LETTER OF AGREEMENT

between

vACC Germany	**and**	Dutch vACC
EDGG/YY		**EHAA**

Effective: 20.03.2025

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the coordination to be applied between EDGG and EHAA when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Letter of Agreement shall not be used for real world purposes.

1.2 Operational Status.

All operational significant information and procedures contained in this Letter of Agreement shall be distributed to all concerned controllers by appropriate means. This Letter of Agreement itself constitutes public information.

1.3 Validity.

This Letter of Agreement becomes effective on 20.03.2025 and supersedes previous version, dated 26.12.2025, of the Letter of Agreement between EDGG and EHAA.

1.4 Revision control.

Revision	Date	Agreed by
1.4	27.11.23	Leon Kleinschmidt (VATSIM Germany, Langen FIR), Mark Jansen (Dutch VACC).
1.5	21.03.24	Leon Kleinschmidt (VATSIM Germany, Langen FIR), Mark Jansen (Dutch VACC).
1.6	26.12.24	David Dürr (VATSIM Germany, Langen FIR), Mark Jansen (Dutch VACC).
1.6.1	20.03.25	David Dürr (VATSIM Germany, Langen FIR), Mark Jansen (Dutch VACC).
1.7	22.01.26	Konstantin Eierhoff (VATSIM Germany, Langen FIR), Mark Jansen (Dutch VACC).

2 Areas of Responsibility and Sectorization.

2.1 Areas of Responsibility.

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

2.1.1 vACC Germany.

2.1.1.1 Langen ACC.

Lateral limits: Langen FIR as described in AIP Germany
Vertical limits: GND – FL245

2.1.1.2 Maastricht UAC.

Lateral limits: Hannover UIR as described in AIP Germany
Vertical limits: FL245 – FL660

2.1.2 Dutch vACC.

2.1.2.1 Amsterdam ACC.

Lateral limits: Amsterdam FIR as described in AIP Netherlands
Vertical limits: GND – FL245

2.1.2.2 Maastricht UAC.

Lateral limits: Maastricht UIR as described in AIP Netherlands
Vertical limits: FL245 – FL660

2.2 Sectorization.

2.2.1 vACC Germany.

Sector	Vertical Limits	Sector Identifier	Responsible ATS unit
Langen BOT	GND - FL245	BOT	1. EDDL_BOT_APP 2. EDDL_DEP 3. EDDL_APP 4. EDDL_F_APP 5. EDGG_KL_APP 6. EDGG_N_CTR 7. EDGG_NH_CTR
Langen HMM	GND - FL245	HMM	1. EDDG_HMM_APP 2. EDGG_PAD_CTR 3. EDGG_PAH_CTR 4. EDGG_N_CTR 5. EDGG_NH_CTR 6. EDGG_A_CTR 7. EDGG_AH_CTR
Langen DKA	GND - FL195	DKA	1. EDDK_APP 2. EDDK_F_APP 3. EDDK_NOR_APP 4. EDGG_KL_APP 5. EDGG_N_CTR 6. EDGG_NH_CTR
Langen Noervenich	FL105 - FL245	NOR	1. EDDK_NOR_APP 2. EDGG_KL_APP 3. EDGG_N_CTR 4. EDGG_NH_CTR
Maastricht UAC Muenster Low	FL245 - FL355	MNSL	1. EDYY_MM_CTR 2. EDYY_ML_CTR 3. EDYY_MH_CTR 4. EDYY_RL_CTR 5. EDYY_RH_CTR 6. EDGG_PAH_CTR 7. EDGG_NH_CTR 8. EDGG_AH_CTR 9. EDYY_SL_CTR 10. EDYY_SH_CTR 11. EDYY_BB_CTR 12. EDWW_EMS_CTR 13. EDWW_W_CTR 14. EDWW_CTR
Maastricht UAC Muenster High	FL355 - FL660	MNSH	1. EDYY_MM_CTR 2. EDYY_MH_CTR 3. EDYY_RH_CTR 4. EDYY_ML_CTR 5. EDYY_RL_CTR 6. EDGG_PAH_CTR 7. EDGG_NH_CTR 8. EDGG_AH_CTR 9. EDYY_SH_CTR 10. EDYY_SL_CTR 11. EDYY_BB_CTR 12. EDWW_EMS_CTR 13. EDWW_W_CTR 14. EDWW_CTR

