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LETTER OF AGREEMENT

BETWEEN LONDON ACC AND DUTCH vACC

REVISION 2025/03 - EFFECTIVE 20 MARCH 2025

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between VATSIM UK (London ACC) and Dutch vACC (Amsterdam ACC and Maastricht UAC – DELTA) for the provision of air traffic services.

EuroCenter vACC (a constituent of VATEUD) acts as a third party to this agreement and shall operate entirely according to the procedures agreed between VATSIM UK and the Dutch vACC.

EXCLUSION OF LIABILITY

The procedures in this LoA are for use on the VATSIM Network only and should never be adopted for real world use.

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VALIDITY

This Letter of Agreement becomes effective 20 March 2025 (AIRAC 2503).

Agreed by:

- Jack Edwards – VATSIM UK – Operations Director
- Mark Jansen – Dutch vACC – Navigation & Sectorfiles Department

AMENDMENT HISTORY

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. New text is in red.

Revision	Effective Date	Notes
2025/03	20 March 2025	New COP for westbound traffic ENZEN replaces KOLAG on L60 (2.2.2.1 Figure 2, 3.2.3.2, 3.3.1.2)
2024/13	26 December 2024	Amended MUAC Delta and Amsterdam ACC sectorisation – added EHAA 'LOW' and 'ALL' positions and removed EUC-MW (2.3.2)
2024/02	22 February 2024	Addition of NAVPI for eastbound traffic (3.2.3.3). KOLAG becomes unavailable for westbound traffic above FL245 (3.2.3.4)
2023/11	02 November 2023	Frequency changes due to 8.33 kHz implementation (2.3); Change to Maastricht Eurocontrol (EUC vACC) logon callsign (2.3.2)
2023/08	10 August 2023	Change to Maastricht EuroControl callsign (2.3.2.1); Change to MUAC Delta (EDYY_D) frequency (2.3.2.1); Updated deemed coordination procedures (3.2.1); Added note to traffic via SOMVA/REDFA (3.2.3.3); Added agreements for EGSH & EGNJ inbounds from MUAC Delta to LAC North Sea (3.3.1.3); Additional condition for Silent Transfer of Control to encompass aircraft on their own navigation (4.2.3); Defined separation between westbound ATS routes into London ACC (4.3.2) Various minor editorial changes
2021/13	30 December 2021	Changes to sectorisation ownership order due to Maastricht EuroControl (EURM) position split; Added section on unavailability of FL250 in Amsterdam FIR (3.2.2); Minor formatting updates
2021/04	22 April 2021	Removed reference to Eurocontrol Islands (EURI_FSS); Added conditions for the Deemed Co-ordination of Enroute Traffic (3.2.1)
2021/01	28 January 2021	Reformatted LoA into reduced ICAO format; Amended delegated airspace within the Amsterdam FIR; Clarified some specific transfer agreements; Changed transfer of tag procedures; Added note about use of squawk 1000
2018/12	06 December 2018	Reformatted LoA in standard ICAO format; Amended Section 2.2 and Annexes D and E as required for SAIP AD4
2016/08	18 August 2016	Introduction of London TC East
2016/02	04 February 2016	Scottish East callsigns updated
2015/12	10 December 2015	New Format; Figures updated; Agreements & transfer requirements amended; City-pair level cappings added; EGTT FIR (Scottish Control) levels added; Transfer routes between Amsterdam and London North updated; Transfer levels from Amsterdam to Clacton updated
2011/12	01 December 2011	First publication

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between London ACC and Amsterdam ACC/Maastricht UAC (DELTA) when providing ATS to General Air Traffic (IFR).

These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 London ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of London FIR & UIR as published in the AIP of the United Kingdom.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Clacton CTA	FL55-FL195	A
North Sea CTA	FL175-FL245	A/C
Southern CTA	FL195-FL245	C
London UIR	FL245-FL660	C

2.1.2 Amsterdam & Maastricht UAC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Amsterdam FIR as published in the AIP of the Netherlands.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Amsterdam FIR	MSL-FL55	G
Amsterdam CTA West	FL55-FL195	A
Amsterdam UTA	FL195-FL660	C

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provisions of ATS by 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(s):

