

# LETTER OF AGREEMENT

Between  
IVAO Germany & IVAO BeLux



*EDGG/EDUU/EDYY HAN*

&

*EBBU/EDYY BRU*



Effective: 25 February 2021

## 1. Document purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between BeLux Region and German Division when providing ATS to General Air Traffic (GAT) and/or Operational Air Traffic (OAT), both operating either under Instrument Flight Rules (IFR) or Visual Flight Rules (VFR).

## 2. General procedures

Traffic in sequence shall be handed over with minimum spacing of 10 NM constant or increasing (succeeding aircraft is not faster). Coordination of speed control should be done via entries in radar labels and does neither need approval nor acknowledgement by receiving sector. Transferred aircraft are generally released for turns up to 45° by transferring sector. Climbing and descending sector entries are subject to prior approval. For this reason traffic may be handed over at an intermediate level.

Cruising levels shall be assigned in accordance with AIP of the country in question. Exceptions are laid down in this letter. FL250 is not available as cruising level in Brussels and Langen FIR.

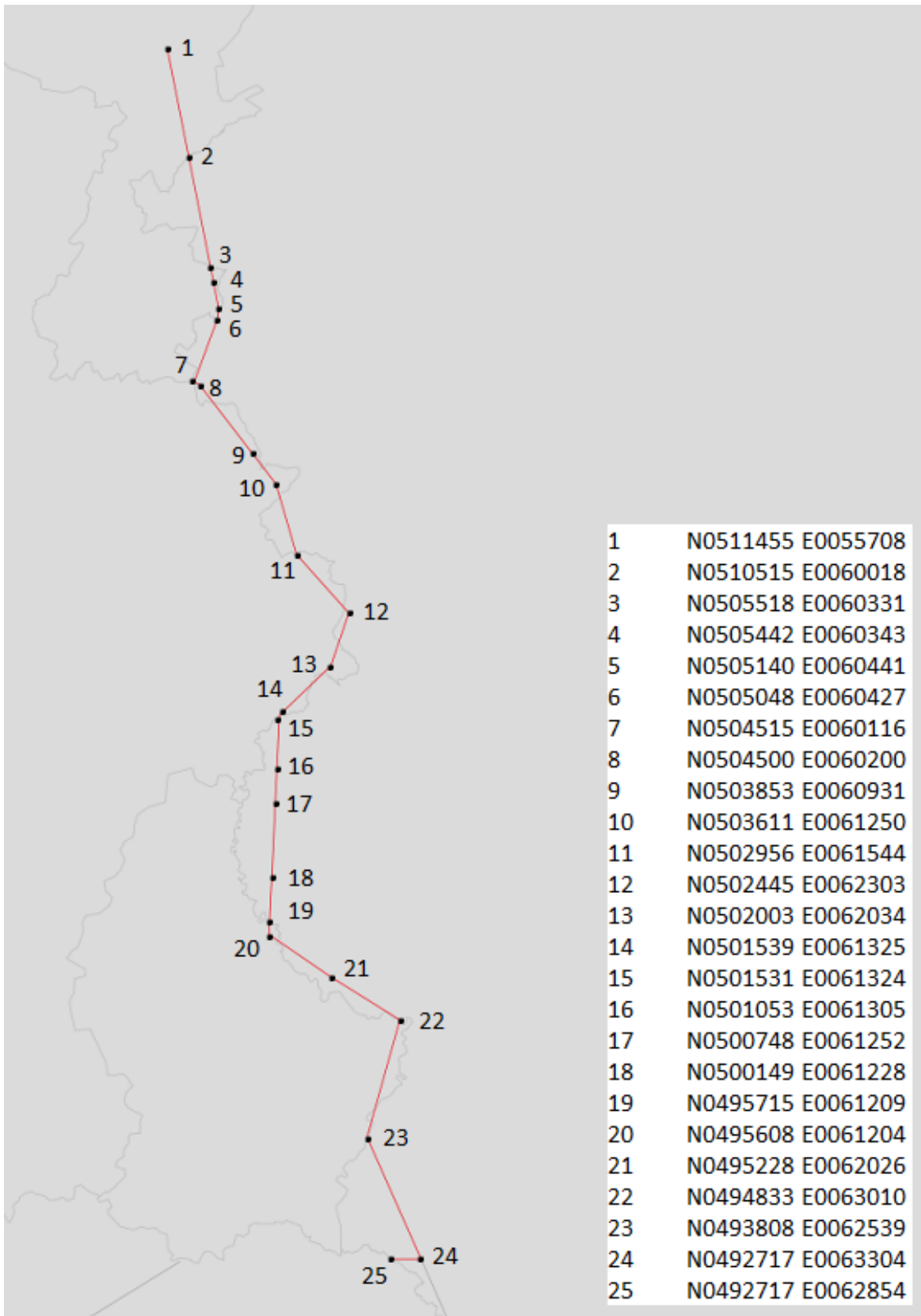
Unless a release is obtained, the receiving ATS unit shall not give aircraft a clearance or instruction to climb, descend or change speed until it has passed the common border. If an aircraft is released, the transferring sector remains responsible for separation.

Transfer of communication shall take place in due time and clear of possible conflicts.

