



Letter of Agreement (LoA)

Maastricht UAC (EDYY) and Reims ACC (LFEE)

Name: LoA-EDYY-LFEE_EN

Date: February 19, 2026

Version: v1.0

Validity: Permanent

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1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Maastricht UAC** 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. EDYY UIR

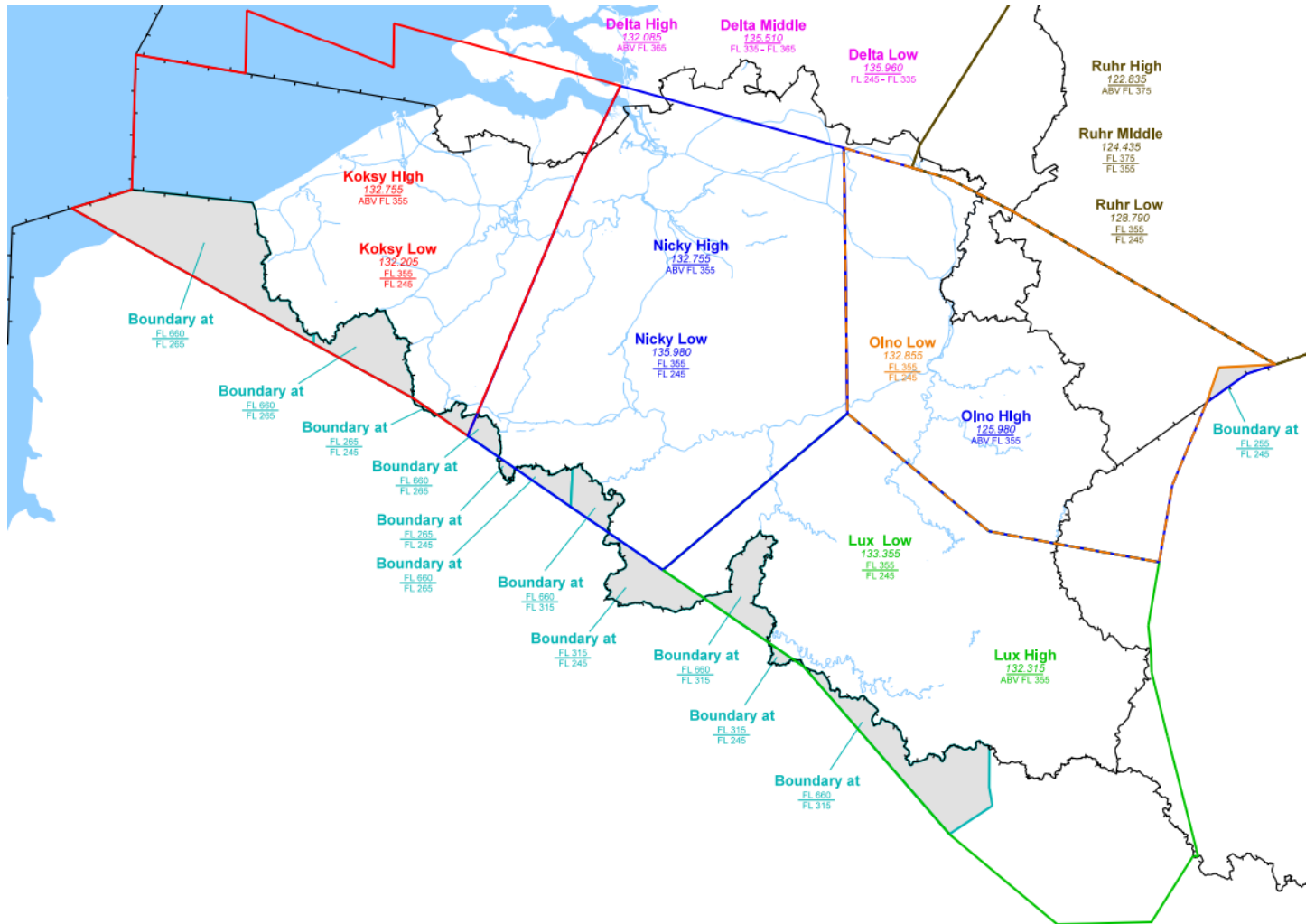
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL245-FL660	C

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. EDYY UAC



The Maastricht airspace sectorisation is described on the picture above.

