

Letter of Agreement

between

Langen FIR (EDGG)

Amsterdam FIR (EHAA)

and

IVAO Germany

IVAO Netherlands

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Edition: 3.0

1 Document purpose

The purpose of this Letter of Agreement is to define the coordination and handover procedures to be applied between Langen FIR and Amsterdam FIR when providing Air Traffic Service (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).

2.1 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 label and does neither need approval nor acknowledgement by receiving sector.

Transferred aircraft are generally released for turns up to 45° by transferring sector.

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.

Climbing and descending entries are subject to approval. For this reason traffic may be handed over at an intermediate level. FL250 is not available as cruising level.

Cruising levels shall be assigned in accordance with AIP of the country in question. Exceptions are laid down in this letter.

Transfer of communication (frequency change to the next ATS unit) shall take place in due time and clear of possible conflicts. Unless indicated otherwise, the Transfer of Control Point is the FIR boundary.

2.2 Frequencies

Login	Callsign	Frequency in MHz
EHAA_E_CTR	Amsterdam Radar	124.875
EHAA_W_CTR	Amsterdam Radar	125.750
EHAA_S_CTR	Amsterdam Radar	123.850
EHAI_CTR	Amsterdam Information	124.300
EHMC_S_CTR	Dutchmil	128.355
EHVK_R_APP	Rapcon South	123.180
EHBK_APP	Beek Approach	123.975
EBBU_CTR	Brussels Control	131.100

EDGG_DLD_CTR	Langen Radar	121.350
EDGG_K_CTR	Langen Radar	127.365
EDGG_KH_CTR	Langen Radar	126.325
EDGG_KF_CTR	Langen Radar	130.975
EDGG_HMM_CTR	Langen Radar	129.175

2.3 Definitions

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.

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

Request: The receiving controller may request a flight at specific conditions other than mutually agreed, e.g. at another level or on heading.

3. ATC and crossing traffic

The ATS unit in charge of Langen FIR is Langen Radar (see diagram 1) – callsign Langen Radar. EDGG_K_CTR is a consolidated ATC position including EDGG_DLD_CTR. EDGG_KH_CTR is a consolidated ATC position including EDGG_K_CTR and EDGG_HMM_CTR. EDGG_KF_CTR is a consolidated ATC position including EDGG_K_CTR, EDGG_F_CTR and EDGG_HMM_CTR.

The ATS unit in charge of the Amsterdam FIR (see diagram 1) North of TMA-D (see diagram 2) is Amsterdam Radar – callsign Amsterdam Radar. VFR traffic below FL055 north of TMA-D or 1500ft below TMA-D and EHBK area may be transferred to EHAI_CTR for traffic information.

- Flights passing the military area TMA-D (SFC-FL095, see diagram 1) shall be transferred to EHVK_R_APP. If offline handle as traffic above FL095. All flights above FL095 shall be transferred to EHMC_S_CTR or if offline to EHAA_S_CTR, EHAA_E_CTR or EHAA_W_CTR in sequence.
- Flights passing the Beek TMA above FL095 (see diagram 1) shall be transferred to EBBU_CTR.
- Flights passing the Beek TMA between 1500ft and FL095 shall be transferred in to EHBK_APP or EHAA_S_CTR, EHAA_E_CTR or EHAA_W_CTR in sequence.

