



Letter of Agreement (LoA)

Brussels ACC (EBBU) and Reims ACC (LFEE)

Name: LoA-EBBU-LFEE_EN

Date: March 19, 2026

Version: v6.0

Validity: Permanent

INDEX

1.	Purpose	2
2.	Areas of Responsibility.....	2
2.1.	Airspace structure and classification within the Area of Common Interest.....	2
2.1.1.	EBBU FIR.....	2
2.1.2.	LFEE FIR/UIR	2
2.2.	Sectorisation within the Area of Common Interest.....	3
2.2.1.	EBBU ACC	3
2.2.2.	Luxembourg APP	4
2.2.3.	LFEE ACC	5
2.2.4.	Strasbourg APP	6
2.2.5.	Lorraine APP	7
2.3.	Special Areas within the Area of Common Interest.....	8
2.3.1.	R45 N3/N4.....	8
2.3.2.	R321	9
2.3.3.	TRA22	10
2.3.4.	TRA200.....	11
2.3.5.	TRA 205	12
2.3.6.	PINOT SORAL area	13
3.	Procedures for Coordination.....	14
3.1.	General Conditions for Acceptance of Flights	14
3.2.	ATS-Routes, DCTs, Co-Ordination Points and Level Allocation.....	15
3.2.1.	Flights from EBBU to LFEE ACC	15
3.2.2.	Flights from LFEE ACC to EBBU ACC	15
3.2.3.	Flights from EBBU ACC to LSFT APP.....	16
3.2.4.	Flights from LFST APP to EBBU ACC.....	16
3.2.5.	Flights from ELLX APP to LFST APP	16
3.2.6.	Flights from LFST APP to ELLX APP	16
3.2.7.	Flights from ELLX APP to LFJL APP	17
3.2.8.	Flights from LFJL APP to ELLX APP.....	17
4.	Contributions	18
5.	Changelog.....	18

1. Purpose

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

The content of the agreement is approved by the concerned ATC Operations Department and FIR Chiefs and its application is mandatory for all IVAO members providing ATS within an active position concerned by this LoA.

2. Areas of Responsibility

2.1. Airspace structure and classification within the Area of Common Interest

2.1.1. EBBU FIR

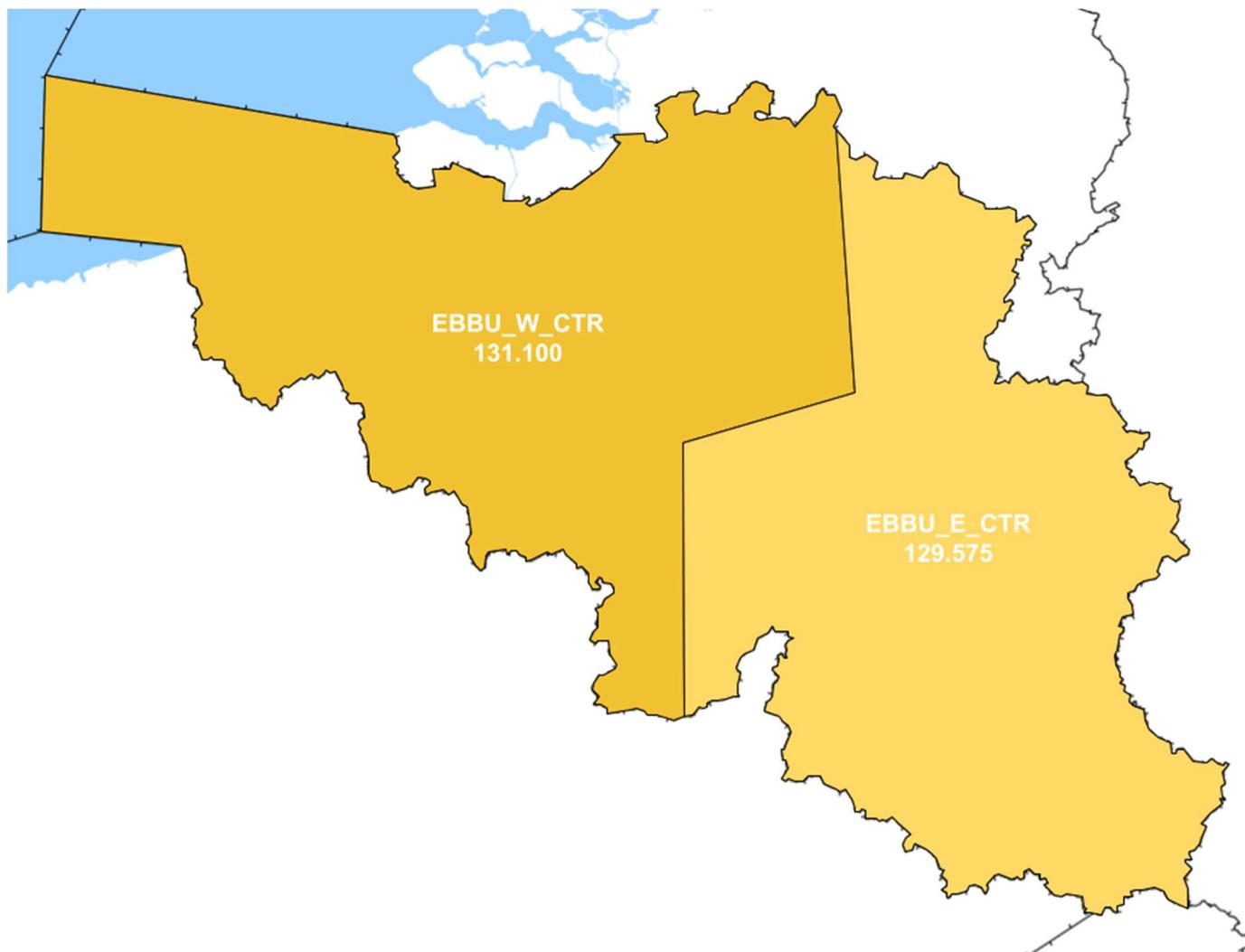
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195-FL660	C
FIR	SFC-FL195	G outside other classified airspace

