LETTER OF AGREEMENT

between

vACC Germany **and** vACC Italy

München FIR **Milano FIR**

Effective: December 30th, 2021 (AIRAC 2113)

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between München FIR and Milano FIR 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 December 30th, 2021 (AIRAC2113) and supersedes the Letter of Agreement between München FIR and Milano FIR dated November 4th, 2021.

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Jannik Vogel
München FIR, NAV Chief
vACC Germany

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Alessandro Buscaglione
vACC Italy, Director

2 Areas of Responsibility and Sectorzation

2.1 Areas of Responsibility

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

2.1.1 München FIR

Lateral limits: München FIR as described in AIP Germany
Vertical limits: GND – FL660

https://nav.vatsim-germany.org/files/edmm/charts/misc/public/EDMM_CTR_Sectors.pdf

2.1.2 Milano FIR

Lateral limits: Milano FIR as described in AIP Italy
Vertical limits: GND – FL660

https://www.vatita.net/img/fir-milano.png

2.2 Sectorization

2.2.1 München FIR

2.2.1.1 Sector Alpen (EDUUALP)
Lateral limits: see Appendix A
Vertical limits: FL315 – FL660
Responsible ATS unit (in order of precedence):
1. EDUU_L_CTR (Rhein Radar), 127.300
2. EDUU_D_CTR (Rhein Radar), 132.725
3. EDUU_R_CTR (Rhein Radar), 136.400
4. EDMM_Z_CTR (München Radar), 134.150
5. EDMM_U_CTR (München Radar), 132.650
6. EDMM_R_CTR (München Radar), 132.550
7. EDMM_CTR (München Radar), 124.050
8. EURM_E_CTR (Maastricht Radar), 135.450 (above FL245)
   Remark: EURM_E_CTR is an ATS unit of EuroCenter vACC

2.2.1.2 Sector Tegernsee (EDMMTEG)
Lateral limits: see Appendix A
Vertical limits: GND – FL315
Responsible ATS unit (in order of precedence):
1. EDMM_T_CTR (München Radar), 133.675
2. EDMM_U_CTR (München Radar), 132.650
3. EDMM_Z_CTR (München Radar), 134.150
4. EDMM_R_CTR (München Radar), 132.550
5. EDMM_CTR (München Radar), 124.050
6. EURM_E_CTR (Maastricht Radar), 135.450 (above FL245)
   Remark: EURM_E_CTR is an ATS unit of EuroCenter vACC

2.2.1.3 Sector Traun (EDMMTRU)

Lateral limits: see Appendix A
Vertical limits: GND – FL315
Responsible ATS unit (in order of precedence):

1. EDMM_U_CTR (München Radar), 132.650
2. EDMM_N_CTR (München Radar), 124.825
3. EDMM_Z_CTR (München Radar), 134.150
4. EDMM_R_CTR (München Radar), 132.550
5. EDMM_CTR (München Radar), 124.050
6. EURM_E_CTR (Maastricht Radar), 135.450 (above FL245)
   Remark: EURM_E_CTR is an ATS unit of EuroCenter vACC

2.2.1.4 Sector Zugspitze (EDMMZUG)

Lateral limits: see Appendix A
Vertical limits: GND – FL315
Responsible ATS unit (in order of precedence):

1. EDMM_Z_CTR (München Radar), 134.150
2. EDMM_U_CTR (München Radar), 132.650
3. EDMM_R_CTR (München Radar), 132.550
4. EDMM_CTR (München Radar), 124.050
5. EURM_E_CTR (Maastricht Radar), 135.450 (above FL245)
   Remark: EURM_E_CTR is an ATS unit of EuroCenter vACC

2.2.2 Milano FIR

2.2.2.1 Sector Padova North Low

Lateral limits: see Appendix B
Vertical limits: GND – FL195
Responsible ATS unit (in order of precedence):

1. LIPP_N_CTR (Padova Radar), 125.475
2. LIPP_S_CTR (Padova Radar), 120.725
3. LIMM_N_CTR (Milano Radar), 127.450
4. LIMM_S_CTR (Milano Radar), 130.725

2.2.2.2 Sector Padova North High

Lateral limits: see Appendix B
Vertical limits: FL195 – FL660
Responsible ATS unit (in order of precedence):

1. LIPP_N_CTR (Padova Radar), 125.475
2. LIPP_S_CTR (Padova Radar), 120.725
3. LIMM_N_CTR (Milano Radar), 127.450
4. LIMM_S_CTR (Milano Radar), 130.725
5. LIUP_CTR (Italy Radar), 132.900
6. EURS_FSS (Eurocontrol South), 135.550 (above FL245)
   Remark: EURS_FSS is an ATS unit of EuroCenter vACC

2.3 Delegation of the Responsibility for the Provision of ATS.

2.3.1 General

Generally, the airspace north of Rocky-Line (see Appendix C) is permanently delegated from LOVV to EDMM, except the AoR Innsbruck below FL165.