3.1 Traffic departing from EHAA

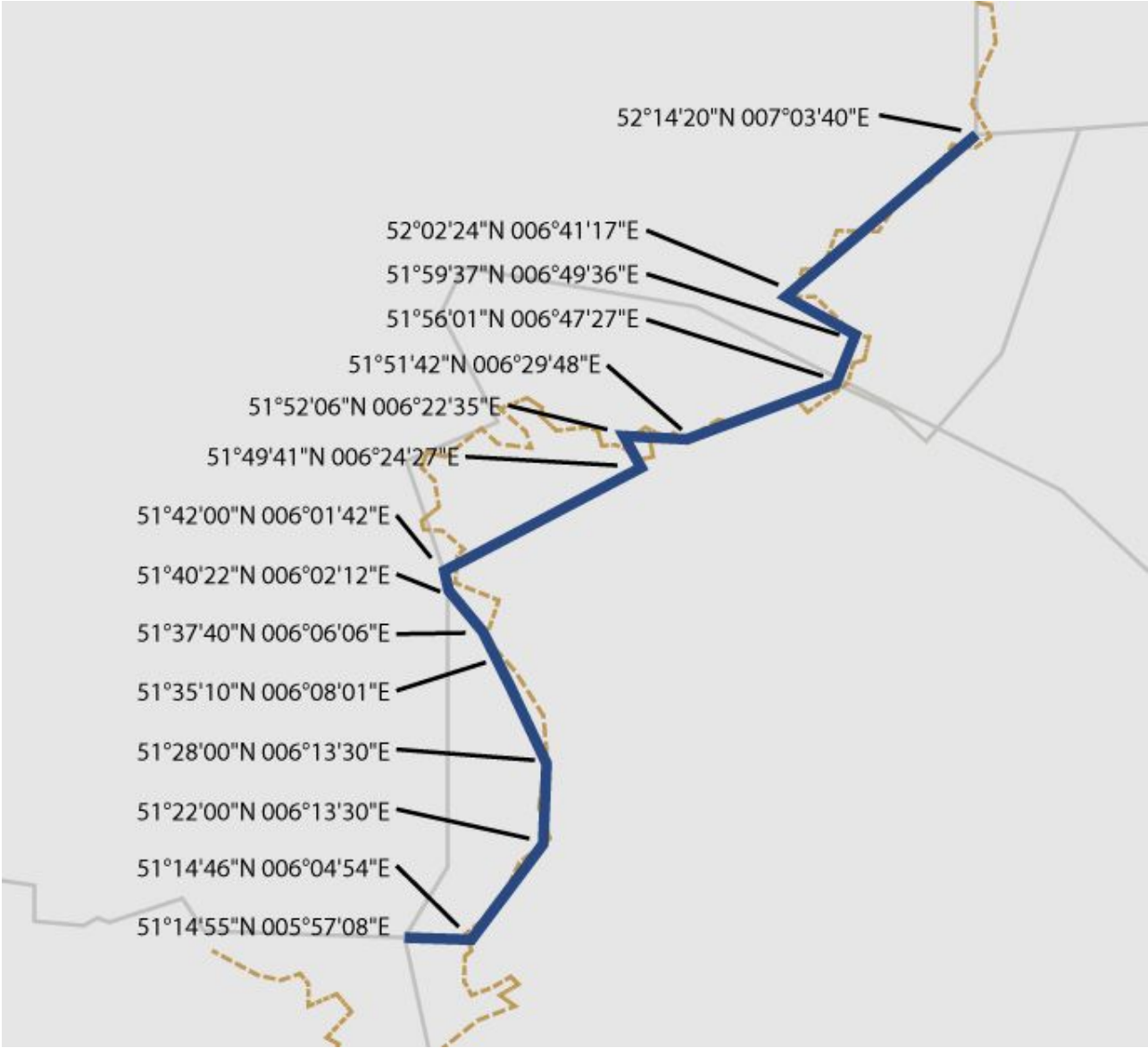
- Traffic departing EHAA via NAPRO shall be handed over in sequence to EDGG_K_CTR, EDGG_KH_CTR or EDGG_KF_CTR climbing FL250 released for climb.
- Traffic departing EHAA via TEBRO (RFL230- only) shall be transferred in sequence to EDGG_DLD_CTR, EDGG_K_CTR, EDGG_KH_CTR or EDGG_KF_CTR climbing RFL.
- Traffic departing EHEH via VELNI shall be handed over in sequence to EDGG_DLD_CTR, EDGG_K_CTR, EDGG_KH_CTR or EDGG_KF_CTR climbing FL170 released for climb.
- Traffic departing EHBK via NETEX or NOR are handed over climbing FL060 to EDGG_DLD_CTR released for climb to FL090.

