



Letter of Agreement (LoA)

Brussels ACC (EBBU) and Paris ACC (LFFF)

Name: LoA-EBBU-LFFF_EN

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1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Brussels ACC** and **Paris 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

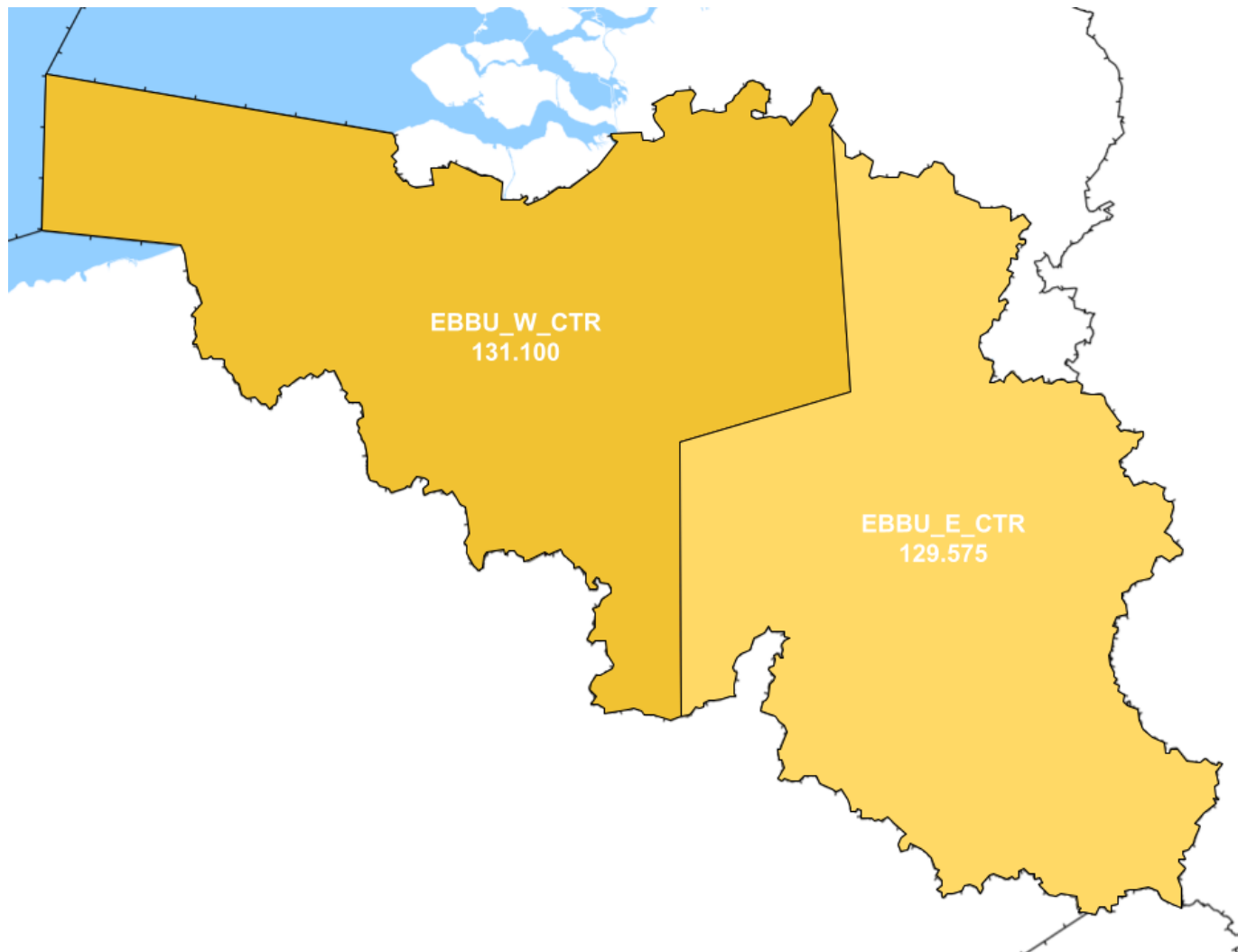
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195-FL660	C
FIR	SFC-FL195	G outside other classified airspace

