



**LETTER OF AGREEMENT  
BETWEEN SCOTTISH ACC  
AND DUTCH vACC**

**REVISION 2026/04 - EFFECTIVE 16 APRIL 2026**

# Letter of Agreement – Scottish ACC and Dutch vACC – Revision 2026/04

Effective 16 April 2026

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## DISTRIBUTION AND SCOPE

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

## 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 16 April 2026 (AIRAC 2604).

Agreed by:

- Archie Middlefell – 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
2026/04	16 April 2026	Various Scottish logon callsign and frequency changes (2.3.1); Updated GODOS Area delegation diagram (Figure 1) to reflect EGPX FIR FRA implementation
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, 2.3.3).
2023/11	02 November 2023	Frequency changes due to 8.33 kHz implementation (2.3); Change to Maastricht Eurocontrol (EUC vACC) logon callsign (2.3.3)
2023/08	10 August 2023	Change to MUAC Delta (EDYY_D) frequency (2.3.2.1); Updated deemed coordination procedures (3.2.1)
2022/12	01 December 2022	Corrected Scottish ACC airspace description (2.1.1); Updated Figure 1 GODOS Area (2.2.1.1); Removed MUAC Jever sectorisation – now in LoA between VATSIM UK and VATSIM Germany (2.3.3); Removed LONAM COP procedures (moved to MUAC Jever) and added RFT conditions (3.2.3 and 3.3.1); GODOS and TOPPA COPs now bi-directional (3.2.3.3 and 3.2.3.4); Clarified separation requirements for GODOS and TOPPA COPs (4.3.2)
2021/13	30 December 2021	Changes to sectorisation ownership order due to Eurocontrol Maastricht (EURM) position split (2.3.3); Corrected MUAC Jever ownership order and frequencies (2.3.3); 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)
2020/13	03 December 2020	First Publication

## SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Scottish ACC and Amsterdam ACC/Maastricht UAC when providing air traffic services (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 Scottish ACC

**Lateral limits:** The limits of the area of responsibility correspond to the boundaries of the Scottish and London FIR & UIRs as published in the AIP of the United Kingdom.

**Vertical limits:** Up to FL660

##### Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
London FIR	SFC-FL245	G/C
London UIR	FL245-FL660	C

#### 2.1.2 Amsterdam ACC & 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	SFC-FL55	G
Amsterdam CTA West	FL55-FL195	A
Nieuw Milligen CTA North	FL55-FL195	A
Amsterdam UTA	FL195-FL660	C

