

LETTER OF AGREEMENT

between

vACC Germany
München FIR

and

vACC Austria
Wien FIR

Effective: November 1st, 2012

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 1st, 2012 and supersedes the Letter of Agreement between München FIR and Wien FIR dated May 25th, 2008.



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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. EDMM_D_CTR (München Radar), 132.720
2. EDMM_U_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. EDMM_L_CTR (München Radar), 127.300
2. EDMM_D_CTR (München Radar), 132.720
3. EDMM_U_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_R_CTR (München Radar), 132.550
6. 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_R_CTR (München Radar), 132.550
6. EDMM_CTR (München Radar), 124.050

2.2.2 Wien FIR

2.2.2.1 Sector FRE (NF)

Lateral limits: see Appendix A

Vertical limits: FL165 - FL285

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.

2.2.2.2 Sector NG.

Lateral limits: see Appendix A

Vertical limits: FL165 – FL285

Responsible ATS unit (in order of precedence):

1. LOVV_CTRL (Wien Radar), 134.350
 2. EURM_CTRL (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTRL is an ATS unit of EuroCenter vACC.

2.2.2.3 Sector B5.

Lateral limits: see Appendix A

Vertical limits: FL125 – FL285

Responsible ATS unit (in order of precedence):

1. LOVV_CTRL (Wien Radar), 134.350
 2. EURM_CTRL (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTRL is an ATS unit of EuroCenter vACC.

2.2.2.4 Sector RS+KS.

Lateral limits: see Appendix A

Vertical limits: FL165 – FL285

Responsible ATS unit (in order of precedence):

1. LOVV_S_CTRL (Wien Radar), 133.800
 2. LOVV_CTRL (Wien Radar), 134.350
 3. EURM_CTRL (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTRL is an ATS unit of EuroCenter vACC.

2.2.2.5 Sector FRE (NFU).

Lateral limits: see Appendix A

Vertical limits: FL285 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTRL (Wien Radar), 131.350
 2. LOVV_F_CTRL (Wien Radar), 128.700
 3. LOVV_CTRL (Wien Radar), 134.350
 4. EURM_CTRL (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTRL is an ATS unit of EuroCenter vACC.

2.2.2.6 Sector NGU.

Lateral limits: see Appendix A

Vertical limits: FL285 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTRL (Wien Radar), 131.350
 2. LOVV_CTRL (Wien Radar), 134.350
 3. EURM_CTRL (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTRL is an ATS unit of EuroCenter vACC.

2.2.2.7 Sector B5U.

Lateral limits: see Appendix A

Vertical limits: FL285 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTRL (Wien Radar), 131.350
 2. LOVV_CTRL (Wien Radar), 134.350
 3. EURM_CTRL (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTRL is an ATS unit of EuroCenter vACC.

2.2.2.8 Sector RSU+KSU.

Lateral limits: see Appendix A

Vertical limits: FL285 - FL660

Responsible ATS unit (in order of precedence):

1. LOVV_U_CTR (Wien Radar), 131.350
 2. LOVV_S_CTR (Wien Radar), 133.800
 3. LOVV_CTR (Wien Radar), 134.350
 4. EURM_CTR (Maastricht Radar), 135.450 (above FL245)
- Remark: EURM_CTR is an ATS unit of EuroCenter vACC.

2.2.2.9 Sector LOWLTA.

Lateral limits: see Appendix A

Vertical limits: GND - FL165

Responsible ATS unit (in order of precedence):

1. LOWL_APP (Linz Radar), 129.620
2. LOVV_L_CTR (Wien Radar), 129.200
3. LOVV_CTR (Wien Radar), 134.350

2.2.2.10 Sector LOWSTA.

Lateral limits: see Appendix A

Vertical limits: GND - FL125

Responsible ATS unit (in order of precedence):

1. LOWS_APP (Salzburg Radar), 123.720
2. LOVV_L_CTR (Wien Radar), 129.200
3. LOVV_CTR (Wien Radar), 134.350

2.2.2.11 Sector LOWKTA.

Lateral limits:

Vertical limits: GND - FL165

Responsible ATS unit (in order of precedence):

1. LOWK_APP (Klagenfurt Radar), 126.820
2. LOVV_L_CTR (Wien Radar), 129.200
3. LOVV_CTR (Wien Radar), 134.350

2.2.2.12 Sector LOWITA.

Lateral limits:

Vertical limits: GND - FL165

Responsible ATS unit (in order of precedence):

1. LOWI_APP (Innsbruck Radar), 119.270
2. LOVV_L_CTR (Wien Radar), 129.200
3. LOVV_CTR (Wien Radar), 134.350

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

484948N 134711E - 483912N 133500E - 483505N 133019E - 482611N 132012E -
482447N 131837E - 482158N 131535E - 481747N 131053E - 481730N 131000E -
481600N 124009E - 480850N 124245E - 480309N 123045E - 475637N 123749E -
474410N 125112E - 474225N 124440E - 474117N 123538E - 474017N 122748E -
473814N 121202E - 473757N 120951E - 473709N 120341E - 473216N 120032E -
472551N 115623E - 472052N 115526E - 470058N 115127E - 465604N 115030E
is permanently delegated from LOVV to EDMM, except the AoR Innsbruck.

