

# LETTER OF AGREEMENT

between

IVAO ATC HQ  
Maastricht UAC

and

IVAO Netherlands  
Amsterdam ACC



Effective – 25 March, 2021

# 1 General

## 1.1 Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Maastricht UAC and Amsterdam ACC when providing ATS to General Air Traffic and Operational Air Traffic.

These procedures are supplementary to those specified in IVAO Documentation and/or Divisional website Documents.

## 1.2 Operational Status.

Both Divisions shall keep each other advised of any changes in the operational status of their facilities and navigational aids, which may affect the procedures specified in this Letter of Agreement.

# 2 Areas of Responsibility for the Provision of ATS

## 2.1 Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows:

Note: See para 2.2 for the description of the areas where delegation of the responsibility for the provision of ATS is applicable.

### 2.1.1 Maastricht UAC

Lateral limits: The limits of the AoR corresponding to the FIR boundaries as published in the AIP Netherlands, Germany and Belgium and G.D. Luxembourg

Vertical limits: FL 245 – UNL

ICAO airspace classification for the area of responsibility of Maastricht UAC along the common boundary of the areas of responsibility of Maastricht UAC and Amsterdam ACC is described in Annex B to this Letter of Agreement.

### 2.1.2 Amsterdam ACC

Lateral limits: Amsterdam FIR as published in the AIP Netherlands

Vertical limits: GND – FL 245

ICAO airspace classification for the area of responsibility of Amsterdam ACC along the common boundary of the areas of responsibility of Maastricht UAC and Amsterdam ACC is described in Annex B to this Letter of Agreement.

## 2.2 Areas for Cross Border Provision of ATS (ATS Delegation)

The provision of ATS in respect of this LoA means the following services:

Air Traffic Control Service (ATC), Flight Information Service (FIS) for controlled flights, Alerting Service (ALRS)

### 2.2.1 Delegation of ATS from Maastricht UAC to Amsterdam ACC

Not applicable.

### 2.2.2 Delegation of ATS from Amsterdam ACC to Maastricht UAC

Not applicable.

### 2.2.3 Other Areas for Cross Border Provision of ATS

Areas for cross-border provision of ATS defined with other coordinating air traffic services units along the common boundary of the areas of responsibility of Maastricht UAC and Amsterdam ACC are described in Annex B to this Letter of Agreement.

### 2.2.4 Alerting Service

The ATS unit responsible for the provision of ATS, by virtue of delegation, shall provide alerting service and shall notify immediately the supervisor of the delegating ATS unit. The supervisor of the delegating ATS unit shall notify the appropriate rescue coordination centre as required.

### 2.2.5 Territorial Matters

- Not applicable -

## 2.3 Special Provisions

- Not applicable -

### 3 Procedures

The procedures to be applied by Maastricht UAC and Amsterdam ACC are detailed in the Annexes to this Letter of Agreement:

Annex A	Definitions and Abbreviations
Annex B	Area of Common Interest
Annex C	Exchange of Flight Data
Annex D	Procedures for Coordination
Annex E	Transfer of Control and Transfer of Communications
Annex F	ATS Surveillance Based Coordination Procedures
Annex G	Checklist of Pages

### 4 Revisions and Deviations.

#### 4.1 Revision of this Letter of Agreement

The revision of the present Letter of Agreement, excluding Annexes and their Appendices, requires the mutual written consent of the signatories.

#### 4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the representatives of the respective IVAO Divisions designated by the respective signatories, normally the ATC Operations Coordinator at the respective Division.

#### 4.3 Temporary Deviations.

When necessary, the ATC Department of the IVAO Divisions concerned may introduce, by mutual agreement and for a specified period of time, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

#### 4.4 Incidental Deviations.

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

### 5 Cancellation.

5.1 Cancellation of the present Letter of Agreement by mutual written agreement of the respective IVAO Divisions may take place at any time.

5.2 Cancellation of this Letter of Agreement by either IVAO Division is possible at any time, provided that the cancelling party declares its intention in writing to cancel the Letter of Agreement with a minimum pre-notification time of 6 months before the date the cancellation is to take effect.

## 6 Interpretation and Settlement of Disputes.

- 6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement or in case of dispute regarding its application, the parties shall endeavor to reach a solution acceptable to both of them.
- 6.2 Should no agreement be reached, each of the parties shall refer to IVAO HQ ATC Operations Department, to which the dispute shall be submitted for settlement.

## 7 Validity

This LoA becomes effective 25 March, 2021 and supersedes the Letter of Agreement between Maastricht ACC and Amsterdam ACC dated N/A.

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ATC Operations Director  
IVAO ATC HQ

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ATC Operations Coordinator  
Netherlands

## Annex A.

### Definitions and Abbreviations

Effective: 25 March, 2021

Revised: N/A

#### A.1 Definitions.

##### A.1.1 Area of Responsibility

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

##### A.1.2 Area of Common Interest

A volume of airspace as agreed between two ATS units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic coordination procedures.

##### A.1.3 Approval Request

Request from an ATS-unit to the ATS sector concerned for an approval of:

- an aircraft not yet airborne, whenever the flying time to the transfer of control point is less than the agreed minimum prenotification time, or
- an aircraft in flight intending to operate under conditions other than those described in mutually agreed procedures.

##### A.1.4 Division Level.

The flight level dividing two superimposed AoR for the provision of ATS.

##### A.1.5 General Air Traffic.

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

##### A.1.6 Operational Air Traffic.

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.

##### A.1.7 Reduced Vertical Separation Minimum.

A vertical separation minimum of 300 m (1 000 ft) which is applied between FL 290 and FL 410 inclusive, on the basis of regional air navigation agreements and in accordance with conditions specified therein.

##### A.1.7.1 RVSM Approved Aircraft

Aircraft that have received State approval for RVSM operations within the EUR RVSM airspace.

## A.1.8 Release

### A.1.8.1 Release for Climb

An authorization for the accepting sector to climb (a) specific aircraft before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

### A.1.8.2 Release for Descent

An authorization for the accepting sector to descend (a) specific aircraft before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

### A.1.8.3 Release for Turn

An authorization for the accepting sector to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

## A.1.9 State Aircraft

For the purposes of EUR RVSM, only aircraft used in military, customs or police services shall qualify as State aircraft.

