

# LETTER OF AGREEMENT

between

IVAO ATC HQ  
Maastricht UAC

and

IVAO  
United Kingdom  
London ACC



Effective – 25 March, 2021

# 1 General

## 1.1 Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Maastricht UAC and London ACC when providing ATS to General Air Traffic and Operational Air Traffic.

These procedures are supplementary to those specified in IVAO Documentation and/or Divisional website Documents.

## 1.2 Operational Status.

Both Divisions shall keep each other advised of any changes in the operational status of their facilities and navigational aids, which may affect the procedures specified in this Letter of Agreement.

# 2 Areas of Responsibility for the Provision of ATS

## 2.1 Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows:

Note: See para 2.2 for the description of the areas where delegation of the responsibility for the provision of ATS is applicable.

### 2.1.1 Maastricht UAC

Lateral limits: Amsterdam FIR/Maastricht as published in the AIP Netherlands and Brussels UIR as published in the AIP Belgium and Luxembourg

Vertical limits: FL 245 – FL 660

ICAO airspace classification for the area of responsibility of Maastricht UAC along the common boundary of the areas of responsibility of Maastricht UAC and London ACC is described in Annex B to this Letter of Agreement.

### 2.1.2 London ACC

Lateral limits: London FIR/UIR as published in the AIP United Kingdom

Vertical limits: GND – UNL

ICAO airspace classification for the area of responsibility of London ACC along the common boundary of the areas of responsibility of Maastricht UAC and London ACC is described in Annex B to this Letter of Agreement.

## 2.2 Areas for Cross Border Provision of ATS (ATS Delegation)

The provision of ATS in respect of this LoA means the following services:

Air Traffic Control Service (ATC), Flight Information Service (FIS) for controlled flights, Alerting Service (ALRS)

### 2.2.1 Delegation of ATS from Maastricht UAC to London ACC

Within the Amsterdam FIR the provision of ATS in accordance with the airspace classification is performed by London ACC within the following Area:

#### 2.2.1.1 SASKI B Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:

N514245 E0021001 – N513000 E0020000 – N512720 E0023000 – N513813  
E0023000 – N514245 E0021001 – N514245 E0021001

Vertical limits: FL245 – FL660

Airspace Classification: C

#### 2.2.1.2 IBNOS Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:

N515702 E0022123 – N515757 E0031019 – N512850 E0031019 – N514245  
E0021001 – N515702 E0022123

Vertical limits: FL245 – FL660

Airspace Classification: C

### 2.2.2 Delegation of ATS from London ACC to Maastricht UAC

Not applicable.

### 2.2.3 Other Areas for Cross Border Provision of ATS

Areas for cross-border provision of ATS defined with other coordinating air traffic services units along the common boundary of the areas of responsibility of Maastricht UAC and London ACC are described in Annex B to this Letter of Agreement.

### 2.2.4 Alerting Service

The ATS unit responsible for the provision of ATS, by virtue of delegation, shall provide alerting service and shall notify immediately the supervisor of the delegating ATS unit. The supervisor of the delegating ATS unit shall notify the appropriate rescue coordination centre as required.

### 2.2.5 Territorial Matters

- Not applicable -

## 2.3 Special Provisions

- Not applicable -

### 3 Procedures

The procedures to be applied by Maastricht UAC and London ACC are detailed in the Annexes to this Letter of Agreement:

Annex A	Definitions and Abbreviations
Annex B	Area of Common Interest
Annex C	Exchange of Flight Data
Annex D	Procedures for Coordination
Annex E	Transfer of Control and Transfer of Communications
Annex F	ATS Surveillance Based Coordination Procedures
Annex G	Checklist of Pages

### 4 Revisions and Deviations.

#### 4.1 Revision of this Letter of Agreement

The revision of the present Letter of Agreement, excluding Annexes and their Appendices, requires the mutual written consent of the signatories.

#### 4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the representatives of the respective IVAO Divisions designated by the respective signatories, normally the ATC Operations Coordinator at the respective Division.

#### 4.3 Temporary Deviations.

When necessary, the ATC Department of the IVAO Divisions concerned may introduce, by mutual agreement and for a specified period of time, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

#### 4.4 Incidental Deviations.

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

### 5 Cancellation.

5.1 Cancellation of the present Letter of Agreement by mutual written agreement of the respective IVAO Divisions may take place at any time.

