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NETHERLANDS

LoA Quickview

AIRAC 2106

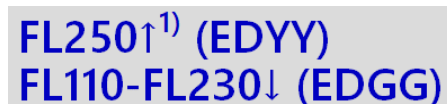
Introduction

The purpose of this quickview is to clarify the procedures for each Amsterdam ACC sector that are present in the respective LoAs. Note that this quick reference material is **not** binding and that the procedures described in the effective LoA is always leading. For the Eelde TMA, Nieuw Milligen TMA D and Beek TMA, a separate quickview is created. Besides, a list with all sectors and their respective positions and frequencies is included as well.

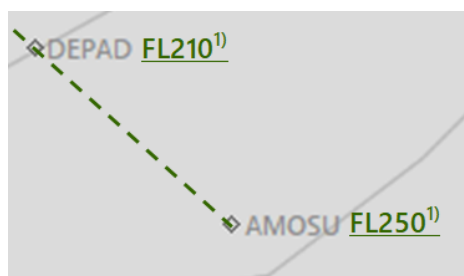
In the quickview, some symbols and colors are used.



This block indicate the sectorization in a particular area. The sector EDGG_DLD is responsible between GND and FL245 and the sector MRUHR is responsible between FL245 and FL660. The responsible ATS station for a particular sector can be found in the list at the end of this document.



This blue text indicate to which level the traffic may be cleared and to which ATS center the traffic need to be send to. The specific sector can be found in the sectorization block. The note for FL250 can be found underneath the quickview.



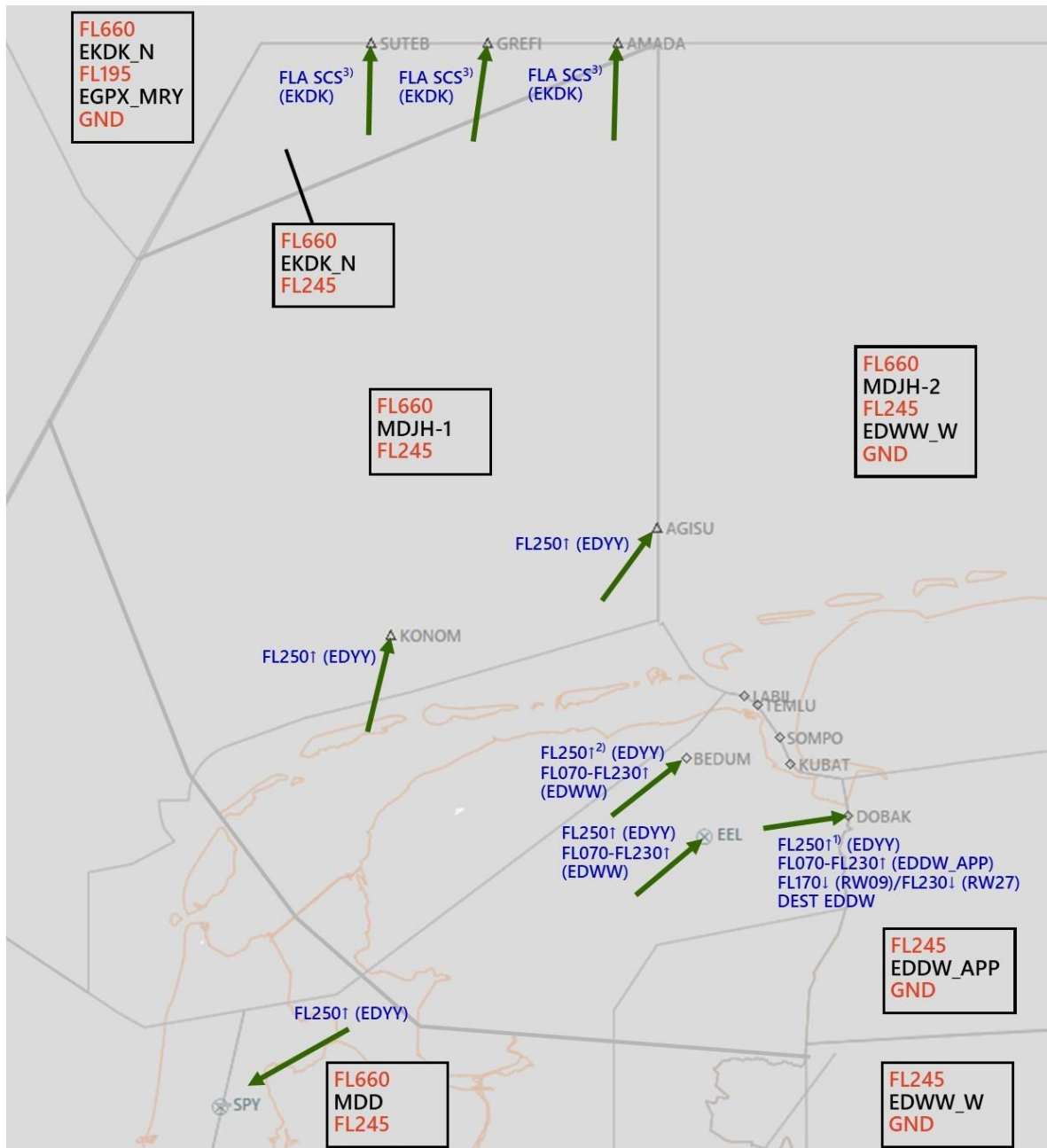
This indicates that there is a level restriction on the indicated fixes. A line below the FL means that the traffic needs to be at or above that level and a line above the FL means that traffic needs to be at or below that level.

Amsterdam ACC sectors

This section provides a quickview for the procedures from the respective LoAs for the Amsterdam ACC sectors. Since Amsterdam ACC is responsible for EDDY when offline, these procedures are included as well. Note that all procedures that relate to the Eelde TMA, Nieuw Milligen TMA and Beek TMA are included in another section of this document.

The inbound section do relate to traffic inbound the particular Amsterdam ACC sector and EDDY airspace where Amsterdam ACC is responsible for when offline. For more information about radar sectorization in the EHAA FIR, view: https://nl.ivao.aero/downloads/atcops/EHAA_sectorisation.pdf

Amsterdam ACC sector 1 (outbound)



1) DEST EDDH/HI/HL should be at FL250 at DHE and FL260 at REVLA

DEST EDHK should be at FL260 at WSN

DEST EDDW should be at FL250 at DOBAK

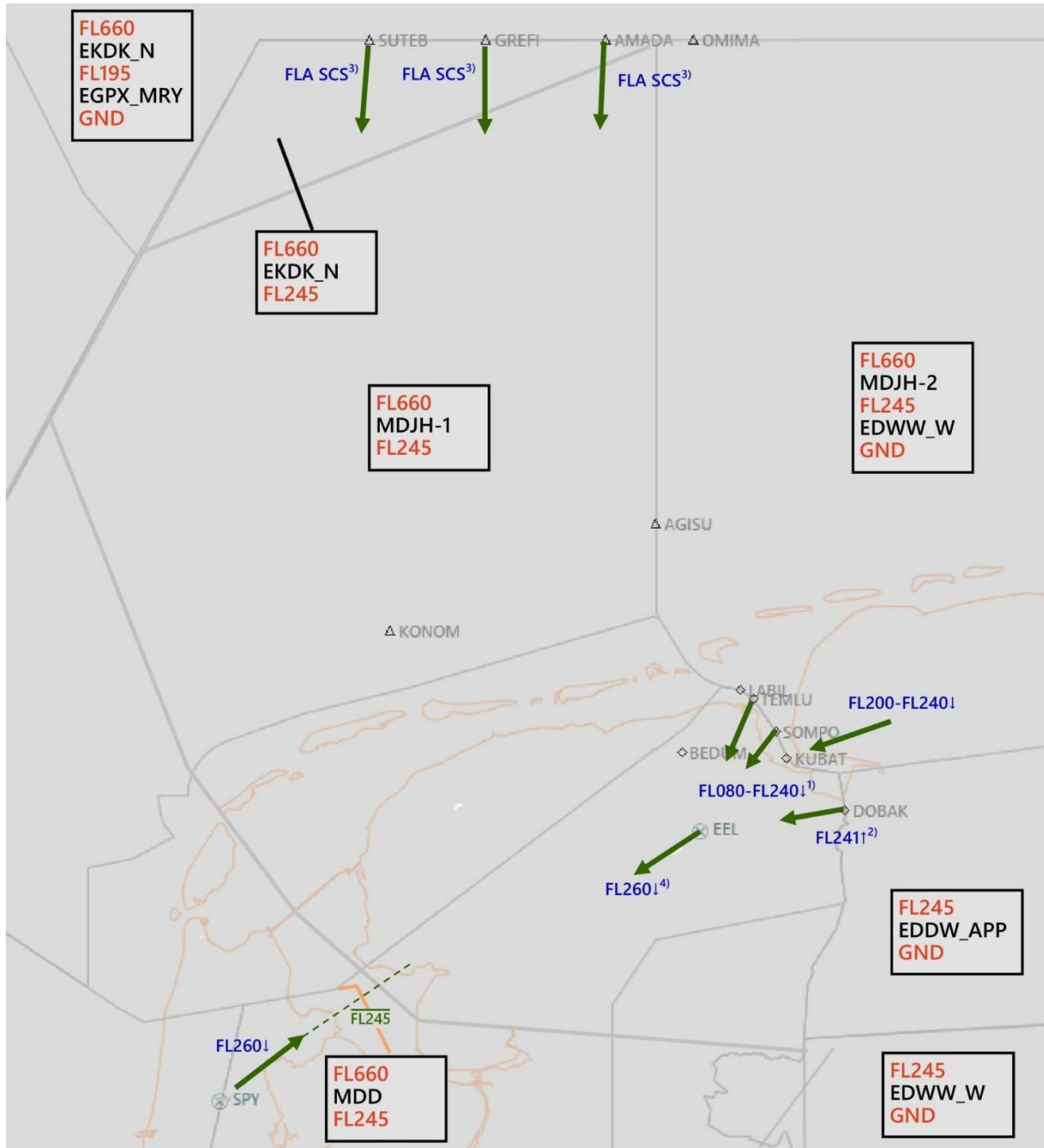
2) DEP EHRD is expected to cross SPY/PAM area FL245 or above