2.1.2. LFEE FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.2. Sectorisation within the Area of Common Interest

2.2.1. EBBU ACC



The Brussels airspace sectorisation is described on the picture above.

The positions are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Brussels Control	EBBU_CTR	131.100	
Secondary Sectors			
Brussels Control	EBBU_E_CTR	129.575	
Brussels Control	EBBU_W_CTR	131.100	
Brussels Information	EBBU_FSS	126.900	Flight information and alerting service

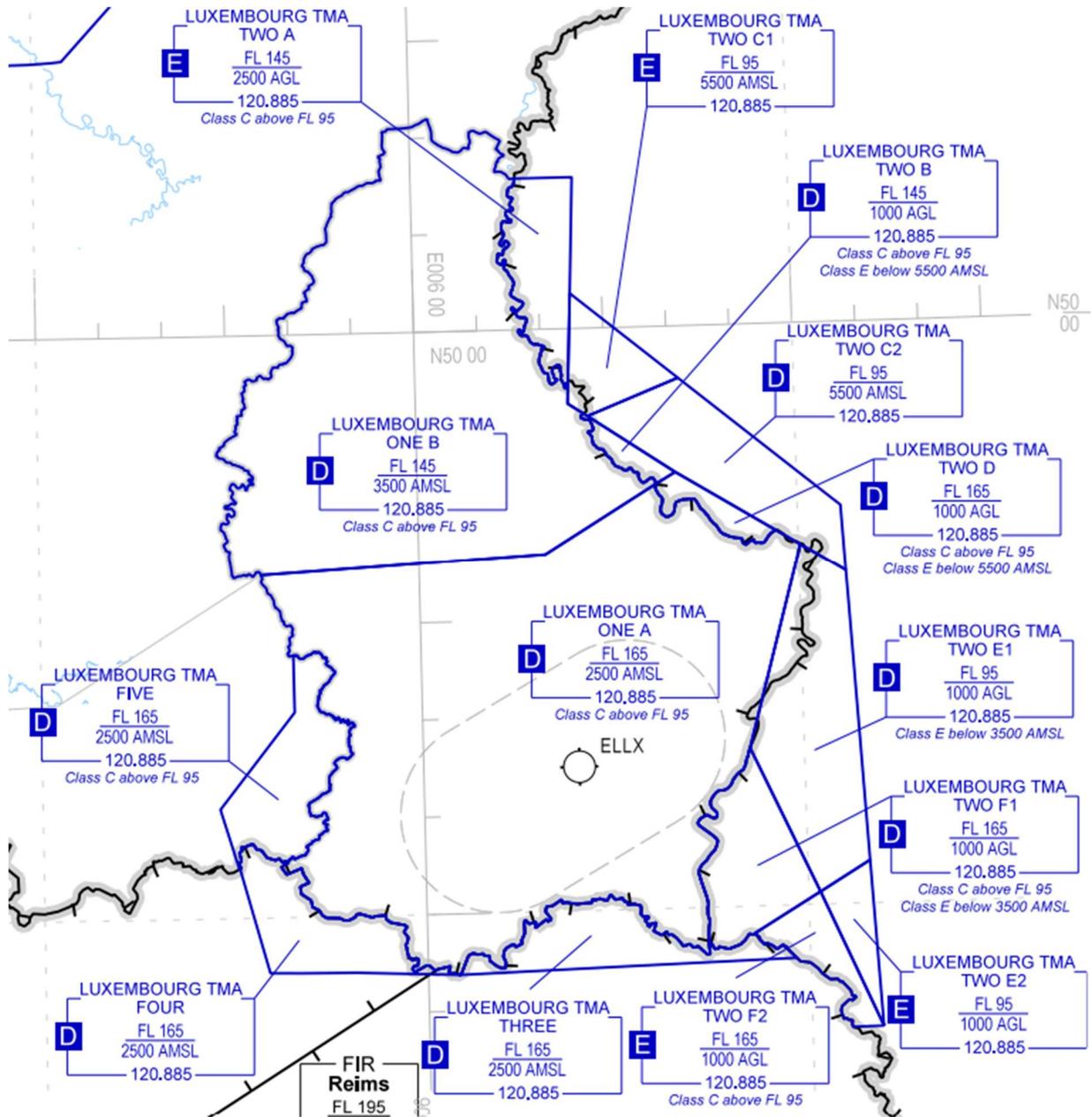
* If EDYY is open, Brussels is only responsible for airspace below FL245 (see Letter of Agreement between EDYY and LFEE for any information above FL245).