2.1.2. LFFF 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

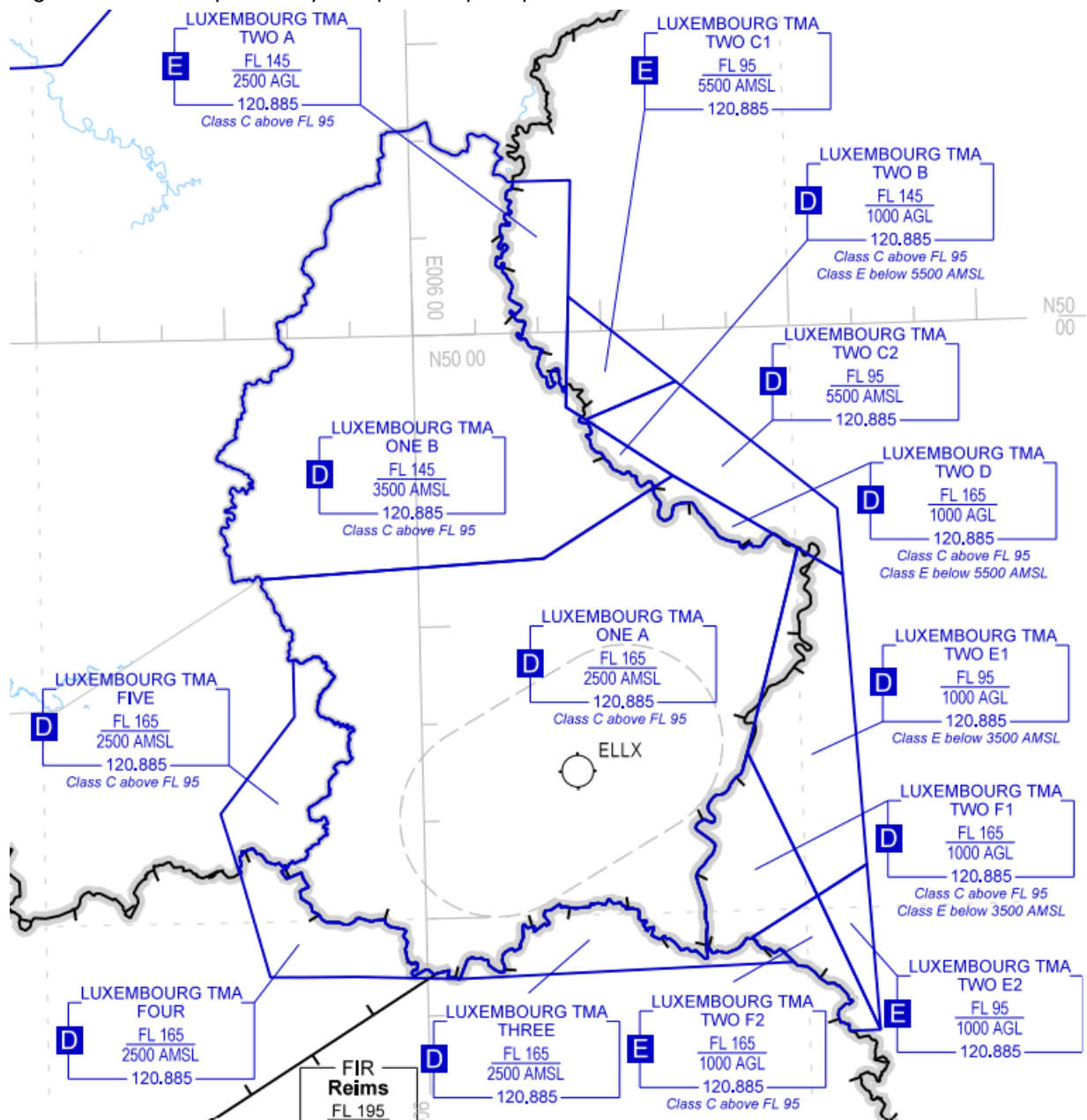
* If EDYY is open, Brussels is only responsible for airspace below FL245 (see Letter of Agreement between EDYY and LFEE for any information above FL245).

