

Letter of Agreement

between

and

IVAO Germany

IVAO Switzerland

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Edition: 2.0

1 Document purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Langen FIR and Zürich 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 receiving sector. Transferred aircraft are generally released for turns up to 45° by transferring sector. Climbing and descending sector entries are subject to prior approval. For this reason traffic may be handed over at an intermediate level.

Cruising levels shall be assigned in accordance with AIP of the country in question. Exceptions are laid down in this letter. FL250 is not available as cruising level in EDUU.

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
EDGG_S_CTR	Langen Radar	125.200
EDGG_BAD_CTR	Langen Radar	127.050
EDGG_FS_CTR	Langen Radar	127.500
EDGG_LBU_CTR	Langen Radar	131.300
EDUU_W_CTR	Rhein Radar	132.405
EDDS_APP	Langen Radar	125.050
EDDS_REU_APP	Langen Radar	119.200
LSAZ_NSL_CTR	Swiss Radar	136.150
LSAZ_SSL_CTR	Swiss Radar	128.050
LSAS_LM1_CTR	Swiss Radar	133.405
LSZH_APP	Zurich Arrival	118.000

3.2 Area of responsibility

The ATS unit in charge of Langen FIR is Langen Radar. The ATS unit in charge of Rhein UIR is Rhein Radar.

EDGG_S_CTR is a consolidated ATC position which includes EDGG_BAD_CTR, EDGG_LBU_CTR, EDGG_KTG_CTR and EDUU_W_CTR if not online.

EDGG_FS_CTR is a consolidated ATC position which includes EDGG_S_CTR, EDGG_F_CTR and EDUU_W_CTR if not online.

EDUU_W_CTR handles all traffic above FL245 if online.

The ATS unit in charge of Zürich FIR is Swiss Radar.

LSAS_LM1_CTR is a consolidated ATC position which covers the full Swiss Radar airspace in absence of other positions.

There are 3 configurations for Swiss Radar on the Zurich FIR that are activatable:

Config. 3

LSAZ_NSL_CTR takes responsibility of traffic inbound Zurich FIR from GND to FL245.

LSAZ_SSL_CTR takes responsibility of traffic outbound Zurich FIR from GND to FL245.

LSAZ_M1_CTR takes responsibility of traffics inbound and outbound Zurich FIR (transits) from FL245 to UNL.

Config. 2

LSAZ_SSL_CTR takes responsibility of traffic inbound and outbound Zurich FIR from GND to FL245.

LSAZ_M1_CTR takes responsibility of traffics inbound and outbound Zurich FIR (transits) from FL245 to UNL.

Config. 1a

LSAZ_SSL_CTR takes responsibility of traffics inbound and outbound Zurich FIR from GND to UNL.

Config. 1b

LSAZ_SSL_CTR takes responsibility of traffic inbound and outbound Zurich FIR from GND to FL245.

LSAS_LM1_CTR takes responsibility of traffics inbound and outbound Zurich FIR (transits) from FL245 to UNL.

Swiss Radar shall announce the configuration to Langen Radar.

4 Standing agreements

4.1.1 Traffic departing from Langen FIR

- Flights departing EDDS/SB/TY shall be transferred climbing FL230 to Swiss Radar, released for climb.
- Flights departing EDTL/LFST shall be transferred climbing FL130, released for climb.

4.1.2 Traffic with destination in Langen FIR

- Flights with destination EDDS/SB/TL/TY shall be transferred at FL140, released by transferring sector.
- Flights with destination in EDGG FIR except EDDS may be handed over at a level lower than RFL if above FL320 to reduce workload.

4.2.1 Traffic departing from Zürich FIR

- Flights departing LSZH via MINGA shall be transferred climbing FL240.
- Flights departing LFSB via HEUSE - LOKTA - TEDGO shall be transferred at FL230.

4.2.2 Traffic with destination in Zürich FIR

- Flights with destination LSZH shall be transferred:
 - via NATOR at FL150,
 - via IBINI at FL160, released for descent to FL150,
 - via EMKIL at FL170, released for descent to FL150.

