

LETTER OF AGREEMENT

Between



Langen FIR (EDLL)

AND



Belux vACC

Version: 2.12

Effective from April 7th, 2020

DO NOT USE THIS DOCUMENT FOR REAL WORLD AVIATION! THIS DOCUMENT IS TO BE USED WITHIN THE VATSIM ENVIRONMENT ONLY!

Change Log

Version	Data	Changes
V2.1	01/2020	Complete overhaul from previous version
V2.11	4/2020	EDGG_T_CTR freq typo corrected
V2.12	4/2020	Add silent HO section

1. General notes

- The involved parties shall inform each other of any changes which may affect the procedures specified in this LoA.
- They shall make sure that their controllers have understood the procedures in this LoA and apply them correctly.
- Handoffs (transfer of communication shall be made at least 10 NM or 3 min prior the respective boundary (FIR border, APP airspace, delegated airspace). After handoff, traffic is released for climb, descent and turns.
- Spacing between two aircrafts on same level and same routing shall be at least 5 NM.
- Flight level allocation:
 - from Langen ACC (EDLL) to Brussels ACC on EVEN flightlevels.
 - from Brussels ACC to Langen ACC (EDLL) on ODD flightlevels.
- Traffic shall be handed off at the levels defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off at RFL, if this does not cause conflict with any other traffic. Otherwise traffic shall be coordinated.
- All in the LoA not listed fights can be transferred in cruise or under consideration of sector boundary.
- Deviations must be coordinated between the concerned sectors.
- Silent handoffs (SHO) are standard. The originating sector must not wait for the digital acceptance of the flight before passing the frequency on to the pilot. The receiving sector will assume the flight when the pilot checks in on the frequency. Adjacent sectors will make every effort to inform each other in good time if they go offline so no more flights are passed.

2. VATSIM position names

ATS Unit	Sector	Callsign	Freq	Code
Maastricht UAC	Olno	Maastricht Radar	132.850	EDYY_O_CTR
	Ruhr		132.620	EDYY_R_CTR
	Münster		133.850	EDYY_M_CTR
EuroCenter	Maastricht		135.450	EURM_CTR
Brussels ACC	Main / West	Brussels Control	131.100	EBBU_(W)_CTR
	East		129.575	EBBU_E_CTR
	Upper	Maastricht Radar	127.225	EBBU_U_CTR
Langen ACC	PAD High	Langen Radar	135.650	EDGG_P_CTR
	Taunus		127.620	EDGG_T_CTR
	Combined		135.725	EDGG_CTR
	DKA		135.350	EDDK_APP
	DLA		128.550	EDDL_APP
	DLDN		128.500	EDDL_N_APP
	DLDS		121.350	EDDL_S_APP
	DLDF		128.650	EDDL_F_APP

3. VATSIM sector definitions

Vatsim Sector	Vertical limits	Sector Code	Responsible ATS unit (in order of precedence)
MUAC - OLNO	FL245 – FL660	EDYYO	<ol style="list-style-type: none"> 1. EDYY_O_CTR 2. EBBU_U_CTR 3. EBBU_E_CTR 4. EBBU_W_CTR 5. EBBU_CTR 6. EURM_CTR
MUAC - RUHR	FL245 – FL660	EDYYR	<ol style="list-style-type: none"> 1. EDYY_R_CTR 2. EDYY_M_CTR 3. EDGG_T_CTR 4. EDGG_P_CTR 5. EDGG_CTR 6. EURM_CTR
Brussels CTR	FL95 – FL245 * GND – FL245	EBBUE	<ol style="list-style-type: none"> 1. EBBU_E_CTR 2. EBBU_W_CTR 3. EBBU_CTR
Langen EDDK_APP	GND – FL245	DKA	<ol style="list-style-type: none"> 1. EDDK_APP 2. EDGG_T_CTR 3. EDGG_P_CTR 4. EDGG_CTR
Langen EDDL_APP	GND – FL245	DLDN	<ol style="list-style-type: none"> 1. EDDL_N_APP 2. EDDL_S_APP 3. EDDL_APP 4. EDDL_F_APP 5. EDGG_P_CTR 6. EDGG_T_CTR 7. EDGG_CTR

* See chapter 5.1: Special Areas within the Area of Common Interest, VATSIM Maastricht area.

4. ATS routes, co-ordination points, flight level allocation

Generally aircraft shall be cleared via published ATS routes, STARs and SIDs. Deviations shall be coordinated between the respective sectors. Unless otherwise depicted below, transfer of control takes place as soon as possible when the aircraft is out of any potential conflict or not later than 10 NM or 3 minutes before reaching the boundary of the area of responsibility.

4.1 Flights from Brussels ACC to Langen ACC

Fligh Level Allocation: All traffic should be on ODD levels, if possible via airways

Directs can be requested to NVO.

Eastbound handoff procedures summarized

	Airport	FIX	Level	Handoff to
↘	EDDK	DENOV IBESA KOGES PODAT PODEN	FL170	DKA
↘	EDDG EDLP EDLW	NVO	FL250	
↘	EDDL EDLN EDLV	DENOV IBESA KOGES PODAT PODEN	FL210	
		ROMIN *	FL170	DLDN

* Only available at night between 2200LT and 0600LT

4.2 Flights from Langen ACC to Brussels ACC

Flight Level Allocation: All traffic should be on EVEN levels, if possible via airways.

Restrictions: All traffic with routings via Amsterdam FIR or London FIR has to be routed via Brussels VOR (BUB) or Nicky VOR (NIK).

