



# Letter of Agreement

Switzerland – Frankfurt



vACC Switzerland



VATSIM Germany, RG Frankfurt

*Note: This document is equipped with digital bookmarks to enhance navigation on electronic devices.*

## Revision control

Revision	Date	Authors
2.1	01.06.2009	Raffael Walther, Matthias Schmitz
3.0	28.01.2021	Jonas Kuster, Michael Kühne, Nikolas Görlitz

## Table of content

Revision control.....	1
Table of content .....	2
1 General .....	3
1.1 Purpose.....	3
1.2 Modifications and Revisions.....	3
1.3 Areas of Responsibility.....	3
1.4 Transfer of Control .....	3
1.5 Transfer of Communication .....	3
1.6 Temporary Deviations .....	3
1.7 Validity.....	3
2 Coordination Procedures.....	4
2.1 Transfer Conditions .....	4
2.1.1 Recording of Clearances.....	4
2.1.2 Silent Radar Transfer.....	4
2.2 Routes, COP and Level Allocation.....	5
2.2.1 Zurich – Langen .....	5
2.2.1.1 Northbound (FL 235-).....	5
2.2.1.2 Southbound (FL 245+).....	6
2.2.2 Zurich – Rhein .....	7
2.2.2.1 Northbound (FL 235+).....	7
2.2.2.2 Southbound (FL 245+).....	7
3 Supplementary Procedures.....	8
3.1 Sectors within the Common Area of Interest.....	8
3.1.1 Donaueschingen (EDTD).....	8
3.1.2 Release Areas HEUSE and SULZ .....	8
3.2 DVO .....	9
3.2.1 Restrictions .....	9
3.2.2 Exceptions .....	9
Annex A. List of Abbreviations .....	10

## 1 General

### 1.1 Purpose

The purpose of this Letter of Agreement is to define the procedures between:

- vACC Switzerland; and
- VATSIM Germany, RG Frankfurt

for providing Air Traffic Service on the VATSIM network.

### 1.2 Modifications and Revisions

Each party shall coordinate modifications involving

- sectors forming a part of the common AoR boundary
- coordination point (COP) definitions/details
- controller position details
- procedures prescribed in the Letter of Agreement

with the POC of the other party at least 28 days (one AIRAC cycle) in advance.

Agreed modifications and revisions shall be published simultaneously to all VATSIM members concerned.

### 1.3 Areas of Responsibility

The Areas of Responsibilities are defined as in the database of Global Nav Generator (GNG), used by both parties to produce their sector file data.

### 1.4 Transfer of Control

Unless prescribed in paragraph 2.2, the transfer of control point is the common AoR boundary.

### 1.5 Transfer of Communication

The Transfer of Communication shall take place no later than the Transfer of Control.

### 1.6 Temporary Deviations

Individual agreements between two or more controllers always have precedence. In case of a shift change, the controller leaving shall inform the next controller about the agreement. The agreement may be cancelled by any party involved at any time but is considered no longer valid latest when an involved controller is leaving without a replacement.

### 1.7 Validity

This Letter of Agreement becomes effective 2021-01-28.

Jonas Kuster  
Leader Operation Department  
vACC Switzerland

Nikolas Görlitz  
NAV Chief  
VATSIM Germany, RG Frankfurt

## 2 Coordination Procedures

Electronic means of coordination (via EuroScope) is preferred, where applicable.

### 2.1 Transfer Conditions

For successive traffic on the same route and at the same flight level, the transferring controller shall establish lateral separation of 10 NM or more, remaining constant or increasing. Otherwise, vertical separation shall be established (successive descending traffic on higher levels, successive climbing traffic on lower levels).

Unless prescribed in paragraph 2.2, traffic shall be transferred to the next sector on a flight level (ODD/EVEN) according the semi-circular rule with a north/south track split:

- a) Northbound (mag track 270-089): EVEN
- b) Southbound (mag track 090-269): ODD

A handoff shall be initiated only if the traffic is not in conflict with other known traffic of the own or the next sector.

All other handoffs shall be coordinated individually. If there is any doubt about separation rules between the units concerned, prior coordination shall take place in due time.

#### 2.1.1 Recording of Clearances

The following clearances should be recorded:

- CFL
- DCT/HDG
- Horizontal speed (if assigned)
- Vertical speed (if assigned)
- SID and departure runway (by amending the flight plan route)
- STAR and arrival runway (by amending the flight plan route)
- Change of flight plan rules

#### 2.1.2 Silent Radar Transfer

If continuous radar separation is applied and specified transfer conditions can be met, transfer of communication without prior verbal coordination should be applied, except if the receiving controller has activated the "break" flag. The accepting controller should accept the handoff when contact with the pilot is established.

