

Letter of Agreement

IVAO – Benelux & France Divisions



Name: **LOA-EBBU-LFEE_EN**

Date: **22nd April 2021**

Version: **v5**

Validity: **permanent**

Contrib.: LFEE-CH, LFEE-ACH, FR-AOC, FR-AOAC, XB-AOC, XB-AOAC

Contact: xb-atcops@ivao.aero

fr-atcops@ivao.aero

Object: LoA between the Brussels FIR (EBBU) and the Reims FIR (LFEE)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between the **Brussels FIR** and the **Reims FIR** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rule.

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO member providing ATS within and active ATC position concerned by this LOA.

2. General procedures

Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither need approval nor acknowledgement by receiving sector.

Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level** and in case the transfer point is not defined within this LOA, **at latest ten (10) miles before the airspace limits**.

Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

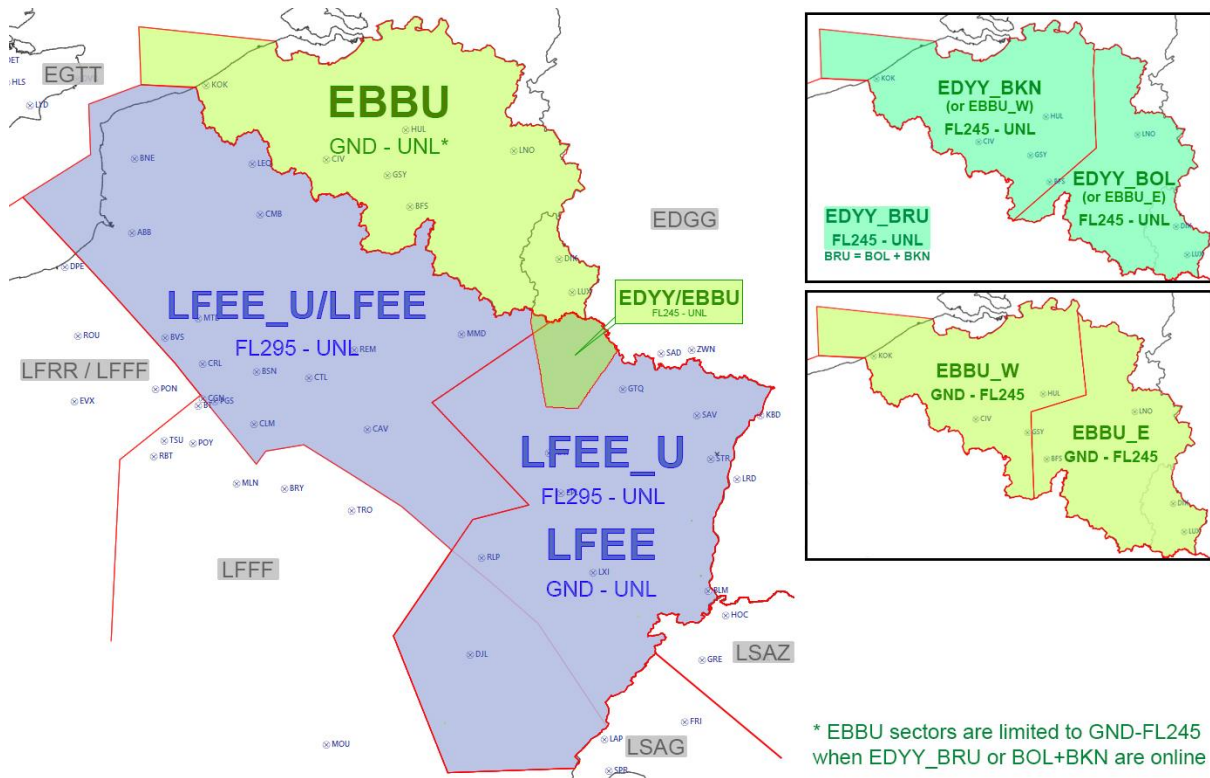
3. ATC units description

Brussels Control is the Air Traffic Service (ATS) communication facility which covers the Brussels FIR.

During normal operations EBBU_CTR will be used which will cover the complete FIR/UIR. It can be split into 2 sectors : EBBU_W and EBBU_E.

Maastricht Control (EDYY_BRU_CTR) can also be opened and covers all Brussels UIR above FL245. It can also be split into 2 sectors : EDYY_BKN and EDYY_BOL.