Note: Figure 1*, below, merges these areas to aid visual understanding.*

2.2.1.1 IBNOS Area

Lateral Limits	An area bounded by the points: 515702.16N 0022122.62E 515756.44N 0031018.61E 512850.17N 0031018.61E 514244.83N 0021001.17E 515702.16N 0022122.62E
Vertical Limits	FL245 – FL660
Airspace Classification	C

2.2.1.2 ABNED Area

Lateral Limits	An area bounded by the points: 520027.05N 0031018.61E 512850.17N 0031018.61E 513812.59N 0023000.00E 512720.12N 0023000.00E 513000.00N 0020000.00E 515709.71N 0022128.66E 520027.05N 0031018.61E
Vertical Limits	FL215 – FL245
Airspace Classification	C

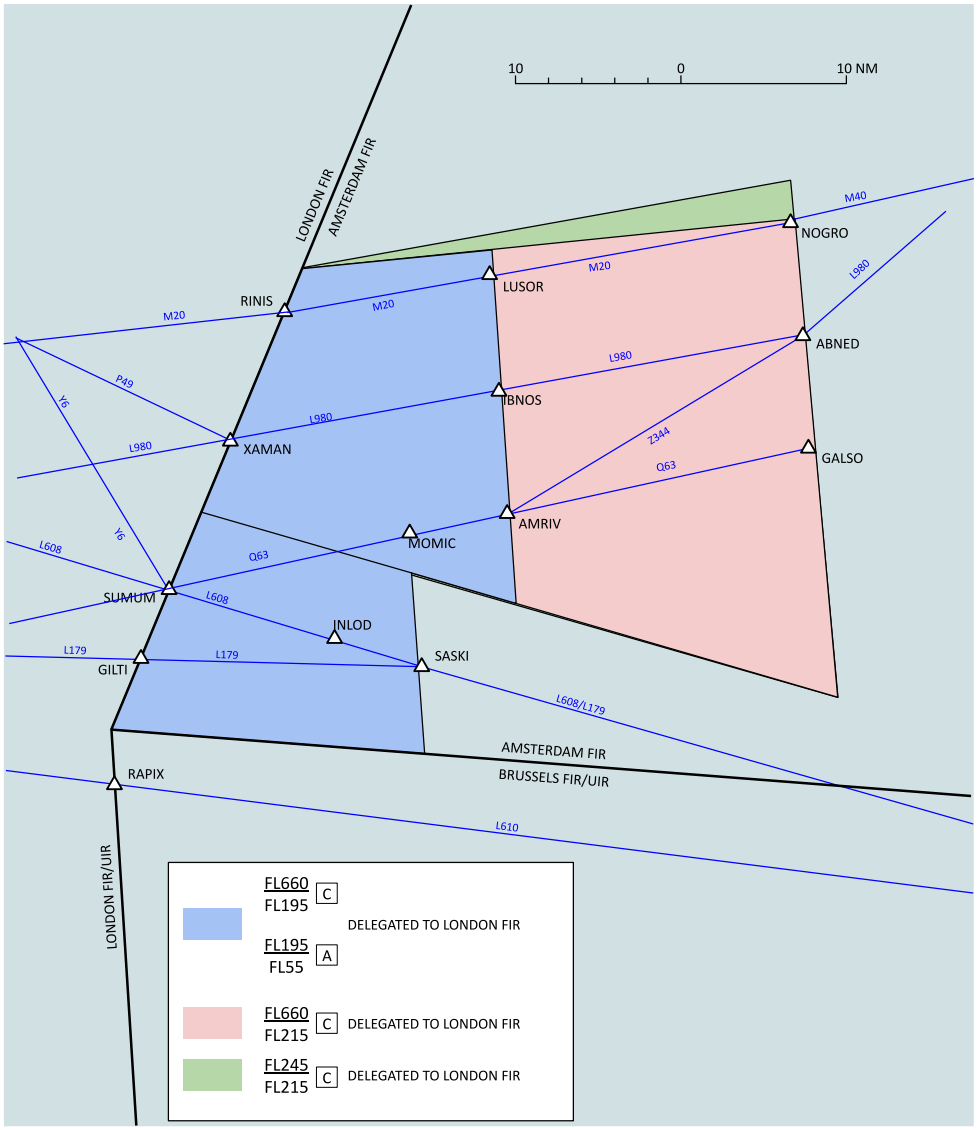
2.2.1.3 AMRIV Area

Lateral Limits	An area bounded by the points: 515827.02N 0024000.87E 513554.52N 0024000.87E 513812.59N 0023000.00E 512720.12N 0023000.00E 513000.00N 0020000.00E 515709.71N 0022128.66E 515827.02N 0024000.87E
Vertical Limits	FL55 – FL215
Airspace Classification	A (FL55 – FL195) / C (FL195 – FL215)

