



LETTER OF AGREEMENT

between

Belux vACC (EBBU)

and

vACC Germany (EDFF)

Langen FIR

Version 1.11

2020-05-18

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This Letter of Agreement becomes effective 2020-05-18

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Changelog

Version 1.00

- Complete new Letter of Agreement (LoA)

Version 1.10

- Updated sector priorities for EDGG
- Silent Hand-Over
- New ELLX STAR's

Version 1.11

- Corrected Frequencys and Callsigns in EDGG Airspace

Normal Regulations

Both FIRs shall give their best, applying the following regulations.

- Both FIRs shall **inform each other of any changes** which may affect the procedures specified in this LoA.
- Both FIRs shall make sure that their **controllers have understood the procedures** in this LoA and **apply them correctly**.
- **Agreements between controllers** always have higher priority than regulations defined in this LoA.
- A controller from one FIR shall inform a controller from the other FIR about the **cancellation of an agreement** if he plans to go offline and the agreement won't be continued by another controller of his own FIR.
- Silent handoffs (SHO) are standard. The originating sector must not wait for the digital acceptance of the flight before passing the frequency on to the pilot. The receiving sector will assume the flight when the pilot checks in on the frequency. Adjacent sectors will make every effort to inform each other in good time if they go offline so no more flights are passed.
- All **level restrictions** are maximum levels. Lower level can be assigned at discretion of the responsible controller without any coordination.
- **Spacing between two aircraft** on same level and same routing crossing BoR shall be at least 10 NM if the speed of the succeeding traffic is equal or less than the speed of the preceding traffic, otherwise at least 15 NM. Spacing deviating from this regulation shall be coordinated.
- Traffic which is not handed off at a level mentioned in this LoA shall be on an **even FL when flying westbound** and on an **odd FL when flying eastbound**.
- For **climbing traffic** higher level may be assigned regardless the regulations above preconditioned that traffic reaches cleared FL before crossing BoR.

ATC-Positions and Handoff Procedures

vACC Germany Frankfurt FIR

ATC stations

The stations highlighted are the stations which are staffed during normal operations or online days. The other stations may be used whenever necessary during bigger events or simply if more people want to staff up station.

If no station for FL245-FL660 is staffed, HEF, RUD, and KTG are responsible for GND to FL660.

EDGG	Langen Radar	135.720	GND - FL245
Hersfeld (HEF)	Langen Radar	127.720	GND - FL245
Fulda (FUL)	Rhein Radar	133.650	FL245 - FL660
Ruedesheim (RUD)	Langen Radar	124.470	GND - FL245
Kitzingen (KTG)	Langen Radar	120.570	GND - FL245
Nattenheim (NTM)	Rhein Radar	132.770	FL245 - FL660
Tango (TGO)	Rhein Radar	132.400	FL245 - FL660
EDFH_APP	Langen Radar	125.600	GND - FL165
EDDR_APP	Langen Radar	129.670	GND - FL245

Log-in callsigns often used:

EDGG – EDGG_CTR

HEF – EDGG_E_CTR

FUL – EDUU_W_CTR

RUD – EDGG_R_CTR

KTG – EDGG_Z_CTR

NTM – EDUU_N_CTR

TGO – EDUU_T_CTR

Sector responsibilities

This table shows, which station is responsible for a certain sector, depending on the stations that are online. Proceed as follow to check who is responsible for a certain sector:

1. Move to row that contains the altitude on which the handoff shall be made
2. Move to the right in this row until a station that is online (or will be online at the relevant time) is found
3. The found station is responsible for the sector to be checked