Maastricht UAC Ruhr Low	FL245 - FL355	RHRL	1. EDYY_RL_CTR 2. EDYY_RH_CTR 3. EDYY_ML_CTR 4. EDYY_MH_CTR 5. EDGG_NH_CTR
Maastricht UAC Ruhr High	FL355 - FL660	RHRH	1. EDYY_RH_CTR 2. EDYY_MH_CTR 3. EDYY_RL_CTR 4. EDYY_ML_CTR 5. EDGG_NH_CTR

For detailed sectorizations of Langen sectors refer to vats.im/edgg, vats.im/edyy, and vats.im/eduu.

2.2.1 Dutch vACC.

Sector	Vertical Limits	Sector Identifier	Responsible ATS unit
Dutch Mil TMA D	GND - FL 245	EHMC	1. EHMC_CTR 2. EHEH_APP 3. EHAA_S_CTR 4. EHAA_LOW_CTR 5. EHAA_ALL_CTR 6. EHAA_E_CTR 7. EHAA_W_CTR
Maastricht TMA 1	GND - FL 095	EHBK	1. EHBK_APP 2. EHAA_S_CTR 3. EHAA_LOW_CTR 4. EHAA_ALL_CTR 5. EHAA_E_CTR 6. EHAA_W_CTR
Amsterdam CTA East	GND - FL 245	EHAAE	1. EHAA_E_CTR 2. EHAA_LOW_CTR 3. EHAA_ALL_CTR 4. EHAA_S_CTR 5. EHAA_W_CTR
Maastricht UAC Delta	FL 245 - FL 660	DLT	1. EDYY_D_CTR 2. EHAA_ALL_CTR

2.3 Delegation of the Responsibility for the Provision of ATS.

2.3.1 Delegation of ATS from Amsterdam ACC to Brussels ACC.

With the Amsterdam FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from Amsterdam ACC to Brussels ACC within the following areas:

2.3.1.1 Maastricht Area

Lateral limits: The part of the Amsterdam FIR as depicted on the picture in the appendix.
Vertical limits: FL195 - FL 245.

2.3.1.2 L179 Area

Lateral limits: The part of the Amsterdam FIR as depicted on the picture in the appendix.
Vertical limits: FL 095 - FL 195.

2.3.1.3 Maastricht TMA 2

Lateral limits: The part of the Amsterdam FIR as depicted on the picture in the appendix.
Vertical limits: FL 095 - FL 195.

2.3.2 Delegation of ATS from Langen ACC to Amsterdam ACC.

Within the Langen FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from Langen ACC to Amsterdam ACC within the following areas.

2.3.2.1 TEBRO Area

Lateral limits: The part of the Langen FIR as depicted on the picture in the appendix.
Vertical limits: FL205 - FL 245..

2.3.2.2 SONEB Area

Lateral limits: The part of the Langen FIR as depicted on the picture in the appendix.
Vertical limits: FL 105 - FL 205.

2.3.2.3 KLEVE Medium Area

Lateral limits: The part of the Langen FIR as depicted on the picture in the appendix.
Vertical limits: FL 095 - FL 145.

2.3.2.4 KLEVE HI Area

Lateral limits: The part of the Langen FIR as depicted on the picture in the appendix.
Vertical limits: FL 145 - FL 205

3 Procedures for Coordination.

3.1 Definitions.

A release is an authorization for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Wherever VATSIM callsigns are used to describe the terms of a certain procedure, this procedure is also applicable for all higher stations that take over the responsibilities of said station. E.g., procedures for an APP-stations are also applicable for the respective CTR station fulfilling the duties of said APP station.

The use of VATSIM callsigns in this document includes any variation of said callsign. E.g., any procedure applicable for XYZ_CTR may also be used by XYZ_X_CTR or XYZ_X_CTR.

3.2 Abbreviations.

ACC	Area Control Center
AD	Aerodrome
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
AoR	Area of Responsibility
APP	Approach Facility
ATS	Air Traffic Services
COP	Coordination Point
CTR	Center/Enroute Facility
FIR	Flight Information Region
FIS	Flight Information Service
FL	Flight Level
GND	Ground
GNG	Global Nav Generator (gng.aero-nav.com)
kts	Knots
LoA	Letter of Agreement
LoR	Line of Responsibility
NM	Nautical Mile
NVFR	Night Visual Flight Rules
RFL	Requested Flight Level
Rlsd	Released
SSR	Secondary Surveillance Radar
TMA	Terminal Maneuvering Area
UAC	Upper Area Control Center
VFR	Visual Flight Rules
WEF	With Effect From

3.3 General Conditions.

Coordination of flights shall take place via the agreed coordination points (COP).

