



LOCAL OPERATIONAL PROCEDURES

within

Maastricht UAC

Effective: February 20, 2025 (AIRAC2502)

1 General.

1.1 Purpose.

The purpose of these Local Operational Procedures and Orders is to define the coordination to be applied within Maastricht UAC when providing ATS to air traffic (IFR/VFR) on the VATSIM network.

All information and procedures described in this Letter of Agreement shall not be used for real world purposes.

1.2 Validity.

The Local Operational Procedures and Orders laid out in this document become effective on February 20, 2025 (AIRAC2502) and supersede previous local operational procedures established within Maastricht UAC from October 3, 2024.

1.3 Revision control.

Revision	Date	Author
1.0	23.03.2023	Hannes Altmann, Chris Gutierrez, Konstantin Eierhoff
1.1	07.09.2023	Leon Kleinschmidt
2.0	03.10.2024	Hannes Altmann, David Dürr
2.1	20.03.2025	Hannes Altmann

2 Areas of Responsibility and Sectorization.

2.1 Areas of Responsibility.

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

2.1.1 Maastricht UAC.

Lateral limits: Hannover UIR as described in AIP Germany

Vertical limits: FL245 – FL660

2.2 Sectorization.

Refer to GNG and Vatsim Germany Knowledgebase.

See here: vats.im/edyy

2.3 Delegation of the Responsibility for the Provision of ATS.

The area of responsibility of Maastricht UAC includes the delegated airspace as laid out in the Letters of Agreement with external units.

3 Procedures for Coordination.

3.1 Definitions.

A release is an authorization for the accepting ATS unit to climb, descend and/or turn (by no more than 45°) a specific aircraft before the transfer of control point. The transferring ATS unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

Wherever VATSIM callsigns are used to describe the terms of a certain procedure, this procedure is also applicable for all higher stations that take over the responsibilities of said station. E.g., procedures for an APP-stations are also applicable for the respective CTR station fulfilling the duties of said APP station.

3.2 Abbreviations.

ACC	Area Control Center	kts	Knots
AD	Aerodrome	LoA	Letter of Agreement
ADEP	Aerodrome of Departure	LoR	Line of Responsibility
ADES	Aerodrome of Destination	NM	Nautical Mile
AoR	Area of Responsibility	NVFR	Night Visual Flight Rules
APP	Approach Facility	RFL	Requested Flight Level
ATS	Air Traffic Services	Released	Released
COP	Coordination Point	SSR	Secondary Surveillance
CTR	Center/Enroute Facility	Radar	Radar
FIR	Flight Information Region	TMA	Terminal Manoeuvring Area
FIS	Flight Information Service	UAC	Upper Area Control Center
FL	Flight Level	VFR	Visual Flight Rules
GND	Ground	WEF	With Effect From
GNG	Global Nav Generator (gng.aero-nav.com)		

3.3 General Conditions.

Coordination of flights shall take place via the agreed coordination points (COP).

Coordinated flights shall be handed off via a valid COP. Any deviation shall be coordinated verbally, by text or by Euroscope inter-sector coordination.

Traffic shall be handed off at the levels, defined in the regulations below. If a specified level restriction cannot be met due to a lower RFL, traffic shall be handed off at RFL, if this does not cause a conflict with any other traffic. Otherwise, traffic shall be coordinated.

If a traffic situation is not covered herein or closely matching a covered one, individual coordination between the concerned sectors shall be made.

After Transfer of communications, traffic is NOT released for climb, descent or turns until Transfer of control or otherwise specified in this Letter of Agreement.

↓FLxxx / ↑FLxxx means „descending / climbing to a specified FL“, without any further restriction. Any required crossing/speed restriction shall be added separately. At level means that the aircraft shall be in level flight on a published flight level and in accordance with east/west odd/even policy.

FLxxxA means “climbing and above specified FL”, FLxxxB means “descending and below specified FL”.

