LETTER OF AGREEMENT

between

vACC Germany	**and**	vACC Germany
EDMM		**EDWW**

Effective: January 23, 2025 (AIRAC 2501)

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between EDMM 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 January 23, 2025 (AIRAC 2501) and supersedes previous version, dated October 31, 2024, of the Letter of Agreement between EDMM and EDWW.

1.4 Revision control.

Revision	Date	Author
1.0	27.01.2023	Jannik Vogel, Hannes Altmann
2.0	23.03.2023	Jannik Vogel, Hannes Altmann, Chris Gutierrez
3.0	14.07.2023	Jannik Vogel, Hannes Altmann
4.0	31.10.2024	Jannik Vogel, Hannes Altmann
4.1	23.01.2024	Jannik Vogel, 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 München ACC.

Lateral limits: as described in AIP Germany
Vertical limits: as described in AIP Germany

2.1.2 Bremen ACC.

Lateral limits: as described in AIP Germany
Vertical limits: as described in AIP Germany

2.2 Sectorization.

Refer to GNG and VATSIM Germany Knowledgebase.

München ACC: https://vats.im/edmm
Bremen ACC: https://vats.im/edww

2.3 Delegation of the Responsibility for the Provision of ATS.

Not applicable.

2.4 Special Areas within the ACI.

2.4.1 Holzdorf AoR.

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

Lateral limits: see Appendix A
Vertical limits: GND - 5500 AMSL.

2.4.2 TORGAU Area.

Within the Bremen FIR Bremen ACC sector DBAS may release the TORGAU area to München ACC sector TRN/S, if RWY-direction 26 is in use at Leipzig aerodrome. If TRN/TRS requests the area during night peak, the request shall be accepted by DBAS.

Lateral limits: see Appendix B
Vertical limits: GND - FL105 (if Holzdorf AoR active, the lower limits shall be 5500 AMSL).

2.4.3 MULDE Area.

Within the München FIR München ACC sectors TRN/TRS may release the MULDE area on request to Bremen ACC sector FLG.

MULDE Area A

Lateral limits: see Appendix B

Vertical limits: FL135 – FL165/FL195

MULDE Area B

Lateral limits: see Appendix B

Vertical limits: FL165 – FL195

3 Procedures for Coordination.

3.1 Definitions.

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_M_CTR.

3.1.1 Release for Turn.

Unless agreed or determined otherwise, a RELEASE FOR TURN contains the approval for the accepting sector to turn the specific aircraft by a maximum of 45 degrees.

3.1.2 General Releases.

If not stated otherwise in 3.5 and 3.6, coordinated verbally or given a more restrictive release via TopSky System function, all aircraft after transfer of communication are released for turn, descent or climb (independently from previous vertical direction), from the transferring sector to the receiving ATS unit.

Aircraft handed over from EDMM sectors to DBAS or into subsector FLG are additionally released for speed control.

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 Manoeuvring 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.

If not otherwise stated in paragraph 3.1.2, traffic is NOT released for climb, descent or turns after the transfer of communications until the transfer of control.

↓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 Changes of Runway Direction.

3.4.1 EDDC.

SAS shall notify FLG of any change of RWY direction at EDDC. FLG shall pass this information to DBAS.

3.4.2 EDDP.

TRN shall notify FLG, DBAS, BOR and HRZ of any change of RWY direction at EDDP.

3.5 IFR flights from EDMM to EDWW.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDV, ETNW	BOKSO	FL220	(*1)	HAL	HRZ
EDDW	ZUCKA	FL240			
EDVE		FL180	(*2)	TRN	
EDVK	KUMER	FL180			
EDBM, EDBC	KENIG	FL90			BOR
EDDW, EDDV, EDVE, ETNW	LORBO	FL220	(*3)	HAL	BOR
EDBM, EDBC		FL80		TRN	
EDAZ	DIDGI	FL110			DBAS
ETSH	VATUP	FL110			
EDAY	RUDAK	FL230			
EDDB		FL210	(*4)	GER	FLG
EDAZ		FL110	(*5)		
EDAY	ZABEL	FL240			
EDDB		FL210	(*6)		
EDAZ		FL110	(*5)	TRN	DBAS
ETSH	MILGU	FL110			
EDAZ	OLBIK	FL100	(*5)	SAS	
EDAY	AKUDI	FL220		MEI	FLG
EDDB		FL200	(*6)		
EPKS, EPPO, EPPW	KOBUS	FL290			
EDAY	ABLOX	FL230			
EDDB		FL200			

(*1) Note: Traffic may be cleared direct BOKSO.
(*2) Note: Traffic may be cleared direct LARET.
(*3) Note: Traffic may be cleared direct HLZ.
(*4) Note: Traffic may be cleared direct KLF.
(*5) Note: Traffic may be cleared direct MOSEX.
(*6) Note: Traffic may be cleared direct ATGUP.

3.5.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDE	BOKSO	FL200	ADES EDDV/ETNW	HAL	HRZ
EDDE	ZUCKA	FL200			
EDDE	KUMER	FL180		TRN	
EDDE	KENIG	FL250		HAL	BOR
EDAC	ODLUN	FL190	via Z207	TRN	
EDAC		FL180	via Y233		
EDDP		FL120			
EDDP		FL80	ADES EDBM, EDBC		
EDDP	UMBAL	FL120			
EDDP	RUDAK	FL140	(*1/2)		FLG
EDAC	OGSEN	FL160		SAS	
EDDC, EDAB	OLBIK	FL140			
EDDC	AKUDI	FL120	ADES EDDB		DBAS
EDDC, EDAB	KOBUS	FL140	via M725		FLG
EDDC, EDAB		FL150	via P31		
EDAB	ABLOX	FL130			

(*1) Note: During RWY08: Traffic may be cleared direct OLBIK/KLF, if fix is on route.
(*2) Note: All flights with RFL FL135A shall be sent to FLG, flights are released by DBAS.

