<table>
<tr><td colspan="3" align="center">**LETTER OF AGREEMENT**
between</td></tr>
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Amsterdam FIR	and	Belgium FIR
IVAO Netherlands Division		IVAO BeLux Division
Amsterdam ACC		Brussels ACC

Effective: 25 March 2021

The purpose of this Letter of Agreement is to define the hand-over procedures between Amsterdam FIR/UIR and Brussels FIR of flights conducted along airways or entering controlled airspace across FIR boundaries.

1. General procedures

Traffic shall be handed over with a minimum horizontal separation of 5nm between aircraft, maintaining this distance or increasing (if necessary on parallel headings or by using speed control) or 1000 feet vertical separation (between RVSM approved aircraft and aircraft below FL290) and 2000 feet in other cases.

Unless coordinated via IvAc Chat or IVAO Intercom or released as specified in this LoA, the receiving ATC Unit shall not give aircraft a clearance or instruction to climb or descend until it has passed the Transfer of Control Point. Transferred aircraft are released for turns with a maximum of 45 degrees.

Unless indicated otherwise, the Transfer of Control Point is always the FIR boundary. The transfer of communications (frequency change to the next ATC Unit) shall be completed before passing the Transfer of Control Point.

Cruising levels for flights crossing the FIR boundary shall be assigned to traffic according to the procedures specified in the AIP of the country in question, For cruising traffic the semi-circular airspace rules apply (Eastbound-Odd levels, Westbound-Even levels). Traffic in climb or descend shall be transferred clear of other traffic.

Above FL245, Maastricht Radar (EDYY) is responsible for air traffic. However, in case that these sectors are not or partly online, Brussels ACC and Amsterdam ACC are responsible for these sectors in accordance with paragraph 3.

1.1. Use of FL250

FL250 shall be used exclusively as an intermediate flight level, in this respect FL250 shall be vacated as soon as possible.

1.2. Conditional Routes (CDR)

Use of Conditional Routes (CDR) is only possible after prior coordination to verify that the CDR is available.

2. Areas for Cross Border Provision of ATS

2.1. Maastricht Area

The Maastricht (EHBK) area consists of TMA 2, and a part of the Nieuw Milligen TMA D as shown on the map below. The Maastricht Area is delegated to EBBU from FL095 (inclusive) to FL245.
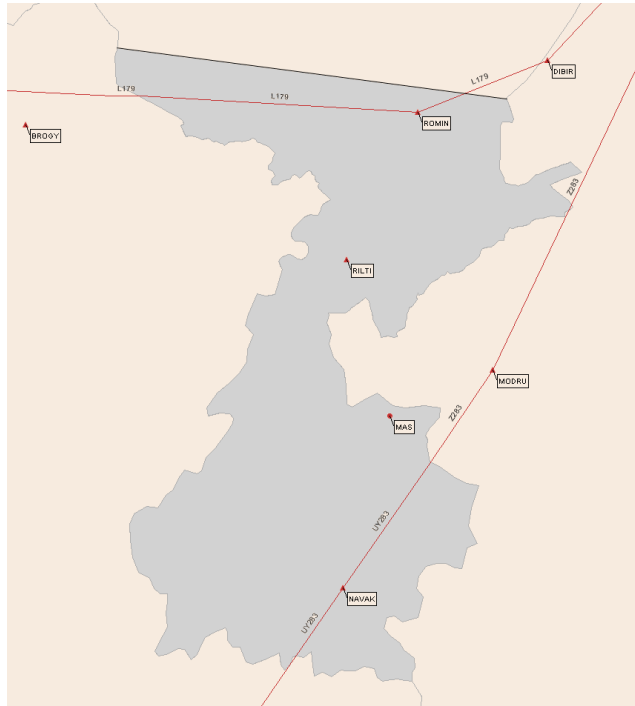
2.2. SASKI A Area

