Letter of Agreement

between

FIR Wien (LOVV)   and   **FIR München (EDMM)**
IVAO Austria   IVAO Germany

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1 Document purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Wien FIR and München FIR when providing ATS to General Air Traffic (GAT) and/or Operational Air Traffic (OAT), both operating either under Instrument Flight Rules (IFR) or Visual Flight Rules (VFR).

2 General procedures

Traffic in sequence shall be handed over with minimum spacing of 10 NM constant or increasing (succeeding aircraft is not faster). Coordination of speed control should be done via entries in radar labels and does neither need approval nor acknowledgement by the receiving sector. Transferred aircraft are generally released for turns up to 45° by transferring sector. The transferring sector is responsible that climbing and descending traffic stays clear of possible conflicts. If in doubt, traffic shall be handed over in level flight.
Cruising levels shall be assigned in accordance with AIP of the country in question. Exceptions are laid down in this letter.

Unless a release is obtained, the receiving ATS unit shall not give aircraft a clearance or instruction to climb, descend or change speed until it has passed the common border. If an aircraft is released, the transferring sector remains responsible for separation.
Transfer of communication shall take place in due time and clear of possible conflicts.

3.1 ATS units

Login	Callsign	Frequency in MHz
EDDM_APP	München Radar	123.905
EDMM_STA_CTR	München Radar	132.455
EDMM_S_CTR	München Radar	132.555
EDMM_CTR	München Radar	134.150
EDUU_ISA_CTR	Rhein Radar	133.640
EDUU_SI_CTR	Rhein Radar	133.860
EDUU_WI_CTR	Rhein Radar	134.085
EDUU_CTR	Rhein Radar	133.835
LOVV_CTR	Wien Radar	134.350
LOVV_N_CTR	Wien Radar	134.350
LOVV_S_CTR	Wien Radar	133.800
LOWL_APP	Linz Radar	129.625
LOWI_APP	Innsbruck Radar	128.975
LOWI_U_APP	Innsbruck Radar	132.450
LOWS_APP	Salzburg Radar	123.725

3.2 <u>Area of responsibility</u>

The airspace structure of the FIR border area is shown in Annex A

The ATS unit in charge of München FIR is München Radar.

EDUU_ISA_CTR covers EDMM_STA and EDMM_ALB area, FL 315 and ABV.

EDUU_CTR, EDUU_WI_CTR and EDUU_SI_CTR are bandboxed sectors, including EDUU_ISA_CTR, if not online.

EDMM_S_CTR is a consolidated ATC position, including EDMM_STA_CTR and EDMM_ALB_CTR; responsible GND to UNL, unless EDUU_ISA is online.

EDMM_CTR is a consolidated ATC position including EDMM_N_CTR and EDMM_S_CTR and covers the complete FIR area.

LOVV_CTR may be deconsolidated into LOVV_N_CTR and LOVV_S_CTR.
The responsibilities are shared as follows:
- LOVV_N_CTR: Airspace above LOWS_APP and LOWL_APP
- LOVV_S_CTR: Airspace above LOWI_APP

See also Annex E.

LOWI_U_APP is a special station which will be opened
- only for events
- after announcement by the AT-EC or AT-EAC at least two weeks in advance.

LOWI_U_APP is only responsible for inbounds to LOWI. Any outbound traffic from LOWI will be handled as usual by LOWI_APP.
See separate LoA.

4 **Standing agreements**

4.1 Usage of Release Lines (RL)

Traffic with destination LOWI respectively LOWS shall be transferred to Innsbruck/Salzburg Radar before passing the respective release line (RL LOWI or RL LOWS).
Innsbruck/Salzburg Radar is allowed to turn and/or descend the inbound traffic after crossing the RL without coordination with München Radar.
See also Annex B.

