



IVAO
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Sectorisation

NL-FIR Radar Positions

1. Introduction

This document must provide all necessary information to understand the sectorisation structure of Amsterdam ACC (Chapter 2), Military ATCC (Chapter 3) and Flight information services (Chapter 4). A brief description of the airspace of Maastricht radar (MUAC or EDYY) is made (Chapter 5) in order to understand the cohesion between the firstly described sectors and MUAC. More information about this is published at the MUAC website and EHAA-EDYY LoA. Note that delegated areas and other special cross border procedures are further elaborated in the LoAs.

2. Amsterdam ACC (EHAA)

Amsterdam ACC (EHAA) can be split in multiple different layers of sectorisation. The primary (2.1) consist of only one radar position online, the secondary has two radar positions online (2.2) and the third contains the lowest level of sectorisation (2.3) possible which will only be used during events or exceptional traffic volumes. During these moments, stack control (2.4) may be open as well to cope with the traffic in the holdings.

2.1 Primary level of sectorisation - EHAA_CTR

The primary ATC position for Amsterdam Radar is EHAA_CTR. This position is responsible for all traffic in the NL-FIR from ground up to and including FL660. This responsibility includes controlling all Amsterdam ACC CTAs, Military ATCC airspaces, Flight information services and air traffic above FL245 (EDYY).

Table 1. Area of responsibility primary sectorisation level Amsterdam ACC

Station	Frequency	AOR
EHAA_CTR	125.750	All airspaces in the NL-FIR from GND to FL660 FSS

The airspace above FL245 that is controlled by Amsterdam ACC, in case that EDYY is offline, consist of the Delta sector and part of the Jever sector (until the lateral border of Bremen ACC). This airspace can be split in case that the Delta and Jever sector are online separately. This split is indicated in the third image in figure 1 and can be found in the respective LoA.

2.2 Secondary level of sectorisation - EHAA_NE_CTR and EHAA_SW_CTR

Station	Frequency	AOR
EHAA_NE_CTR	124.880	Amsterdam CTA East 1 Amsterdam CTA East 2 EHMC_N_CTR (including EHLE_APP)

		EHGG_APP Traffic above FL245
EHAA_SW_CTR	123.850	Amsterdam CTA West Amsterdam CTA South 1 Amsterdam CTA South 2 EHMC_S_CTR EHRD_APP EHBK_APP Traffic above FL245

The AOR of EHAA_NE_CTR and EHAA_SW_CTR are indicated in figure 1. Note that the lateral airspace boundaries are different below FL195 (left), between FL195-FL245 (right) and above FL245 (below).



Figure 1. Area of responsibility secondary sectorisation level Amsterdam ACC

2.3 Third level of sectorisation – Amsterdam ACC sectors split

The third level of sectorisation is the most detailed one. The Amsterdam CTAs are split in five sectors which are only responsible for the air traffic in that CTA. Unlike the first two levels of sectorisation within Amsterdam ACC, the controllers are not responsible for the Military ATCC areas, Flight information services, and civil TMAs. These stations are only responsible for the CTAs indicated in table 3. These Amsterdam ACC sectors are responsible for the airspace up to and including FL245. In case one sector in combination with for example EHAA_CTR is online, EHAA_CTR will take care for all air traffic above FL245 and the surrounding, unoccupied sectors.

This level of sectorisation will be used during events or extraordinary moments of high volumes of traffic. Between FL195 and FL245, the horizontal airspace boundaries of each sector do change and is indicated in figure 2. Note that sector 4 and 5 can be combined to EHAA_W_CTR (do not confuse with EHAA_SW_CTR). The AOR of each position in this third level is indicated in table 3, the number indicates the sector name where the station is responsible for.

Table 3. Area of responsibility third sectorisation level Amsterdam ACC

Station	Frequency	AOR
EHAA_W_CTR	123.705	Amsterdam CTA West
EHAA_1_CTR	134.375	Amsterdam CTA East 1, north of SPY R090
EHAA_2_CTR	128.580	Amsterdam CTA East 1, south of SPY R090 Amsterdam CTA East 2
EHAA_3_CTR	130.955	Amsterdam CTA South 1 Amsterdam CTA South 2
EHAA_4_CTR	136.650	Amsterdam CTA West, south of SPY R270
EHAA_5_CTR	119.175	Amsterdam CTA West, north of SPY R270

The AOR of the positions described (table 3) are indicated in figure 2 for below FL195 (left) and between FL195 and FL245 (right).