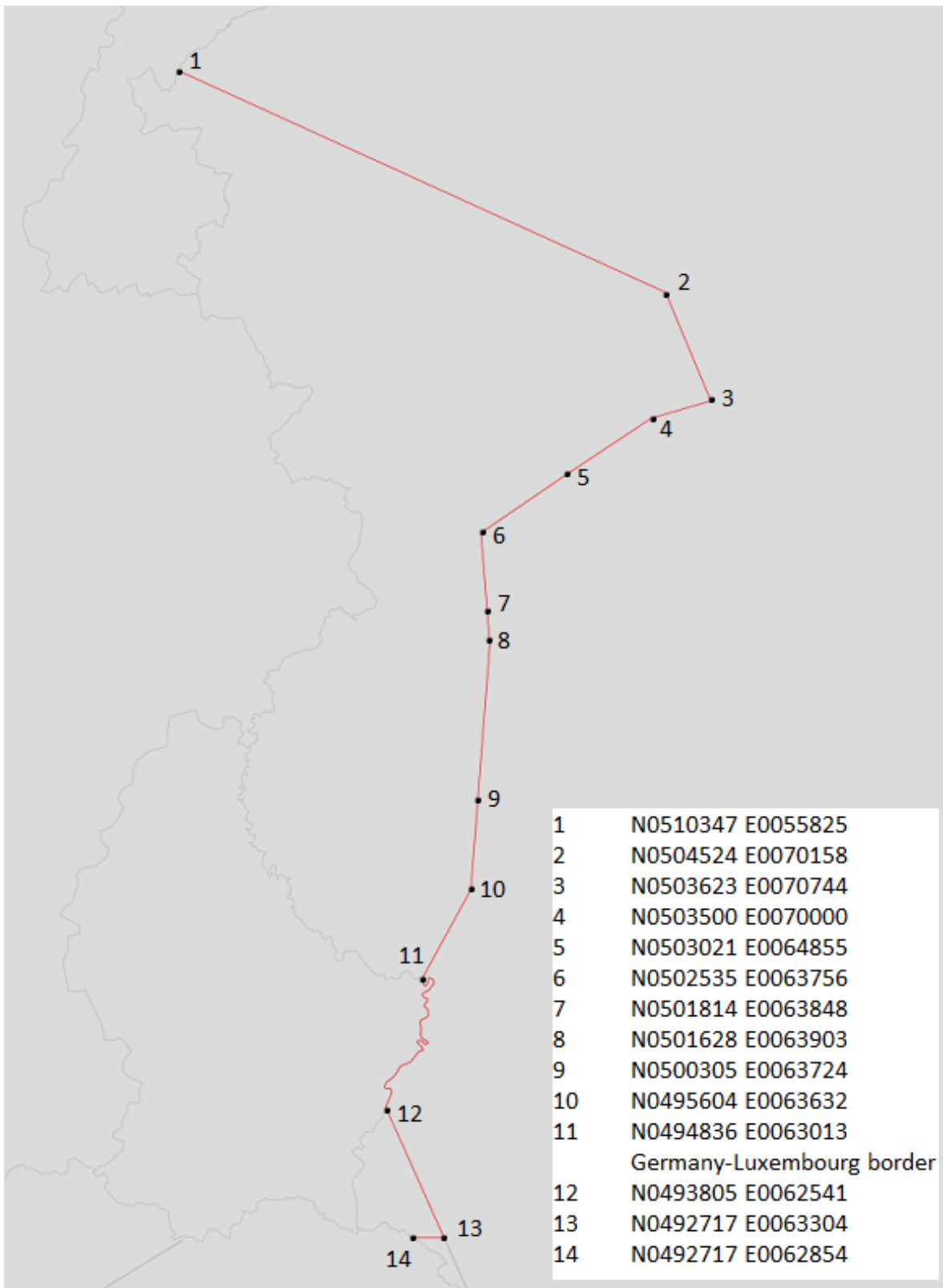
### 3. Sectorisation

#### 3.1. Common ATC boundaries for radar control

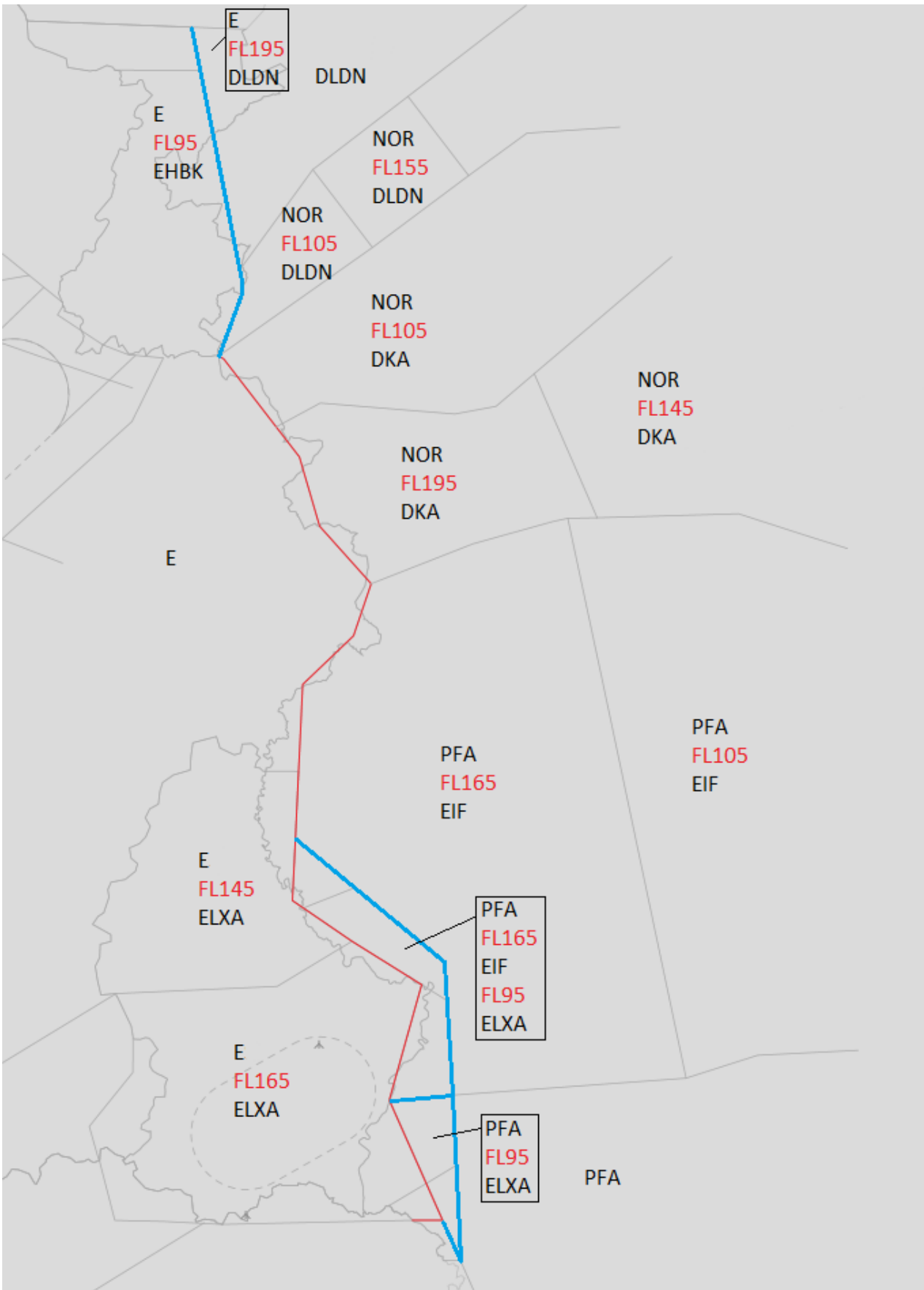
##### 3.1.1. Brussels ACC - Langen ACC boundary for the provision of radar control



3.1.2. UAC boundary for the provision of radar control



### 3.2. Sectorisation lower airspace (< FL245)



### 3.3. Sectorisation upper airspace (> FL245)



## 4. Transfer of control and transfer of communications

### 4.1. Transfer of control

The transfer of control takes place at the common ATC boundary, unless otherwise specified in paragraph 5.