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.

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2.2.2. Luxembourg APP

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



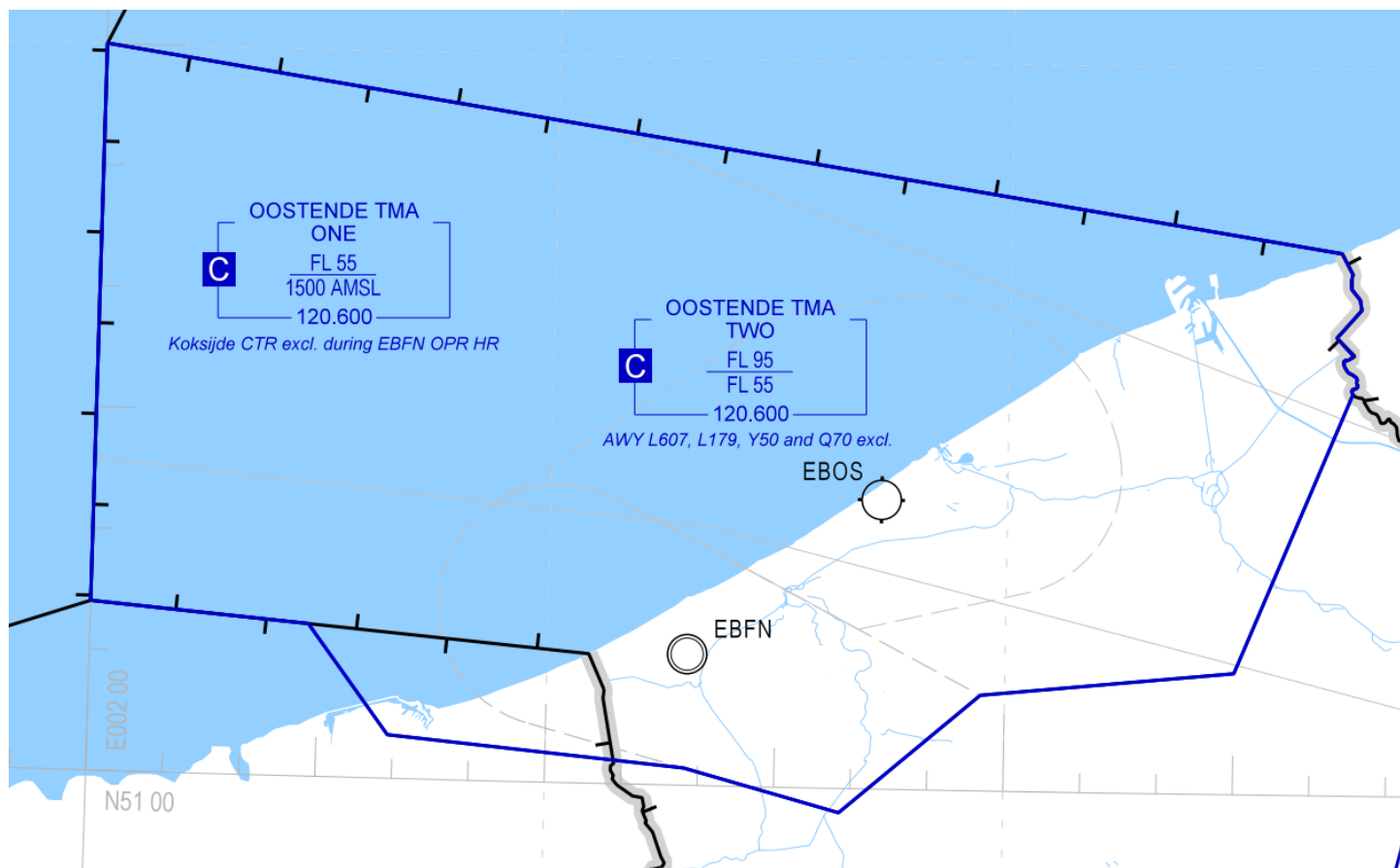
There is only one primary position in charge of Luxembourg APP airspace:

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

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2.2.3. Oostende APP

Oostende APP Area of Responsibility is depicted by the picture below from SFC to FL095.