3.2 Traffic departing from EDGG

- Flights departing EDDK are handed over climbing FL240 or RFL if lower.
- Flights departing EDLW are handed over climbing FL200 or RFL if lower.
- Flights departing EDDG are handed over climbing FL110, released for climb to FL170,
- Flights departing EDDL are handed over climbing FL160 or RFL if lower.
- Departures ETNG out of runway 27 need prior approval by responsible unit for EHBK_APP area.

3.3 Area of responsibility

Agreed Common ATC Boundary:



4. Traffic with a destination in the FIR

4.1 Traffic inbound the EDGG FIR

- Traffic with destination EDDL, EDLN and EDLV shall be transferred in sequence to EDGG_DLD_CTR, EDGG_K_CTR, EDGG_KH_CTR or EDGG_KF_CTR at or abeam UNKAR descending FL170 or RFL if lower and fully released.
- Traffic with destination EDDK and EDLP shall be transferred in sequence to EDGG_HMM_CTR, EDGG_KH_CTR or EDGG_KF_CTR prior to FIR border at FL210 or RFL if lower and released for descent.
- Traffic with destination EDLW shall be transferred in sequence to EDGG_HMM_CTR, EDGG_KH_CTR or EDGG_KF_CTR prior to FIR border at FL150 or RFL if lower and released for descent.
- Traffic with destination EDDG shall be transferred in sequence to EDGG_HMM_CTR, EDGG_KH_CTR or EDGG_KF_CTR prior to FIR border at FL110 or RFL if lower and fully released.
- Flights with destination ETNG have to be pointed out by the responsible controller for ETNG to responsible unit for EHBK_APP area and need approval. Point outs for runway 09 have to include procedure to be flown or intentions and level. These arrivals should proceed on published procedures to simplify coordination. Approaches into runway 27 have to be pointed out due to the risk of a missed approach.