5.2 Cancellation of this Letter of Agreement by either IVAO Division is possible at any time, provided that the cancelling party declares its intention in writing to cancel the Letter of Agreement with a minimum pre-notification time of 6 months before the date the cancellation is to take effect.

## 6 Interpretation and Settlement of Disputes.

- 6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement or in case of dispute regarding its application, the parties shall endeavor to reach a solution acceptable to both of them.
- 6.2 Should no agreement be reached, each of the parties shall refer to IVAO HQ ATC Operations Department, to which the dispute shall be submitted for settlement.

## 7 Validity

This LoA becomes effective 25 March, 2021 and supersedes the Letter of Agreement between Maastricht ACC and London ACC dated N/A.

Coen van Dorrestein – 523067  
ATC Ops Coordinator - Netherlands

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ATC Ops Coordinator - United Kingdom

## Annex A.

### Definitions and Abbreviations

Effective: 2021-03-25

Revised: N/A

#### A.1 Definitions.

##### A.1.1 Area of Responsibility

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

##### A.1.2 Area of Common Interest

A volume of airspace as agreed between two ATS units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic coordination procedures.

##### A.1.3 Approval Request

Request from an ATS-unit to the ATS sector concerned for an approval of:

- an aircraft not yet airborne, whenever the flying time to the transfer of control point is less than the agreed minimum prenotification time, or
- an aircraft in flight intending to operate under conditions other than those described in mutually agreed procedures.

##### A.1.4 Division Level.

The flight level dividing two superimposed AoR for the provision of ATS.

##### A.1.5 General Air Traffic.

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

##### A.1.6 Operational Air Traffic.

All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

##### A.1.7 Reduced Vertical Separation Minimum.

A vertical separation minimum of 300 m (1 000 ft) which is applied between FL 290 and FL 410 inclusive, on the basis of regional air navigation agreements and in accordance with conditions specified therein.

##### A.1.7.1 RVSM Approved Aircraft

Aircraft that have received State approval for RVSM operations within the EUR RVSM airspace.

## A.1.8 Release

### A.1.8.1 Release for Climb

An authorization for the accepting sector to climb (a) specific aircraft before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

### A.1.8.2 Release for Descent

An authorization for the accepting sector to descend (a) specific aircraft before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

### A.1.8.3 Release for Turn

An authorization for the accepting sector to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

## A.1.9 State Aircraft

For the purposes of EUR RVSM, only aircraft used in military, customs or police services shall qualify as State aircraft.

## A.2 Abbreviations.

<b>ACC</b>	Area Control Center	<b>NM</b>	Nautical Mile
<b>ACI*</b>	Area of Common Interest	<b>NM</b>	EUROCONTROL Network Management
<b>AIP</b>	Aeronautical Information Publication	<b>OAT*</b>	Operational Air Traffic
<b>AoR*</b>	Area of Responsibility	<b>OLDI*</b>	On-line Data Interchange
<b>APP</b>	Approach Area / Approach ATS Unit	<b>ORCAM</b>	Originating Region Code Assignment Method
<b>ATC</b>	Air Traffic Control	<b>RTF</b>	Radio Telephony
<b>ATS</b>	Air Traffic Services	<b>RVSM</b>	Reduced Vertical Separation Minimum
<b>ATZ</b>	Air Traffic Zone	<b>SFC</b>	Surface
<b>CBA</b>	Cross-Border Area	<b>SID</b>	Standard Instrument Departure
<b>CDR</b>	Conditional Route	<b>SSR</b>	Secondary Surveillance Radar
<b>COP*</b>	Coordination Point	<b>STAR</b>	Standard Instrument Arrival
<b>CRC</b>	Control and Reporting Centre	<b>TMA</b>	Terminal Maneuvering Area
<b>CTA</b>	Control Area	<b>TRA</b>	Temporary Reserved Area
<b>CTR</b>	Control / Enroute ATS Unit	<b>TSA</b>	Temporary Segregated Area
<b>CTZ</b>	Control Zone	<b>TWR</b>	Aerodrome Control Tower
<b>DFL*</b>	Division Flight Level	<b>UAC</b>	Upper Area Control Centre
<b>ETO</b>	Estimated Time Over Significant Point	<b>UHF</b>	Ultra High Frequency
<b>EUR</b>	European	<b>UIR</b>	Upper Flight Information Region
<b>FIR</b>	Flight Information Region	<b>UNL</b>	Unlimited
<b>FLA*</b>	Flight Level Allocation	<b>UTC</b>	Coordinated Universal Time
<b>FIS</b>	Flight Information Services	<b>VCS</b>	Voice Communication System
<b>FL</b>	Flight Level	<b>VFR</b>	Visual Flight Rules
<b>GAT*</b>	General Air Traffic	<b>VHF</b>	Very High Frequency
<b>GND</b>	Ground		
<b>ICAO</b>	International Civil Aviation Organization		
<b>IFR</b>	Instrument Flight Rules		
<b>KHz</b>	Kilohertz		
<b>LoA*</b>	Letter of Agreement		
<b>MHz</b>	Megahertz		