## 2.2 Areas for Cross Border Provision of ATS

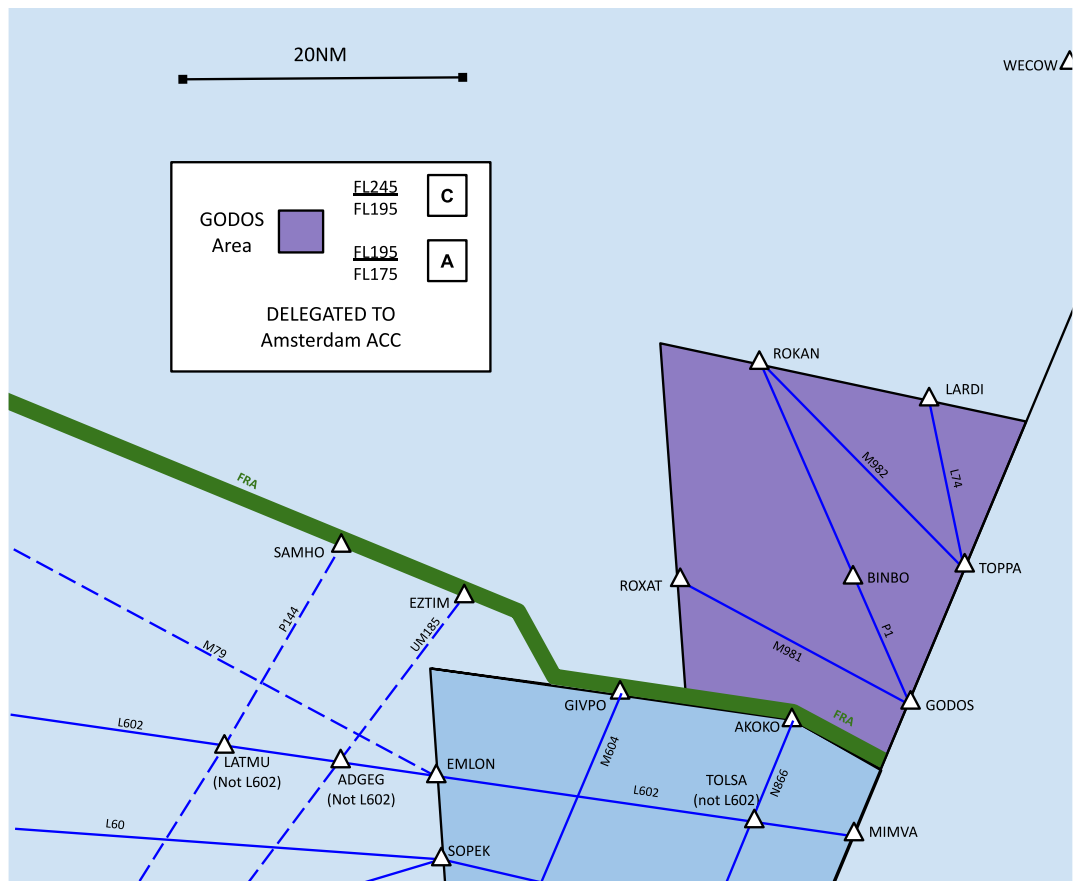
### 2.2.1 Areas for Cross Border Provisions of ATS by Amsterdam ACC

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

#### 2.2.1.1 GODOS Area

<b>Lateral Limits</b>	Within the purple area shown in Figure 1
<b>Vertical Limits</b>	FL175-FL245
<b>Airspace Classification</b>	A (FL175-FL195) / C (FL195-FL245)

Figure 1 – GODOS Area



### 2.2.2 Special Areas within the Area of Common Interest

#### 2.2.2.1 Northern North Sea Transfer of ATS

##### 2.2.2.1.1 Area V

In this part of the Scottish FIR, as shown in **UK eAIP ENR 6-44** and **AIP Netherlands ENR 6-3.1**, the Netherlands will provide ATS to all aircraft at or below FL55.

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## 2.3 Sectorisation

### 2.3.1 Scottish ACC Sectors

#### 2.3.1.1 ScAC South (Humber)

The coverage priority (left to right) for ScAC South (Humber) at the interface with Amsterdam ACC & Maastricht UAC – Delta Sector is as follows:

<b>SCO_HUM_CTR</b> 121.325 MHz	<b>SCO_S_CTR</b> 134.775 MHz	<b>SCO_E_CTR</b> 124.855 MHz	<b>SCO_CTR</b> 125.680 MHz
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#### 2.3.2 Amsterdam ACC (FL245-)

The Amsterdam (SFC-FL245) sector at the interface with Scottish ACC is:

<b>EHAA_W_CTR</b> 123.705 MHz	<b>EHAA_LOW_CTR</b> 125.750 MHz	<b>EHAA_ALL_CTR</b> 134.375 MHz	<b>EHAA_S_CTR</b> 123.850 MHz	<b>EHAA_E_CTR</b> 124.880 MHz
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#### 2.3.3 Maastricht UAC – Delta Sector (FL245+)

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

<b>EDYY_D_CTR</b> 135.960 MHz	<b>EHAA_ALL_CTR</b> 134.375 MHz
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## SECTION 3 PROCEDURES FOR CO-ORDINATION

### 3.1 General Conditions for Acceptance of Flights

- a) Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route (see also Section 3.2.2).
- b) Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of coordination.
- 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 Co-ordination 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 Amsterdam ACC and Maastricht UAC, FL250 is not available as a cruising level in the Amsterdam FIR/UTA.