### 4.2. Transfer of communications

The transfer of communications shall take place not later than the transfer of control, unless otherwise coordinated.

#### 4.2.1. Transfer of communications to EBBU/EDYY BRU

The table below gives an overview of the different sectors with for each sector a priority list of logon codes that can be responsible for provision of ATS in that sector. The logon code responsible for the sector is the one with the highest position in the list that is online. If none of the logon codes in the list are online, the sector is uncontrolled and traffic shall be instructed to monitor UNICOM.

Sector	Logon code	Channel	Callsign
E	EBBU_E_CTR EBBU_CTR	128.200 131.100	Brussels Control Brussels Control
ELXA	ELLX_APP EBBU_E_CTR EBBU_CTR	120.885 128.200 131.100	Luxembourg Approach Brussels Control Brussels Control
FIC	EBBU_FSS EBBU_E_CTR EBBU_CTR	126.900 128.200 131.100	Brussels Information Brussels Control Brussels Control
-	EBSZ_MIL_CTR	129.325	Belga Radar
MBOL	EDYY_BOL_CTR EDYY_BRU_CTR EBBU_E_CTR EBBU_CTR	132.855 132.205 128.200 131.100	Maastricht Radar Maastricht Radar Brussels Control Brussels Control

#### Additional information for ATS units in EBBU/EDYY BRU

1. FIC can provide Flight Information Services (FIS) to VFR GAT in uncontrolled airspace in Belgium.
2. ELXA can provide FIS to VFR GAT in uncontrolled airspace in Luxembourg (including delegated airspace from Germany to Luxembourg).
3. EBSZ\_MIL\_CTR is responsible for OAT. Additionally this unit can also provide FIS to VFR GAT below 4500ft in uncontrolled airspace in Belgium.

#### 4.2.2. Transfer of communications to EDGG/EDUU/EDYY HAN

The table below gives an overview of the different sectors with for each sector a priority list of logon codes that can be responsible for provision of ATS in that sector. The logon code responsible for the sector is the one with the highest position in the list that is online. If none of the logon codes in the list are online, the sector is uncontrolled and traffic shall be instructed to monitor UNICOM.

Sector	Logon code	Channel	Callsign
DLDN	EDGG_DLD_CTR	121.355	Langen Radar
	EDGG_HD_CTR	127.500	Langen Radar
	EDGG_DN_CTR	125.680	Langen Radar
	EDGG_HDN_CTR	125.225	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
DKA	EDDK_APP	135.350	Langen Radar
	EDGG_NOR_CTR	127.365	Langen Radar
	EDGG_DN_CTR	125.680	Langen Radar
	EDGG_PN_CTR	123.330	Langen Radar
	EDGG_HDN_CTR	125.225	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar
NOR	EDGG_NOR_CTR	127.365	Langen Radar
	EDGG_DN_CTR	125.680	Langen Radar
	EDGG_PN_CTR	123.330	Langen Radar
	EDGG_HDN_CTR	125.225	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
EIF	EDFH_APP	125.600	Langen Radar
	EDGG_PFA_CTR	129.675	Langen Radar
	EDGG_PN_CTR	123.330	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
	EDGG_DNP_CTR	131.300	Langen Radar
PFA	EDGG_PFA_CTR	129.675	Langen Radar
	EDGG_PN_CTR	123.330	Langen Radar
	EDGG_W_CTR	124.900	Langen Radar
	EDGG_WH_CTR	128.505	Langen Radar
	EDGG_DNP_CTR	131.300	Langen Radar
GGFSS	EDGG_FSS	123.525	Langen Information
	EDDD_FSS	120.650	Langen Information
MHRM	EDYY_MUN_CTR	135.490	Maastricht Radar
	EDYY_MC_CTR	133.955	Maastricht Radar
	EDYY_MCH_CTR	120.935	Maastricht Radar
NTM	EDUU_NTM_CTR	133.815	Rhein Radar
	EDUU_FN_CTR	135.310	Rhein Radar
	EDUU_FWN_CTR	132.080	Rhein Radar

Additional information for ATS units in EDGG/EDUU/EDYY HAN

1. GGFSS can provide FIS to VFR GAT in uncontrolled airspace in EDGG FIR (excluding delegated airspace from Germany to Luxembourg).
2. DLDN, DKA, EIF and PFA shall provide FIS to VFR GAT in uncontrolled airspace in EDGG FIR (excluding delegated airspace) whenever GGFSS is not online.
3. There are no specific ATS units for OAT.

## 5. Procedures

### 5.1. General Conditions for Acceptance of Flights

#### 5.1.1. Reference Location

Coordination of flights shall normally take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.

#### 5.1.2. Level

Flights shall be considered to be maintaining the coordinated level 2.5NM prior to the transfer of control point unless climb or descent conditions have been clearly stated in this LoA or by verbal coordination.

#### 5.1.3. Accepting ATS unit conditions

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.

### 5.2. Flights from Brussels ACC to Langen ACC

#### 5.2.1. Flights from Brussels ACC to Langen ACC (sectors DLDN, DKA, NOR)

ATS Route	COP	Level Allocation	Special Conditions
Y862	KENUM	<ul style="list-style-type: none"> <li>Eastbound levels (M170 max. FL170)</li> <li>DEP Brussels TMA: climbing RFL, max. FL210</li> <li>DEP ELLX: climbing RFL, max. FL210</li> <li>DEST EDDK, EDKB, EDGS and EDKL: descending FL130</li> <li>DEST EDDL/EDLV via KENUM M170: RFL, max. FL210</li> </ul>	<ul style="list-style-type: none"> <li>DEST EDLN: descending FL110 cross boundary FL145-</li> <li>DEP Brussels TMA and ELLX: released for climb</li> </ul>
M170			
T853	IBESA	<ul style="list-style-type: none"> <li>FL190</li> </ul>	<ul style="list-style-type: none"> <li>DEST EDDK, EDLN, EDKB, EDGS, EDKL: released for descent FL130 subject to known traffic Brussels ACC provides separation to traffic on T857</li> </ul>
		<ul style="list-style-type: none"> <li>FL210, FL230</li> </ul>	<ul style="list-style-type: none"> <li>All other arrivals for Langen FIR</li> <li>DEST EDDL/EDLV: released for descent FL130 subject to known traffic Brussels ACC provides separation to traffic on T857</li> </ul>
N853	KOGES	<ul style="list-style-type: none"> <li>Eastbound levels FL110 - FL230 FL190 not available</li> </ul>	