4.2 Wien FIR

4.2.1 Traffic departing from Wien FIR
- Traffic departing LOWI via KOGOL or KPT shall be transferred climbing FL 160 to EDMM_(S_)CTR.
  Traffic may be cleared by LOWI_APP direct KOGOL or KPT without prior coordination.
- Traffic departing LOWS via SIMBA or TRAUN shall be transferred climbing FL 120 to EDMM_(S_)CTR.
  Traffic via TRAUN may be cleared by LOWS_APP direct MANAL without prior coordination.
- Traffic departing LOWS via TITIG shall be transferred climbing FL 120 to EDDM_APP.
- Traffic departing LOWS to be handed off to EDMM_(S_)CTR is generally released for turns and climbs.
- Traffic departing LOWL via PABSA or SUBEN shall be transferred climbing FL 160 to EDMM_(S_)CTR.

4.2.2 Traffic with destination in Wien FIR
- München Radar will issue the proper STAR for inbounds to LOWI, LOWS and LOWL, generally.
  After coordination with the responsible Approach unit for LOWI or LOWS München Radar may also issue directs to waypoints and may issue continuous descent profiles to reach that waypoint at an agreed altitude (if traffic and workload permit).
  Standard directs are:
  for LOWI, ARR Rwy 26: RTT NDB (9.500ft)
  for LOWI, ARR Rwy 08: ELMEM (13.000ft)
  for LOWS: SBG VOR
- Traffic with destination LOWI via TULSI shall be transferred at FL 130 to LOWI_APP. München Radar will issue a speed restriction of max. 250 KIAS.
- Traffic with destination LOWI via MADEB or XEBIX shall be transferred at FL 150 to LOWI_APP.
- Traffic with destination LOWI on a coordinated direct and descent profile shall be cleared to FL170 and handed off passing FL200.
- Traffic with destination LOWS via UNKEN shall be transferred at FL 130 to LOWS_APP.

- Traffic with destination LOWS with routing all but UNKEN shall be transferred at FL 90 to LOWS_APP.
- Traffic with destination LOWL via UNKEN shall be transferred at FL 270 to LOVV_(N)_CTR.
- Traffic with destination LOWL with routing all but UNKEN shall be transferred at FL 150 to LOWL_APP.
- Traffic with destination LOWK shall be transferred at FL 330 to LOVV_(N/S_)CTR as follows:
  Traffic with routing via INPUL or further north shall be transferred to LOVV_N_CTR.
  Traffic with routing via LATLO or further west shall be transferred to LOVV_S_CTR (see Annex E).
  <u>Deviations from this default regulation can be coordinated by the respective stations as necessary.</u>
  Example: If two or more aircrafts in short sequence fly via INPUL and LATLO they should be transferred to the same controller, preferably.

4.3 <u>München FIR</u>

4.3.1 Traffic departing from München FIR
- Traffic departing EDDM via MEBEK may be cleared FL 190 of RFL if lower and shall be transferred passing FL 130 to LOVV_(N)_CTR.

4.3.2 Traffic with destination in München FIR
- Traffic with destination EDDM via AMADI shall be transferred at FL 130 to EDDM_APP.
- Traffic with destination EDDM via REDBU shall be transferred at FL 140 to EDDM_APP.

