

to	Distribution list	LoA 23			
from	H. Leive, CC/FB-N	phone	0421 5372 144	date DRF until	25.08.2011 06.10.2011

Amendment of the LoA between Bremen ACC and DutchMil wef 25.08.2011

1. Essentials

Subdivision of Sector Eider into Eider West (EIDW) and Eider East (EIDE)

2. List of Changes

Date	Parts	Page(s)	add, replace, delete
25.08.2011	amendment LoA	all	replace

A.Brandt
Chief of Support

Jürgen Homburg
Chief of Section

Sector families affected:												
	North A*	North B*	East A*	East B*	South*	FDS	FIS	FMP	DA	SV CC	SV FDS	office
mandatory	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
* only applicable to sector(s): EIDW, FRI, EMS,												
This LoA is valid for:												
	North A*	North B*	East A*	East B*	South*	FDS	FIS	FMP	DA	SV CC	SV FDS	office
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* only applicable to sector(s): EIDW, FRI, EMS												

Distribution list: 1 – 5, 7

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LETTER OF AGREEMENT

between

Support Operations Branch RNLAF

**DFS Deutsche Flugsicherung GmbH
Control Centre Bremen**

and

MilATCC Nieuw Milligen

Bremen ACC

Effective: 06/07/2006

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement (LoA) is to define Co-ordination procedures for IFR traffic crossing the Amsterdam/Bremen FIR boundary outside ATS routes, below FL 245.

These procedures are supplementary to those specified in ICAO and National documents.

1.2 Operational Status.

MilATCC Nieuw Milligen and Bremen ACC shall keep each other advised of any changes in the operational status of their facilities and navigational aids which may affect the procedures specified in this Letter of Agreement.

1.3 Definitions for General Air Traffic and Operational Air Traffic.

1.3.1 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.

1.3.2 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.

2 Areas of Responsibility and Delegation of the Responsibility for the Provision of Air Traffic Services.

2.1 Areas of Responsibility.

ICAO airspace classification along the common boundary of the areas of responsibility of MilATCC Nieuw Milligen and Bremen ACC is described in Annex B to this Letter of Agreement.

The lateral and vertical limits of the respective areas of responsibility are as follows:

2.1.1 MilATCC Nieuw Milligen.

Lateral limits: Amsterdam FIR boundary as described in the Aeronautical Information Publication of the Netherlands

Vertical limits: GND to unlimited.

MilATCC NM is responsible for the provision of ATS to OAT, and dependable on the airspace structure, GAT.

2.1.2 Bremen ACC.

Lateral limits: Bremen FIR boundary as described in the Aeronautical Information Publication of the Federal Republic of Germany

Vertical limits: GND to FL 245.

Bremen ACC is responsible for the provision of ATS to OAT and GAT.

2.1.3 Common videomap - see Appendix 1.

In order to safeguard the control and Co-ordination of IFR traffic along the common FIR boundary, the ATS Units concerned have agreed upon a common line indicating the FIR boundary shown on the videomaps. For Search and Rescue Service the national borders will be considered as common FIR boundary.

2.2 Delegation of the Responsibility for the Provision of ATS.

2.2.1 Bremen ACC to MilATCC Nieuw Milligen.

Within the Bremen FIR the provision of Air Traffic Control Service, Flight Information Service and Alerting Service in accordance with the airspace classification has been delegated to MilATCC Nieuw Milligen within the following area:

2.2.1.1 Twenthe Area - see Appendix 2.

Lateral limits: that part of the EDWW FIR west of the line joining the Co-ordinates:
52°39'25"N - 007°03' 30"E and 52°23'50"N - 007°03'40"E.

Vertical limits: 2500ft AGL – FL 245

Airspace classification: between 2500 feet up to FL 100 classification E,
FL 100 and above classification C.

Note: At night, separation shall be provided between VFR-flights and IFR-flights in airspace of classification E.

2.2.2 Other Areas.

Delegation of ATS to/from other Co-ordinating air traffic services units along the common boundary of the areas of responsibility of MilATCC Nieuw Milligen and Bremen ACC are described in Annex B to this Letter of Agreement.

2.2.3 Alerting Service

The ATS Unit responsible for the provision of ATS, by virtue of delegation, shall provide alerting service, shall co-ordinate with the appropriate rescue co-ordination Centre as required and shall notify immediately the Supervisor of the delegating ATS Unit.

3 Procedures.

3.1 The procedures to be applied by MilATCC Nieuw Milligen and Bremen ACC are detailed in the Annexes to this Letter of Agreement:

Annex A: Definitions and Abbreviations.
Annex B: Area of Common Interest.
Annex C: Exchange of Flight Data.
Annex D: Procedures for Co-ordination.
Annex E: Transfer of Control and Transfer of Communication.
Annex F: Radar Based Co-ordination Procedures.
Annex G: FallBack procedures MilATCC Nieuw Milligen.

3.2 These procedures shall be promulgated to the operational staff of the ATS-units concerned.

4 Revisions and Deviations.

4.1 Revision of the Letter of Agreement.

The revisions of the present Letter of Agreement, excluding Annexes, require the mutual consent of the signatory authorities.

4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual consent of the authorities designated by the respective signatory approving authorities.

4.3 Temporary Deviations.

When necessary, the Watch Supervisors of the ATS-units concerned may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

4.4 Incidental Deviations.

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure safety and efficiency of air traffic.

5 Cancellation

- 5.1 Cancellation of the present Letter of Agreement by mutual agreement of the respective Approving Authorities may take place at any time.
- 5.2 Cancellation of this Letter of Agreement by either Approving Authority is possible at any time, provided that the cancelling party declares its intention to cancel the Letter of Agreement with a minimum prenotification time of 6 months before the date the cancellation is to take effect.

6 Interpretation and Settlement of Disputes.

- 6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement, or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to both of them.
- 6.2 Should no agreement be reached, each of the parties shall refer to a higher level of its national aviation administration, to which the dispute shall be submitted for settlement.

7 Validity.

This LoA becomes effective 6 July 2006 and supersedes the Letter of Agreement between MilATCC Nieuw Milligen and DFS Deutsche Flugsicherung GmbH Region Nord Bremen ACC/Lippe UAC dated 24 January 2002.