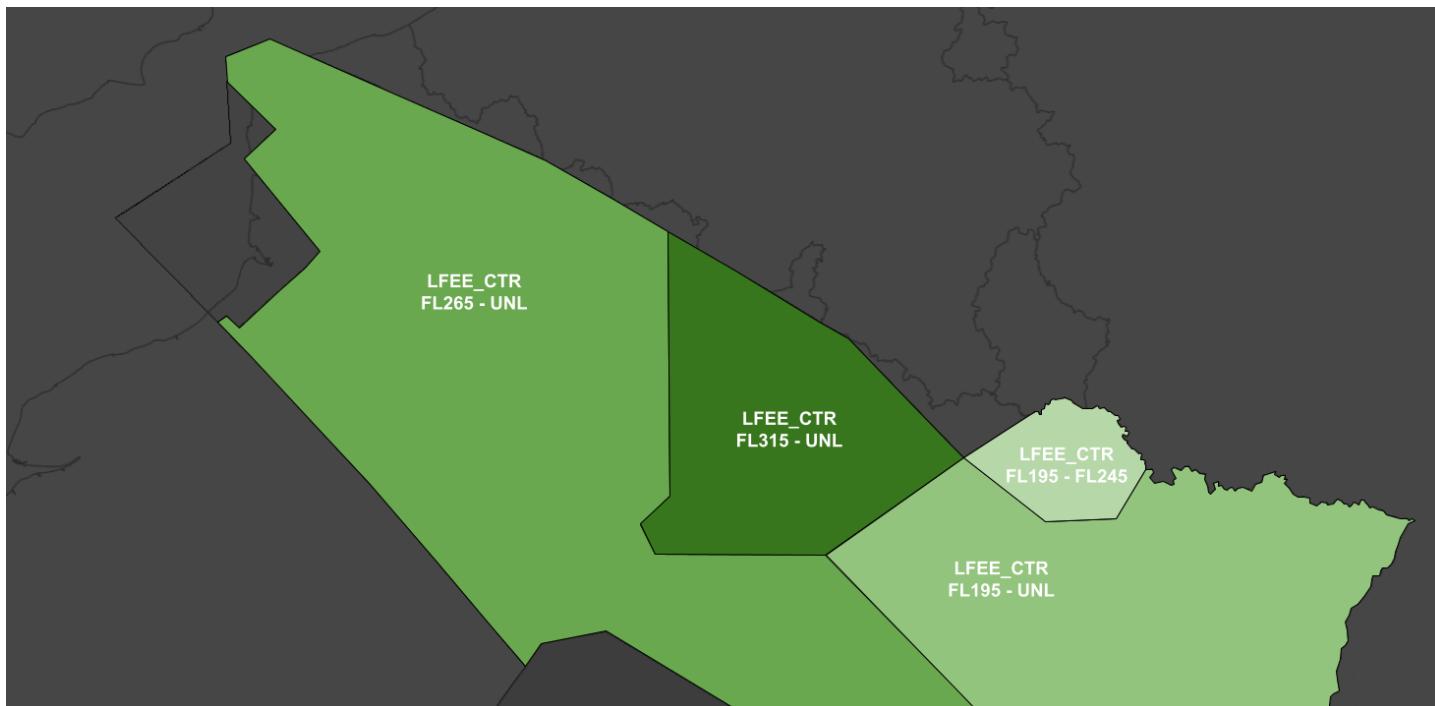
The positions are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Maastricht Radar	EDYY_CTR	135.960	All sectors combined
Secondary Sectors			
Maastricht Radar	EDYY_BRU_CTR	132.855	Koksy+Nicky+Olno+Lux
Maastricht Radar	EDYY_BKN_CTR	132.755	Koksy+Nicky
Maastricht Radar	EDYY_BOL_CTR	125.980	Olno+Lux

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2.2.2. LFEE ACC

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



Reims ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFFF_CTR	135.505	

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2.3. Special Areas within the Area of Common Interest

2.3.1. Delegation of provision of ATS

To facilitate the provision of ATS between Maastricht UAC and Reims ACC, the boundary between both sectors is modified as follow:

Between FL265 and FL660, the new border follows the following points:

51°03'29"N , 001°43'56"E – 50°41'31"N , 002°50'00"E – 50°32'36"N , 003°16'38"E – 50°29'45"N , 003°23'21"E – 50°22'39"N , 003°39'50"E – 50°20'42"N , 003°44'20"E – 50°14'14"N , 003°59'05"E – 50°20'53"N , 003°59'35"E

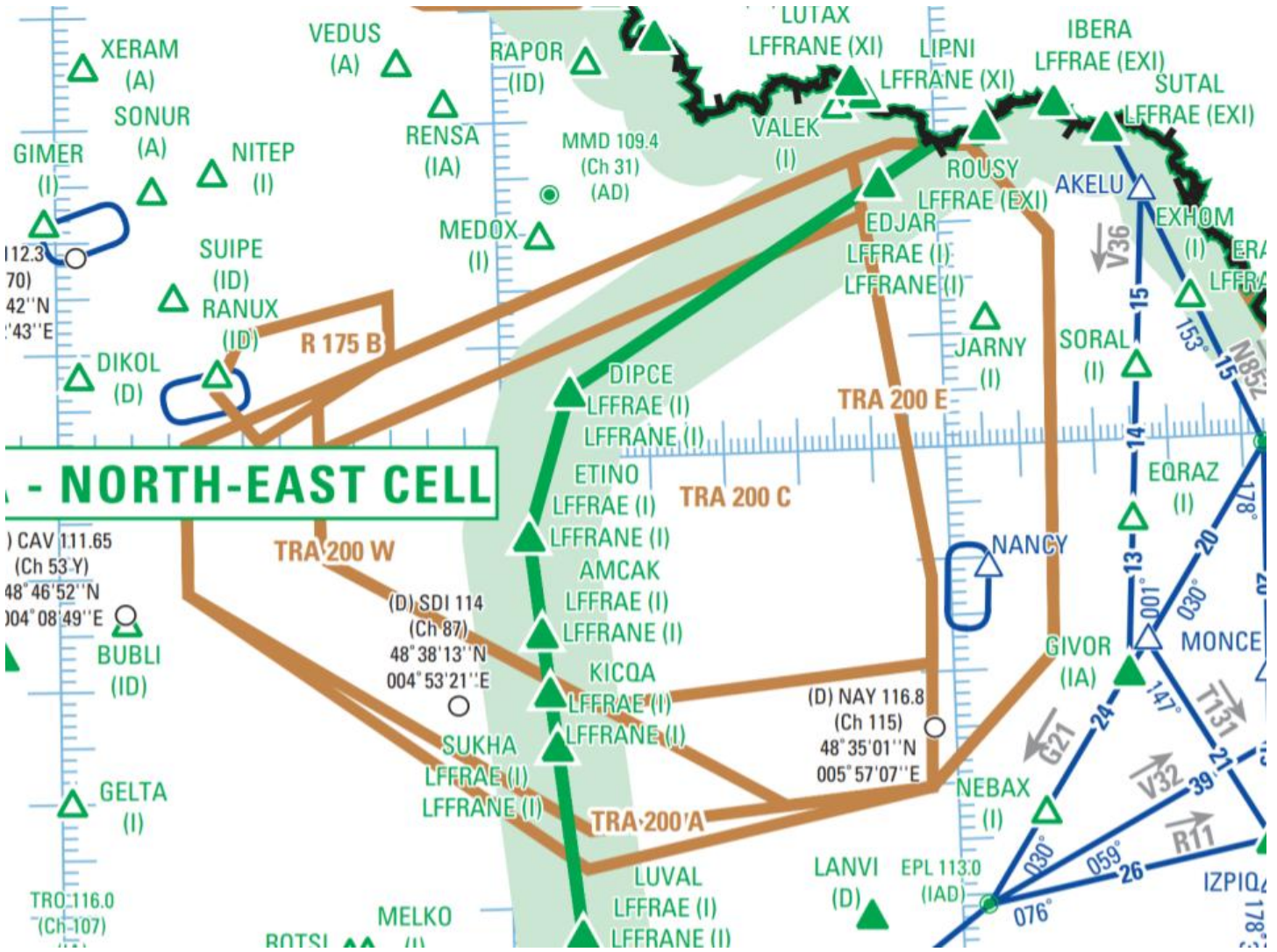
Between FL315 and FL660, the new border follows the following points:

50°20'53"N , 003°59'35"E – 50°14'14"N , 003°59'05"E – 50°09'47"N , 004°09'19"E – 49°58'40"N , 004°34'24"E – 49°51'08"N , 004°51'08"E – 49°48'00"N , 004°58'05"E – 49°46'55"N , 005°00'29"E – 49°18'00"N , 005°38'03"E – 49°22'41"N , 005°49'25"E – 49°25'52"N , 005°48'40"E – 49°32'59"N , 005°48'58"E

Between FL245 and FL660, the new border follows the following points:

49°32'59"N , 005°48'58"E – 49°25'52"N , 005°48'40"E – 49°22'41"N , 005°49'25"E – 49°18'00"N , 005°38'03"E – 49°02'15"N , 006°05'30"E – 49°02'11"N , 006°29'58"E – 49°13'03"N , 006°41'09"E – 49°13'14"N , 006°41'23"E

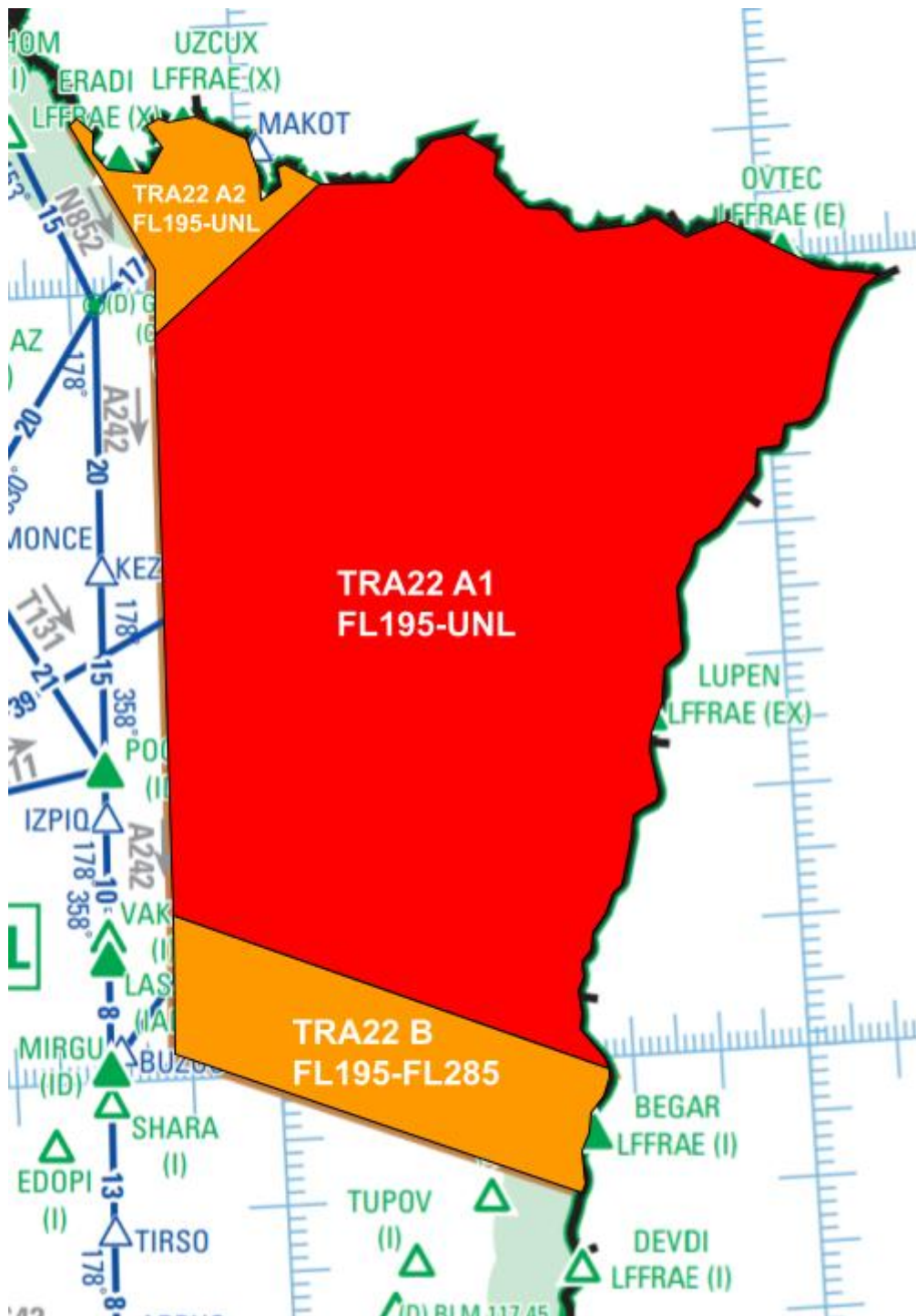
2.3.2. TRA200



Reims ACC shall inform Maastricht UAC of TRA200 activity.

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2.3.3. TRA22



Reims ACC shall inform Maastricht UAC of TRA22 activity.

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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 EDYY UAC to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N872/DCT	MEDIL	Odd		
DCT	NILEM	Odd		
DCT	FAMEN	Odd		
UN857	RAPOR	Odd		
DCT	LIPNI	Odd		
DCT	GTQ	Odd		
		FL350	ARR EDNL ETHL	
		FL330	ARR Lyon Group Geneva Group	3.2.1.1.
		FL310	ARR LFSD LFGJ LSZH LSMD LSZB LSZC LSZG LSMA LSME LSGK LSMP LSMF	
		FL290	ARR LFSB	

3.2.1.1.

Lyon Group = LFHJ LFHN LFHS LFHU LFHV LFHW LFKA LFKL LFKX LFKY LFLB LFLE LFLG LFLI LFLJ LFLK LFLM LFLP LFLS LFLU LFLY LFMH
LFXA LFHM

Geneva Group = LSGG LSGP LSGL LSGC LSGS

3.2.2. Flights from LFEE ACC to EDYY UAC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
DCT	RUBUT	Even		3.2.2.1.
	GIRVI	Even		
	LUMIL	Even		
	VEKIN	Even		
	MEDIL	Even		3.2.2.2.
	ARDEN	Even		
	VALEK	Even		
	LIPNI	Even		3.2.2.3.