5. <u>**Special areas**</u>

5.1 <u>Airspace delegated from Wien FIR to München FIR</u>

Tirol and Vorarlberg Area
Austrian airspace FL 165+ above Tirol and Vorarlberg (south of Release Line LOWI) is delegated to EDMM_S_CTR.
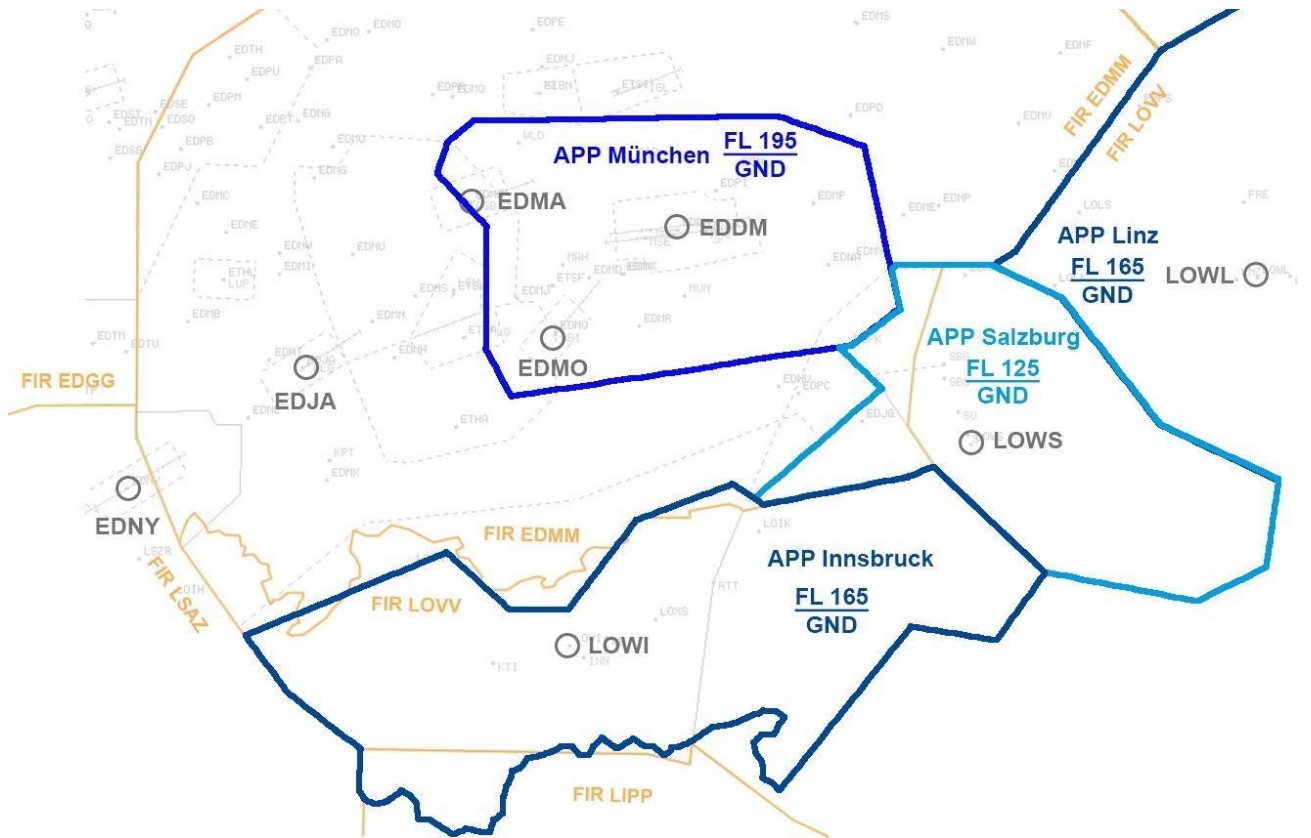Airway Y107 (BADVI-RTT-TOBSO) is within the responsibility of EDMM_S_CTR.
Refer to Annex C.
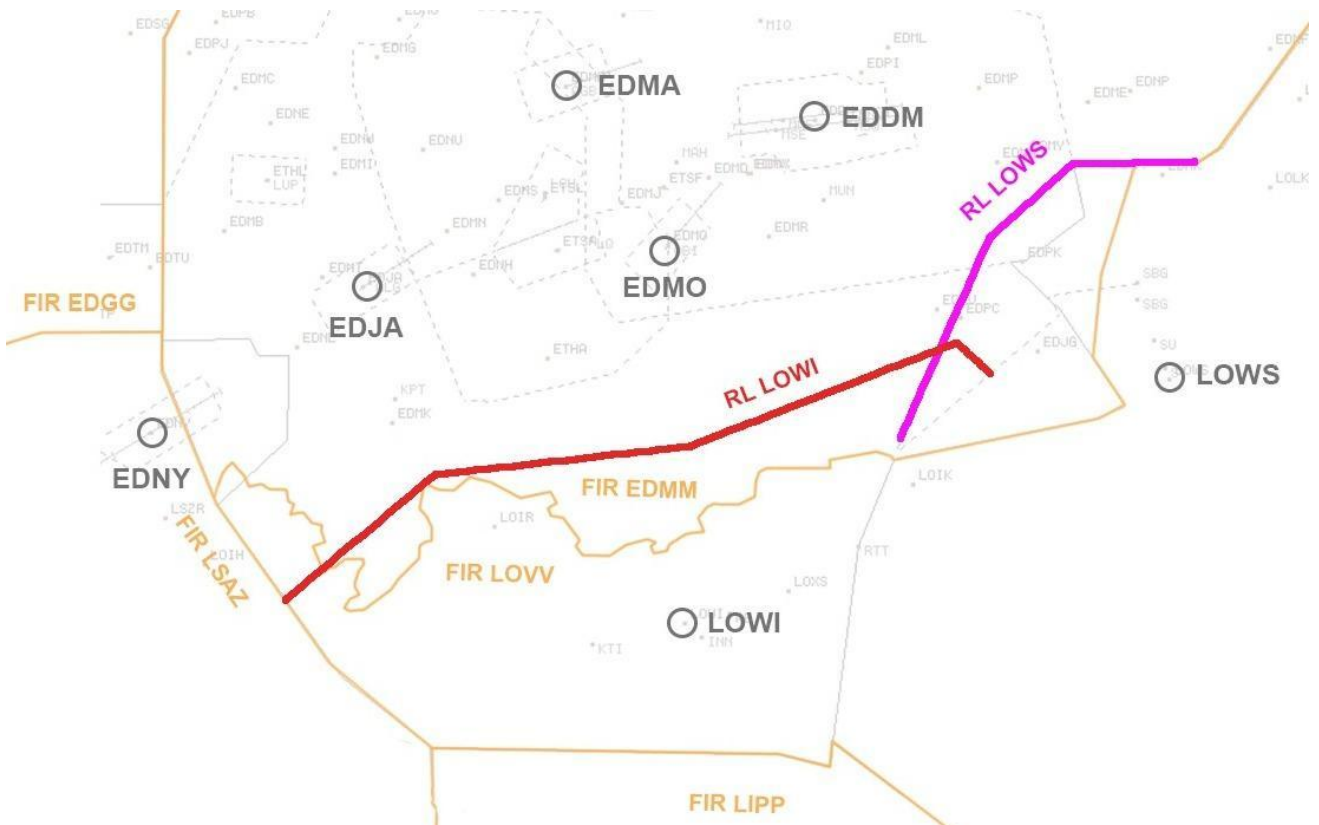
5.2 <u>Other airspace</u>

