



# Letter of Agreement

Switzerland – Munich



vACC Switzerland



VATSIM Germany, RG München

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## Revision control

Revision	Date	Author
3.0	02.03.2017	Yves Gabi, Christian Speth
4.0	28.01.2021	Jonas Kuster, Michael Kühne, Oliver Grützmann
4.1	02.12.2021	Jonas Kuster, Jannik Vogel

## 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 Releases.....	4
3 Routes, COP and Level Allocation .....	5
3.1 Flights from Zurich ACC and ARFA to Munich ACC .....	5
3.2 Flights from Munich ACC to Zurich ACC and ARFA .....	6
4 Supplementary Procedures.....	7
4.1 Sectors within the Common Area of Interest.....	7
4.1.1 ARFA .....	7
4.1.2 Friedrichshafen.....	7
Annex A. List of Abbreviations .....	8

## 1 General

### 1.1 Purpose

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

- vACC Switzerland; and
- VATSIM Germany, RG München

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 3, 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 2021-12-02.

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## 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 3, traffic shall be transferred to the next sector on flight levels according to the east/west Flight Level Orientation Scheme (FLOS):

- a) Eastbound (mag track 000-179): ODD
- b) Westbound (mag track 180-359): EVEN

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 rule

#### 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 Releases

The transferring controller may clear DCT to the COP.

Unless otherwise prescribed in paragraph 3, traffic is released for TURN, CLIMB and DESCENT after passing the COP subject to other traffic between the transferring and accepting controller.

### 3 Routes, COP and Level Allocation

Flights may be climbing.

#### 3.1 Flights from Zurich ACC and ARFA to Munich ACC

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
(U)N871	DEGES – GAMS – MADEB <sup>1)</sup>	MAX FL 370 <sup>2)</sup>	ADES LIPE / LIPK / LIMP
		MAX FL 350 <sup>2)</sup>	ADES LIPZ / LIPH / LIPX / LIPO / LIPA
		MAX FL 310	ADEP LFSB / LFGB / LFSC / LFSM / LSZS
		MAX FL 250 MNM FL 120	ADES LOWI
Z2	DEGES – DORAP – OSDOV	MAX FL 240 <sup>3)</sup>	ADEP LSZH / LSMD / EDTD
		MAX FL 150	ADEP EDTM
T103	NUNRI – BEMKI	MAX FL 290	ADES EDDM / ETSI
		MAX FL 190	ADES EDMA / EDMO
		MAX FL 170	ADES ETS – ETSL
		MAX FL 150	ADEP EDTM to EDDM / EDMA / EDMO / ETSI / ETS – ETSL
Z6 T103	DEGES – NUNRI – BEMKI	MAX FL 240	ADEP LSZH / LSMD / EDTD to EDDM / ETSI
		MAX FL 190	ADEP LSZH / LSMD / EDTD to EDMA / EDMO
Z6	NUNRI – ALOXO	MAX FL 90	ADES EDJA / EDNL / ETHL
Z601	BODAN – KPT	MAX FL 110	ADEP LSZH / LSMD / EDTD / EDTM
SID	[...] – BEMKI	MAX FL 150	ADEP EDNY / LSZR
	[...] – KPT		
Z119	PELAD – RONAG – KUSAM	FL 210	ADEP LSZS

<sup>1)</sup> Flights may be cleared DCT MADEB.

<sup>2)</sup> Flights may be cleared DCT BADVI / BIRGI / GEDSO / OTRES.

<sup>3)</sup> Flights may be cleared DCT XEBIX / TIRUL / OTRES.

### 3.2 Flights from Munich ACC to Zurich ACC and ARFA

ATS Route	Routing (COP in GREEN color)	FL Allocation	Remark
Y100	MOMUK – UMTEX – TRA	MAX FL 310 <sup>4)</sup>	ADEP EDDM
(U)L856	KPT – RAVED – TRA	MAX FL 380	ADES LFLB / LFLI / LFLJ / LFLP
		MAX FL 340	ADES LSGG / LSGS
		MAX FL 320	ADES LFSB / LFGE / LFGB / LFSC / LFSM
		MAX FL 310 <sup>4)</sup>	ADEP EDMA / ETSI / LOWI
		MAX FL 280	ADES LSZB / LSZG / LSZC / LSMP / LSMM / LSGC
		MAX FL 260	ADEP EDMO
		MAX FL 240	ADEP EDDM ADES EDDS / EDSB / EDFM / EDTD / EDTL / ETAR / LFST / LSZS
		MAX FL 160	ADEP EDJA
L856	KPT – RAVED – NEGRA	MAX FL 200	ADES LSZH / LSMD
	KPT – RAVED	MAX FL 100	ADES EDTM
Y112	MOMUK – RAVED	MAX FL 240	ADEP EDDM
		MAX FL 100	ADES EDTM
STAR	KPT – MOKOP	MAX FL 80 <sup>5)</sup>	ADES EDNY
	KPT – AMRIS		ADES LSZR
Z408	TIRUL – RONAG	FL 190	ADES LSZS

<sup>4)</sup> Flights may be cleared DCT TRA.

