

# LETTER OF AGREEMENT

**between**  
**and**

vACC Germany  
München FIR

vACC Austria  
Wien FIR

Effective: November 8<sup>th</sup>, 2018

## 1 General.

### 1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between München FIR and Wien 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 November 8<sup>th</sup>, 2018 and supersedes the Letter of Agreement between München FIR and Wien FIR dated November 1<sup>st</sup>, 2012.

gezeichnet  
Dietmar Brinschwitz  
München FIR, RG Director  
vACC Germany

gezeichnet  
i.V. Martin Tiefenbacher  
Wien FIR, VACC Austria  
vACC Austria

## **2 Areas of Responsibility & Sectorization**

### **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

#### **2.1.2 Wien FIR.**

Lateral limits: Wien FIR as described in AIP Austria  
Vertical limits: GND – FL660

### **2.2 Sectorization.**

#### **2.2.1 München FIR.**

##### **2.2.1.1 Sector Eggenfelden (EGG).**

Lateral limits: see Appendix A

Vertical limits: GND – FL315

Responsible ATS unit (in order of precedence):

1. EDMM\_E\_CTR (München Radar), 129.550
2. EDMM\_R\_CTR (München Radar), 132.550
3. EDMM\_CTR (München Radar), 124.050
4. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

##### **2.2.1.2 Sector Chiem (CHI).**

Lateral limits: see Appendix A

Vertical limits: GND – FL315

Responsible ATS unit (in order of precedence):

1. EDMM\_C\_CTR (München Radar), 133.670
2. EDMM\_K\_CTR (München Radar), 134.150
3. EDMM\_R\_CTR (München Radar), 132.550
4. EDMM\_CTR (München Radar), 124.050
5. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

##### **2.2.1.3 Sector Kempten (KPT).**

Lateral limits: see Appendix A

Vertical limits: GND – FL315

Responsible ATS unit (in order of precedence):

1. EDMM\_K\_CTR (München Radar), 134.150
2. EDMM\_R\_CTR (München Radar), 132.550
3. EDMM\_CTR (München Radar), 124.050
4. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

##### **2.2.1.4 Sector Donau (DON)**

Lateral limits: see Appendix B

Vertical limits: FL315 - FL660

Responsible ATS unit (in order of precedence):

1. EDUU\_D\_CTR (München Radar), 132.720
2. EDUU\_S\_CTR (München Radar), 128.970
3. EDMM\_R\_CTR (München Radar), 132.550
4. EDMM\_CTR (München Radar), 124.050
5. EURM\_CTR (Maastricht Radar), 135.450

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

#### 2.2.1.5 Sector Alpen (ALP)

Lateral limits: see Appendix B

Vertical limits: FL315 - FL660

Responsible ATS unit (in order of precedence):

1. EDUU\_L\_CTR (München Radar), 127.300
2. EDUU\_D\_CTR (München Radar), 132.720
3. EDUU\_S\_CTR (München Radar), 128.970
4. EDMM\_K\_CTR (München Radar), 134.150
5. EDMM\_R\_CTR (München Radar), 132.550
6. EDMM\_CTR (München Radar), 124.050
7. EURM\_CTR (Maastricht Radar), 135.450

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

#### 2.2.1.6 Sector München Arrival South Low (DMSL)

Lateral limits: see Appendix A

Vertical limits: GND – FL095

Responsible ATS unit (in order of precedence):

1. EDDM\_S\_APP (München Radar), 127.950
2. EDDM\_N\_APP (München Radar), 123.900
3. EDDM\_2\_APP (München Radar), 120.770
4. EDDM\_1\_APP (München Radar), 128.020
5. EDMM\_K\_CTR (München Radar), 134.150
6. EDMM\_R\_CTR (München Radar), 132.550
7. EDMM\_CTR (München Radar), 124.050

#### 2.2.1.7 Sector München Arrival South High (DMSH)

Lateral limits: see Appendix A

Vertical limits: FL095 – FL195

Responsible ATS unit (in order of precedence):

1. EDDM\_2\_APP (München Radar), 120.770
2. EDDM\_1\_APP (München Radar), 128.020
3. EDDM\_S\_APP (München Radar), 127.950
4. EDDM\_N\_APP (München Radar), 123.900
5. EDMM\_K\_CTR (München Radar), 134.150
6. EDMM\_R\_CTR (München Radar), 132.550
7. EDMM\_CTR (München Radar), 124.050

### 2.2.2 Wien FIR

#### 2.2.2.1 Sector WL

Lateral limits: AoR LOWL (see Appendix A)

Vertical limits: GND – FL165

Responsible ATS unit (in order of precedence):

