

LETTER OF AGREEMENT

between

Copenhagen FIR (EKDK)

Amsterdam FIR (EHAA)

and

IVAO Nordic Region

IVAO Netherlands

Effective: 25 March 2021

The purpose of this Letter of Agreement is to define the hand-over procedures between Amsterdam FIR and Copenhagen FIR of flights conducted along airways or entering controlled airspace across the respective sector boundaries.

1. General Procedures

Traffic shall be handed over with a minimum horizontal separation of 20 nm between aircraft, maintaining this distance or increasing (if necessary on parallel headings or by using speed control) or 2000 feet vertical separation. A smaller separation may only be used after prior coordination between the relevant ATC units.

The transfer of control takes place at the coordination points specified in paragraph 4 of this LoA. The transfer of communications shall take place not later than two minutes before the transfer of control unless otherwise coordinated.

The North Sea area inside the Amsterdam FIR consists mainly of military practice areas which can be activated and will then have limited to no availability for crossing civil flights. Activation of these areas will be done only by a NOTAM from NL-Staff and communicated to the XN-Staff for publication and notification of the procedures in effect.

If operating under IFR flight rules helicopter operations in the lower airspace over the North Sea shall be coordinated individually. Operations under VFR within the Amsterdam FIR are not allowed above FL55. Any VFR flights entering Amsterdam FIR at or below FL55 will be in G airspace. Prior coordination for this traffic is not required.

In case EDYY is not online, EHAA will take over these responsibilities as indicated in paragraph 3. Note that EHAA is only responsible for the Delta and the part of the Jever sector that is situated on the left side of the lateral border of Bremen ACC.

2. Areas for Cross Border Provision of ATS

2.1 Airspace delegated from EKDK-FIR to EHAA-FIR:

NIL

2.2 Airspace delegated from EHAA-FIR to EKDK-FIR

NIL

2.3 Other areas

2.3.1 North Sea high area

North west of line N 54 30 00 E 005 00 00 – N 54 30 00 E 004 32 00.

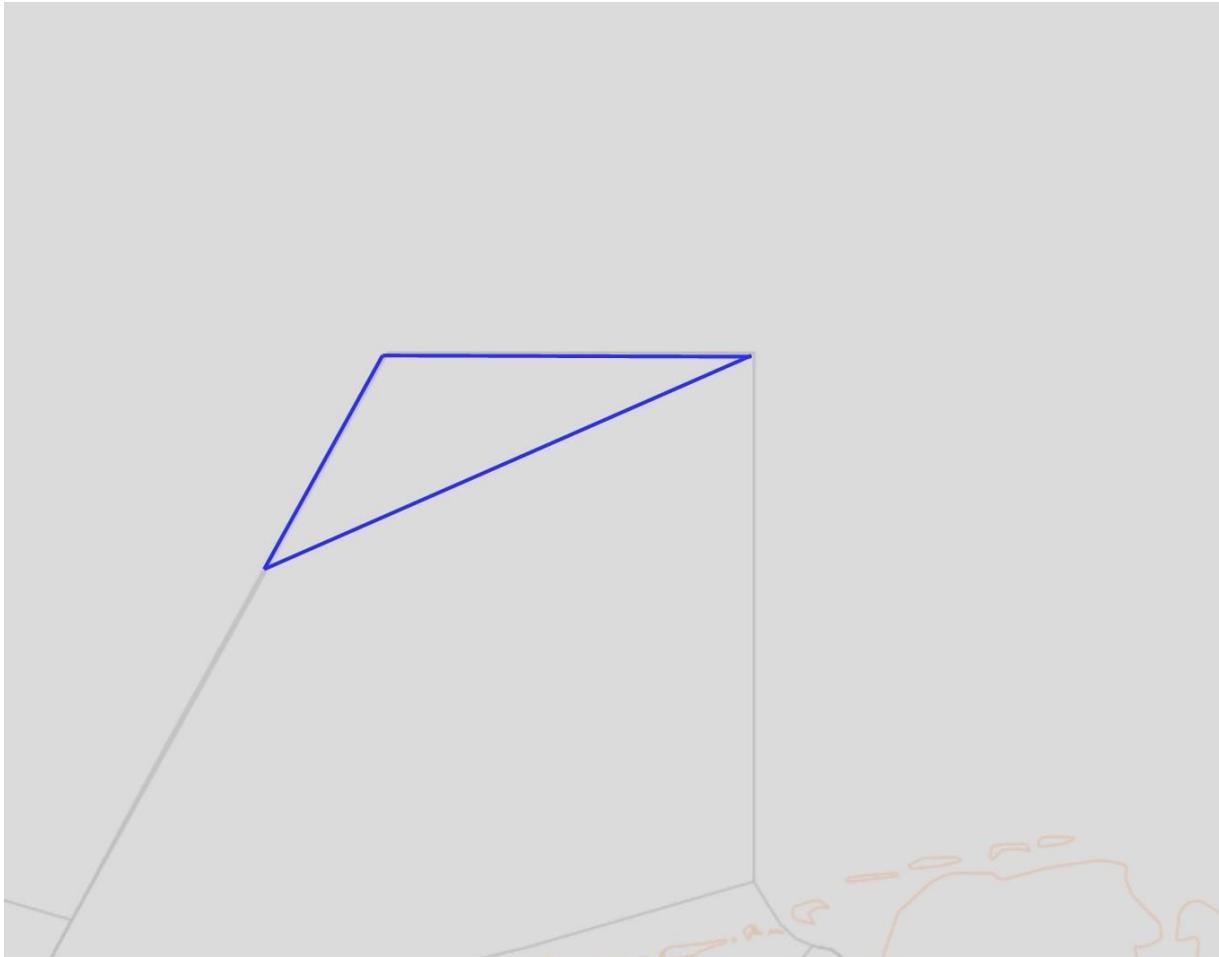
The North Sea high area is delegated from EGPX to EKDK from FL195 to FL660.