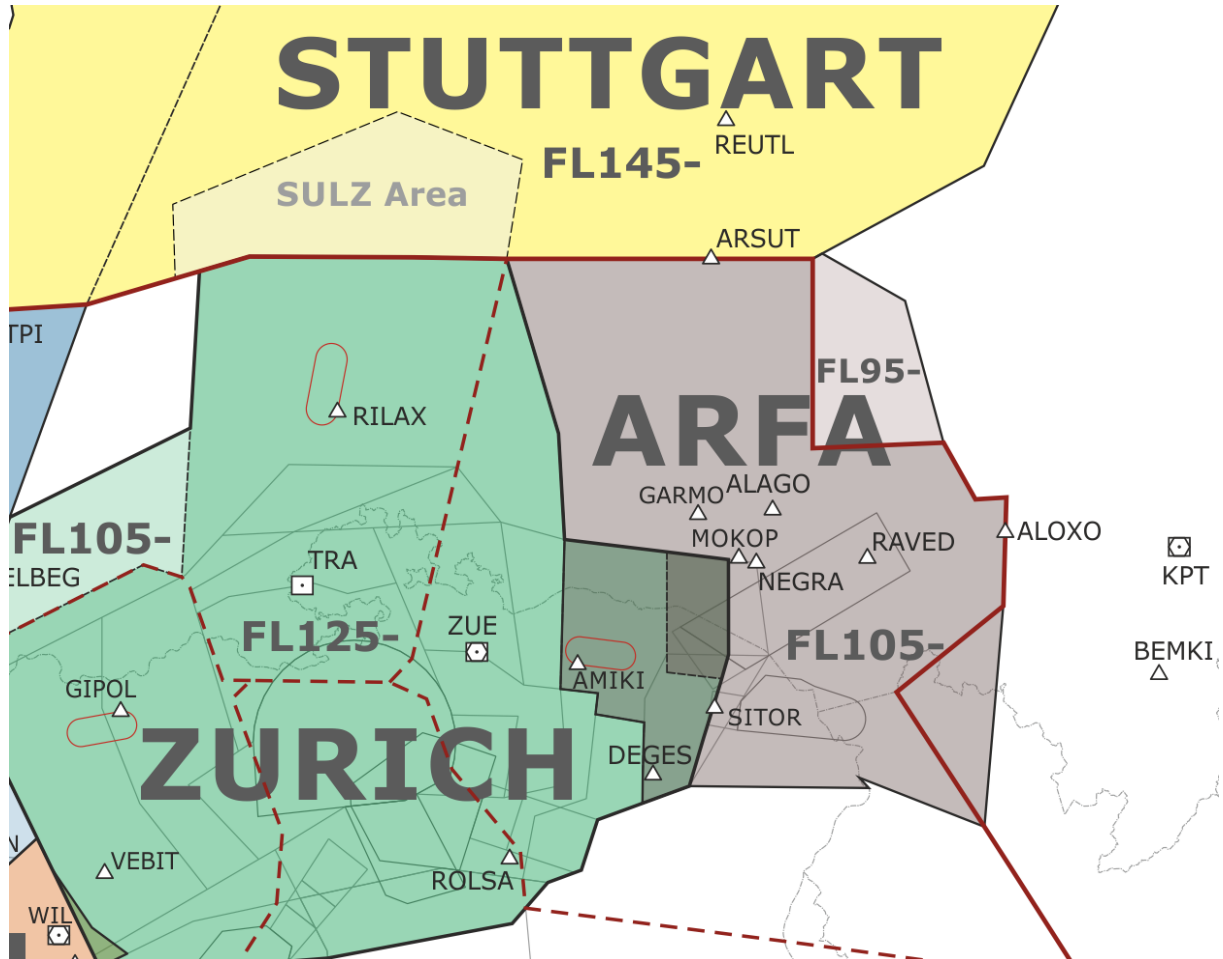
<sup>5)</sup> Flights may be descending. Cross AoR boundary FL 100-.

## 4 Supplementary Procedures

### 4.1 Sectors within the Common Area of Interest

#### 4.1.1 ARFA

If neither Zurich APP nor Swiss Radar is staffed, the ARFA sector is delegated to München Radar.



#### 4.1.2 Friedrichshafen

Friedrichshafen Tower (EDNY\_TWR) may be staffed by members of both vACC Switzerland and RG München. ATC bookings should be done via the vatbook system. Friedrichshafen Tower shall notify ARFA (LSZH\_A\_APP) of the RWY-in-use.

## 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>ARFA</b>	ACC Regionalsektor Friedrichshafen / St. Gallen (Altenrhein)
<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