Note: Abbreviations marked with an \* are non-ICAO abbreviations.



## Annex B.

## Area of Common Interest

Effective: 2021-03-25

Revised: N/A

## B.1 Airspace Structure and Classification within the Area of Common Interest.

The Airspace structure within the ACI is shown in Appendix of Annex B

## B.1.1 Amsterdam FIR

Area	Vertical Limits	Airspace Classification
UTA	FL245 – FL660	C

## B.1.2 Brussels UIR

Area	Vertical Limits	Airspace Classification
UIR	FL195 – FL660	C

## B.1.3 London FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	FL245 – FL660	C

## B.2 Sectorisation within the Area of Common Interest

The Sectorisation within the ACI is shown in Appendix 1 of Annex B

## B.3 Special Areas within the Area of Common Interest

## B.3.1 Areas for Cross/Border Provision of ATS defined with other ATS Units within the ACI.

## B.3.1.1 ATS provision by London AC – Amsterdam FIR

Within the Amsterdam FIR the provision of ATS in accordance with the airspace classification is performed by London ACC within the following Area:

## B.3.1.1.1 ABNED Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:

N515710 E0022129 – N520027 E0031019 – N512850 E0031019 – N513813  
E0023000 – N512720 E0023000 – N513000 E0020000 – N515710 E0022129

Vertical limits: FL215 – FL245

Airspace Classification: C

#### B.3.1.2 ATS provision by Brussels ACC – Amsterdam FIR

Within the Amsterdam FIR the provision of ATS in accordance with the airspace classification is performed by Brussels ACC within the following Area:

##### B.3.1.2.1 SASKI A Area – See Appendix 2 of Annex B

Lateral Limits: The part of the Amsterdam FIR, south of a parallel line 5 NM north of the ATS route L179/L608 and east of SASKI

Vertical limits: FL055 – FL245

Airspace Classification: FL055 – FL195: A  
FL195 – FL245: C

#### B.3.2 Other Areas

##### B.3.2.1 BULAM Area

Within the BULAM area, the use FL250 is permanently attributed to Brussels ACC. Maastricht UAC shall not assign FL250 in this area without prior co-ordination with Brussels ACC.

BULAM area - see Appendix 7.

Lateral limits: Straight lines joining the following positions

1. N512402 E0020000
2. N513000 E0020000
3. N512720 E0023000
4. N513813 E0023000
5. N512537 E0032423
6. N511334 E0032423
7. N512402 E0020000

Vertical limits: FL245 to FL255

Airspace classification: C

##### B.3.2.2 KEGIT Release line

The KEGIT-Release Line is defined as the line through KEGIT and a point at 10NM NW LUMEN on ATS route L610.

Traffic transferred by Maastricht UAC to London AC is released for climb/descent/turn after passing the KEGIT-Release Line, according the procedures laid down in Annex D paragraph D.2.1.2.1.

#### B.3.2.3 MONIL Release Area

The MONIL release area is related to a standard release procedure described in D.2.1.1.1 of this LoA.