## A.2 Abbreviations.

<b>ACC</b>	Area Control Center	<b>NM</b>	Nautical Mile
<b>ACI*</b>	Area of Common Interest	<b>NM</b>	EUROCONTROL Network Management
<b>AIP</b>	Aeronautical Information Publication	<b>OAT*</b>	Operational Air Traffic
<b>AoR*</b>	Area of Responsibility	<b>OLDI*</b>	On-line Data Interchange
<b>APP</b>	Approach Area / Approach ATS Unit	<b>ORCAM</b>	Originating Region Code Assignment Method
<b>ATC</b>	Air Traffic Control	<b>RTF</b>	Radio Telephony
<b>ATS</b>	Air Traffic Services	<b>RVSM</b>	Reduced Vertical Separation Minimum
<b>ATZ</b>	Air Traffic Zone	<b>SFC</b>	Surface
<b>CBA</b>	Cross-Border Area	<b>SID</b>	Standard Instrument Departure
<b>CDR</b>	Conditional Route	<b>SSR</b>	Secondary Surveillance Radar
<b>COP*</b>	Coordination Point	<b>STAR</b>	Standard Instrument Arrival
<b>CRC</b>	Control and Reporting Centre	<b>TMA</b>	Terminal Maneuvering Area
<b>CTA</b>	Control Area	<b>TRA</b>	Temporary Reserved Area
<b>CTR</b>	Control / Enroute ATS Unit	<b>TSA</b>	Temporary Segregated Area
<b>CTZ</b>	Control Zone	<b>TWR</b>	Aerodrome Control Tower
<b>DFL*</b>	Division Flight Level	<b>UAC</b>	Upper Area Control Centre
<b>ETO</b>	Estimated Time Over Significant Point	<b>UHF</b>	Ultra High Frequency
<b>EUR</b>	European	<b>UIR</b>	Upper Flight Information Region
<b>FIR</b>	Flight Information Region	<b>UNL</b>	Unlimited
<b>FLA*</b>	Flight Level Allocation	<b>UTC</b>	Coordinated Universal Time
<b>FIS</b>	Flight Information Services	<b>VCS</b>	Voice Communication System
<b>FL</b>	Flight Level	<b>VFR</b>	Visual Flight Rules
<b>GAT*</b>	General Air Traffic	<b>VHF</b>	Very High Frequency
<b>GND</b>	Ground		
<b>ICAO</b>	International Civil Aviation Organization		
<b>IFR</b>	Instrument Flight Rules		
<b>KHz</b>	Kilohertz		
<b>LoA*</b>	Letter of Agreement		
<b>MHz</b>	Megahertz		

Note: Abbreviations marked with an \* are non-ICAO abbreviations.



## Annex B.

## Area of Common Interest

Effective: 25 March, 2021

Revised: N/A

## B.1 Airspace Structure and Classification within the Area of Common Interest.

The Airspace structure within the ACI is shown in Appendix of Annex B

## B.1.1 Brussels FIR/UIR

Area	Vertical Limits	Airspace Classification
Brussels UTA <sup>1)</sup>	FL 195 – FL 245	C
Brussels UTA <sup>2)</sup>	FL 245 – FL 660	C

1) ATS provided by Brussels ACC

2) ATS provided by Maastricht UAC

## B.1.2 Amsterdam FIR

Area	Vertical Limits	Airspace Classification
Amsterdam UTA <sup>1)</sup>	FL 195 – FL 245	C
Amsterdam UTA <sup>2)</sup>	FL 245 – FL 660	C

1) ATS provided by Amsterdam ACC

2) ATS provided by Maastricht UAC

## B.1.3 Bremen FIR / Langen FIR / Hannover UIR

Area	Vertical Limits	Airspace Classification
Bremen FIR <sup>1)</sup>	FL 100 – FL 245	C
Langen FIR <sup>2)</sup>	FL 100 – FL 245	C
Hannover UIR <sup>3)</sup>	FL 245 – FL 660	C

1) ATS provided by Bremen ACC

2) ATS provided by Langen ACC

3) ATS provided by Maastricht UAC

## B.2 Sectorisation within the Area of Common Interest

The Sectorisation within the ACI is shown in Appendix 1 of Annex B

## B.3 Special Areas within the Area of Common Interest

### B.3.1 Areas for Cross/Border Provision of ATS defined with other ATS Units within the ACI.

#### B.3.1.1 ATS provision by Amsterdam ACC – Amsterdam FIR

Within the Amsterdam FIR the provision of ATS in accordance with the airspace classification is performed by Amsterdam ACC within the following Area:

##### B.3.1.1.1 Emmen Area – See Appendix 2 of Annex B

Lateral Limits: The part of the DutchMil TMA C linking the coordinates:

N530000 E0071234 – along the Dutch-German border to N521414 E0070347 –  
N521757 E0064350 – N522534 E0062000 – N524550 E0062000 – N525457  
E0062951 – N530000 E0071234

Vertical limits: FL095 – FL245

Airspace Classification: FL095 – FL195: B  
FL195 – FL245: C

#### B.3.1.2 ATS provision by Amsterdam ACC – Bremen FIR

Within the Bremen FIR the provision of ATS in accordance with the airspace classification is performed by Amsterdam ACC within the following Area:

##### B.3.1.2.1 Twenthe HI Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Bremen FIR west of a line linking the coordinates:  
N523925 E0070330 – N522350 E0070340

Vertical limits: FL095 – FL245

Airspace Classification: FL095 – FL100: E  
FL100 – FL245: C

#### B.3.1.3 ATS provision by Amsterdam ACC – Langen FIR

Within the Langen FIR the provision of ATS in accordance with the airspace classification is performed by Amsterdam ACC within the following Area:

##### B.3.1.3.1 Tebro Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Langen FIR linking the coordinates:

N521414 E0070347 – N521450 E0071559 – N515809 E0070629 – N515144  
E0065808 – N514111 E0064055 – N513604 E0062955 – N513511 E0062137 –  
N513510 E0060801 – along the Dutch-German border to N521414 E0070347

Vertical limits: FL205 – FL245

Airspace Classification: C

B.3.1.3.2 KLEVE HI Area – See Appendix 2 of Annex B

Lateral Limits: N514200 E0060142 – N514941 E0062727 – along the Dutch-German border to N514200 E0060142

Vertical limits: FL145 – FL205

Airspace Classification: C

B.3.1.4 ATS provision by Amsterdam ACC – London FIR

Within the London FIR the provision of ATS in accordance with the airspace classification is performed by Amsterdam ACC within the following Area:

B.3.1.4.1 MOLIX Area – See Appendix 2 of Annex B

Lateral Limits: The part of the London FIR linking the coordinates:  
N532000 E0023000 – N531441 E0031102 – N531029 E0032158 – N523704  
E0025356 – N524010 E0023000 – N532000 E0023000

Vertical limits: FL175 – FL245

Airspace Classification: FL175 – FL195: A  
FL195 – FL245: C

B.3.1.4.2 GODOS Area – See Appendix 2 of Annex B

Lateral Limits: The part of the London FIR linking the coordinates:  
N534148 E0030000 – N533411 E0034222 – N531029 E0032158 – N531441  
E0031102 – N531608 E0030000 – N534148 E0030000

Vertical limits: FL175 – FL245

Airspace Classification: FL175 – FL195: A  
FL195 – FL245: C

B.3.1.5 ATS provision by Brussels ACC – Amsterdam FIR

Within the Amsterdam FIR the provision of ATS in accordance with the airspace classification is performed by Brussels ACC within the following Area:

B.3.1.5.1 SASKI A Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Amsterdam FIR, south of a parallel line 5 NM north of the ATS route L179/L608 and east of SASKI