The Hague, date

Langen, date

Col M. Moerland
Head of Mission Support
Royal Netherlands Air Force

A. Mevenkamp
DFS Deutsche
Flugsicherung GmbH
Head of Airspace
Management, Navigations
and Procedures

Nieuw Milligen, date

Bremen, date

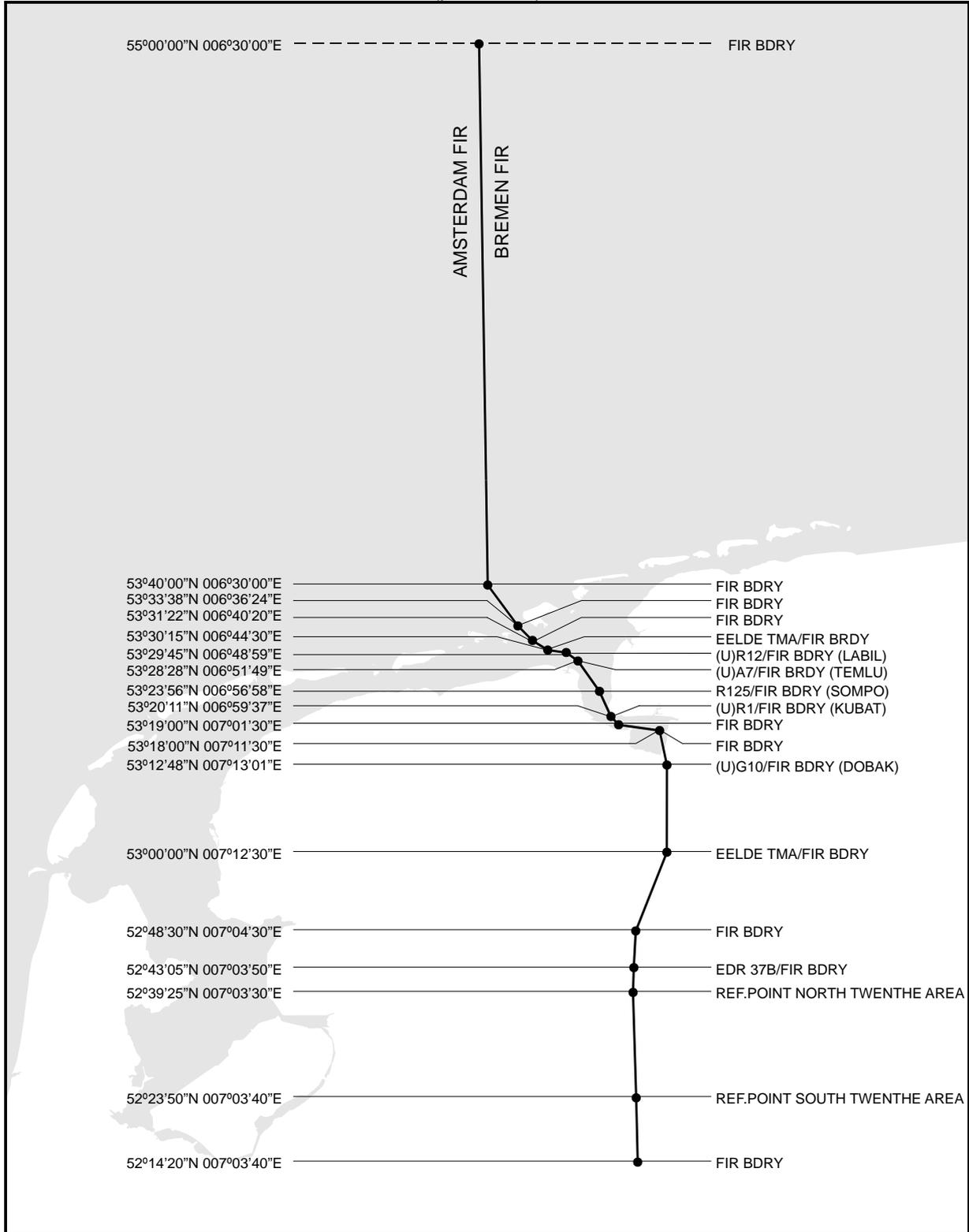
Lt-Col N. Lokman
C-MilATCC Nieuw Milligen
AOCS Nieuw Milligen

W. Spier
Head of Operations
DFS Deutsche
Flugsicherung GmbH
Control Centre Bremen

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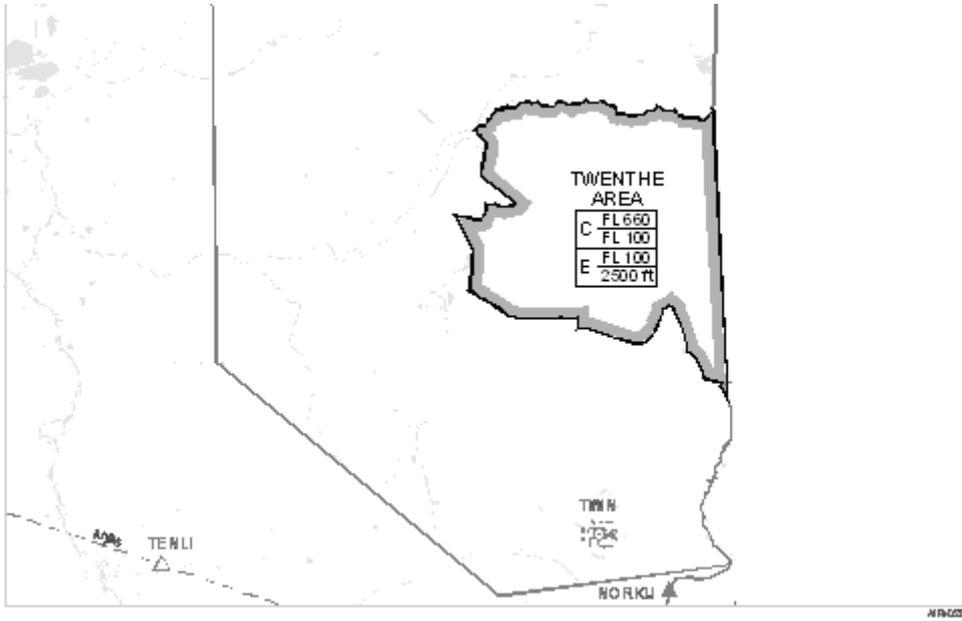
Appendix 1

COMMON VIDEOMAP (para 2.1.3)



Appendix 2
(para 2.2.1.1)

TWENTHE AREA



Annex A.

Definitions and Abbreviations.

Effective: 06/07/2006

Revised: 15/03/2007

A.1 Definitions.

A.1.1 Area of Responsibility.

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

A.1.2 Area of Common Interest.

A volume of airspace as agreed between ATS Units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic Co-ordination procedures

A.1.3 Approval Request.

Request from an ATS-unit to the ATS-unit concerned for an approval of:

- an aircraft not yet airborne, whenever the flying time to the transfer of control point is less than the agreed minimum prenotification time, or
- an aircraft in flight intending to operate under other conditions than those described in mutually agreed procedures.

A.1.4 Expedite Clearance.

An urgent clearance request from an ATS-unit to the ATS-unit concerned for an aircraft in flight whenever the flying time to the transfer of control point is less than the agreed minimum prenotification time.

A.1.5 Division Level (DL).

The level dividing two super-imposed areas of responsibility for the provision of ATS.

A.1.6 Release.

The transferring unit remains responsible for separation within its AoR unless otherwise agreed.

A.1.6.1 Release for Climb.

An authorisation for the accepting unit to climb (a) specific aircraft before the transfer of control.

A.1.6.2 Release for Descent.

An authorisation for the accepting unit to descend (a) specific aircraft before the transfer of control.

A.1.6.3 Release for Turn.

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.

A.2 **Abbreviations.**

Abbreviations marked with an * are non-ICAO abbreviations.

