



Letter of Agreement (LoA)

Maastricht UAC (EDYY) and Paris ACC (LFFF)

Name: LoA-EDYY-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 **Maastricht UAC** 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. EDYY UIR

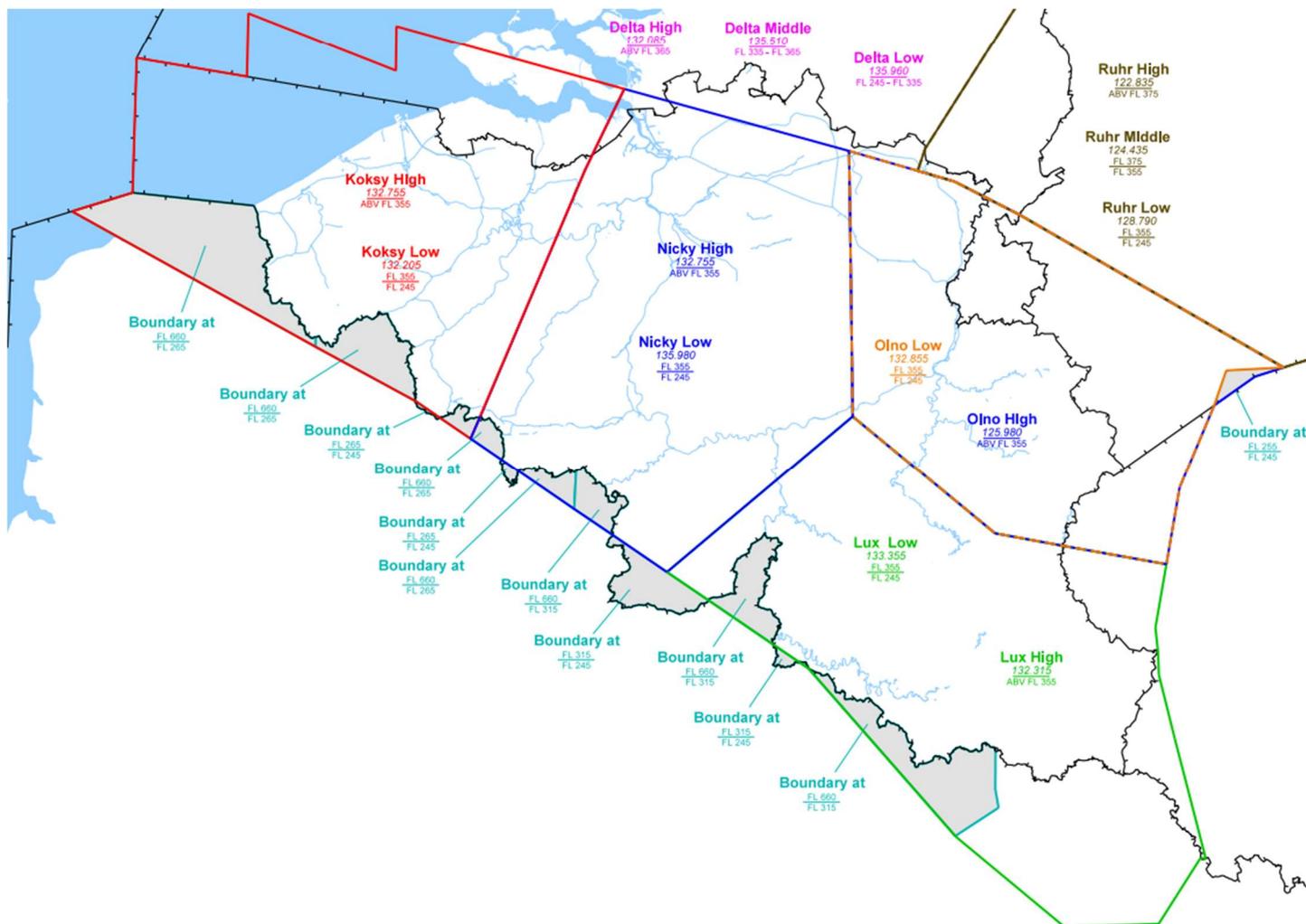
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL245-FL660	C

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. EDYY UAC



The Maastricht airspace sectorisation is described on the picture above.