2.2.1.4 SASKI Area B

Lateral Limits	An area bounded by the points: 514244.83N 0021001.17E 513812.59N 0023000.00E 512720.12 0023000.00E 513000.00N 0020000.00E 514244.83N 0021001.17E
Vertical Limits	FL245 – FL660
Airspace Classification	C

Figure 1 – IBNOS, SASKI, ABNED and AMRIV Areas



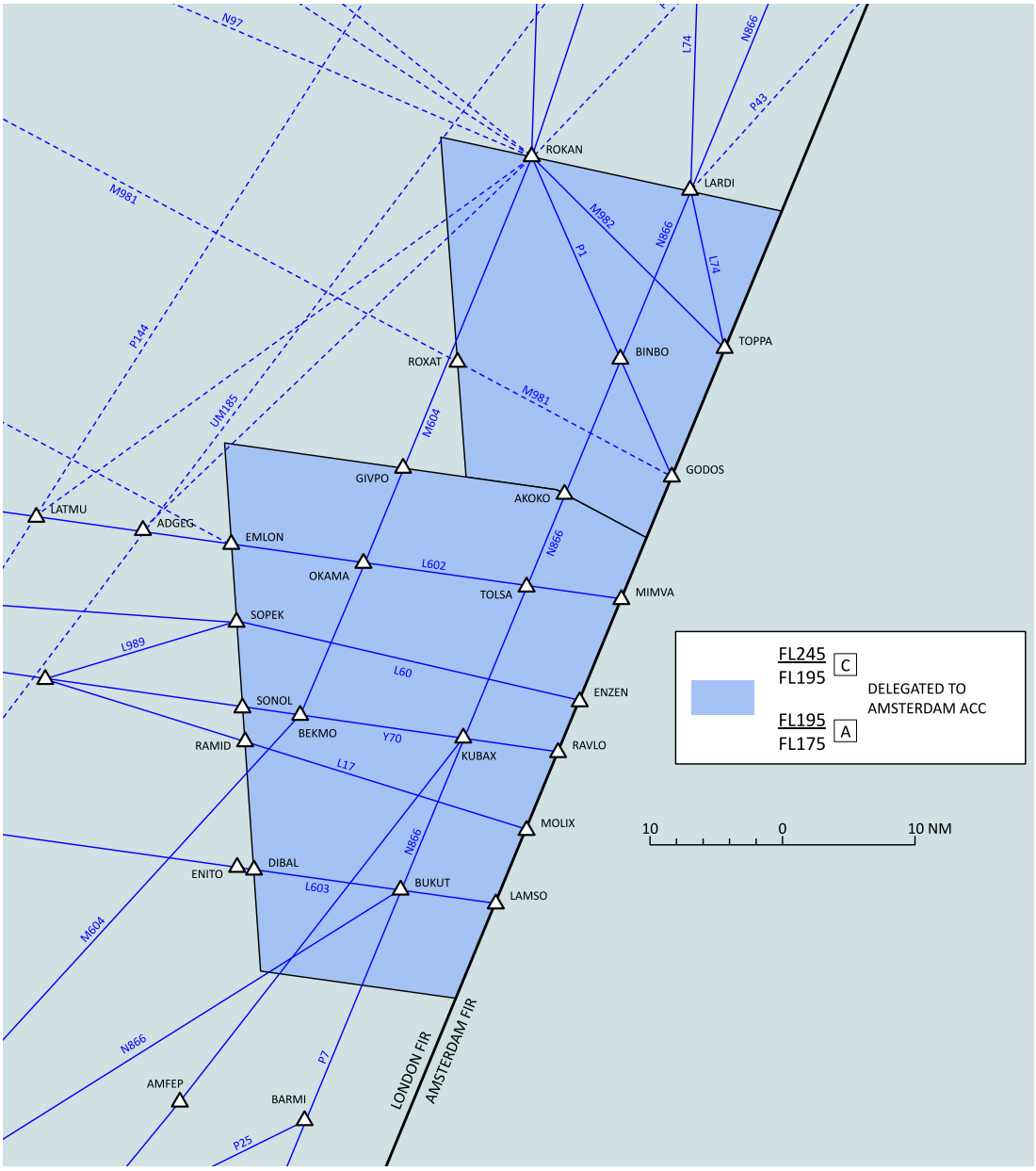
2.2.2 Areas for Cross Border Provisions of ATS by Amsterdam ACC