ACI*	Area of Common Interest	kHz	Kilohertz
AGL	Above Ground Level		
AMSL	Above Mean Sea Level	LoA*	Letter of Agreement
AoR*	Area of Responsibility		
ASR	Airfield Surveillance Radar	MSL	Mean Sea Level
ATC	Air Traffic Control		
ATS	Air Traffic Services	NLFS GE*	Night Low Flying System Germany
		NOTAM	Notice To Airmen
COP	Co-ordination Point		
CTA	Control Area	OAT*	Operational Air Traffic
CTR	Control Zone	ORCAM	Originating Region Code Assignment Method
DL	Division Level		
		RTF	Radio Telephony
ETO	Estimated Time Over significant point	SSR	Secondary Surveillance Radar
FIR	Flight Information Region	TMA	Terminal control Area
		TRADIS	Traffic Display System
GAT*	General Air Traffic		
ICAO	International Civil Aviation Organisation	UAC	Upper Area Control centre
ICF	Initial Contact Frequency	UTA	Upper control Area
IFR	Instrumental Flight Rules	VFR	Visual Flight Rules

Annex B.

Area of Common Interest.

Effective: 06/07/2006

Revised: 25.08.2011

B.1 Airspace Structure and Classification within the Area of Common Interest.

The airspace classification within the ACI is described below and shown in Appendix 1 of Annex B.

B.1.1 Amsterdam FIR.

Area	Vertical limits	Airspace classification
Amsterdam UTA	FL 195 - FL 660	C
Nieuw Milligen CTA North	FL 055 - FL 195	A
Nieuw Milligen TMA A and C	FL 065 - FL 195 1500ft AMSL - FL 065	B ₁ E ₁
Amsterdam CTA East 1	FL 065 - FL 195	A
Amsterdam CTA East 2	FL 095 – FL 195	A
Eelde TMA	1500ft AMSL - FL 065 FL 065 - FL 085 ²	E A
FIR	below CTA North, TMA's and outside CTR's	G
TRA10	FL095 – FL195 FL195 – FL285	B C
TRA10A	FL285 – FL660	C

Note: 1) From FRI 1700 to SUN 2400 LT and during legal holidays (see AIP Netherlands), classified E up to and including FL 095.

2) Within the Amsterdam CTA East the provision of ATS has been delegated during operational hours of Eelde ATC from Amsterdam ACC to Eelde ATC.

B.1.2 Bremen FIR

Area	Vertical limits	Airspace Classification
Bremen FIR between 55°00'00"N and 52°24'02"N	up to 2500 ft GND	G
	2500 ft GND – FL100	E
	FL100 – FL245	C
Bremen FIR between 52°24'02" N and 52°14'15" N	GND - 3000 ft MSL	E
	3000 ft MSL – FL100	C
	FL100 – FL245	

B.2 Sectorisation.

The sectorisation within the ACI is shown in Appendix 2 of Annex B.

B.3 Special areas within the Area of Common Interest.

B.3.1 Delegations of the Responsibility for the Provision of ATS to/from other ATS Units within the ACI.

Not applicable.

B.4 Co-ordination Points (COP's) see Appendix 3 of Annex B.

B.4.1 Published COP's.

XIND	54°12'00"N - 006°30'00"E	MCS	52°29'00"N - 007°03'00"E
MC4	53°34'00"N - 006°36'30"E	TWN	52°16'08"N - 006°52'37"E
MC5	52°35'30"N - 007°03'33"E	HH5E	52°52'28"N - 007°07'05"E

B.4.2 Non-published COP's.

XYKE	53°54'00"N - 006°30'00"E	XMCT	52°18'00"N - 007°01'00"E
JULI	52°56'00"N - 007°11'00"E		

B.5 Emden Block Clearance Area- see Appendix 4 of Annex B.

B.5.1 General.

B.5.1.1 In order to allow IFR approaches to Emden RWY 07, Eelde TWR / APP and Bremen ACC introduce the Emden Block Clearance Area (EBCA).

B.5.1.2 During closure of Eelde TWR/APP, ATS is delegated to MilATCC Nieuw Milligen.

B.5.2 Emden Block Clearance Area.

B.5.2.1 Within the Amsterdam FIR the responsibility for the provision of ATS in accordance with the airspace classification may be delegated temporarily from Eelde TWR/APP to Bremen ACC within the Emden Block Clearance Area (map see page 2).

B.5.2.2 Lateral Limits: That part of the Amsterdam FIR enclosed by the FIR boundary and a line linking the following co-ordinates:
53°28'28"N 006°51'49"E 53°23'56"N 006°56'58"E 53°20'11"N 006°59'37"E
53°19'00"N 007°01'30"E 53°18'00"N 007°11'30"E 53°16'45"N 007°04'38"E
53°16'18"N 006°58'19"E 53°16'58"N 006°55'03"E 53°18'50"N 006°52'29"E;
53°28'28"N 006°51'49"E;

Vertical Limits: 1500 ft AMSL – 2500 ft AMSL

Airspace Classification: E

B.5.3 Co-ordination procedures.

B.3.1 During opening hours of Eelde TWR/APP, Bremen ACC requests to activate and deactivates the EBCA. Outside opening hours the request is done with MilATCC Nieuw Milligen.

B.5.4 Delegated ATS services.

B.5.4.1 The provision of ATS in respect to the EBCA means the following services:
Air traffic control service (ATC), Flight information service for controlled flights, Alerting service (ALRS).

B.5.5 Alerting Service within the EBCA.

B.5.5.1 Bremen ACC shall provide alerting service and shall notify immediately the supervisor of the delegating ATS unit. The supervisor of the delegating ATS unit shall notify the appropriate rescue co-ordination centre.

B.6 TRA10 / TRA10A (see Appendix 5 of Annex B)

B.6.1 TRA 10

Lateral Limits: 534000N0063000E; 533000N0053400E; 532630N0051030E;
32620N0050940E; 532300N0045400E against the clock with a radius of 8
NM, with centrepoint 531500N0045700E to 531500N0044338E;
531500N0043657E; against the clock with a radius of 12 NM, with centrepoint
531500N0045700E to 531106N0043803E; 530917N0044028E;
530610N0043056E; 530500N0042100E; 524820N0042100E;
524525N0042803E; 524330N0043340E; 524803N 0051711E;
532437N0063630E; 533015N0064430E; along the Dutch – German border to
534000N0063000E;

Vertical limits: FL095 – FL285

Airspace Classification: FL095 – FL195 B
FL195 – FL285 C

Monday until Thursday from 06.00 till 21.00 Hrs (UTC) Friday from 06.00 till 17.00 Hrs (UTC)
Activation according Airspace Users Plan (AUP).