Approval to FL250 by Amsterdam ACC only after approval EDYY

DEST EDXW/XF shall be levelled FL250 at DHE

3) FLA SCS = flight level allocation according to the semi-circular system

Amsterdam ACC sector 1 (inbound)



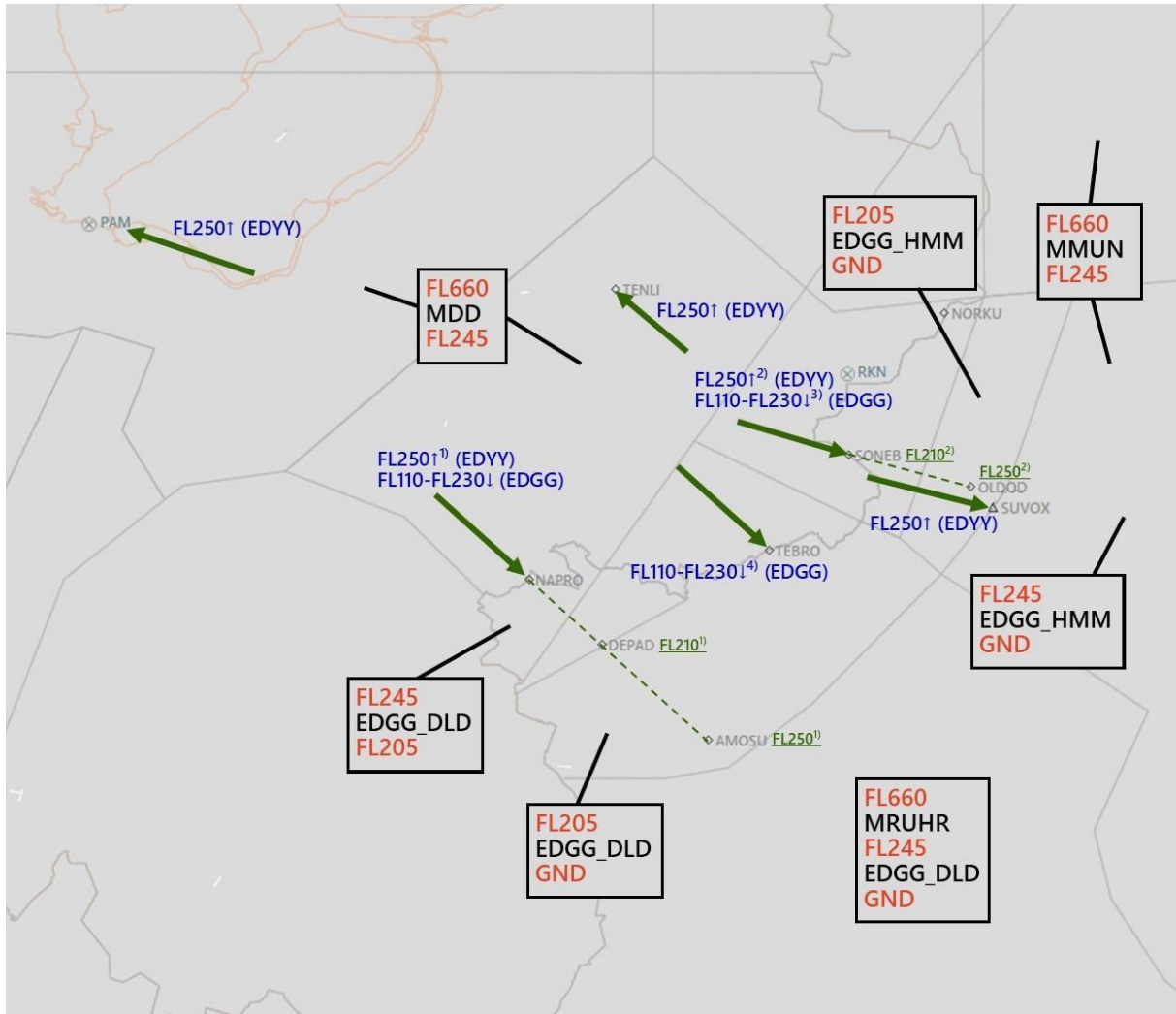
1) Relates to COP TEMLU, SOMPO and DOBAK

2) DEP EDDW and transfer to MDJH-2

3) FLA SCS = flight level allocation according to the semi-circular system

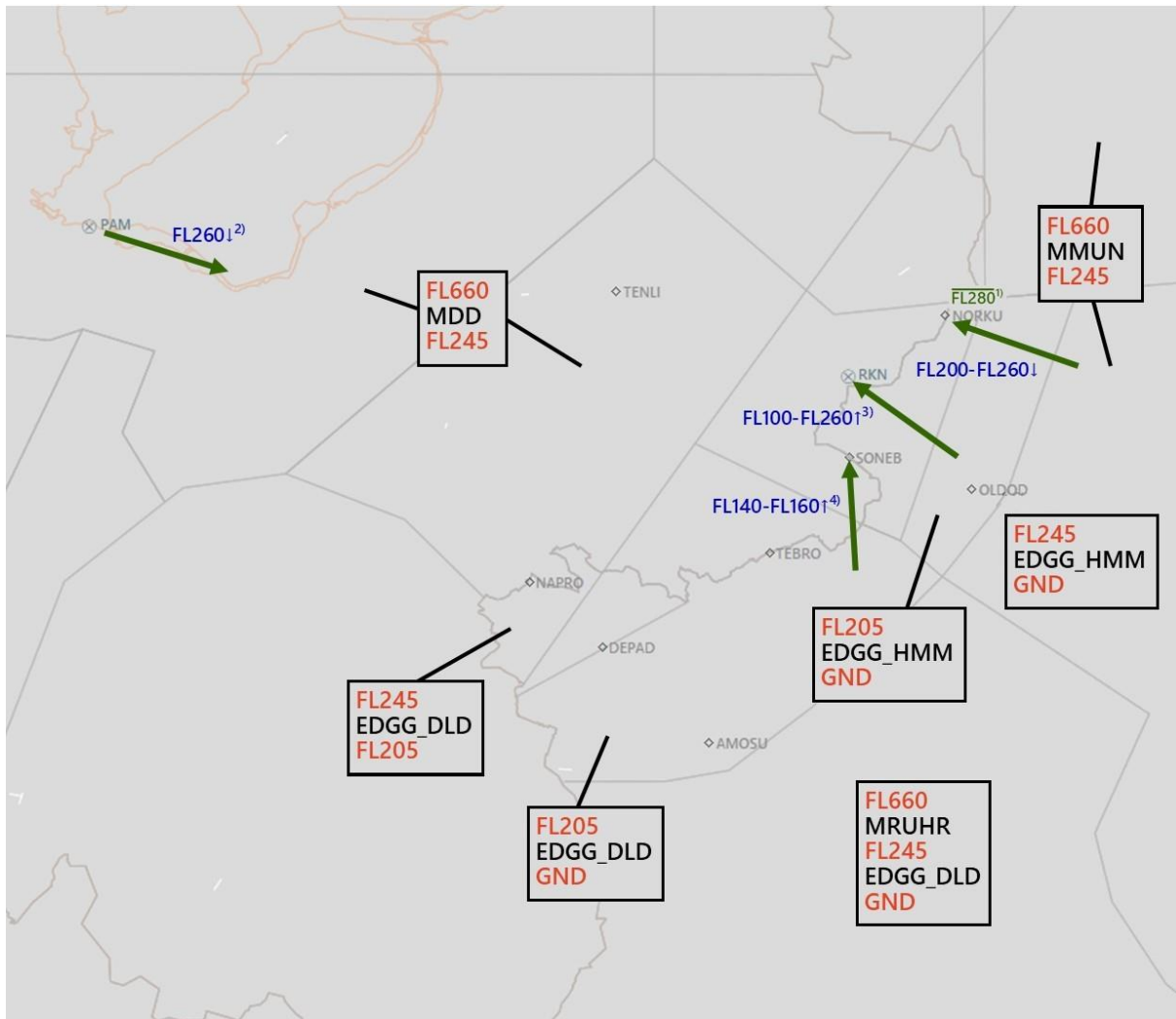
4) Amsterdam ACC shall ensure that these flights are below FL 245, 15 NM after passing EEL