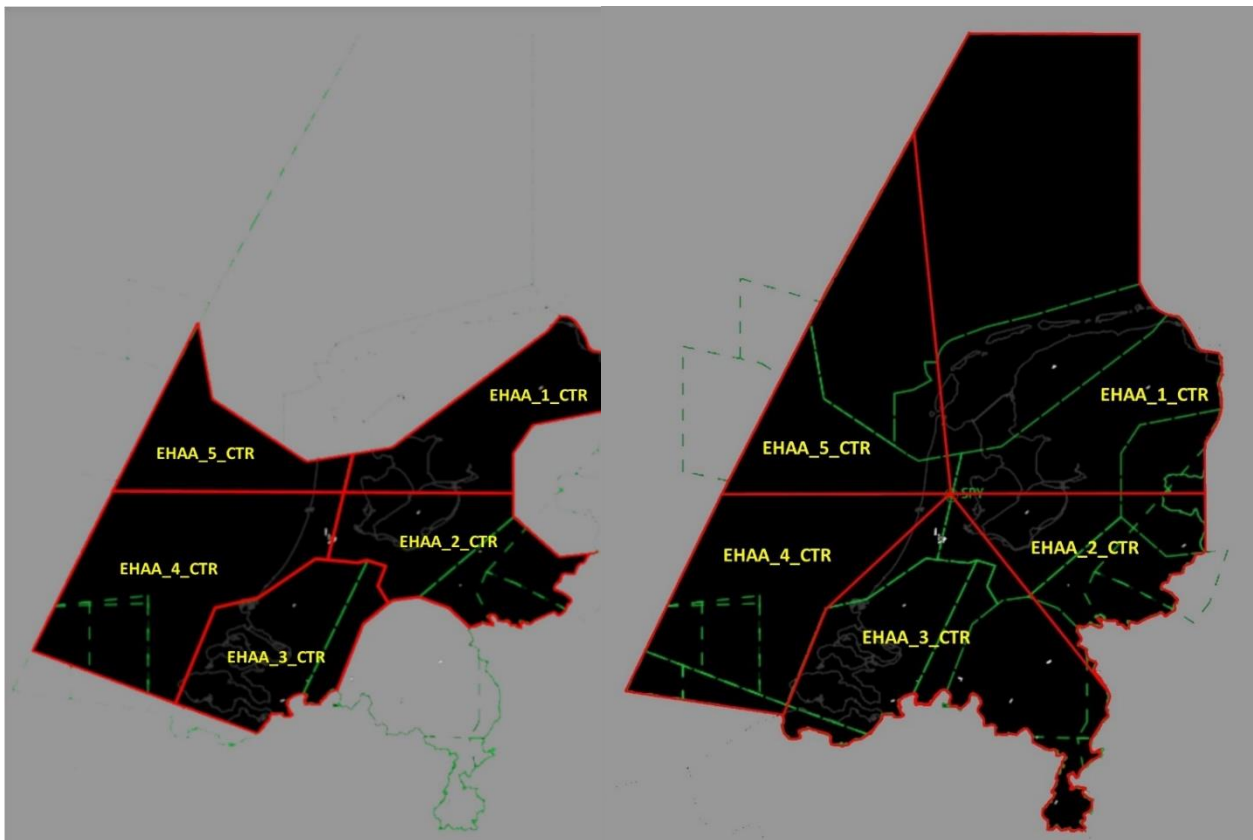


Figure 2. Area of responsibility third level of sectorisation Amsterdam ACC

2.4 Stack control

During events with high inbound traffic loads into Amsterdam Schiphol (EHAM), stack control positions may be opened. Stack control is responsible for managing air traffic in the published and non-published holding patterns. Within the NL-FIR, three stack control positions are available and are designated to one IAF of Schiphol. The holdings over these IAFs are published. During events, multiple unpublished holds may be opened. This will be communicated via either the ATC Briefing or ATC Operations staff members during the event. Coordination between the different radar positions online and stack control is therefore required. The AOR of each stack control position is described in table 1.

Table 4. Area of responsibility stack control Amsterdam ACC

Station	Frequency	AOR
EHAA_RIV_CTR	127.780	Published holding over RIVER Unpublished holdings in sector 3
EHAA_SUG_CTR	118.805	Published holding over SUGOL Unpublished holdings in sector 4 and 5
EHAA_ATP_CTR	120.555	Published holding over ARTIP Unpublished holdings in sector 1 and 2

3. Military ATCC (EHMC/EHML)

Military ATCC (EHMC) can be split in two different layers of sectorisation. The primary (3.1) consist of only one radar position online and the secondary has two up to three radar positions online (3.2). The QRA position Bandbox (EHML) will be briefly discussed (3.3), more information however can be found on the Special Operations section in the IVAO Netherlands website.

3.1 Primary level of sectorisation – EHMC_CTR

The primary ATC position for Military ATCC or Dutchmil is EHMC_CTR. This position is responsible for general air traffic (GAT) from ground up to and including FL195 within and under the military CTAs, TMAs and CTRs. Lelystad Arrival (EHLE_APP) is also part of the responsibility of this station. EHMC_CTR may control operational air traffic (OAT) until FL245. Above FL245, coordination with Amsterdam ACC and/or Maastricht Radar (EDYY) is required to control OAT. This may be used for training exercises in the danger areas over the north sea. The AOR of EHMC_CTR is indicated in table 5.

