

# Letter of Agreement

IVAO – Benelux & France Divisions



Name: **LOA-EBBU-LFFF\_EN**

Date: **22<sup>nd</sup> April 2021**

Version: **v5**

Validity: **permanent**

Contrib.: LFFF-CH, LFFF-ACH, EBBU-CH, EBBU-ACH, FR-AOC, FR-AOAC, XB-AOC, XB-AOAC

Contact: [xb-atcops@ivao.aero](mailto:xb-atcops@ivao.aero)

[fr-atcops@ivao.aero](mailto:fr-atcops@ivao.aero)

Object: LoA between the Brussels FIR (EBBU) and the Paris FIR (LFFF)

## 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 **Paris 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**.

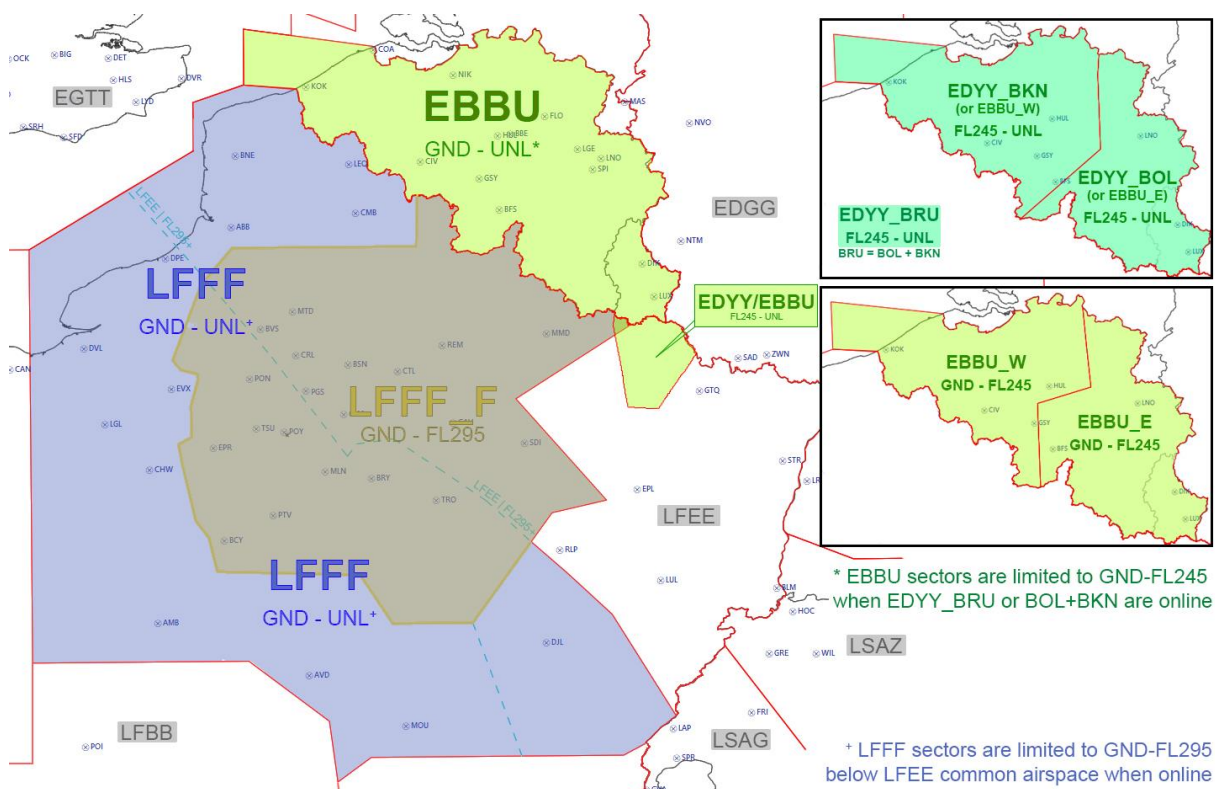
### 3. ATC units description

**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 ATC unit in charge of FIR and UIR airspaces under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors (LFFF\_CTR and LFFF\_F\_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
<b>Primary Sector</b>			
<b>Brussels Control</b>	EBBU_CTR	131.100	GND-UNL* Unless EDYY connected
<b>Brussels Control (East)</b>	EBBU_E_CTR	128.200	GND-UNL* Unless EDYY connected
<b>Brussels Control (West)</b>	EBBU_W_CTR	131.100	GND-UNL* Unless EDYY connected
<b>Maastricht Radar</b>	EDYY_BRU_CTR	132.855	FL245-UNL
<b>Maastricht Radar (Koksy-Nicky)</b>	EDYY_BKN_CTR	132.755	FL245-UNL
<b>Maastricht Radar (Olno-Luxembourg)</b>	EDYY_BOL_CTR	125.980	FL245-UNL
<b>Primary Sector</b>			
<b>Paris Control</b>	LFFF_CTR	128.100	SFC-UNL LFEE open : SFC-FL295
<b>Paris Control (CCT)</b>	LFFF_F_CTR	135.405	SFC-FL295
<b>Secondary Sectors</b>			
<b>Reims Control</b>	LFEE_CTR	127.555	> FL295 over LFFF UIR

## 4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Brussels FIR and those under the responsibility of the Paris 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.