Vertical limits: FL055 – FL245

Airspace Classification: FL055 – FL195: A  
FL195 – FL245: C

B.3.1.6 ATS provision by London ACC – Amsterdam FIR

Within the Amsterdam FIR the provision of ATS in accordance with the airspace classification is performed by London ACC within the following Area:

B.3.1.6.1 SASKI B Area – See Appendix 2 of Annex B  
Delegation by Amsterdam ACC and Maastricht UAC

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:  
N514245 E0021001 – N513000 E0020000 – N512720 E0023000 – N513813  
E0023000 – N514245 E0021001 – N514245 E0021001

Vertical limits: FL215 – FL660

Airspace Classification: FL055 – FL195: A  
FL195 – FL245: C

B.3.1.6.2 IBNOS B Area – See Appendix 2 of Annex B  
Delegation by Amsterdam ACC

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:  
N515710 E0022129 – N515827 E0024001 – N520027 E0031019 – N512850  
E0031019 – N514245 E0021001 – N515710 E0022129

Vertical limits: FL215 – FL245

Airspace Classification: C

B.3.1.6.3 IBNOS A Area – See Appendix 2 of Annex B  
Delegation by Maastricht UAC

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:  
N515702 E0022123 – N515757 E0031019 – N512850 E0031019 – N514245  
E0021001 – N515702 E0022123

Vertical limits: FL245 – FL660

Airspace Classification: C

### B.3.2 Other Areas

#### B.3.2.1 SPY/PAM Area – see Appendix 2 of Annex B

Lateral Limits: The limits of the SPY/PAM area correspond with the lateral boundaries of the Schiphol TMA 1 and Schiphol TMA 6.

Vertical limits: 1500 ft / 3500 ft AMSL – FL660

Airspace Classification: 1500 ft / 3500 ft AMSL – FL660: A  
FL195 – FL660: C

#### B.3.2.2 (EB)TRA North B – see Appendix 2 of Annex B

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:  
N511032 E0042037 – N512049 E0042812 – N512254 E0043326 – N512649  
E0044320 – N512650 E0044925 – along the Belgian-Dutch border to N512651  
E0050018 – N512651 E0050400 – N512603 E0050610 – N511857 E0052158 –  
N511654 E0052630 – along the Belgian-Dutch border to N510133 E0054629 –  
N505729 E0052350 – N505342 E0050316 – N505830 E0043650 – N511032  
E0042037

Vertical limits in the Amsterdam FIR: FL095 – FL660

Vertical limits in the Brussels FIR: FL195 – UNL

Airspace Classification in the Amsterdam FIR: FL095 – FL195: B  
FL195 – FL660: C

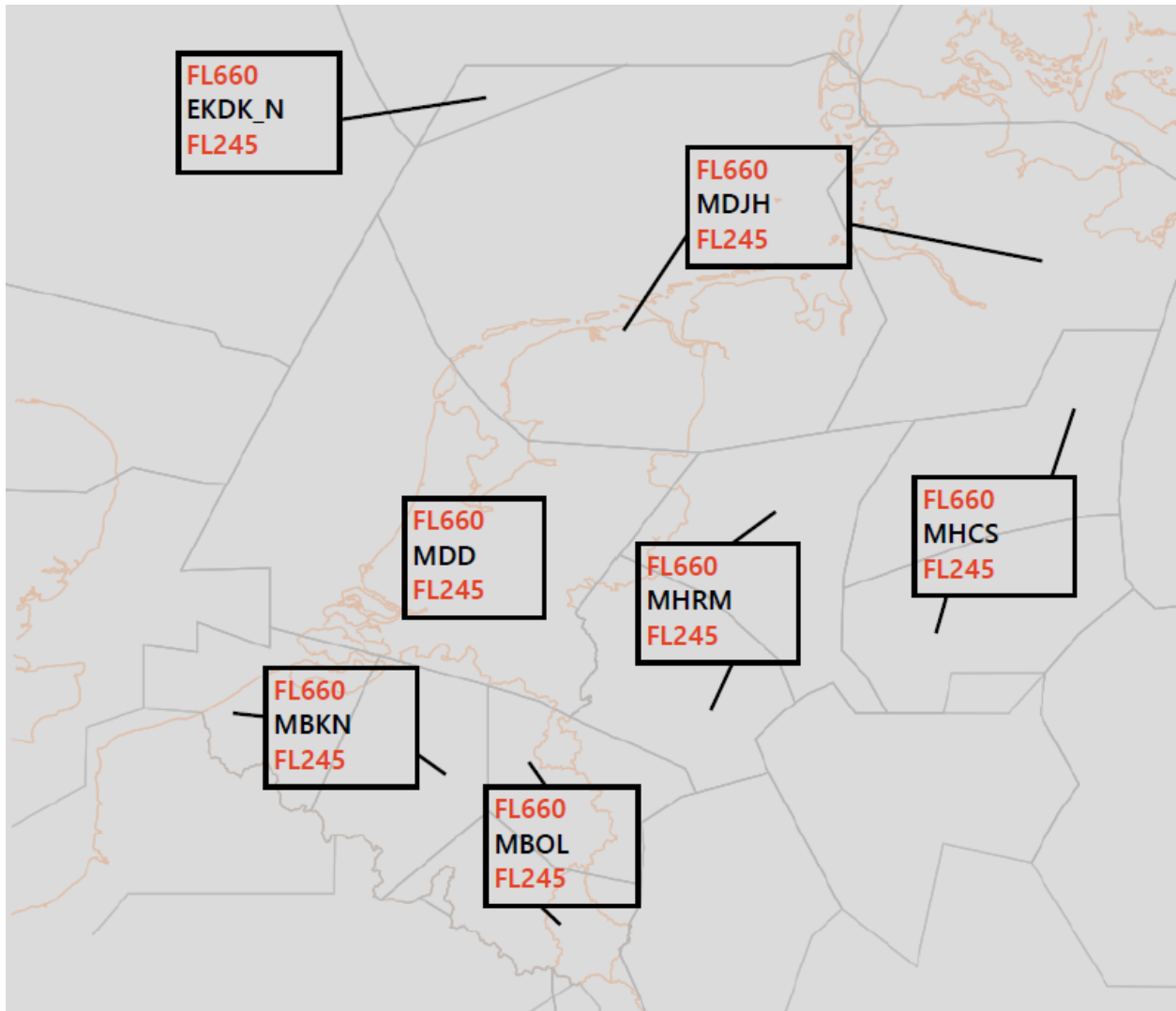
Airspace Classification in the Brussels FIR: FL195 – FL660: C