Table 5. Area of responsibility primary sectorisation level Military ATCC

Station	Frequency	AOR
EHMC_CTR	128.355	GAT inside and under military CTAs, TMAs and CTRs below FL195 OAT below FL245 EHMC_FSS EHLE_APP EHKD, EHLW, EHDL, EHWO, EHGR, EHEH and EHVK

3.2 Secondary level of sectorisation – EHMC_N_CTR, EHMC_S_CTR and EHMC_U_CTR

The secondary ATC positions for Military ATCC or Dutchmil are EHMC_N_CTR, EHMC_S_CTR and EHMC_U_CTR. This level of sectorisation is only available during events. Dutchmil north will be responsible for the GAT and OAT below FL195 in the Nieuw Milligen TMA A, B and C and underlying CTRs. EHMC_N_CTR will also be responsible for EHLE_APP and Dutchmil CTA North.

Dutchmil south will control the GAT and OAT below FL195 in the Nieuw Milligen TMA D, E and G1/G2 and underlying CTRs. In case EHMC_U_CTR is not online, EHMC_N_CTR and EHMC_S_CTR will not take the responsibilities of this position.

In case EHMC_U_CTR is online, this station is responsible for OAT between FL195 and FL245. Above FL245, coordination with Amsterdam ACC and/or Maastricht Radar (EDYY) is required to control OAT. This may be used for training exercises in the danger areas over the north sea for example. The AOR of these three positions is indicated in table 6.

Table 6. Area of responsibility secondary sectorisation level Military ATCC

Station	Frequency	AOR
EHMC_N_CTR	128.355	Nieuw Milligen CTA North Nieuw Milligen TMA A Nieuw Milligen TMA B Nieuw Milligen TMA C EHLE_APP EHLW, EHKD and EHV L
EHMC_S_CTR	118.575	Nieuw Milligen TMA D Nieuw Milligen TMA E Nieuw Milligen TMA G1/G2 EHEH, EHV K, EHGR, EHDL and EHW O
EHMC_U_CTR	125.930	OAT between FL195 and FL245

3.3 QRA Control (EHML) – Bandbox

The only QRA primary ATC position is Bandbox or EHML_CTR. This position is responsible for managing and guiding the QRA scramble inside the Dutch airspace. As EHML_CTR is not responsible for a defined area, coordination with Military ATCC (EHMC), Amsterdam ACC and Maastricht Radar (EDYY) is required. The necessary area of control by Bandbox depends on each case. More information about the procedures of this position can be found on the Special Operations section on the website. The AOR of EHML_CTR is indicated in table 7.

Table 7. Area of responsibility primary sectorisation level Military ATCC

Station	Frequency	AOR
EHML_CTR	132.525	QRA management and guidance within NL-FIR

4. Flight information services (FSS)

Flight information services (FSS) in the NL-FIR is divided in Amsterdam information (EHAA_FSS) and Dutch MIL info (EHMC_FSS). These positions are responsible for the provision of flight information services to air traffic in class G airspace within the boundaries of the airspace. Military ATCC (Chapter 3) takes over the responsibilities of EHMC_FSS if offline. In case Military ATCC is offline as well, Amsterdam Information will take over the responsibilities of EHMC_FSS if offline. The AOR of each station is indicated in table 8.

Table 8. Area of responsibility FSS

Station	Frequency	AOR
EHAA_FSS	124.300	FSS within Amsterdam information area
EHMC_FSS	132.350	FSS within Dutchmil info area

The areas described in table 8 can be found in the Dutch AIP (<https://www.lvn.nl/informatie-voor-luchtvaardenden/publicaties-voor-luchtvaardenden>), ENR 6-2.2 "En route communication below controlled airspace".

5. Maastricht Radar (EDYY)

Maastricht Radar (EDYY) is responsible for air traffic above FL245 within the FIR of NL, XB and a part of DE. Above NL, the Delta and Jever sector are present. In case Maastricht Radar is online, covering one of these two sectors, Amsterdam ACC loses the responsibility about air traffic above FL245. The AOR of these stations are indicated in table 9.

Table 9. Area of responsibility EDYY

Station	Frequency	AOR
EDYY_DEC_CTR	135.510	EDYY Delta sector EDYY Jever sector EDYY Holstein sector
EDYY_DD_CTR	132.085	EDYY Delta sector
EDYY_DJH_CTR	134.705	EDYY Jever sector EDYY Holstein sector

The sectors described in table 9 can be found in the Dutch AIP (<https://www.lvnl.nl/informatie-voor-luchtvaardenden/publicaties-voor-luchtvaardenden>), ENR 6-2.4 "Maastricht UAC en route communication at or above FL245".

Note that more information about the responsibilities and procedures of EDYY can be found on the MUAC page of the HQ ATC Ops mediawiki. This chapter **only** describes the correlation between Amsterdam ACC and EDYY briefly. More information need to be found in the effective LoA between these.



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