Coordinated flights shall be handed off via a valid COP. Any deviation shall be coordinated verbally, by text or by Euroscope inter-sector coordination.

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 a conflict with any other traffic. Otherwise, traffic shall be coordinated.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

After Transfer of communications, traffic is NOT released for climb, descent or turns until Transfer of control or otherwise specified in this Letter of Agreement.

↓FLxxx / ↑FLxxx means „descending / climbing to a specified FL“, without any further restriction. Any required crossing/speed restriction shall be added separately. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/ west odd/even policy.

FLxxxA means “climbing and above specified FL”, FLxxxB means “descending and below specified FL”.

3.4 IFR flights from EDGG to EHAA.

3.4.1 Arrivals.

<table>
<tr><th>Arrival AD</th><th>COP</th><th>Level Allocation *1</th><th>Special Conditions</th><th>From Sector</th><th>To Sector</th></tr>
<tr><td>EHAA FIR</td><td>RKN</td><td rowspan="2">FL260</td><td rowspan="2">from upper airspace

*2</td><td rowspan="2">MNSL</td><td rowspan="5">EHAAE</td></tr>
<tr><td rowspan="3">EHAM</td><td rowspan="2">NORKU</td></tr>
<tr><td>FL200 - FL240</td><td>from lower airspace *7</td><td rowspan="3">HMM</td></tr>
<tr><td rowspan="3">RKN</td><td>FL080 - FL180</td><td>*2 *4 *7</td></tr>
<tr><td>EHLE</td><td>FL180</td><td>*2 *7</td></tr>
<tr><td>EHTW</td><td>FL060</td><td>*5 *7</td><td rowspan="2">EHMC</td></tr>
<tr><td>EHEH</td><td>ROTEK</td><td>FL080</td><td>*3</td><td rowspan="3">BOT</td></tr>
<tr><td rowspan="2">EHBK</td><td>BOBMO</td><td rowspan="2">FL080</td><td>NETEX arrivals*6</td><td rowspan="2">EHBK</td></tr>
<tr><td>MAS</td><td>NVO arrivals*6</td></tr>
</table>

*1: even FLs
*2: Flights are released for speed control, turns and descent, subject to known traffic, after passing 2.5 NM west of the lateral limits of the TEBRO area.
*3: Flights shall cross ROTEK at FL 100 or below and are released for descent to FL 070.
*4: not available for flights RFL245+, these flights shall route via NORKU
*5: flights with RFL below FL060 subject to coordination
*6: flights with routes excluding the mentioned COPs require manual coordination
*7: Langen ACC may clear flights direct to COP

3.4.2 Departures.

<table>
<tr><th>Departure AD</th><th>COP</th><th>Level Allocation</th><th>Special Conditions</th><th>From Sector</th><th>To Sector</th></tr>
<tr><td>EDDG</td><td rowspan="3">RKN</td><td>FL120</td><td rowspan="9">↑
*1</td><td rowspan="3">HMM</td><td rowspan="8">EHAAE</td></tr>
<tr><td>EDLP</td><td rowspan="2">FL200</td></tr>
<tr><td>EDLW</td></tr>
<tr><td>EDDK</td><td rowspan="6">SONEB</td><td>FL220</td><td rowspan="7">BOT</td></tr>
<tr><td>EDDL</td><td rowspan="5">FL160</td></tr>
<tr><td>EDLN</td></tr>
<tr><td>EDLV</td></tr>
<tr><td>ETNG</td></tr>
<tr><td>ETNN</td></tr>
<tr><td>EDLN</td><td>MAS</td><td>FL050</td><td></td><td>EHBK</td></tr>
</table>

*1: Higher FL needs to be coordinated with Amsterdam ACC.