3.6 IFR flights from EDWW to EDMM.

3.6.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDE	ABGUS	FL190		HRZ	TRN
EDAZ	BERDI	FL190			
EDDP		FL190	RWYs 26 (*1)		
EDDP		FL170	RWYs 08 (*1)		
EDDE		FL150			
EDDE	ADMOS	FL170			
EDDP		FL170	RWYs 26 (*1)		
EDDP		FL150	RWYs 08 (*1)		
EDDP	DIBDO	FL130		BOR	
EDDN, ETIC	BARAP	FL260			HAL
EDDE, EDAC		FL180			TRN
EDDC	OSKAN	FL150	(*2)	FLG	SAS
EDAB, EDAC		FL150			
EDDP, EDAC	SISGO	FL160			
EDDC, EDAB	EBASA	FL150			
EDDC, EDAB	BUKIG	FL160			

(*1) Note: Traffic may be cleared direct KOJEC.
(*2) Note: EDWW ACC sector FLG/DBAS shall clear OSKAN STAR depending on RWY in use.

3.6.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDV, ETNW	ABGUS	FL230	(*1)	HRZ	HAL
EDVE		FL170			TRN
EDDV		FL170	ADES EDDP		
EDVK	BERDI	FL170			
EDBC	KENIG	↑FL80	(*2)	BOR	TRN
EDDB, EDAZ	DIBDO	FL240			HAL
EDBM		FL80			TRN
EDDB, EDAZ	MAXAN	FL280			HAL
EDDB, EDAZ	ODLUN	FL260			
EDDV, ETNW	ELTED	FL280			
EDVE		FL230			

EDDB, EDAZ	BARAP	FL240		BOR	HAL
EDBM	BARAP	FL70			TRN
ETSH	VATUP MILGU	FL100		DBAS	
EDAY	SISGO	FL240		FLG	MEI
EDDB	BEBKU	FL240	(*3)		
EDDB	EBASA	FL250	(*4)		
EDAY		FL240			
EDAZ	OLBIK	FL140			SAS

(*1) Note: Traffic may be cleared direct GALMA.
(*2) Note: Traffic may be cleared direct ESEGU.
(*3) Note: Traffic via BEBKU may be generally cleared direct BEBKU.
(*4) Note: Traffic via HDO may be generally cleared direct HDO.

3.7 VFR flights from EDMM 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), 119.825, shall be the primary sector for uncontrolled VFR flights.

3.8 VFR flights from EDWW to EDMM.

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.

Not applicable.

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.

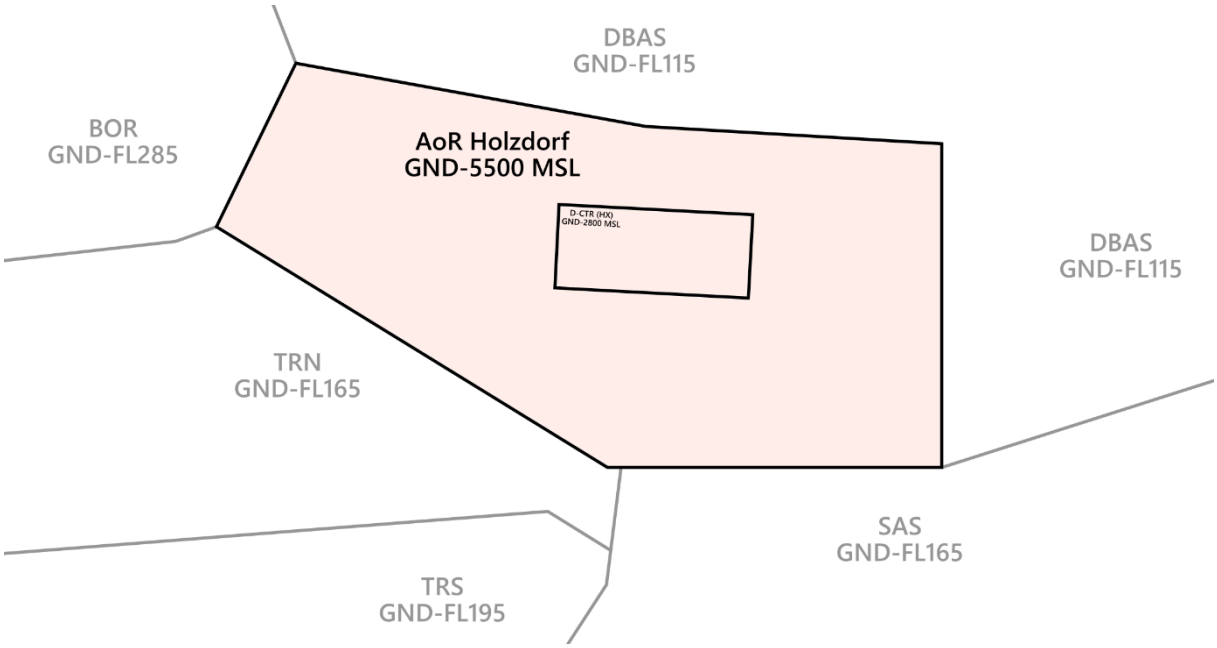
Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

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.

Appendix A



Appendix B