## 2.2 Routes, COP and Level Allocation

### 2.2.1 Zurich – Langen

#### 2.2.1.1 Northbound (FL 235-)

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
N851	ROMIR – LOKTA – (TEDGO)	MAX FL 220	ADES LFST / EDTL / EDDR / EDFM / EDFV / EDPA / EDRY / EDSW / EDTB / EDTH / EDTK / EDTL / EDTN / EDTO / EDTX / EDTY / EDSB / ETAR
		MAX FL 200	ADES EDSB
Y715 (U)N851	ELBEG – HEUSE – LOKTA – TEDGO <sup>1)</sup>	MAX FL 220	ADEP LFSB / LFGA / LFGB / LFSC / LFSM to EDDF / EDDE / EDFB / EDFE / EDFZ / EDQC / EDQD / EDQG / EDQM / EDQT / ETOU
-	BERSU / TRA – MOPAN – KBA	MAX FL 200	ADES EDSB <sup>2)</sup>
T125	GARMO – ARSUT <sup>1)</sup>	MAX FL 130	ADES ED DS
Z1	ALAGO – MINGA – (ETAGO) <sup>1) 3)</sup>	MAX FL 220	ADEP LSZH / LSMD
		MAX FL 200	ADEP EDNY / LSZR
Z4	ALAGO – ARSUT <sup>1)</sup>	MAX FL 130	ADEP LSZH / LSMD / EDNY / LSZR to ADES ED DS
Z5	ALAGO – LOKTA – LEBSO <sup>1)</sup>	MAX FL 140	ADEP LSZH / LSMD / EDNY / LSZR to EDSB <sup>2)</sup> / EDTL / LFST
-	ELBEG – AMRUP – MOPAN	MAX 220	ADEP LFSB to EDDF
SID	LEBSO – [...] <sup>4)</sup>	MAX FL 80	ADEP EDTM
SID	MOPAN – [...] <sup>4)</sup>	MAX FL 80	ADEP EDTD

<sup>1)</sup> Flights are released for TURN, CLIMB and DESCENT within the HEUSE area (refer to 3.1.2).

<sup>2)</sup> Flights may be cleared DCT KBA.

<sup>3)</sup> Flights may be cleared DCT ETAGO.

<sup>4)</sup> Flights are released for CLIMB.

2.2.1.2 Southbound (FL 245+)

Flight may be climbing / descending.

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
N850	NATOR – TRA <sup>5)</sup>	MAX FL 240	ADEP EDDS / EDSB
N869	NATOR – OLBEN <sup>5)</sup>	MAX FL 190 <sup>6)</sup>	ADEP LFST / LFGA / LFJL / EDTL
Y164	MOPAN – OLBEN <sup>5)</sup>	ODD	
T723	NATOR – RILAX	MAX FL 180 <sup>7)</sup>	ADES LSZH / LSMD
T721	IBINI – RILAX		
T724	EMKIL – RILAX		
T732	NATOR – USETI – GARMO	MAX FL 150 <sup>8)</sup>	ADES EDNY / LSZR
-	SUL – EMKIL – USETI – GARMO		
N851 – T732	LOKTA – RAUTA – GARMO		
STAR	EMKIL – DONET	FL 90	ADES EDTD
	NATOR – DONET		
T728	LEBSO – ARSUT	FL 90	ADES EDTM

<sup>5)</sup> Flights may be cleared DCT OLBEN / ROTOS / TRA / WIL when passing or remaining west of TRA.

<sup>6)</sup> Flights are released for CLIMB FL 240 (remain clear of Rhein airspace) south of HERBI.

<sup>7)</sup> Flights may be cleared DCT RILAX. EDGG shall ensure the separation between arrivals via NATOR, IBINI and EMKIL. In case of subsequent arrivals, higher FL (odd / even) may be used. Flights shall be transferred to LSAS at SUL or as soon as possible if traffic situation does not permit. Flight are released for TURN, DESCENT FL 130 and SPEED REDUCTION within the SULZ area (refer to 3.1.2).

<sup>8)</sup> Flights may be cleared DCT GARMO.

Flights ADES LFSB via LIPKA-RIGVI shall be transferred from Langen directly to Basel.