### 4.1 En-route coordination

EHAM TMA arrivals should file VEKIN-FERDI-DENUT, routing via FERDI-HELEN not allowed.  
Traffic 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.

Traffic between Paris TMA and EDDF, EDDK, EHAM, EHRD & EHEH shall remain below FL245.

Traffic between Paris TMA and EBBR/EBMB & EBAW shall remain below FL195.

Transferring a traffic shall occur approximatively 1 to 2 minutes before the boundary.

Route	Transfer point	Cleared DCT	Restrictions
<b>EBBU/EDYY → LFFF</b>			
<b>(U)N872</b>	CIV	MEDIL	Odd FL
<b>UN857</b>	FIR Boundary	RAPOR	Odd FL (> FL195)
<b>UY50 UZ319 UY131</b>	FIR Boundary	MOPIL	Odd FL
<b>Z110</b>	LIMGO	MMD	Even FL
<b>(U)M170</b>	FIR Boundary	RAPOR	Even FL
<b>Y50</b>	CIV	IDOKO	Odd FL (< FL195)
<b>UY157</b>	FIR Boundary	REMGO	Even FL
<b>Q763</b>	FIR Boundary	RAPOR	Even FL
<b>Y180</b>	FIR Boundary	MMD	Even FL
<b>LFFF → EBBU/EDYY</b>			
<b>UM163</b>	FIR Boundary -10 NM	VALEK	DCT DIK on request Odd FL
<b>UM617</b>	FIR Boundary -10 NM	CMB	Even FL (EBCI ARR <FL160 – EBLG ARR <FL220)
<b>UN873</b>	VEKIN -10 NM	VEKIN	Even FL
<b>UN858</b>	FIR Boundary -10 NM	VALEK	Odd FL
<b>(U)Y473</b>	FIR Boundary -10 NM	TULNI	FL220 TULNI
<b>UY873</b>	FIR Boundary -10 NM	VEKIN	Even FL
<b>UZ173 UZ373</b>	VEKIN -10 NM	ARVOL	Even FL (EBBR ARR FL220 ARVOL)
<b>Y180</b>	FIR Boundary	DIK	Odd FL
<b>Z110</b>	MMD	LIMGO	Odd FL

## 4.2 Coordination of departures and arrivals

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

### Brussels towards Paris

Airport	SID/STAR	Coordination Procedure	Remarks
<b>Arrivals (EBBU/EDYY → LFFF)</b>			
<b>LFOB</b>	MATIX	Cleared MATIX	Max 280 kts
	MOFIL	EDYY -> LFFF_F Cleared FL260 MOFIL	Max 280 kts
	VEDUS	EDYY -> LFFF_F Cleared FL260 VEDUS	Max 280 kts
	DINAN	Cleared FL160 XERAM	-
	CMB	Cleared ≤ FL 240 CMB	
<b>LFPO</b>	MATIX	Cleared MATIX	-
	MOFIL	EDYY -> LFFF_F Cleared FL260 MOFIL	
	RENSA	-	
<b>LFPG</b>	MATIX	Cleared MATIX	Max 280 kts
	MOFIL	EDYY -> LFFF_F Cleared FL260 MOFIL	Max 280 kts
	VEDUS	EDYY -> LFFF_F Cleared FL280 – FL260 VEDUS	Max 280 kts
	DINAN	Cleared FL160 XERAM	-
<b>LFQQ</b>	CIV	Cleared FL80 CIV	-

### Paris towards Brussels

Airport	SID/STAR	Coordination Procedure	Remarks
<b>Arrivals (LFFF → EBBU/EDYY)</b>			
<b>EBBR EBMB EBAW</b>	ARVOL	Cleared FL220 ARVOL to cross VEKIN < FL240	Transfer at CMB latest. After transfer, TFC released for descend FL120 for turns ± 20°
	TULNI	Cleared FL220 TULNI to cross VEKIN < FL240	
<b>ELLX</b>	MMD PETAN	Cleared FL80 PETAN	-
<b>EBOS EHWO EBFN</b>	FERDI	Cleared ≤ FL180 VEKIN	-
<b>EBCI</b>	ARVOL CIV	Cleared FL160 ARVOL or Cleared FL180 CMB	-
<b>EBLG EHBK</b>	CIV	Cleared ≤ FL220	-
<b>Amsterdam FIR (except EHBK)</b>	-	Cleared VEKIN, FL300/320	-
<b>Langen FIR (except EDDK)</b>	-	Cleared VALEK/ARDEN, FL320	-
<b>EDDK TMA</b>	-	Cleared VALEK/ARDEN, FL300	-