Amsterdam ACC sector 2 (outbound)



- 1) Traffic departing Amsterdam FIR shall be at FL210 or above at DEPAD and at FL250 or above at AMOSU
- 2) Traffic departing Amsterdam FIR shall be at FL210 or above at SONEB and at FL250 or above at OLDOD
- 3) Specific FLAs for COP SONEB to EDDG (FL110), EDLW (FL150), EDDK and EDLP (FL210)
- 4) Specific FLAs for COP TEBRO to EDDL (FL170), EDLV (FL170), ETNG (FL170), ETNN (FL170), ETOU (FL210) and ETAD (FL210)

Amsterdam ACC sector 2 (inbound)



1) Traffic with DEST EHAM shall cross NORKU at FL280 or below

Traffic with DEST in Amsterdam FIR shall cross the MDD sector boundary at FL245 or below

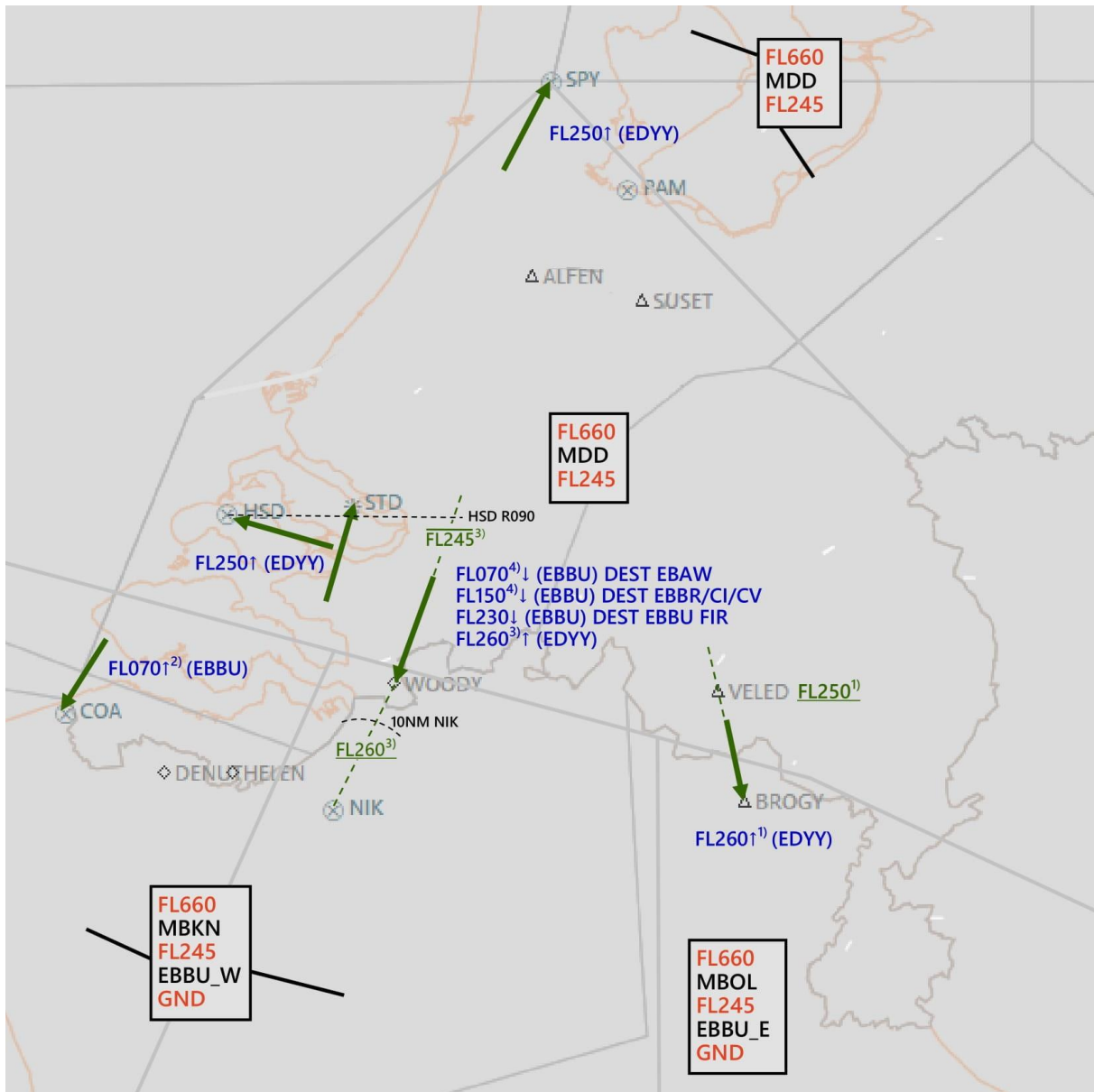
2) Traffic with DEST EDDL, EDDG, EDDK, EDLA, EDLE, EDLP, EDLV and EDLW shall cross the MMUN/MRUHR sector boundary at FL245 or below

3) Traffic with DEST EHAM and RFL > FL185 shall be rerouted via NORKU

Specific FLAs for COP RKN with DEP EDDG (FL120), EDLP (FL180), EDLW (FL180)

4) Only for traffic DEP EDDK, EDDL, EDLN and EDLV

Amsterdam ACC sector 3 (outbound)



1) Traffic with DEP Amsterdam FIR shall be at VELED at FL250 or above with RFL >FL245

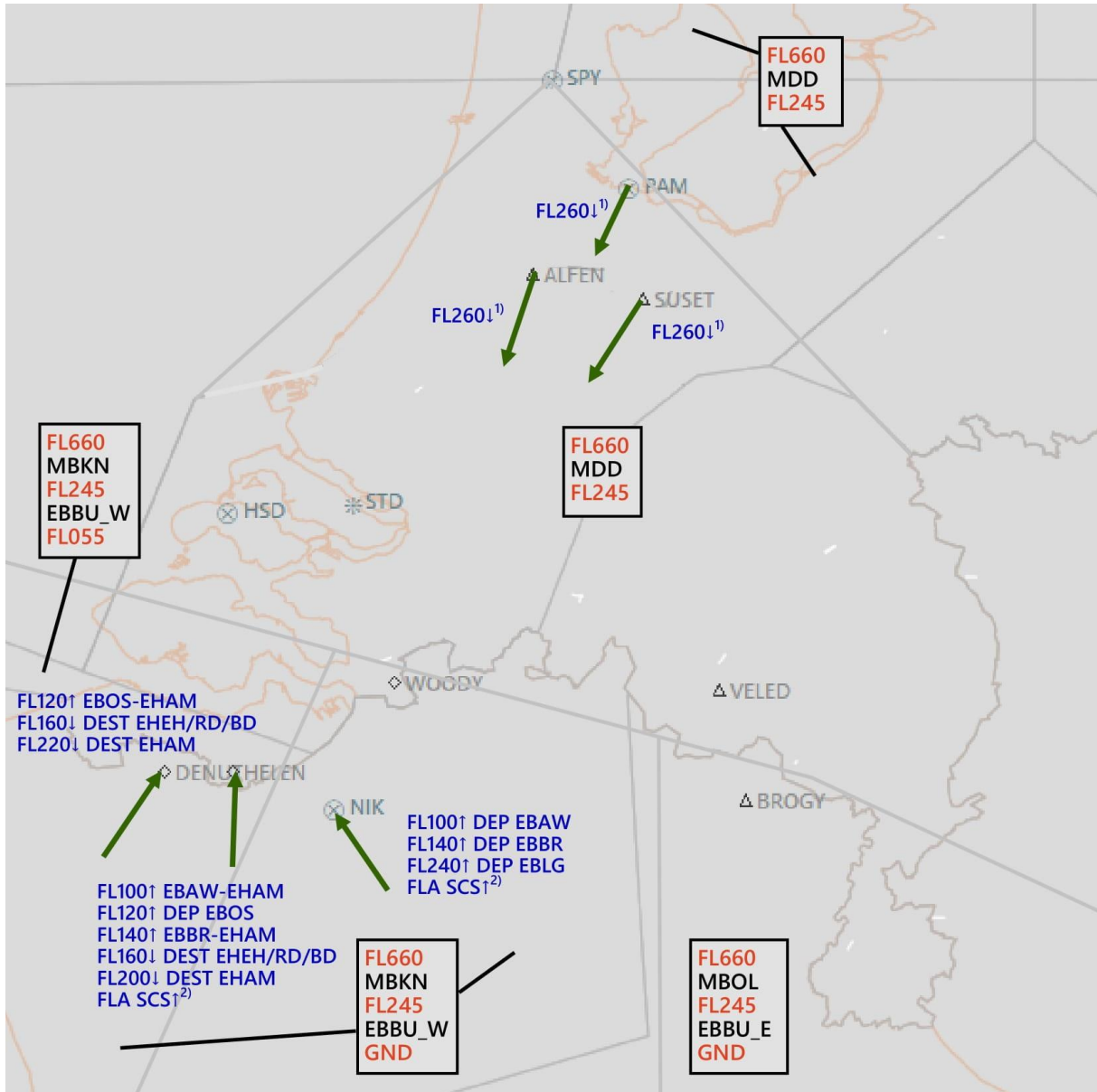
2) Traffic with DEST EBOS only

Transfer need to take place at least 5 NM before COA

3) Traffic with DEP Amsterdam FIR with RFL >FL245 shall be at FL250 or below at HSD R090 and at FL260 or above at 10NM north of NIK. Coordination with both EBBU and EDYY is required when traffic can not comply with this restriction