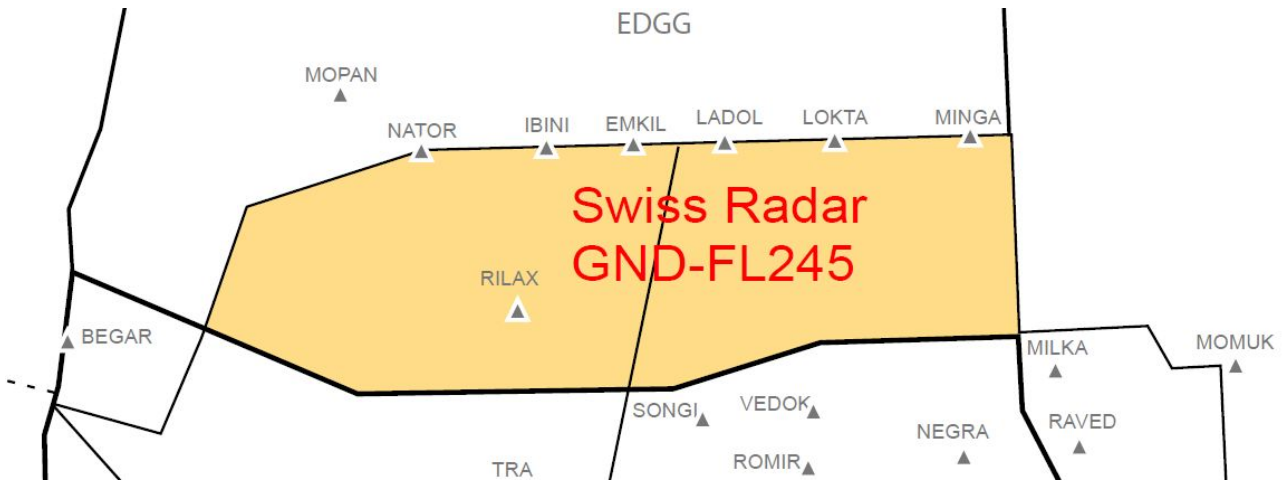
EDGG should aim for a 10nm sequencing of all three traffic streams at RILAX whenever possible.

- Flights with destination EDNY via GARMO shall be transferred at FL190.
- Flights with destination LSGG/GS should be transferred at FL350 or lower.
- Flights with destination LS**, excluding LSZA/ZS/GG/GS/ZH, should be transferred at FL270 or lower.