The area south of a parallel line 5 NM north of the ATS route L179/L608 between E002°30'00" and the EBBU/EHAA FIR border is delegated to Brussels ACC (FL55 - FL245) and MUAC Brussels (> FL245).
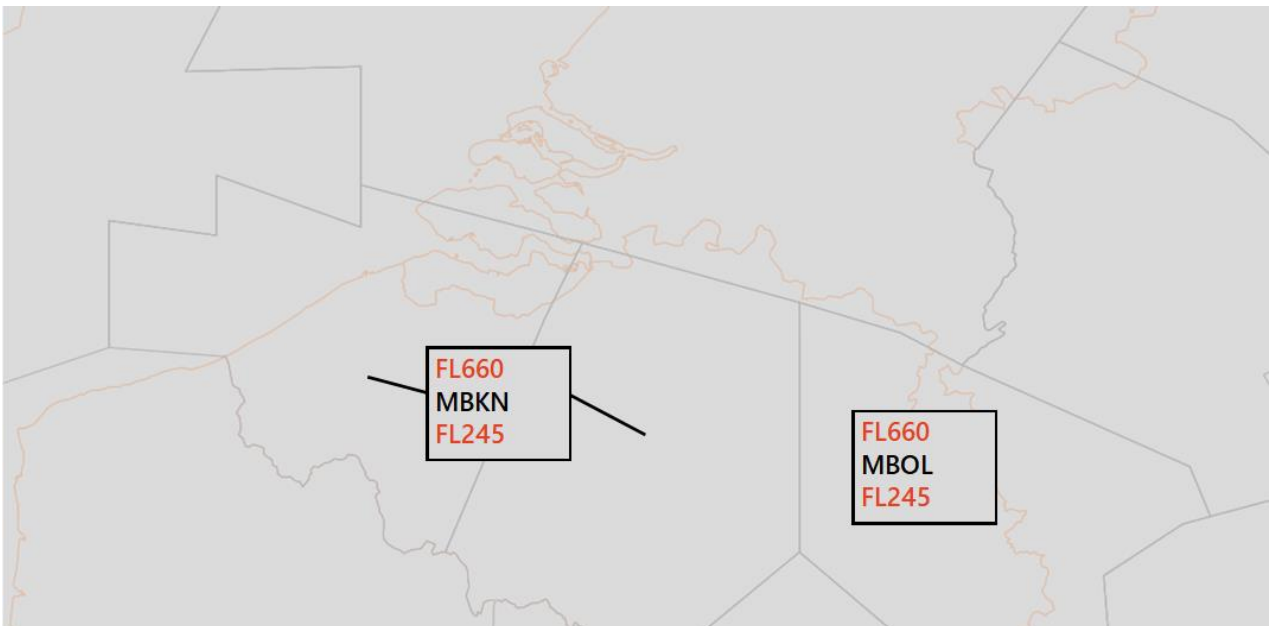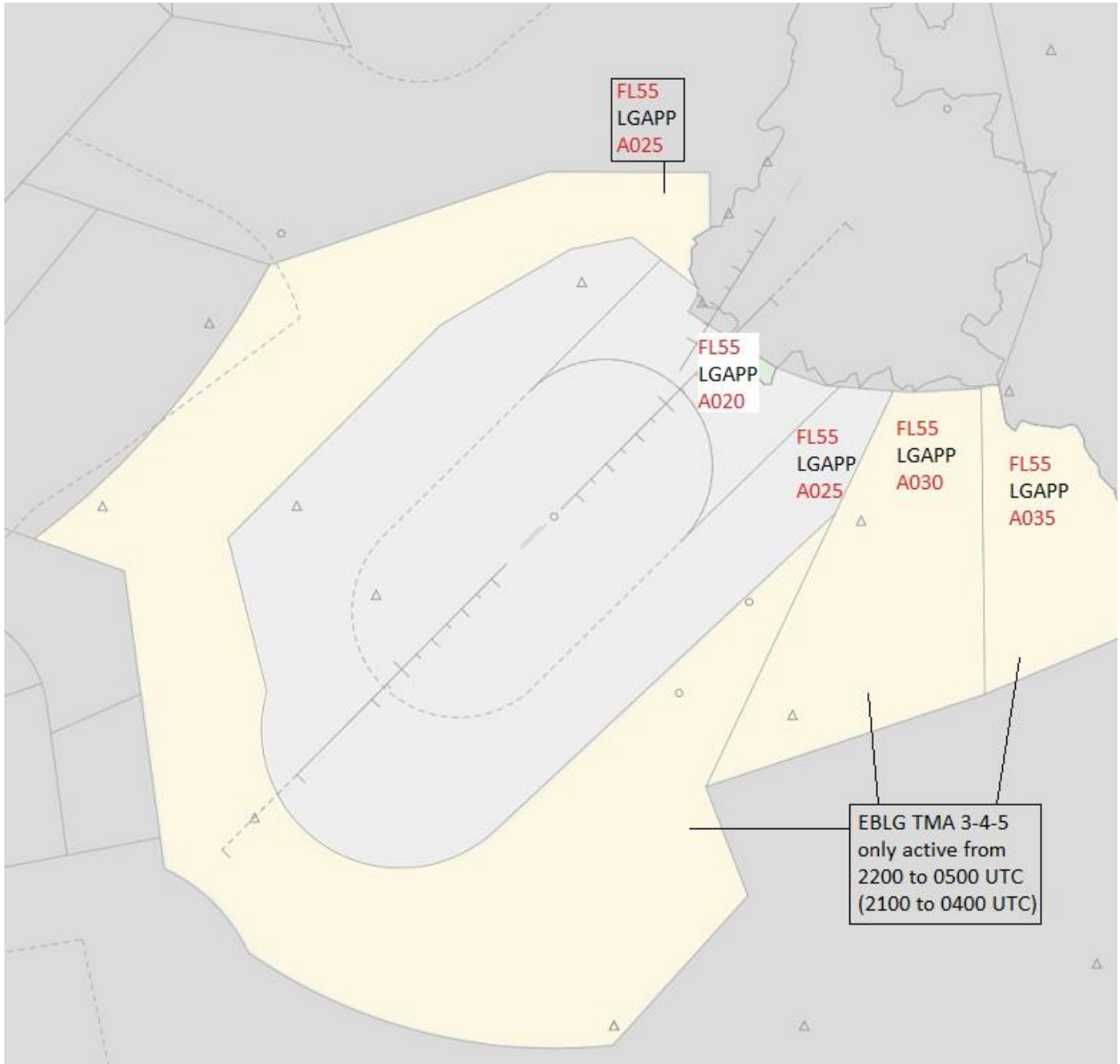
3. Sectorisation