Sector	Altitude	Priority							
		1.	2.	3.	4.	5.	6.	7.	8.
Langen EIF	FL165 GND	EDFH_APP	RUD	HEF	KTG	EDGG	NTM	FUL	TGO
Langen MOS, KIR (above EIF)	FL245 FL165	RUD	HEF	KTG	EDGG	NTM	FUL	TGO	
Langen RUD	FL245 FL145	RUD	HEF	KTG	EDGG	NTM	FUL	TGO	
Langen PFA	FL245 GND	EDDR_APP	RUD	HEF	KTG	EDGG	NTM	FUL	TGO
Rhein NTM	FL245 and above	NTM	FUL	TGO	RUD	HEF	KTG	EDGG	

ELLX STAR's:

Traffic inbound ELLX will be cleared for a STAR by Langen Radar. Traffic via BETEX will receive the K-arrival, traffic via BITBU receives the D-arrival and traffic via MAPIG receives the S-arrival. Traffic via OLIVI shall be coordinated with ELLX_APP and will receive either vectors, a direct to another STAR entry point or a STAR combined with a transition in the same clearance. If the workload is too high or coordination is not possible due to any reason, Langen Radar will clear traffic via OLIVI on the E-arrival.

Traffic will be transferred early and will be released for descent to avoid a level off. Traffic is released for vectoring when passing 25NM LUX VOR unless coordinated otherwise between Langen Radar and Luxembourg Approach.

Belux vACC

ATC stations

Stations that are highlighted in bold are stations to be manned in Normal- and/or Event-situations. Other stations may be if there is need for a further Sectorsplit.

EBBU_CTRL	Brussels Control	131.100	4500´ - FL245
EBBU_E_CTRL	Brussels Control	129.570	4500´ - FL245
ELLX_APP	Luxembourg App	118.900	ELLX - TMA
EBBU_U_CTRL	Maastricht	127.220	FL245 - FL660
EDYY_O_CTRL	Maastricht	132.850	FL245 - FL660
EDYY_L_CTRL	Maastricht	133.350	FL245 - FL660

Upper Limit of sectors EBBU_CTRL and EBBU_E_CTRL will be unlimited (up to FL660) if EBBU_U_CTRL and/or EDYY_O_CTRL and/or EDYY_L_CTRL is not online.

Sector	Altitude	Priority 1	Priority 2	Priority 3	Priority 4
Maastricht OLNO	FL245 - FL660	EDYY_O_CTRL	EBBU_U_CTRL	EBBU_E_CTRL	EBBU_CTRL
Maastricht LUX	FL245 - FL660	EDYY_L_CTRL	EBBU_U_CTRL	EBBU_E_CTRL	EBBU_CTRL
Brussels	4500 MSL - FL245	EBBU_E_CTRL	EBBU_CTRL		
Luxembourg Approach	ELLX - TMA	ELLX_APP	EBBU_E_CTRL	EBBU_CTRL	

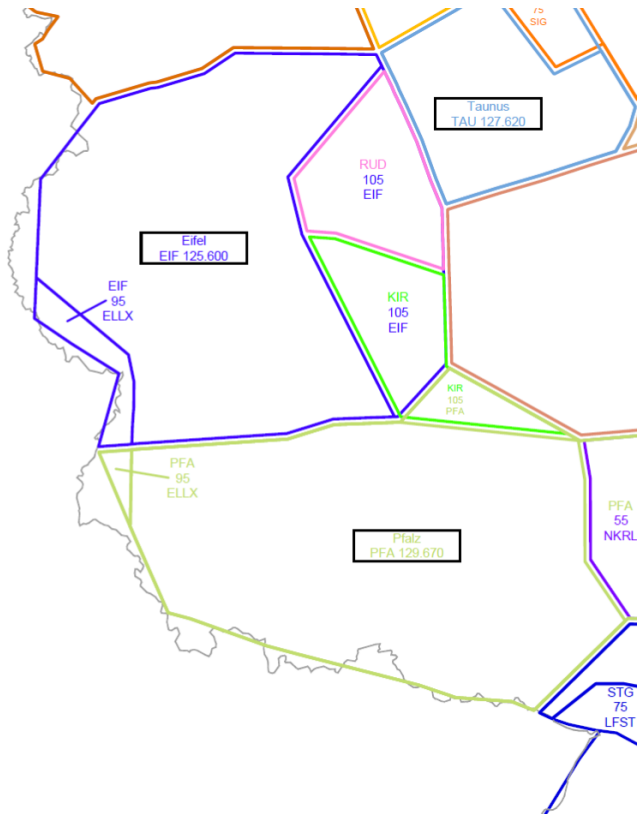
vACC Germany (EDFF) towards vACC Belux (EBBU)