1. LOWL\_APP (Linz Radar) 129.625
2. LOVV\_N\_APP (Wien Radar) 123.725
3. LOVV\_L\_CTR (Wien Radar) 129.200
4. LOVV\_CTR (Wien Radar), 134.350

#### 2.2.2.2 Sector N1

Lateral limits: Sector N (see Appendix A)

Vertical limits: FL165 – FL305

Responsible ATS unit (in order of precedence):

1. LOVV\_F\_CTR (Wien Radar) 128.700
2. LOVV\_CTR (Wien Radar), 134.350
3. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

### 2.2.2.3 Sector N25

Lateral limits: Sector N (see Appendix A)

Vertical limits: FL305 – FL660

Responsible ATS unit (in order of precedence):

1. LOVV\_U\_CTR (Wien Radar) 131.350
2. LOVV\_CTR (Wien Radar), 134.350
3. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

### 2.2.2.3 Sector WS.

Lateral limits: AoR LOWS (see Appendix A)

Vertical limits: GND – FL125

Responsible ATS unit (in order of precedence):

1. LOWS\_APP (Salzburg Radar) 123.725
2. LOVV\_N\_APP (Wien Radar) 123.725
3. LOVV\_L\_CTR (Wien Radar) 129.200
4. LOVV\_CTR (Wien Radar), 134.350

### 2.2.2.3 Sector B1.

Lateral limits: Sector B (see Appendix A)

Vertical limits: FL125 – FL305

Responsible ATS unit (in order of precedence):

1. LOVV\_CTR (Wien Radar), 134.350
2. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

### 2.2.2.4 Sector B25

Lateral limits: Sector B (see Appendix A)

Vertical limits: FL305 – FL660

Responsible ATS unit (in order of precedence):

1. LOVV\_U\_CTR (Wien Radar) 131.350
2. LOVV\_CTR (Wien Radar), 134.350
3. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

### 2.2.2.5 Sector WI.

Lateral limits: AoR LOWI (see Appendix A)

Vertical limits: GND – FL165

Responsible ATS unit (in order of precedence):

1. LOWI\_APP (Innsbruck Radar) 119.275
2. LOVV\_L\_CTR (Wien Radar) 129.200
3. LOVV\_CTR (Wien Radar), 134.350

### 2.2.2.6 Sector W1

Lateral limits: Sector W (see Appendix A)

Vertical limits: FL165-FL305

Responsible ATS unit (in order of precedence):

1. LOVV\_CTR (Wien Radar), 134.350
2. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

### 2.2.2.7 Sector W25

Lateral limits: Sector W (see Appendix A)

Vertical limits: FL305 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV\_U\_CTR (Wien Radar), 131.350
2. LOVV\_CTR (Wien Radar), 134.350
3. EURM\_CTR (Maastricht Radar), 135.450 (above FL245)

Remark: EURM\_CTR is an ATS unit of EuroCenter vACC.

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

### 2.3.1 General

2.3.1.1 Generally the airspace west of the Rocky-Line (see Appendix B) is permanently delegated from LOVV to EDMM, except the AoR Innsbruck.

(Note: For detailed coordinates refer to GNG (<http://www.gng.aero-nav.com/>))

2.3.1.2 Generally the airspace east of the Rocky-Line (see Appendix B) is permanently delegated from EDMM to LOVV, except the AoR Innsbruck.

(Note: For detailed coordinates refer to GNG (<http://www.gng.aero-nav.com/>))

### 2.3.2 Delegation of ATS from München FIR to Wien FIR

#### 2.3.2.1 Königssee Area

The airspace overhead the Area Königssee (see Appendix B) is permanently delegated from EDMM to WS GND - FL125.

(Note: For detailed coordinates refer to GNG (<http://www.gng.aero-nav.com/>)).

### 3

## Procedures for Coordinations.

### 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, 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.

### 3.3 IFR flights from München FIR to Wien FIR.

Destination	COP	Level Allocation	Special Conditions
LOWI via RTT	TULSI BADVI	↓FL130	Descending, clear of W sectors Note A
LOWI via ELMEM	MADEB XEBIX	↓FL150	Note A
LOWL	AKIMA DEXIT	FL160	at FL
	INPUL	FL270	at FL
LOWS	MEBEK TITIG TRAUN	↓8000ft QNH EDDM	Descending, Note A

<b>Destination</b>	<b>COP</b>	<b>Level Allocation</b>	<b>Special Conditions</b>
LOWS	BIBAG	↓9000ft QNH EDDM	Descending, BIBAG FL100 or below, Note B
	UNKEN	FL130	Note C
<b>Departure</b>	<b>COP</b>	<b>Level Allocation</b>	<b>Special Conditions</b>
EDDM	MEBEK	↑FL190	Climbing, ROCKY Line FL100 or above
	LUXEK		Non-Jet
	BADVI		Jet
	AKIMA	↑FL270	ROCKY Line FL170 or above
EDDM, EDMA, EDMO	VAROB LATLO MODSA	↑FL290	Climbing, ROCKY Line, FL180 or above