TITIG area
Responsibility for TITG Area (Annex D) is as follow:
FL 345   -   FL 660 München Radar
FL 125   -   FL 345 Wien Radar
GND   -   FL 125 APP Salzburg
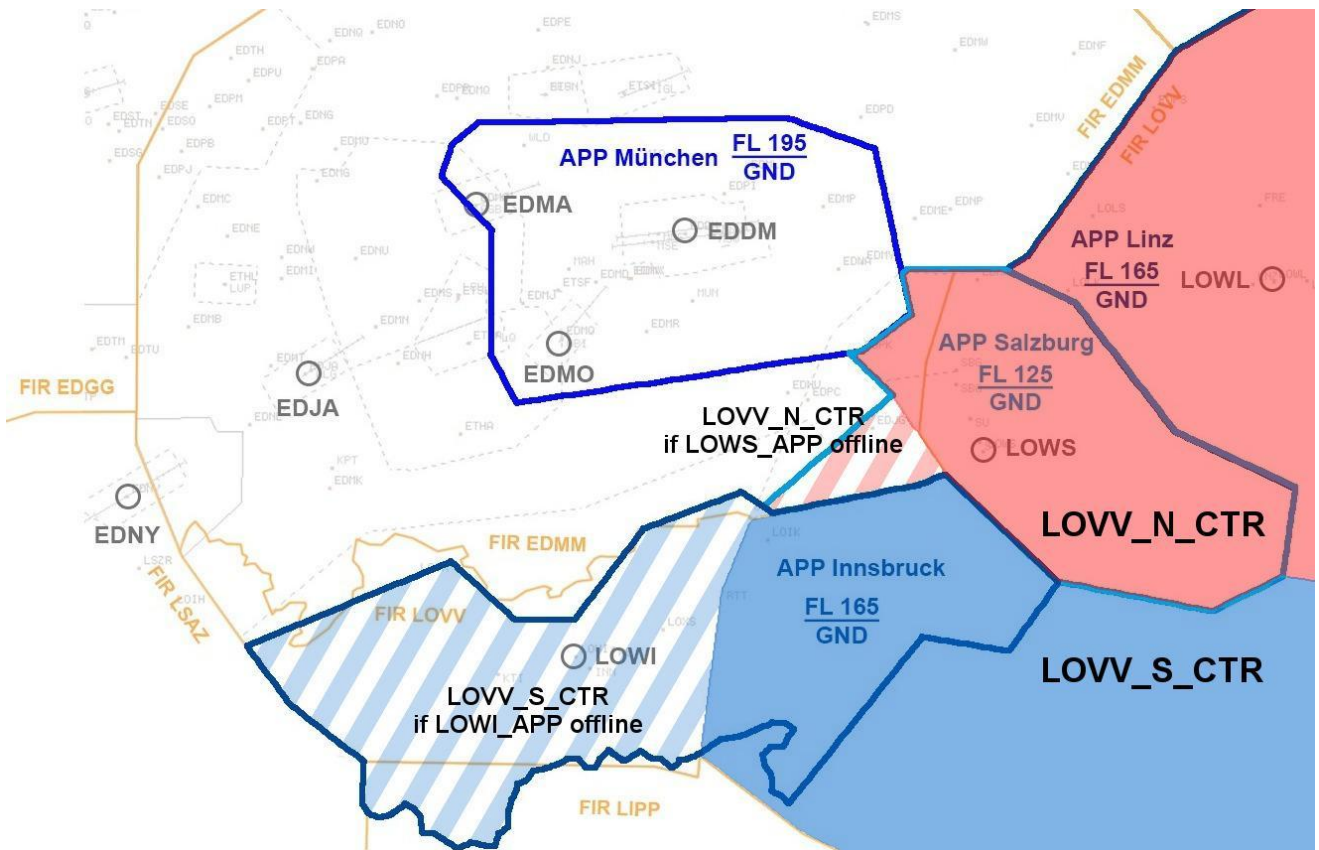
Annex A: Overview of border area LOVV and EDMM