Lateral Limits: The part of the Amsterdam FIR linking the coordinates:

N524919 E0030407 – N531838 E0032857 – N530302 E0033755 – N525711  
E0035523 – N523807 E0033754 – N524353 E0032744 – N524919 E0030407

#### B.4 Non-published Coordination Points within the Area of Common Interest.

None.

Appendix 1 of Annex B.

**Maastricht UAC Sectorization**



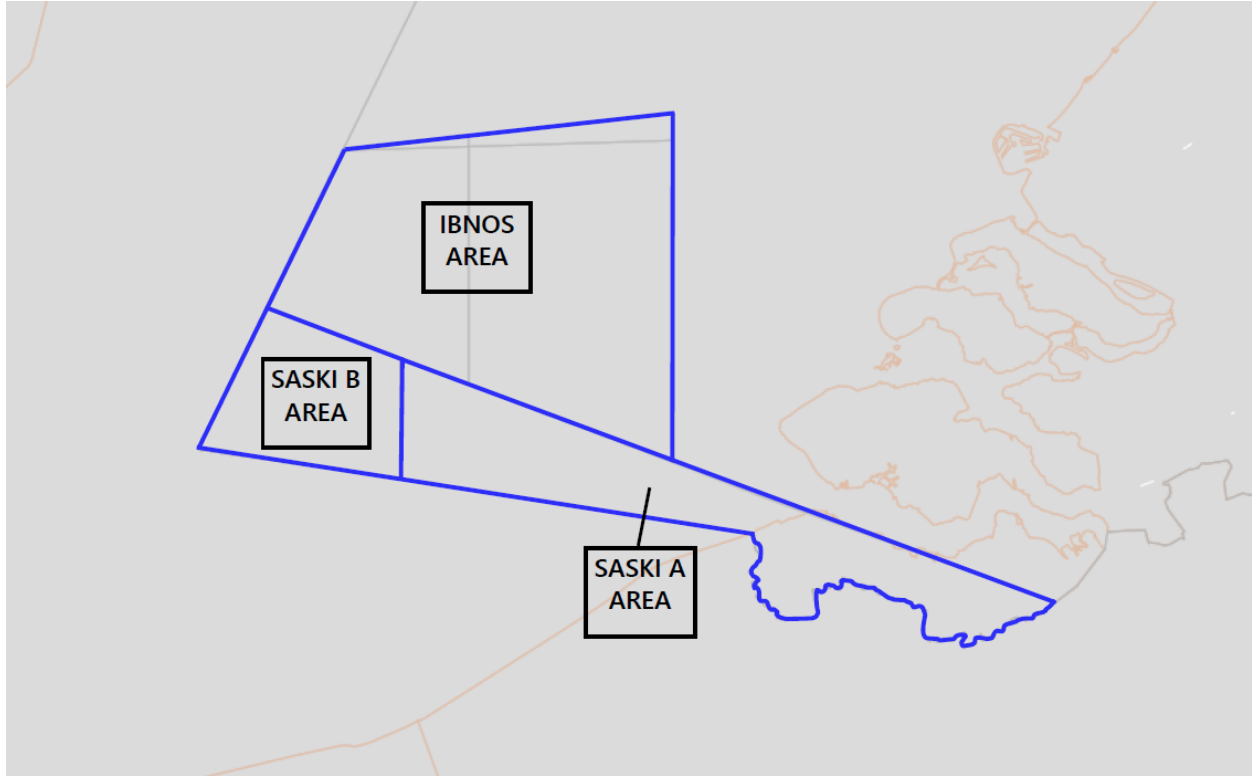
## London ACC Sectorization



## Appendix 2 of Annex B.

Area Names

### IBNOS – SASKI A – SASKI B Area



## GODOS and MOLIX Area



## Annex C.

### Exchange of Flight Data

Effective: 2021-03-25

Revised: N/A

#### C.1 General

##### C.1.1 Basic Flight Plans

Basic Flight plan data should normally be available at both ATS Units.

##### C.1.2 Current Flight Plan Data

Messages, including current flight plan data, shall be forwarded by the transferring ATS unit to the accepting ATS unit either by automatic data exchange or by private text to the appropriate sector/position.

##### C.1.3 Revisions

Any significant revisions to the flight data are to be transmitted to the accepting ATS Unit.