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

2.2.2.1 North Sea Area 2 (GODOS) & North Sea Area 3 (MOLIX)

Lateral Limits	Within the blue areas shown in Figure 2
Vertical Limits	FL175 – FL245
Airspace Classification	A (FL175 – FL195) / C (FL195 – FL245)

Figure 2 – North Sea Area 2 (GODOS) & North Sea Area 3 (MOLIX)



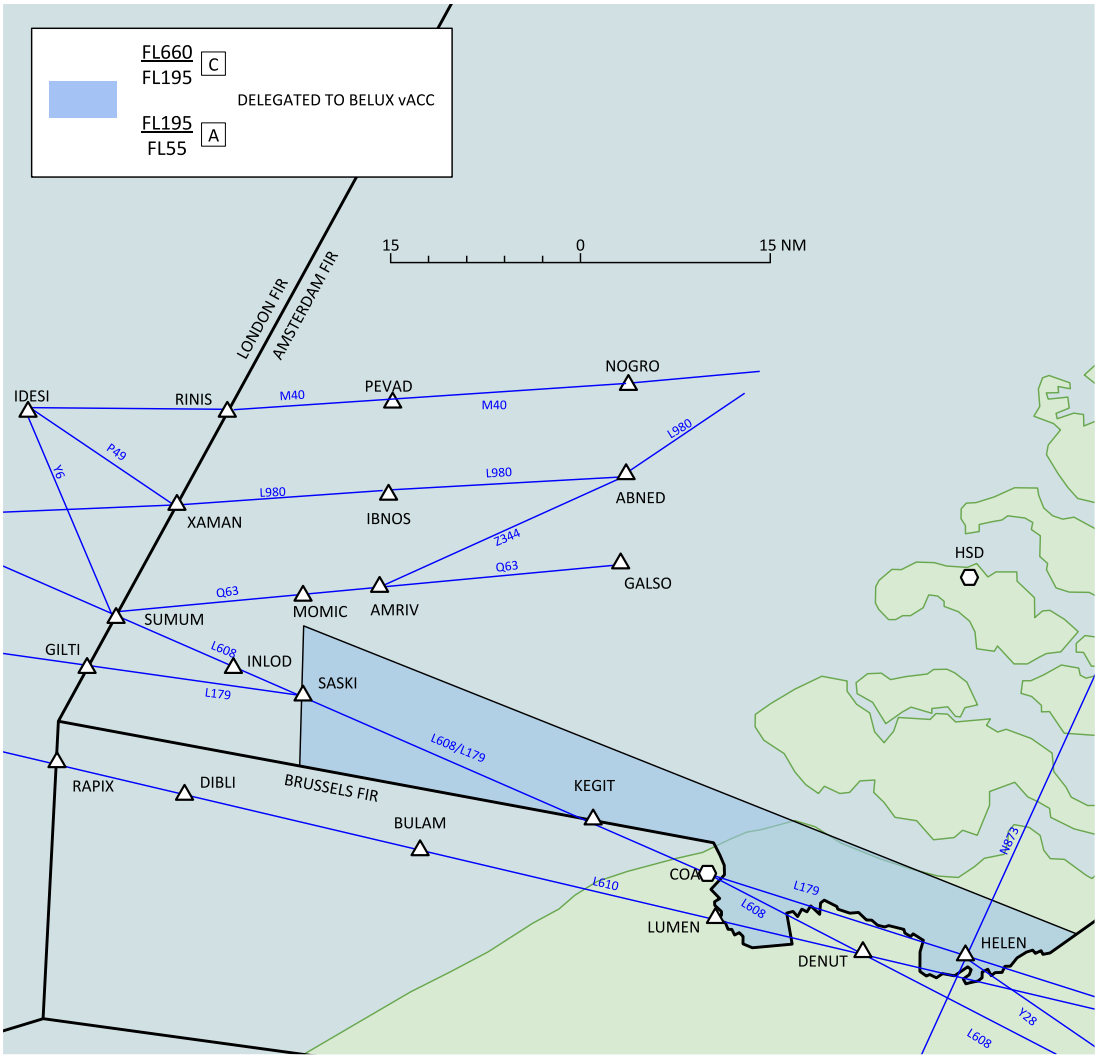
2.2.3 Special Areas within the Area of Common Interest

2.2.3.1 Airway L608/L179

Within the Amsterdam FIR, the provision of ATS in accordance with the airspace classification is performed by Brussels ACC/Maastricht UAC (KOKSY) in the following area.