2.3.2 GREFI area

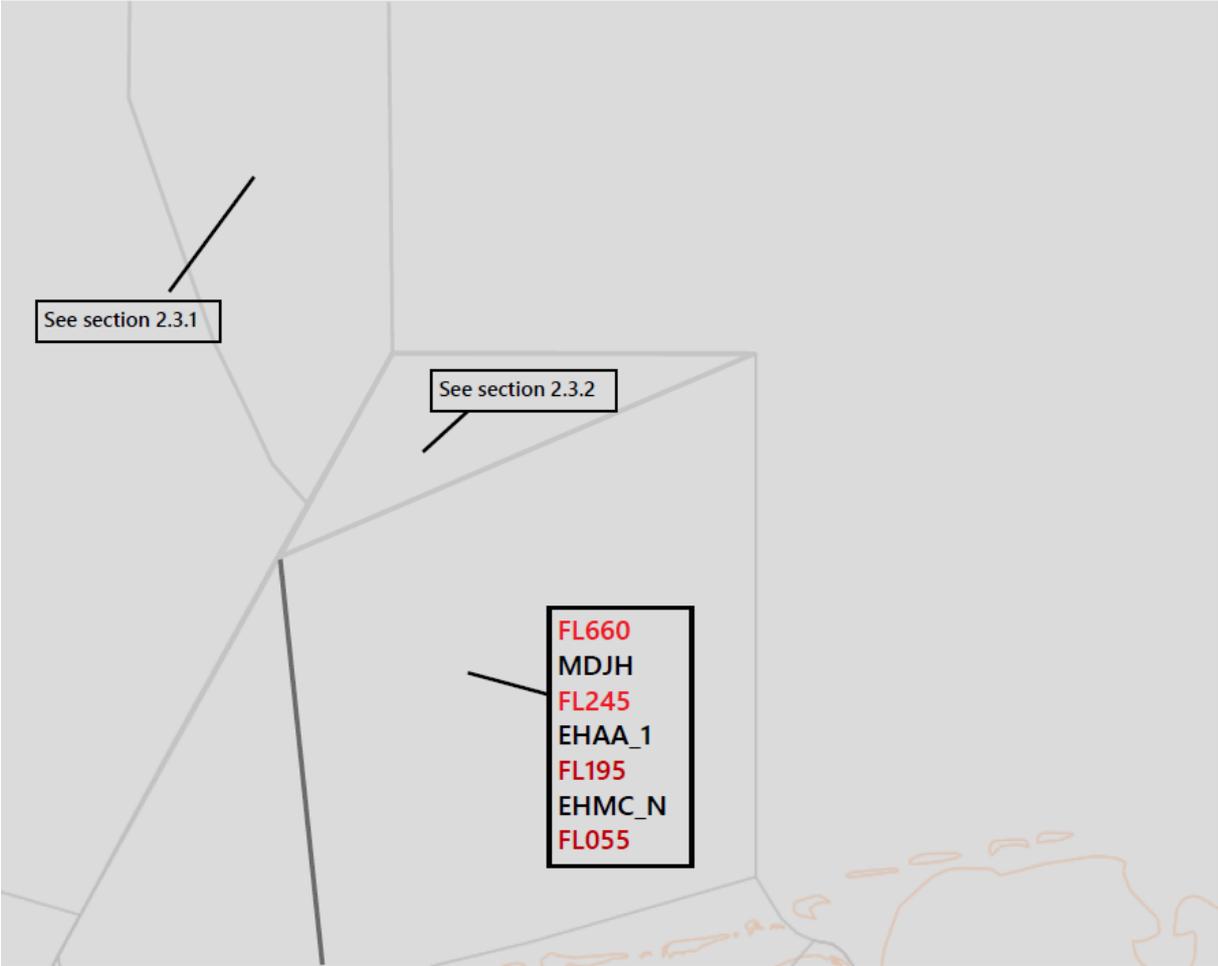
Between N 55 00 00 E 005 00 00 - N 55 00 00 E 006 30 30 - N 54 30 00 E 004 32 09 - N 55 00 00 E 005 00 00.