3.4.3 Additional

Arrival AD	COP	Level Allocation	Special Conditions	From Sector	To Sector
*	**MNS / RHR & EDYYD boundary**	FL260 or above*	No specific COP for flights between Maastricht UAC sectors. Handoff at or before sector boundary.	RHRL / RHRH MNSL / MNSH	DLT
*	**RKN**	FL260 or above*		MNSL / MNSH	DLT
		FL100 - FL240*		HMM	EHAAE
		FL80 or below*			EHMC
*	**DIBIR via T601**	FL200 - FL240*		BOT	EHMC

*: even FLs

3.5 IFR flights from EHAA to EDGG.

3.5.1 Arrivals.

Arrival AD	COP	Level Allocation*1	Special Conditions	From Sector	To Sector
EDDK, EDLP, EDLW	**SONEB**	FL210	↓ to FL180	EHAAE	HMM
EDDG		FL110	↓←→		
EDDL, EDLN, EDLV, ETNG, ETNN	**TEBRO**	FL170	↓→		BOT
ETAD, ETOU		FL210	→		
EDDK	**NVO**	FL60	ADEP EHBK via ELBED ↑	EHBK	DKA

(*1) Note: Odd levels

3.5.2 Departures.

Departure AD	COP	Level Allocation*1	Special Conditions	From Sector	To Sector
EHAA FIR	**NAPRO**	FL250	*2 ↑	EHAAE	RHRL
*		FL110 - FL230			BOT
		FL90 or below		EHMC	
EHAA FIR	**SONEB**	FL250	*3 ↑	EHAAE	MNSL
*		FL110 - FL230			HMM
		FL90 or below		EHMC	
EHEH	**VELNI**	FL160	↑		BOT
EHBK	**PIMIP**	FL60		EHBK	

(*1) Note: Odd levels
(*2) Note: Flights with RFL 250+ should must the following conditions:
DEPAD at or above FL210
AMOSU at or above FL250
(*3) Note: Flights with RFL 250+ should must the following conditions:
SONEB at or above FL210
OLDOD at or above FL250

3.5.3 Additional

Arrival AD	COP	Level Allocation*1	Special Conditions	From Sector	To Sector
*	**EDYYD & RHR, MNS boundary**	FL 270 or above	No specific COP for flights between sectors. Handoff at or before sector boundary.	DLT	RHRL / RHRH MNSL / MNSH
	NAPRO	FL110 - FL230		EHAAE	BOT
	SONEB				HMM
	DIBIR via T601	FL210 - FL230		EHMC	BOT
	NAPRO	FL070 - FL090			
	SONEB				HMM

(*1) Note: Odd levels

3.6 VFR flights from EDGG to EHAA.

For controlled VFR flights and NVFR flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, EHAA_I_CTR (Amsterdam Information), 124.300, shall be the primary sector for uncontrolled VFR flights.

3.7 VFR flights from EHAA to EDGG.

For controlled VFR flights and NVFR flights above 2500 feet GND coordination, transfer of control and transfer of communication shall take place as for IFR flights. Uncontrolled VFR flights shall be transferred to the appropriate sector if in radio contact. If online, EDXX_GG_CTR (Langen Information), 123.525, shall be the primary sector for uncontrolled VFR flights. If EDXX_GG_CTR is offline, EDXX_FIS_CTR (Langen Information), 128.950, will cover this area.

4 Special Procedures.

4.1 Tactical directs within EDYY

DLT, MNS, and RHR may clear flights direct to any waypoint within these sectors without further coordination. Flights must remain clear of other sectors. Maximum direct for flights via EBBU, EDGG, EDWW, or EHAA is COP to lower airspace.
Sectors MNS and RHR may delegate these directs to EDUU.

Furthermore, the following additional tactical directs are available from sector DLT: BATEL, GARLU, HLZ, NOMKA, POVEL, ZUCKA

4.2 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 in the images in the appendix (paragraph 6).

Vertical limits: FL 095 – FL 245

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

An overview of this can be found in chapter 6 Appendix.

4.3 Inbounds EDLV

If runway 09 is active at EDLV, Langen ACC may use published procedures or vector aircraft to final approach without prior coordination

4.4 Inbounds ETNG

If runway 27 is active at ETNG, departures out of 27 have to be coordinated with EHBK (see chapter 2.2.1) prior to take-off and will be handed off to EHBK after departure.

If runway 09 is active, inbounds will be vectored to final approach by EHBK and will be handed off to ETNG TWR at least 6NM final runway 09.