B.6.2 TRA 10A

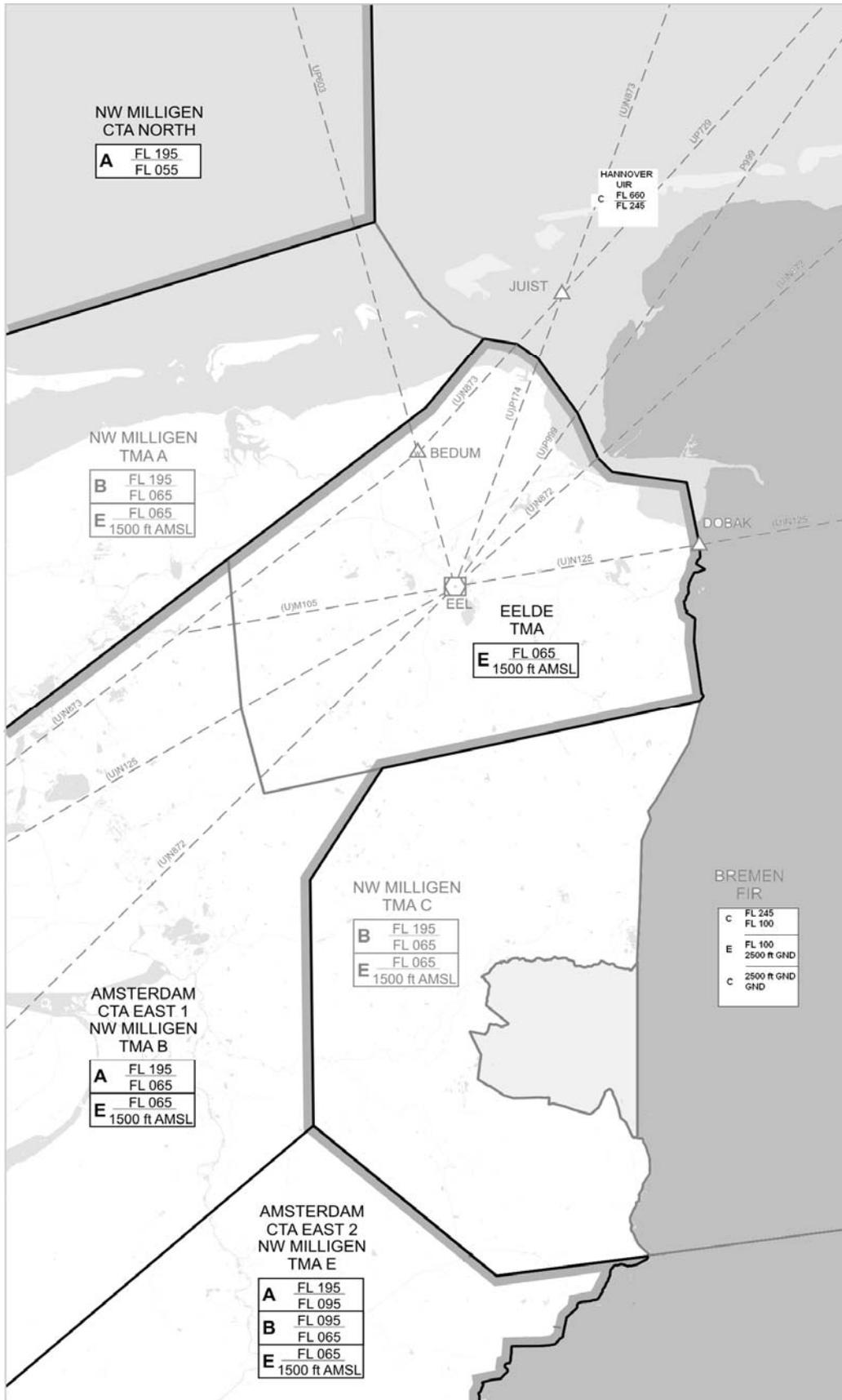
Lateral Limits: 534000N0063000E; 533000N0053400E; 532630N0051030E;
32620N0050940E; 532300N0045400E against the clock with a radius of 8
NM, with centrepoint 531500N0045700E to 531500N0044338E;
531500N0043657E; against the clock with a radius of 12 NM, with centrepoint
531500N0045700E to 531106N0043803E; 530917N0044028E;
530610N0043056E; 530500N0042100E; 524820N0042100E;
524525N0042803E; 524330N0043340E; 524803N 0051711E;
532437N0063630E; 533015N0064430E; along the Dutch – German border to
534000N0063000E;

Vertical limits: FL285 – FL660

Airspace Classification: C

Monday until Thursday from 06.00 till 21.00 Hrs (UTC) Friday from 06.00 till 17.00 Hrs (UTC)
Activation according publication in Airspace Use Plans.

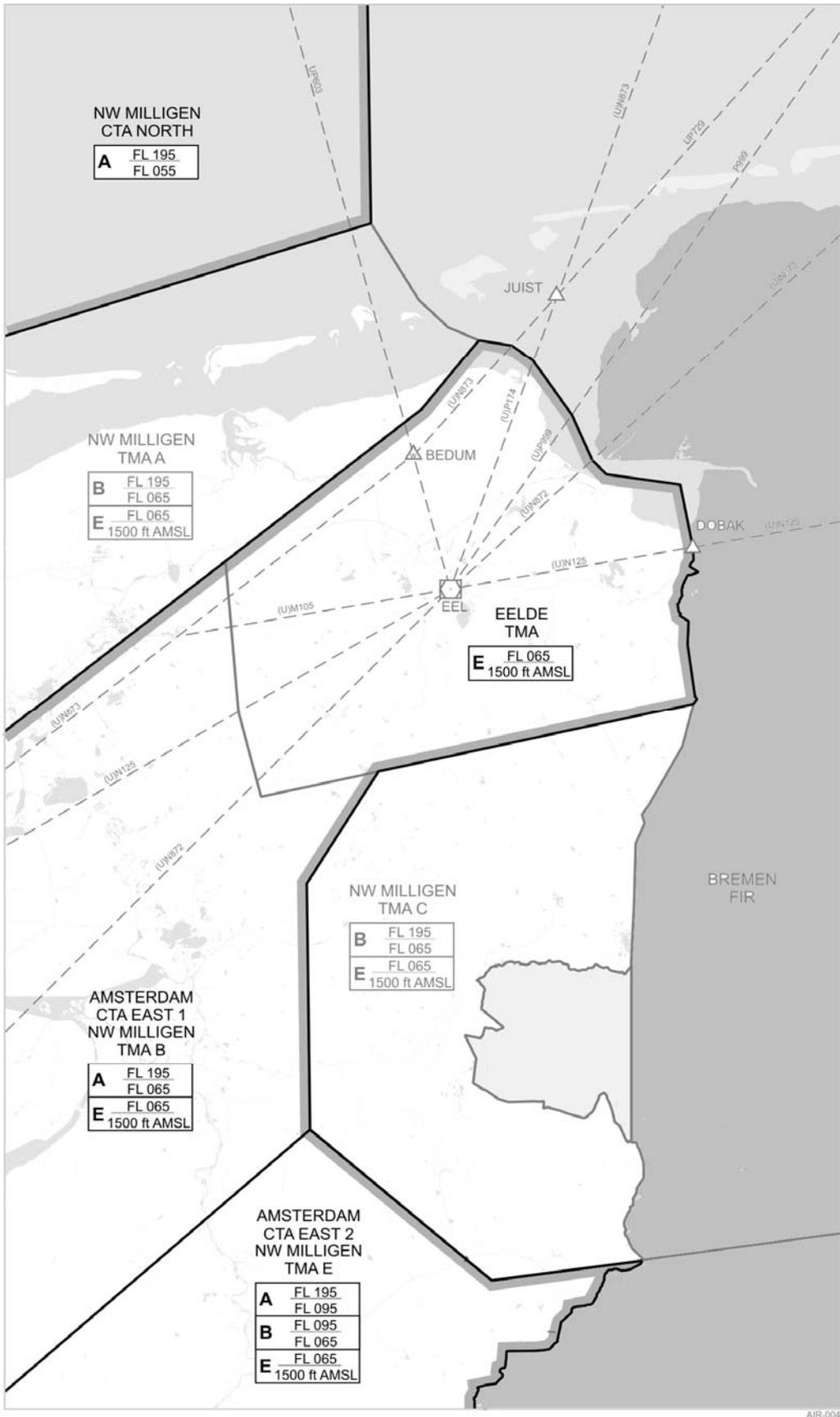
Appendix 1 of Annex B
 (para B1)
 Airspace classification