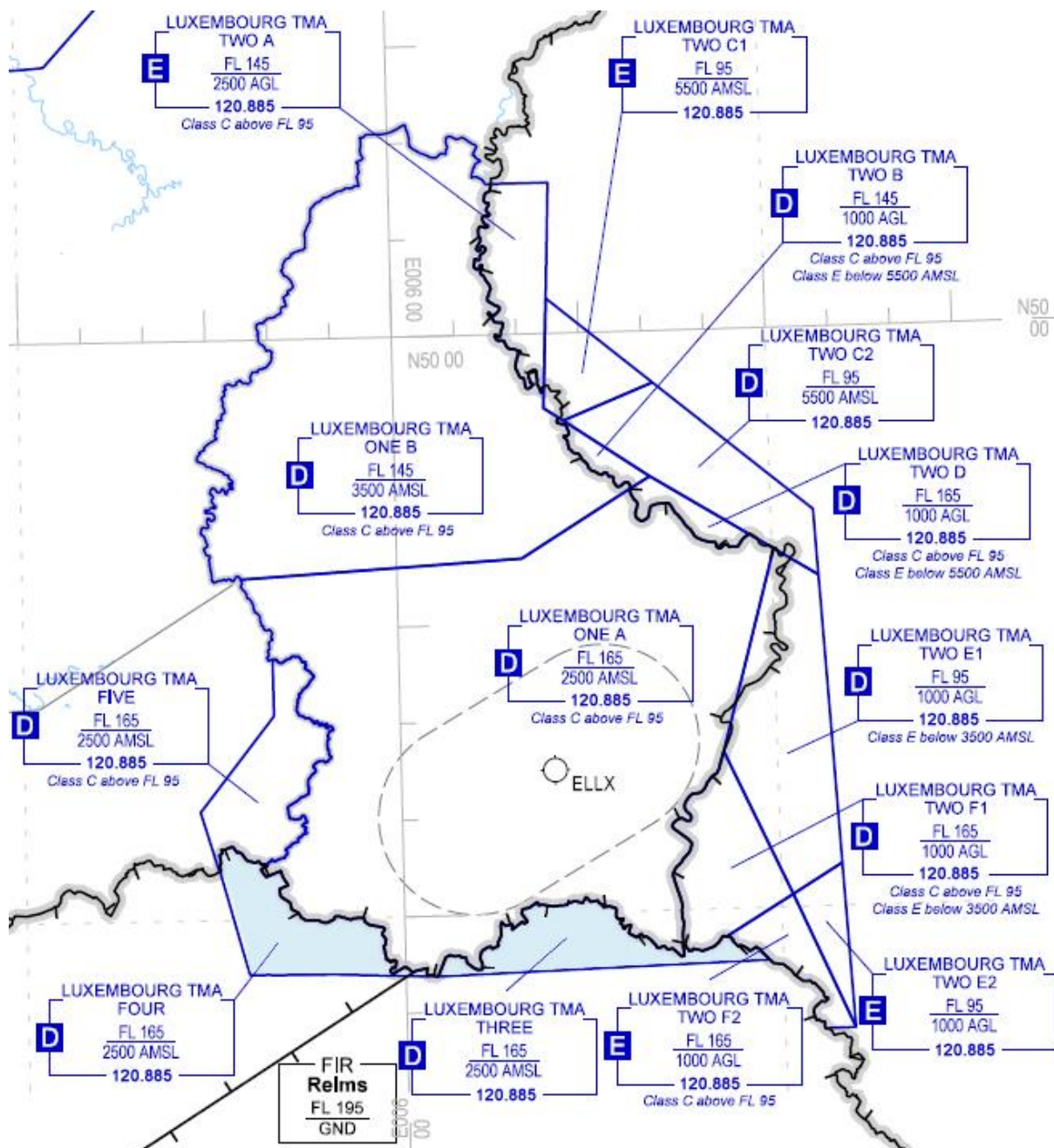
The ATS unit in charge of FIR and UIR airspaces under the responsibility of Reims ACC is **Reims Control** and consists in only one primary sector (LFEE_CTR). This ATC unit may be split into two subsectors (LFEE_CTR and LFEE_U_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.



