LETTER OF AGREEMENT

BETWEEN SCOTTISH ACC AND MAASTRICHT UAC - JEVER

REVISION 2026/01 - EFFECTIVE 22 JANUARY 2026

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) sets out the agreements between VATSIM Germany (Maastricht UAC – Jever) and VATSIM UK (Scottish ACC) for the provision of air traffic services.

EXCLUSION OF LIABILITY

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VALIDITY

This Letter of Agreement becomes effective 22 January 2026 (AIRAC 2601).

Agreed by:

- Archie Middlefell – VATSIM UK – Operations Director
- Hannes Altmann – VATSIM Germany – Nav Department Bremen FIR

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
2026/01	22 January 2025	Amended EDWW Bremen logon callsigns (2.3.2)
2025/03	20 March 2025	Amended frequency of Bremen EDWW_W_CTR position (2.3.2)
2024/13	26 December 2024	Removed EUC-MW position from Jever top-down order (2.3.2)
2024/12	28 November 2024	Jever sector now named Jever Low; Change to both Jever Low and High sector top-down orders; Change to vertical Jever split (increased to FL365 from FL355) (2.3.2); EHAM departures via LONAM max RFC increased to FL360 (3.3.1.1).
2024/05	16 May 2024	Agreement for EHAM departures via LONAM changed (3.3.1)
2024/02	22 February 2024	EDWW_A_CTR frequency changed to 126.325 (2.3.2). Jever sector order corrected (2.3.2).
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	Updated deemed coordination procedures (3.2.1); Separation of COPs applies for longitudinal separation, not just reduced longitudinal separation (4.3.2)
2022/12	01 December 2022	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 Maastricht UAC – Jever (herein MUAC Jever) 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 UIR	FL245-FL660	C

2.1.2 Maastricht UAC – Jever

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: FL245-FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Amsterdam UTA	FL245-FL660	C

2.2 Areas for Cross Border Provision of ATS

2.2.1 Areas for Cross Border Provisions of ATS by Scottish ACC

None.

2.2.2 Areas for Cross Border Provisions of ATS by Maastricht UAC – Jever

None.

2.2.3 Special Areas within the Area of Common Interest

None.

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 MUAC Jever is as follows:

SCO_H_CTR 129.925 MHz	**SCO_S_CTR** 134.775 MHz	**SCO_E_CTR** 121.325 MHz	**SCO_CTR** 135.530

2.3.2 MUAC Jever Sectors

Jever Low (FL245-FL365)

The coverage priority (left to right) for Jever sector (FL245-FL365) at the interface with Scottish ACC is as follows:

EDYY_JL_CTR 136.465 MHz	**EDYY_JH_CTR** 129.735 MHz	**EDYY_HH_CTR** 132.780 MHz	**Common Jever top-down order**

Jever High (FL365-FL660)

The coverage priority (left to right) for Jever High sector (FL365-FL660) at the interface with Scottish ACC is as follows:

EDYY_JH_CTR 129.735 MHz	**EDYY_HH_CTR** 132.780 MHz	**EDYY_JL_CTR** 136.465 MHz	**Common Jever top-down order**

Common Jever top-down order

The following top-down order is common to both Jever sectors:

EDYY_BB_CTR 129.840 MHz	**EDWW_EID_CTR** 124.075 MHz	**EDWW_ALR_CTR** 126.325 MHz	**EDWW_W_CTR** 127.675 MHz	**EDWW_CTR** 133.725 MHz

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 co-ordination.
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, Co-ordination 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 by the AoR boundary indicated on the flight plan 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.

3.2.3 Transfer of Control and Communication

3.2.3.1 From Scottish ACC to MUAC Jever

Coordination Point	Transfer of Control	Transfer of Communications
RENEQ	RENEQ (See *Note*)	At or before RENEQ
LONAM	LONAM (See *Note*)	At or before LONAM

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

3.2.3.2 From MUAC Jever to Scottish ACC

Coordination Point	Transfer of Control	Transfer of Communications
RENEQ	RENEQ (*Note 1*)	At or before RENEQ
LONAM	LONAM (*Notes 1 & 2*)	At or before LONAM

Note 1: *Traffic is released for turn on contact, subject to known traffic, providing it remains within the confines of the transferring and receiving sectors.*

Note 2: *Traffic via LONAM is released for descent to FL320 within 20 NM of the common boundary, subject to known traffic.*

3.3 Special Procedures

3.3.1 Specific Transfer Agreements

3.3.1.1 From MUAC Jever to Scottish ACC

From	To	DEPA	Agreement	Conditions
Jever Sector	ScAC South (Humber)	EHAM	Climbing FL320	Via LONAM. (See *Note*)

Note: *Traffic is released for climb to FL360 and released for turn, subject to known traffic (as per Section 3.2.3.2 Note 1 above).*

SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between Scottish ACC and 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 MUAC Jever 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 Maastricht UAC uses 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*).
- For **converging** traffic via RENEQ and LONAM at the same level, at the point of transfer the aircraft have at least 10 NM planned lateral separation for a minimum of 20 NM beyond the common boundary.
- 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 ScAC South and MUAC Jever 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:

- RENEQ / LONAM

Controllers should note the special procedure for traffic via these COPs to enable silent transfer of control in Section 4.2.3 above.

4.3.3 Radar Separation

The following radar separation minima are to be applied:

- Scottish 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.*