AIR-004

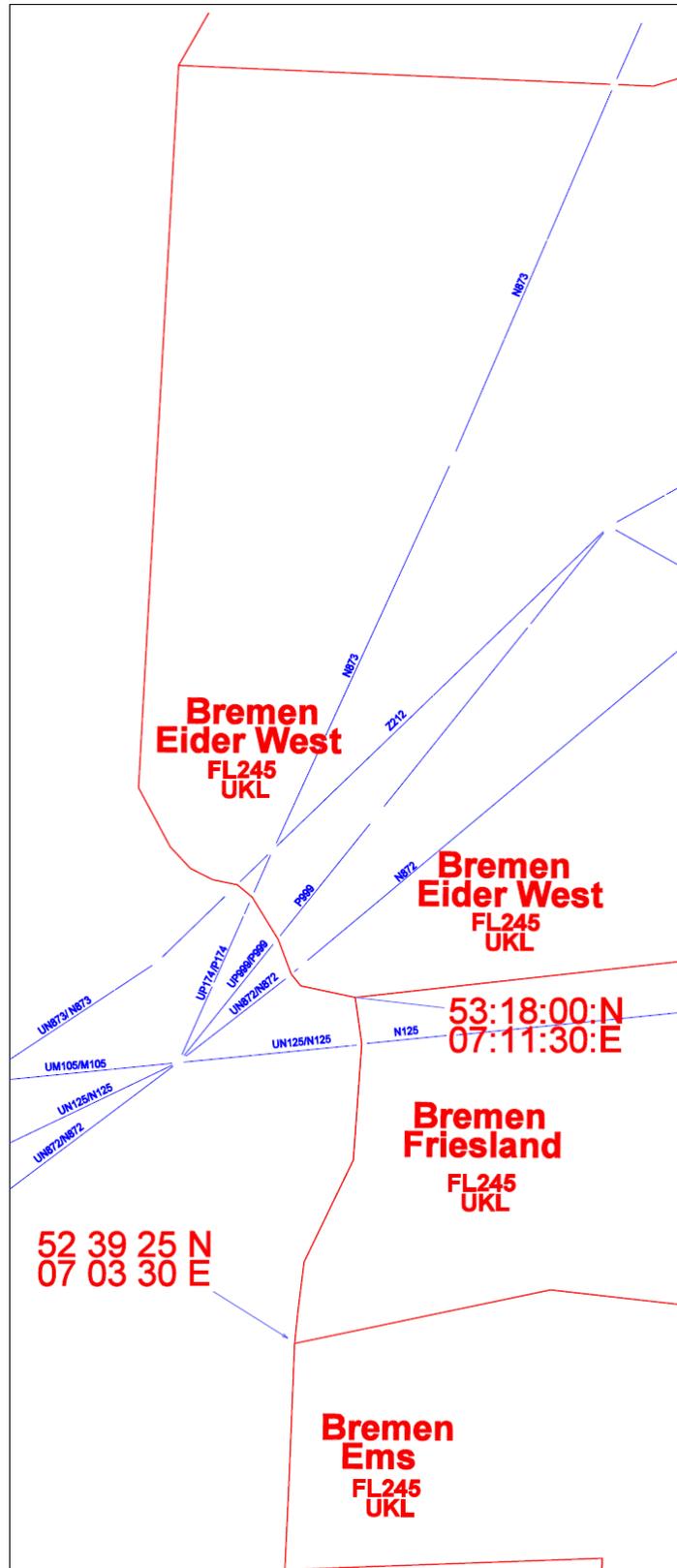
Appendix 2a of Annex B
(para B.2)

Sectorisation MilATCC Nieuw Milligen



AIR-004

Appendix 2b of Annex B
 (para B.2)
Sectorisation Bremen ACC

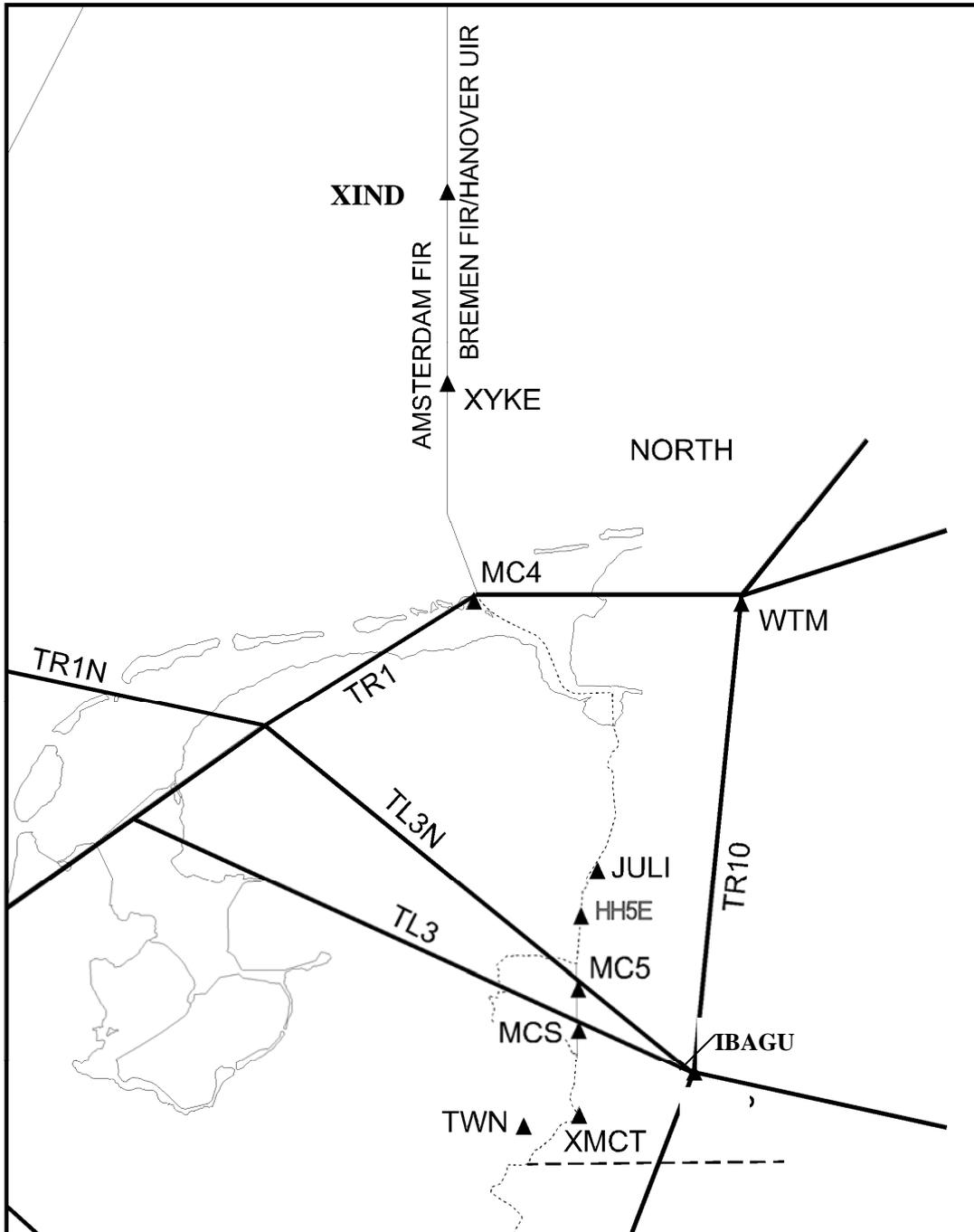


UKL = Untergrenze kontrollierter Luftraum (lower limit of controlled airspace)