5 Transfer of Control and Transfer of Communication.

5.1 Transfer of Control.

Transfer of Control shall take place at the AoR boundary.

If the downstream sector in EuroScope is set to >.break<, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client.

If it becomes necessary to reduce or suspend transfers, a 5-minute prior notification is required.

When transfers are suspended, the hand-off procedure (5.4) is suspended.

5.2 Silent transfer of control.

The following values for silent transfer of control apply:

- If preceding aircraft is faster: 10 NM
- If succeeding aircraft is faster by 20kts / M0.05 or less: 20 NM
- If succeeding aircraft is faster by 40kts / M0.1 or less: 30 NM

5.3 Transfer of Communications.

Transfer of Communications shall take place no later than Transfer of Control.

5.4 Hand-Off procedure.

Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

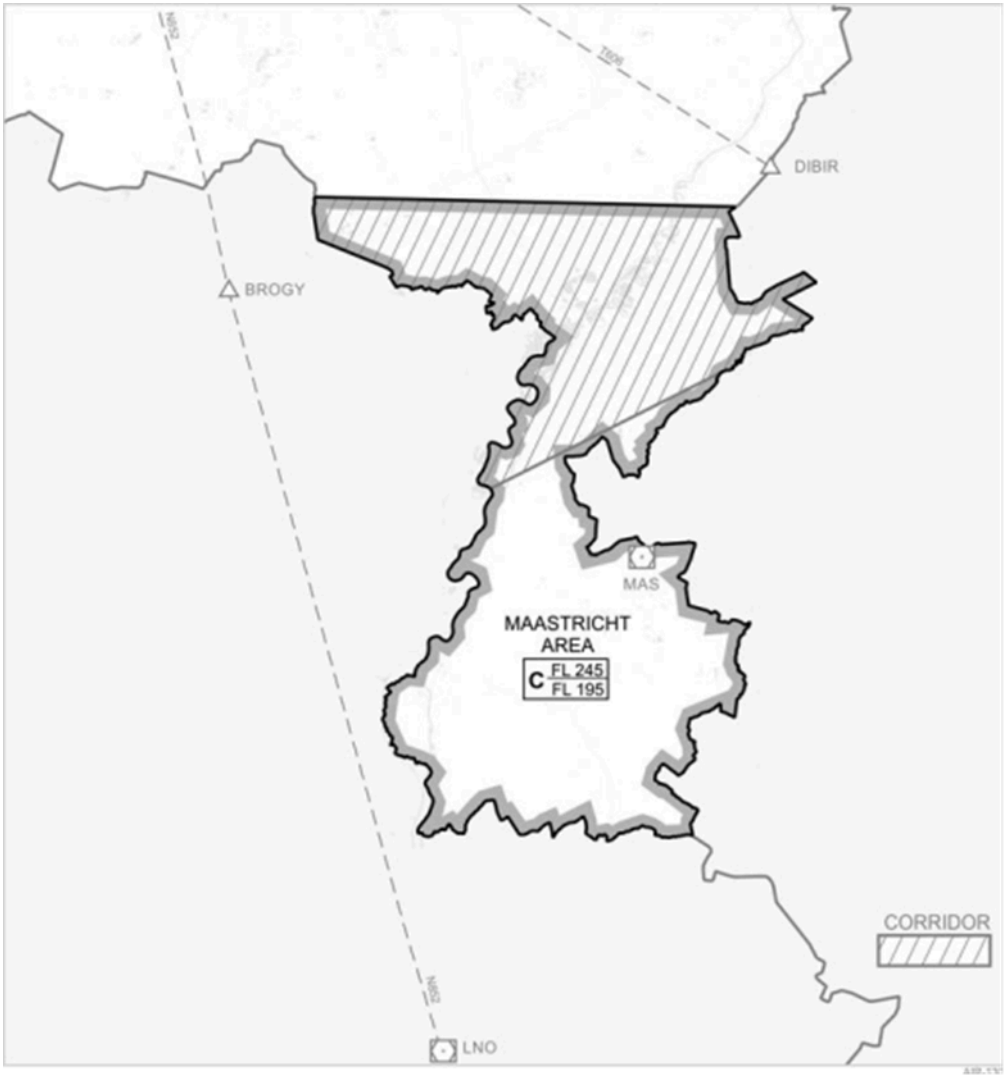
1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.

