP	
EDMM FIR, LOWS	NIRGO	FL250		LKAA-W	
EDMS, EDMV		FL100		LKKV-APP	
EDMS, EDMV	RUDAP	FL100			EGG
LOWL		FL210		LKAA-W	
LOWI		FL310		LKAA-U	
EDMM FIR		FL250		LKAA-W	
EDMM FIR, LOWS	BAVRI	FL250			

(*1) May be cleared direct YAWOY, released for turns and descent to FL200 after Transfer of Communication.
(*2) Arrivals EDDC via HDO are released for descent to FL130.
(*3) Arrival EDDC via KILNU are released for turn and descent to FL130 subject to departures EDDC, EDAB.

3.5.2 Departures.

Departure AD	AoR Boundary / COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
LKPR, LKKB, LKVO to EDDB	BEFRE	FL240		LKAA-N	MEI
LKCS		FL300			
LKPD, LKCV, LKHK	HDO	FL240			
LKMH		FL180			
LKCS		FL300			
LKPR, LKKB, LKVO to EDDC	DEKOV	FL120		LKPR-APP	SAS
LKPR, LKKB, LKVO to other ADES		FL240	(*1)	LKAA-N	MEI
LKKV	KILNU	FL120		LKKV-APP	SAS
LKPR, LKKB, LKVO, LKCS	VARIK	FL280	(*1)	LKAA-W	HOF
LKKV		FL120		LKKV-APP	FRK
LKKV	RAPET	FL120			
LKPR, LKKB, LKVO, LKCS		FL280	(*1)	LKAA-W	HOF
LKKV	OKG	FL120		LKKV-APP	FRK
LKPR, LKKB, LKVO, LKCS		FL280	(*1)	LKAA-W	HOF
LKCS	NIRGO	FL200			RDG
LKPR, LKKB, LKVO, LKKV	RUDAP	FL280	(*1)		EGG
LKCS		FL200			
LKCS	BAVRI	FL200			

(*1) Released for climb to FL300 after Transfer of Communication.

3.6 IFR flights from Praha ACC to Karlsruhe UAC.

Arrival AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDF	RAPET	FL340		LKAA-U	ERL
ETAR		FL360			

Departure AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDM	KILNU	FL340		LKAA-U	SPE
EDDC, EDAB	RUDAP	FL340			DON

3.7 IFR flights from Karlsruhe UAC to Praha ACC.

Arrival AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDM, LOWL, LOWS	MAREM	FL340		SPE	LKAA-U
LOWW, EPWR	LoR	FL350		EDUU	
EDDB	LoR	FL360			
LKMT	LoR	FL350			

Departure AD	COP	Level Allocation	Special Conditions	FROM Sector	TO Sector
EDDB	MAREM	FL340		SPE	LKAA-U
	HDO	FL330			

3.8 VFR flights from München ACC to Praha FIC.

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, LKAA_I_CTR (Praha Information), 126.100, shall be the primary sector for uncontrolled VFR flights.

3.9 VFR flights from Praha FIC to München ACC.

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.

4 Special Procedures.

4.1 ARBAX window

Definition: see 2.3.1

Procedures:

- Arrivals planned via VESUB and NIRGO within the ARBAX window are released.
- By applying this release München ACC assumes the responsibility for separation between the arrivals concerned and additionally to traffic planned via RUDAP and NIRGO.
- Praha ACC is responsible for separation of the released traffic to all traffic unknown to München ACC.

4.2 Transfer of Control procedures.

Departures EDMM FIR and LOWL/LOWS planned via AGNAV/TIVDA/BEPAS with RFL305+ shall be transferred to LKAA_U_CTR if online, otherwise to the respective lower sector.

4.3 Flights from Praha ACC to Karlsruhe UAC

Praha ACC may clear flights via VARIK or north of VARIK direct KATCE, SOGMA, BUREL, KOSIX, ABGUS.

4.4 Flights from Karlsruhe UAC to Praha ACC

Flights filing via OKG, VEMUT, ENITA or RUDAP may be cleared direct PEPIK or BUDEX.