EDYY needs to obtain prior permission from Brussels ACC to be in charge of airspace over Belgium and Luxembourg. Brussels ACC is responsible for informing Reims ACC of who is in charge of this airspace.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.2. Luxembourg APP

Luxembourg APP Area of Responsibility is depicted by the picture below from SFC to FL165.



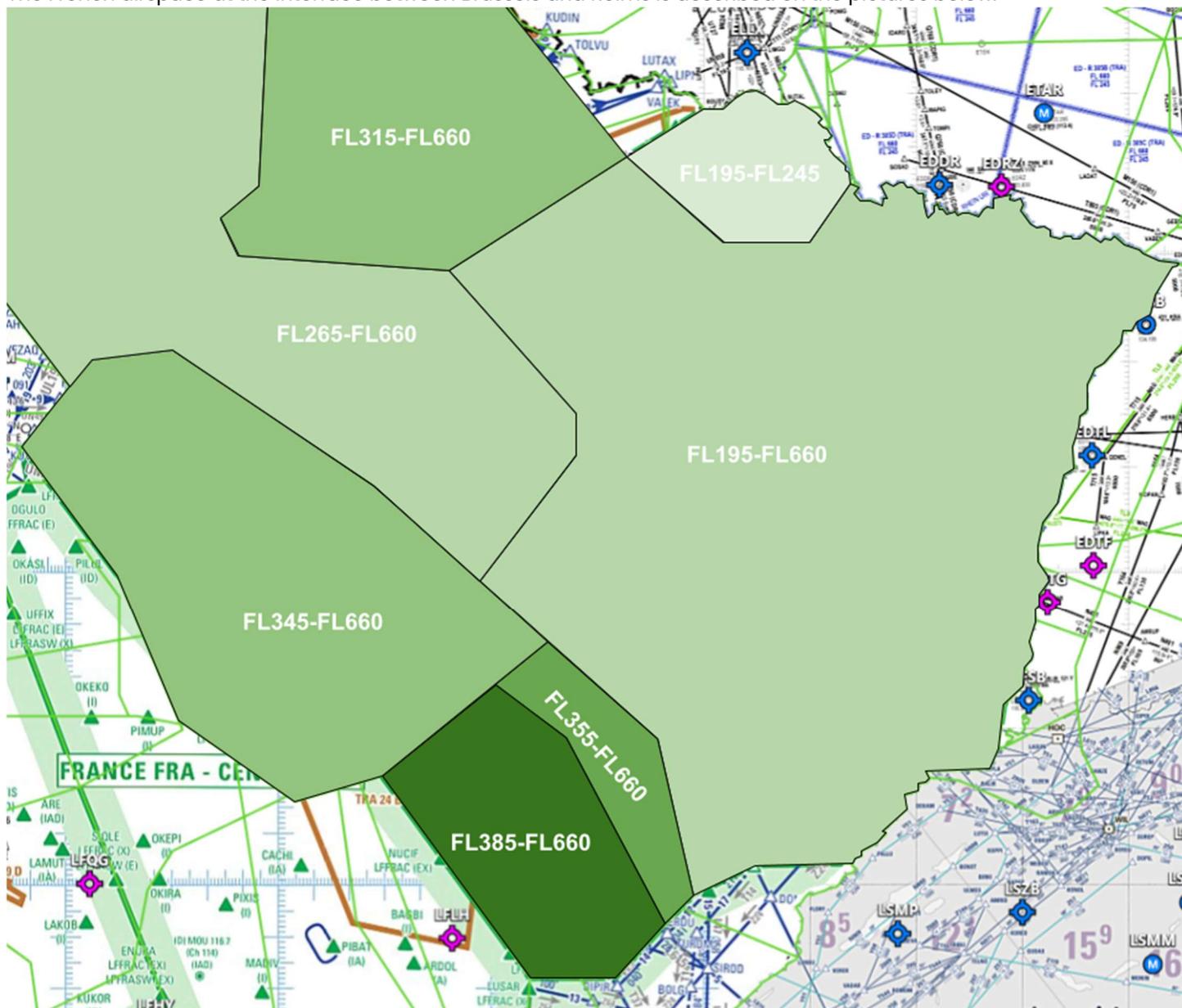
There is only one primary position in charge of Luxembourg APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Luxembourg Radar	ELLX_APP	120.885	
Secondary Sectors			
Luxembourg Arrival	ELLX_A_APP	118.905	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.3. LFEE ACC

The French airspace at the interface between Brussels and Reims is described on the pictures below.



Reims ACC positions concerned by this LoA are the following:

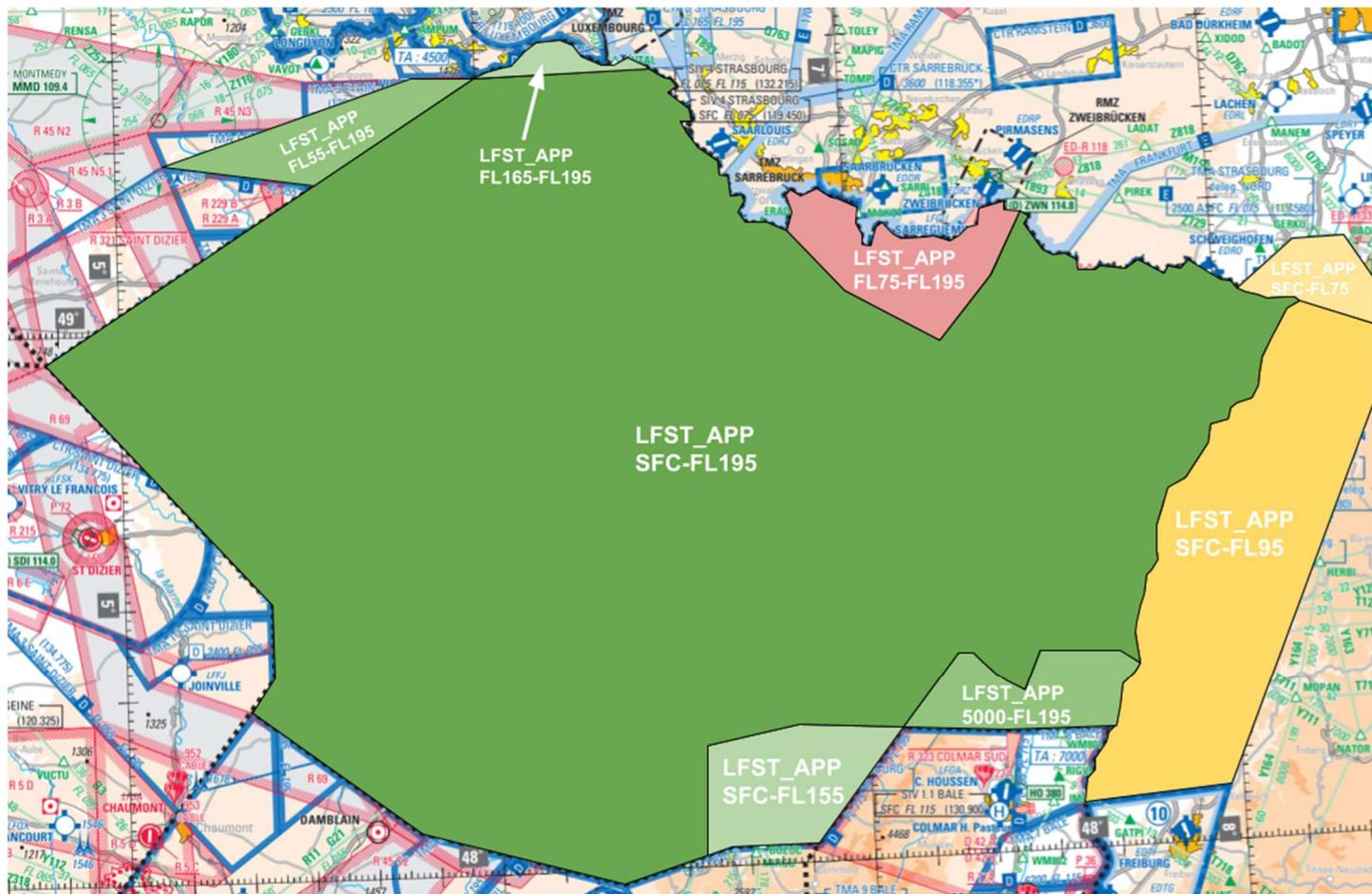
Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.4. Strasbourg APP

Strasbourg APP is responsible for the provision of ATS in the north half of Reims FIR from SFC to FL195.

When Lorraine APP is no active (see 2.2.5.), Strasbourg APP is responsible for its airspace.

