

LETTER OF AGREEMENT

between

Amsterdam FIR
IVAO Netherlands Division
Amsterdam ACC

and

Belgium FIR
IVAO BeLux Division
Brussels ACC

Effective: 01/10/2016

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

General

Traffic shall be handed over with a minimum horizontal separation of 5nm between aircraft, maintaining this distance or increasing (if necessary on parallel headings or by using speed control) or 1000 feet vertical separation (between RVSM approved aircraft and aircraft below FL290) and 2000 feet in other cases.

Unless coordinated via IvAc Chat or IVAO Intercom or released as specified in this LoA, the receiving ATC Unit shall not give aircraft a clearance or instruction to climb or descend until it has passed the Transfer of Control Point. Transferred aircraft are released for turns with a maximum of 45 degrees.

Unless indicated otherwise, the Transfer of Control Point is always the FIR boundary. The transfer of communications (frequency change to the next ATC Unit) shall be completed before passing the Transfer of Control Point.

Cruising levels for flights crossing the FIR boundary shall be assigned to traffic according to the procedures specified in the AIP of the country in question, For cruising traffic the semi-circular airspace rules apply (Eastbound-Odd levels, Westbound-Even levels). Traffic in climb or descend shall be transferred clear of other traffic.

Use of FL250

FL250 shall be used exclusively as an intermediate flight level, in this respect FL250 shall be vacated as soon as possible.

Conditional Routes (CDR)

Use of Conditional Routes (CDR) is not recommended and is only possible after prior coordination. (Routes marked in gray are Conditional Routes)
Brussels FIR only allows CDR to be used from Sat 2300LT until Mon 0700LT.

City-pair level capping

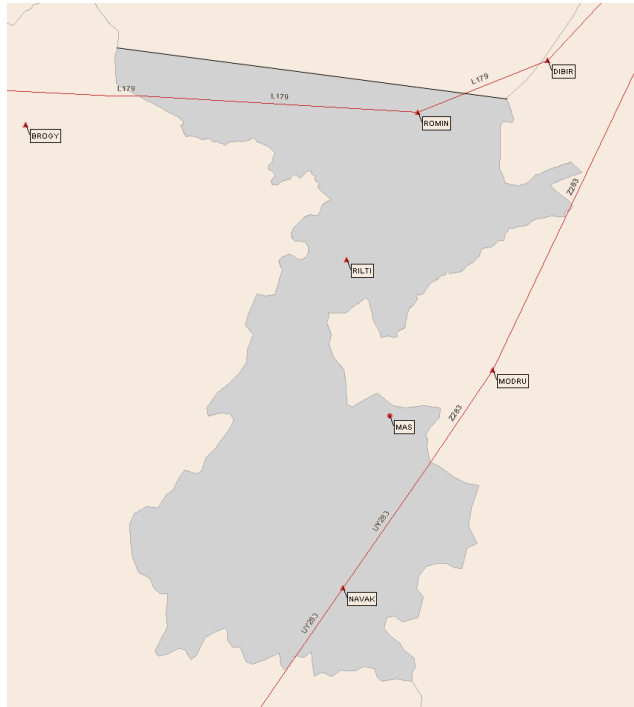
FL240 is the maximum cruising flight level to be planned within the Brussels FIR for traffic originating from the Amsterdam TMA and EHEH with destination the Paris TMA and vice versa.

Delegation of Airspace

Maastricht Area

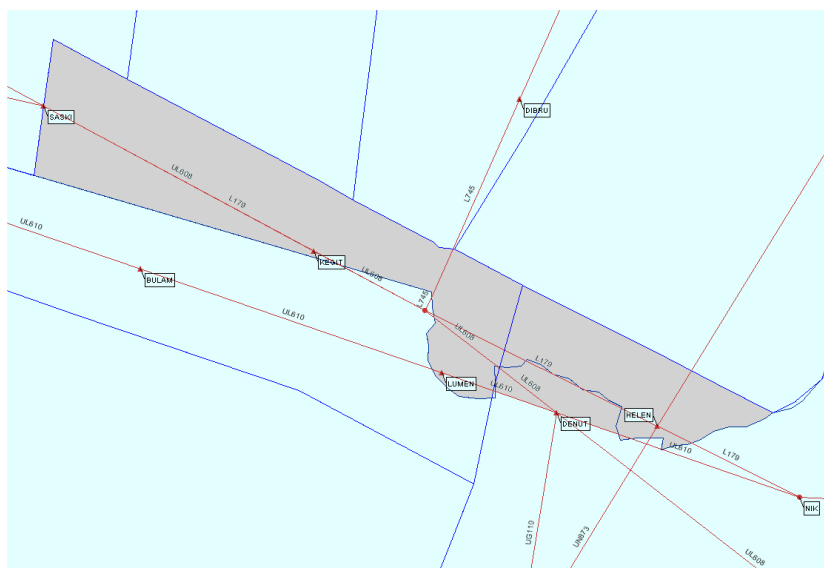
The Maastricht (EHBK) area consists of TMA 2, and a part of the Nieuw Milligen TMA D as shown on the map below.