Lateral Limits	Within the blue area shown in Figure 3
Vertical Limits	FL175 – FL245
Airspace Classification	A (FL55 – FL195) / C (FL195 – FL660)

Figure 3 – Airway L608/L179 Delegation



2.3 Sectorisation

2.3.1 London ACC Sectors

2.3.1.1 London AC North Sea

The coverage priority (left to right) for London AC North Sea at the interface with Amsterdam ACC & Maastricht UAC (DELTA) is as follows:

LON_NE_CTR 128.130 MHz	**LON_N_CTR** 133.705 MHz	**LON_CTR** 127.830 MHz

2.3.1.2 London AC Sector 12 (FL215+)

The coverage priority (left to right) for London AC Sector 12 at the interface with Amsterdam ACC & Maastricht UAC (DELTA) is as follows:

LON_EN_CTR 133.940 MHz	**LON_E_CTR** 118.480 MHz	**LON_C_CTR** 127.105 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.830 MHz

2.3.1.3 London AC Sector 13 (FL295+)

The coverage priority (left to right) for London AC Sector 13 at the interface with Amsterdam ACC & Maastricht UAC (DELTA) is as follows:

LON_ES_CTR 128.160 MHz	**LON_E_CTR** 118.480 MHz	**LON_C_CTR** 127.105 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.830 MHz

2.3.1.4 London AC Sector 14 (FL215-FL295)

The coverage priority (left to right) for London AC Sector 14 at the interface with Amsterdam ACC & Maastricht UAC (DELTA) is as follows:

LON_E_CTR 118.480 MHz	**LON_ES_CTR** 128.160 MHz	**LON_C_CTR** 127.105 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.830 MHz

2.3.1.5 London TC JACKO (FL215-)

The coverage priority (left to right) for London TC JACKO at the interface with Brussels ACC is as follows:

LTC_EJ_CTR 135.425 MHz	**LTC_ES_CTR** 129.605 MHz	**LTC_E_CTR** 121.230 MHz	**London AC Sector 14**

2.3.1.6 London TC REDFA (FL215-)

The coverage priority (left to right) for London TC REDFA at the interface with Brussels ACC is as follows:

LTC_ER_CTR 133.525 MHz	**LTC_E_CTR** 121.230 MHz	**London AC Sector 12**

2.3.2 Maastricht (DELTA) UAC / Amsterdam ACC Sectors

2.3.2.1 Maastricht UAC (FL245+)

The coverage priority (left to right) for Maastricht UAC (FL245+) at the interface with London ACC is as follows:

DELTA Sector

EDYY_D_CTR 135.960 MHz	**EHAA_ALL_CTR** 134.375 MHz

2.3.2.2 Amsterdam ACC (FL245-)

The coverage priority (left to right) for Amsterdam ACC (FL245-) at the interface with London ACC is as follows:

EHAA_W_CTR 123.705 MHz	**EHAA_LOW_CTR** 125.750 MHz	**EHAA_ALL_CTR** 134.375 MHz	**EHAA_S_CTR** 123.850 MHz	**EHAA_E_CTR** 124.880 MHz

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

a) Coordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.
b) Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by use of coordination, except if otherwise described in Section 3.3.1.
c) 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) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
e) The accepting ATS unit shall accept the electronic transfer of the aircraft on establishing communications with the transferred aircraft. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS Routes, Coordination Points and Level Allocation

Available ATS routes, COPs to be used, and level allocation to be applied are described in the tables below.

Upon transfer, IFR aircraft are to conform to ICAO standard cruising levels (or agreed levels if these are different), incorporating the implementation of Reduced Vertical Separation Minima (RVSM), and also to the direction of ATS routes as published in the relevant AIP.

3.2.1 Deemed Coordination of Enroute Traffic

Traffic which has reached the RFL indicated on the flight plan by the AoR boundary is deemed to have been coordinated provided that:

- the aircraft is at a correct level for the direction of flight;
- the RFL has not been changed within 30 NM of the AoR boundary; and
- no objection has been raised by the receiving controller.