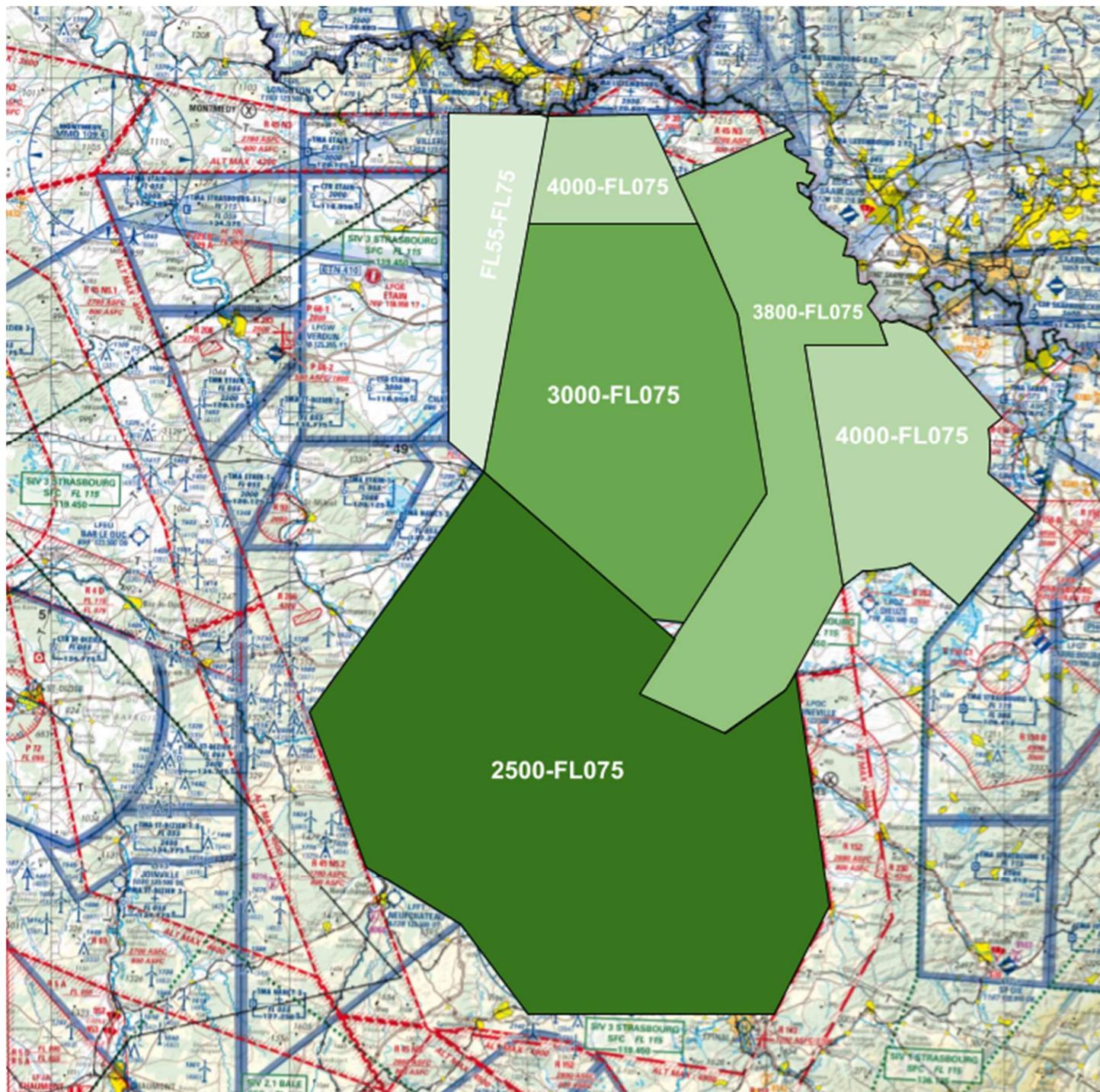


There is only one primary position in charge of Strasbourg APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Strasbourg Approach	LFST_APP	120.410	

2.2.5. Lorraine APP

Lorraine APP Area of Responsibility is described on the picture below from SFC to FL075.



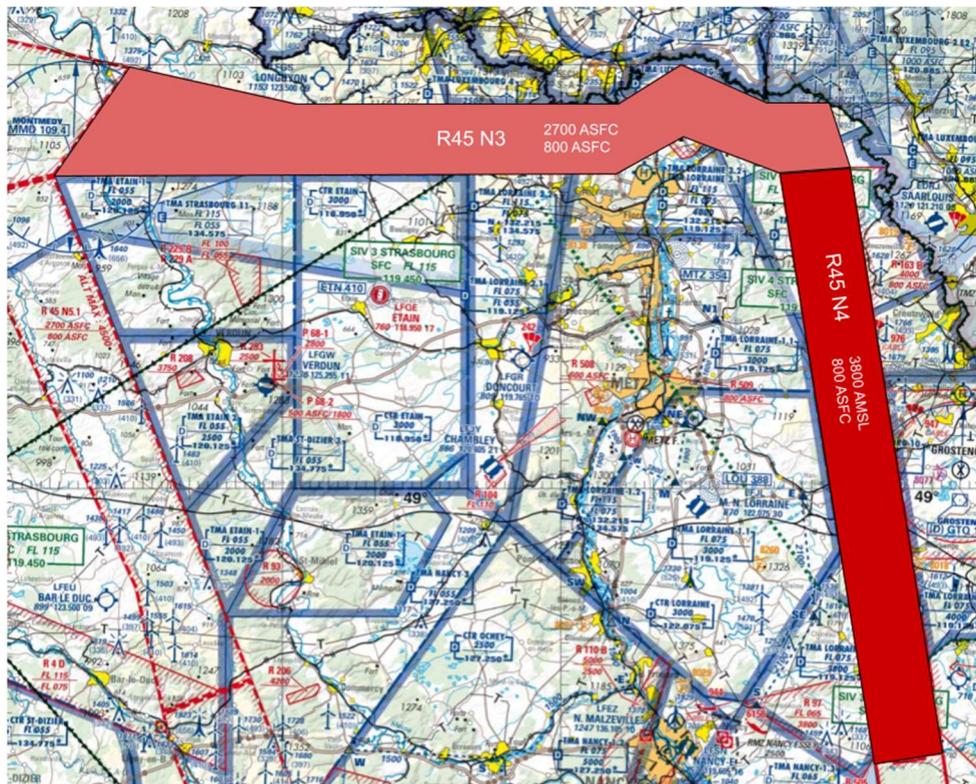
There is only one primary position in charge of Lorraine APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Lorraine Approach	LFJL_APP	119.125	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.3. Special Areas within the Area of Common Interest