Generally, the airspace south of Rocky-Line (see Appendix C) is permanently delegated from LOVV to LIPP.

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.

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 EDUU_X_CTR.

3.2 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 north/south even/odd policy.

3.3 IFR flights from ACC München to ACC Padova

Departures	COP	Level Allocation	Special Conditions
EDDM	TOBSO LIKDA GOGEM NATAG	MAX FL310	
LOWS **EDMA**	OLPIX LIKDA	MAX FL310	
EDMO / EDJA / EDNY **LSZR**	NATAG OLPIX LIKDA GIRIS	MAX FL270	
LSZH / MD	NATAG DIRAB GIRIS	MAX FL290	
Arrivals	**COP**	**Level Allocation**	**Special Conditions**
LIME	NATAG	MAX FL290	
LSZS	OLPIX		
LIML / LIMC	NATAG	MAX FL310	
LIPA / LIPH / LIPZ **LIPO / LIPX**	NATAG OLPIX LIKDA TOBSO	MAX FL290	
LIPB	NATAG OLPIX LIKDA TOBSO GIRIS	MAX FL230	

3.4 IFR flights from Padova ACC to München ACC

Arrivals	COP	Level Allocation	Special Conditions
EDDN **EDQ***	BRENO	MAX FL300	
LSZH **EDTM**	UNIMI SOTOV		
EDTL **LSMD** **LOWS**	all northbound		
EDDM	IVKAL SOTOV BRENO	MAX FL300 even and odd	
ETSI / ETSN	BRENO	MAX FL300	
EDMO	BRENO IVKAL SOTOV	MAX FL260	
EDMY / EDME	BRENO	MAX FL240	
EDMA / EDMS		MAX FL260	
EDJA / EDNY / EDNL **ETHL** **LSZR**	IVKAL SOTOV	MAX FL260	

3.5 VFR flights from Padova FIR to München FIR

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, EDMM_I_CTR (Langen Information), 120.650, shall be the primary sector for uncontrolled VFR flights.

3.6 VFR flights from München FIR to Padova FIR

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, LIPP_I_APP (Padova Information), 135.000, shall be the primary sector for uncontrolled VFR flights.

4 Transfer of Control and Transfer of Communications

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: 10nm
- If succeeding aircraft is faster by 20kts/M0.05 or less: 20nm
- If succeeding aircraft is faster by 40kts/M0.1 or less: 30nm

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:

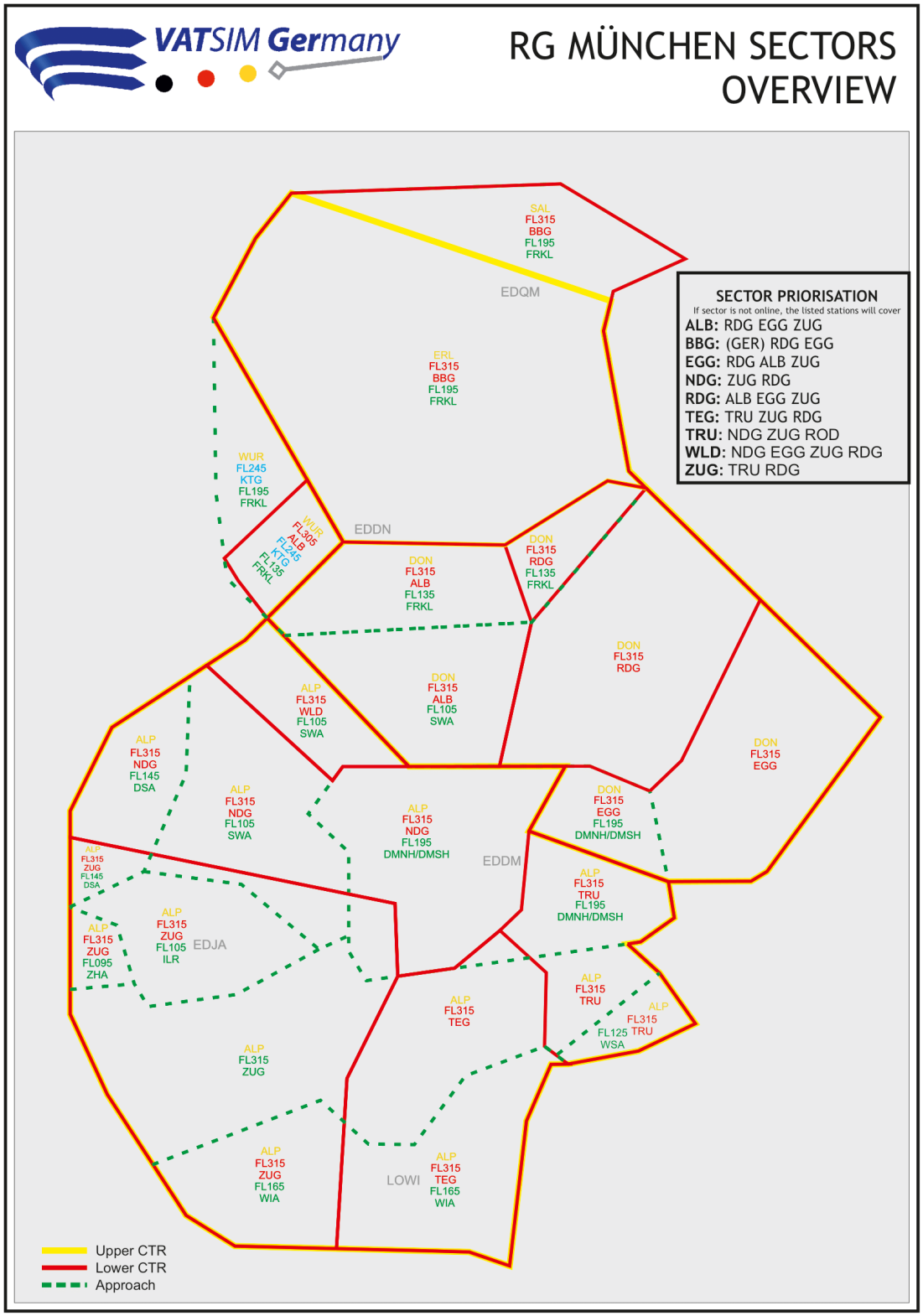
1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