to	From	Routing	Coord FL	Note
EBLG	*	Z104 GESLO	FL160	FL160 to reach latest at GESLO
EHBK		T855 BATTY	FL120	FL120 to reach latest at AGENI
EBBR EHEH EBAW EBCI EBMB EBCV	*	LIRSU UL608 BATTY	FL220	Remain below the EDYY OLNO Sector
ELLX	*	*	FL90	Langen will give the STAR clearance. Early handover when descending to FL90 via the STAR to facilitate continuous descend or coordinate for straight in RWY24
*	EDFH	Following SID	FL180	Released for climb
*	EDDF EDFE EDFM	Following SID	FL300	Released for climb

vACC Belux (EBBU) towards vACC Germany (EDFF)

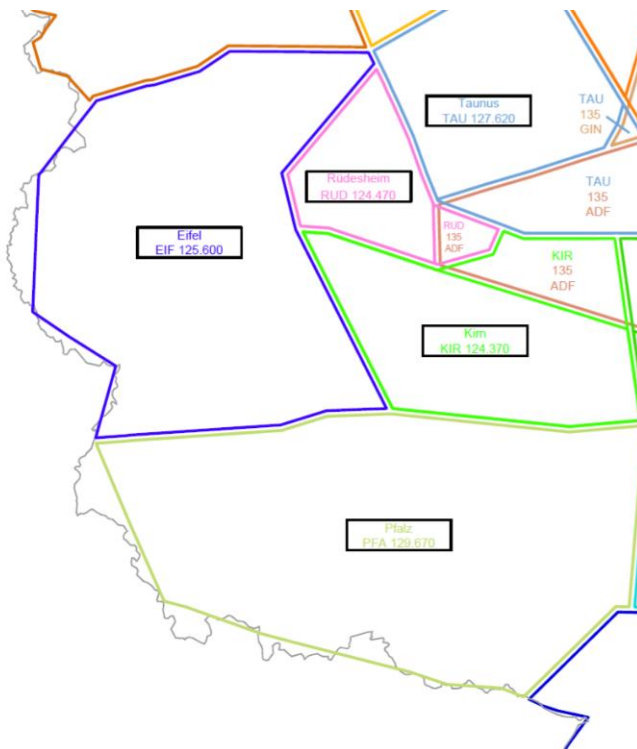
to	From	Routing	Coord FL	Note
*	EBBR EBMB EBAW EBCI	SOPOK Y863 ETENO Y863	FL290	Released for Climb
	EBLG EHBK	ARCKY L607	FL240	EBBU responsible for converging traffic with EDFH-arrivals FL240 until clear of the EDYY OLNO Sector
	ELLX	Following SID	FL140	Released for Climb
EDFH	*	ARCKY L607 ROPUV/EMGOD	FL170	Cross border FL150 or below EBBU responsible for converging traffic with EBLG-/EHBK-departures
ETAD	*	LIMGO Z110 BITBU	FL110	FL110 to reach at BETEX
EDDF	*	PESOV T180 UNOKO	FL230	FL230 to reach latest at TOBOP
		ADUSU T856 NIVNU		FL230 to reach latest at NIVNU EBBU responsible for separation of traffic converging over NIVNU
EDFE EDFM	*	DIK M150 LADAT	FL230	FL230 to reach at PITES