### B.4 Non-published Coordination Points within the Area of Common Interest.

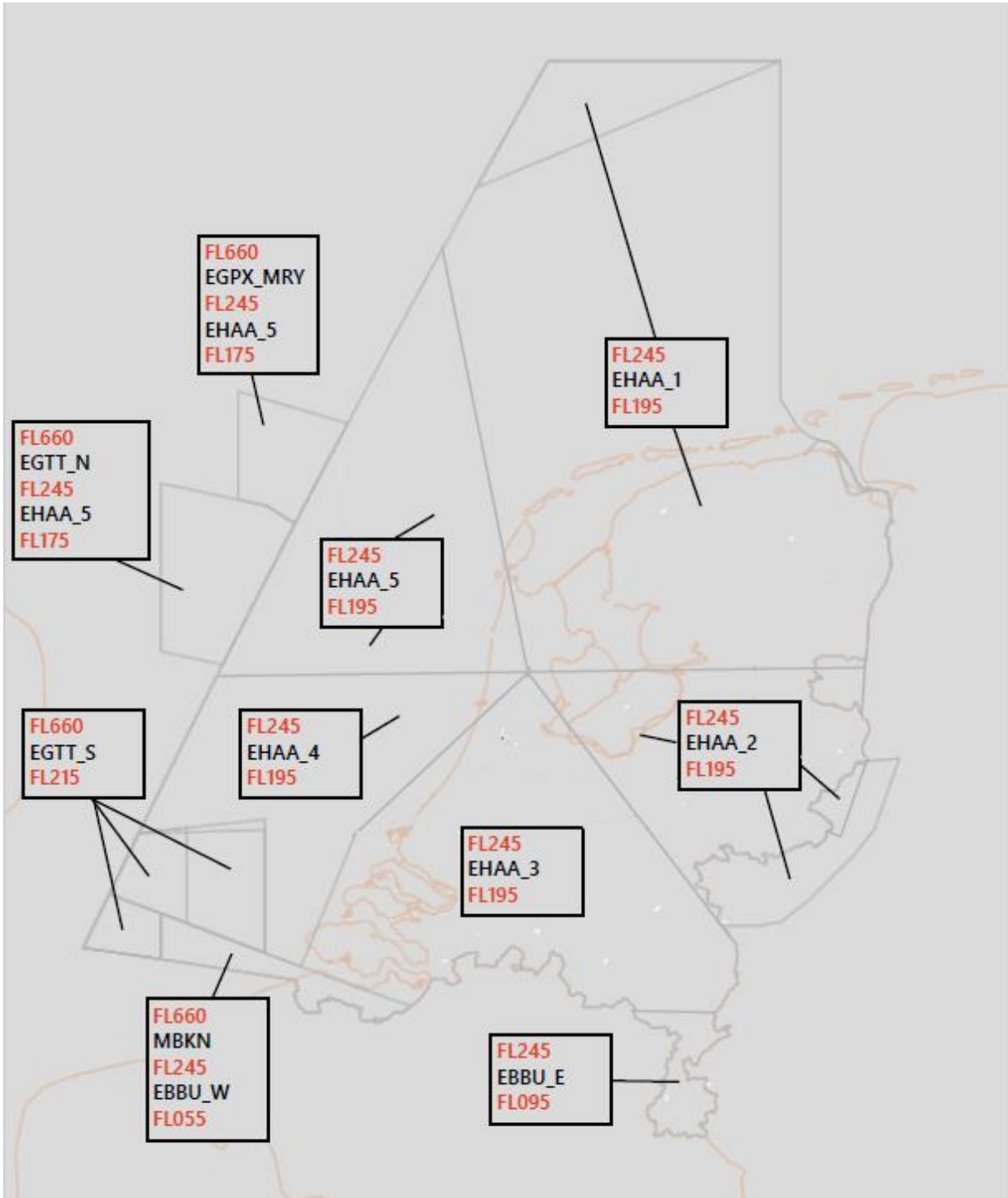
Not applicable.

Appendix 1 of Annex B.