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

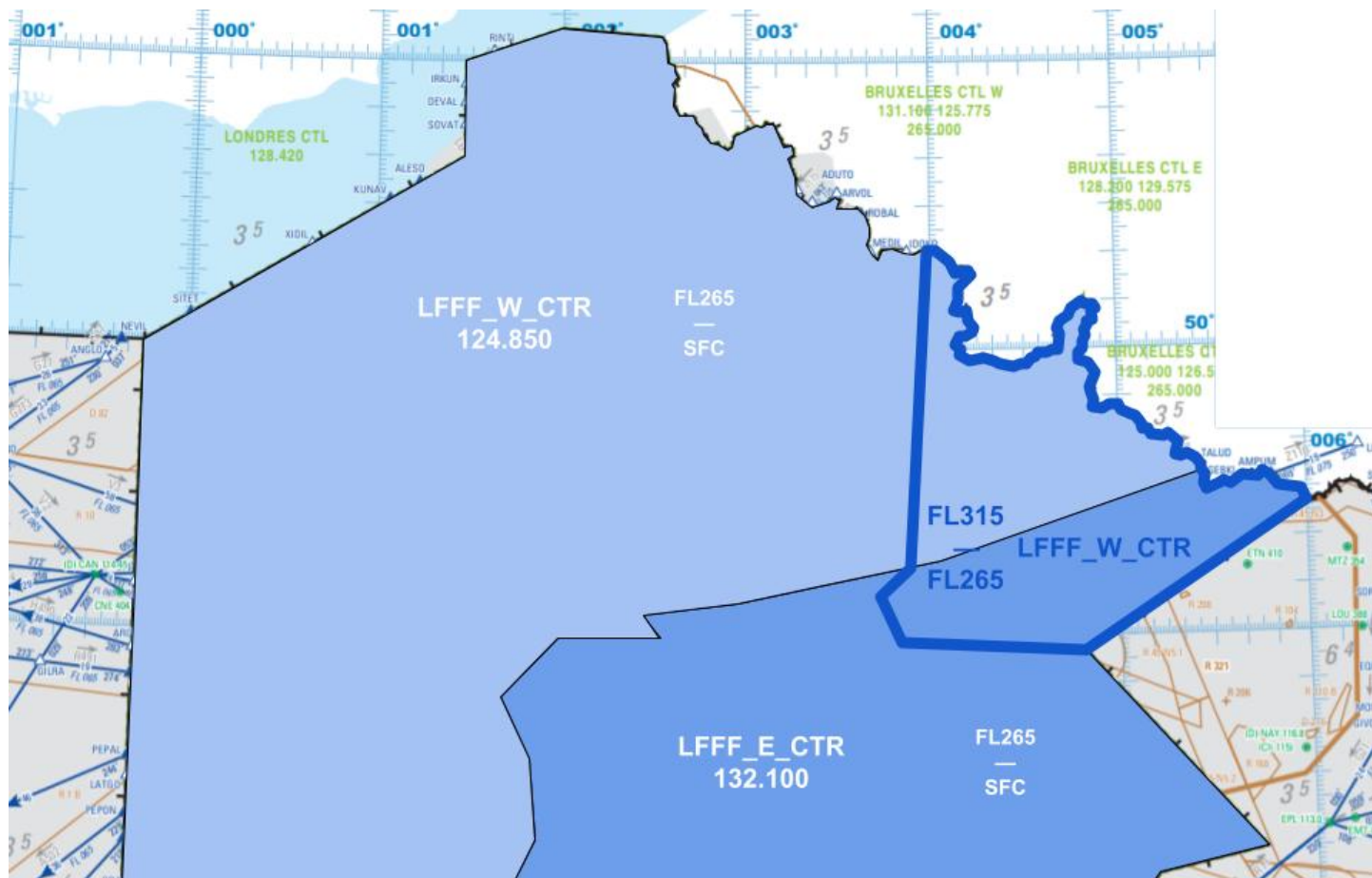
Position	Identifier	Frequency	Remarks
Primary Sectors			
Oostende Approach	EBOS_APP	120.605	