5.5 SSR Code Assignment.

Both ATS units shall transfer flights on verified discrete SSR codes. Any change of SSR code by the accepting ATS unit may only take place after the transfer of control point.

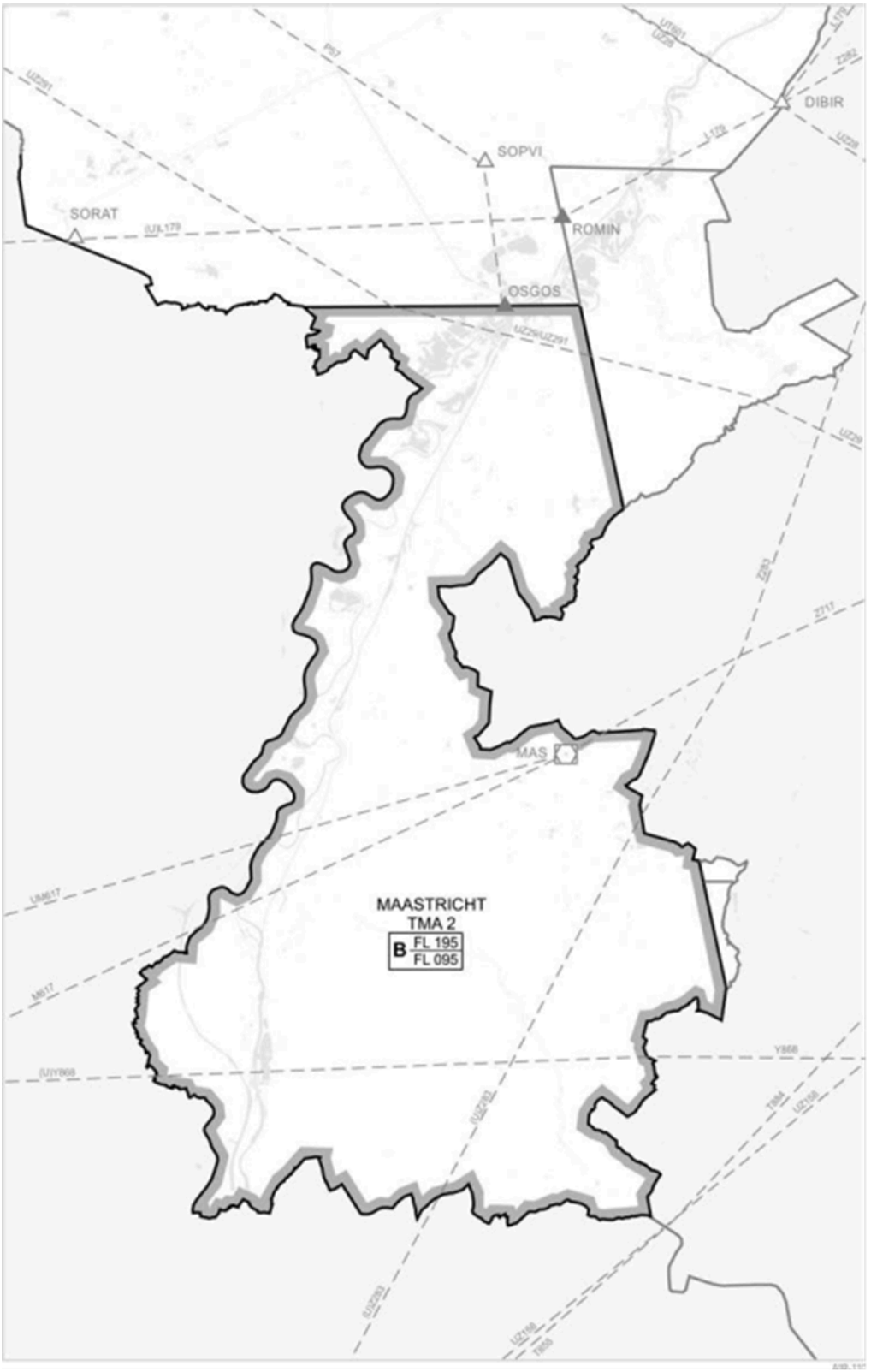
6 Appendix

Maastricht Area



L179 Area

Maastricht TMA 2



TEBRO, SONEB, KLEVE HI and KLEVE Medium Areas