LETTER OF AGREEMENT

between

vACC Germany	**and**	vACC Germany
EDUU		**EDYY**

Effective: April 17, 2025 (AIRAC 2504)

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between EDUU and EDYY 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 April 17, 2025 (AIRAC 2504) and supersedes previous version, dated February 20, 2025, of the Letter of Agreement between EDUU and EDYY.

1.4 Revision control.

Revision	Date	Author
1.0	23.03.2023	Konstantin Eierhoff, Hannes Altmann
1.1	07.09.2023	Leon Kleinschmidt
2.0	16.05.2024	Hannes Altmann, Jannik Vogel, Phil Hauf
2.1	20.02.2025	Hannes Altmann, Jannik Vogel, Phil Hauf
2.2	17.04.2025	Hannes Altmann, David Dürr, Jannik Vogel

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 Karlsruhe UAC.

Lateral limits:	Rhein UIR as described in AIP Germany
Vertical limits:	FL245 – FL660 (above Langen ACC)
	FL285 – FL660 (above Bremen ACC)
	FL315 – FL660 (above München ACC)

2.1.2 Maastricht UAC.

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

2.2 Sectorization.

For detailed sectorization refer to vats.im/edyy 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.

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.

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, except when rquired otherwise. (e.g. due to airway restrictions)

FLxxxA means “climbing and above specified FL”, FLxxxB means “descending and below specified FL”.

3.4 IFR flights from EDUU to EDYY.

Note: Traffic from EDUU to EDYY shall be generally transferred at even levels.

3.4.1 Arrivals.

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDL, EDDK, EDDV, EDVE, ETNW, EHTW	---	---	Not accepted by Maastricht UAC	FUL	---
EDDW, EDWE, EDWI, ETND, EDWF	ELNAT	MAX FL320		FUL	SOL
EDDB	BERXO	MAX FL340			
	OTMON				
EHEH, EHBD, EHBK, EHTE, EHLE	MAPOX	MAX FL320			MNS
EHRD, EHGG		MAX FL360			
EDLP, EDVK, EDFQ, EDLI	BUMIL	MAX FL300		OSE	CEL
	GARLU				
	HLZ			HVL	
EDDF		MAX FL340			
	POVEL				SOL
EDLW, EDLA	HLZ	MAX FL360			CEL
	POVEL				SOL
	KUMER			SAL	
	ZUCKA				
	GARLU			OSE	CEL
	BUMIL				HOL
EKCH	LUWIL				

3.4.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDF, EDFE, ETOU	OTMON	MAX FL280	Released for climb to FL320	FUL	SOL
EDDB	BUMIL	EVEN FLs	Released for climb to FL360 and left turns	OSE	CEL
	NEBUN				
	HLZ			HVL	
	POVEL		Released for climb to FL360		SOL
	ABGUS				

3.5 IFR flights from EDYY to EDUU.

Note: Traffic from EDYY to EDUU shall be generally transferred at odd levels.

