

LETTER OF AGREEMENT

between

Dutch VACC
Amsterdam FIR (EHAA)

and

VATSIM Germany
Bremen FIR (EDWW)

Version: March 2025 (AIRAC 2503)

1. VATSIM position names

| ATS Unit | Sector | Callsign | VATSIM code |
|------------------|---------------|------------------|--------------|
| Maastricht UAC | Delta | Maastricht Radar | EDYY_D_CTR |
| Maastricht UAC | Jever High | Maastricht Radar | EDYY_JH_CTR |
| Maastricht UAC | Jever Low | Maastricht Radar | EDYY_JL_CTR |
| Maastricht UAC | Holstein High | Maastricht Radar | EDYY_HH_CTR |
| Maastricht UAC | Bandbox | Maastricht Radar | EDYY_BB_CTR |
| Amsterdam ACC | Combined | Amsterdam Radar | EHAA_ALL_CTR |
| Amsterdam ACC | Lower | Amsterdam Radar | EHAA_LOW_CTR |
| Amsterdam ACC | West | Amsterdam Radar | EHAA_W_CTR |
| Amsterdam ACC | East | Amsterdam Radar | EHAA_E_CTR |
| Amsterdam ACC | South | Amsterdam Radar | EHAA_S_CTR |
| Bremen ACC | Friesland | Bremen Radar | EDDW_APP |
| Bremen ACC | Aller | Bremen Radar | EDWW_A_CTR |
| Bremen ACC | Eider | Bremen Radar | EDWW_E_CTR |
| Bremen ACC | Ems | Bremen Radar | EDWW_S_CTR |
| Bremen ACC | Combined West | Bremen Radar | EDWW_W_CTR |
| Bremen ACC | Combined | Bremen Radar | EDWW_CTR |
| MILATCC Schiphol | | Dutch Mil | EHMC_CTR |
| Eelde APP | | Eelde Approach | EHGG_APP |

2. VATSIM sector definitions

| VATSIM sector | Vertical limits | Sector code | Responsible ATS unit (in order of precedence): |
|---------------------------|--------------------|-------------|--|
| Maastricht UAC Delta | FL 245 – FL 660 | EDYYD | 1. EDYY_D_CTR 2. EHAA_ALL_CTR |
| Maastricht UAC Jever High | FL 365 – FL 660 | EDYYJH | 1. EDYY_JH_CTR 2. EDYY_HH_CTR 3. EDYY_JL_CTR 4. EDYY_BB_CTR 5. EDWW_E_CTR 6. EDWW_A_CTR 7. EDWW_W_CTR 8. EDWW_CTR |
| Maastricht UAC Jever Low | FL 245 – FL 365 | EDYYJL | 1. EDYY_JL_CTR 2. EDYY_JH_CTR 3. EDYY_HH_CTR 4. EDYY_BB_CTR 5. EDWW_E_CTR 6. EDWW_A_CTR 7. EDWW_W_CTR 8. EDWW_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 |
| Bremen Eider | GND/FL105 – FL 245 | EDWWE | 1. EDWW_E_CTR 2. EDWW_A_CTR 3. EDWW_W_CTR 4. EDWW_CTR |
| Bremen Friesland | GND – FL 105 | EDWWF | 1. EDDW_APP 2. EDWW_E_CTR 3. EDWW_A_CTR 4. EDWW_W_CTR 5. EDWW_CTR |
| Bremen Ems | GND/FL105 – FL 245 | EDWWS | 1. EDWW_S_CTR 2. EDWW_R_CTR 3. EDWW_W_CTR 4. EDWW_CTR |
| Dutch MIL TMA C | GND – FL245 | EHMC | 1. EHMC_CTR 2. EHAA_E_CTR 3. EHAA_LOW_CTR 4. EHAA_ALL_CTR 5. EHAA_S_CTR 6. EHAA_W_CTR |
| Eelde TMA | GND – FL 065 | EHGG | 1. EHGG_APP 2. EHAA_E_CTR 3. EHAA_LOW_CTR 4. EHAA_ALL_CTR 5. EHAA_S_CTR 6. EHAA_W_CTR |

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

Flights from Amsterdam FIR to Bremen FIR.

| COP | Dep | Dest | Next sector | FL allocation ¹⁾ | Remarks |
|----------------------------------|------|-------|-------------|-----------------------------|--|
| EDYYD & EDYYJH boundary | | | EDYYJH | FL 370 or above | No specific COP for flights between Maastricht UAC Delta & Jever High sectors. Handoff at or before sector boundary. |
| EDYYD & EDYYJL boundary | | | EDYYJL | FL 270 – FL 350 | No specific COP for flights between Maastricht UAC Delta & Jever sectors. Handoff at or before sector boundary. |
| ODASI | EHAM | | EDYYJL | FL 250 | Flights are released for turn and climb by MUAC sector Delta. |
| BEDUM | | | EDWWF | FL 070 – FL 090 | |
| BEDUM | | | EDWWE | FL 090 – FL 230 | |
| BEDUM | EHAM | | EDYYJL | FL 250 | Flights are released for turn and climb by MUAC sector Delta. |
| BEDUM | EHRD | | EDYYJL | FL 250 | |
| BEDUM | EHLE | | EDYYJL | FL250 | |
| PABCO | | | EDWWF | FL 070 – FL 090 | |
| PABCO | | | EDWWE | FL 090 – FL 230 | |
| PABCO | EHAM | | EDYYJL | FL 250 | Flights are released for turn and climb by MUAC sector Delta. |
| PABCO | EHRD | | EDYYJL | FL 250 | |
| PABCO | EHLE | | EDYYJL | FL250 | |
| AGISU | EHAM | | EDYYJL | FL 250 | |
| AGISU | EHRD | | EDYYJL | FL250 | |
| KONOM | EHAM | | EDYYJL | FL 250 | |
| KONOM | EHRD | | EDYYJL | FL250 | |
| TEMLU | EHGG | | EDWWF | FL 060 | |
| OLWOF | EHGG | EDWWF | FL 060 | | |
| DOBAK | EHGG | EDWWF | FL 060 | | |

1) Odd levels, except outbound EHGG.