Changes to the coordinated levels within 5 minutes of the ETO for the transfer of control point are subject to an Approval Request.

#### C.2 Means of Communications and their Use

##### C.2.1 Verbal Coordination

Not applicable due to current software limitations.

##### C.2.2 Written Communication

When required, communication can be performed by private text between the relevant sectors or using semi-automatic systems depending on software capability.



## Annex D.

### Procedures for Coordination

Effective: 2021-03-25

Revised: N/A

#### D.1 General Conditions for Acceptance of Flights

- D.1.1 Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified for the relevant route (see para D.2 and D.3).
- D.1.2 Flights shall be considered to be maintaining the coordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of written coordination, except if otherwise described in paragraphs D.2 or D.3.
- D.1.3 If the accepting ATS Unit cannot accept a flight offered in accordance with the conditions specified above it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- D.1.4 For any proposed deviation from the conditions specified in this Annex (e.g. COP, route or level) the transferring Unit shall initiate an Approval Request.
- D.1.5 The accepting ATS Unit shall not notify the transferring ATS Unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

## D.2 ATS Routes, Coordination Points and Flight Level Allocation

Available (ATS) routes, COPs to be used and flight allocation to be applied, unless otherwise described in paragraph D.3, are described in the tables below.

### D.2.1 Flights from Maastricht UAC to London ACC

Traffic shall be transferred at Even FLs, unless otherwise specified below

#### D.2.1.1 Flights from Delta Sectors to London AC

##### Overflights

ATS Route	COP	Receiving Sector	FLA	Special Conditions
L602 / Y70 / DCT	MIMVA	LAC-N	Even	
L60 / DCT	KOLAG			
DCT	RAVLO			
DCT	SOMVA	LAC-S		
M40 / DCT	NOGRO			
L980 / DCT	ABNED			
DCT	GALSO			

##### Arrivals

Destination	Routing	COP	Receiving Sector	FLA	Special Conditions
EGSS, GW, SC, SH, TC, UL, UN and YM	M40 / DCT	NOGRO	LAC-S	FL280 or FL270	
EGKB, LC, MC, MD and TO	DCT	GALSO	LAC-S	FL260	
EGKK				FL290	Note 1
Other EGxx Airfield	DCT	NOGRO / ABNED / GALSO	LAC-S	FL290 to FL390, inc.	Note 2

Note 1 – If FL290 is not available, traffic to EGKK may be transferred at FL280, without coordination.

Note 2 – Traffic inbound to any EGxx airfield except those mentioned above may be transfer at any level between FL290 and FL390, inclusive, without coordination.

#### D.2.1.1.1 Westbound traffic via RAVLO and MIMVA

Traffic Routing via L602/Y70 may be routed direct to EMLON / OTBED provided the traffic will cross the FIR boundary north of RAVLO and south of the Scottish AC Moray Sector boundary.

Traffic is released for turn providing the aircraft remains north of NVAPI and south of the Scottish AC Moray Sector boundary, subject to known traffic.

Aircraft transferred from Amsterdam ACC to LAC-S and LAC-N are released for climb to FL300, within the lateral limits of the MONIL Release Area, subject to known traffic and subject to traffic transferred from Amsterdam ACC to Scottish AC Moray Sector.

#### D.2.1.1.2 Westbound traffic via NOGRO/ABNED/GALSO

Traffic routing M40 after NOGRO may be transferred on a radar heading towards LUSOR or direct to LUSO without coordination.

Traffic routing via ABNED or GALSO may be transferred on a radar heading towards ABNED or GALSO without coordination.

Traffic routing via GALSO may be transferred South of GALSO direct to AMRIV, provided they remain within 5NM of distance from GALSO, without coordination.

LAC-S shall not route / vector traffic further north than the IBNOS Area / NOGRO without coordination with the Delta Sector(s)

All traffic transferred to LAC-S is released for descent to FL370, on contact, subject to known traffic. Traffic transferred at FL290 or below, is released for descend to FL260, on contact, subject to known traffic.

Traffic transferred from Amsterdam ACC to LAC-S is released for climb to FL260, subject to known traffic, on passing 10NM before the IBNOS Area, and released for turn within the limits of the Delta Sector.