Flights filing via AGNAV/TIVDA may be cleared direct SUPIL, ETVIS or LEGAZ.

Flights filing via BEPAS may be cleared direct LEGAZ.

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.

The following values for silent transfer of control apply:

- If preceding aircraft is faster: 10 NM
- If succeeding aircraft is faster by 20kts / M0.05 or less: 20 NM
- If succeeding aircraft is faster by 40kts / M0.1 or less: 30 NM

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:

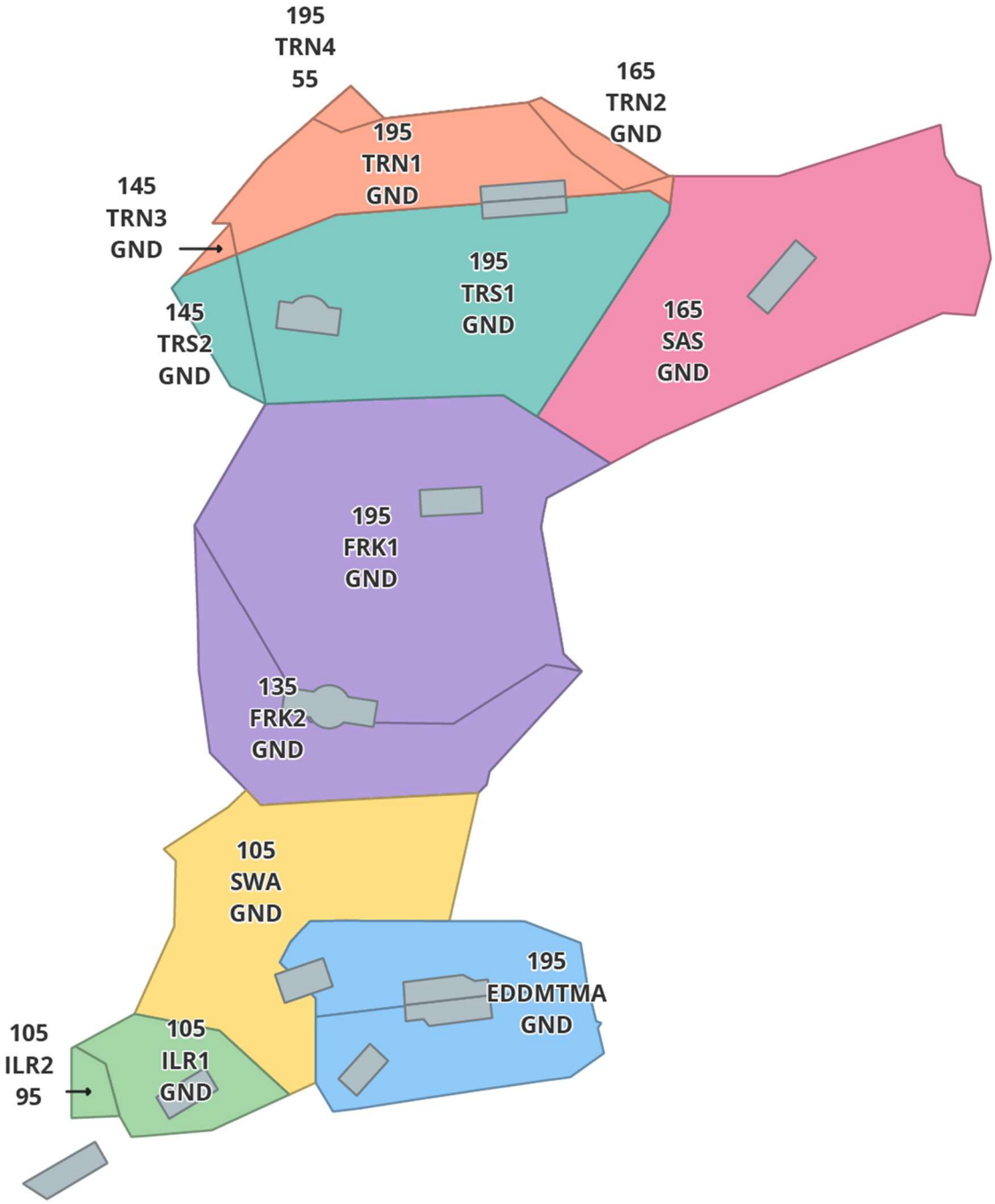
1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

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.

