LETTER OF AGREEMENT

between

Bremen FIR (EDWW)	Amsterdam FIR (EHAA)
and	
IVAO Germany	IVAO Netherlands

Effective: 25 March 2021

The purpose of this Letter of Agreement is to define the hand-over procedures between Amsterdam FIR and Bremen 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 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.

At initial contact between controllers of EHAA and EDWW/EDDW the active runway information for EHGG and EDDW shall be exchanged. If this configuration changes the other controllers shall be informed as soon as practicable.

Between EHGG_APP with EDDW and EDWW there is only need to coordinate about EHGG. If EHGG_APP is online he will coordinate about EHGG, EHAA does not have to inform EDWW about changes at EHGG while EHGG_APP is online. In times of an active EDDW_APP, EDWW will not communicate about active runway in EDDW to EHAA.

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 EDWW-FIR to EHAA-FIR:

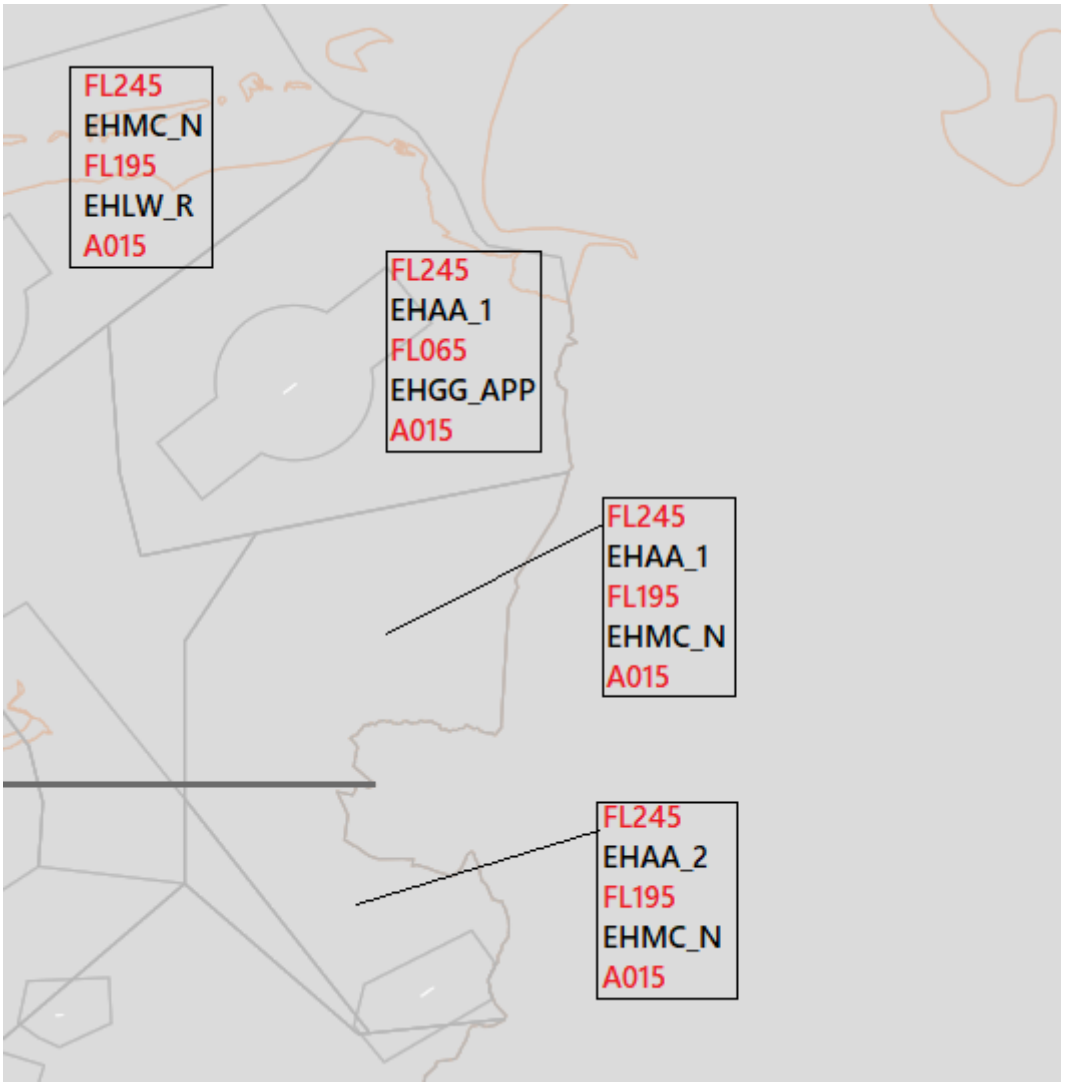
NIL

2.2 Airspace delegated from EHAA-FIR to EDWW-FIR

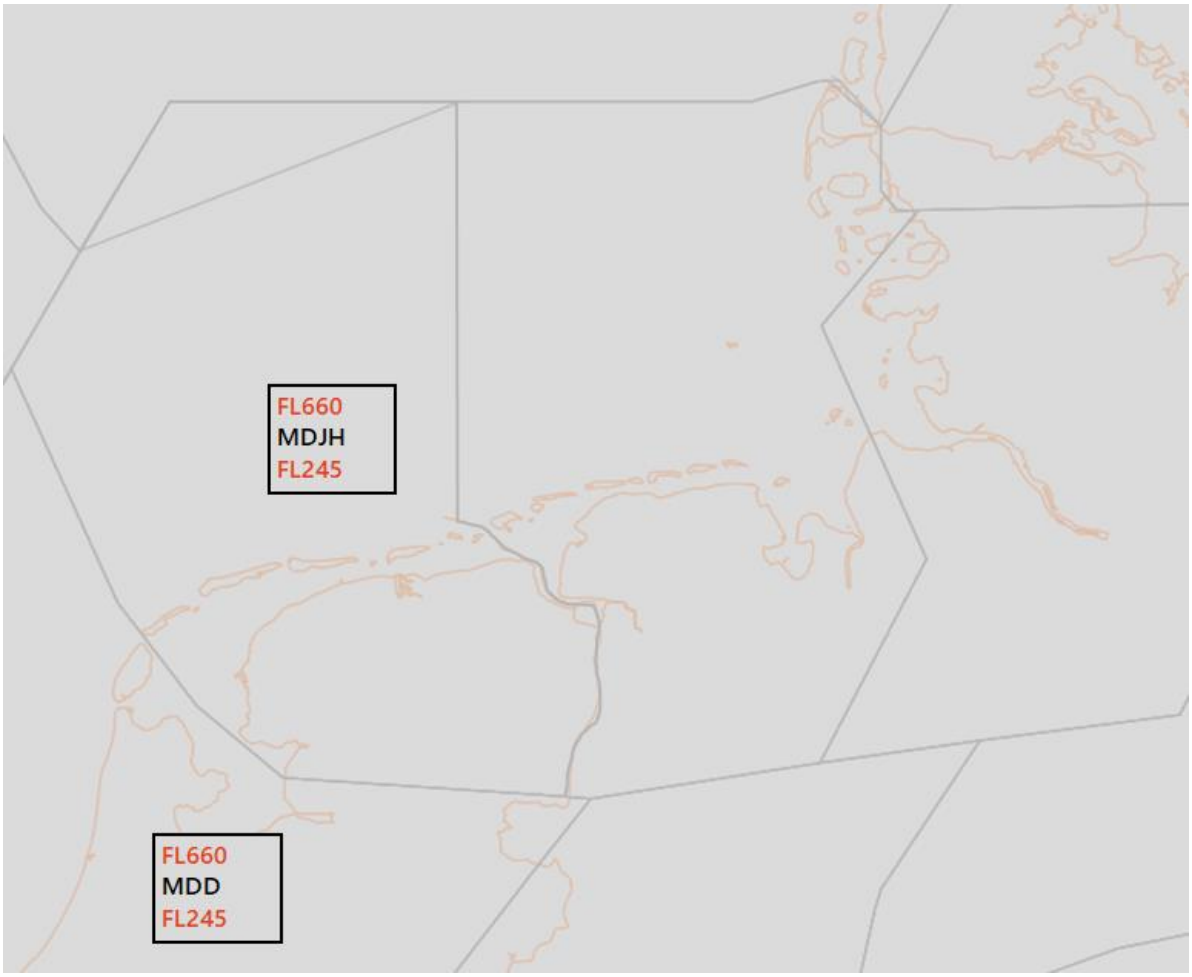
NIL

3. Sectorisation

3.1 Sectorisation Amsterdam ACC (< FL245)

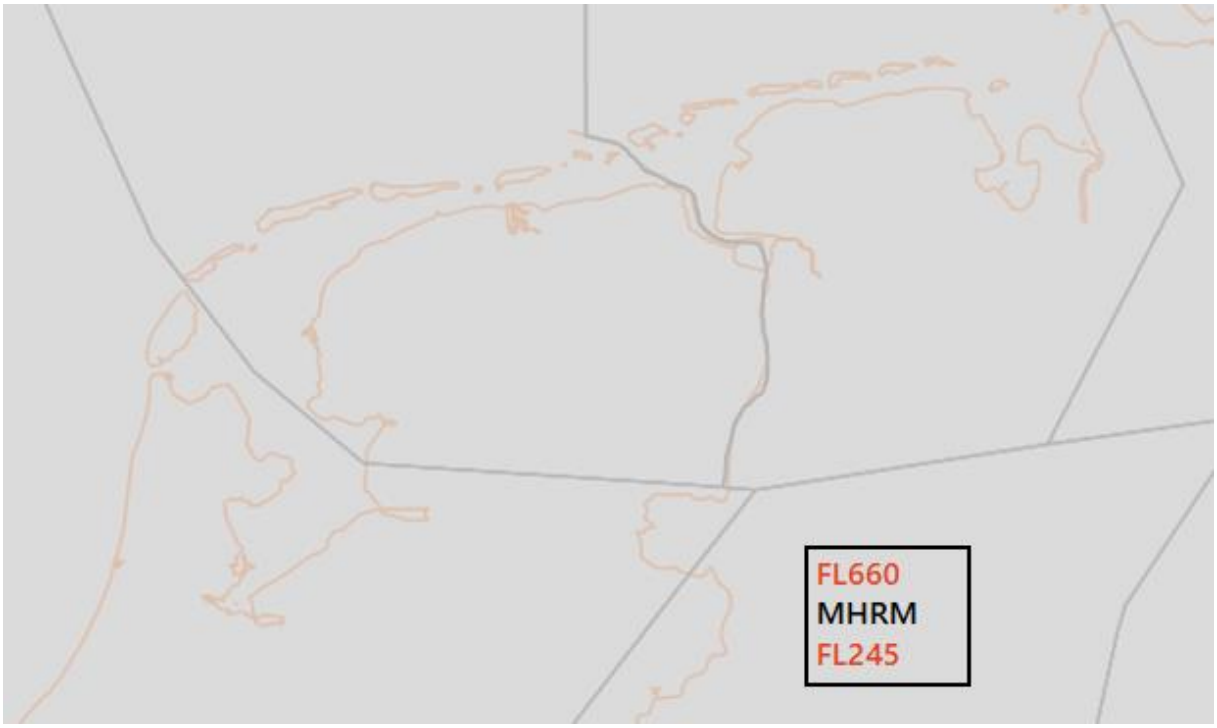


3.2 Sectorisation Maastricht UAC DECO group (> FL245)



3.3 Sectorisation Bremen ACC (< FL245)

3.4 Sectorisation Maastricht UAC HAN group (> FL245)



