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ATS ROUTES AND AIRSPACES NORTHEAST OF AMSTERDAM FIR**1 INTRODUCTION**

From 20 March 2025, the ATS route structure in the north-eastern part of the Amsterdam FIR changes to align with airspace and route changes in the Bremen FIR and Hannover UIR.

In German airspace, various military areas are changed to better facilitate the F35 and to improve military mission effectiveness. These changes in military areas also require changes to ATS routes in Germany and the adjacent Dutch airspace. The new ATS routes reduce the amount of track miles for inbounds/outbounds EHAM and en-route traffic via the northeast. Furthermore, the new ATS routes reduce the impact of major military exercises on civil traffic.

2 CHANGES**2.1 ATS routes****Inbounds Amsterdam FIR and westbound overflights from the northeast (N125)**

The N125 is moved several miles to the south and is extended westwards. Within the Amsterdam FIR, the N125 runs via ONTAZ – BLUFA – EKNON – SILQI (intersection with N872) to PREXA (intersection with L602). The N125 becomes an RNAV 1 route, to guarantee sufficient spacing from EHTRA15(A).

Outbounds Amsterdam FIR and eastbound overflights to the northeast (M105)

The M105 is also moved several miles to the south and extended westwards. It runs from ANDIK to PABCO and then further in the Bremen FIR/Hannover UIR. Like the N125, the M105 becomes an RNAV 1 route.

New route for inbounds EHAM and EHRD via KUBAT (T200)

The T200 is a new route from KUBAT to BLUFA. It is only available for inbounds EHAM/EHRD, enabling them to route to the beginning of the new BLUFA STAR.

Deleted routes

The P174 and P999 (EEL – TEMLU / OLWOF) are deleted because the connecting routes in the Bremen FIR are deleted.

2.2 Airspaces**EHTRA15(A)**

The lateral and vertical dimensions of EHTRA15(A) are changed:

- in the north, EHTRA15 and EHTRA15A are slightly reduced;
- EHTRA15A is extended around 1.5 NM to the south; furthermore the upper limit is raised to FL 315;
- in the south and southwest, EHTRA15 is slightly extended.

Flights on N125, and on RKN 2A STAR (EHAM) and RKN 2G STAR (EHGG) route with 1 NM spacing along the EHTRA15(A). Therefore, these routes are **RNAV 1 required!**

Upper airspace

PABCO, ONTAZ, BLUFA, PREXA and EKNON are established as FRA Intermediate points for joining/leaving the N125/M105, or for circumnavigating EHTRA15A, in the Free Route Airspace of Maastricht UAC.

2.3 Aerodromes**EHAM - AMSTERDAM/Schiphol and EHRD - ROTTERDAM/Rotterdam**

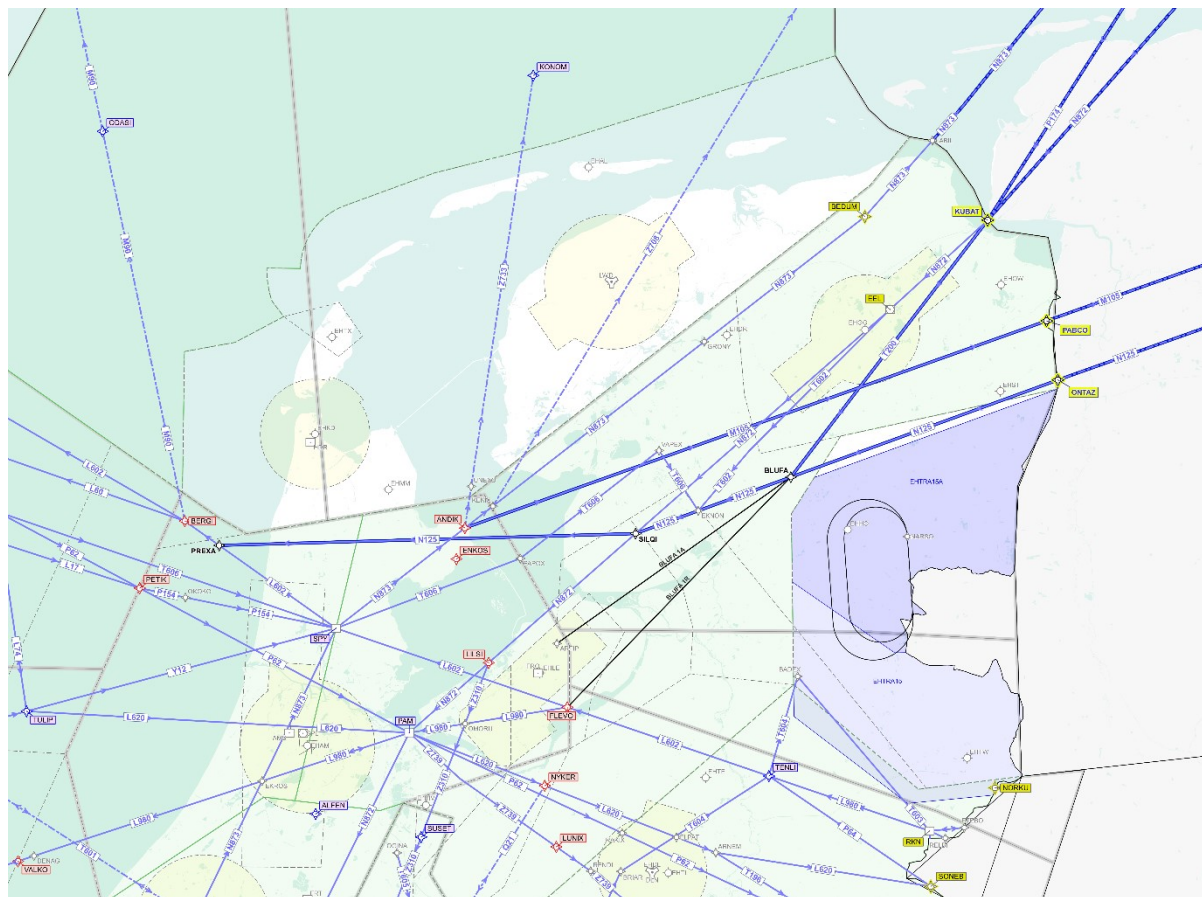
STAR to Airport	New STAR	Deleted STAR
EHAM	BLUFA 1A: BLUFA – ARTIP	EEL 1A, EEL 1B, RKN 2B, NORKU 2B
EHRD	BLUFA 1R: BLUFA – FLEVO – PAM – KAKKO – DOFMU	EEL 3R

The removal of EEL 1B, RKN 2B and NORKU 2B STARs makes the holding area NARSO a stand-alone holding area. If a flight has to hold at NARSO, ATC will give vectors or a DCT NARSO.

EHGG - GRONINGEN/Eelde

The SIDs and STARs do not change. However, both the routes after SID end (Bremen FIR) and the routes to the beginning of the STAR (Bremen FIR) do change. See AIP Germany.

2.4 Graphical overview



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