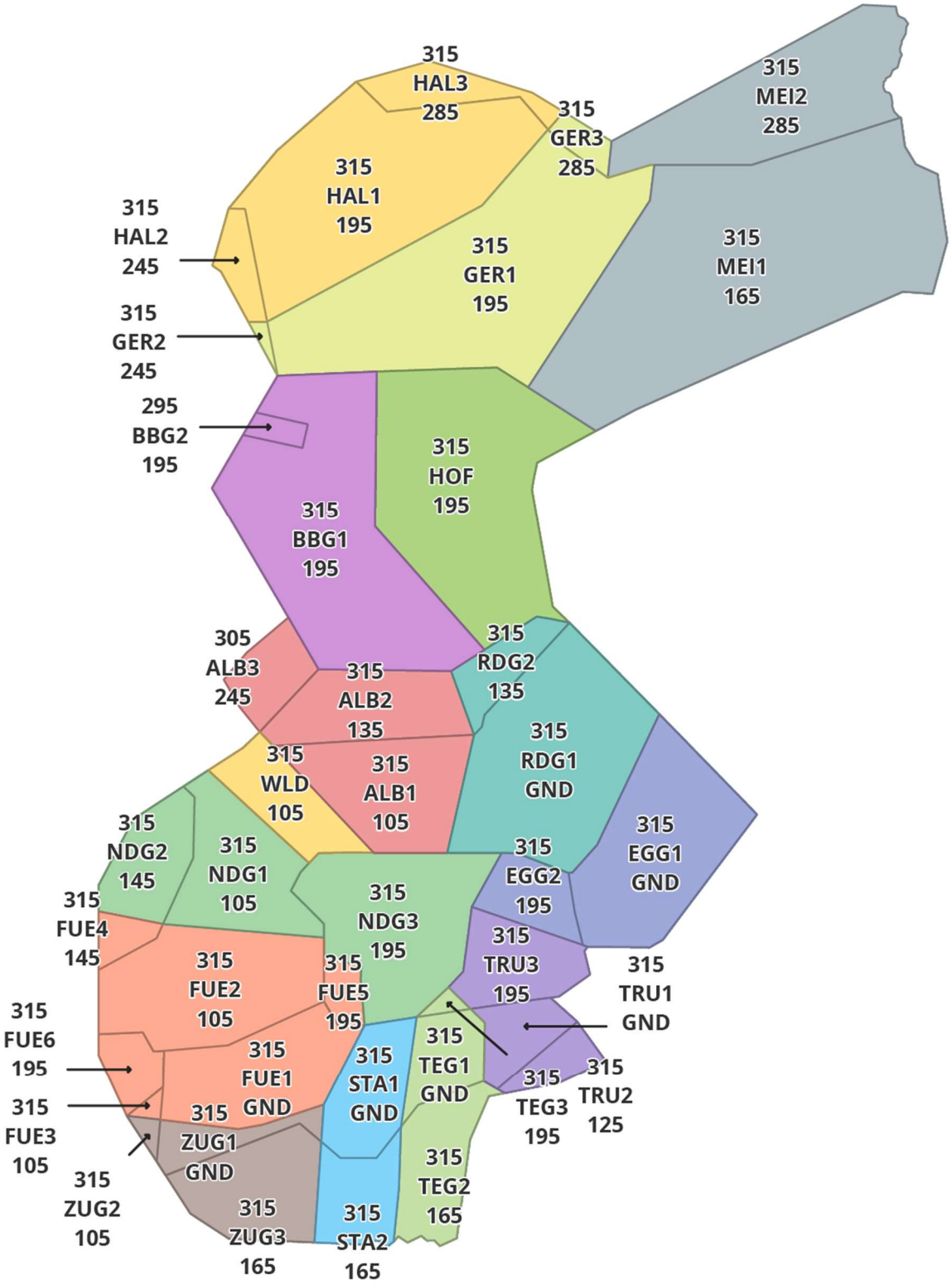
Appendix A

Sectors EDMM below FL105/FL165/FL195