The GREFI area is delegated from EDYY to EKDK from FL245 to FL660.

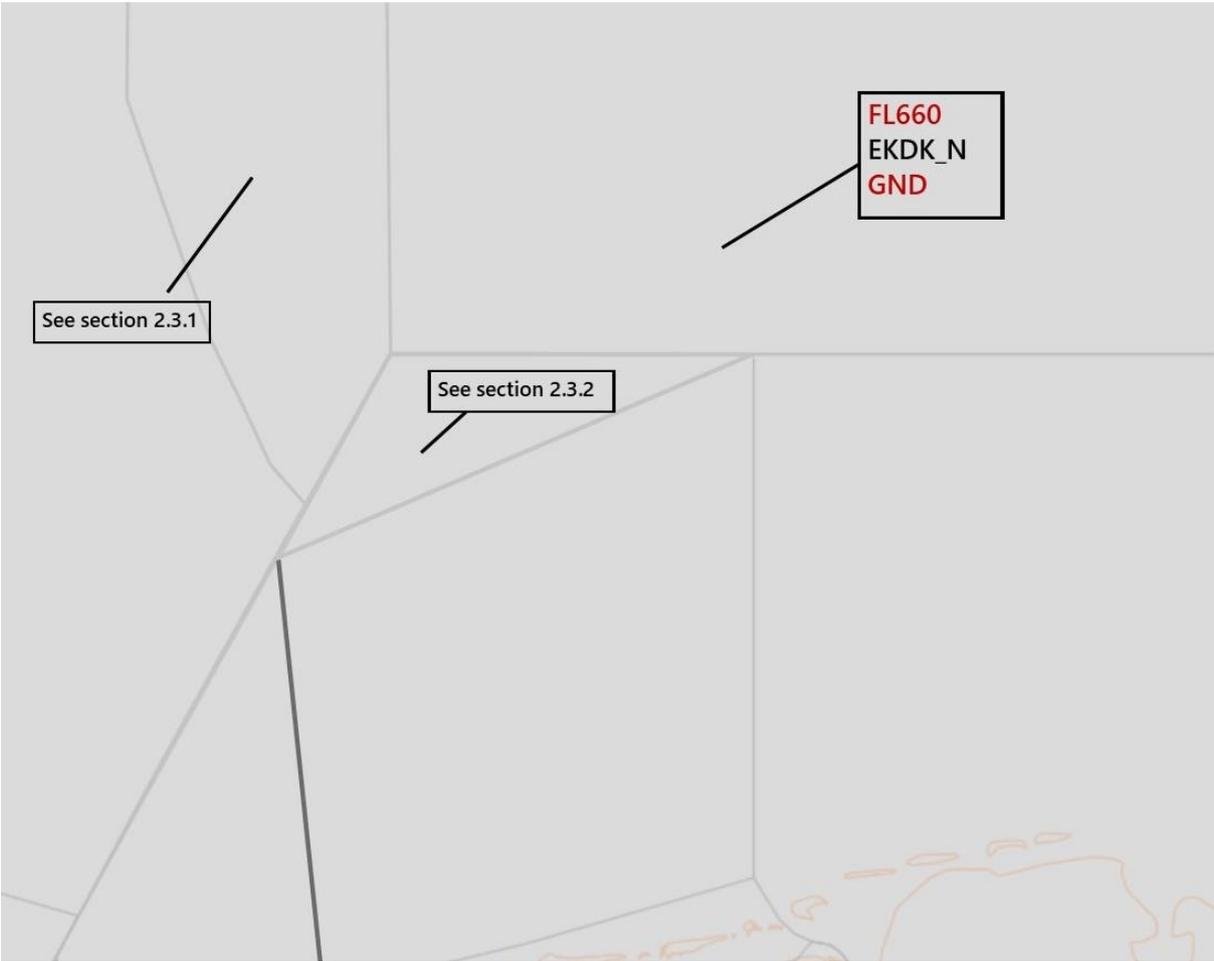


3. Sectorisation

3.1 Sectorisation Amsterdam ACC



3.2 Sectorisation Copenhagen ACC



4. Transfer of Control and Transfer of Communications

4.1 Transfer of Control

The transfer of control takes place at the coordination points specified in this paragraph.

4.2 Transfer of Communications

The transfer of communications shall take place not later than two minutes before the changeover point (COP) as described in paragraph 5, unless otherwise coordinated.

4.2.1 Transfer of communications to EKDK

Sector	Logon code	Channel	Callsign
EKDK_N	EKDK_N_CTR	134.680	Copenhagen control
	EKDK_CTR	133.155	Copenhagen control

4.2.2 Transfer of communications to EHAA

Sector	Logon code	Channel	Callsign
EHAA_1	EHAA_1_CTR	134.375	Amsterdam Radar
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar
MDJH	EDYY_DJH_CTR	134.705	Maastricht Radar
	EDYY_DEC_CTR	135.510	Maastricht Radar
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar
EHMC_N	EHMC_N_CTR	118.575	Dutchmil
	EHMC_CTR	128.355	Dutchmil
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar

4.2.3 Transfer of communications to EHMC

Operational air traffic (OAT) must be transferred to the Dutch Military ATCC (Dutchmil) in EHAA_1. General air traffic (GAT) must be transferred according to section 4.2.2.

Sector	Logon code	Channel	Callsign
EHAA_1	EHMC_U_CTR	120.830	Dutchmil
	EHMC_N_CTR	118.575	Dutchmil
	EHMC_CTR	128.355	Dutchmil
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar

5. Procedures