3.5.1 Arrivals.

<table>
<tr><th>Arrival AD</th><th>COP</th><th>Level Allocation</th><th>Special Conditions</th><th>From Sector</th><th>To Sector</th></tr>
<tr><td>EDDF, EDFH, EDFQ, EDFR, EDFC, ETAD</td><td rowspan="3">---</td><td rowspan="3">---</td><td rowspan="2">Not accepted by Karlsruhe UAC</td><td rowspan="3">---</td><td rowspan="3">---</td></tr>
<tr><td>EDDR, EDRZ, EDFM, EDFV, EDRY, EDFB</td></tr>
<tr><td>EDDB, ETNL, EDDP, EDDE, EDAC, EDDN, ETIC, EDQC, EDQK, EDQM, EDQT</td></tr>
<tr><td>EDDC, EDAB</td><td>Only accepted by Karlsruhe UAC via COP within OSE sector</td></tr>
<tr><td>LFJL, ELLX, EDQG</td><td rowspan="2">XAROL</td><td>MAX FL290</td><td></td><td rowspan="7">SOL</td><td rowspan="7">FUL</td></tr>
<tr><td>EDSB, LFST, LFGA</td><td>MAX FL330</td><td></td></tr>
<tr><td>LFST, LFGA</td><td>OTMON</td><td>MAX FL330</td><td></td></tr>
<tr><td rowspan="3">EDDS, EDTY, EDTM, EDTL, EDSB, EDJA, EDMA, EDMO, ETSI, ETSL, ETSN</td><td>WERRA</td><td rowspan="3">MAX FL350</td><td></td></tr>
<tr><td rowspan="2">BERXO</td><td></td></tr>
<tr><td rowspan="2">EDQG</td><td rowspan="2">MAX FL290</td><td></td></tr>
<tr><td>WERRA</td><td></td></tr>
<tr><td rowspan="2">EDDN, EDMA, EDMO, EDJA, EDTY</td><td>TIVUN</td><td rowspan="2">MAX FL350</td><td></td><td rowspan="5">RHR</td><td rowspan="5">FFM</td></tr>
<tr><td>DOJOH</td><td></td></tr>
<tr><td>EDFM, EDFV, EDRY</td><td rowspan="3">TIVUN</td><td>MAX FL290</td><td>To be FL290 prior to the ARPEG Area</td></tr>
<tr><td>EDDR, EDRZ</td><td rowspan="3">MAX FL310</td><td></td></tr>
<tr><td rowspan="2">EDDS, EDSB, LFST, LFGA</td><td></td></tr>
<tr><td>DOJOH</td><td></td></tr>
<tr><td rowspan="3">EDAH</td><td>GARLU</td><td rowspan="3">MAX FL350</td><td></td><td>CEL</td><td rowspan="3">OSE</td></tr>
<tr><td>NEBUN</td><td></td><td rowspan="2">HOL</td></tr>
<tr><td>BUMIL</td><td></td></tr>
<tr><td>EDAH</td><td>BERIM</td><td>---</td><td>Not accepted by Karlsruhe UAC</td><td>HOL</td><td>OSE</td></tr>
</table>

3.5.2 Departures.

Departure AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
EDDV	WERRA	MAX FL290	Climbing out of FL260	SOL	FUL
EDVE					
EDDW	NEBUN	MAX FL290		CEL	OSE
	POVEL	MAX FL330		SOL	HVL
	ZUCKA	MAX FL330			SAL
	ABGUS				
	KUMER				
	NOMKA				
EDDH	ZUCKA	MAX FL350	Higher odd level after system coordination		
EHEH, EHBK, EHBD, EDLV, EDLS	GMH	MAX FL310	Climbing out of FL260	RHR	FFM

4 Special Procedures.

4.1 Directs from EDUU to EDYY.

Note: Karlsruhe UAC sectors may turn/clear flights direct to the following waypoints without coordination, if the sector sequence remains unchanged:

Waypoints	From Sector	To Sector	Special Conditions
EEL, RENEQ, LONAM	OSE	HOL	Via or north of BUMIL
WSN, ELSOB, ABAMI, NVO, ROBEG, DENOL, PODER, WRB, ABEPE	OSE/HVL	HOL/CEL/SOL	
NOGRO, GALSO, ABNED, NORKU, RKN, SPY	HVL	CEL/SOL	
ROBEG, DENOL, NORKU, RKN, ABAMI, NVO, WRB, PODER, ELSOB, RARUP, HLZ, NOGRO, ABNED, GALSO, APEBE	SAL	SOL	North or via KATCE
DOMEG			Clear of FUL, only for arrivals EHEH
HMM, MIMVA, RAVLO, NORKU, RAVLO, RKN, SPY	FUL	MNS	
TORNU, NOGRO, GALSO, ABNED	FFM	RHR	
EKERN, DUDCA, NORTA	FUL	SOL	Via or west of BERXO

4.2 Directs from EDYY to EDUU.

Note: Maastricht UAC sectors may turn/clear flights direct to the following waypoints without coordination, if the sector sequence remains unchanged:

Waypoints	From Sector	To Sector	Special Conditions
SALLO, BAKLI, OKAGA, UNGAV, BIKRU, DETNI, BILRA, BANUB, BINKA, BODLA, ALUKA, GILAS, SUBIX, GOVEN, POZUM, LASIS, HDO	HOL/CEL/SOL	OSE/HVL	
POZUM, TADUV, LASIS, HDO, OMELO, LALUK, MAREM, SODRO, TABAT, AKOSI	SOL	SAL	
DODEN, TESGA, TABUM, NEGIX, ESAMA	RHR	FFM	
BOMBI, SWALM	MNS/SOL	FUL	
OSBIT	SOL		Via or East of BERXO
TUSUK, UMUPU	RHR	NTM	When crossing the LNO sector on track to TUSUK or UMUPU, individual coordination with NTM sector is required.

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.