Appendix 3 of Annex B

(para B.4)

Co-ordination points (COP's)

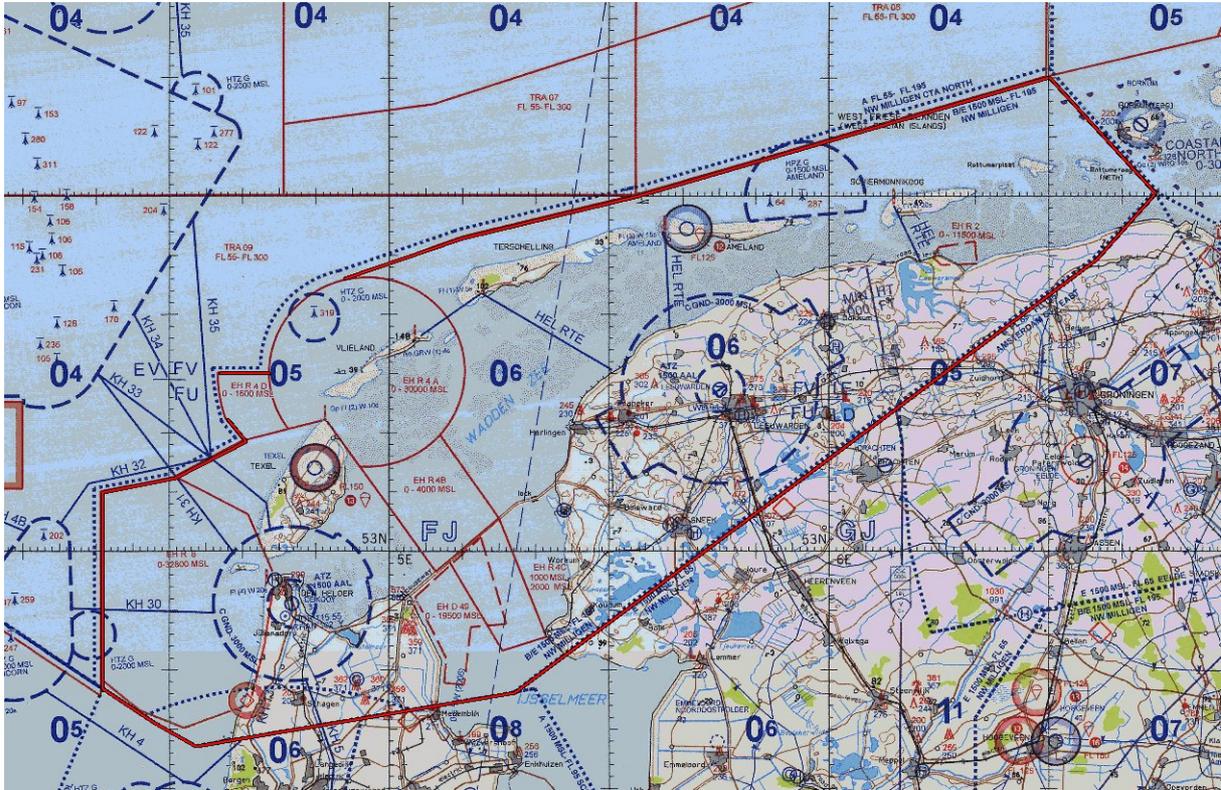


Appendix 4 of Annex B
(para B.5)

Emden Block Clearance Area.



Appendix 5
TRA10 / TRA10A
Para B.6.1 / B.6.2



Annex C.

Exchange of Flight Data.

Effective: 06/07/2006

Revised: 25/08/2011

C.1 General.

C.1.1 Basic Flight Plans.

Basic flight plan data should normally be available at the ATS Units.

C.1.2 Current flight plan data.

Messages, including current flight plan data, shall be forwarded by the transferring ATS Unit to the accepting ATS Unit by telephone to the appropriate sector/position.

C.1.2.1 Verbal Estimates.

A verbal estimate from MilATCC Nieuw Milligen to Bremen ACC and vice versa shall be passed to the appropriate sector/position at the accepting ATS Unit at least 10 minutes prior ETO COP. The estimate shall not be passed earlier than 30 minutes prior ETO COP. The estimate shall contain;

a. Callsign.

Note: To indicate that the flight plan is available, the accepting ATS Unit should state aircraft type and destination after having received the callsign.

b. SSR code.

c. ETO for the appropriate COP as laid down in Annex D to this LoA.

d. Cleared flight level, specifying climb or descent conditions if applicable, at the transfer of control point.

Requested flightlevel if different from cleared flight level.

e. Other information, if applicable.

C.1.3 Non-availability of Basic Flight Plan Data.

If the accepting ATS Unit does not have basic flight plan data available, additional information may be requested from the transferring ATS Unit to supplement verbal estimates.

C.1.4 Revisions.

Any significant revisions to the flight data are to be transmitted to the accepting ATS Unit.

Time differences of 5 min. from MilATCC Nieuw Milligen to Bremen ACC and vice versa or more are to be exchanged.

Changes of Co-ordinated flight levels within 5 min. from MilATCC Nieuw Milligen to Bremen ACC and vice versa of the ETO for the transfer of control point are subject to an Approval Request.

C.1.5 Expedite Clearance and Approval Requests.

- C.1.5.1 Whenever the minimum time for verbal estimates cannot be met, an Expedite Clearance Request or an Approval Request, as appropriate, shall be initiated.
- C.1.5.2 If no FRQ is received an expedite clearance or radar transfer, as appropriate, has to be initiated at the latest 15 NM prior to the transfer of control point

C.2 Means of Communication and their Use.

C.2.1 Equipment.

One direct telephone line is available between MilATCC Nieuw Milligen and Bremen ACC.

C.2.2 Telephone Co-ordination.

All telephone communications should be terminated with the initials of both parties concerned.