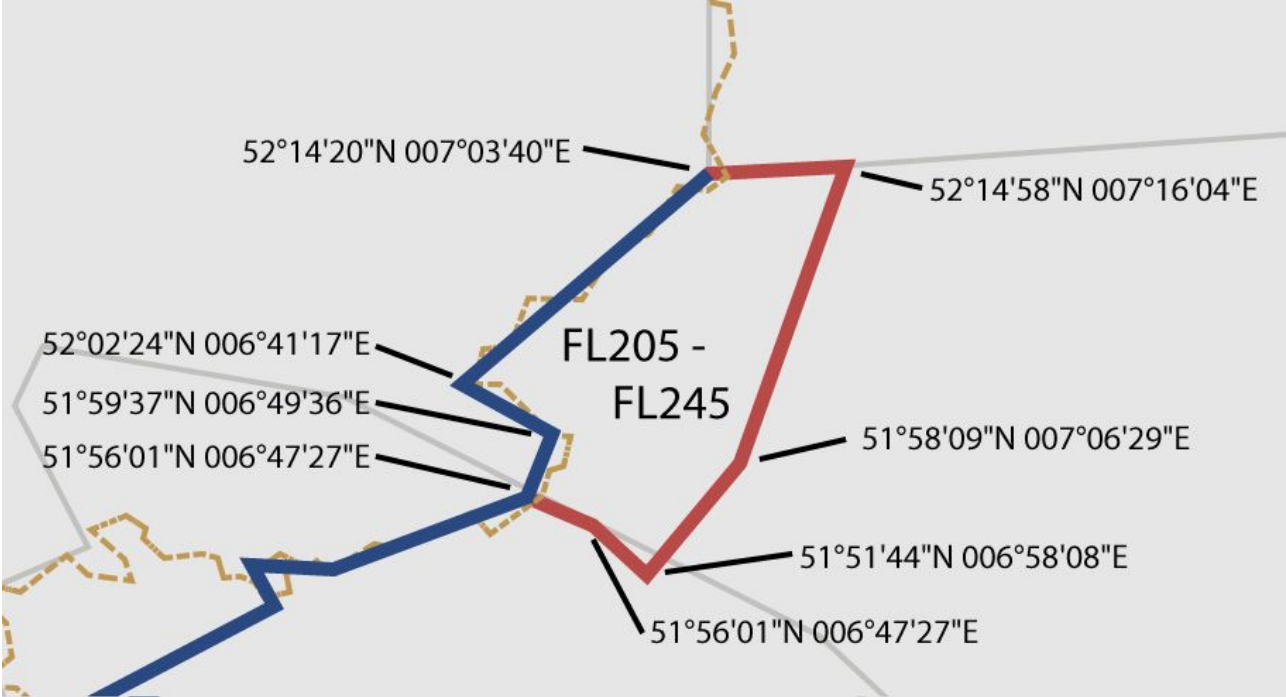
4.2 Traffic inbound the EHAA FIR

- Traffic with destination EHBK shall be transferred to Beek Approach on the NETEX1M arrival, MODRU1M arrival or NOR1M arrival (assigned by Langen Radar) at FL080 or RFL if lower. If Beek approach is offline, traffic shall be transferred in sequence to EHAA_S_CTR, EHAA_E_CTR or EHAA_W_CTR. All traffic shall be transferred latest at common border and fully released by transferring sector.
- Traffic with destination EHEH shall be transferred in sequence to EHVK_R_APP, EHMC_S_CTR, EHAA_S_CTR, EHAA_E_CTR or EHAA_W_CTR at FL080 or RFL if lower on LMA1E or ROTEK2E arrival.
- Traffic with RFL180 or below and destination EHAM shall be transferred to EHAA_E_CTR or EHAA_W_CTR in sequence inbound RKN at RFL.
- Traffic with destination EHAM and RFL200 or above will be (re)routed via NORKU in any case and transferred to EHAA_E_CTR or EHAA_W_CTR in sequence at FL240 or RFL if lower.
- Traffic via SONEB, RKN and NORKU at FL240 or below is released for descent. EHAA is responsible for separation to known traffic.