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## 3.2.3 Transfer of Control and Communication

### 3.2.3.1 From Scottish ACC to Amsterdam ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
<b>L74, M982, P1</b>	LARDI/ROKAN	LARDI/ROKAN	At or before LARDI/ROKAN

### 3.2.3.2 From Amsterdam ACC to Scottish ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
<b>P1</b>	GODOS	ROKAN, or passing FL245, whichever is later	At or before ROKAN
<b>M981</b>	GODOS	ROXAT, or passing FL245, whichever is later	At or before ROXAT

### 3.2.3.3 From Scottish ACC to Maastricht UAC

Coordination Point	Transfer of Control	Transfer of Communications
<b>TOPPA</b>	TOPPA	At or before TOPPA
<b>GODOS</b>	GODOS	At or before GODOS

**Note:** Traffic is released for turn on contact, subject to known traffic, providing it remains within the confines of the transferring and receiving sectors.

### 3.2.3.4 From Maastricht UAC to Scottish ACC

Coordination Point	Transfer of Control	Transfer of Communications
<b>TOPPA</b>	TOPPA	At or before TOPPA
<b>GODOS</b>	GODOS	At or before GODOS

**Note:** Traffic is released for turn on contact, subject to known traffic, providing it remains within the confines of the transferring and receiving sectors.

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## 3.3 Special Procedures

### 3.3.1 Specific Transfer Agreements

#### 3.3.1.1 Scottish ACC and Amsterdam ACC

##### From Scottish ACC to Amsterdam ACC

From	To	DEPA	DEST	Agreement	Conditions
ScAC South (Humber)	Amsterdam West	-	EHxx (except Groningen Group and EHDL)	FL250 lvl LARDI	RFD to FL180 beyond LARDI. (See Note)
ScAC South (Humber)	Amsterdam West	-	EHxx (except Groningen Group and EHDL)	FL250 lvl ROKAN	RFD to FL180 beyond ROKAN. (See Note)

**Note:** Amsterdam is responsible for separation against traffic at/climbing to FL240 previously transferred to Scottish.

##### From Amsterdam ACC to Scottish ACC

From	To	DEPA	DEST	Agreement	Conditions
Amsterdam West	ScAC South (Humber)	EHxx (except Groningen Group and EHDL)	-	FL240 lvl ROKAN	Cross GODOS FL180+. (Notes 1 & 2)
Amsterdam West	ScAC South (Humber)	EHxx (except Groningen Group and EHDL)	-	FL240	Cross GODOS FL180+. (Notes 1 & 2)

**Note 1:** Scottish is responsible for separation against traffic at/descending to FL250 previously transferred to Amsterdam.

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

## SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

### 4.1 Transfer of Aircraft Identification

- a) Transfer of aircraft identification between Scottish 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.

### 4.2 Radar Co-ordination Procedures

#### 4.2.1 General

Transfer of radar identification and transfer of radar control between Amsterdam ACC/Maastricht UAC and Scottish 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 Scottish ACC uses the phrase “radar handover”, whereas Amsterdam ACC and Maastricht UAC use the ICAO phrase “transfer of radar control”.*

#### 4.2.3 Silent Transfer of Control (Silent Handover)

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**, they are 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 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 Scottish ACC and Maastricht UAC 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 and exemption from radar handover 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 COPs

The following COPs are to be considered the same point for the purposes of applying longitudinal separation:

- TOPPA / GODOS

#### 4.3.3 Radar Separation

The following radar separation minima are to be applied:

- Scottish ACC: 5 NM
- Amsterdam ACC: 5 NM
- Maastricht UAC: 5 NM

## 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.*