Exchange of flight plan data, estimates and control messages by telephone shall be carried out in accordance with the tables below:

C.2.2.1 From MilATCC Nieuw Milligen to Bremen ACC:

Receiving Sector / COPs	Message	Position	Extension
Sector Eider West XIND, XYKE, MC4.	Flight plan data and estimates	Assistant 2	342123
	Control messages, expedite clearances, approval requests and revisions	Planner	342031
	Radar co-ordination	Executive	342021
Sector Friesland JULI	Flight plan data and estimates	Assistant 2	342123
	Control messages, expedite clearances, approval requests and revisions	Planner	342033
	Radar co-ordination	Executive	342023
Sector Ems MC5, MCS, XMCT, TWN.	Flight plan data and estimates	Assistant 3	342164
	Control messages, expedite, clearances, approval requests and revisions	Planner	342071
	Radar co-ordination	Executive	342061
Sector Friesland ¹ HH5E	Flight plan data and estimates	Assistant 2	342123
	Control messages, expedite, clearances, approval requests, revisions and Radar co-ordination	Bremen Monitor ¹	342083
VFR FIS Sectors GAT: FIS 1 GAT: FIS 2	Flight Plan Data and other Coordination	FIS 1(north of 53:00:00 N)	2011
		FIS 2 (south of 53:00:00 N)	2012

Supervisor: 342199

Switchboard: 342119

Note¹: The control Sectors Friesland and Ems remain responsible for IFR flights however provide separation to flights within NLFS GE by holding the prescribed vertical and lateral distances to the NLFS GE. Bremen Monitor monitors the flights within the NLFS GE and forward flight progress data.

Telefax: 0049 421 535533 (Opsroom)

0049 421 5372159 (Operations support)

C.2.2.2 From Bremen ACC to MiiATCC Nieuw Milligen:

Receiving Sector / COPs	Message	Position	Extension
XIND, XYKE, MC4. JULI, MC5, MCS, XMCT, TWN and HH5E	Flight plan data and estimates > FL195	Co-ordinator- Assistant Upper	341715
	Control messages, expedite clearances, approval requests and revisions > FL195	Co-ordinator Upper	341710
	Radar co-ordination > FL195	Co-ordinator Upper	341710

Receiving Sector / COPs	Message	Position	Extension
XIND, XYKE, MC4. JULI, MC5, MCS, XMCT, TWN and HH5E	Flight plan data and estimates < FL195	Co-ordinator- Assistant Lower	341735
	Control messages, expedite clearances, approval requests and revisions < FL195	Co-ordinator Lower	341730
	Radar co-ordination < FL195	Co-ordinator Lower	341730
	Flight Info	VFR Controller	341716

Supervisor: 341700

Switchboard: 341705

Telefax: 0031 577 45 83 23 (Opsroom)
0031 577 45 83 30 (Head of Operations)

C.3 Failure of Ground/Ground Voice Communications.

C.3.1 FallBack Procedures for Co-ordination.

In case of failure of direct line between the Co-ordinating partners, Co-ordination may be effected via public telephone.

- MiiATCC Nieuw Milligen: Supervisor: 0031 577 458700/6366
Supervisor ass.: 0031 577 458705
Co-ordinator Upper: 0031 577 458710
Co-ordinator Lower: 0031 577 458730

- Bremen ACC: Supervisor: 0049 421 5372120
0049 421 5963489

C.3.2 Alternate FallBack Procedures for Co-ordination.

In case of communications failure where the alternatives described in C.3.1 are not available or practicable, pilots shall be instructed, at least 5 minutes prior to the transfer of control point, to pass flight data on the Initial Contact Frequency (ICF; see Annex E.2) of the accepting ATS Unit for the purpose of obtaining an ATC entry clearance from the accepting ATS Unit.

If the accepting ATS Unit cannot issue an entry clearance to the pilot upon his initial contact, the pilot shall be instructed to inform the transferring ATS Unit accordingly via RTF.

The transferring ATS Unit shall hold the aircraft within its AoR and after a minimum of 10 minutes instruct the pilot to re-establish RTF contact with the accepting ATS unit.

This procedure shall be repeated until an onward clearance has been obtained from the accepting ATS Unit.

Annex D.

Procedures for Co-ordination.

Effective: 06/07/2006
 Revised: 08/04/2010

D.1 General Conditions for Acceptance of Flights.

- D.1.1 Co-ordination of flights shall take place by reference to the COP of the relevant route/track and in accordance with the appropriate flightlevels specified for the relevant route/track (see D.2 and D.3).
- D.1.2 Flights shall be considered to be maintaining the Co-ordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by verbal Co-ordination.
- D.1.3 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.1.4 For any proposed deviation from the conditions specified in this Annex (eg. COP, route/track or flight level) the transferring unit shall initiate an approval request.
- D.1.5 Both ATS units shall only clear flights above FL195, when such flights are 8.33 kHz channel spacing equipped or UHF equipped exempted state flights.

D.2 Routes/tracks, Co-ordination Points and Flight Level Allocation.

Available TACAN-routes and tracks, COP's to be used and special conditions to be applied, unless otherwise described in D.3, are described in the tables below.

D.2.1 Flights from MilATCC Nieuw Milligen to Bremen ACC.

Route/Track	COP	Special Conditions
	XIND	
	XYKE	
TR1	MC4	
	JULI	
NLFS GE	HH5E	For NLFS GE only (D.3)
TL3N	MC5	
TL3	MCS	
IBAGU - TWN	XMCT	
	TWN	

D.2.2 Flights from Bremen ACC to MiATCC Nieuw Milligen

Route/Track	COP	Special Conditions
	XIND	
	XYKE	
TR1	MC4	
	JULI	
TL3N	MC5	
TL3	MCS	
IBAGU – TWN	XMCT	
	TWN	

D.3 Special Procedures.

D.3.1 German night low flying system (NLFS GE).

For aircraft entering the NLFS GE via HH5E (routings NLNG 01/02 as published in Military AIP Netherlands Part ENR 6 and Operations Order Night Low Flying System of Germany) MiATCC Nieuw Milligen will initiate the exchange of flight data and co-ordination as described in Annex C and D.

Unless otherwise co-ordinated MiATCC Nieuw Milligen will advise the pilots to contact Nordhorn Range Control.

D.3.2 Reduced Co-ordination between MiATCC Nieuw Milligen and Amsterdam ACC

In Case of reduced co-ordination between MiATCC Nieuw Milligen and Amsterdam ACC includes also the delegated area(s) between Bremen ACC and MiATCC Nieuw Milligen. *MiATCC Nieuw Milligen will inform Bremen ACC about time period and division level.*

Annex E.

Transfer of Control and Transfer of Communications.

Effective: 06/07/2006

Revised: 25/08/2011

E.1 Transfer of control.

The transfer of control takes place at the common line indicating the FIR boundary shown on the video maps (see 2.1.3).

E.2 Transfer of communications.

The transfer of communications shall take place not later than the transfer of control.

E.3 Frequencies.

E.3.1 MilATCC Nieuw Milligen:

- IFR flights, frequencies will be received at acceptance of the estimate.

- VFR flights: 132.350
264.325

- ICF 128.350
397.275

E.3.2 Bremen ACC:

- IFR flights:	Eider West	120.225 MHz 371.750 313.225
	Friesland	124.800 336.450
	Ems	125.025 372.550

Or any other Co-ordinated frequency.

- VFR flights: 119.82 FIS south of 53:00:00 N
125.10 FIS north of 53:00:00 N
362.300 south of 53:19:00 N 07:01:30 E*
284.400 north of 53:19:00 N 07:01:30 E*

- with the exception of flights below EDD/EDR if these flights are Co-ordinated the frequencies are as stated above for IFR flights.

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Annex F.

Radar Based Co-ordination Procedures.

Effective: 06/07/2006

Revised: 10/05/2007

F.1 SSR Code Assignment.