Attachments



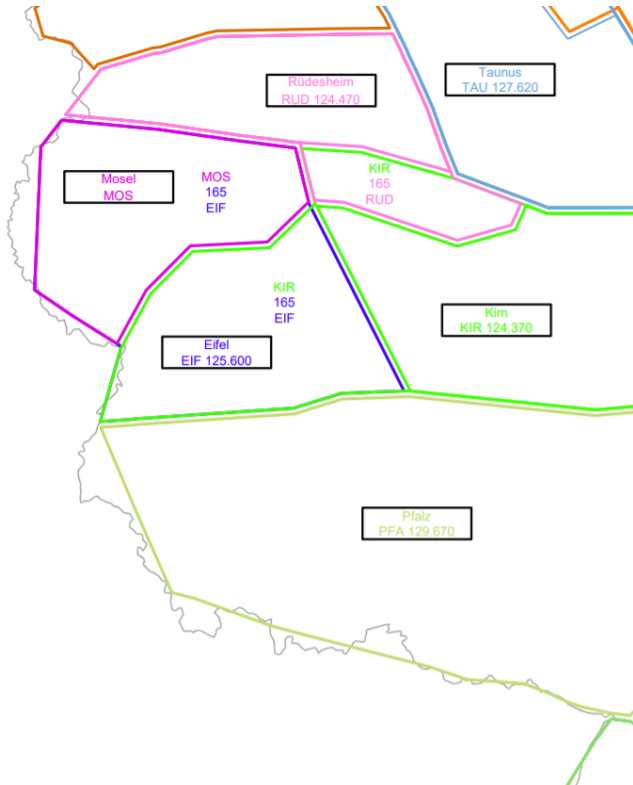
Lower Sectors EDGG GND - FL115

Source: VATSIM Germany
<http://www.vatsim-germany.org/airport/eddf>



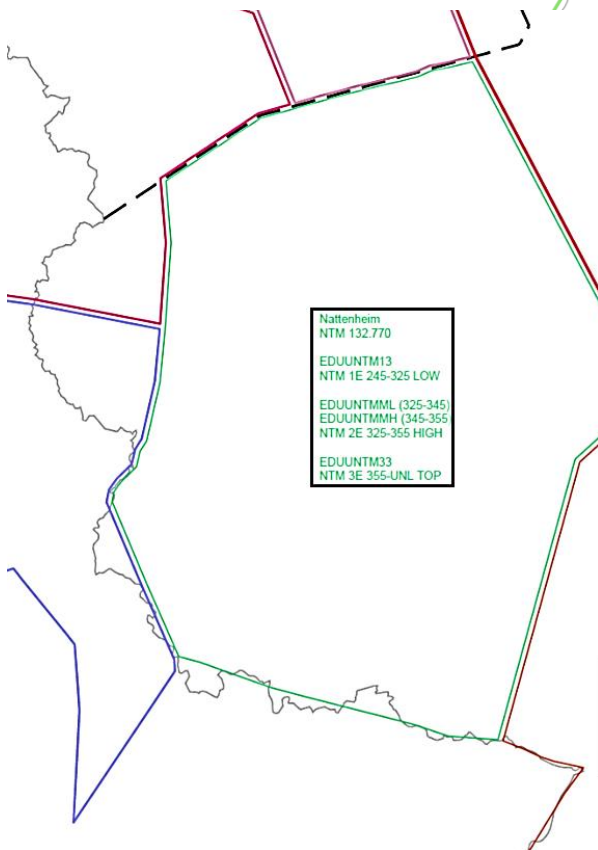
Lower Sectors EDGG FL115 - FL145

Source: VATSIM Germany
<http://www.vatsim-germany.org/airport/eddf>



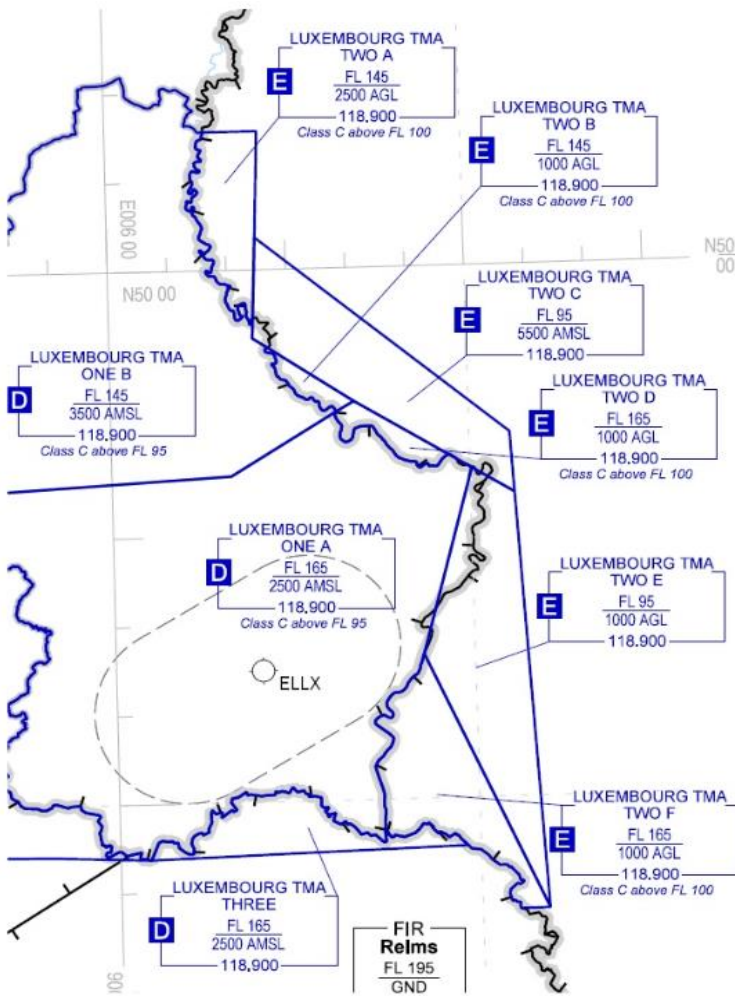
Lower Sectors EDGG
FL145 - FL245

Source: VATSIM Germany