3.1. Sectorisation Brussels ACC (< FL245)
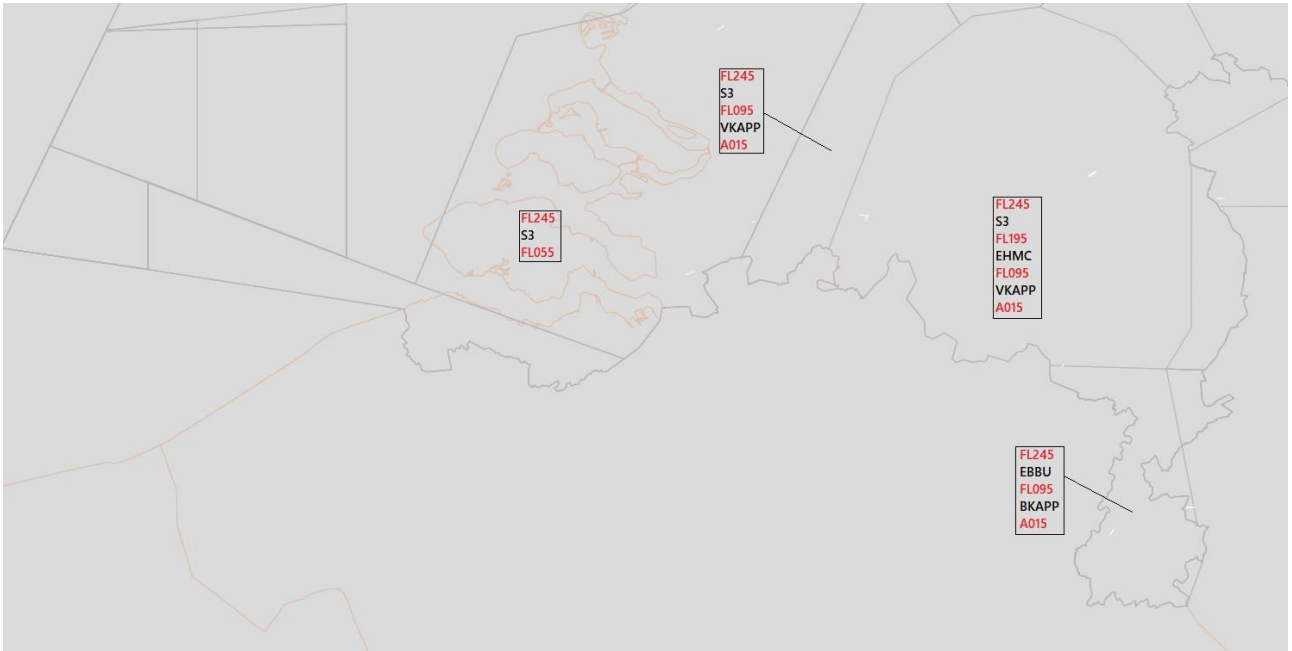

3.2. Sectorisation Maastricht UAC Brussels group (> FL245)

3.3. Sectorisation Liège (EBLG) TMA

3.4. Sectorisation Amsterdam ACC (< FL245)

FL245
S3
FL095
VKAPP
A015

FL245
S3
FL055

FL245
S3
FL195
EHMC
FL095
VKAPP
A015

FL245
EBBU
FL095
BKAPP
A015

3.5. Sectorisation Maastricht UAC DECO group (> FL245)

FL660
MDD
FL245
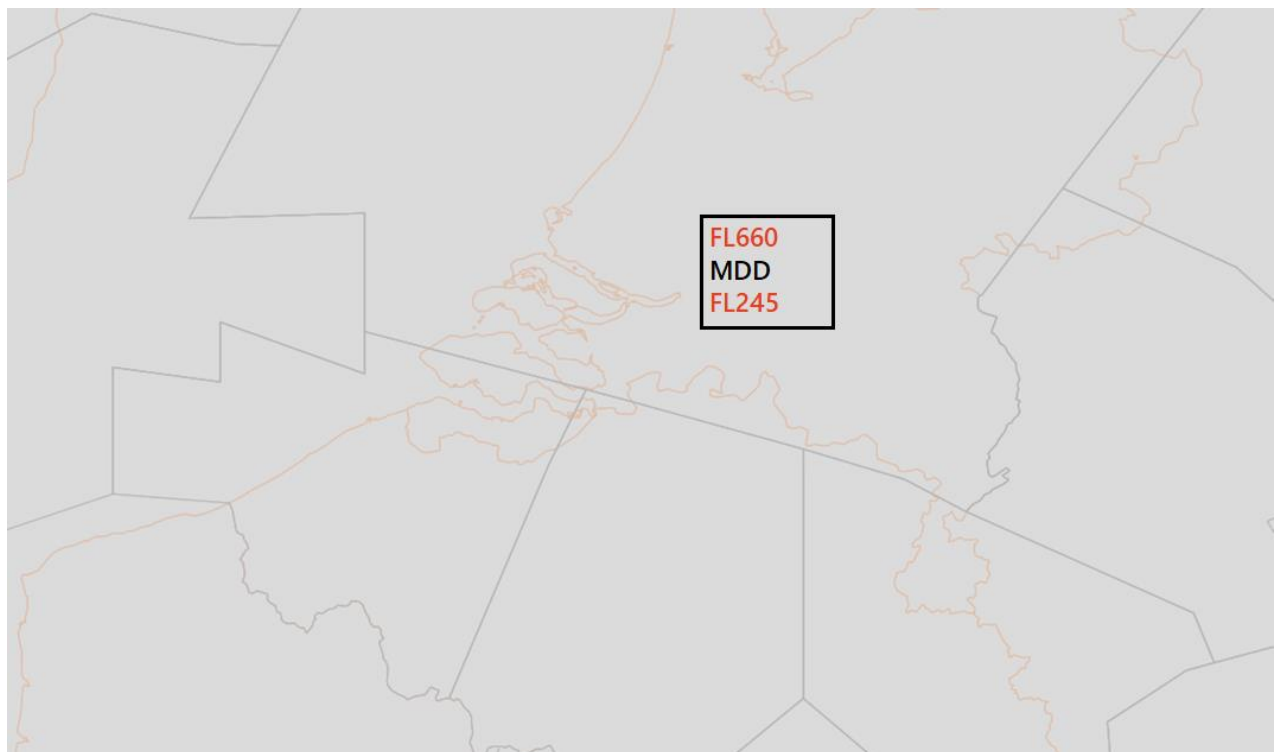
4. Transfer of control and transfer of communications