#### D.2.1.1.3 Traffic presentation

When workload permits, Delta Sector(s) should pre-sequence London TMA inbounds to the same destination group. Transfer shall be done according to the following preferred order:

- Sequencing initiated (not necessarily completed, by using speed technique)
- Laterally separated (radar headings)
- Vertical separation

## D.2.1.2 Flights from Kokszy Sectors to London AC

### Overflights

ATS Route	COP	Receiving Sector	FLA	Special Conditions
L608 / L179	COA	LAC-S	Even FL above FL295	
L610	LUMEN			

### Arrivals

Destination	Routing	COP	Receiving Sector	FLA	Special Conditions
EGSS, SC, KB, GW, LC, MC, NE, TO, UL, UN, SH, YM, TC.	L608 / L179	COA	LAC-S	FL280 or FL270	Note 1
EGLL, WU, LK, TD, TF, HL, LF, VO.				FL290 to FL390, inc.	
EGKK	L610	LUMEN	LAC-S	FL280, FL270 or FL260	Note 2
EGHH, HI, LK, TD, TF, HL, LF, VO, TK, VN, VA, BJ.				FL310 to FL390, inc.	

Note 1 – Aircraft to be level at KEGIT; If FL280 or FL270 are not available, traffic may be transferred at FL260, without coordination.

Note 2 – Aircraft to be level at BULAM.

Note 3 – Where traffic is transferred vertically separated, as far as practicable, the traffic should be presented according to the following convention:

Highest EGKK

↓ EGSS, GW, SC, SH, TC, UL, UN, YM

Lowest EGKB, LC, MC, MD, TO

D.2.1.2.1 KEGIT – Release Line

L610 traffic transferred by Maastricht UAC to London AC is released for climb / descent / turn when passing the KEGIT – Release Line.

L608/L179 traffic transferred by Maastricht UAC to London AC is released for climb / descent / turn when passing the KEGIT – Release Line. This traffic must remain south of 5 NM north of the L608/L179 centre line until passing KEGIT.

FL250 is permanently released to Brussels ACC for departures from Brussels Group (EBAW/BR/CI/CV/MB) and EBLG within the BULAM Area. This traffic, unknown to Maastricht UAC, may be climbed by London AC above FL250 after passing the KEGIT – Release Line, and must remain on, or to the north, of the centerline of L610 until passing RAPIX.

D.2.1.2.2 EGLL and EGLF Arrivals

All traffic inbound to EGLL and/or EGLF is released for descent to FL360, on contact, subject to known traffic.

D.2.1.2.3 Traffic presentation

Maastricht UAC will endeavor to provide London AC a westbound flow of traffic evenly spread to avoid bunching on L179/L608 and on L610

When workload permits, Koksy Sector(s) should pre-sequence London TMA inbounds to the same destination group. Transfer shall be done according to the following preferred order:

- Sequencing initiated (not necessarily completed, by using speed technique)
- Laterally separated (radar headings)
- Vertical separation

D.2.2 Flights from London ACC to Maastricht UAC

Traffic shall be transferred at Odd FLs, unless otherwise specified below

D.2.2.1 Flights from London AC to DeCo Sectors

**Overflights**

ATS Route	COP	Receiving Sector	FLA	Special Conditions
L620 / M183 / M197 / P137 / DCT	REDFA	Delta	Odd	
P155 / P44 / Q295 / DCT	SOMVA			
L603 / DCT	LAMSO			

Note 1 – FL250 may not be used as a cruising level in the Amsterdam FIR

## Arrivals

Destination	Routing	COP	Receiving Sector	FLA	Special Conditions
Brussels FIR (except ELLX)	L603 / DCT	LAMSO	Delta	FL330 or below, Odd FLs	
LFAV, QO, QQ and QT					
EHBK, GG, HO, LW, TW and TE					
EDWI, WE and WF					
EDDL, DG, DK, FQ, GS, KB, LA, LE, LI, LM, LN, LP, LS, LV and LW	L620 / M183 / M197 / P137 / DCT	REDFA			
	P155 / P44 / Q295 / DCT	SOMVA			

Note 1 – FL250 may not be used as a cruising level in the Amsterdam FIR

### D.2.2.1.1 Eastbound climbing traffic via REDFA/SOMVA

Aircraft which are unable to cross REDFA/SOMVA above FL245 are subject to coordination with Amsterdam ACC. Only if Amsterdam ACC is unable to approve a coordinated climb, London AC informs Maastricht UAC.