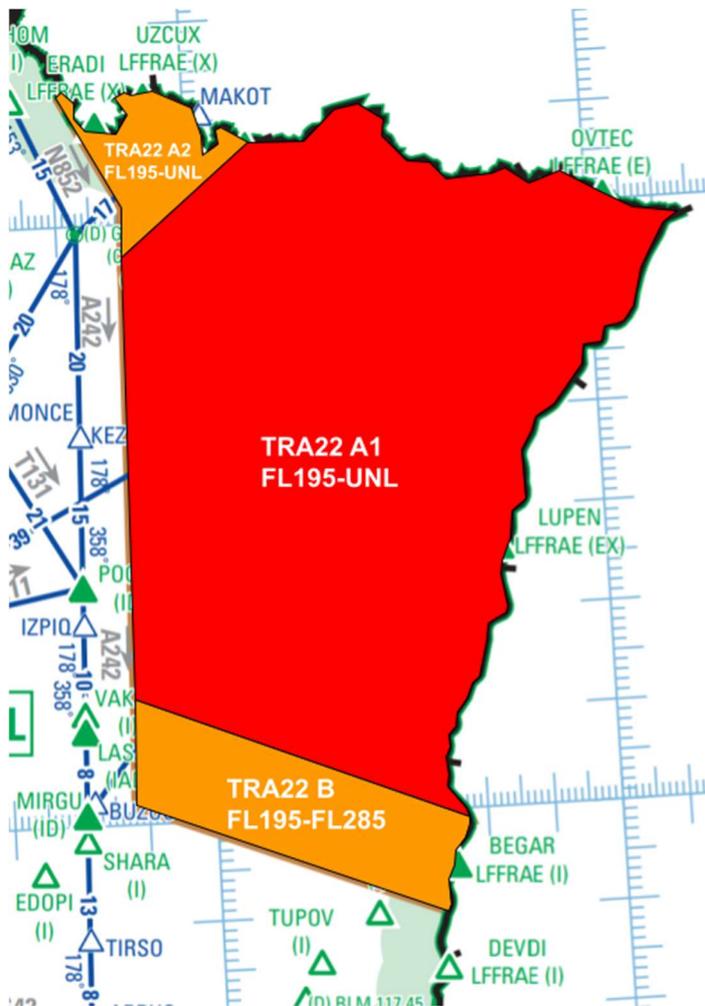
2.3.1. R45 N3/N4



This area is a low level/high speed military area. It doesn't impact IFR flights, however VFR flights shall be informed of its activity.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

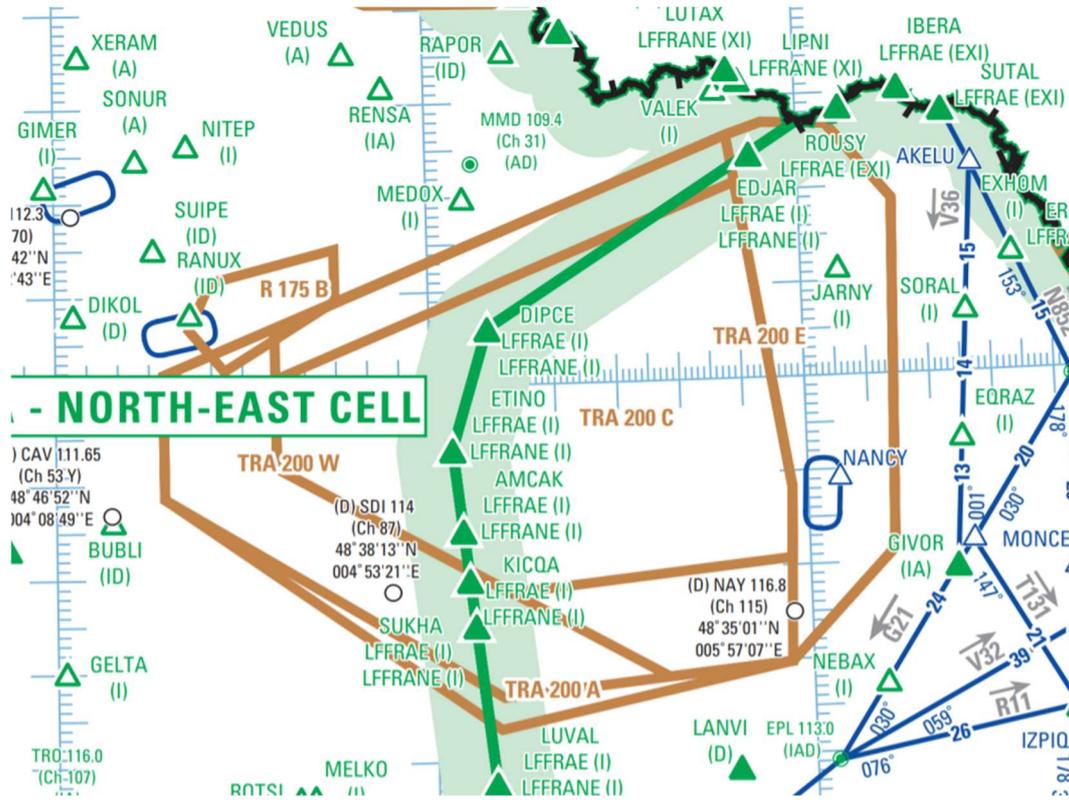
2.3.3. TRA22



Reims ACC shall inform Brussels ACC of the TRA22 activity.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