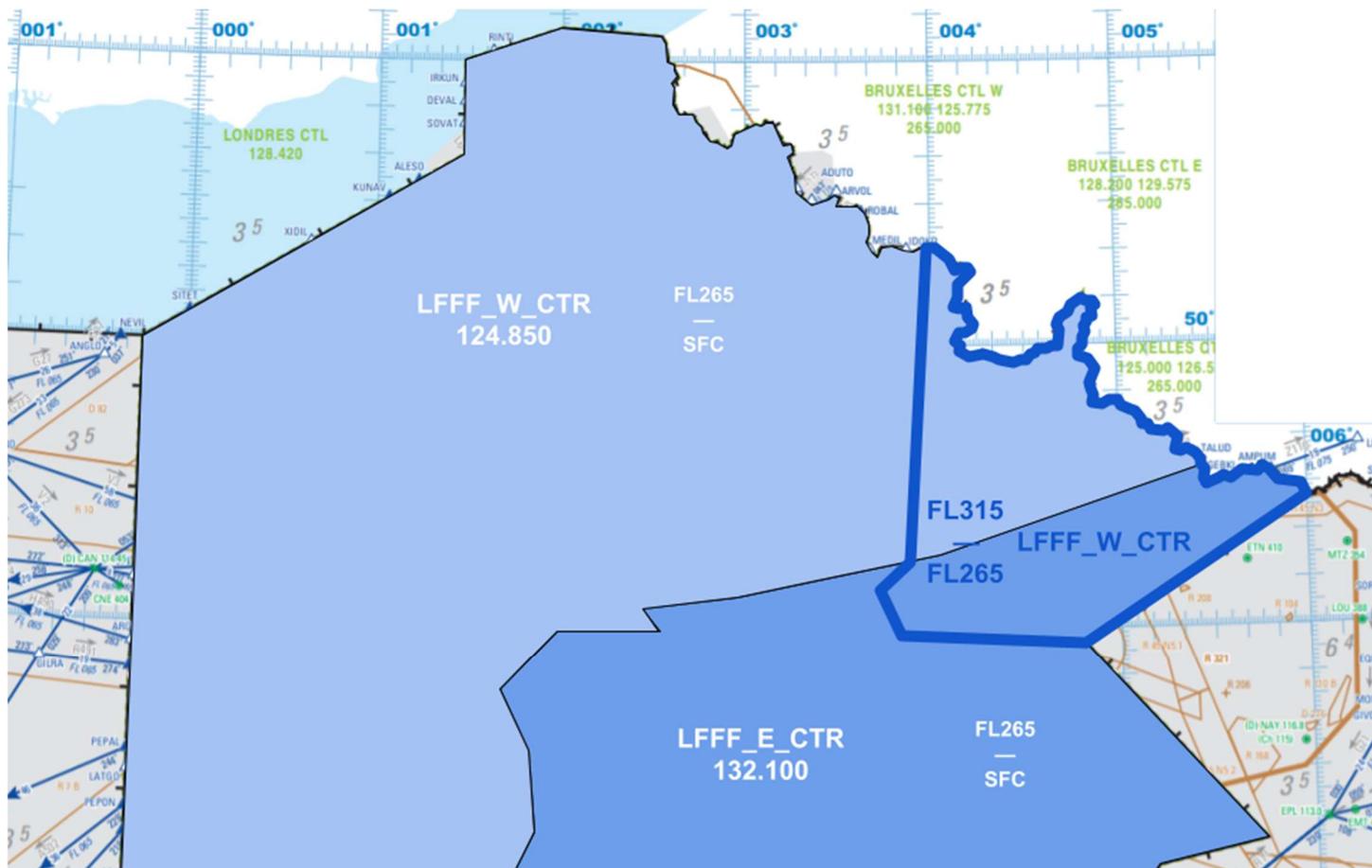
The positions are the following:

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. LFFF ACC

The French airspace at the interface between Maastricht 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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2.3. Special Areas within the Area of Common Interest

Nil.

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 LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
NILEM/DELOM - MOFIL	MOFIL	FL250 (FL260 spare)	ARR Paris Group only	3.2.1.1.
KUDIN/TOLVU - RAPOR	RAPOR	Odd	Over-flying traffics	3.2.1.2.
		FL280	ARR Paris Group LFOB LFLA LFOC LFOJ LFOX LFOZ LFPM	
		FL260	ARR LFQA LFQB LFOK	
RASCA - FAMEN	FAMEN	Odd	Forbidden if ARR Paris Group	

3.2.1.1.

Paris Group = LFPG LFPO LFPB LFPT LFPV LFPM

Maastricht UAC will descend traffic inbound Paris Group on course to MOFIL to FL250. In case of simultaneous arrivals, FL260 may be used as additional level.

These traffics shall be at FL310 maximum at Paris ACC sector boundary.

3.2.1.2.

These traffics shall be levelled by the boundary of Paris ACC sector.

Traffic inbound LFPG LFOB LFPT shall proceed RAPOR-VEDUS-XERAM

Traffic inbound LFPB LFPO LFPM LFPV shall proceed RAPOR-RENSA-GIMER

Maastricht UAC shall endeavour to transfer traffics at FL280.

In case of simultaneous arrivals via MOFIL or RAPOR, Maastricht may organize traffic using a vertical strategy:

Traffic inbound LFLA LFOC LFOJ LFOX LFOZ LFPM

Traffic inbound LFPG

Traffic inbound LFPO LFPM LFPV

Traffic inbound LFPB

Traffic inbound LFOB LFOK LFQA LFQB



Thus, an arrival to LFOB can be transferred at FL270 if an arrival to LFPO is at FL280 and a traffic to LFPG at FL290.

3.2.2. Flights from LFFF ACC to EDYY UAC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
VEKIN - ADUTO	VEKIN	FL260	Long Haul departing LFP*	3.2.2.1.
MMD/SUIPE/RANUX - VALEK	VALEK	Odd	FL250 is not available	3.2.2.2.
		FL310	Long Haul departing LFP* ARR EDDK ETNG ETNN EDGS EDKB EDKL	
CTL - ARDEN	ARDEN	Even		
		FL300	ARR EDDK ETNG ETNN EDGS EDKB EDKL	

3.2.2.1. Traffic via ADUTO

Paris Group = LFPB LFPG LFPN LFPV LFPO LFPT

Traffic departing Paris Group, except LFPB, with destination P***, R***, V***, W***, K***, C***, Y***, Z*** is transferred from Paris to Maastricht at FL260 maximum.

Traffic with ARR EBSP, EBBE, EBBL, EBFN, EBFS, EHGR, EHWO, EHBD, EHBK, EHSE, EHVK will be transferred from Paris ACC to Brussels ACC in order to avoid Maastricht UAC airspace.

3.2.2.2. Traffic via VALEK/ARDEN

Traffic departing Paris Group with a Requested Flight Level above FL315 shall be transferred to Reims ACC.

Traffic departing Paris Group with destination P***, R***, V***, W***, Y***, Z*** is transferred to Maastricht UAC at FL310 maximum.

4. Contributions

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

5. Changelog

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