T857	DENO	<ul style="list-style-type: none"> <li>RFL, max. FL180</li> </ul>	<ul style="list-style-type: none"> <li>DEST EDDK, EDKB, EDGS, EDKL: released for descent FL130 subject to known traffic Brussels ACC provides separation to traffic on T853</li> </ul>
		<ul style="list-style-type: none"> <li>FL210, FL230</li> <li>DEP Brussels TMA: climbing RFL, max. FL210</li> <li>DEP ELLX: climbing RFL, max. FL210</li> </ul>	<ul style="list-style-type: none"> <li>All other arrivals for Langen FIR except EDLN</li> <li>DEST EDDL/EDLV: released for descent FL130 subject to known traffic Brussels ACC provides separation to traffic on T853</li> <li>DEP Brussels TMA and ELLX: released for climb</li> </ul>
L179	ROMIN	<ul style="list-style-type: none"> <li>Eastbound levels FL130 - FL230</li> </ul>	<ul style="list-style-type: none"> <li>Only available at night between 2100 and 0500 UTC (2000 - 0400 during summertime)</li> </ul>
	NVO	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	

#### 5.2.2. Flights from Brussels ACC to Langen ACC (sectors EIF, PFA)

ATS Route	COP	Level Allocation	Special Conditions
(U)L607	SUXIM	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	<ul style="list-style-type: none"> <li>DEP EBLG, EHBK: released for climb to FL240 released for turn after ARCKY</li> <li>DEST EDFH, ETAD: descending FL150, cross boundary FL160-, released for descent FL140</li> </ul>
		<ul style="list-style-type: none"> <li>FL210, FL230</li> </ul>	<ul style="list-style-type: none"> <li>Not available for traffic with DEST EDDF, ETOU, EDFE, ETAR</li> <li>Released for turn after ARCKY</li> </ul>
T181	TOBOP	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	<ul style="list-style-type: none"> <li>Only for DEST EDDF, EDFE, ETOU, EDFZ, ETAR, EDFM, EDRY, EDFV</li> </ul>
T180	TOBOP	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	<ul style="list-style-type: none"> <li>Only for DEST EDDF, EDFE, ETOU, EDFZ, ETAR, EDFM, EDRY, EDFV</li> </ul>
Y863	ETENO	<ul style="list-style-type: none"> <li>FL210, FL230</li> </ul>	<ul style="list-style-type: none"> <li>Only for DEP EBBR, EBMB, EBCV, EBCI, EHEH Released for climb to FL240 Released for turn after ETENO</li> </ul>
Z110/UN858	BETEX	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	<ul style="list-style-type: none"> <li>Released for right turn passing LIMGO</li> </ul>
M150	PITES	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	
Z111	PITES	<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	<ul style="list-style-type: none"> <li>Every night between 2300 and 0600 UTC (2200 - 0500 during summertime), released for right turn passing LIMGO</li> </ul>

Note: Departures Brussels FIR (except ELLX)

Traffic departing from the Brussels FIR (except ELLX) which is unable to cross the FIR/UIR boundary FL250 or above shall be coordinated between Brussels ACC and Langen ACC.

Note: Departures ELLX

Traffic departing Luxembourg shall be coordinated between Luxembourg APP and Langen ACC below FL145.

Note: Separation

Brussels ACC is responsible for separation between flights via ETENO - ROPUV and flights via ARCKY - SUXIM as well as for separation between flights via SPI/ARCKY - TOBOP and flights via ARCKY - SUXIM.

### 5.3. Flights from Langen ACC to Brussels ACC

#### 5.3.1. Flights from Langen ACC (sectors DLDN, DKA, NOR) to Brussels ACC

ATS Route	COP	Level Allocation	Special Conditions
Z283	MODRU	<ul style="list-style-type: none"> <li>Westbound levels FL100 or above</li> <li>DEP EDDL, EDLV: at FL210 if unable to cross MODRU at FL210, RFL below FL185 or DEST Brussels TMA and ELLX: climbing FL140, coordination with E sector required</li> <li>DEP EDLN: at FL100</li> </ul>	<ul style="list-style-type: none"> <li>Not available for DEST Paris TMA with RFL above FL185</li> <li>DEP EDDL, EDLV, EDLN: released for climb and right turn</li> <li>DEST Brussels TMA: released for descent FL110 and right turn</li> </ul>
Z717, M617	MODRU	<ul style="list-style-type: none"> <li>FL220, FL240</li> <li>DEP EDDL, EDLV: at FL210 if unable to cross MODRU at FL210 or RFL below FL185: climbing FL180, coordination with E sector required</li> <li>DEP EDLN: at FL100</li> </ul>	<ul style="list-style-type: none"> <li>DEST Paris TMA</li> <li>DEP EDDL/EDLV with DEST Paris TMA shall be routed NETEX - DELOM during times of availability</li> <li>DEP EDDL, EDLV, EDLN: released for climb and right turn</li> <li>Flights with RFL below FL95 are not accepted</li> </ul>