Annex B: Release Lines

Annex C: Tirol and Vorarlberg area

Annex D: TITIG area

Annex E: Areas of responsibility LOVV_N_CTR and LOVV_S_CTR

Annex Y: Coordination standards

For coordination with adjacent units the phrases described below shall be used:

Approval Request: Request from an ATS unit to the ATS unit concerned for an approval to deviate from agreed procedures. For example:

- Coordination of a direct routing
- Approval request to cross/use an airspace of an unit not involved in the normal flight profile of the mentioned aircraft ("airspace crossing")
- Transfer of an aircraft not at agreed level
- Transfer of an aircraft in vertical movement

Phraseology example: *"approval request to cross your airspace, *callsign*, *position*, *level*, to proceed direct *waypoint*, descending *level*" - "approved / approved, not below *level* / not approved"*

Release: An authorisation by the transferring unit to the accepting unit to climb/descend/turn/control speed (of) a specific aircraft before the point of transfer of control.

Phraseology example: *"request release (for climb/turn/...) *callsign*" - "released (for climb/turn/for left turns only/…)"*

Request: A specific request by the accepting unit to the transferring unit regarding an aircraft.

Phraseology example: *"request *callsign* direct *waypoint*/heading *heading*/climbing *level*/descending *level*/speed *speed*"*

Controllers may also coordinate general approvals/releases deviating from agreed procedures.

Annex Z: Definitions

Area of Responsibility (AoR): An airspace of defined dimensions where a specific ATS unit has responsibility for providing ATS.

Transfer of control: Receiving unit takes over responsibility for separation.

Transfer of communication: The instruction for a pilot to contact the next unit.

General Air Traffic (GAT): All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

Operational Air Traffic (OAT): All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities. Usually used by state aircraft.

Paragraphs using the wording "shall" represent a **mandatory** procedure.
Paragraphs using the wording "should" represent a **recommended** procedure.
Paragraphs using the wording "may" represent an **optional** procedure.