3.4 Flights sorted by transferring sector.

Targeted Flights	Transfer Condition	FROM sector	TO sector
Arr. EDDC, EDDP, EDDN, EDAB, EDAC, EDQ*, ETIC	FL330 or below	CEL	SOL
Arr. EDDK	FL320 or below		
Arr. EDDR, EDFH, EDFM, EDFV, EDGS, EDRY, EDRZ, ETAR	FL300 or below		
Arr. Eddb, EDDP, EDae, EDaV, EDAY, EDaZ, EDBW, EDON, EDBC	FL320 or below		
Arr. EDVK, EDLP, EDFQ	FL330 or below		
Arr. EDDG, EDLW, EDLA	FL320 or below	HOL	MNS
Arr. EDDC, EDDP, EDDN, EDAB, EDAC, EDQ*; ETIC	FL350 or below	MNS	CEL
Arr. EBBR, EBAW, EBCI, EBCV, EBLG, EBMB, ELLX	FL280 or below	MNS	RHR
Arr. EDDC, EDDP, EDDN, EDAB, EDAC, EDQ*, ETIC	FL350 or below	MNS	SOL
Arr. EDDV, EDDW, EDVK, EDWE, EDWF, EDWI, ETND, ETNW	FL330 or below	RHR	MNS
Arr. EDDH, EDHI, EDHK, EDHL, EDXR	FL330 or below	SOL	CEL
Arr. EBBR, EBAW, EBCI, EBCV, EBLG, EBMB, ELLX	FL340 or below	SOL	MNS
Arr. EHBK, EHEH, EHTE, EHBD, EHLE	FL280 or below		

4 Special Procedures.

4.1 Tactical Directs.

Note: Maastricht UAC sectors may turn/clear flights direct to the following waypoints without coordination, if the sector sequence remains unchanged:

Waypoints	From Sector	To Sector	Special Conditions
Overflights: all waypoints or maximum last MUAC waypoint	Between sectors JEV, HOL, CEL, SOL, RHR, MNS		No directs into sectors OLNO, NICKY, LUX and KOKSY
Arrivals within MUAC: all waypoints but maximum COP to lower airspace			
SALLO, BAKLI, OKAGA, UNGAV, BIKRU, DETNI, BILRA, BANUB, BINKA, BODLA, ALUKA, GILAS, SUBIX, GOVEN, POZUM, LASIS, HDO			Only via EDUU sectors OSE, HVL
POZUM, TADUV, LASIS, HDO, OMELO, LALUK, MAREM, SODRO, TABAT, AKOSI			Only via EDUU sector SAL
KARLI, MITSU, DANKO, RADIS, BAVTA, DEKIK, GOTEX, AMTOT, CDA, AAL, ODN			Via EKDK, RFL above FL285
GESKA, TUDLO, LOKSA, GELBA			Via EKDK
DODEN, TEGGA, TABUM, NEGIX, ESAMA, SWALM, BOMBI	MNS	RHR	Only via EDUU sectors FFM, FUL
BOMBI, SWALM	CEL	SOL	
OSBIT	CEL	SOL	Via or East of BERXO

5 Transfer of Control and Transfer of Communication.

5.1 Transfer of Control.

Transfer of Control shall take place at the AoR boundary.

If the downstream sector in EuroScope is set to >.break<, the procedure 5.4 is suspended and transfer of communication can only take place after the downstream sector has assumed the flight via the appropriate function of the radar client.

If it becomes necessary to reduce or suspend transfers, a 5-minute prior notification is required.

When transfers are suspended, the hand-off procedure (5.4) is suspended.

5.2 Silent transfer of control.

Radar transfer without coordination between aircraft proceeding in the same direction may be carried out provided that the minimum distance between the aircraft is never less than 10 NM within the time of transfer until 20 NM beyond the common sector boundary.

5.3 Transfer of Communications.

Transfer of Communications shall take place no later than Transfer of Control.

5.4 Hand-Off procedure.

Unless otherwise agreed between stations online, the following hand-off procedure shall apply:

1. The upstream sector sends the aircraft to the frequency of the downstream sector by voice or text.
2. The upstream sector initiates a transfer via the appropriate function of the radar client.
3. Upon initial call the downstream sector assumes the flight via the appropriate function of the radar client.