Oostende APP is also responsible for areas EB-R25 and EB-R24 below 4500ft, Oostende shall request approval from Lille to climb or descend in these areas. Lille shall coordinate to Oostende any flight intending to interfere with these areas.

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2.2.3. LFFF ACC

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



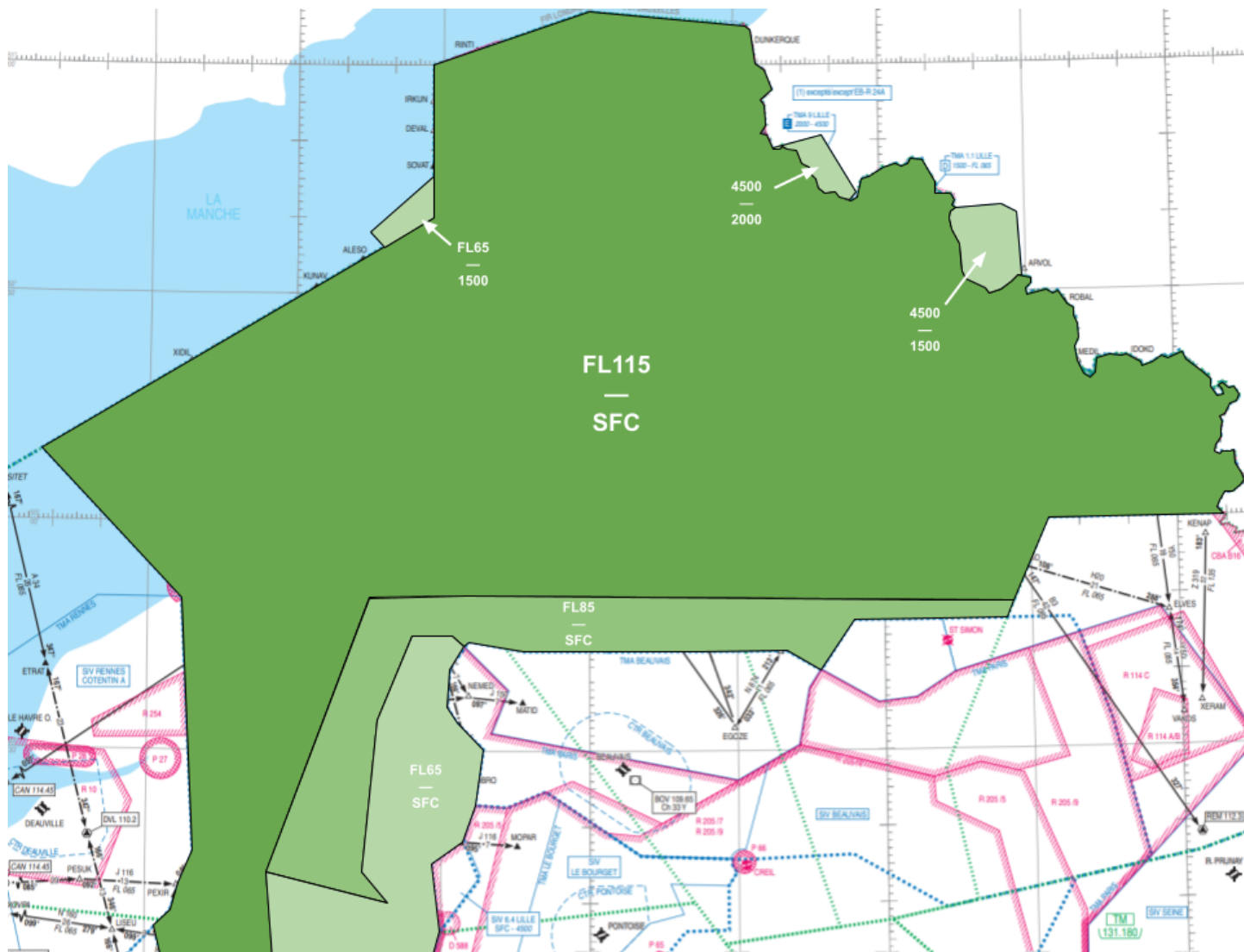
Paris ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Paris Control	LFFF_CTR	120.955	
Secondary Sectors			
Paris Control	LFFF_W_CTR	124.850	
Paris Control	LFFF_E_CTR	132.100	