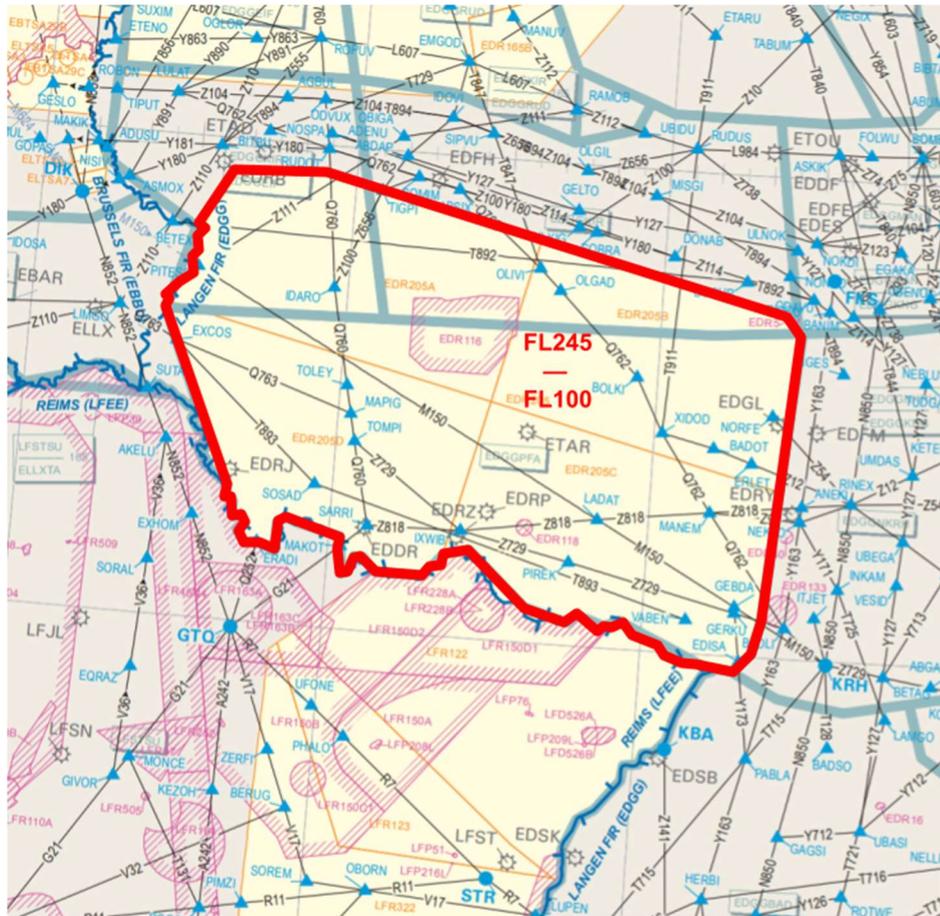
2.3.4. TRA200



Reims ACC shall inform Brussels ACC of the TRA200 activity. This includes the precise area activated and the routes availability (for example: TRA200A active, traffic via ROUSY must route ROUSY-GTQ).

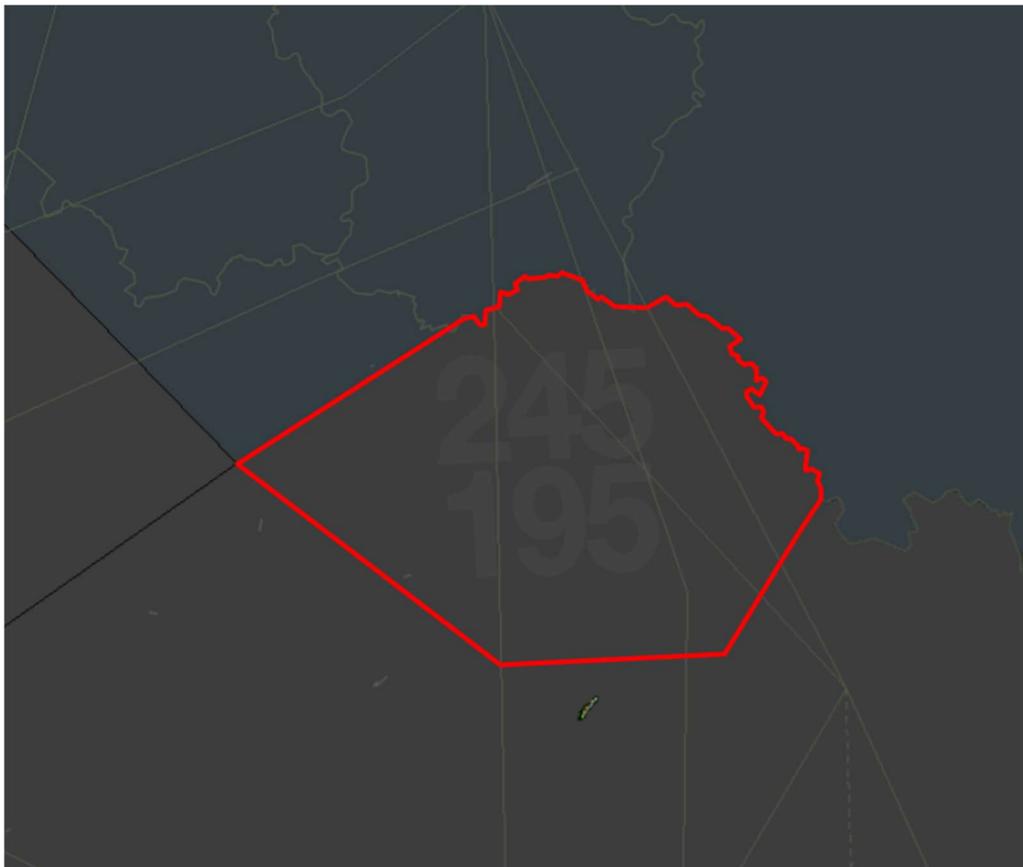
FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.3.5. TRA 205



FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.3.6. PINOT SORAL area



The PINOT-SORAL area is a part of French airspace delegated to Maastricht ACC from FL245 to FL660.