4) Coordination with EBBU is required for a DCT to ANT or BUN

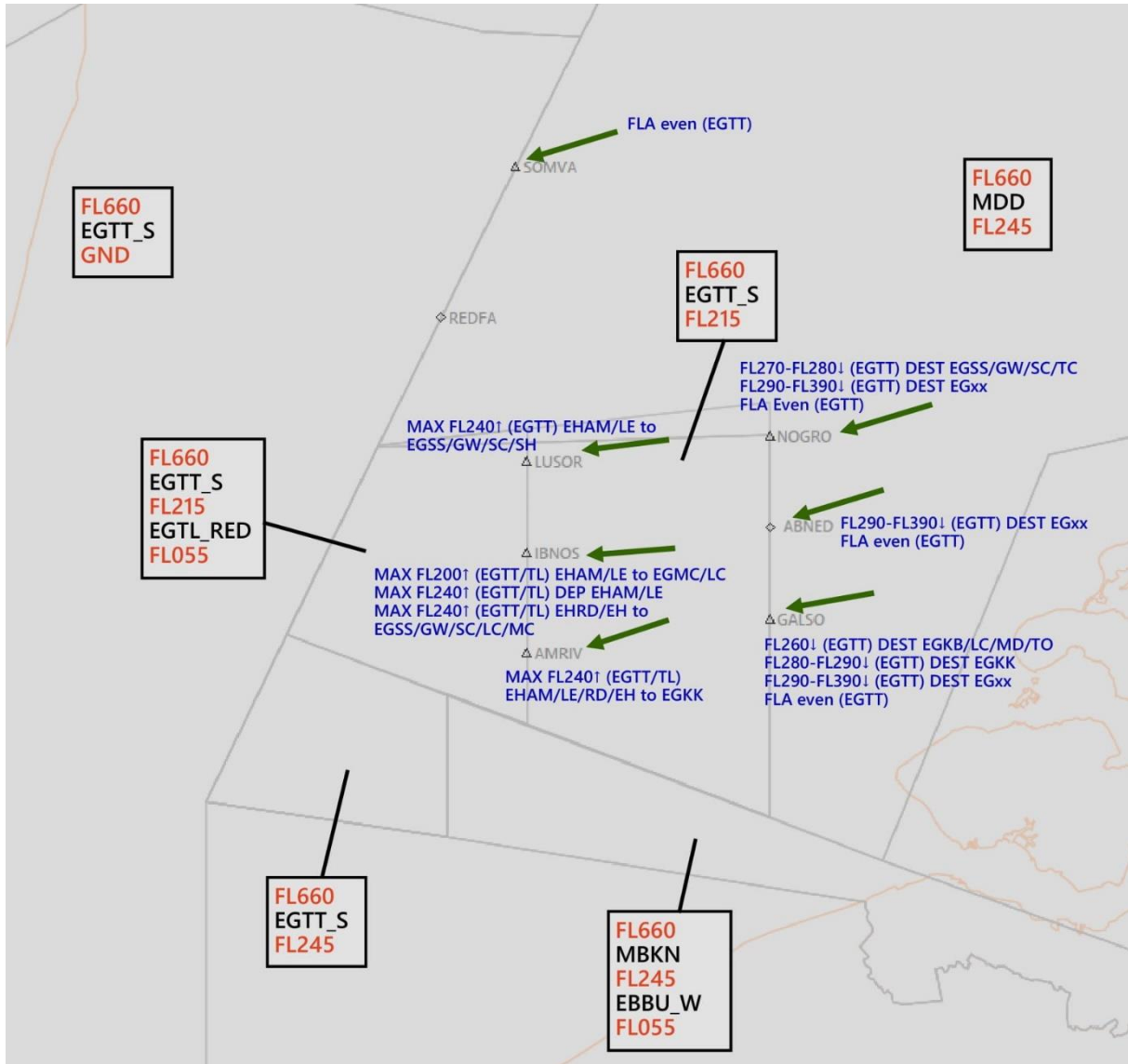
Amsterdam ACC sector 3 (inbound)



1) Traffic with DEST EHBK, Brussels FIR (except ELLX), LFQQ and LFAQ should be below FL245 at 20 NM north of NIK

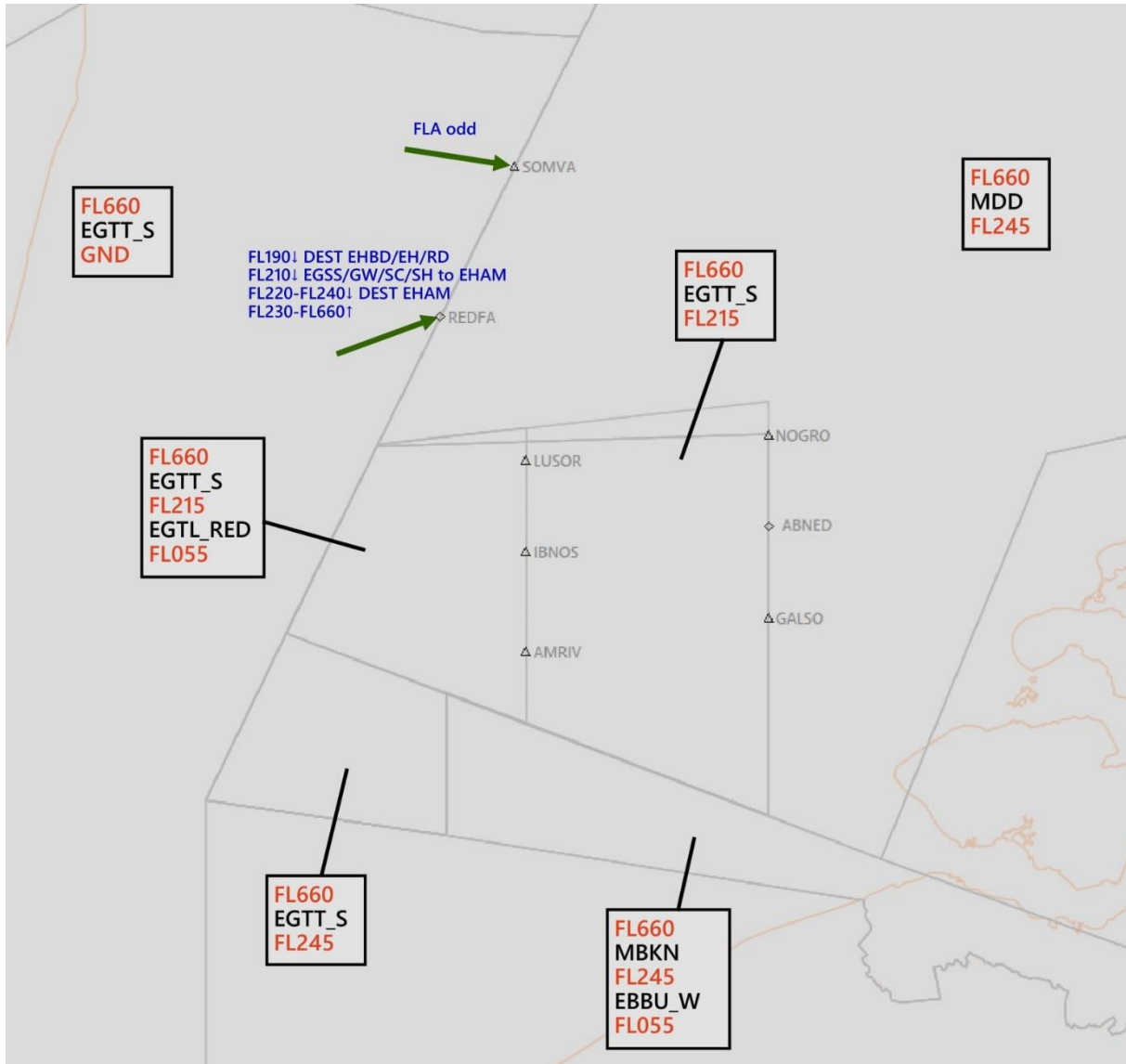
2) Other traffic FLA SCS (flight level allocation according to the semi-circular system)