M170	KENUM	<ul style="list-style-type: none"> <li>• Westbound levels FL180, FL240 not available</li> <li>• DEP EDDK with RFL between FL195 and FL245: climbing FL200 cross boundary FL190+</li> <li>• DEP EDDK with RFL below FL195: max. FL160</li> <li>• DEP EDDK/EDKB with DEST Brussels TMA and ELLX: max. FL160</li> <li>• DEP ETNG RWY09: climbing FL100</li> <li>• DEP EDLW with RFL between FL195 and FL245: at FL200</li> </ul>	<ul style="list-style-type: none"> <li>• Overflights</li> <li>• DEP EDDK, EDLW: released for climb</li> <li>• DEP EDDK/EDKB with DEST Brussels TMA: released for descent FL110 and right turn</li> <li>• DEP EDDK/EDKB with DEST ELLX: released for descent FL110 and left turn clear of DKA sector</li> <li>• DEP EDDL/EDLV only with RFL below FL95</li> <li>• DEP EDLN with RFL below FL115 or not complying with restrictions regarding L179 / Z717</li> </ul>
Y868	NAVAK	<ul style="list-style-type: none"> <li>• Climbing FL200 to cross boundary FL180+ if unable, approval request with E sector necessary</li> <li>• DEP EDLW: at FL200</li> </ul>	<ul style="list-style-type: none"> <li>• DEP EDDK requesting a level above FL195 or EDLW DEP requesting a level between FL195 and FL245</li> <li>• DEP EDDK, EDLW: released for climb</li> <li>• DEP EDDK approved DCT NAVAK between Y868 and DLDN sector</li> </ul>
T884, T855	AGENI	<ul style="list-style-type: none"> <li>• Westbound levels FL100 - FL180</li> </ul>	
		<ul style="list-style-type: none"> <li>• DEST Brussels TMA: descending FL160 out of FL180 or at RFL</li> <li>• DEST ELLX: descending FL160 out of FL180 or at RFL</li> <li>• DEST EBLG: descending FL120</li> </ul>	<ul style="list-style-type: none"> <li>• Released for descent FL110</li> <li>• DEST Brussels TMA: additionally released for right turn clear of DLDN sector</li> <li>• DEST ELLX: additionally released for left turn clear of DKA sector</li> </ul>
T880	GEBSO	<ul style="list-style-type: none"> <li>• FL220</li> </ul>	<ul style="list-style-type: none"> <li>• Arrivals Brussels TMA and EHEH, EHWO, EHGR, EHVK: released for descent FL200 released for further descent after passing T860 and subject to known traffic</li> </ul>
L179	NETEX	<ul style="list-style-type: none"> <li>• FL120 or above</li> </ul>	<ul style="list-style-type: none"> <li>• DEST EBAW</li> </ul>
DEP EDDL, EDLV via: NETEX - DIBIR - L179 NETEX - DELOM NETEX - FAMEN	NETEX	<ul style="list-style-type: none"> <li>• DEP EDDL RWY23: climbing FL150</li> <li>• DEP EDDL RWY05: climbing FL210</li> <li>• DEP EDLV: climbing FL210</li> </ul>	<ul style="list-style-type: none"> <li>• See note 2</li> <li>• Via L179: cross DIBIR FL130+, traffic shall not be vectored north of centerline L179</li> <li>• Flights with RFL below FL115 are not accepted</li> <li>• Released for climb</li> </ul>

DEP EDLN via: NETEX - L179	NETEX	<ul style="list-style-type: none"> <li>DEP EDLN climbing FL120 to cross ROMIN at level</li> </ul>	<ul style="list-style-type: none"> <li>Released for climb</li> <li>Flights with RFL below FL115 are not accepted</li> </ul>
DEP EDDK via: NVO - SOPOK	SOPOK	<ul style="list-style-type: none"> <li>Climbing FL160</li> </ul>	<ul style="list-style-type: none"> <li>See note 1</li> <li>Released for climb</li> <li>Only available for DEP EDDK with RFL above FL195</li> </ul>

Note 1: Only available at night between 2300 and 0500 UTC (2200 - 0400 during summertime). Delayed flights, planned on this route but falling outside the applicable period, are subject to prior approval. If the receiving ATS unit is unable to accept, the transferring ATS unit shall reroute the flight through normal daytime route.

Note 2: Only available

JAN, FEB, NOV, DEC	JUN, JUL, AUG	MAR, APR, MAY, SEP, OCT
FRI 1700 - MON 0730	FRI 1700 - MON 0700	FRI 1700 - MON 0700
MON 2100 - TUE 0730	MON 1700 - TUE 0700	MON 2300 - TUE 0700
TUE 2100 - WED 0700	TUE 1700 - WED 0700	TUE 2300 - WED 0700
WED 1700 - THU 0700	WED 1700 - THU 0700	WED 1700 - THU 0700
THU 1700 - FRI 0700	THU 1700 - FRI 0700	THU 1700 - FRI 0700

The times specified in this table are expressed in UTC and relate to the wintertime period. In summertime, one hour is to be subtracted from the published UTC times.

### 5.3.2. Flights from Langen ACC (sectors EIF, PFA) to Brussels ACC

ATS Route	COP	Level Allocation	Special Conditions
Z104	TIPUT	<ul style="list-style-type: none"> <li>Westbound levels FL180 - FL220 FL240 on request</li> <li>DEP EDFH: climbing FL180</li> </ul>	<ul style="list-style-type: none"> <li>Langen ACC is responsible for separation between flights via Z104 and flights via Y181</li> <li>DEST EBBR, EBMB, EBCV, EBCI, EBLG, EHBK and EHEH: released for descent FL180 and right turn</li> <li>Langen ACC may clear DCT RAPOR via BITBU or south of it</li> <li>DEP EDFH: released for climb</li> </ul>
Y180, Y181	BITBU		
Z110	BETEX	<ul style="list-style-type: none"> <li>FL180</li> </ul>	

Note: Departures ETAD

Traffic departing from ETAD shall be coordinated with Luxembourg APP.

Note: Arrivals ELLX

Luxembourg arrivals shall be coordinated between Langen ACC and Luxembourg APP. This traffic shall cross the FIR boundary FL140 or below.

If due to special circumstances (e.g. bad weather at ELLX), Luxembourg APP is unable to accept this traffic below FL145, Langen ACC shall make a verbal coordination with Brussels ACC. Brussels ACC shall issue an entry flight level for these flights.

#### 5.4. Flights from Luxembourg APP to Langen ACC (sectors EIF, PFA)

ATS Route	COP	Level Allocation	Special Conditions
	ASMOX	<ul style="list-style-type: none"> <li>DEP ELLX: climbing FL110</li> </ul>	<ul style="list-style-type: none"> <li>DEP ELLX: cross boundary FL80+, released for climb FL130</li> </ul>
Z110	BETEX	<ul style="list-style-type: none"> <li>Eastbound levels FL90 - FL150</li> <li>DEST EDFH: descending FL110</li> </ul>	<ul style="list-style-type: none"> <li>DEST EDFH: released for descent and right turn</li> </ul>
M150	PITES	<ul style="list-style-type: none"> <li>Eastbound levels FL90 - FL150</li> </ul>	
Q763	EXCOS	<ul style="list-style-type: none"> <li>FL70, FL90</li> <li>DEP ELLX: climbing FL90</li> <li>DEST EDDR, EDRZ, ETAR: descending FL90</li> </ul>	<ul style="list-style-type: none"> <li>DEP ELLX: cross boundary FL60+, released for climb</li> <li>Always available for DEST EDDR, EDRZ, ETAR</li> <li>Additionally available for other DEST between Friday 1700 UTC and Monday 0700 UTC to join Q760 and Z729 (Friday 1600 UTC - Monday 0600 UTC during summertime)</li> </ul>

Note: Transfer of control

The transfer of control takes place at the delegated airspace borders for controlled airspace, as depicted in paragraph 6.