**Maastricht UAC Sectorization**



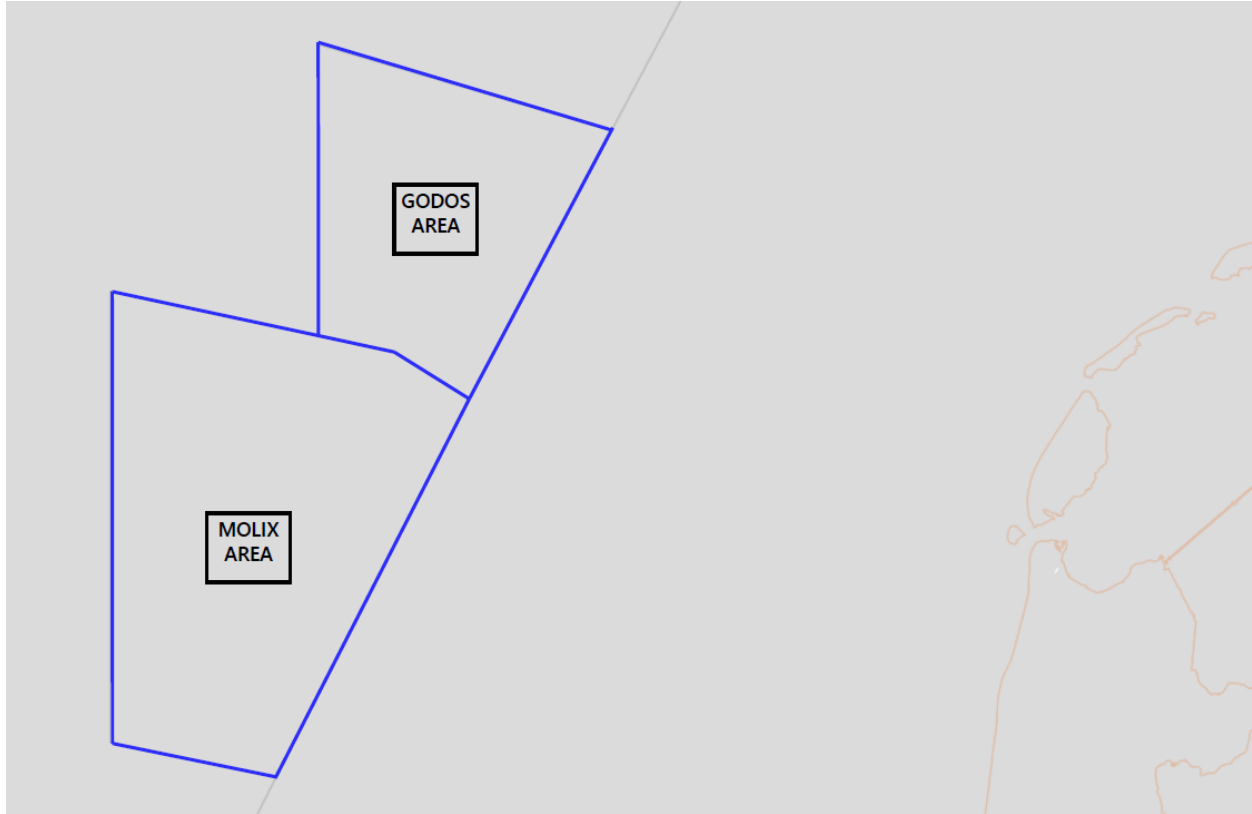
## Amsterdam ACC Sectorization



## Appendix 2 of Annex B.

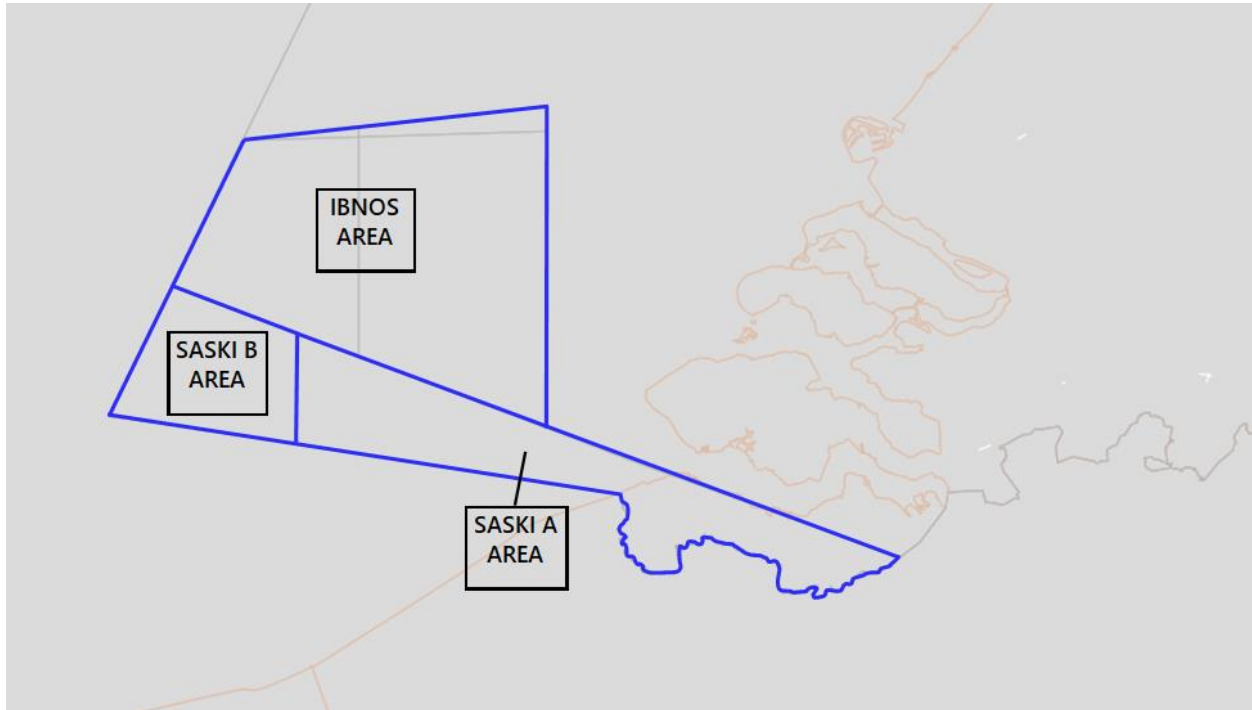
Area Names

### **GODOS and MOLIX Area**

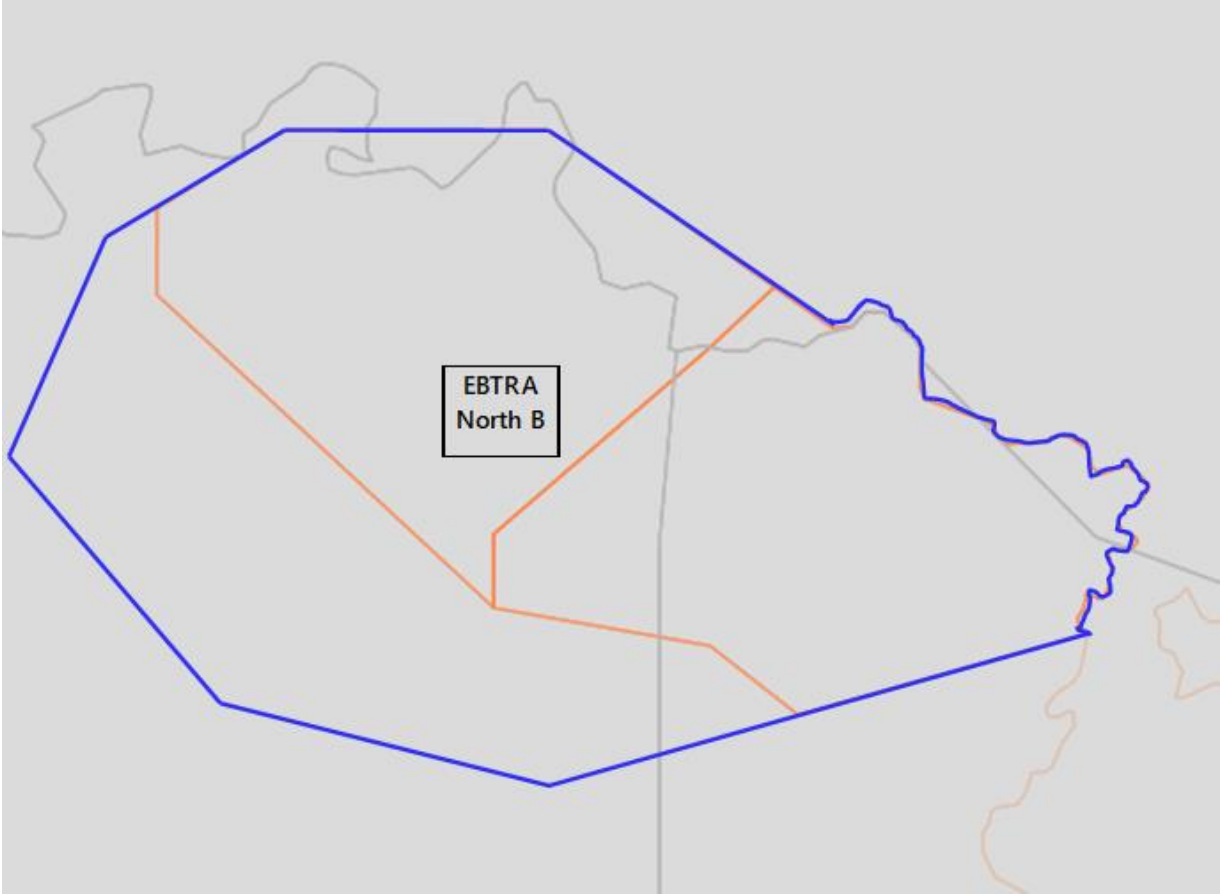




## IBNOS - SASKI A - SASKI B Area



## EBTRA North B



## Annex C.

### Exchange of Flight Data

Effective: 25 March, 2021

Revised: N/A

#### C.1 General

##### C.1.1 Basic Flight Plans

Basic Flight plan data should normally be available at both ATS Units.

##### C.1.2 Current Flight Plan Data

Messages, including current flight plan data, shall be forwarded by the transferring ATS unit to the accepting ATS unit either by automatic data exchange or by private text to the appropriate sector/position.