Amsterdam ACC sector 4 (outbound)

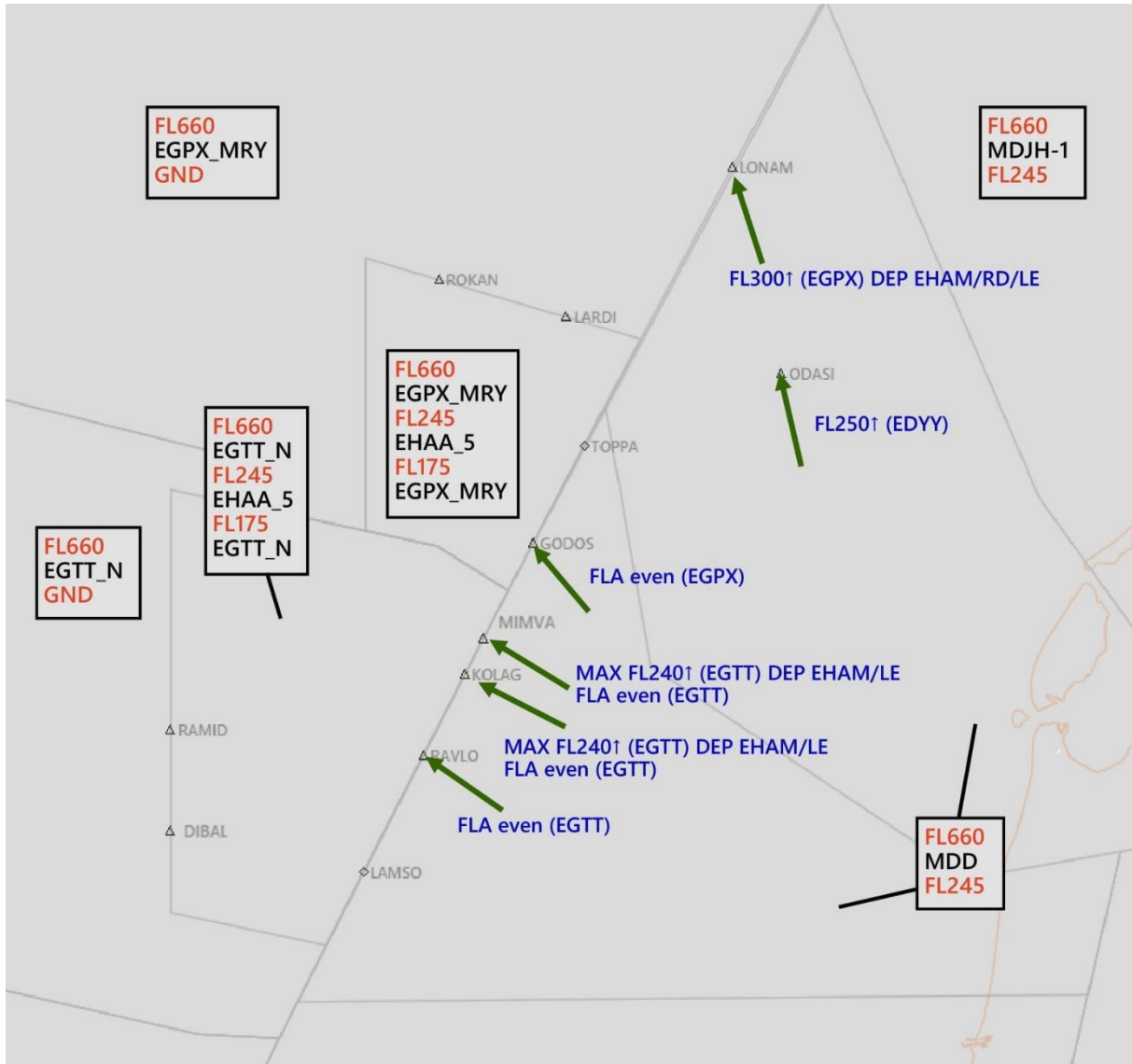


- 1) Compliance with semi circular rules is always required when 'MAX' is part of the FLA
- 2) All traffic entering EGGT, EGTG and EGPX airspace shall be assigned a discrete squawk code before transfer of control takes place. The squawk code 1000 should NOT be used for this traffic

Amsterdam ACC sector 4 (inbound)

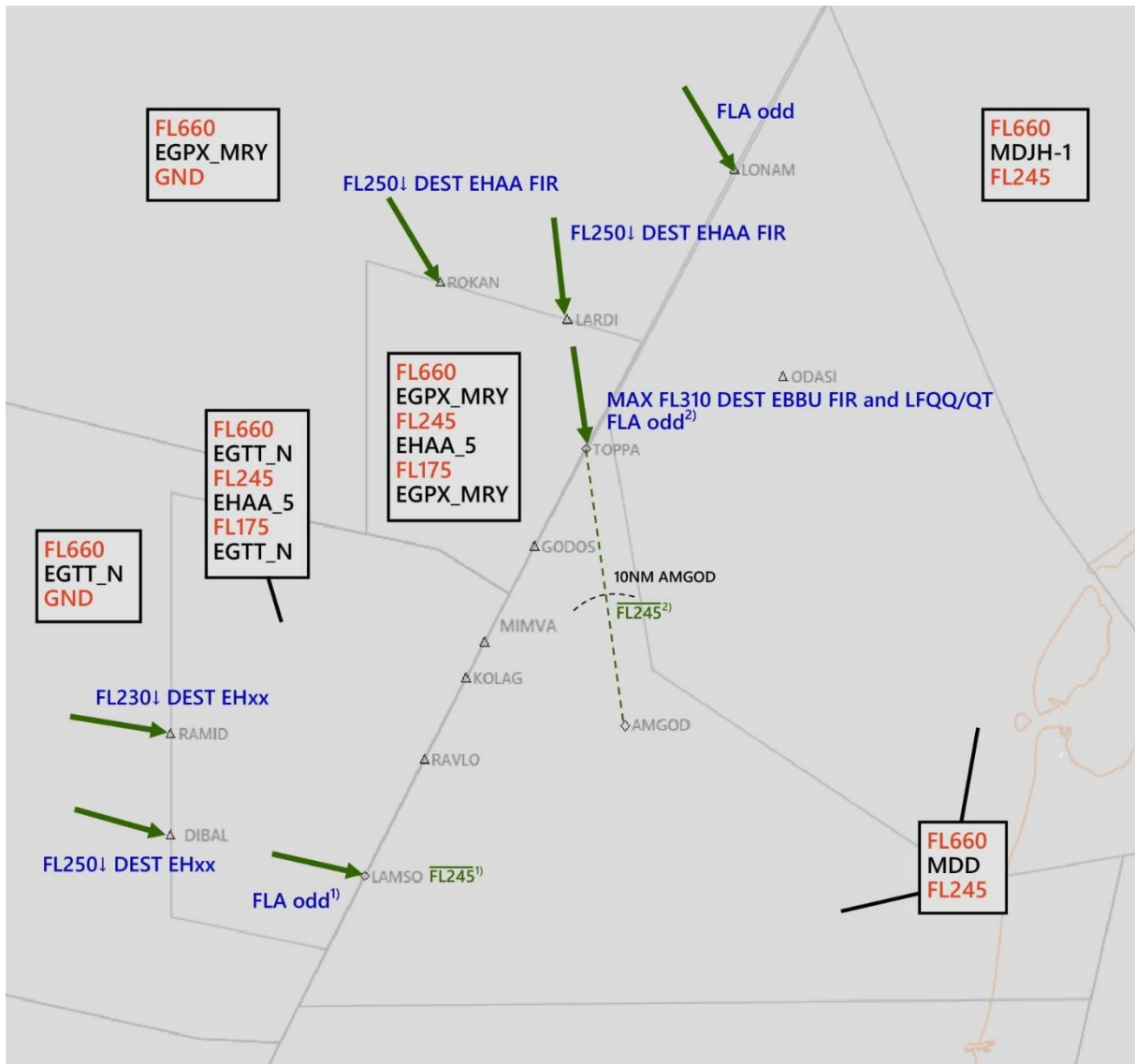


Amsterdam ACC sector 5 (outbound)



