



## LETTER OF AGREEMENT

between

vACC Germany  
Langen ACC

and

vACC Germany  
Karlsruhe UAC

| Effective: [19.02.2026 \(AIRAC 2602\)](#)

### 1 General.

#### 1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between Langen ACC and Karlsruhe UAC 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 [19.02.2026](#) and supersedes any previous version of the Letter of Agreement between Langen ACC and Karlsruhe UAC.

#### 1.4 Revision control.

Revision	Date	Author
1.0	23.03.2023	Konstantin Eierhoff
1.1	13.07.2023	Konstantin Eierhoff
1.2	28.11.2024	David Dürr
1.3	20.02.2025	David Dürr
1.3.1	<a href="#">19.02.2026</a>	Sergej Singer

## **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 Langen ACC.**

Lateral limits: Langen FIR as described in AIP Germany  
Vertical limits: GND – FL245

#### **2.1.2 Karlsruhe UAC.**

Lateral limits: Rhein UIR as described in AIP Germany  
Vertical limits: FL245 – FL660

### **2.2 Sectorization.**

For detailed information about sectorization refer to vats.im/edgg and vats.im/eduu.

### **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.

#### **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 <a href="http://gng.aero-nav.com">(gng.aero-nav.com)</a>		

#### **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.

If a station chooses to release an aircraft via the topsky-function within euroscope, the traffic is released for the complete AoR of the controller. This does include upper and lower airspace combined, if a station covers both. This release is only additional to releases stated in 3.4 or 3.5 and does not cancel them.

If not stated otherwise a release in 3.4 or 3.5 is only valid for the specific transferring sector.

↓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.

### **3.3.1 Flights from Langen ACC to Karlsruhe UAC.**

Unless otherwise stated below, aircraft transferred from Langen ACC to Karlsruhe UAC, are not released for turns until passing the division level or lateral boundary between both ATS units.

Karlsruhe UAC shall ensure that respective flights pass FL250 or above asap. If Karlsruhe UAC is unable to climb flights according to the mentioned restrictions, coordination is required with the transferring sector. Langen ACC is responsible to inform other affected Langen sectors.

FLXX7 in Euroscope-Tag means that flights have to be cleared on the round off level (eg. FL247 means flight has to be cleared FL240). The last digit is only for euroscope sector prediction.

Any DCT clearance beyond the COP is subject to verbal coordination, if not stated otherwise in 3.4.1 or Langen SOP.

Flights shall only be handed over to Karlsruhe UAC, if their RFL is at least FL260 for north and westbound routes or FL270 for south and eastbound routes.

### **3.3.2 Flights from Karlsruhe UAC to Langen ACC.**

Flights transferred by Karlsruhe UAC to Langen ACC shall reach FL250 latest at the COP, unless other lateral conditions are stated in 3.4.2 or coordinated otherwise.

Langen ACC shall ensure that respective flights pass FL240 or below within 15 NM after the COP or agreed lateral transfer conditions. If Langen ACC is unable to descend flights according to the mentioned restrictions, coordination is required with the transferring sector and other affected Rhein sectors.

Any DCT clearance beyond the COP is subject to verbal coordination.

FLXX3 in Euroscope-Tag means that flights have to be cleared on the round up level (eg. FL243 means flight has to be cleared FL250). The last digit is only for euroscope sector prediction.

Aircraft transferred from Karlsruhe UAC to Langen ACC are not released for turn until passing the division level or lateral boundary between both ATS units, unless otherwise coordinated or as stated in the tables below.

Langen ACC sector LBU shall notify the change of runway direction at EDDF to Karlsruhe UAC sector TGO asap.