<http://www.vatsim-germany.org/airport/eddf>

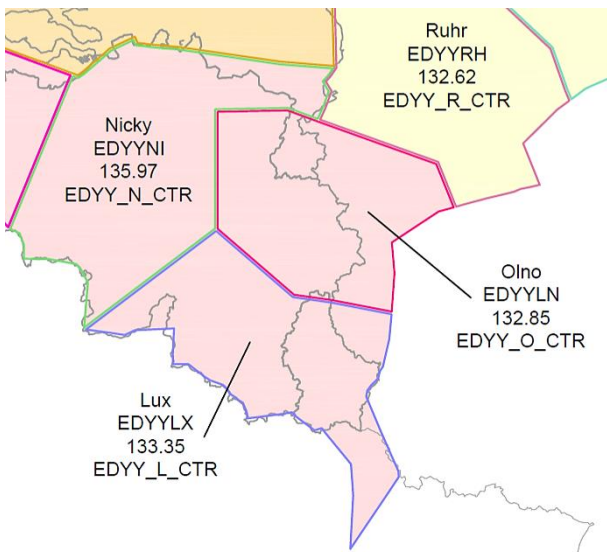


Upper Sectors EDUU
FL245 - UNL

Source: VATSIM Germany
<http://www.vatsim-germany.org/airport/eddf>



Borderline ELLX TMA's
 (Source: Belgocontrol AIP)
 (https://www.belgocontrol.be/html/belgocontrol_stat/c/eaip/eAIP_Main/html/index-en-GB.html)



Upper Sectors EDYY
FL245 - UNL

Source: VATSIM Germany
 http://www.vatsim-germany.org/airport/eddf