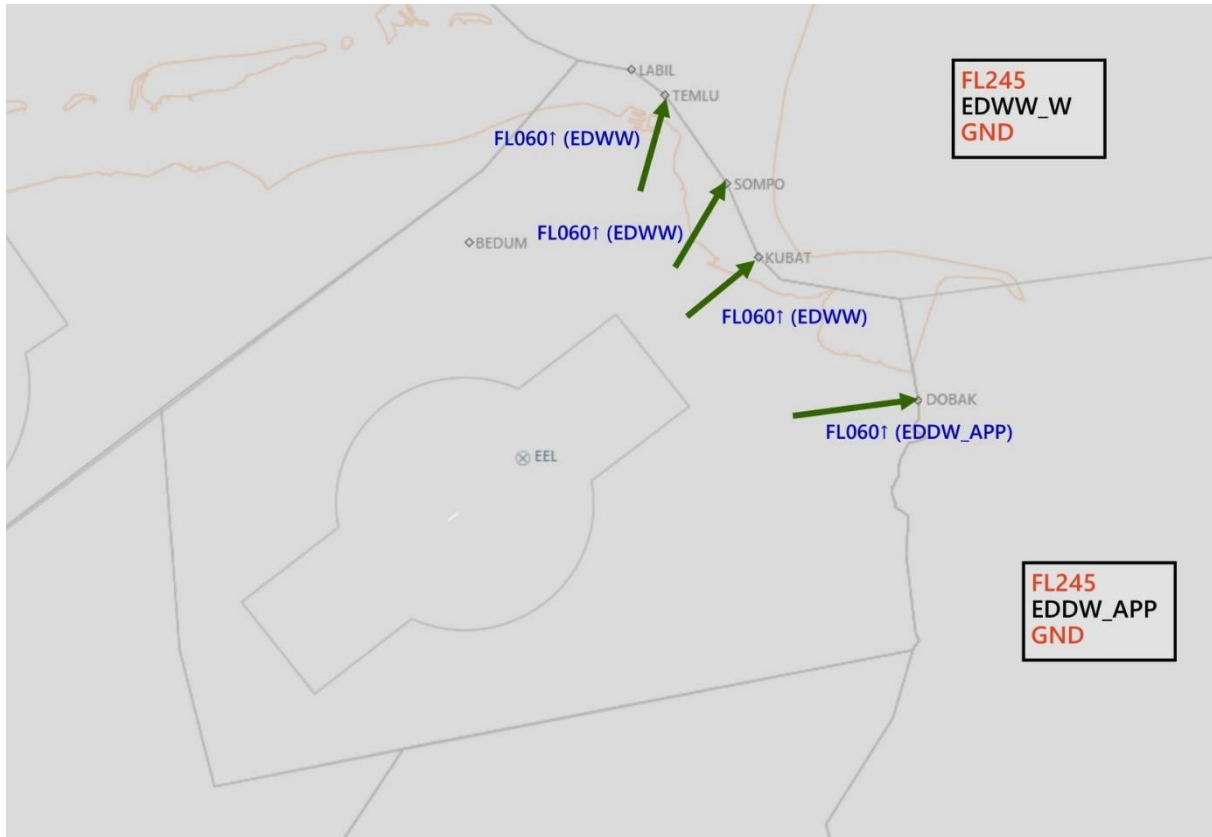
2) All traffic entering EGTT, EGTL and EGPX airspace shall be assigned a discrete squawk code before transfer of control takes place. The squawk code 1000 should NOT be used for this traffic

Amsterdam ACC sector 5 (inbound)

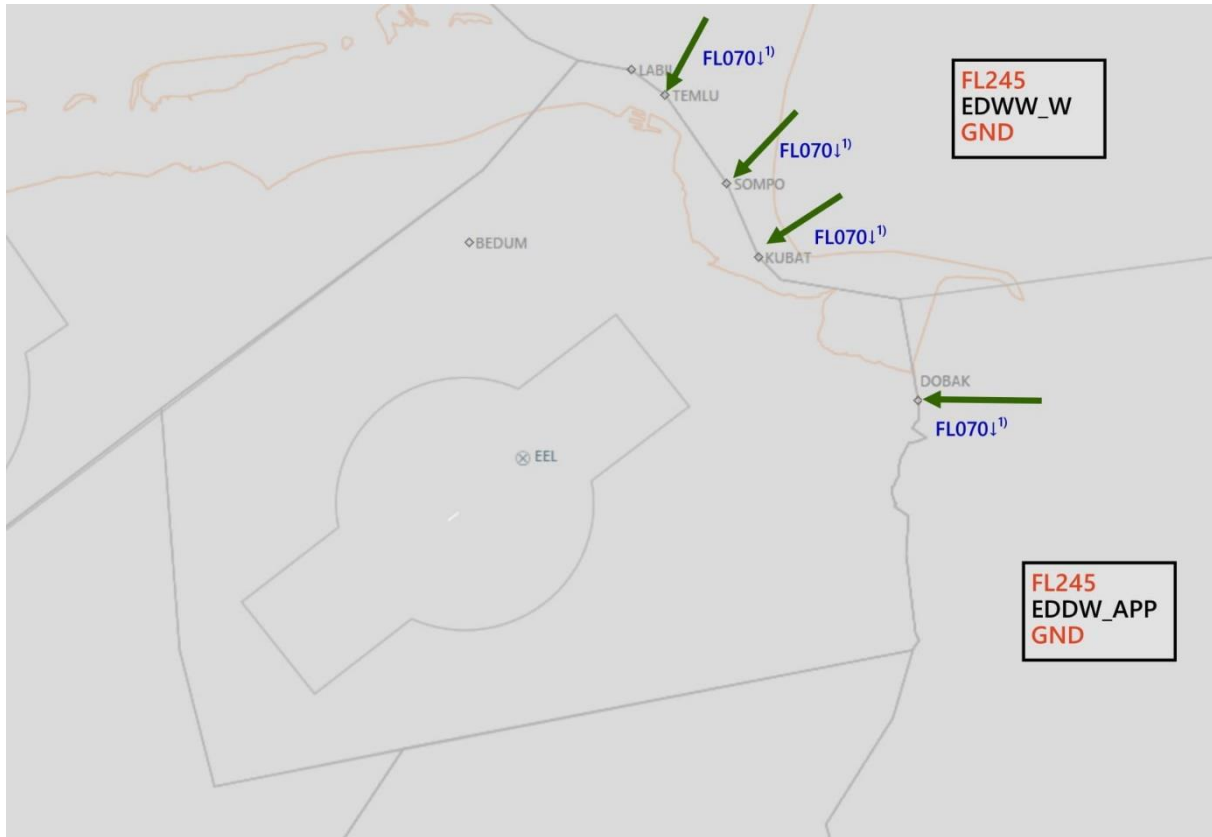


- 1) Traffic with DEST Amsterdam FIR shall be below FL245 before LAMSO
- 2) Traffic with DEST Amsterdam FIR shall be below FL245 at 10 NM north of AMGOD

Eelde TMA (outbound)