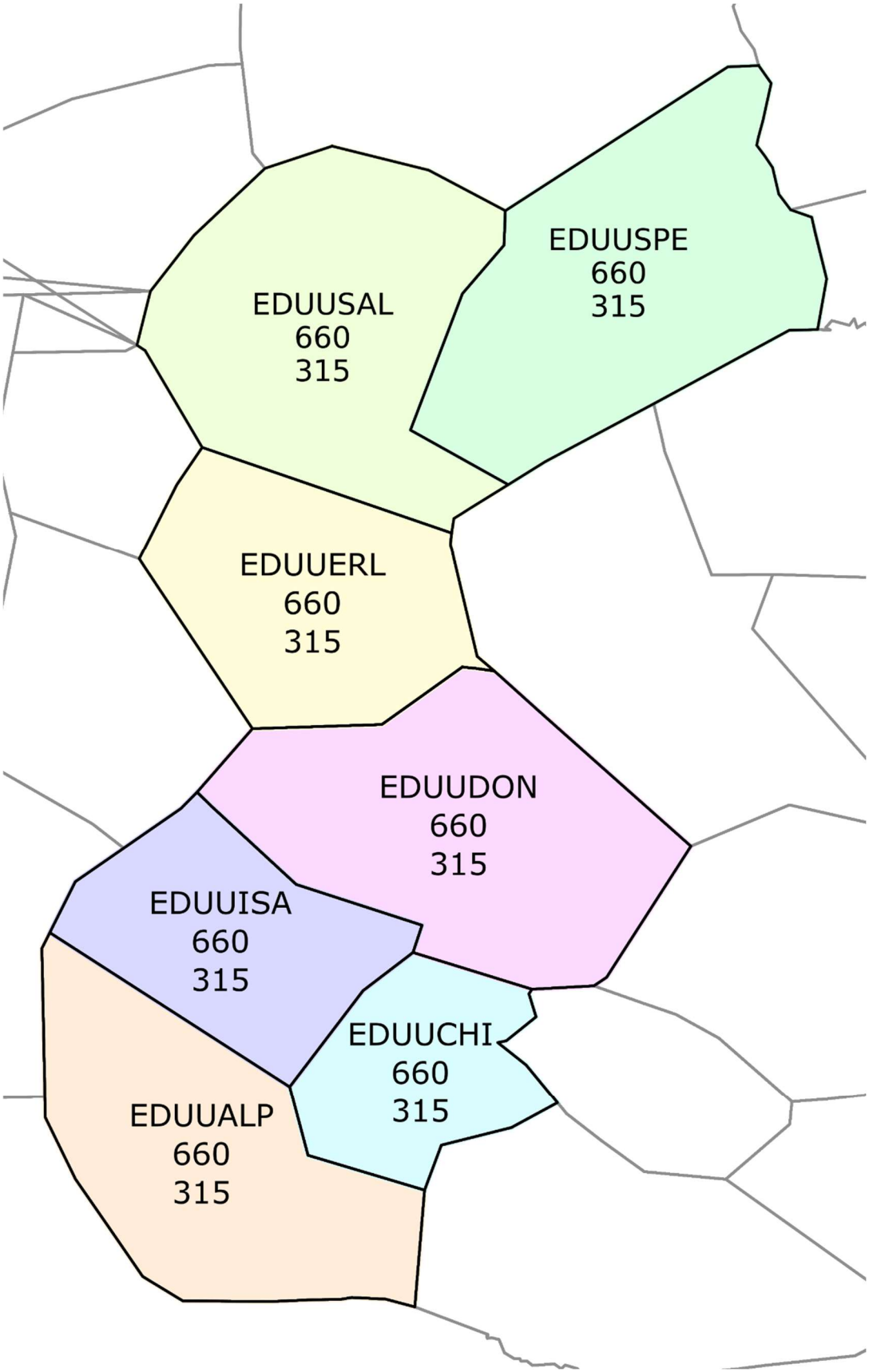


Appendix B

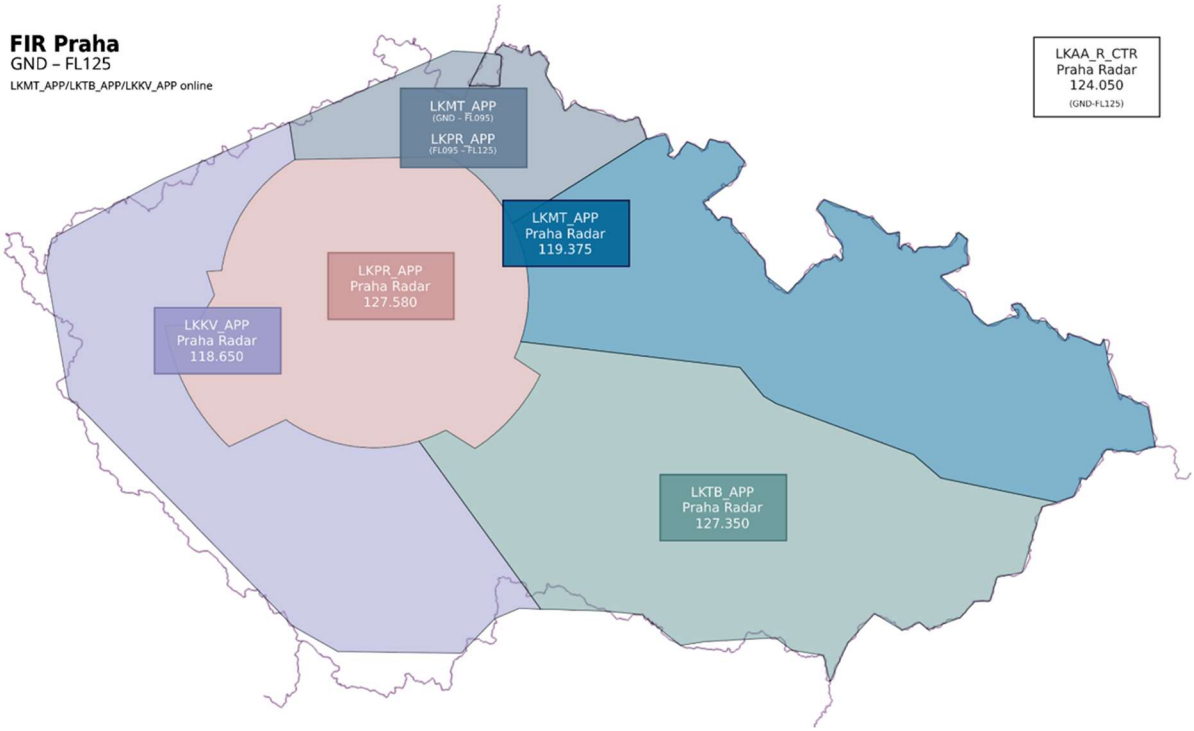
Sectors EDMM above FL105/FL165/FL195

