

## LETTER OF AGREEMENT

between

vACC Germany  
EDMM

and

vACC Germany  
EDYY

Effective: March 23, 2023 (AIRAC 2303)

### 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 March 23, 2023 (AIRAC 2303) and supersedes previous version, dated February 25, 2021, of the Letter of Agreement between RG EDWW and RG EDBB.

#### 1.4 Revision control.

Revision	Date	Author
1.0	23.03.2023	Hannes Altmann, Jannik Vogel

## **Areas of Responsibility and Sectorization.**

### **1.5 Areas of Responsibility.**

The lateral and vertical limits of the respective areas of responsibility are as follows:

#### 1.5.1 München ACC.

Lateral limits: as described in AIP Germany

Vertical limits: as described in AIP Germany

#### 1.5.2 Maastricht UAC.

Lateral limits: as described in AIP Germany

Vertical limits: as described in AIP Germany

### **1.6 Sectorization.**

Refer to GNG and Vatsim Germany Knowledgebase.

München ACC: <https://vats.im/edmm>

Maastricht UAC: <https://vats.im/edyy>

### **1.7 Delegation of the Responsibility for the Provision of ATS.**

Not applicable.

## 2 Procedures for Coordination.

### 2.1 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 EDMM\_1\_CTR.

### 2.2 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>		

### 2.3 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”.

## 2.4 IFR flights from EDMM to EDYY.

### 2.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDW, EDDV	ZUCKA	-	(*1)	HAL	SOL

(\*1) Note: Arrivals to EDDW and EDDV are not accepted by Maastricht UAC.

### 2.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDP	KUMER	FL250↑FL280	(*1)	HAL	SOL

(\*1) Note: Traffic is released from HAL to SOL after transfer of communications.

## 2.5 IFR flights from EDYY to EDMM.

### 2.5.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDN, EDQ*	ABGUS	FL250		SOL	HAL
EDDC, EDDN, EDAB, EDAC, EDQ*, ETIC	NOMKA	FL250		SOL	HAL

### 3 Special Procedures.

#### 3.1 Tactical Directs from EDMM to EDYY.

München ACC may clear flights handed off to Maastricht UAC direct to the following waypoints without coordination:

Waypoint	From Sector	Special Conditions
HLZ	HAL	-
BOKSO		

#### 3.2 Tactical Directs from EDYY to EDMM.

Maastricht UAC may clear flights handed off to München ACC direct to the following waypoints without coordination:

Waypoint	From Sector	Special Conditions
OMELO	SOL	-
LALUK		
TABAT		
SODRO		
BAMKI		

## **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.