2.3.1.2 Generally the airspace east of the Rocky-Line

484948N 134711E - 483912N 133500E - 483505N 133019E - 482611N 132012E - 482447N
131837E - 482158N 131535E - 481747N 131053E - 481730N 131000E - 481600N 124009E -
480850N 124245E - 480309N 123045E - 475637N 123749E - 474410N 125112E - 474225N
124440E - 474117N 123538E - 474017N 122748E - 473814N 121202E - 473757N 120951E -
473709N 120341E - 473216N 120032E - 472551N 115623E - 472052N 115526E - 470058N
115127E - 465604N 115030E
is permanently delegated from EDMM to LOVV, except the AoR Innsbruck.

2.3.2 Delegation of ATS from München FIR to Wien FIR

2.3.2.1 Königssee Area

The airspace overhead the Area Königssee

473904N 120659E – 475637N 123749E – 474320N 125205E – 474225N 124440E –
473757N 120951E

is permanently delegated from EDMM to LOWSTA GND - FL125

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.

Traffic may be cleared direct to its co-ordination point (COP) without prior coordination.

Traffic overflying EDMM and/or LOVV shall be handed off on a valid ATS route at RFL using the semicircular cruising level (even/odd). Direct routings shall be coordinated.

Traffic shall be handed off at the levels, defined in the regulations below. If a specified level restriction can not 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.

3.2 IFR flights from München FIR to Wien FIR.

Destination	ATS Route	COP	Next Sector	Level Allocation	Special Conditions
Wien LOWW	Q104	AKIMA	NFU	FL330	
	UL725	UNKEN	B5U	RFL	
	T703	PASAU	NFU	FL330	
Innsbruck LOWI	TULSI3A	TULSI	LOWITA	↓FL130	TULSI at or below FL150 Note A
	N606	MADEB	LOWITA	↓FL150	Note A
	L607	XEBIX	LOWITA	↓FL150	Note A
Linz LOWL	L605	ESEGA	LOWLTA	↓FL110	
	T703	PASAU	LOWLTA	↓FL110	
	(U)L725	UNKEN	B5	FL270	
Salzburg LOWS	T702	MEBEK	LOWSTA	↓FL070	MEBEK at FL090, Note A

Destination	ATS Route	COP	Next Sector	Level Allocation	Special Conditions
Salzburg LOWS	L173	TITIG	LOWSTA	FL070	Note A, B
	T700	BIBAG	LOWSTA	↓FL080	BIBAG below FL090, Note C
	T701	UNKEN	LOWSTA	FL130	Note A
Departure	ATS Route	COP	Next Sector	Level Allocation	Special Conditions
München EDDM	Y105	MEBEK	B5	↑FL190	
	UL603	UNKEN	KSU+RSU	↑FL270	
	UM867	LOMRO	KSU+RSU	↑FL270	
	Y106	TOBAD	KSU+RSU	↑FL250	

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

Note B: DMSL may clear direct SBG without coordination

Note C: released for descent after passing BIBAG

3.3 IFR flights from Wien FIR to München FIR.

Destination	ATS Route	COP	Next Sector	Level Allocation	Special Conditions
München EDDM	Q112	REDBU	DMSH	FL140	Note A
	Q113	AMADI	DMSH	FL130	Note A
Nürnberg EDDN	T161	SUBEN	EGG	FL300	
Stuttgart EDDS	(U)L173	TITIG	CHI	FL280	Note B
Augsburg EDMA Oberpfaffenhofen EDMO	(U)L856	SBG	CHI	FL150	Note A
Zürich LSZH Lübendorf LSMD	(U)L856	SBG	CHI	RFL	
	(U)L608	ERKIR	CHI	FL320	
Friedrichshafen EDNY Memmingen EDJA St. Gallen LSZR	(U)L856	SBG	CHI	FL300	
	(U)L608	ERKIR	CHI	FL260	

Departure	ATS Route	COP	Next Sector	Level Allocation	Special Conditions
Innsbruck LOWI	M726	KOGOL	CHI	↑FL160	Note C
	L608	KOGOL	CHI	↑FL120	
	Y703	MOGTI	KPT	↑FL160	
Linz LOWL	L610	RENKA	EGG	↑FL120	
	L604	LAMSI	EGG	↑FL120	
	T161	SUBEN	EGG	↑FL120	
Salzburg LOWS	L173	TITIG	DMSH	↑FL090	
	DCT	NAPSA	DMSH	↑FL090	
	L856	TRAUN	CHI	↑FL120	
	Y700	SIMBA	EGG	↑FL120	

Note A: released for descent to FL100 and turns after COP

Note B: LOVV B5 may clear direct MUN without coordination

Note C: LOWITA may clear direct KOGOL and flight with destination EDDM direct ANDEC without coordination

3.4 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.

3.5 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 Transfer of Control and Transfer of Communications

4.1 Transfer of Control

Transfer of Control shall take place at the AoR boundary.

4.2 Transfer of Communications

Transfer of Communications shall take place no later than Transfer of Control. Transfer of Communication shall take place only after Transfer of Radar Identification (Hand-off) has been accepted by the receiving ATS unit.

4.3 Transfer of Radar Identification (Hand-off)

Transfer of Radar Identification shall take place without prior coordination provided that

1. the minimum distance between two successive flights to be transferred is at least 10NM and constant or increasing
2. any direct routing which deviates from the flight planned route of the flight to be transferred is indicated in the scratchpad
3. any assigned heading is either indicated in the scratchpad or the pilot of the flight to be transferred is advised to report the assigned heading to the next ATS unit

4.4 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.