4.1. Transfer of control

The transfer of control takes place at the AoR boundary, unless otherwise specified in paragraph 5.

4.2. Transfer of communications

The transfer of communications shall take place not later than the coordination point (COP), unless otherwise coordinated.

4.2.1. Transfer of communications to EBBU/EDYY BRU

The table below gives an overview of the different sectors with for each sector a priority list of logon codes that can be responsible for provision of ATS in that sector. The logon code responsible for the sector is the one with the highest position in the list that is online. If none of the logon codes in the list are online, the sector is uncontrolled and traffic shall be instructed to monitor UNICOM.

Sector	Logon code	Channel	Callsign
W	EBBU_W_CTR EBBU_CTR	131.100 131.100	Brussels Control Brussels Control
E	EBBU_E_CTR EBBU_CTR	128.200 131.100	Brussels Control Brussels Control
LGAPP	EBLG_APP EBBU_E_CTR EBBU_CTR	119.280 128.200 131.100	Liège Approach Brussels Control Brussels Control
FIC	EBBU_FSS	126.900	Brussels Information
-	EBSZ_MIL_CTR	129.325	Belga Radar
MBKN	EDYY_BKN_CTR EDYY_BRU_CTR EBBU_W_CTR EBBU_CTR	132.205 132.205 131.100 131.100	Maastricht Radar Maastricht Radar Brussels Control Brussels Control
MBOL	EDYY_BOL_CTR EDYY_BRU_CTR EBBU_E_CTR EBBU_CTR	132.855 132.205 128.200 131.100	Maastricht Radar Maastricht Radar Brussels Control Brussels Control

Additional information for ATS units in EBBU/EDYY BRU

1. FIC can provide Flight Information Services (FIS) to VFR GAT in uncontrolled airspace in Belgium. When EBBU_FSS is not online, FIC responsibility can be delegated to sector E and sector W.
2. EBSZ_MIL_CTR is responsible for OAT. Additionally this unit can also provide FIS to VFR GAT below 4500ft in uncontrolled airspace in Belgium.

4.2.2. Transfer of communications to EHAA/EHMC/EDYY DEC

The table below gives an overview of the different sectors with for each sector a priority list of logon codes that can be responsible for provision of ATS in that sector. The logon code responsible for the sector is the one with the highest position in the list that is online. If none of the logon codes in the list are online, the sector is uncontrolled and traffic shall be instructed to monitor UNICOM.

Sector	Logon code	Channel	Callsign
S3	EHAA_3_CTR EHAA_SW_CTR EHAA_CTR	130.955 123.850 125.750	Amsterdam Radar Amsterdam Radar Amsterdam Radar
EHMC	EHMC_S_CTR EHMC_CTR EHAA_SW_CTR EHAA_CTR	125.930 128.355 123.850 125.750	Dutchmil Dutchmil Amsterdam Radar Amsterdam Radar
VKAPP	EHVK_R_APP EHMC_S_CTR EHMC_CTR EHAA_SW_CTR EHAA_CTR	123.180 125.930 128.355 123.850 125.750	Rapcon South Dutchmil Dutchmil Amsterdam Radar Amsterdam Radar
BKAPP	EHBK_APP EHAA_SW_CTR EHAA_CTR	123.980 123.850 125.750	Beek Approach Amsterdam Radar Amsterdam Radar
MDD	EDYY_DD_CTR EDYY_DEC_CTR EHAA_SW_CTR EHAA_CTR	132.085 135.510 123.850 125.750	Maastricht Radar Maastricht Radar Amsterdam Radar Amsterdam Radar