5. Delegation of airspace

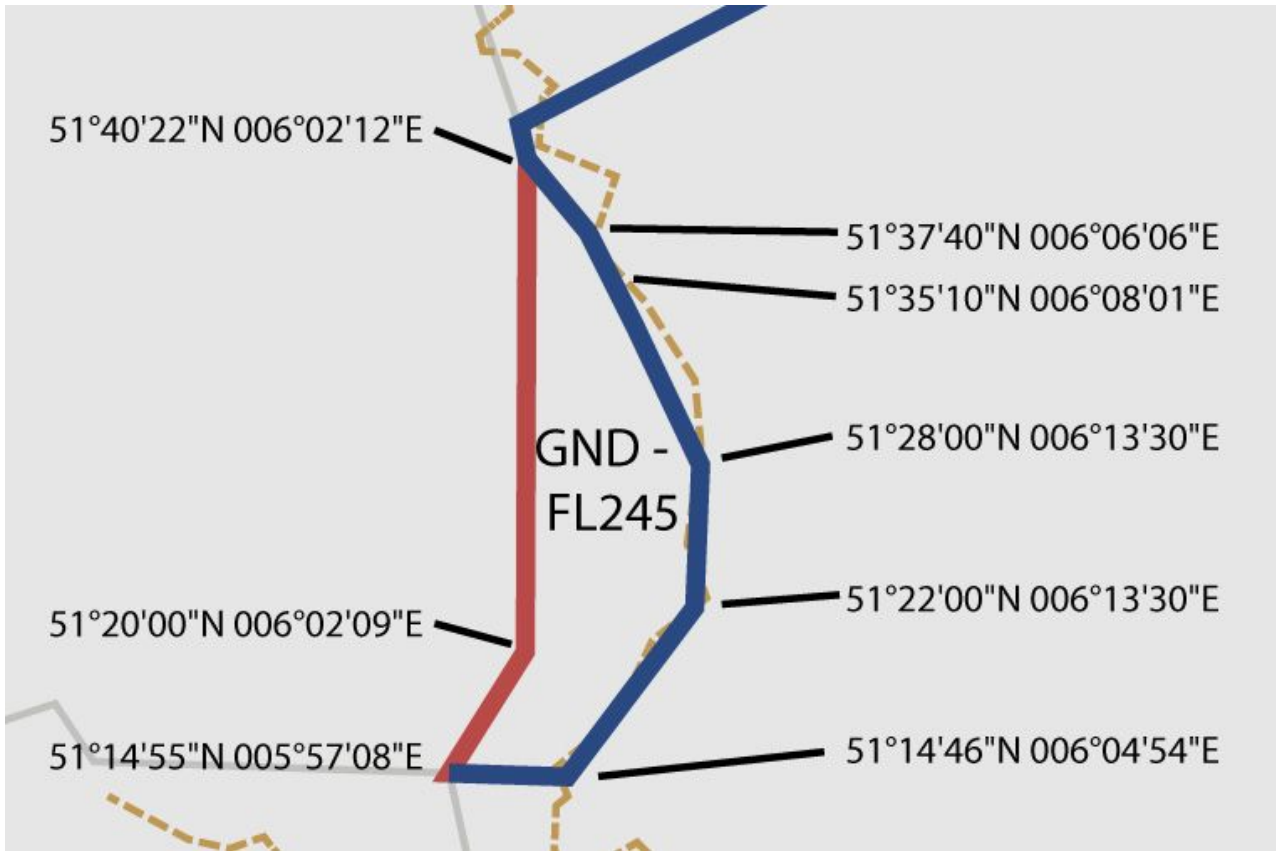
5.1 Airspace delegated from EDGG-FIR to EHAA-FIR:

RKN-B Area

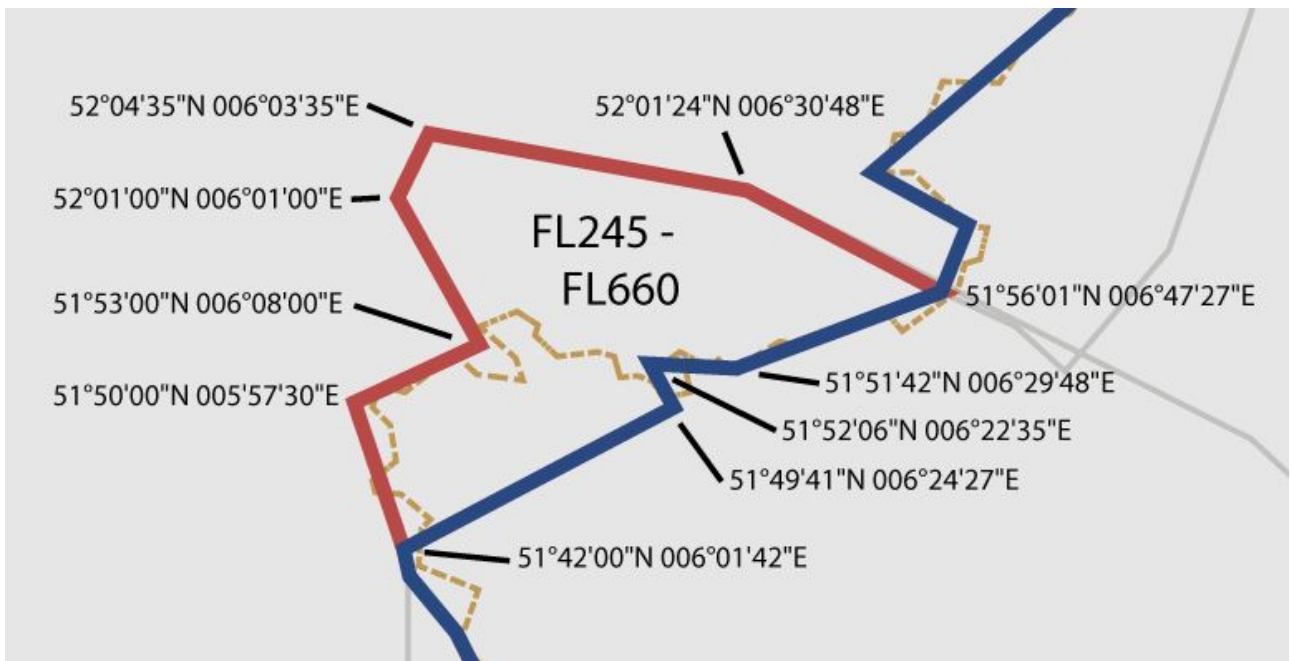


5.2 Airspace delegated from EHAA-FIR to EDGG-FIR :

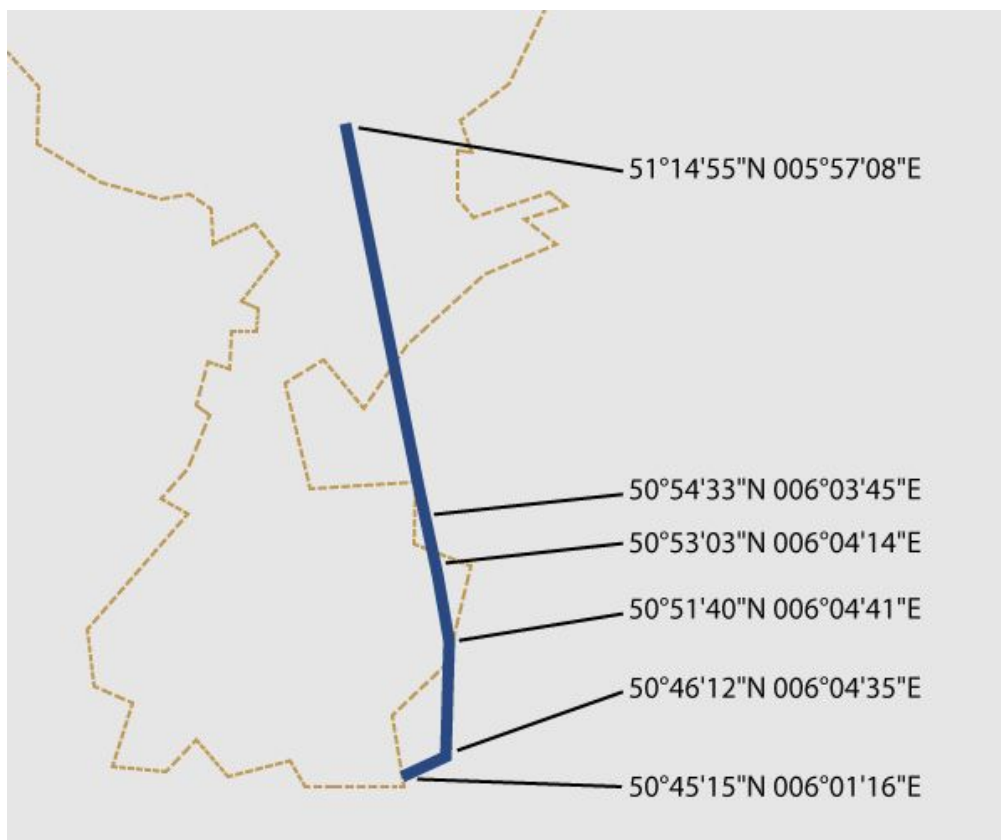
VENLO Area



SOGPO Area



5.3 Maastricht area



The part of the Langen FIR west of the agreed multi country common boundary has been delegated from Langen ACC to Beek ATC between GND and FL95.

The part of the Amsterdam FIR east of the agreed multi country common boundary has been delegated from Beek ATC/Amsterdam ACC to Langen ACC between GND and FL660.