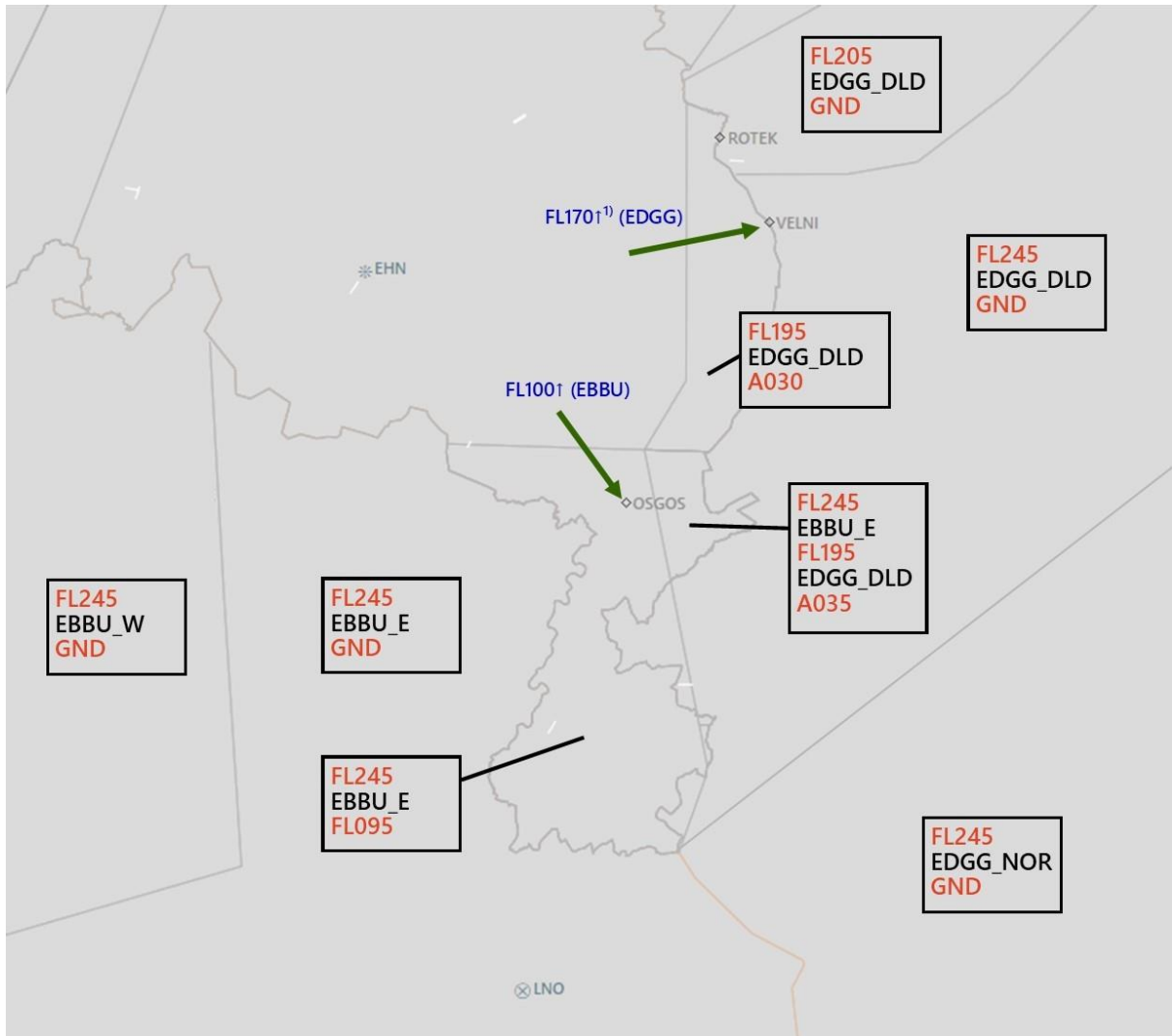


Eelde TMA (inbound)



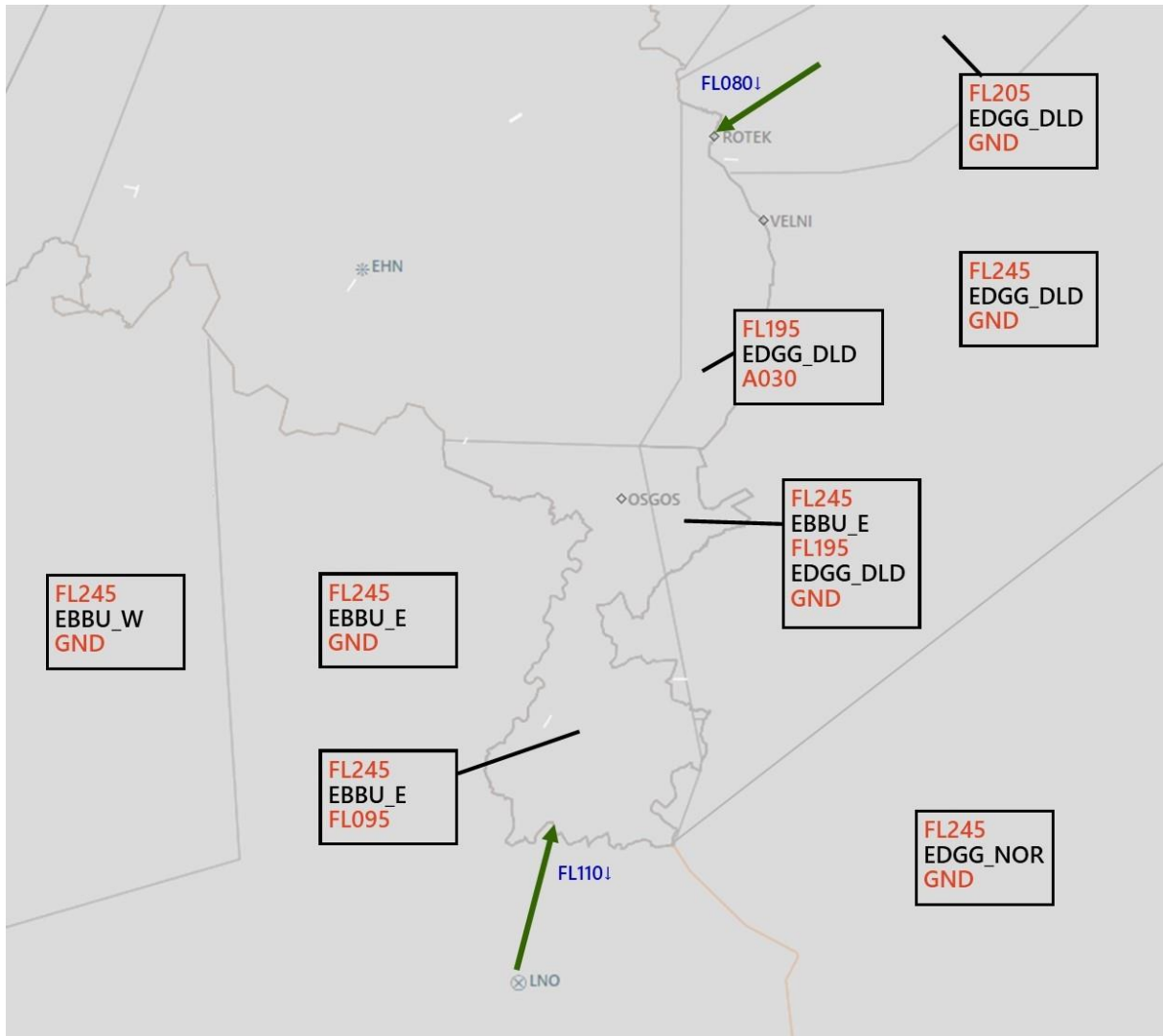
1) Transfer to EHGG_APP shall take place no later than 16 NM before COP

Nieuw Milligen TMA D (outbound)

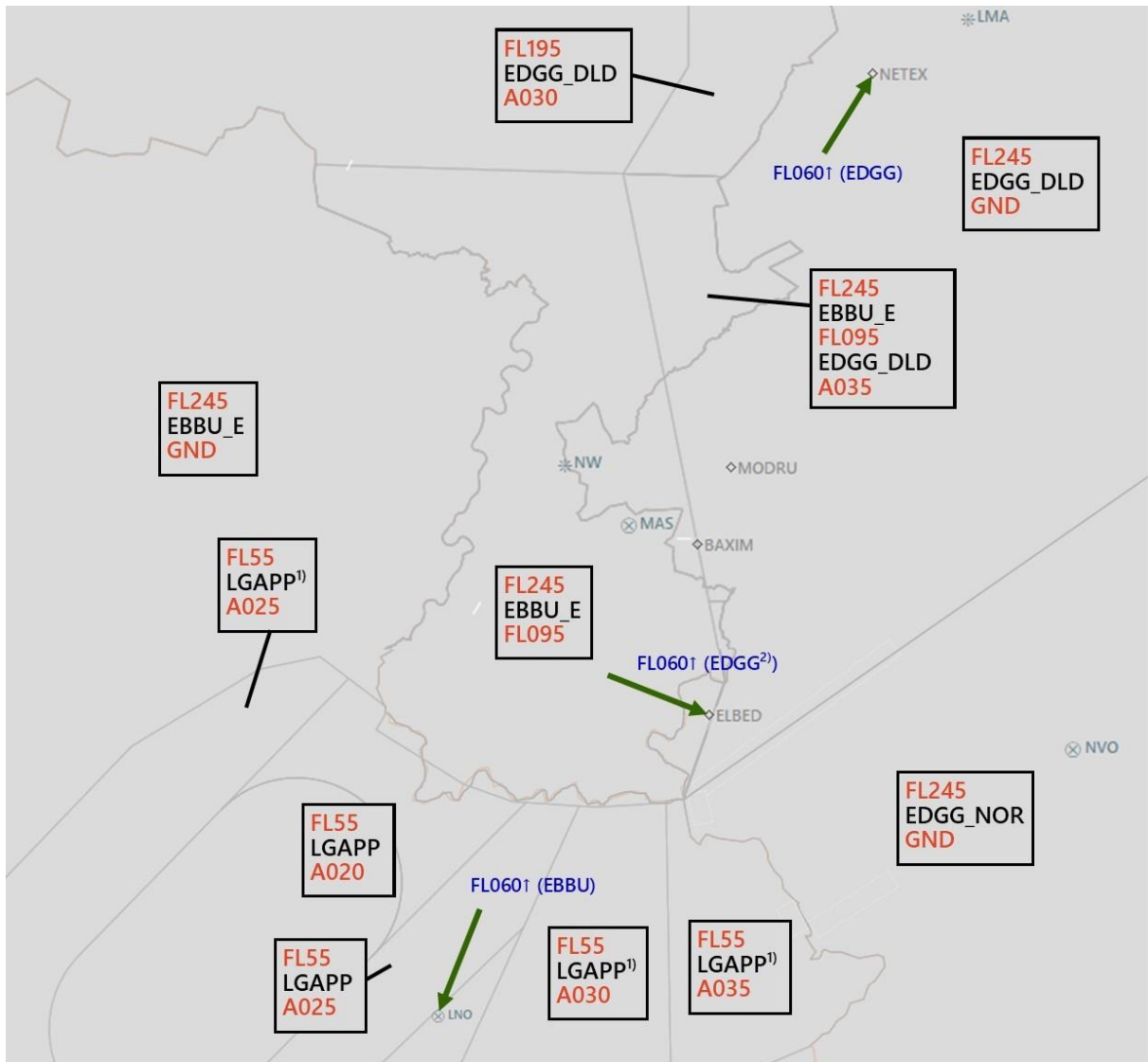


1) Coordination with Amsterdam ACC is required for clearance to FL170 and transfer to EDGG_DLD sector