5.1 Flights from Amsterdam ACC to Copenhagen ACC

5.1.1 Destination in Copenhagen FIR

NIL

5.1.2 Other Destinations

To	From	Routing	COP	FLA	Receiving sector
Any	Any	DCT	AMADA	All	EKDK_N
Any	Any	DCT	GREFI	All	EKDK_N
Any	Any	DCT	SUTEB	All	EKDK_N

Directs that may be used without coordination above FL285:

Waypoint	Special Conditions
GESKA	
CDA	Not available if COP is ELKIM/PIBUL
TUDLO	Only above FL285
DEKIK	
SABAK	
BAVTA	
GOTEX	
AMTOT	
RADIS	
DANKO	
MITSI	
KARLI	

5.2 Flights from Copenhagen ACC to Amsterdam ACC

5.2.1 Destination in EHAA FIR

NIL

5.2.2 Other Destinations

To	From	Routing	COP	FLA	Receiving sector
Any	Any	DCT	AMADA	All	DJH
Any	Any	DCT	GREFI	All	DJH
Any	Any	DCT	SUTEB	All	DJH

5.3 Special procedures

The North Sea area inside the Amsterdam FIR consists mainly of military practice areas which can be activated and will then have limited to no availability for crossing civil flights. Activation of these areas will be done only by a NOTAM from NL-Staff and communicated to the XN-Staff for publication and notification of the procedures in effect.

5.5 VFR Flights

Operations under VFR within the Amsterdam FIR is not allowed above FL55. Any VFR flights entering Amsterdam FIR at or below FL55 will be in G airspace. Prior coordination for this traffic is not required. Flight information services are available at EHAA_FSS (124.300).

5.5 Helicopter operations in the lower airspace

If operating under IFR flight rules helicopter operations in the lower airspace over the North Sea shall be coordinated individually. Operations under VFR shall be treated as in point (5.5).