This area is delimited by the following coordinates:

49°13'14"N , 006°41'23"E - 49°13'03"N , 006°41'09"E - 49°02'11"N , 006°29'58" - 49°02'12"N , 006°14'20"E -
49°02'15"N , 006°05'30"E - 49°18'00"N , 005°38'03"E - 49°22'41"N , 005°49'25" - 49°27'48"N , 006°03'31"E -
French Luxembourg border - 49°28'10"N , 006°22'02"E - French German border - 49°13'14"N , 006°41'23"E

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA conditions or a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), the transferring unit shall initiate an approval request.

Traffics shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from EBBU to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
UT27	ROUSY	Odd	DEP Brussels TMA, EDDL, EDDK	3.2.1.1.
N852	SUTAL	Odd		
		FL230	ARR EDTD EDDS EDTF EDJA LSZR DEP EDFH	3.2.1.2.

3.2.1.1.

Brussels TMA = EBBR, EBAW, EBCV, EBCI

3.2.1.2.

Departures from EDFH are released for climb to FL240 according to traffic known by Reims ACC.

3.2.1.3.

Brussels ACC is responsible for the compatibility of flights converging to GTQ on routes SUTAL-GTQ and ROUSY-GTQ. Brussels ACC may clear these flights to GTQ without prior coordination.

3.2.2. Flights from LFEE ACC to EBBU ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
GTQ - SUTAL	SUTAL	Even	Strasbourg TMA DEP only	3.2.2.1.
SORAL - IBERA	IBERA	Even		
Free Route to ROUSY	ROUSY	Even		

3.2.2.1.

Strasbourg TMA = LFST, LFGA, EDSB, EDTL

3.2.2.2.

FL220 and FL200 normally not available unless prior agreement obtained from Brussels ACC.

Reims responsible for compatibility of flows GTQ-SUTAL and SORAL-IBERA converging to DIK.

Reims ACC may clear these flights to DIK without prior coordination.

3.2.3. Flights from EBBU ACC to LFST APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N852	SUTAL	Odd	Transits 195>FL>165	

3.2.4. Flights from LFST APP to EBBU ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N852	SUTAL	Even	Transits 195>FL>165	

3.2.5. Flights from ELLX APP to LFST APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N852	AKELU	Odd	Transits FL<165	
ELLX SID	GTQ	FL150	DEP ELLX with RFL>155	3.2.5.1.
		FL100	DEP ELLX with RFL<155	

3.2.5.1.

Non-RNAV departures shall be coordinated by Luxembourg APP to Strasbourg APP as they interfere with RNAV arrivals from GTQ/GIVOR.

ELLX SIDs require reaching FL120 before LX772 or LX896 respectively on runway 06 and runway 24. Flights unable to reach this restriction shall be re-cleared to FL100 and sent early on frequency to Strasbourg APP.

ELLX departures are released for climb and turn inside Luxembourg area of responsibility.

3.2.6. Flights from LFST APP to ELLX APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N852/V36	AKELU	Even	Transits FL<165	
		FL160	ARR EDFH ETAD	3.2.6.1.
STAR ELLX	GTQ/GIVOR	FL110		3.2.6.2.

3.2.6.1.

Arrivals to EDFH and ETAD shall cross the FIR boundary (SUTAL) at FL160 or below and shall not enter Brussel's ACC airspace unless otherwise coordinated between Strasbourg and Brussels.

3.2.6.2.

Arrivals to ELLX are transferred on RNAV STAR descending to FL110. These flights are released for descent to FL080 and for turn upon contact, they are released for descent to FL60 once clear of Lorraine TMA 4. When LF-R321 is active, these flights shall not fly closer than 2.5Nm from the eastern border of the area above FL110.

Non-RNAV arrivals shall be coordinated by Strasbourg APP to Luxembourg APP as they interfere with ELLX RNAV departures and arrivals.

3.2.7. Flights from ELLX APP to LFJL APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
DIK-MTZ	MTZ	FL070	All flights	

3.2.7.1. Use of MTZ holding and release for ELLX traffics

A standard holding pattern is defined on MTZ NDB for LFJL arrivals, Lorraine APP is responsible for this holding pattern at FL070 and below.

RNAV departures from ELLX runway 24 to GTQ interfere with Lorraine TMA 3.1. However, this trajectory is strategically segregated from MTZ holding's protection area. Thus, Lorraine APP will accept the transit of these flights without coordination.

If ELLX arrivals for runway 06 are shortened to LX062 in the Area of Responsibility of Strasbourg APP, they are strategically segregated from MTZ holding's protection area once they are in a 5Nm radius of LX062. Thus, these flights are released for descent down to FL060 without prior coordination once they are at less than 5Nm from LX062.

3.2.8. Flights from LFJL APP to ELLX APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
MTZ-DIK	DIK	FL060 (5000ft if QNH<1014)	All flights	3.2.8.1.

3.2.8.1.

These flights are released for climb in the Area of Responsibility of Lorraine APP (<FL075).

A higher climb release may be requested to Strasbourg APP.

4. Contributions

This document has been drafted in coordination between the ATC Operations Department of BeLux and France divisions and Brussels FIR staff and Reims FIR staff.

5. Changelog

Version	Date	Changes
V6.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFEE ACC airspace