Directs can be requested to BUB or NIK for overflights and LNO or BATTY for traffic with destination inside EBBU FIR.

Westbound handoff procedures summarized

	Airport	FIX	Level	Handoff to
↗	EDDL EDDK EDLN EDLV	DENOV MAPAD MODRU PODAT PODEN ROMIN *	RFL > FL250	EDYYO
			RFL =< FL240	
↘	EBBR EBMB EBCI EBAW ELLX EHEH EHGR	AGENI ASDAK PODAT SUMAS	FL180	EBBUE
↘	EBLG	AGENI ASDAK PODAT SUMAS	FL120	

* Only available at night between 2200LT and 0600LT and during weekends and holidays due to military airspace in the north of the EBBU FIR. Information about the activation of the military areas can be obtained from the EBBU controller.

5. Special Areas within the Area of Common Interest

Delegations of the Responsibility for the Provision of ATS to/from other ATS Units

5.1 VATSIM Maastricht Area

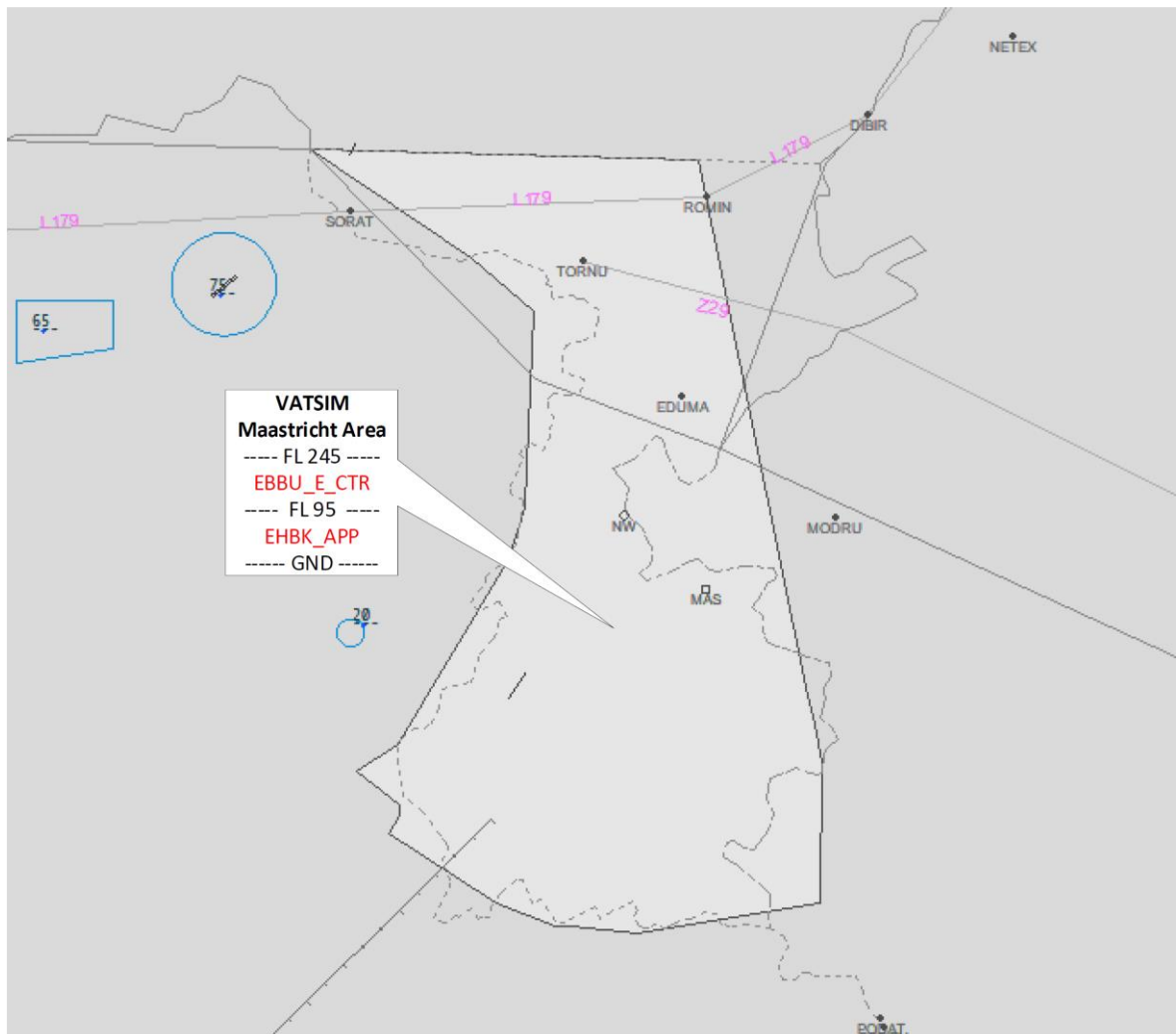
Within the Amsterdam FIR the provision of ATS has been delegated from Amsterdam ACC to Brussels ACC within the following area:

Lateral limits: The part of the Amsterdam FIR that consists of Maastricht TMA 1 and Maastricht TMA 2, as depicted on the picture below.

Vertical limits: FL 095 – FL 245

Remarks: Named "VATSIM Maastricht Area" because lateral limits do not correspond with the "Maastricht Area" used in real world.

VATSIM Maastricht Area



5.2 TORNU Area

In the upper airspace the boundaries of the real MUAC sectors are used:

Lateral limits: According to the OLNO & RUHR MUAC sectors.

Vertical limits: FL 245 – FL 660