Note A: released for descent and turns after passing release line

Note B: released for descent after passing BIBAG

Note C: 10nm west of UNKEN at FL. Passing of Rocky Line at FL120 or below will be assured by LOWS\_APP

#### 3.4 IFR flights from Wien FIR to München FIR.

<b>Destination</b>	<b>COP</b>	<b>Level Allocation</b>	<b>Special Conditions</b>
EDDM	REDBU	FL140	Note A
	AMADI	FL130	Note A
EDDS	TITIG KIRDI	FL300	
EDMA, EDMO	TRAUN TITIG	↓FL160	Descending, LoR FL190 or below
EDNY, EDJA, LSZR	TRAUN	FL300	
	ERKIR	FL260	
EDDN	SUBEN	FL300	
Praha FIR	DEXIT LAMSI	FL300	



Departure	COP	Level Allocation	Special Conditions
LOWI via KOGOL to MAH	KOGOL	↑FL160	
LOWI via KOGOL to KPT	KOGOL	↑FL120	Only for aircraft unable higher FL120
LOWI	MOGTI	↑FL160	
LOWL	RENKA	↑FL160	
	LAMSI	↑FL160	
	SUBEN	↑FL140	Climbing, released for climb FL160 20nm east of SUBEN
LOWS	TITIG NAPSA	↑FL090	Released for climb
	TRAUN SIMBA	↑FL120	
	All others	↑FL120	

Note A: If traffic situation permits and with approval of EDMM\_APP the entry conditions may be altered to “descending FL190 or below”. ACC Wien shall assure separation between involved flights until passing NAPSA.

### 3.5 VFR flights from München FIR to Wien FIR

For controlled VFR flights and VFR at night 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, LOVV\_I\_CTR (Wien Information), 124.400, shall be the primary sector for uncontrolled VFR flights.

### 3.6 VFR flights from Wien FIR to München FIR

For controlled VFR flights and VFR at night 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 (München Information), 120.650, shall be the primary sector for uncontrolled VFR flights.

## **4 Special Procedures**

### **4.1 Releases from LOVV\_CTR to EDMM\_CTR**

- 4.1.1 EDMM\_CTR may clear flights
- from/abeam SBG VOR direct to any position within AoR München.
  - Direct to STEIN, SASAL, TOVKA, MAREG or ABLOM entering LOVV airspace.
- 4.1.2 EDMM\_CTR may turn flights
- Planned via SUBEN/RENKA/LAMSI/DEXIT 10nm east of ROCKY Line

### **4.2 Releases from EDMM\_CTR to LOVV\_CTR**

- 4.2.1 LOVV\_CTR may clear flights
- With ADES EDDS planned via TITIG/KIRDI with an RFL of FL200 or above direct MUN VOR.
  - Planned via LALIN direct to LALIN wegen Flügen via BEPAS
- 4.2.2 LOVV\_CTR may turn flights
- Planned via UL725 to the right when passing UNKEN.
  - Planned via LATLO, VAROB or MODSA after passing UL725

### **4.3 LOWI Procedures**

- LOWI\_APP may turn and descend flights with ADES LOWI passing the release line Innsbruck.
- LOWI\_APP may use a 3nm surveillance separation minimum south of the release line Innsbruck as long as all aircraft concerned are on the frequency of LOWI\_APP
- EDMM\_CTR shall clear flights inbound LOWI planned via TULSI for the respective STAR.
- EDMM\_CTR may clear flights with ADES LOWI planned via ELMEM direct to ELMEM and flights planned via RTT direct to RTT.
- LOWI\_APP may clear flights direct to KONIN/KOGOL/KPT
- LOWI\_APP may clear flights ADES EDDM direct to ANDEC.

### **4.4 EDDM Procedures**

- Flights ADEP EDDM are released for climb by EDMM\_CTR to B1 up to FL230 without further coordination.

## **5 Transfer of Control and Transfer of Communications**

### **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: 10nm
- If preceding aircraft is faster (ADES EDDM): 7nm
- If succeeding aircraft is faster by 40kts/M0.1 or less: 30nm
- If succeeding aircraft is faster by 20kts/M0.05 or less: 20nm

### **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 initiates a transfer via the appropriate function of the radar client.
2. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
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.

# Appendix A

## Sectorisation.

### A.1: LOVV



## Appendix B

### Lines Definition.