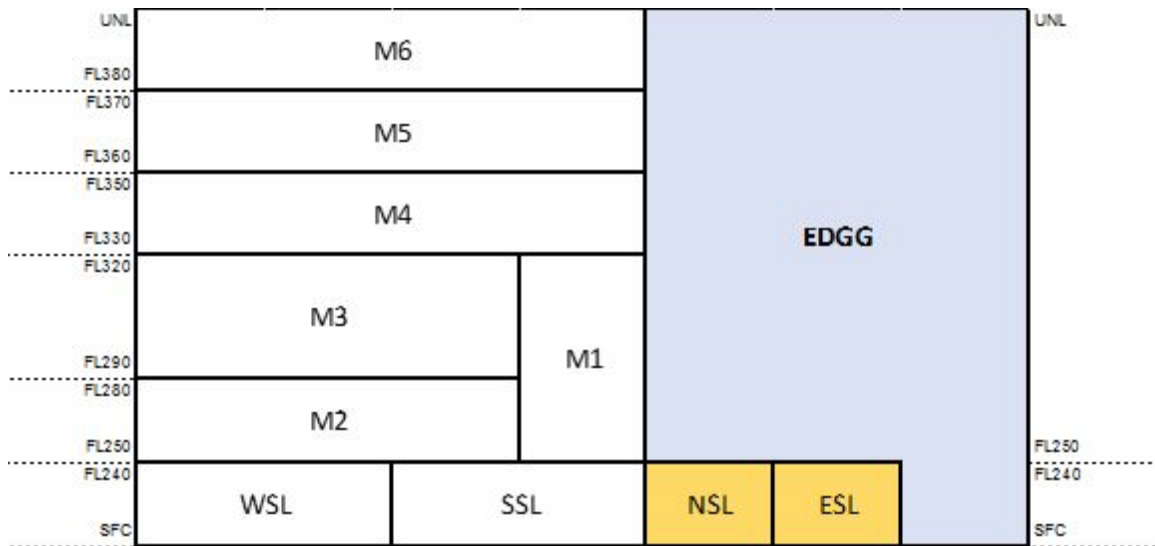
5. Special areas

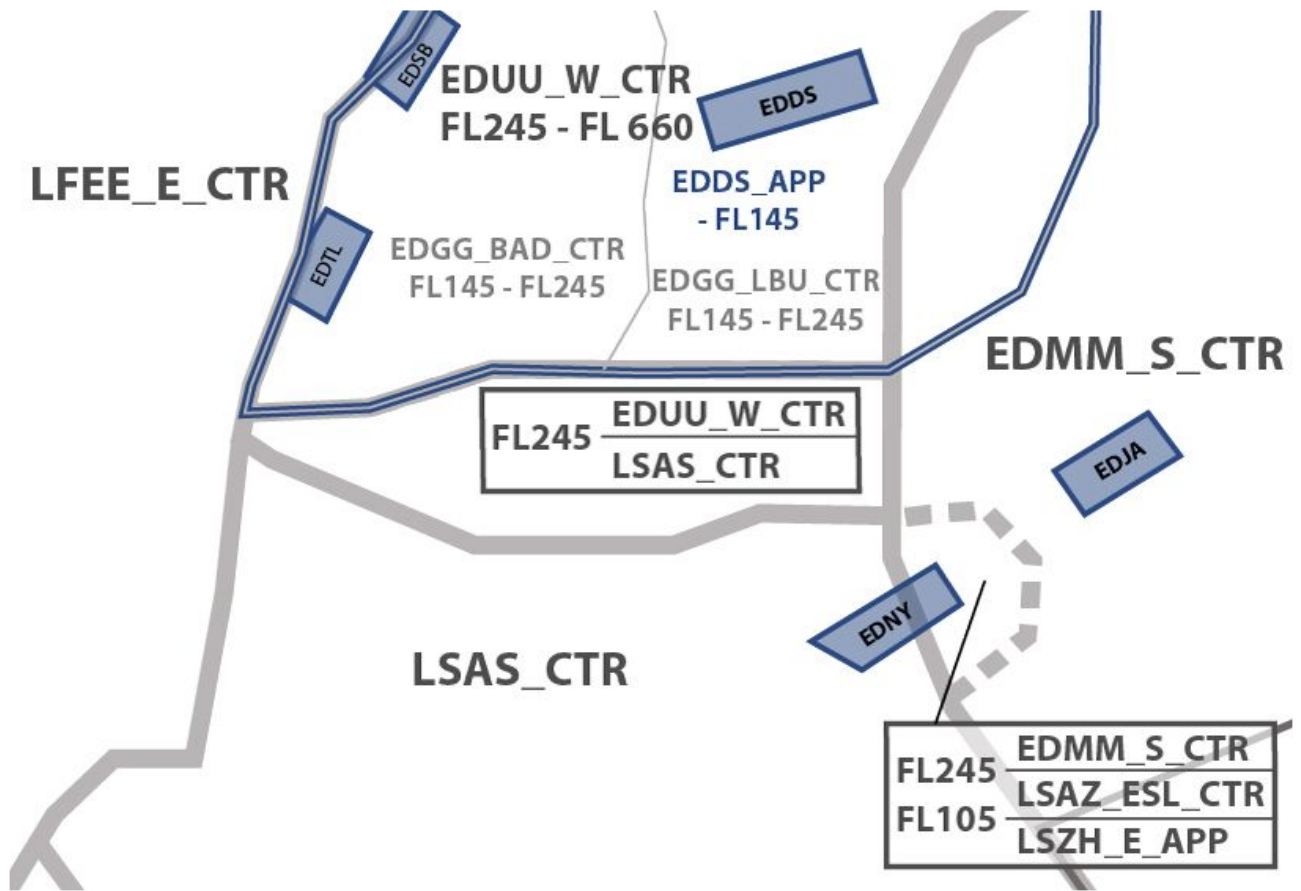
5.1 Border Area between Swiss Radar and Langen Radar

Lateral limits:



Vertical limits: GND – FL245





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.