- F.1.1 Both ATS Units shall transfer aircraft on verified discrete SSR codes assigned in accordance with ORCAM.
- F.1.2 Any change of SSR code of a flight by the accepting ATS Unit may only take place after the transfer of control point.
- F.1.2 The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.

F.2 Radar Co-ordination Procedures.

F.2.1 General.

- F.2.1.1 Transfer of radar identity and transfer of control will be subject to the serviceability of the respective radar systems and two-way direct speech facilities between the radar positions.
- F.2.1.2 If it becomes necessary to reduce or suspend radar transfers, a 5 minutes prior notification will be observed, except in emergency situations.
- F.2.1.3 Radar vectoring within the respective AoR's may take place without coordination between the ATS-units, provided the distance to the AoR-boundary is never less than 2,5 NM.

F.2.2 Transfer of Radar Control

Transfer of radar control may be effected after prior coordination provided the minimum distance between the aircraft does not fall below 5 NM.

Note 1: The minimum distance to a formation shall not fall below 6 NM, the minimum distance between two formations shall not fall below 7 NM.

Note 2: Between flights of aircraft type A380 (A388) at FL100 or below and aircraft operating directly behind , a separation of less than 10 NM may not always be accepted by Bremen ACC.

F.2.3 Silent Transfer of Radar Control.

Transfer of radar control may be effected without verbal exchange of radar identity provided the minimum distance between successive aircraft about to be transferred is 10 NM and constant or increasing.

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Annex G.

FallBack Procedures MilATCC Nieuw Milligen.

Effective: 06/07/2010

Revised: 25/08/2011

G.1 System breakdown.

In case of a complete system breakdown (which means a total loss of radar information) the following FallBack Procedures have to be applied:

G.1.1 Routes.

Within FIR Amsterdam only the published TACAN routes are allowed (See Appendix 1). Climb and descent en route will be very limited.

G.1.2 Entry points.

The only allowed entry points are MC4 and MC5. Procedural separation criteria at the entry points are to be adhered to.

G.1.3 Radar transfers.

There are no facilities available to accept radar transfers.

G.1.4 Co-ordination.

Verbal Co-ordination has to take place via the dedicated lines.

G.1.5 Flightplanning.

Because of the manual processing of flightplan messages, timely transmission is required. Flights without proper announcements cannot be accepted.

G.1.6 Traffic outbound Bremen FIR.

OAT out of the Bremen FIR cannot be accepted by MilATCC Nieuw Milligen. This traffic has to be brought into the upper airspace and co-ordinated through Maastricht UAC. The only available entry-points are MC4 and MC5. The published TACAN routes have to be followed thereafter.

G.1.7 Traffic inbound Bremen FIR.

OAT from the Amsterdam FIR will be transferred to Maastricht UAC in the upper airspace at the exit points MC4 and MC5 only.

G.4.2.2 **Contingency Phase 1.**

Not applicable.

G.4.2.3 **Contingency Phase 2.**

G.4.2.3.1 General.

In contingency phase 2 Bremen ACC re-establishes the provision of ATS within its AoR by opening contingency sectors at aiding units.

The contingency sectors will correspond to existing sectors at Bremen ACC:

- **Eider West and East, Friesland and Aller East Low sector:**
Contingency sector North/West at CRC Brockzetel.
- **Ems, Warburg und Harz sector:**
Contingency sector South High at CRC Brockzetel

G.4.2.3.2 Activation/Deactivation.

Bremen ACC Supervisor shall inform the coordinating partners about the activation of the contingency sectors.

G.4.2.3.3 ATFM-Procedures.

Necessary Air Traffic Flow Management Measures to be applied during contingency phase 2 will be initiated by the Bremen ACC Supervisor.

G.4.2.3.4 Contingency sectors and Communications.

Sector CB SOUTH HIGH (Maastricht)	Message	Position	MFC-No / Frequency Public Phone
CBSHP	Control Messages Expedite Clearances Approval Requests Revisions	Planner (Coordinator)	34-4931 Public Phone 0031-433662520
CBSHE	Radar Coordination	Executive (Radar)	34 4930 Public Phone 0031-433662521 Frequencies 133.725 MHz
Sector NORTH/WEST (Maastricht)	Message	Position	MFC-No / Frequency Public Phone
CBNWP	Control Messages Expedite Clearances Approval Requests Revisions	Planner (Coordinator)	34-4921 Public Phone 0031-433662516
CBNWE	Radar Coordination	Executive (Radar)	34 4920 Public Phone 0031-433662517 Frequencies 120.225 MHz

Zusätzliche Arbeitsplätze Maastricht	Message	Position	MFC-No / Public Phone
Supervisor CBNSM	Procedures Capacity, Emergency	Supervisor Bremen for all contingency working positions	34-4923 Public Phone 0031-433662522
Flight Data Assistant Maastricht (FDA) CBNSA	Flightplan Data Estimates	Assistant North High, South High and North/West	34-4924 Public Phone 0031-433662523

The Bremen ACC contingency working positions will call the respective working position of coordinating partners on the extensions agreed in Annex C of the respective Letter of Agreement.

G.4.2.3.5 Voice Communication Systems

All coordination partners of Bremen ACC shall make sure that they are able to reach the Bremen ACC contingency working positions via MFC numbers, taking into consideration that Bremen ACC is completely off, including the technical systems. Public Phone shall be used as back up system. During exercises all systems at Bremen keep on running, beside OLDI-data exchange.

G.4.2.3.6 Guard/Emergency frequencies

121,500 MHz and 243.000 MHz are available at all aiding units.

G.4.2.3.7 Exchange of Flight Data/Coordination

G.4.2.3.7.1 Basic flight plan data are available at the contingency working positions only to some extent.

G.4.2.3.7.2 OLDI-data exchange with the contingency working positions is not possible.

G.4.2.3.7.3 All coordination shall be done verbally.

G.4.2.3.7.4 The pre-notification time of estimates shall be 30 - 15 minutes before the aircraft is estimated to pass the AoR-boundary.

G.4.2.3.7.5 An expedite clearance / approval request shall be obtained by the transferring ATS-unit when:

- the estimate cannot be passed at least 15 minutes before the aircraft is estimated to pass the AoR-boundary,
- a change of coordinated flight level has to be executed within 5 minutes prior to crossing the AoR-boundary.

G.4.2.3.8 SSR-code Assignment at Bremen ACC during Fall-Back and/or Contingency Operations.

During Fall-Back and/or Contingency Operations, Bremen ACC may not be able to transfer aircraft on discrete SSR-codes assigned in accordance with ORCAM.

G.4.2.3.9 Control Procedures.

G.4.2.3.9.1 For flights planned on ATS Routes deviations from the ATS Routes shall be coordinated only to prevent dangerous situations or in case of emergencies.

G.4.2.3.9.2 The separation minima between aircraft on transfer shall be 15 NM constant or increasing.

G.4.2.3.10 Callsign

G.4.2.3.10.1 Radio telephony callsign fo Bremen ACC in case of contingency: Bremen Radar

G.4.2.3.10.2 Telephone callsign fo Bremen ACC in case of contingency: Bremen Contingency + name of working position (e.g. North High)

**Appendix 1 van Annex G
(para G.1.1)**

Tacan Route



RTE-084