The Maastricht Area is delegated to EBBU from FL095 (inclusive) to UNL. Below FL095 Beek approach (EHBK) or RAPCON South (EHVK) is responsible.



SASKI A Area

The area south of a parallel line 5 NM north of the axis of the ATS route (U)L179 between NIK and SASKI is delegated to EBBU.



Flights From Amsterdam ACC to Brussels ACC

Described hereunder are the routes, coordination points and flight level allocations from Brussels to Amsterdam and vice versa.

Destination in Belgian FIR (EBBU)

Dest.	From	Routing	FL	TOC	RMK	
EBBR	any	(U)N872	WOODY NIK	FL150	abeam TOLEN	(1)
EBCI		(U)Z310	BATAK WOODY NIK	FL150		(1)
EBCV		Z311	BATAK BEKEM NIK	FL150		(1)
EBAW		N872	WOODY ANT	FL070		
EBOS		COA	COA	FL100	COA -5nm	
other		(U)N872	WOODY NIK	FL230	abeam TOLEN	

If cruising level is below level of transfer traffic shall be transferred on cruising level.

Remarks:

- Released for descent and direct ANT or BUN only after prior coordination via IvAc chat or IVAO Intercom.

Belgian FIR (EBBU) over flights

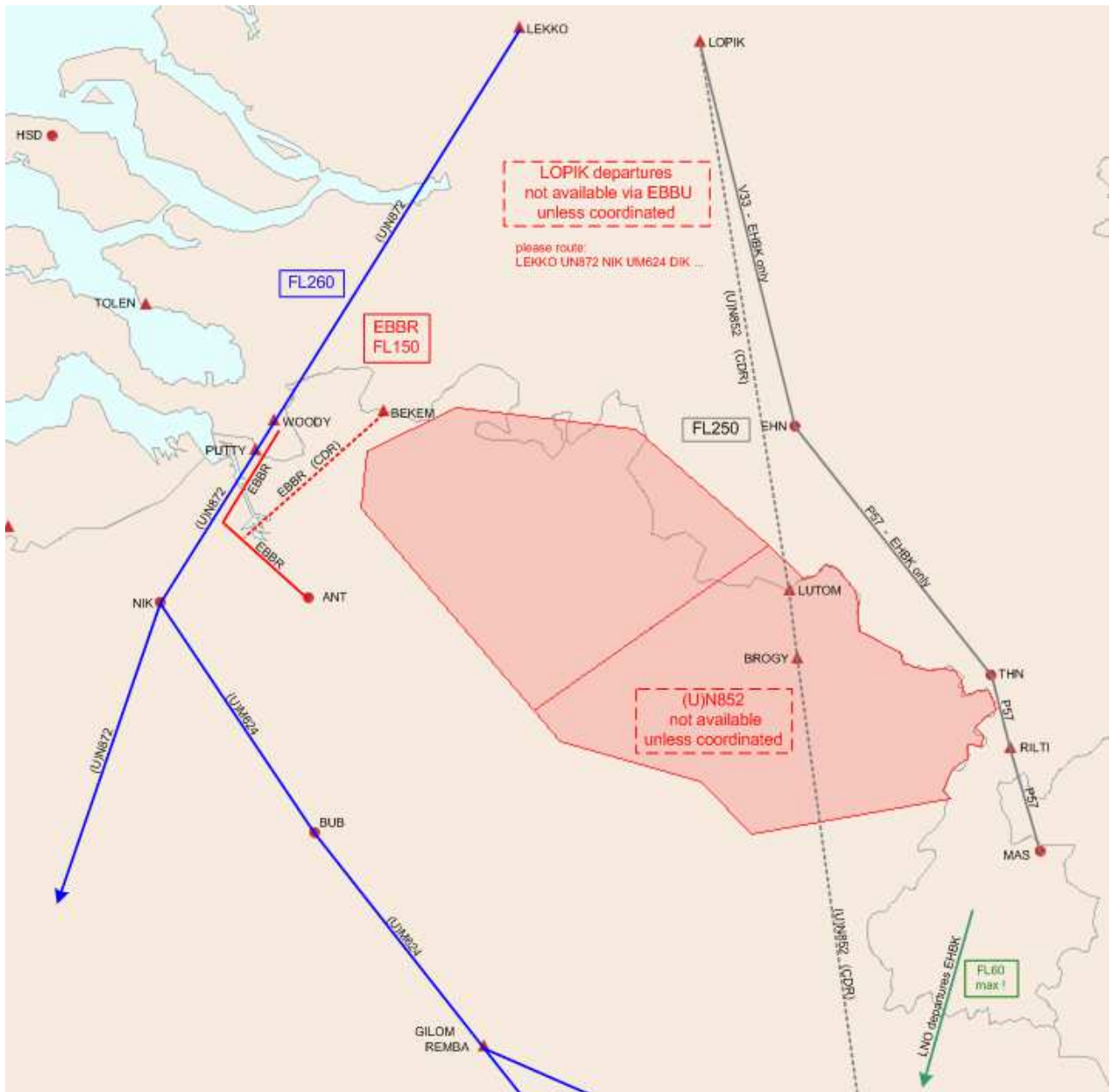
Dest.	From	Routing	FL	TOC	RMK	
NOT EB**	EHAM	UN872	WOODY NIK	FL310	abeam TOLEN	
		UN852	BROGY TERLA LNO	FL310	abeam EHN	(1)
	EHRD EHEH EHBD	(U)N872	WOODY NIK	FL270	abeam TOLEN	
	EHBK	SID	LNO SID	FL060	< FIR border	
	EHEH	SID	LNO SID	FL100	< SOPVI	
	EHBD	SID	LNO SID	FL090	< SOPVI	