3.2.2 Unavailability of FL250 in the Amsterdam FIR

Due to the division of responsibility between the Amsterdam ACC and Maastricht UAC, FL250 is not available as a cruising level in the Amsterdam FIR/UTA.

3.2.3 Transfer of Control and Communication

3.2.3.1 From London ACC to Amsterdam ACC (FL245-)

UK ATS Route	Coordination Point	Transfer of Control	Transfer of Communications
L17	RAMID	RAMID	At or before RAMID
L603	DIBAL	DIBAL	At or before DIBAL
L620 / M183 / M197 / P137	REDFA	REDFA	At or before REDFA

3.2.3.2 From Amsterdam ACC (FL245-) to London ACC

UK ATS Route	Coordination Point	Transfer of Control	Transfer of Communications
L602	MIMVA	EMLON	At or before EMLON
L60	ENZEN	SOPEK	At or before SOPEK
M40 / L980 / Z344 / Q63	LUSOR / IBNOS / AMRIV	NOGRO / ABNED	At or before NOGRO / ABNED

3.2.3.3 From London ACC to Maastricht UAC (DELTA) (FL245+)

UK ATS Route	Coordination Point	Transfer of Control	Transfer of Communications
L603	LAMSO	LAMSO	At or before BUKUT
N/A	NAVPI	NAVPI	5 NM before NAVPI
P155 / P44 / Q295	SOMVA	SOMVA (See *Note*)	5 NM before SOMVA
L620 / M183 / M197 / P137	REDFA	REDFA (See *Note)*	5 NM before REDFA

Note: *Aircraft may be climbing to the RFL at the transfer of control point (as an exception to Section 3.2.1), subject to previously transferred traffic.*

3.2.3.4 From Maastricht UAC (DELTA) (FL245+) to London ACC

UK ATS Route	Coordination Point	Transfer of Control	Transfer of Communications
L602	MIMVA	MIMVA	At or before MIMVA
Y70	RAVLO	RAVLO	At or before RAVLO
M40	NOGRO	NOGRO	At or before NOGRO
L980	ABNED	ABNED	At or before ABNED
Q63	GALSO	GALSO	At or before GALSO

3.3 Special Procedures

3.3.1 Specific Transfer Agreements

3.3.1.1 From London ACC to Amsterdam ACC

From	To	DEST	Agreement	Conditions
London AC North Sea	Amsterdam ACC	EH**	All levels below FL230	Via RAMID
London AC North Sea	Amsterdam ACC	EH**	FL250 lvl DIBAL/ 20 NM before LAMSO	Via LAMSO *(Note 3)*
London AC Sector 12	Amsterdam ACC	EH** (except Haamstede Group)	FL230 lvl REDFA	Via REDFA (*Notes 1 & 2*)
London TC REDFA	Amsterdam ACC	Haamstede Group	FL210 lvl REDFA	(*Notes 1 & 2*)

Note 1: *This traffic is released for descent to FL190 10 NM before REDFA and released for left turns, provided it crosses the FIR boundary no more than 5 NM north/south of REDFA.*

Note 2: *Traffic inbound to EHAM can also be allocated FL220 and FL240 without coordination. However, traffic at these levels is only released for left turns, to cross the FIR boundary no more than 5 NM north of REDFA.*

Note 3: *This traffic is released for descent to FL180 after passing DIBAL.*

3.3.1.2 From Amsterdam ACC to London ACC

From	To	DEPA	DEST	Agreement	Conditions
Amsterdam ACC	London AC North Sea	EH**	-	All levels FL180 – FL240	Via ENZEN *(Note 1)*
				FL240	Via MIMVA *(Note 1)*
Amsterdam ACC	London AC Sector 14	-	ABBOT Group EGTC/SH/UL/ UN/YM	All levels FL220 – FL240	Via NOGRO *(Note 3)*
			Other	FL240	Via ABNED *(Notes 2 & 3)*

Note 1: *Traffic is RFC to FL300 subject to known traffic and traffic to/from Scottish ACC. Further climb shall be coordinated with DELTA Sector (or Amsterdam ACC in their absence).*

Note 2: *Traffic is RFC to FL300 subject to known traffic. Further climb shall be coordinated with DELTA Sector (or Amsterdam ACC in their absence).*