ATC Position	Callsign	Frequency	Remarks
Primary Sector			
Brussels Control	EBBU_CTR	131.100	GND-UNL* Unless EDYY connected
Brussels Control (East)	EBBU_E_CTR	128.200	GND-UNL* Unless EDYY connected
Brussels Control (West)	EBBU_W_CTR	131.100	GND-UNL* Unless EDYY connected
Maastricht Radar	EDYY_BRU_CTR	132.855	FL245-UNL
Maastricht Radar (Koksy-Nicky)	EDYY_BKN_CTR	132.755	FL245-UNL
Maastricht Radar (Olno-Luxembourg)	EDYY_BOL_CTR	125.980	FL245-UNL
Primary Sector			
Reims Control	LFEE_CTR	127.555	South-East sector : SFC-UNL North-West sector : FL295-UNL (ATS within NW sector below FL295 provided by Paris Control)
Secondary Sectors			
Reims Control (Upper)	LFEE_U_CTR	135.505	FL295-UNL

4. Airspace delegations

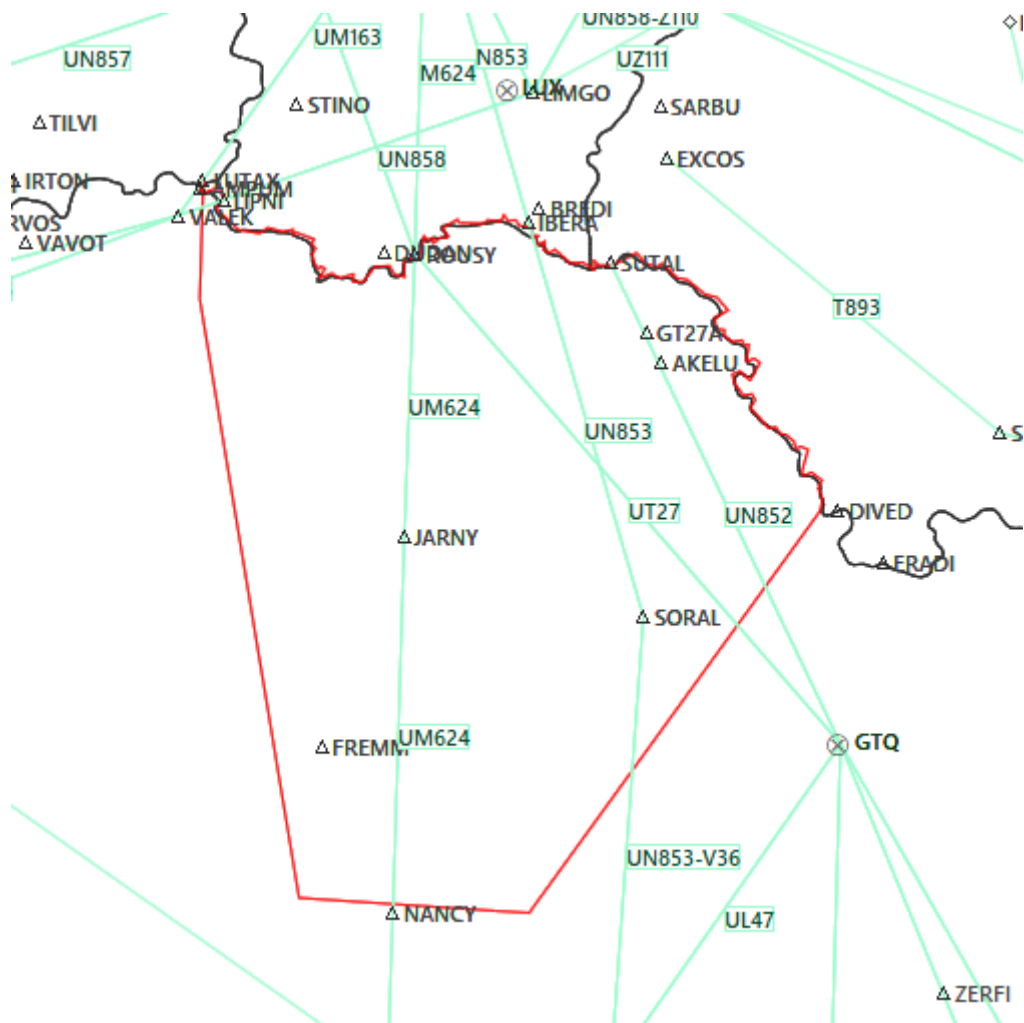
4.1 Luxembourg TMA



Luxembourg TMA 3 and 4 (as depicted above) are permanently delegated from Reims to Luxembourg Approach from 2500ft until FL165.

Except those airspaces comprised within LF-R45 N3 when active.