Traffic shall be transferred at or climbing to level of transfer unless cruise level is below level of transfer, in which case traffic shall be transferred at or climbing to cruise level.

Remarks:

- UN852 CDR only available:
 - Weekdays 2300LT-0700LT
 - Saturday 2300LT until Monday 0700LT
- Traffic cruising or climbing through FL245 shall be transferred to Maastricht Radar (EDYY_BRU_CTR - 132.205) if available!

EHAA Outbounds



Flights From Amsterdam ACC to Brussels ACC

Destination in Amsterdam FIR (EHAA)

Dest.	From	Routing	FL	TOC	RMK	
EHAM	EBBR EBAW	STAR	HELEN - HSD	FL140	< HELEN	(1)
			PUTTY - HSD	FL100	< PUTTY	
			DENUT - HSD	FL220	< DENUT	
			HELEN - HSD	FL200	< HELEN	
EHEH	any		HELEN - ALINA	FL160	< HELEN	(2)
			NIK - WOODY		< WOODY	
			LNO - EDUMA	FL110	SOPVI	
EHRD	any		NIK - TOLEN	FL150	NIK	(3)
			HELEN - TOLEN	FL160	< HELEN	
EHBD	any		HELEN - ALINA	FL180	< HELEN	(2)
			NIK - WOODY	FL170	NIK	
			LNO - EDUMA - BUDIP	FL060	abeam SOPVI	
EHBK	any	LNO - NW	FL070	LNO	(4)	
EH**	EBBR	NIK	NIK - TOLEN	FL140	NIK	(5)
	EBAW	PUTTY	PUTTY - STD	FL100	< PUTTY	
	EBOS	COA	COA - STD	FL090	< COA	
	any	(U)N873	FERDI - HELEN	≤FL240	< HELEN	
		(U)M624	NIK - TOLEN		NIK	

If cruising level is below level of transfer traffic shall be transferred on cruising level.