##### C.1.3 Revisions

Any significant revisions to the flight data are to be transmitted to the accepting ATS Unit.

Changes to the coordinated levels within 5 minutes of the ETO for the transfer of control point are subject to an Approval Request.

#### C.2 Means of Communications and their Use

##### C.2.1 Verbal Coordination

Not applicable due to current software limitations.

##### C.2.2 Written Communication

When required, communication can be performed by private text between the relevant sectors or using semi-automatic systems depending on software capability.

## Annex D.

### Procedures for Coordination

Effective: 25 March, 2021

Revised: N/A

#### D.1 General Conditions for Acceptance of Flights

- D.1.1 Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified for the relevant route (see para D.2 and D.3).
- D.1.2 Flights shall be considered to be maintaining the coordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of written coordination, except if otherwise described in paragraphs D.2 or D.3.
- D.1.3 If the accepting ATS Unit cannot accept a flight offered in accordance with the conditions specified above it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- D.1.4 For any proposed deviation from the conditions specified in this Annex (e.g. COP, route or level) the transferring Unit shall initiate an Approval Request.
- D.1.5 The accepting ATS Unit shall not notify the transferring ATS Unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

## D.2 ATS Routes, Coordination Points and Flight Level Allocation

Available (ATS) routes, COPs to be used and flight allocation to be applied, unless otherwise described in paragraph D.3, are described in the tables below.

### D.2.1 Flights from Maastricht UAC to Amsterdam ACC

In general, Flights with a destination in the Amsterdam FIR shall be at FL 260 not later than the transfer of Communication point as indicated in paragraph E2.3.

#### D.2.1.1 Flights from Maastricht UAC Jever Sector to Amsterdam ACC Sector 1

Route	COP	FL Allocation	Special Conditions
N125, N872, P174 or FRA DCT	EEL	FL 260	See D2.1.1.1

##### D.2.1.1.1 Transfer Conditions

These flights are released for descend and turns, subject to known traffic, after passing the Amsterdam FIR boundary.

Amsterdam ACC shall ensure that these flights are below FL 245 15 NM after passing EEL.

#### D.2.1.2 Flights from Maastricht UAC Delta Sector to Amsterdam ACC Sector 1, 2, 3, 4 and 5

Route	COP	FL Allocation	Special Conditions
BASNO DCT ALFEN	ALFEN	FL 260	See D2.1.2.1 and D2.1.2.2
L620, N872, P62 or FRA DCT	PAM		
N873, P154, Y12 or FRA DCT	SPY		
FRA DCT	SUSET		

##### D.2.1.2.1 Transfer Conditions

These flights are released for descend subject to known traffic.

Amsterdam ACC shall ensure that these flights meet the following level restrictions:

Destination	Below FL245
Amsterdam FIR	At SPY/PAM area exit
EDDL, EDDG, EDDK, EDLA, EDLE, EDLP, EDLV, EDLW and nearby aerodromes	Prior to the Ruhr/Delta sector boundary
EHBK, Brussels FIR (except ELLX), LFQQ, LFAQ and nearby aerodromes	Prior to 20 NM north of NIK
Inbounds Amsterdam FIR via LAMSO which are transferred from London ACC to Amsterdam ACC	Prior to LAMSO

Inbounds Amsterdam FIR via TOPPA which are transferred from Scottish ACC to Amsterdam ACC	Prior to 10 NM north of AMGOD
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**D.2.1.2.2 Separation of flights entering via ALFEN and SUSET**

Maastricht UAC shall ensure that the combined flow of traffic entering via ALFEN and SUSET is separated.

**D.2.1.3 Flights from Maastricht UAC Hannover Sectors to Amsterdam ACC Sector 2**

Route	COP	FL Allocation	Special Conditions
T281 or FRA DCT	NORKU	FL 260	See D2.1.3.1
L602, L604, L980 or FRA DCT	RKN		

Note: Inbounds EHAM shall route via NORKU. Other flights with Destination in the Amsterdam FIR shall route via RKN.

**D.2.1.3.1 Transfer Conditions**

These flights are released for descend and turns, subject to known traffic, after passing 2.5 NM west of the lateral limits of the TEBRO area.

Flights with destination EHAM via NORKU shall cross NORKU at or below FL280 descending to FL260. These flights are released for speed control, turns and descent, subject to known traffic, after passing 2.5 NM west of the lateral limits of the TEBRO area.

Amsterdam ACC shall ensure that flights with a destination in the Amsterdam FIR are below FL245 prior to the Munster/Delta sector boundary or south abeam NARSO, whichever comes last.

**D.2.2 Flights from Amsterdam ACC to Maastricht UAC**

In case Amsterdam ACC requires a higher level than the level allocation specified in the tables below, Amsterdam ACC shall coordinate with the accepting Maastricht UAC sector.

**D.2.2.1 Flights from Amsterdam ACC Sector 3 to Maastricht UAC Brussels Sectors**

Route	COP	FL Allocation	Special Conditions
N872	WOODY	FL 260	See D2.2.1.1
N852	BROGY	FL 250	See D2.2.1.2

**D.2.2.1.1 Flights via N872**

Flights departing from aerodromes within the Amsterdam FIR via N872 (WOODY) with a requested level above FL 245, shall meet the following level restrictions:

- HSD radial 090 at FL 250 or below;
- 10 NM DME north of NIK at or above FL 260.

These flights may cross the FIR boundary below FL 245 and enter Brussels ACC AoR without prior coordination provided that they are 10 NM DME NIK at or above FL 260.

In case a flight is unable to meet the level restrictions for N872, Amsterdam ACC shall coordinate the flight with Brussels ACC. Amsterdam ACC shall inform Nicky Controller that the flight will be transferred to Brussels ACC. This flight shall be transferred to Maastricht UAC at or climbing to FL 240 by Brussels ACC.

For N872 the following procedures apply south of HSD radial 090:

- Maastricht UAC Delta sector shall coordinate flights entering the lateral limits of Amsterdam ACC sector 3 southbound at FL 260 with Amsterdam ACC sector 3.
- Maastricht UAC Koksy sector shall coordinate northbound flights at FL 260 with Amsterdam ACC sector 3.

#### D.2.2.1.2 Flights via N852

Flights departing from aerodromes within the Amsterdam FIR via N852 (BROGY) with a requested level above FL 245, shall meet the following level restriction:

- VELED at or above FL 250.

In case a flight is unable to meet the level restriction for N852, Amsterdam ACC shall coordinate the flight with Brussels ACC. Amsterdam ACC shall inform Olno Controller that the flight will be transferred to Brussels ACC. This flight shall be transferred to Maastricht UAC at or climbing to FL 240 by Brussels ACC.