5.4 Special use airspace

Niederrhein Area (Weeze) (EDLV)

Approaches into EDLV runway 09 are generally approved on published procedures. The profile needs to be pointed out to the respective unit responsible for TMA-D in advance. However, there is not a delegated airspace so the respective unit for TMA-D remains responsible for separation to other traffic within Dutch airspace. The maximum level to be used within EHAA FIR is FL60.



Diagram 1 – Overview of airspace.

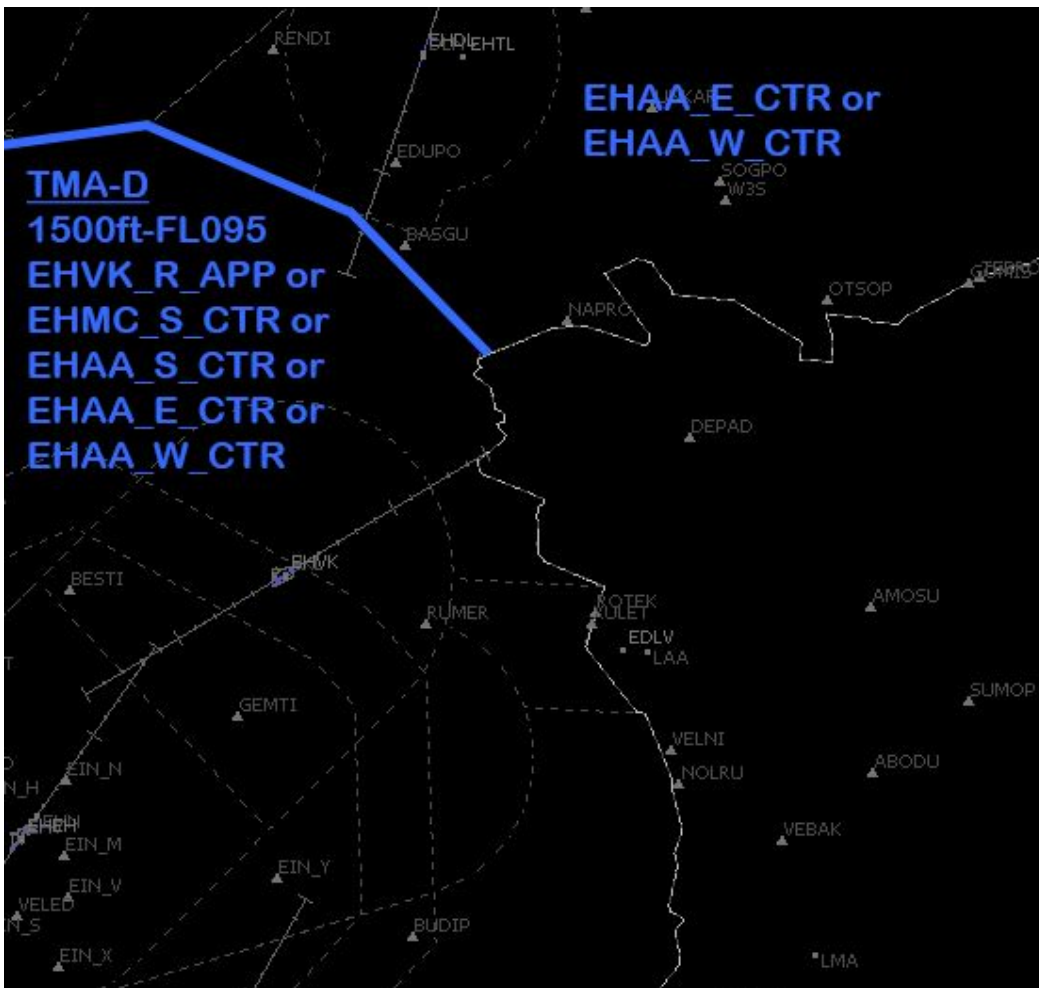


Diagram 2 - north of the blue line ECAA airspace, south TMA-D including responsible stations