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.

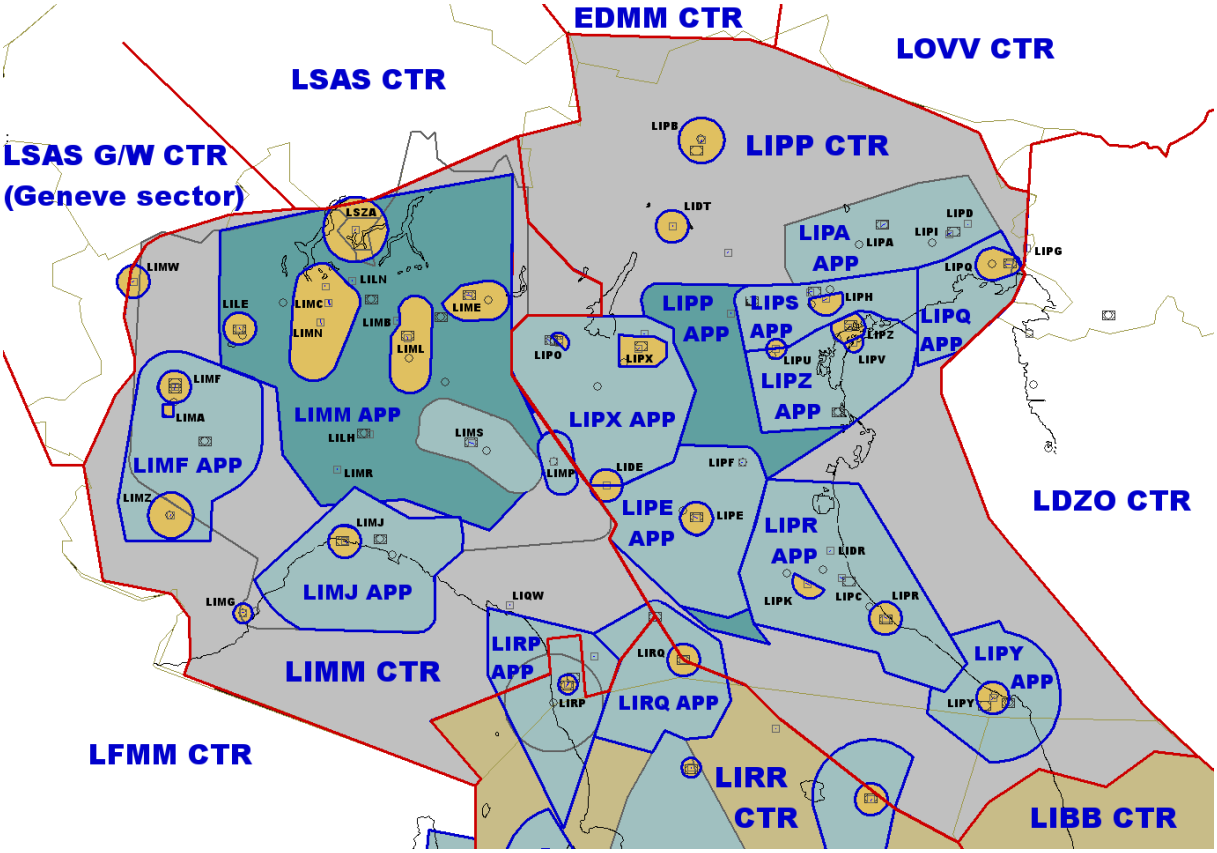
Appendix A

Sectorization EDMM.



Appendix B

Sectorization LIMM.



Appendix C

Line definitions.

Rocky-Line is defined as a line between following geographical coordinates:

N047.18.00 E010.04.14 - N047.00.03 E010.23.22 - N046.58.26 E011.39.39