Remarks:

Transfer in order to:

1. EHAA_S_CTR EHAA_W_CTR EHAA_E_CTR EHAM_W_APP
2. EHVK_R_APP EHMC_P_CTR EHAA_S_CTR EHAA_E_CTR, EHAA_W_CTR
3. EHAA_S_CTR EHAA_W_CTR EHAA_E_CTR EHRD_APP
4. EHBK_APP EHAA_S_CTR EHAA_E_CTR EHAA_W_CTR
5. All other transfers:
 - a. WEST of BEKEM: EHAA_S_CTR EHAA_W_CTR EHAA_E_CTR
 - b. EAST of BEKEM: EHAA_S_CTR EHAA_E_CTR EHAA_W_CTR

FERDI HELEN HSD not allowed for EHAM arrivals

Amsterdam FIR (EHAA) over flights

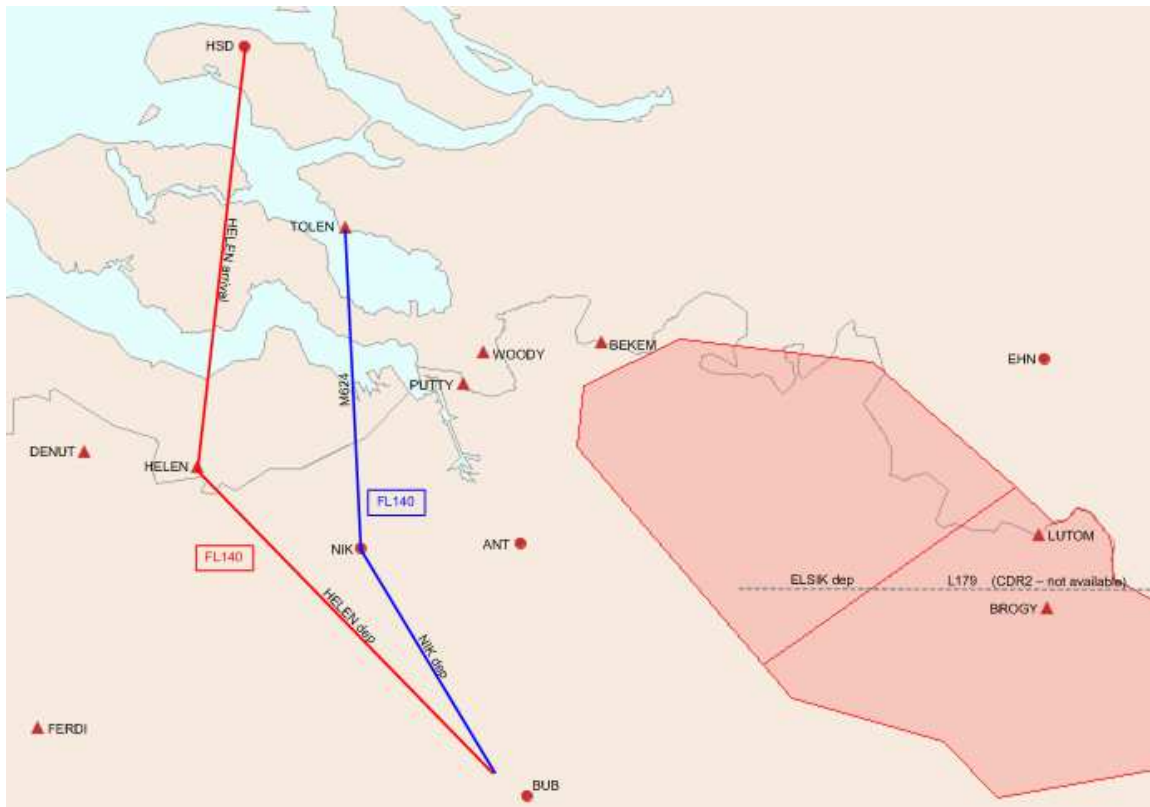
Dest.	From	Routing	FL	TOC	RMK
NOT EH**	EBBR	NIK	NIK TOLEN	FL140	NIK
	EBAW	PUTTY	PUTTY STD	FL100	< PUTTY
	EBOS	COA	COA	FL090	< COA
	any	(U)M624	BUB NIK TOLEN	UNL	NIK
		(U)N873	FERDI HELEN TOLEN	UNL	< HELEN
		(U)L745	HELEN COA TULIP	FL160	< HELEN
		(U)N852	LNO TERLA BROGY SPY	UNL	< BROGY
	ETNG	LNO	LNO NOR	FL60	LNO

Remarks:

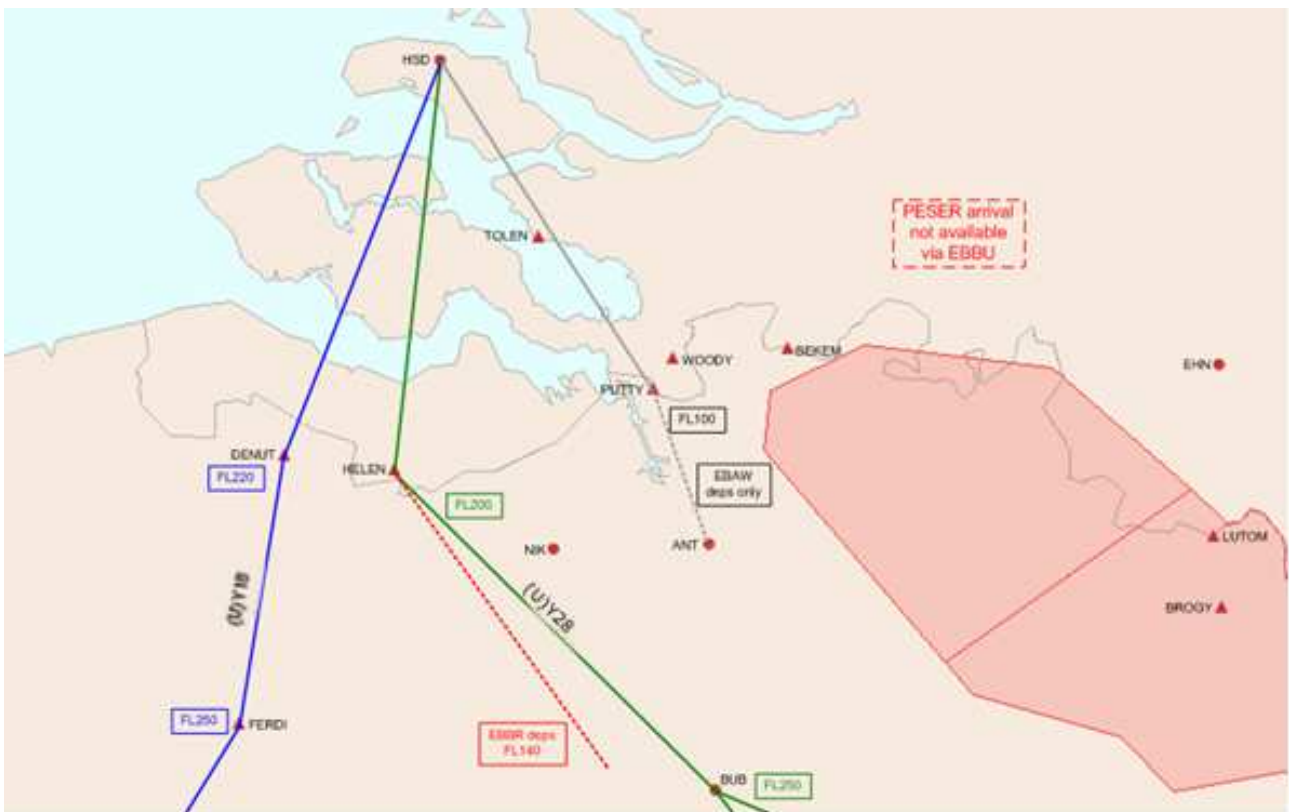
Transfers WEST of BEKEM: EHAA_S_CTR EHAA_W_CTR EHAA_E_CTR

Transfers EAST of BEKEM: EHAA_S_CTR EHAA_E_CTR EHAA_W_CTR

EBBR Departures



EHAM TMA inbound



ATS Frequency Allocation

AoR/FIR	Position	Freq.	Flightlevels	Callsign
EBBU	EDYY_BRU_CTR	132.205	> FL245	Maastricht Radar
	EBBU_W_CTR	131.100	< FL245	Brussels Control
	EBBU_E_CTR	128.200	< FL245	Brussels Control
	EBOS_APP	120.600	< FL095	Ostend Approach
EHAA	EHAA_W_CTR	125.750	UNL	Amsterdam Radar
	EHAA_E_CTR	124.875	UNL	Amsterdam Radar
	EHAA_S_CTR	123.850	UNL	Amsterdam Radar
	EHBK_APP	123.975	< FL095	Beek Approach
	EHVK_R_APP	123.175	< FL095	RAPCON South
	EHAM_W_APP	121.200	< FL095	Schiphol Approach
	EHRD_APP	127.025	< FL055	Rotterdam Approach