Note 3: *Traffic FL245 and below is released for turns no further north than the M40 centreline.*

3.3.1.3 From Maastricht UAC to London ACC

From	To	DEST	Agreement	Conditions
Maastricht UAC (DELTA)	London AC North Sea	EGSH	FL300 lvl 5NM before RAVLO	
		EGNJ	FL320 lvl 5NM before RAVLO	
Maastricht UAC (DELTA)	London AC Sector 14	ABBOT Group EGTC/SH/UL/UN/YM	FL280 or below lvl NOGRO	*(Notes 1, 2 & 3)*
		EGLC/KB/MC	FL260 lvl GALSO	
		EGKK	FL290 lvl GALSO	
Maastricht UAC (DELTA)	London AC Sector 13	EGLL/WU Solent Group Farnborough Group Brize Group	Westbound levels; All levels FL290 - FL390	*(Notes 1, 2 & 3)*

Note 1: *Traffic is RFD to FL260 on contact.*

Note 2*: Traffic is released for turns no further north than the IBNOS Area. Traffic positioned on parallel headings are subject to conditions set out in Section 4.2.3.1.*

Note 3: *Maastricht UAC (DELTA) shall position aircraft north-south according to the COP. DELTA shall endeavour to present aircraft inbound to the same destination/group in accordance with this priority order (high to low):*

- *Sequencing initiated (not necessarily completed)*
- *Laterally separated (using headings; see Note 2)*
- *Vertically separated.*

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between London ACC and Amsterdam ACC/Maastricht UAC is normally performed by transfer of the aircraft tag.
b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM or other VATSIM network defined ranges.
c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.
e) Mode S identification, and explicitly SSR code 1000, shall not be used for aircraft flying into London ACC. Aircraft shall be assigned a discrete SSR code before transfer.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between Amsterdam ACC / Maastricht (DELTA) UAC and London ACC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

> ***Note:*** *Controllers should note that London ACC & Maastricht UAC use the phrase "radar handover", whereas Amsterdam ACC use the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control

Transfer of control may take place by means of a Silent Handover (that is, without prior coordination) provided that:

- If the aircraft concerned are following the **same route**, spaced by a minimum of 10 NM, constant or increasing. (See *Note*).
- If the aircraft concerned are on **crossing tracks**, the conditions under 4.3.1 below are met.
- The minimum distance between the aircraft concerned is no less than 10 NM (See *Note*) for at least 20 NM beyond the AoR boundary, with exceptions for aircraft on parallel headings (see 4.2.3.1) or on routes deemed laterally separated (see 4.3.2).

- The transferring controller places any vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.
- The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

  Note: *The 10 NM here is not a separation standard. It is the minimum spacing required for a silent transfer of control.*

4.2.3.1 Silent Radar Handover for Aircraft on Parallel Headings and/or Speed Control

In addition to the above conditions being met, aircraft may be transferred between London ACC and Amsterdam ACC/Maastricht UAC, in both directions, on parallel headings and with speed control provided that:

- The minimum lateral separation is never less than 5 NM.
- The transferring controller places the assigned heading in the tag and instructs the aircraft to report this on first contact with the receiving controller.
- If the receiving controller anticipates that an aircraft is on an assigned heading, but this is not reported, they shall ascertain whether they are on a heading or own navigation before altering the heading.

4.3 Separation Minima

4.3.1 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 20 NM.

4.3.2 Separation between ATS routes

Westbound traffic via M40 (NOGRO), L980 (ABNED) and Q63 (GALSO) are deemed laterally separated at the AoR boundary.

4.3.3 Radar Separation

The following radar separation minima are to be applied:

- Amsterdam ACC: 5 NM
- Maastricht UAC: 5 NM
- London AC: 5 NM
- London TC: 3 NM

Where the radar separation minima at the boundary differs, the greater minima of the relevant units shall be applied to all transfers.

APPENDIX A - DEFINITIONS

Releases

Release for Climb (RFC)

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

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Descent (RFD)

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

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Turn (RFT)

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

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Airfield Groups

Haamstede Group:	EHBD EH GR MZ RD SE VK WO
ABBOT Group:	EGSS GW SC
Solent Group:	EGHI HH
Farnborough Group:	EGLF HL LK TD TF VO
Brize Group:	EGBJ VA VN BP