#### 5.5. Flights from Langen ACC (sectors EIF, PFA) to Luxembourg APP

ATS Route	COP	Level Allocation	Special Conditions
Z104	TIPUT	<ul style="list-style-type: none"> <li>Westbound levels FL100 - FL140</li> </ul>	<ul style="list-style-type: none"> <li>Langen ACC is responsible for separation between flights via Z104, Y180 and Y181</li> </ul>
Y180, Y181	BITBU		

Z110, T892	BETEX	<ul style="list-style-type: none"> <li>• DEST ELLX: at FL60</li> <li>• Westbound levels FL80 - FL160</li> </ul>	<ul style="list-style-type: none"> <li>• Langen ACC is responsible for separation between flights via BITBU and between flights converging at BETEX</li> <li>• T892 only available at night between 2300 and 0300 UTC (2200 - 0200 during summertime) or after verbal coordination between Luxembourg APP and Langen ACC</li> </ul>
	BITBU	<ul style="list-style-type: none"> <li>• DEST ELLX: FL70 - FL90 via BITBU1D FL70 - FL90 via BITBU1E FL60 - FL90 via BITBU1P</li> </ul>	<ul style="list-style-type: none"> <li>• Langen ACC is responsible for separation between flights via BITBU</li> <li>• BITBU1D, 1E and 1P are RNAV arrival routes, the allocated route shall be verbally coordinated between Luxembourg APP and Langen ACC prior traffic reaching BITBU subject to other known traffic</li> <li>• BITBU1P at Luxembourg APP discretion only</li> </ul>
	OLIVI	<ul style="list-style-type: none"> <li>• DEST ELLX: min. FL70 via OLIVI1E min. FL70 via OLIVI1G min. FL70 via OLIVI1P</li> </ul>	<ul style="list-style-type: none"> <li>• OLIVI1E, 1G and 1P are RNAV arrival routes, the allocated route shall be verbally coordinated between Luxembourg APP and Langen ACC prior traffic reaching OLIVI subject to other known traffic</li> <li>• Traffic on OLIVI1G released for descent when passing LX876</li> <li>• OLIVI1P at Luxembourg APP discretion only, traffic released for descent FL60 when passing LX865</li> </ul>
Q763	EXCOS	<ul style="list-style-type: none"> <li>• DEST ELLX: at FL60</li> <li>• Westbound levels FL80 - FL100</li> </ul>	<ul style="list-style-type: none"> <li>• Langen ACC is responsible for separation between flights via Q763 and flights via T893</li> </ul>
T893	EXCOS	<ul style="list-style-type: none"> <li>• DEST ELLX: at FL60</li> <li>• Westbound levels FL60 - FL160</li> </ul>	
	MAPIG	<ul style="list-style-type: none"> <li>• DEST ELLX: descending FL60 via MAPIG1S, cross EXCOS FL60</li> </ul>	<ul style="list-style-type: none"> <li>• Langen ACC is responsible for separation between flights via Q763, flights via T893 and flights via MAPIG1S</li> <li>• MAPIG1S is an RNAV arrival route and shall only be allocated after verbal coordination between Luxembourg APP and Langen ACC prior traffic reaching MAPIG subject to other known traffic</li> </ul>

Note: Transfer of control

The transfer of control takes place at the delegated airspace borders for controlled airspace, as depicted in paragraph 6.

### 5.6. Flights from Maastricht UAC (sector BOL) to Langen ACC

ATS Route	COP	Level Allocation	Special Conditions
T856	DEPOK	<ul style="list-style-type: none"> <li>DEST EDDG, EDLP, EDLW: FL250</li> </ul>	<ul style="list-style-type: none"> <li>DEST EDDG, EDLP, EDLW: released for descent and turn</li> </ul>
T856	NIVNU	<ul style="list-style-type: none"> <li>DEST EDDF, EDFE, EDFM: FL250</li> </ul>	<ul style="list-style-type: none"> <li>DEST EDDF, EDFE, EDFM: released for descent and turn</li> </ul>
T180	TOBOP		

### 5.7. Flights from Maastricht UAC (sector BOL) to Maastricht UAC (sector HRM)

ATS Route	COP	Level Allocation	Special Conditions
		<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	

### 5.8. Flights from Maastricht UAC (sector HRM) to Maastricht UAC (sector BOL)

ATS Route	COP	Level Allocation	Special Conditions
		<ul style="list-style-type: none"> <li>Westbound levels</li> </ul>	

### 5.9. Flights from Maastricht UAC (sector BOL) to Karlsruhe UAC

ATS Route	COP	Level Allocation	Special Conditions
Y863	OGLOR	<ul style="list-style-type: none"> <li>DEP EBBR, EBMB, EBAW, EBCI: climbing FL290</li> </ul>	<ul style="list-style-type: none"> <li>DEP EBBR, EBMB, EBAW, EBCI: released for climb and right turn</li> </ul>
		<ul style="list-style-type: none"> <li>Eastbound levels</li> </ul>	

### 5.10. Flights from Karlsruhe UAC to Maastricht UAC (sector BOL)

ATS Route	COP	Level Allocation	Special Conditions
Y180, Y181	BITBU	<ul style="list-style-type: none"> <li>DEP EDDF, EDFE, EDFM, ETOU: climbing FL300</li> </ul>	<ul style="list-style-type: none"> <li>DEP EDDF, EDFE, EDFM, ETOU: released for climb and turn</li> </ul>
		<ul style="list-style-type: none"> <li>Westbound levels</li> </ul>	

## 6. Areas for Cross Border Provision of ATS

### 6.1. Airspace delegated from Brussels FIR to Langen FIR

N/A

### 6.2. Airspace delegated from Langen FIR to Brussels FIR

MASKIRCHEN B AREA (see Appendix A)

- Lateral limits: 510515N 0060018E - 505518N 0060331E - along the Dutch-German border - 510515N 0060018E
- Vertical limits: FL 95 – FL 195
- Airspace class: C/E
- ATS unit: Brussels Control
- Remark: Airspace class C above FL 100 (included)

VAALS B AREA (see Appendix A)

- Lateral limits: 505048N 0060427E - 504515N 0060116E - along the Dutch-German border - 505048N 0060427E
- Vertical limits: FL 95 – FL 195
- Airspace class: C/E
- ATS unit: Brussels Control
- Remark: Airspace class C above FL 100 (included)

LUXEMBOURG TMA TWO A (see Appendix B)