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2.2.4. Lille APP

Lille APP is responsible for the provision of ATS in the north part of Paris FIR from SFC to FL115.



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

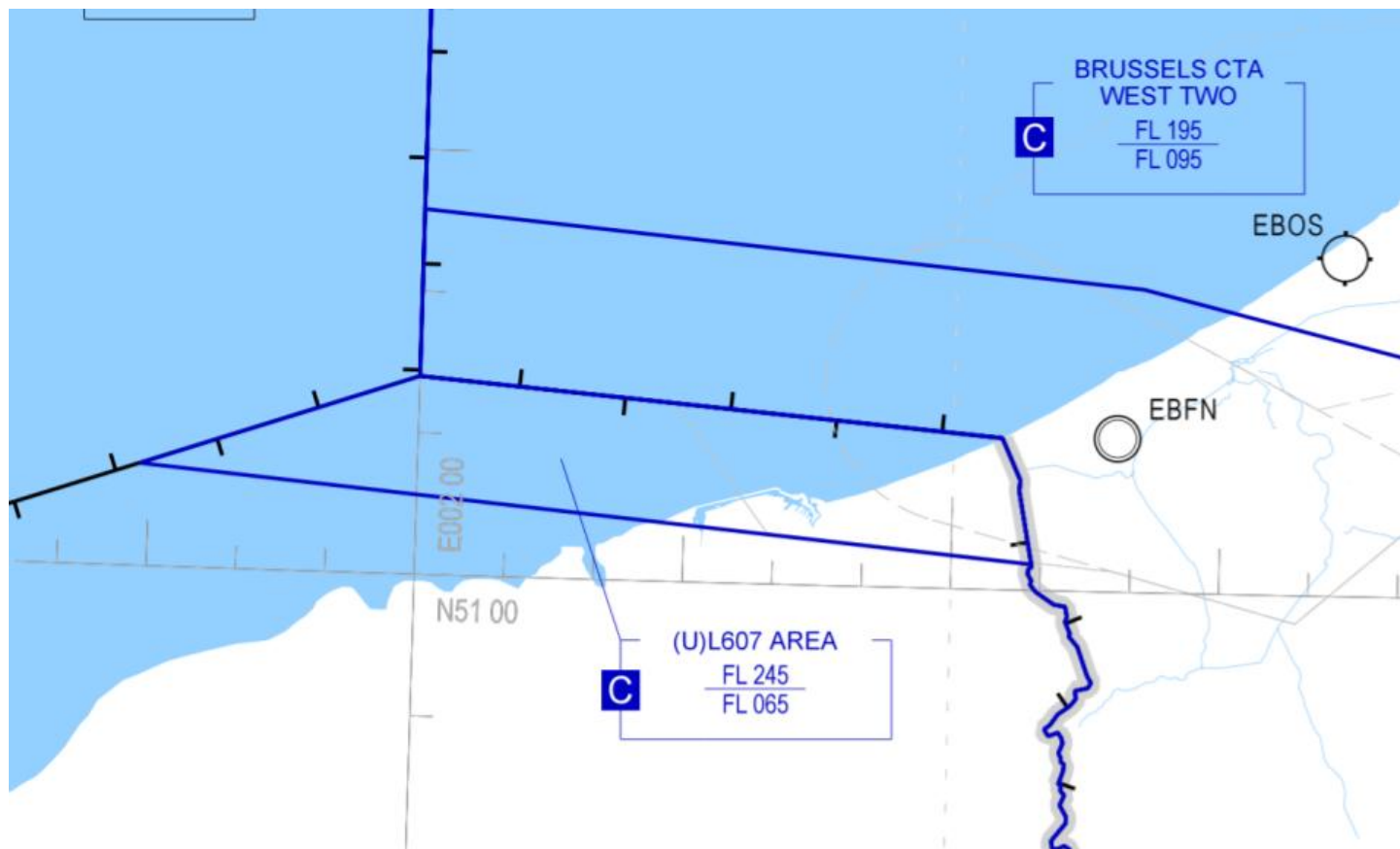
Position	Identifier	Frequency	Remarks
Primary Sectors			
Lille Approach	LFQQ_APP	126.480	