### 3.4 IFR flights from Langen ACC to Karlsruhe UAC.

#### 3.4.1 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDK, EDDG, EDLN, EDDL, EDLW	NEGIX	FL250		SIG	FFM
	TESGA				
EDDL	DODEN			TAU	
EDDG, EDLV	GMH	FL240		PADH	
EDDF	MARUN	FL240	(*)1)	GIN	FUL
	SWALM			HEF	
	RUDOT	FL240		KIR	NTM
	LAMPU	FL240	(*)5)	DKB	WUR
	ASLEP		(*)6)		
EDDS	RIMKI	FL240		NKRH	SLN
	TAGIK				
EDDF	HERBI		(*)2)		
EDFH	BADLI			PFA	
EDSB	LBU	FL230		LBU	TGO
EDDN	GUPIN		released (*)3)		
EDNY	MINGA		(*)4)	BAD	

(\*)1) Note: Only flights routing via Y150 / Y153 (to the north)

(\*)2) Note: Flights are approved to cross BAD FL200+, Langen may clear flights direct LUTIX, TRA and DITON, all to stay west of TRA and stay clear of LFEE.

(\*)3) Note: May be transferred directly from DKB to EDUU

(\*)4) Note: May be transferred directly from LSAS to EDUU

(\*)5) Note: Flights must be able to cross border between DKB and NDG at FL240+, otherwise individual verbal coordination between ACCs Langen and München is required

(\*)6) Note: Flights must be able to cross border between DKB and WLD at FL230+, otherwise individual verbal coordination between ACCs Langen and München is required

### 3.5 IFR flights from Karlsruhe UAC to Langen ACC.

#### 3.5.1 West Group.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector	
EBBR, EBCI, EBMB, EBAW, EHEH, EHGR	UMUPU	FL270	at FL, released	NTM	NOR	
EDDS, EDSB	LADAT	FL250	20 NM prior LADAT at level		PFA	
	EMGOD		at FL		RUD	
EBBR, EBCI, EBMB, EBAW, ELLX, EHEH, EHGR, EBCV, EBLG, EHBK	IDOVI		at FL		KIR	
LSZH, LSZR, LSMD, EDNY	LAMGO	FL250	20 NM prior SUL at level	SLN	BAD	
ELLX	IBGES		level has to be coordinated		NKRH	
ELLX	VABEN				PFA	
EDDK	UMDAS	FL250	at FL (*1)		NKRH	
LSZH, LSZR, LSMD, EDNY	TEDGO	FL240	at FL	TGO	BAD	
EDDF	KOVAN	FL250	(*2)		LBU	
EDDN	ETAGO	FL240	TEDGO at level			
EDFH	KISEK	FL250	at FL (*3)			

(\*1) Note: Flights have to stay clear of FFM and have to descend asap to FL240 or below.

(\*2) Note: Flights have to be cleared via EMPAX#B (25) / EMPAX#C (07) Star, LBU may request DCT DF635/ SPESA.

(\*3) Note: TGO has to announce flights to SLN, Langen does not have to stay clear of SLN.

3.5.2 Central Group.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDS, EDSB, EDTY, EDTL	BOMBI	FL250	at FL	FFM	MAN
EDDN	KONAP		at FL (*1)		HAB
EDDE	SOGMI		at FL		GIN
EDDG, EDDL, EDLN, EDLS, EDLV, EDWO, EHBD, EHEH, EHLE, EHTW	ARPEG		at FL		PADH
	EKSAK	FL260	at FL	FUL	HEF
EDDV	ELLUM	FL250	at FL (*3)		HAB
EDDS, EDSB, EDTY, EDTL	OSBIT		at FL (*2)		HEF
EDDK, EDLP, EDLW	DEMAB		at FL		HAB
EDLP	ARNIX		(*3)		KNG
EDFH, ELLX, EBLG	COSJE	FL250		WUR	HAB
EDMA, EDMO, EDJA, ETSN, ETSI, ETSA, ETSL	HAREM		at FL		KNG

(\*1) Note: HAB responsible for separation to EDDS inbounds from FUL, approved by WUR.

(\*2) Note: HAB responsible for separation to EDDN inbounds from FFM, approved by WUR.

(\*3) Note: Flights have to be handed over to Langen asap.

## **4 Transfer of Control and Transfer of Communication.**

### **4.1 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.

### **4.2 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

### **4.3 Transfer of Communications.**

Transfer of Communications shall take place no later than Transfer of Control.

### **4.4 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.

### **4.5 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.