- Lateral limits: 500748N 0060816E - 500748N 0061252E - 500149N 0061228E - 495714N 0061208E - along the German-Luxembourg border - 500748N 0060816E
- Vertical limits: FL145 – 2500ft AMSL
- Airspace class: C/E
- ATS unit: Luxembourg Approach
- Remark: Airspace class C above FL 95

LUXEMBOURG TMA TWO B (see Appendix B)

- Lateral limits: 495536N 0061319E - 495228N 0062026E - 495152N 0061852E - along the German-Luxembourg border - 495536N 0061319E
- Vertical limits: FL145 – 1000ft AGL
- Airspace class: C/D/E
- ATS unit: Luxembourg Approach
- Remark: Airspace class D at and above 5500 FT AMSL, airspace class C above FL 95

LUXEMBOURG TMA TWO C1 (see Appendix B)

- Lateral limits: 500149N 0061228E - 495719N 0062051E - 495528N 0061337E - 495608N 0061204E - 500149N 0061228E
- Vertical limits: FL95 – 5500ft AMSL
- Airspace class: E
- ATS unit: Luxembourg Approach



LUXEMBOURG TMA TWO C2 (see Appendix B)

- Lateral limits: 495228N 0061337E - 495228N 0062026E - 494833N 0063010E - 494708N 0063341E - 495032N 0063325E - 495107N 0063220E - 495719N 0062051E - 495528N 0061337E
- Vertical limits: FL95 – 5500ft AMSL
- Airspace class: D
- ATS unit: Luxembourg Approach

LUXEMBOURG TMA TWO D (see Appendix B)

- Lateral limits: 495228N 0062026E - 494921N 0062812E - along the German-Luxembourg border - 495152N 0061852E - 495228N 0062026E
- Vertical limits: FL165 – 1000ft AGL
- Airspace class: C/D/E
- ATS unit: Luxembourg Approach
- Remark: Airspace class D at and above 5500 FT AMSL, airspace class C above FL 95

LUXEMBOURG TMA TWO E1 (see Appendix B)

- Lateral limits: 494833N 0063010E - 494708N 0063341E - 494600N 0063347E - 493834N 0063423E - 493212N 0063453E - 493039N 0063055E - 493808N 0062543E - 494833N 0063010E
- Vertical limits: FL95 – 1000ft AGL
- Airspace class: D/E
- ATS unit: Luxembourg Approach
- Remark: Lower limit partially 2500 FT AGL, Airspace class D at and above 3500 FT AMSL

LUXEMBOURG TMA TWO E2 (see Appendix B)

- Lateral limits: 493212N 0063453E - 492340N 0063534E - 493039N 0063055E - 493212N 0063453E
- Vertical limits: FL95 – 1000ft AGL
- Airspace class: E
- ATS unit: Luxembourg Approach
- Remark: Lower limit partially 2500 FT AGL

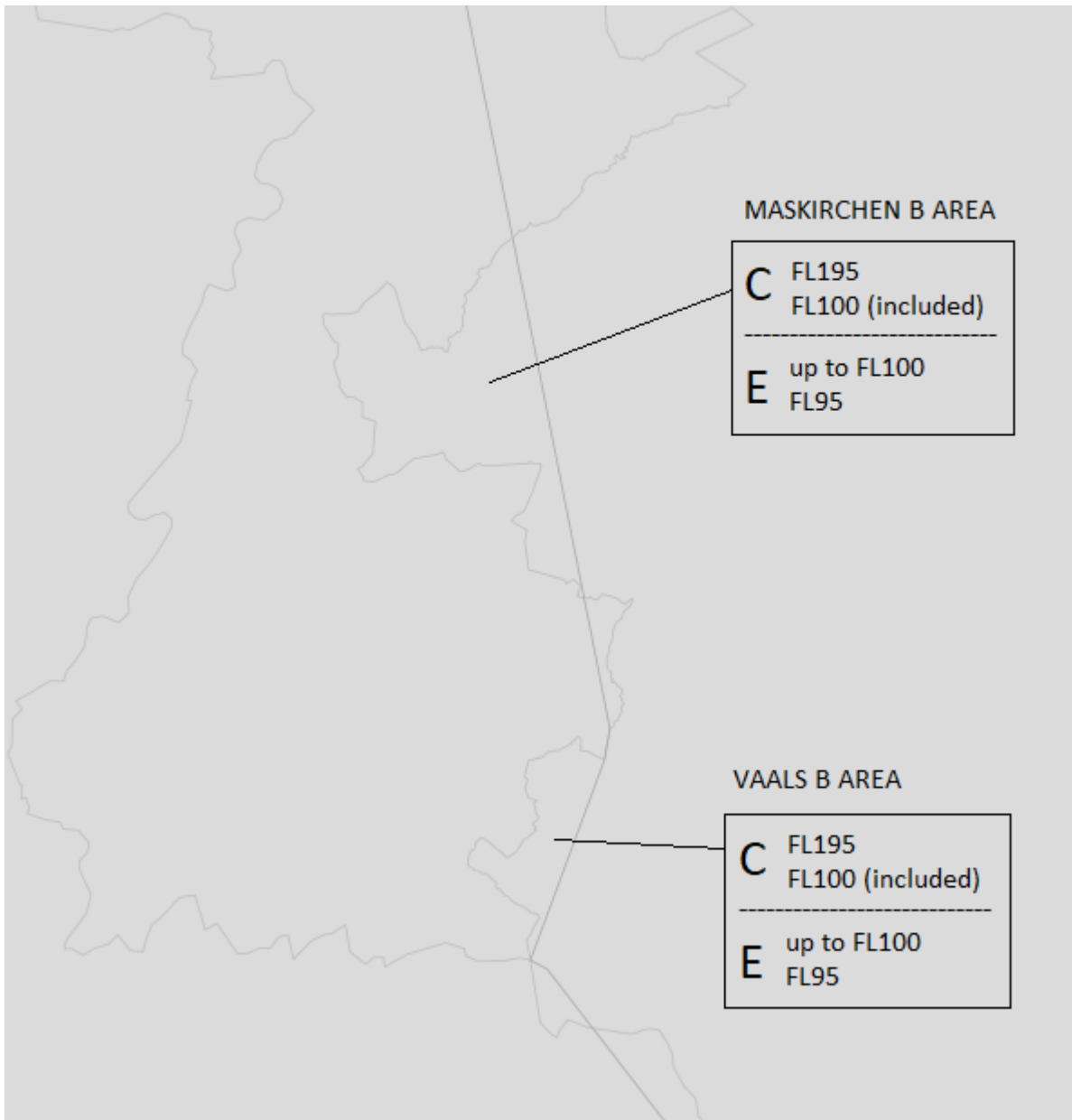
LUXEMBOURG TMA TWO F1 (see Appendix B)