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2.3. Special Areas within the Area of Common Interest

2.3.1. (U)L607 area

The area north of a parallel line 5Nm south of the axis of ATS route (U)L607 between DVR and KOK is permanently delegated to Brussels ACC from FL65 to FL245. This airspace is class C.



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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 ACC to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
M617	CMB	Odd		
		FL170	ARR LFOH LFRG LFOB LFOP LFOI DEP Brussels TMA & EBCI	3.2.2.3.
(U)N872	MEDIL	Odd	RFL>195 only	
		FL240	DEP Brussels TMA	3.2.2.3.
		FL210	DEP EBCI	
Y50	IDOKO	Odd		3.2.2.2.
		FL190	ARR LFLA LFOC LFOJ LFOZ LFOX LFQB	
UZ319 UY131	MOFIL	All levels	ARR Paris Group	
		Odd	ARR LFOK LFQA	
UN857 (U)M170	RAPOR	Even		
Q763	RAPOR	Even	ARR Paris Group LFOB	3.2.2.1.
Z110 Y180	MMD	Even	Overflights only	

3.2.2.1.

Paris Group = LFPB LFPG LFPN LFPV LFPO LFPT

As far as possible, Brussels ACC shall establish a 15Nm longitudinal separation between successive arrivals to Paris Group in order to avoid a traffic accumulation in Paris ACC airspace.

3.2.2.2.

In case of traffic overflow in Paris TMA, Paris ACC may use ENORI and XERAM stacks.

The ENORI holding interferes with ATS route Y50 from FL090 to FL190 included. If this stack is overloaded, flights via Y50 will be subject to approval from Paris ACC.

Paris ACC shall inform Brussels ACC of the use of ENORI and XERAM holdings.

3.2.2.3.

Brussels TMA = EBBR EBMB EBAW EBCV

Brussels TMA departures via MEDIL shall be transferred by Brussels ACC climbing to FL240 to cross MEDIL at FL200 or above. Traffics unable to reach FL200 at MEDIL and traffics with RFL<265 shall be transferred climbing to FL210.