For eastbound traffic that can achieve FL250 or above by the FIR boundary, there is no requirement for London AC to coordinate this climbing traffic with Maastricht UAC.

Traffic is released for climb and vectoring, within London North Sector (LAC-N), on contact with Maastricht UAC.

Maastricht UAC shall ensure that if this traffic is on a track towards LAC-S, that the climb and/or turn is first coordinated with LAC-S.

### D.2.2.1.2 Eastbound climbing traffic via REDFA/SOMVA and NAVPI

London AC is responsible to deliver the traffic via REDFA/SOMVA clear of the traffic via NAVPI.

### D.2.2.1.3 Eastbound traffic via LAMSO

Traffic is released for turn providing the aircraft remain north of NAVPI and south of Scottish AC Moray Sector.

Where possible, London AC should present vertically separated traffic, which is inbound to the following destinations, below traffic with a destination in the Langen FIR:

- Brussels FIR (except ELLX)
- LFAV, QO, QQ and QT
- EHBK, GG, HO, LW, TW and TE
- EDWI, WE and WF

In case of need, same level and parallel headings can also be used, south of the traffic with a destination in the Langen FIR.

#### D.2.2.2 Flights from London AC to Koksy Sectors

##### Overflights

ATS Route	COP	Receiving Sector	FLA	Special Conditions
L607 / UL9 / M84	KONAN	Koksy	Odd	

##### Departures

Departure	Routing	COP	Receiving Sector	FLA	Special Conditions
London TMA	L607 / UL9 / M84	KONAN	Koksy	Max FL310	Note 1, 2, 3

Note 1 – London TMA departures shall cross abeam KONAN FL245 or above; If aircraft is not able, it shall be transferred to Brussels ACC below FL245

Note 2 – London TMA departures shall reach FL310 by abeam KONAN, except case of Note 3.

Note 3 – If required, FL 290 or below may be used for planning purposes. In this case, traffic shall reach the coordinated level by 10NM east of DVR.

##### D.2.2.2.1 General Release

Traffic is released for climb up to FL340 and released for turn by not more than 10°.

#### D.3 Special Procedures

##### D.3.1 Off-Route Traffic

During hours of low military activity, London AC and Maastricht UAC may agree on the use of direct tracks without COP-change and without individual Approval Requests.

The Appropriate London AC sector will inform Maastricht UAC sector(s) if Off-Route is available and for how long. This can be withdrawn at any time and shall only be available as long as the relevant adjacent sectors (LAC-S/Koksy and/or LAC-S/Delta and/or LAC-N/Delta) are online.

#### D.4 VFR Flights

Not applicable.

## Annex E.

## Transfer of Control and Transfer of Communications

Effective: 2021-03-25

Revised: N/A

## E.1 Transfer of Control

E.1.1 Transfer of control shall take place at the AoR boundary, unless otherwise specified in paragraph E.3.

## E.2 Transfer of Communication

E.2.1 Transfer of communication shall take place not later than the transfer of control, unless otherwise coordinated.

Transfer of CPDLC shall commence concurrently with transfer of voice communications.

## E.2.2 Frequency allocation and sector arrangement of Maastricht UAC

## E.2.2.1 Maastricht UAC Brussels Sectors

Sector	Logon code	VHF	Callsign
MBKN	EDYY_BKN_CTR	132.755 MHz	Maastricht Radar
	EDYY_BRU_CTR	132.855 MHz	Maastricht Radar
	EBBU_W_CTR	131.100 MHz	Brussels Control
	EBBU_CTR	131.100 MHz	Brussels Control
MDD	EDYY_DD_CTR	132.085 MHz	Maastricht Radar
	EDYY_DEC_CTR	135.510 MHz	Maastricht Radar
	EHAA_SW_CTR	123.850 MHz	Amsterdam Radar
	EHAA_CTR	125.750 MHz	Amsterdam Radar