#### D.2.2.2 Flights from Amsterdam ACC Sector 1 to Maastricht UAC Jever Sector

Route	COP	FL Allocation	Special Conditions
N873	BEDUM	FL 250	See D2.2.2.1
M105	EEL		
Z708	AGISU		
Z733	KONOM		

#### D.2.2.2.1 Flights departing from EHRD

Flights departing from EHRD with a routing via ANDIK, which are expected to cross FL 245 before exiting the SPY/PAM area, shall only be cleared by Amsterdam ACC to FL 250 after verbal approval by Maastricht UAC Delta sector.

### D.2.2.3 Flights from Amsterdam ACC Sector 1, 2, 3, 4 and 5 to Maastricht UAC Delta Sector

Route	COP	FL Allocation	Special Conditions
L602 / P64	TENLI	FL 250	See D2.2.3.1
N873	STD		See D2.2.3.2
SIDs EHEH and EHBD via HSD	HSD		–
N125, N873 and SIDs EHGG via SPY	SPY		–
L980, N872	PAM		–
M90	ODASI		–

#### D.2.2.3.1 Flights departing from Aerodromes within the Langen FIR via RKN or SONEB

Amsterdam ACC will clear flights departing from aerodromes within the Langen FIR intending to enter the Maastricht UAC Delta sector via RKN, SONEB, or on a direct route, to FL 250 after passing the agreed common ATC boundary.

#### D.2.2.3.2 Flights departing from Aerodromes within the Brussels FIR

Flights departing from aerodromes within the Brussels FIR intending to enter the Maastricht UAC Delta sector, will be cleared by Amsterdam ACC to FL 250 after passing the Koksy/Delta or Nicky/Delta sector boundary.

### D.2.2.4 Flights from Amsterdam ACC Sector 2 to Maastricht UAC Hannover Sectors

Route	COP	FL Allocation	Special Conditions
L620	SONEB	FL 250	See D2.2.4.1
Z739	NAPRO		See D2.2.4.2

#### D.2.2.4.1 Flights via L620

Flights departing from aerodromes within the Amsterdam FIR via L620 (SONEB) with a requested level above FL 245, shall meet the following level restrictions:

- SONEB at or above FL 210;
- OLDOD at or above FL 250.

In case a flight is unable to meet the level restrictions for L620, Amsterdam ACC shall coordinate the flight with Langen ACC. After coordination with Langen ACC, Amsterdam ACC shall only inform the relevant Maastricht UAC sector if the traffic shall be transferred to Langen ACC.



#### D.2.2.4.2 Flights via Z739

Flights departing from aerodromes within the Amsterdam FIR via Z739 (NAPRO) with a requested level above FL 245, shall meet the following level restrictions:

- DEPAD at or above FL 210;
- AMOSU at or above FL 250.

In case a flight is unable to meet the level restrictions for Z739, Amsterdam ACC shall coordinate the flight with Langen ACC. After coordination with Langen ACC, Amsterdam ACC shall only inform the relevant Maastricht UAC sector if the traffic shall be transferred to Langen ACC.

After NAPRO FL 250 is not available as a cruising level for flights intending to proceed on T150/Z739.

#### D.2.2.5 Use of FL250

Within the Amsterdam FIR, FL 250 shall be used exclusively as an intermediate level for the flights mentioned in paragraph D.2.2. In this respect, FL 250 shall be vacated as soon as possible. If FL 250 cannot be vacated, Maastricht UAC shall inform the relevant Amsterdam ACC sector.

#### D.2.2.6 SPY/PAM Area

If flights, climbing to FL 250 and passing through the SPY/PAM area, reach FL 250 prior to entering the SPY/PAM area, then Maastricht UAC is responsible for separating these flights after transfer of communications. If FL 250 is not reached before entering the SPY/PAM area, Amsterdam ACC is responsible for separating these flights before transferring them to Maastricht UAC.

### D.3 Special Procedures

#### D.3.1 Sequencing of Traffic

To avoid an undue accumulation of traffic, the transferring ATS Unit shall establish longitudinal radar separation between successive departing or arriving traffic, before transfer is effected.

If unable, traffic shall be handed over on parallel headings, using speed control techniques to establish appropriate longitudinal spacing.

Maastricht UAC also may use FL 270 and FL 280 for flights with a destination in the Amsterdam FIR entering via EEL, NOR KU or RKN, and for flights with a destination in the Brussels FIR entering via ALFEN and SUSET. These flights are released for speed control, turns and descent.

#### D.3.2 Flights descending to FL 250

Within the lateral boundaries of the Amsterdam ACC Area of Responsibility and the Areas of Cross-border Provision of Amsterdam ACC excluding the MOLIX and GODOS areas, Maastricht UAC shall co-ordinate flights descending to FL 250 with the relevant Amsterdam ACC sector. Amsterdam ACC is responsible for separating these co-ordinated flights from flights under responsibility of Amsterdam ACC that will cross FL 245.

## Annex E.

## Transfer of Control and Transfer of Communications

Effective: 25 March, 2021

Revised: N/A

## E.1 Transfer of Control

E.1.1 Transfer of control shall take place at the AoR boundary, unless otherwise specified in paragraph E.3.

## E.2 Transfer of Communication

E.2.1 Transfer of communication shall take place not later than the transfer of control, unless otherwise coordinated.

Transfer of CPDLC shall commence concurrently with transfer of voice communications.

## E.2.2 Frequency allocation and sector arrangement of Maastricht UAC

## E.2.2.1 Maastricht UAC Sectors

Sector	Logon code	VHF	Callsign
MBKN	EDYY_BKN_CTR	132.755 MHz	Maastricht Radar
	EDYY_BRU_CTR	132.855 MHz	Maastricht Radar
	EBBU_W_CTR	131.100 MHz	Brussels Control
	EBBU_CTR	131.100 MHz	Brussels Control
MBOL	EDYY_BOL_CTR	125.980 MHz	Maastricht Radar
	EDYY_BRU_CTR	132.855 MHz	Maastricht Radar
	EBBU_E_CTR	128.200 MHz	Brussels Control
	EBBU_CTR	131.100 MHz	Brussels Control
MDD	EDYY_DD_CTR	132.085 MHz	Maastricht Radar
	EDYY_DEC_CTR	135.510 MHz	Maastricht Radar
	EHAA_SW_CTR	123.850 MHz	Amsterdam Radar
	EHAA_CTR	125.750 MHz	Amsterdam Radar
MDJH	EDYY_DJH_CTR	134.705 MHz	Maastricht Radar
	EDYY_DEC_CTR	135.510 MHz	Maastricht Radar
	EHAA_NE_CTR <sup>1)</sup>	124.880 MHz	Amsterdam Radar
	EHAA_CTR <sup>1)</sup>	125.750 MHz	Amsterdam Radar
MHCS	EDYY_HCS_CTR	131.380 MHz	Maastricht Radar
	EDYY_HAN_CTR	133.805 MHz	Maastricht Radar
MHRM	EDYY_HRM_CTR	133.215 MHz	Maastricht Radar
	EDYY_HAN_CTR	133.805 MHz	Maastricht Radar
EKDK_N	EKDK_N_CTR	134.680 MHz	Copenhagen Control
	EKDK_CTR	133.155 MHz	Copenhagen Control