4.2 PINOT-SORAL Area



During the hours of operation of Maastricht Control (including the service provided by Brussels Control), the airspace situated within the “PINOT-SORAL working airspace” is delegated from Reims Control to Maastricht Control (or Brussels Control) from FL245 to UNL, and is of class C.

5. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Brussels FIR and those under the responsibility of the Reims FIR are defined as follows. They represent a general framework that does not replace the coordination between ATC. Any coordination procedure not mentioned in this LoA must be established on a case-by-case basis.

5.1 En-route coordination

FL250 is not available unless coordination between Brussels ACC and Reims ACC. Only EDFH arrivals may use these FL's.

EHAM TMA arrivals should file VEKIN-FERDI-DENUT, routing via FERDI-HELEN not allowed. Traffics are released for descent 15 nm before CMB.

The protection area of AWY (U)L607 is inside French Airspace, traffic may cross FIR Border while keeping contact with Brussels.

Route	Transfer point	Cleared DCT	Restrictions
LFEE → EBBU/EDYY			
UN873	VEKIN -10 NM	VEKIN	EHAM : (FL320-FL300 & transfer point CMB -15NM) Even FL
UY873	FIR Boundary -10 NM	LUMIL	Even FL
UM163 UN858	FIR Boundary -10 NM	VALEK	UM163 : DCT DIK on request ODD FL
UM624	AoR Boundary	JARNY	EBBR-EDDL: FL340-FL320 EDDF-EHEH: FL320 EDDK: FL300 EBLG-EHBK: FL240 EDFH: FL200 Even FL
UN852		GTQ	
UN853		SORAL	
EBBU/EDYY → LFEE			
UT27	AoR Boundary	GTQ	Only DEP: EBBR TMA, EDDL & EDDK Odd FL
(U)N852	AoR Boundary	GTQ	<FL125: Contact LFST_APP Odd FL
UN857	FIR Boundary	RAPOR	Odd FL
(U)N872	CIV	MEDIL	Odd FL

5.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows.

Brussels towards Reims

Airport	SID/STAR	Coordination Procedure	Remarks
<u>Departures</u> (EBBU/EDYY→LFEE)			
EBBR EBAW EBCI EBCV EDDL EDDK	-	EBBU_CTR → LFEE_CTR (FL>195)	-UT27 only for EBBR TMA, EDDK & EDDL departures -EBBU separates vertically TFC on UN857 & UT27
ELLX	GTQ	ELLX_APP → LFEE_CTR (FL110)	Coordinate with ELLX
<u>Arrivals</u> (EBBU/EDYY→LFEE)			
LFST	GTQ	EBBU_CTR → LFEE_CTR (FL230)	-
LFJL	DIK	EBBU_CTR/ELLX_APP → LFJL_APP (FL90)	Coordinate with ELLX
LFSB	GTQ	EDYY_BOL_CTR → LFEE_CTR (FL290)	Rerouting via ARPUS arrival on LFSB_APP request
LSZH LSGG LFL	-	EDYY_BOL_CTR → LFEE_CTR (FL350)	-

Reims towards Brussels

Airport	SID/STAR	Coordination Procedure	Remarks
<u>Departures</u> (LFEE → EBBU/EDYY)			
LFST	GTQ	LFEE_CTR → EBBU_CTR (FL240)	-
LFJL	DIK	LFJL_APP/LFEE_CTR → EBBU_CTR/ELLX_APP	<FL165 Coordinate an initial FL with ELLX or EBBU
LFSB	GTQ	LFEE_CTR → EDYY_BOL_CTR (FL300)	-
LSZH	-	LFEE_CTR → EDYY_BOL_CTR (FL320)	-
<u>Arrivals</u> (LFEE → EBBU/EDYY)			
Brussels FIR (except EBLG) Langen FIR (except EDDK TMA)	-	LFEE_CTR → EDYY_BOL_CTR (FL320)	Lower with EDYY
Amsterdam FIR (except EHBK)	-	LFEE_CTR → EDYY_BKN_CTR (FL300/320)	Lower with EDYY
EBLG EHBK	-	LFEE_CTR → EBBU_CTR (FL240)	Lower with EBBU
EDDK TMA	-	LFEE_CTR → EDYY_BOL_CTR (FL300)	Lower with EDYY
EDFH ETAR	-	LFEE_CTR → EBBU_CTR (FL160)	Lower with EBBU Coordinate with ELLX
ELLX	AKELU	LFEE_CTR → ELLX_APP (Min FL130 over AKELU)	After AKELU: TFC released for descend FL80 then FL60 2nm north AKELU