## 2.2.2 Zurich – Rhein

### 2.2.2.1 Northbound (FL 235+)

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
(U)N851	ROMIR – VEDOK – LOKTA <sup>9)</sup>	MAX FL 320	ADES EDDN
		MAX FL 300	ADEP LSZB / LSZC / LSZG / LSGC / LSMA / LSME
T163	ZUE / ROLSA – SONOM – LADOL <sup>10)</sup>	MAX FL 360	ADES EDFH / EDDR / EDFQ / EDGS / EDRZ
		MAX FL 340	ADES EDDF / EDDE / EDFB / EDFE / EDFZ / EDQC / EDQD / EDQG / EDQM / EDQT / ETOU
Z1	ALAGO – MINGA – ETAGO	FL 240	ADEP LSZH / LSMD
Y715 (U)N851	ELBEG – HEUSE – LOKTA – TEDGO	FL 240	ADEP LFSB / LFGA / LFGB / LFSC / LFSM

<sup>9)</sup> Flights may be cleared DCT LOKTA.

<sup>10)</sup> Flights may be cleared DCT LADOL.

### 2.2.2.2 Southbound (FL 245+)

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
(U)N850	NATOR – TRA – ODINA/AKASU <sup>11)</sup>	MAX FL 330	ADES LIMC
		FL 320 <sup>14)</sup>	ADEP EDDF / EDFE / EDFZ / ETOU
		MAX FL 310	ADES LSZA / LSZL / LSZS
N869	NATOR – OLBEN – BENOT <sup>12) 13)</sup>	MAX FL 330	ADES LFLB / LFLI / LFLJ / LFLP
		MAX FL 310	ADES LSGG / LSGS
		MAX FL 270	ADES LSGC / LSMP
		MAX FL 250	ADES LSMA / LSME / LSZB / LSZC / LSZG
Y164	MOPAN – OLBEN – BENOT <sup>13)</sup>	FL 320 <sup>14)</sup>	ADEP EDDF / EDFE / EDFZ / ETOU
-	ETAGO – SONOM – GERSA	MAX FL 330	ADES LIMC
		MAX FL 310	ADES LSZA

<sup>11)</sup> Flights may be cleared DCT TRA.

<sup>12)</sup> Flights may be cleared DCT ROTOS / WIL when remaining west of TRA.

<sup>13)</sup> Flights may be cleared DCT OLBEN when remaining west of TRA.

<sup>14)</sup> Flights are released for CLIMB subject to same direction traffic.





## 3.2 DVO

DVO is short for «Zweihundertzwanzigste Durchführungsverordnung zur Luftverkehrs-Ordnung (Festlegung von Flugverfahren für An- und Abflüge nach Instrumentenflugregeln zum und vom Flughafen Zürich)», also referred to simply as «German ordinance». It is an ordinance dated from 14th April 2005, imposed by the German Federal Ministry responsible for Transport, regulating the use of airspace above German territory by IFR traffic landing or departing at Zurich (LSZH). The main impact is that no arrivals from the north (RWY 14/16) are possible anymore and RWY 28 or RWY 34 has to be used.

### 3.2.1 Restrictions

DVO procedures shall be applied for noise abatement reasons

- Monday to Friday: from 2100LT to 0600LT
- Saturday, Sunday and southern German public Holiday: from 2000LT to 0900LT

During DVO times, the following restrictions apply

- Arrivals to Zurich (LSZH) shall be cleared to FL 120 or above over German territory, except due to performance, weather, if the requested level is lower than FL 120, in case of go around or emergency and for SAR flights.
- The RILAX holding should not be used. Arrivals via RILAX should be cleared for the RILAX STAR to AMIKI HLDG by Swiss Radar. Swiss Radar may use the RILAX holding as overload holding FL 180 and above.
- Departures from Zurich (LSZH) shall be at FL 150 or above before entering German territory unless they are following the flight plan route or the requested level is lower than FL 150.

No restrictions apply for flights to/from Friedrichshafen (EDNY), St. Gallen Altenrhein (LSZR) and transit flights through TMA LSZH.

### 3.2.2 Exceptions

If approaches to RWY 28 and RWY 34 are not possible due to weather conditions (thunderstorms, low visibility), in case of emergency, blocked runways as consequence of an accident or for SAR flights, the restrictions of DVO do not apply. The concept in use shall then be referred to with the addition NDVO (non-DVO) indicating the application of an exception.

## Annex A. List of Abbreviations

Abbreviation	Meaning
<b>ADEP</b>	Aerodrome of Departure
<b>ADES</b>	Aerodrome of Destination
<b>AoR</b>	Area of Responsibility
<b>ATS</b>	Air Traffic Service
<b>CFL</b>	Cleared Flight Level
<b>COP</b>	Coordination Point
<b>DCT</b>	Direct
<b>ES</b>	EuroScope
<b>FL</b>	Flight Level
<b>POC</b>	Point of Contact
<b>RG</b>	Regionalgruppe