1) Amsterdam ACC is responsible for this sector until the lateral border with Bremen ACC

## E.2.3 Frequency allocation and sector arrangement of Amsterdam ACC

### E.2.3.1 Amsterdam ACC Sectors

Sector	Logon code	VHF	Callsign
EBBU_E	EBBU_E_CTR EBBU_CTR	128.200 MHz 131.100 MHz	Brussels Control Brussels Control
EBBU_W	EBBU_W_CTR EBBU_CTR	131.100 MHz 131.100 MHz	Brussels Control Brussels Control
EDYY_BKN	EDYY_BKN_CTR EDYY_BRU_CTR EBBU_W_CTR EBBU_CTR	132.755 MHz 132.855 MHz 131.100 MHz 131.100 MHz	Maastricht Radar Maastricht Radar Brussels Control Brussels Control
EGPX_MRY	EGPX_MRY_CTR EGPX_CTR	129.225 MHz 124.500 MHz	Scottish Control Scottish Control
EHAA_1	EHAA_1_CTR EHAA_NE_CTR EHAA_CTR	134.375 MHz 124.880 MHz 125.750 MHz	Amsterdam Radar Amsterdam Radar Amsterdam Radar
EHAA_2	EHAA_2_CTR EHAA_NE_CTR EHAA_CTR	128.580 MHz 124.880 MHz 125.750 MHz	Amsterdam Radar Amsterdam Radar Amsterdam Radar
EHAA_3	EHAA_3_CTR EHAA_SW_CTR EHAA_CTR	130.955 MHz 123.850 MHz 125.750 MHz	Amsterdam Radar Amsterdam Radar Amsterdam Radar
EHAA_4	EHAA_4_CTR EHAA_SW_CTR EHAA_CTR	136.650 MHz 123.850 MHz 125.750 MHz	Amsterdam Radar Amsterdam Radar Amsterdam Radar
EHAA_5	EHAA_5_CTR EHAA_SW_CTR EHAA_CTR	119.175 MHz 123.850 MHz 125.750 MHz	Amsterdam Radar Amsterdam Radar Amsterdam Radar

### E.3 Specific Points for Transfer of Control and Transfer of Communications

#### E.3.1 Transfer of Communications from Maastricht UAC Jever Sectors to Amsterdam ACC

<b>ATS Route</b>	<b>Entering Via</b>	<b>Transfer of Communications</b>
N125, N872, P174 or FRA DCT	EEL	At or Before 15 NM prior to EEL

#### E.3.2 Transfer of Communications from Maastricht UAC Delta Sector to Amsterdam ACC

<b>ATS Route</b>	<b>Entering Via</b>	<b>Transfer of Communications</b>
L620, N872, P62 or FRA DCT	PAM	At or Before 8 NM south-east of PAM
Inbounds Brussels FIR (except ELLX), LFQQ, LFAQ and nearby airports via FRA DCT	SUSET	At or before SUSET
EHBK, Inbounds Brussels FIR (except ELLX), LFQQ, LFAQ and nearby airports via BASNO DCT ALFEN	ALFEN	At or before ALFEN
Amsterdam FIR except EHBK	SPY/PAM	At or before entering the SPY/PAM area

#### E.3.3 Transfer of Communications from Maastricht UAC Hannover Sectors to Amsterdam ACC

<b>ATS Route</b>	<b>Entering Via</b>	<b>Transfer of Communications</b>
T281 or FRA DCT	NORKU	At or before NORKU
L602, L604, L980 or FRA DCT	RKN	At or before 15 NM prior to RKN

## Annex F.

## ATS Surveillance Based Coordination Procedures

Effective: 25 March, 2021

Revised: N/A

### F.1 General

- F.1.1 Transfer of identification and transfer of control between Maastricht UAC and Amsterdam ACC will be subject to the serviceability of the respective surveillance systems.
- F.1.2 In case of any doubt about the identity of an aircraft, nothing in the provisions of this Annex, prevents the use of other methods for the identification of an aircraft.

### F.2 Transfer of Aircraft Identification

- F.2.1 Transfer of aircraft identification between Maastricht UAC and Amsterdam ACC is normally performed by:
- notification of A1000, indicating that the Mode S aircraft identification feature transmitted by the transponder has been verified; or
  - if the aircraft identification is not correct or has not been verified, or if the aircraft is not Mode S equipped: by notification of the aircraft discrete SSR code.
- F.2.2 When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM.
- F.2.3 Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
- F.2.4 The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders or ADS-B transmitters.
- F.2.5 In the event that the accepting ATS unit is unable to process code A1000, it shall immediately advise the transferring ATS unit. Thereafter, unless otherwise coordinated, the transferring ATS unit shall change relevant instances of A1000 to a discrete SSR code determined in accordance with ORCAM.

### F.3 Transfer of Radar Control

- F.3.1 Radar Separation minimum shall be **5 NM**.

### F.3.2 Transfer of Control without systematic use of direct communication (Silent Transfer of Control)

Transfer of control may be effected without systematic use of bi-directional speech facilities provided the minimum distance between successive aircraft about to be transferred is **10 NM** and constant or increasing.

#### F.3.2.1 The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to aircraft prior to its transfer and which modify its anticipated flight progress at the point of transfer.

Note: When using Mach-number speed control, pilots concerned shall be instructed to report their assigned mach-number to the accepting ATS Unit upon initial contact.

#### F.3.2.2 Transfer of radar control may also be effected without systematic use of direct communication provided that aircraft are on parallel headings and the minimum distance between the aircraft about to be transferred is 5 NM constant or increasing. Aircraft should be vectored parallel to the ATS routes.

When using parallel headings, pilots concerned shall be instructed to report their assigned heading to the accepting ATS Unit upon initial contact.

Note: Although transfer of radar control on parallel headings is allowed, longitudinal radar separation is preferable (see paragraph D.3.1)

#### F.3.2.3 The accepting controller may terminate the silent transfer of control at any time, normally with an advance notice of **5** minutes.

### F.3.3 Transfer of Control with use of direct communication

Transfer of control may be effected with the use of bi-directional speech facilities, provided the minimum distance between the aircraft does not reduce to less than **5 NM**, and:

- identification has been transferred to or has been established directly by the accepting controller;
- the accepting controller is informed of any level, speed or vectoring instructions applicable to the aircraft at the point of transfer;
- communication with the aircraft is retained by the transferring controller until the accepting controller has agreed to assume responsibility for providing ATS surveillance service to the aircraft. Thereafter, the aircraft should be instructed to change over to the appropriate frequency and from that point is the responsibility of the accepting controller.

## Annex G.

## Checklist of Pages

Effective: 25 March, 2021

Revised: N/A

<b>Part of LoA</b>	<b>Page</b>	<b>Date</b>
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Appendix 1		25 March, 2021
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Annex A	A1	N/A
Annex B	B1	N/A
Annex C	C1	N/A
Annex D	D1	N/A
Annex E	E1	N/A
Annex F	F1	N/A
Annex G	G1	N/A