4. Transfer of Control and Transfer of Communications

4.1 Transfer of Control

The transfer of control takes place at the AoR boundary, unless otherwise specified in paragraph 5.

4.2 Transfer of Communications

The transfer of communications shall take place not later than the coordination point (COP) of control, unless otherwise coordinated.

4.2.1 Transfer of communications to EDWW

Sector	Logon code	Channel	Callsign
MHRM	EDYY_HRM_CTR	133.215	Maastricht Radar
	EDYY_HAN_CTR	133.805	Maastricht Radar
EDWW_EID	EDWW_EID_CTR	120.225	Bremen Radar
	EDWW_EH_CTR	120.350	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar
EDWW_HRZ	EDWW_HRZ_CTR	127.675	Bremen Radar
	EDWW_EH_CTR	120.350	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar
EDDW_APP	EDDW_APP	124.800	Bremen Radar
	EDWW_EID_CTR	120.225	Bremen Radar
	EDWW_EH_CTR	120.350	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar

4.2.2 Transfer of communications to EHAA

Sector	Logon code	Channel	Callsign
MDD	EDYY_DD_CTR	132.085	Maastricht Radar
	EDYY_DEC_CTR	135.510	Maastricht Radar
	EHAA_SW_CTR	123.850	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
EHAA_1	EHAA_1_CTR	134.375	Amsterdam Radar
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar
EHAA_2	EHAA_2_CTR	128.580	Amsterdam 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
EHGG_APP	EHGG_APP	120.305	Eelde Approach
	EHAA_1_CTR	134.375	Amsterdam Radar