3.2.2. Flights from LFFF ACC to EBBU ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N873 VEKIN DCT ADUTO	ADUTO	Even		
		FL240*	ARR EHWO EHGR EHBD EHVK	
		FL180*	ARR EBOS EBFN	
Z173 Z373	ARVOL	Even	ARR EBBR EBMB EBCI EBAW only	3.2.1.1.
		FL160*	ARR EBCI	
Y473	TULNI	Even	ARR EBBR EBMB EBAW only	3.2.1.1.
M617 CMB DCT ROBAL	CIV	Even		
		FL220	ARR EB** & EHBK	
Z110 Y180	MMD	Odd		
VALEK DCT LUTAX VALEK DCT LIPNI	VALEK	Odd		
		FL230	ARR EDRK	

3.2.1.1. Arrivals EBBR EBMB EBAW via TULNI/ARVOL

Traffics with ARR EBAW shall be transferred descending to FL220 to be levelled by VEKIN

Traffics with ARR EBBR/EBMB shall be transferred according to runway in use at EBBR. Descending to FL220 to be levelled by VEKIN for QFU 19/25L/25R. Descending to FL180 to be levelled by VEKIN for QFU 01/07L/07R.

These traffics shall be transferred by Paris ACC to Brussels ACC no later than abeam CMB, they are released for descend to FL120 and for turn (maximum 20° left or right).

Brussels ACC shall inform Paris of the runway in use at EBBR.

3.2.3. Flights from EBBU ACC to LFQQ APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
Y50	IDOKO	Odd	Transits FL<115	
M617	CMB	Odd	Transits FL<115	
CIV-ROBAL-CMB	ROBAL	FL110	ARR Lille Group	3.2.3.1.

3.2.3.1.

Lille Group = LFQQ LFQT LFAC LFAT LFAV LFAQ LFAY

These traffics shall cross DENIN at FL115 or below, they are released for further descend on first contact with LFQQ APP.

3.2.4. Flights from LFQQ APP to EBBU ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N873 Z373	CMB	FL100		
M617	ROBAL	Even*	Transits FL<115	
		FL100	DEP Lille Group	3.2.4.1.
DCT	ARWEF	On coordination	ARR EBKT	3.2.4.2.

*FL60 is not available when Brussels Transition Level is higher.

3.2.4.1.

Lille Group = LFQQ LFQT LFAC LFAT LFAV LFAQ LFAY

These traffics are released for climb subject to known traffic. This traffic is released for climb above FL115 without prior coordination with Paris ACC.

3.2.4.2.

ARR EBKT shall be coordinated with directly with EBKT_FIS. For information the procedure is in class G airspace.

ARWEF is the mandatory IAF for IFR procedures at EBKT for both runways (06 and 24).

3.2.5. Flights from ELLX APP to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
Q763	RAPOR	FL150	RFL>195 or ARR Paris Group DEP ELLX ETAD EDDR EDRZ ETAR	
Y180	MMD	Even	RFL<195	
		FL160	Forbidden	
		FL150	DEP ELLX ETAD EDDR EDRZ ETAR	

3.2.5.1.

Luxembourg APP is responsible for providing separation between ELLX arrivals on Z110 and ELLX departures on Q763.

Luxembourg is responsible for separating traffics at TILVI in regard to airways Q763 and Y180.

Traffics are released for climb to FL160 on first contact with Paris ACC.

3.2.6. Flights from LFFF ACC to ELLX APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
Z110	MMD	FL160 levelled by MMD	ARR ELLX	
		FL160 levelled by VAVOT	ARR EDFH ETAR ETAD EDDR EDRZ	
		Odd	Transit flights	
Y180	MMD	Odd	FL150 and FL160 forbidden	

3.2.6.1.

All flights to Luxembourg TMA are released for descend to FL80.

Flights are released for turn after VAVOT. However, they should not interfere with Strasbourg TMA and Lorraine TMA and LF-R321 area when active.

In case of simultaneous arrivals to ELLX, EDFH, ETAR, ETAD, EDDR, EDRZ, Paris ACC will coordinate with Luxembourg APP a different FL to transfer flights.

3.2.7. Flights from EBOS APP to LFQQ APP

Arrivals to LFAC shall be coordinated to Lille APP on route to TRACA at FL60 or below.

3.2.8. Flights from LFQQ APP to EBOS APP

Departures from LFAC shall be coordinated to Oostende APP on route to KOK at FL60 or below.

4. Contributions

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

5. Changelog

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