Flights from Bremen FIR to Amsterdam FIR.

| COP | Dep | Dest | Next sector | FL allocation ²⁾ | Remarks |
|----------------------------------|-----|------|-------------|-----------------------------|--|
| EDYYJH & EDYYD boundary | | | EDYYD | FL 380 or above | No specific COP for flights between Maastricht UAC Jever High & Delta sectors. Handoff at or before sector boundary. |
| EDYYJL & EDYYD boundary | | | EDYYD | FL 260 – FL 360 | No specific COP for flights between Maastricht UAC Jever & Delta sectors. Handoff at or before the sector boundary. |

| | | | | | |
|-------|--|------|-------|-----------------|--|
| BLUFA | | EHAM | EHAAE | FL260 | At level latest 30 NM prior to reaching BLUFA. |
| BLUFA | | EHRD | EHAAE | FL260 | |
| KUBAT | | | EHAAE | FL 080 – FL 240 | |
| KUBAT | | EHLE | EHAAE | FL 180 | |
| ONTAZ | | | EHAAE | FL 100 – FL 240 | |
| ONTAZ | | EHLE | EHAAE | FL 180 | |
| TEMLU | | EHGG | EHGG | FL 070 | |
| OLWOF | | EHGG | EHGG | FL 070 | |
| KUBAT | | EHGG | EHGG | FL 070 | |
| DOBAK | | EHGG | EHGG | FL 070 | |

2) Even levels, except inbound EHGG.

4. General Notes

FL 250 is not available as a cruising level (RFL) within the Amsterdam and Bremen FIRs.

Conditional (Z-)routes can be used at all times, except when military activities are expected in EHAA FIR. In that case a 10 minutes prior notification shall be given from the Maastricht UAC Delta sector to the Maastricht UAC Jever sector and traffic shall be rerouted via non-conditional routes.

5. General directs

MUAC sectors Delta and Jever may clear overflights direct to any waypoint within these sectors without further coordination. Flights shall be above FL250 and must remain clear of other sectors. This procedure does not apply for traffic climbing out of or descending into ACCs EDWW and EHAA. Direct routes for these flights shall be individually coordinated.

6. Delegation of the responsibility for the Provision of ATS

Delegation of ATS from Amsterdam FIR to Bremen FIR

Within the Amsterdam FIR the provision of ATS has been delegated from Eelde APP to Bremen ACC:

Emden Block Clearance Area

Lateral limits: as described in AIP Netherlands (see Appendix A)
Vertical limits: 1000 ft AMSL – 2500 ft AMSL

Delegation of ATS from Bremen FIR to Amsterdam FIR

Within the Bremen FIR the provision of ATS has been delegated from Bremen ACC to Amsterdam ACC/
MILATCC Schiphol:

Twenthe LO Area

Lateral limits: as described in AIP Germany (see Appendix B)
Vertical limits: 2500 ft AGL – FL95

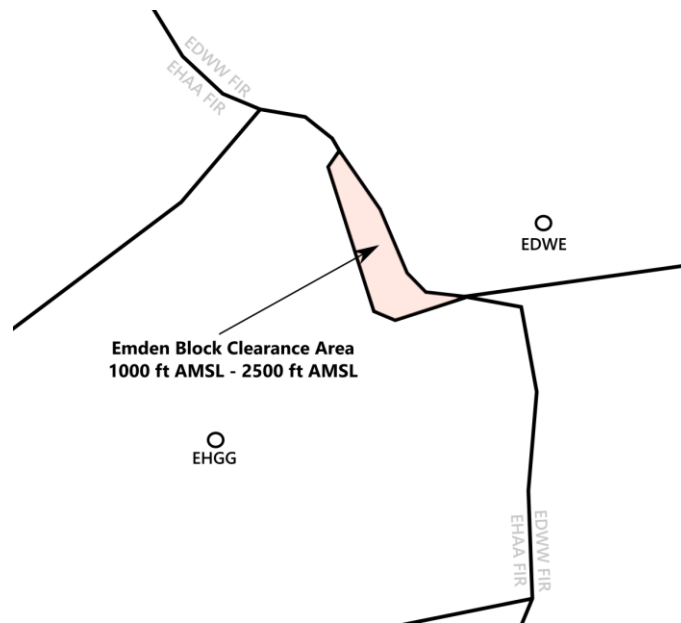
Twenthe MEDIUM Area

Lateral limits: as described in AIP Germany (see Appendix B)
Vertical limits: FL95 – FL195

Twenthe HI Area

Lateral limits: as described in AIP Germany (see Appendix B)
Vertical limits: FL195 – FL245

Appendix A



Appendix B