## E.2.3 Frequency allocation and sector arrangement of London ACC

## E.2.3.1 London ACC Sectors

Sector	Logon code	VHF	Callsign
EHAA_5	EHAA_5_CTR	119.175 MHz	Amsterdam Radar
	EHAA_SW_CTR	123.850 MHz	Amsterdam Radar
	EHAA_CTR	125.750 MHz	Amsterdam Radar
EGTT_N	EGTT_N_CTR	128.130 MHz	London Control
	EGTT_CTR	132.605 MHz	London Control
EGTT_S	EGTT_S_CTR	135.055 MHz	London Control
	EGTT_CTR	132.605 MHz	London Control



### E.3 Specific Points for Transfer of Control and Transfer of Communications

ATS-Route	COP	Transfer of Communications	
		Maastricht UAC to London AC	London AC to Maastricht UAC
L603	LAMSO		BUKUT
P155/P44/Q295	SOMVA		5NM before SOMVA
L620/M183/M197/P137	REDFA		5NM before REDFA
L610	LUMEN	At or before 10NM NW LUMEN	
L608/L179	COA	At or before KEGIT	
UL9/L607	KOK		At or before 10NM east of DVR
LTMA Deps	KOK		At or before 10NM east of DVR

## Annex F.

## ATS Surveillance Based Coordination Procedures

Effective: 2021-03-25

Revised: N/A

### F.1 General

F.1.1 Transfer of identification and transfer of control between Maastricht UAC and London ACC will be subject to the serviceability of the respective surveillance systems.

F.1.2 In case of any doubt about the identity of an aircraft, nothing in the provisions of this Annex, prevents the use of other methods for the identification of an aircraft.

### F.2 Transfer of Aircraft Identification

F.2.1 Transfer of aircraft identification between Maastricht UAC and London ACC is normally performed by:

- notification of A1000, indicating that the Mode S aircraft identification feature transmitted by the transponder has been verified; or
- if the aircraft identification is not correct or has not been verified, or if the aircraft is not Mode S equipped: by notification of the aircraft discrete SSR code.

F.2.2 When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM.

F.2.3 Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.

F.2.4 The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders or ADS-B transmitters.

F.2.5 In the event that the accepting ATS unit is unable to process code A1000, it shall immediately advise the transferring ATS unit. Thereafter, unless otherwise coordinated, the transferring ATS unit shall change relevant instances of A1000 to a discrete SSR code determined in accordance with ORCAM.

### F.3 Transfer of Control

F.3.1 Radar Separation minimum shall be **5** NM.

F.3.2 A minimum distance of **2.5** NM to the boundary line of responsibility shall be observed when vectoring aircraft, except when a transfer of radar control has previously been coordinated.

### F.3.3 Transfer of Control without systematic use of direct communication (Silent Transfer of Control)

Transfer of control may be effected without systematic use of bi-directional speech facilities provided the minimum distance between successive aircraft about to be transferred is **10 NM** and constant or increasing.

#### F.3.3.1 The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to aircraft prior to its transfer and which modify its anticipated flight progress at the point of transfer.

Note: When using Mach-number speed control, pilots concerned shall be instructed to report their assigned mach-number to the accepting ATS Unit upon initial contact.

#### F.3.3.2 The accepting controller may terminate the silent transfer of control at any time, normally with an advance notice of **10 minutes**.

### F.3.4 Transfer of Control with use of direct communication

Transfer of control may be effected with the use of bi-directional speech facilities, provided the minimum distance between the aircraft does not reduce to less than **5 NM**, and:

- identification has been transferred to or has been established directly by the accepting controller;
- the accepting controller is informed of any level, speed or vectoring instructions applicable to the aircraft at the point of transfer;
- communication with the aircraft is retained by the transferring controller until the accepting controller has agreed to assume responsibility for providing ATS surveillance service to the aircraft. Thereafter, the aircraft should be instructed to change over to the appropriate frequency and from that point is the responsibility of the accepting controller.

## Annex G.

## Checklist of Pages

Effective: 2021-03-25

Revised: N/A

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Annex B	B1	N/A
Annex C	C1	N/A
Annex D	D1	N/A
Annex E	E1	N/A
Annex F	F1	N/A
Annex G	G1	N/A