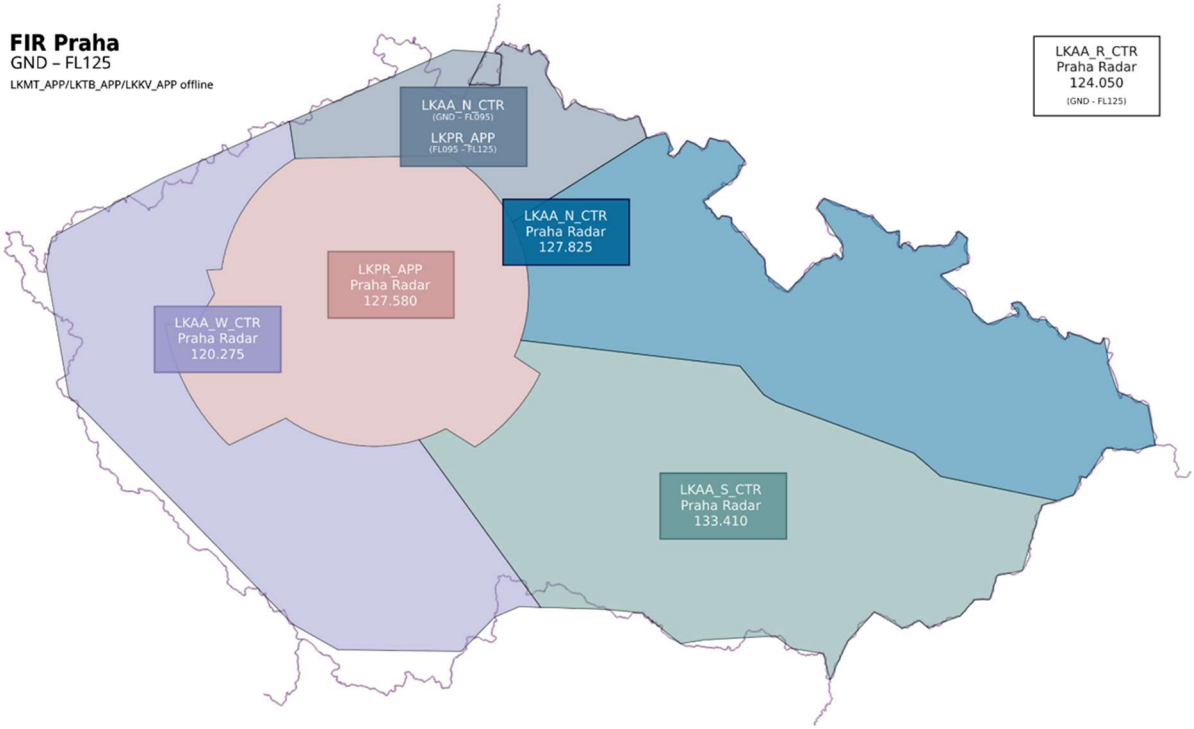


Appendix C
Sectors EDUU above FL315

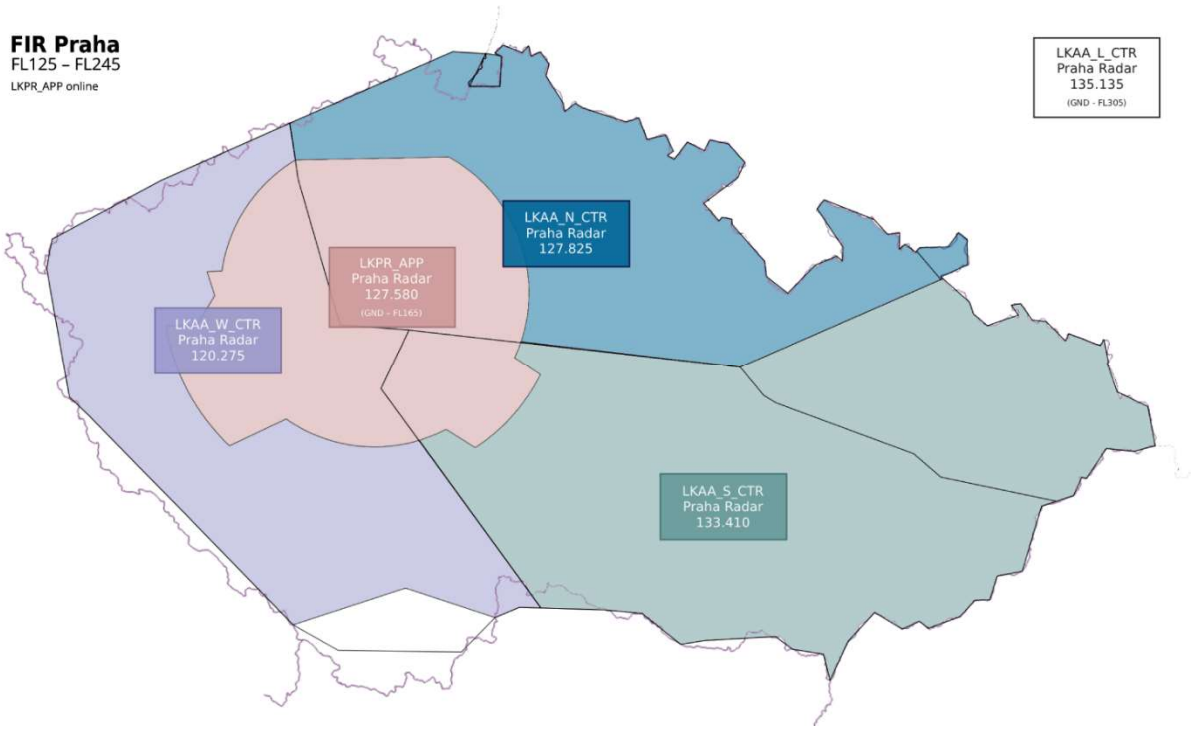