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar
LW_R_APP	EHLW_R_APP	132.030	Rapcon North
	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 Bremen ACC

5.1.1 Destination in Bremen FIR

To	From	Routing	COP	FLA	Receiving sector
EDDW	Any	N125	EEL	FL170 (RW09) FL230 (RW27)	EDDW_APP
Any				FL070 – FL230	EDDW_APP
	EHGG	SID	DOBAK	FL060	EDDW_APP

(1) Responsible EDDW_APP Controller shall inform EHAA of the runway in use at EDDW on first contact.

5.1.2 Other Destinations

To	From	Routing	COP	FLA	Receiving sector
Any (not EDDW)	Any	N873	BEDUM	FL070 – FL230	EDWW_EID
		M105, N125	EEL		EDDW_APP
Any	EHGG	SID	DOBAK	FL060	
			SOMPO		EDWW_EID
			TEMLU		

5.2 Flights from Bremen ACC to Amsterdam ACC

5.2.1 Destination in EHAA FIR

To	From	Routing	COP	FLA	Receiving sector
EHGG	Any	N125	DOBAK	FL070	EHGG_APP
		N872	KUBAT		
		P999	SOMPO		
		P174	TEMLU		
Any		N872	KUBAT	FL200- FL240	EHAA_1
		N125	DOBAK	FL080 – FL240	
		P174	TEMLU		
		P999	SOMPO		

(1) Responsible EHGG_APP Controller will inform the responsible EDWW_APP of the runway in use at EHGG on first contact.

(2) Responsible EDWW_EID Controller shall transfer traffic to the responsible EHGG_APP controller at least 16 NM before the COP.

5.2.2 Other Destinations

To	From	Routing	COP	FLA	Receiving sector
Any	Any	N872	KUBAT	FL200- FL240	EHAA_1
		N125	DOBAK	FL080 – FL240	
		P174	TEMLU		
		P999	SOMPO		