	JARNY	Even		
	SORAL	Even		

3.2.2.1.

Traffic with destination EHGR EHVK EHWO EHBD EHBK EBSP shall not enter Maastricht, these flights are coordinated between Paris ACC and Brussels ACC.

Other traffic with destination EH** (except EHGG and EHTW) shall be transferred at FL300.

Traffic departing LFP* and LFOB shall be transferred at FL340 maximum.

3.2.2.2.

Traffic with destination ELLX ETAR EDDR EDFH EBLG EHBK EHSE EDLN ETAD ETSB EDLE EDLM EDRK EHBD EHGR EHVK EHWO EBFN EBFS EBLB EBBE EBSP shall not enter Maastricht, these flights are coordinated between Paris ACC and Brussels ACC.

Traffic with destination EDDK ETNG ETNN EDGS EDKB EDKL are only accepted by Maastricht via Paris ACC.

Traffic with destination EDDL EDLD EDDF EDLP EDDG EDLI EDLV EDLW EDFM EDLA EDWO EDLS EDVK EDFE EDFZ ETOU shall be transferred at FL320 maximum, to be levelled by the sector boundary.

Traffic departing LFP* and LFOB shall be transferred from Reims ACC to Maastricht ACC at the highest possible even FL. (i.e. closest to the FPL level) to be levelled at the sector boundary.

3.2.2.3.

Traffic with destination EDFH EDLN EDRK ETAD ETSB EHBK EBLG EBFN EBFS EBLB EBBE EBSP shall not enter Maastricht.

Traffic with destination EHEH EDDK EBZW EHBD EHGR EHWO EHVK EHSE ETNG ETNN EDLE EDLM shall be transferred at FL300 maximum.

Traffic with destination EDDL EBBR EDLW EDDF EDLV EDLD EDLI EBCI EBMB EBKT EBAW EDFM EDLP EDDG EDLA EDWO EDLS EDVK EDFE EDFZ ETOU shall be transferred at FL320 maximum.

4. Contributions

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

5. Changelog

Version	Date	Changes
V1.0	19/02/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFEE ACC airspace