Appendix D
Sectors LKAA below FL125

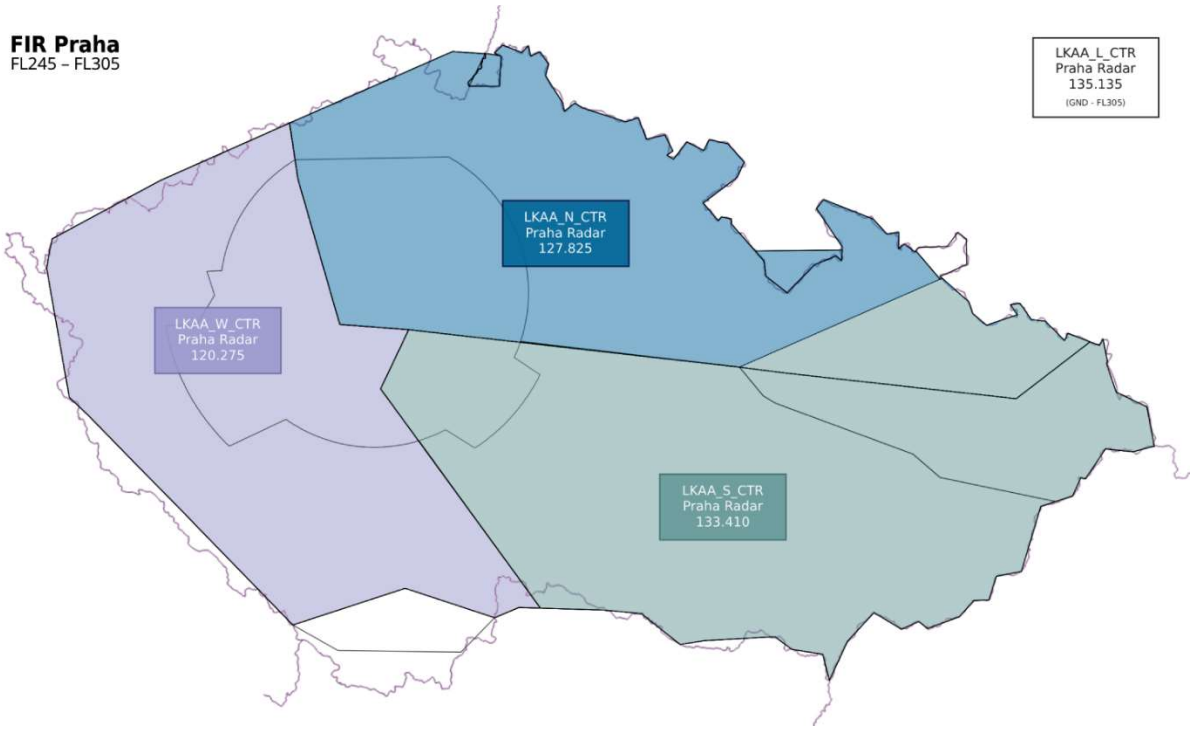




Appendix E
Sectors LKAA FL125-FL245



Appendix F
Sectors LKAA FL245-FL305



Appendix G
Sectors LKAA above FL305