Nieuw Milligen TMA D (inbound)



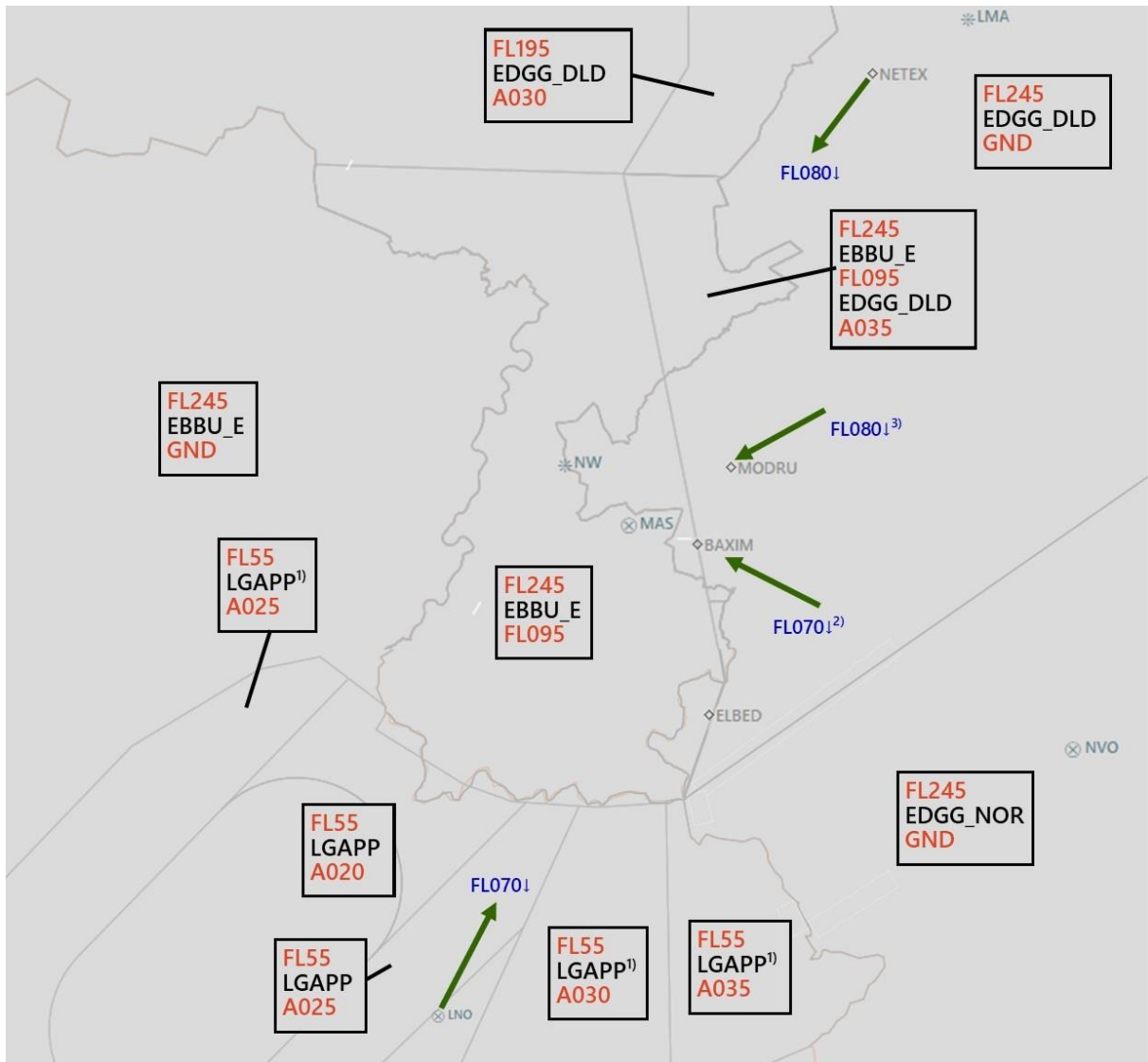
Beek TMA (outbound)



1) EBLG TMA 3-4-5 only active from 2100 UTC to 0400 UTC

2) Transfer to EDGG_NOR sector required

Beek TMA (inbound)



1) EBLG TMA 3-4-5 only active from 2100 UTC to 0400 UTC

2) Transfer shall take place no later than 10 NM before COP

3) MODRU is not available for traffic ARR EHBK except DEP EDLN. MODRU is compulsory for traffic ARR EHBK with DEP EDLN

Sector names

In the quickviews that are shown in this document, abbreviations for the sector names are used to define a particular sector. The ATC station that is responsible for that sector however differs sometimes. Therefore, a list of all sector names is created (table 1). The priority of responsibility in a specific sector is indicated by the sequence from top to down in the list.

Table 1. Sector names LoA quickview

Sector	Logon code	Channel	Callsign
EBBU_E	EBBU_E_CTR	128.200	Brussels Control
	EBBU_CTR	131.100	Brussels Control
EBBU_W	EBBU_W_CTR	131.100	Brussels Control
	EBBU_CTR	131.100	Brussels Control
EDDW_APP	EDDW_APP	124.800	Bremen Radar
	EDWW_W_CTR	123.925	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar
EDGG_DLD	EDGG_DLD_CTR	121.355	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
	EDGG_NW_CTR	133.435	Langen Radar
	EDGG_HD_CTR	127.500	Langen Radar
	EDGG_DN_CTR	125.680	Langen Radar
	EDGG_NDH_CTR	125.225	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar
EDGG_HMM	EDGG_HMM_CTR	129.300	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
	EDGG_HD_CTR	127.500	Langen Radar
	EDGG_NDH_CTR	125.225	Langen Radar
	EDGG_N_CTR	135.650	Langen Radar

EDGG_NOR	EDGG_NOR_CTR	127.365	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
	EDGG_NW_CTR	133.435	Langen Radar
	EDGG_DN_CTR	125.680	Langen Radar
	EDGG_NDH_CTR	125.225	Langen Radar
	EDWW_W_CTR	124.900	Langen Radar
EDWW_W	EDWW_W_CTR	124.900	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar
EGPX_MRY	EGPX_MRY_CTR	129.225	Scottish Control
	EGPX_CTR	124.500	Scottish Control
EGTL_RED	EGTL_RED_CTR	121.230	London Control
	EGTL_CTR	124.930	London Control
EGTT_N	EGTT_N_CTR	128.130	London Control
	EGTT_CTR	132.605	London Control
EGTT_S	EGTT_S_CTR	135.055	London Control
	EGTT_CTR	132.605	London Control
LGAPP	EBLG_APP	119.280	Liège Approach
	EBBU_E_CTR	128.200	Brussels Control
	EBBU_CTR	131.100	Brussels Control
MBKN	EDYY_BKN_CTR	132.755	Maastricht Radar
	EDYY_BRU_CTR	132.855	Maastricht Radar
	EBBU_W_CTR	131.100	Brussels Control
	EBBU_CTR	131.100	Brussels Control
MBOL	EDYY_BOL_CTR	125.980	Maastricht Radar
	EDYY_BRU_CTR	132.855	Maastricht Radar
	EBBU_E_CTR	128.200	Brussels Control

	EBBU_CTR	131.100	Brussels Control
MDD	EDYY_DD_CTR	132.085	Maastricht Radar
	EDYY_DEC_CTR	135.510	Maastricht Radar
	EHAA_SW_CTR	123.850	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar
MDJH-1	EDYY_DJH_CTR	134.705	Maastricht Radar
	EDYY_DEC_CTR	135.510	Maastricht Radar
	EHAA_NE_CTR	124.880	Amsterdam Radar
	EHAA_CTR	125.750	Amsterdam Radar
MDJH-2	EDYY_DJH_CTR	134.705	Maastricht Radar
	EDYY_DEC_CTR	135.510	Maastricht Radar
	EDWW_W_CTR	124.900	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar
MMUN	EDYY_HRM_CTR	133.215	Maastricht Radar
	EDYY_HAN_CTR	133.805	Maastricht Radar
	EDWW_W_CTR	123.925	Bremen Radar
	EDWW_CTR	125.025	Bremen Radar
MRUHR	EDYY_HRM_CTR	133.215	Maastricht Radar
	EDYY_HAN_CTR	133.805	Maastricht Radar
	EDGG_NW_CTR	133.435	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar



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