Additional information regarding Flight Information Services (FIS)

1. BKAPP is responsible for FIS in the Maastricht TMA.
2. Below the Rotterdam and Schiphol TMAs, EHAA_FSS is responsible for FIS.
    ○ Callsign: Amsterdam Information
    ○ Channel: 124.300
3. Outside the above mentioned TMAs, EHMC_FSS is responsible for FIS.
    ○ Callsign: Dutchmil Info
    ○ Channel: 132.350

5. Procedures

5.1. Flights from Amsterdam ACC to Brussels ACC

5.1.1. Destination in Brussels FIR

To	From	Routing	COP	FLA	Receiving sector
EBBR	Any	N872	WOODY (1)	FL150	W
EBCI		Z310		FL150	
EBCV		Z311		FL150	
EBAW		N872		FL070	
EBOS		COA	COA (3)	FL070	
Other		N872	WOODY	FL230	

(1) Released for descent and direct ANT or BUN only after prior coordination via IvAc chat or IVAO Intercom.

(2) If cruising level is below level of transfer traffic shall be transferred on cruising level.

(3) Transfer need to take place at least 5 NM before COA

5.1.2. Brussels FIR/UIR overflights

To	From	Routing	COP	FLA	Receiving sector
Not EB**	EHAM	N872	WOODY	FL260 (1)	MBKN
		N852	BROGY	FL250 (1)	MBOL
	EHRD EHEH EHBD	N872	WOODY	FL260 (1)	MBKN
	EHBK	SID	LNO	FL060	E
	EHEH	SID	OSGOS	FL100	
	EHBD	SID	OSGOS	FL090	

(1) In case traffic is unable to meet climb requirements of FL250 at VELED (N852) or FL260 at 10 NM from NIK (N872), coordination with both the responsible W and MBKN controller is required

(2) N852 is CDR1

(3) If cruising level is below level of transfer traffic shall be transferred on cruising level

5.2. Flights from Brussels ACC to Amsterdam ACC

5.2.1 Destination in Amsterdam FIR

To	From	Routing	COP	FLA	Receiving sector
EHAM	EBBR	STAR	HELEN	FL140	S3
	EBAW		HELEN	FL100	
	EBOS		DENUT	FL120	
	Any		DENUT	FL220	
			HELEN	FL200	
EHEH			HELEN	FL160	
			DENUT		
			LNO	FL110	VKAPP
EHRD			DENUT	FL160	S3
			HELEN		
EHBD			HELEN		
			DENUT		
			LNO	FL060	VKAPP
EHBK			LNO	FL070	BKAPP
Other	EBBR	L191	NIK	FL140	S3
	EBAW	L191	NIK	FL100	
	EBOS	N873	HELEN	FL120	
	EBLG	L191	NIK	FL240	
	Any	N873	HELEN	Any	
		L191	NIK		

5.2.2. Amsterdam FIR/UIR overflights

To	From	Routing	COP	FLA	Receiving sector
Any	EBBR	L191	NIK	FL140	S3
	EBAW		NIK	FL100	
	EBOS	N873	HELEN	FL120	
	EBLG	L191	NIK	FL240	
	Any		NIK	Any	
		N873	HELEN	Any	

Annex A. Definitions

B.1. ATS Area of Responsibility (AoR)

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

B.2. Coordination point (COP)

A geographical location that serves as common reference for the coordination of the transfer conditions of a flight.

B.3. Release for Climb

An authorization for the accepting unit 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 sector, unless otherwise agreed.

B.4. Release for Descent

An authorization for the accepting unit 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 sector, unless otherwise agreed.

B.5. General Air Traffic (GAT)

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

B.6. Operational Air Traffic (OAT)

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. Usually used by state aircraft.