- Lateral limits: 493808N 0062543E - 493039N 0063055E - 492837N 0062541E - along the German-French border - 492810N 0062202E - along the German-Luxembourg border - 493808N 0062543E
- Vertical limits: FL165 – 1000ft AGL
- Airspace class: C/D/E
- ATS unit: Luxembourg Approach
- Remark: Lower limit partially 2500 FT AGL, Airspace class D at and above 3500 FT AMSL, airspace class C above FL 95

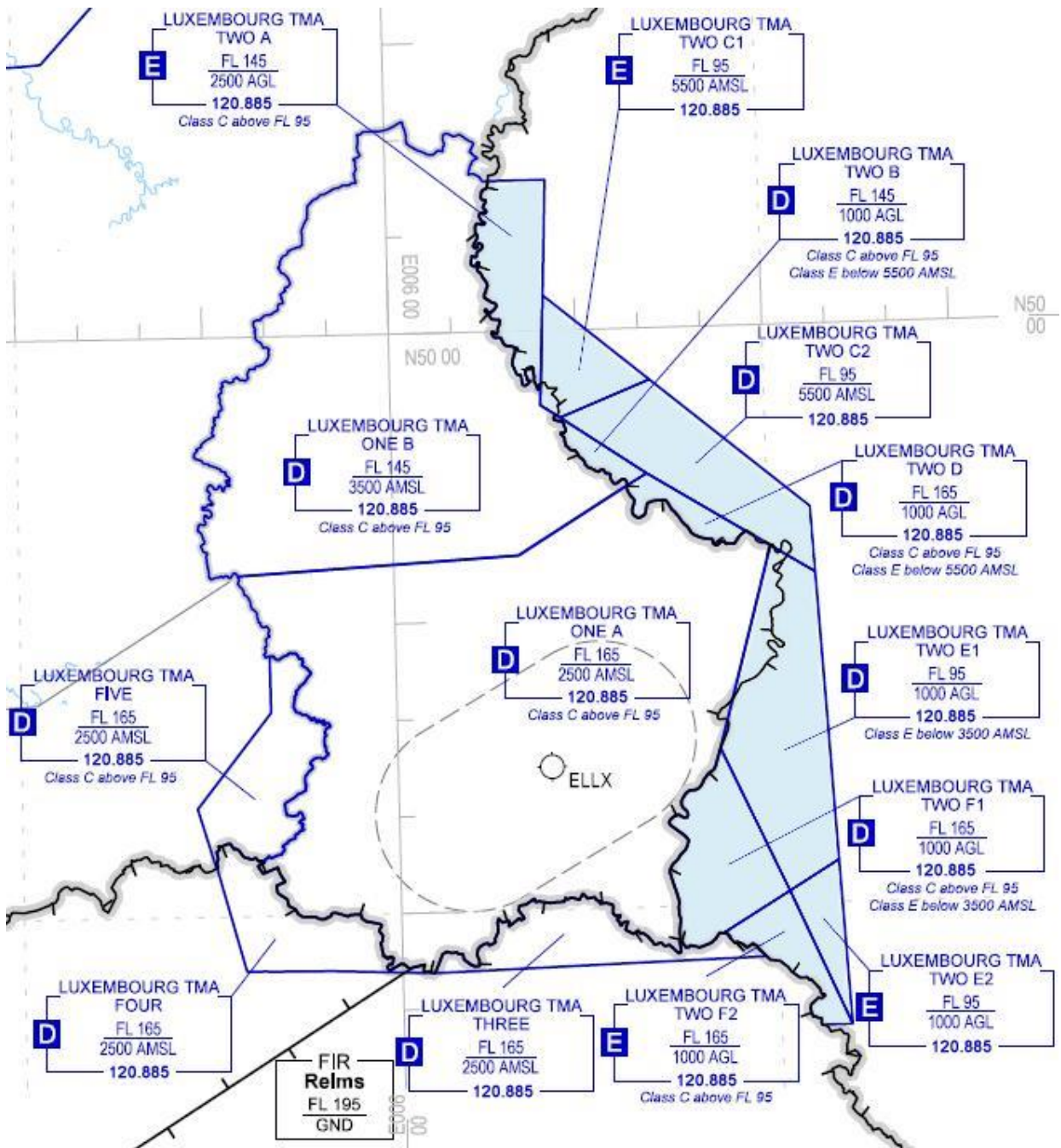
LUXEMBOURG TMA TWO F2 (see Appendix B)

- Lateral limits: 493039N 0063055E - 492340N 0063534E - 492340N 0063308E - along the German-French border - 492837N 0062541E - 493039N 0063055E
- Vertical limits: FL165 – 1000ft AMSL
- Airspace class: C/E
- ATS unit: Luxembourg Approach
- Remark: Lower limit partially 2500 FT AGL, Airspace class C above FL 95

## Appendix A



## Appendix B



(edited screenshot from Belgium & Luxembourg eAIP ENR 6-INDEX.0

## Annex A. Coordination standards

For coordination with adjacent units the phrases described below shall be used:

Approval Request: Request from an ATS unit to the ATS unit concerned for an approval to deviate from agreed procedures. For example:

- Coordination of a direct routing
- Approval request to cross/use an airspace of a unit not involved in the normal flight profile of the mentioned aircraft (“airspace crossing”)
- Transfer of an aircraft not at agreed level
- Transfer of an aircraft in vertical movement

Phraseology example: *“approval request to cross your airspace, \*callsign\*, \*position\*, \*level\*, to proceed direct \*waypoint\*, descending \*level\*”* *“approved / approved, not below \*level\* / not approved”*

Request: A specific request by the accepting unit to the transferring unit regarding an aircraft.

Phraseology example: *“request \*callsign\* direct \*waypoint\*/heading \*heading\*/climbing \*level\*/descending \*level\*/speed \*speed\*”*

Controllers may also coordinate general approvals/releases deviating from agreed procedures.

## **Annex B. Definitions**

### **B.1. ATS Area of Responsibility (AoR)**

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

### **B.2. Coordination Point (COP)**

A geographical location that serves as common reference for the coordination of the transfer conditions of a flight.

### **B.3. Release for Climb**

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

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting sector, unless otherwise agreed.

### **B.4. Release for Descent**

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

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting sector, unless otherwise agreed.

### **B.5. 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.

### **B.6. 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. Usually used by state aircraft.