

## **Letter of Agreement**

between

IVAO BeLux Region

and

IVAO Germany

Effective: 01-OCT-2016

Edition: 3.0

### **1. Document purpose**

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between BeLux Region and German Division when providing ATS to General Air Traffic (GAT) and/or Operational Air Traffic (OAT), both operating either under Instrument Flight Rules (IFR) or Visual Flight Rules (VFR).

### **2. General procedures**

Traffic in sequence shall be handed over with minimum spacing of 10 NM constant or increasing (succeeding aircraft is not faster). Coordination of speed control should be done via entries in radar labels and does neither need approval nor acknowledgement by receiving sector. Transferred aircraft are generally released for turns up to 45° by transferring sector. Climbing and descending sector entries are subject to prior approval. For this reason traffic may be handed over at an intermediate level.

Cruising levels shall be assigned in accordance with AIP of the country in question. Exceptions are laid down in this letter. FL250 is not available as cruising level in Brussels and Langen FIR.

Unless a release is obtained, the receiving ATS unit shall not give aircraft a clearance or instruction to climb, descend or change speed until it has passed the common border. If an aircraft is released, the transferring sector remains responsible for separation.

Transfer of communication shall take place in due time and clear of possible conflicts.

### **3.1 ATS units**

<b>Designator</b>	<b>Callsign</b>	<b>Frequency in MHz</b>
ELLX_APP	Luxemburg Approach	118.900
EBBU_W_CTR	Brussels Control	131.100
EBBU_E_CTR	Brussels Control	128.200
EBSZ_CTR	Belga Radar (Mil)	129.325
EBBU_FSS	Brussels Information	126.900
EDYY_BRU_CTR	Maastricht Radar	132.205
EDYY_HNN_CTR	Maastricht Radar	133.215
EDUU_W_CTR	Rhein Radar	132.405
EDGG_RUD_CTR	Langen Radar	124.475
EDGG_NOR_CTR	Langen Radar	127.365
EDGG_DLD_CTR	Langen Radar	121.350
EDGG_K_CTR	Langen Radar	127.365
EDGG_KH_CTR	Langen Radar	126.325
EDGG_KF_CTR	Langen Radar	130.975
EDDK_W_APP	Langen Radar	135.350
EDDK_E_APP	Langen Radar	118.750
EDDK_APP	Langen Radar	135.350
EDFH_APP	Langen Radar	125.600



# Agreed Common ATC Boundary



The ATS unit in charge of Brussels FIR is BRUSSELS CONTROL.

EBBU\_W\_CTR includes EBBU\_E\_CTR and EDYY\_BRU\_CTR if not online, EDYY\_BRU\_CTR handles all traffic above FL245. EBSZ\_CTR is only responsible for military traffic. EBBU\_FSS handles all VFR traffic below 4500ft outside of controlled airspace (Flight Information Service). EBSZ\_CTR also covers EBBU\_FSS when this ATS unit is not active.

The ATS unit in charge of Langen FIR is LANGEN RADAR.

EDGG\_K\_CTR is a consolidated ATC position including EDGG\_DLD\_CTR, EDGG\_NOR\_CTR, EDGG\_RUD\_CTR and parts of EDUU\_W\_CTR and EDYY\_HAN\_CTR. EDUU\_W\_CTR and EDYY\_HAN\_CTR are handling all traffic above FL245 if online. EDGG\_KH\_CTR is a consolidated ATC position including EDGG\_K\_CTR and EDGG\_HMM\_CTR. EDGG\_KF\_CTR is a consolidated ATC position including EDGG\_K\_CTR, EDGG\_F\_CTR and EDGG\_HMM\_CTR.

## **4 Standing agreements**

### 4.1.1 Traffic departing from Brussels FIR

- Traffic departing Brussels area (EBBR/MB/CI/AW) via (U)Y863 (SOPOK-ETENO-LIRSU) shall be transferred climbing FL290 released for climb. Flights with lower RFLs shall be handed over climbing RFL.
- Traffic climbing via (U)Y862 (SPI-PODEN-KENUM) shall be transferred climbing FL240, released for climb. Brussels is responsible for separation between traffic converging in the vicinity of NOR.
- Traffic departing from EBLG/EHBK via (U)L607 (LNO-ARCKY-SUXIM) shall be transferred climbing FL230, released for climb.
- Traffic departing ELLX shall be handed over at FL110, released for climb.

### 4.1.2 Traffic with destination in Brussels FIR

- Via T884 (RASAS-AGENI-BATTY):
  - Destination EBLG transferred descending to FL120
  - Destination EBBU/ELLX transferred descending to FL160
- Via M170 (NOR-KENUM-LNO)
  - Destination EBLG transferred descending to FL120
  - Destination EBBU/ELLX transferred descending to FL160
- Via Z283 (MODRU-LNO)
  - Destination EBLG transferred descending to FL120
  - Destination EBBU/ELLX transferred descending to FL160
- Via (U)Z104 (TIPUT-ROBON-GESLO)
  - Destination EBBR/LG/AW/CI/CV/MB shall be transferred at FL220
  - Destination EBLG transferred descending to FL160
- Via (U)T880 (GEBOS-ASDAK-BATTY)
  - Destination EBBR/LG/AW/CI/CV/MB shall be transferred at FL220
- Traffic with destination ELLX via BETEX or DISKI shall be transferred descending to FL60.

### 4.2.1 Traffic departing from Langen FIR

- Traffic departing EDDK/GS/KB/KL via (U)Y868 (NOR-MAPAD-NAVAK) shall be handed over climbing FL200.
- Traffic departing EDDL/LN/LV/LE via MODRU shall be handed over climbing FL210
- Traffic departing EDFH shall be transferred climbing FL180, released for climb
- Traffic departing EDDF/FE/FM, ETOU shall be transferred climbing FL300, released for climb.
- Traffic departing EDDL/LN/LV via L179 (NETEX-DIBIR-ROMIN) shall be transferred climbing FL180, released for climb. Receiving sector EBBU\_E\_CTR.

#### 4.2.2 Traffic with destination in Langen FIR

- Traffic with destination EDDG/DL/LE/LP/LW/LV via (U)T853 (ARCKY-IBESA-NOR) or (U)T857 (SPI-DENOV-NOR) shall be transferred at FL230, released for descent.
- Traffic with destination EDDK/GS/KB/KL via (U)T853 (ARCKY-IBESA-NOR) or (U)T857 (SPI-DENOV-NOR) shall be transferred at FL190, released for descent.
- Traffic with destination EDFH via L607 (ARCKY-SUXIM-ROPUV) or Z110 (LIMGO-BITBU) shall be transferred descending FL110, to cross common boundary FL140 or below, released for descent.
- Traffic with destination EDDF/FE/FM via UT180 TOBOP or via T856 (DIK-ADUSU-NIVNU) shall be transferred at FL250. EBBU/EDYY\_BRU is responsible for the provision of separation between traffic converging over NIVNU.
- Traffic with destination EDDG/LP/LW via T856 (GEBSO-ERUKI-DEPOK) shall be transferred at DEPOK FL250, released by transferring sector.
- Traffic with destination EDDR/RZ shall be transferred at FL110.

#### 4.3 Transiting traffic

- Traffic with destination EHEH, EHVK via (U)T880 (GEBSO-ASDAK-BATTY) shall be transferred at FL220.

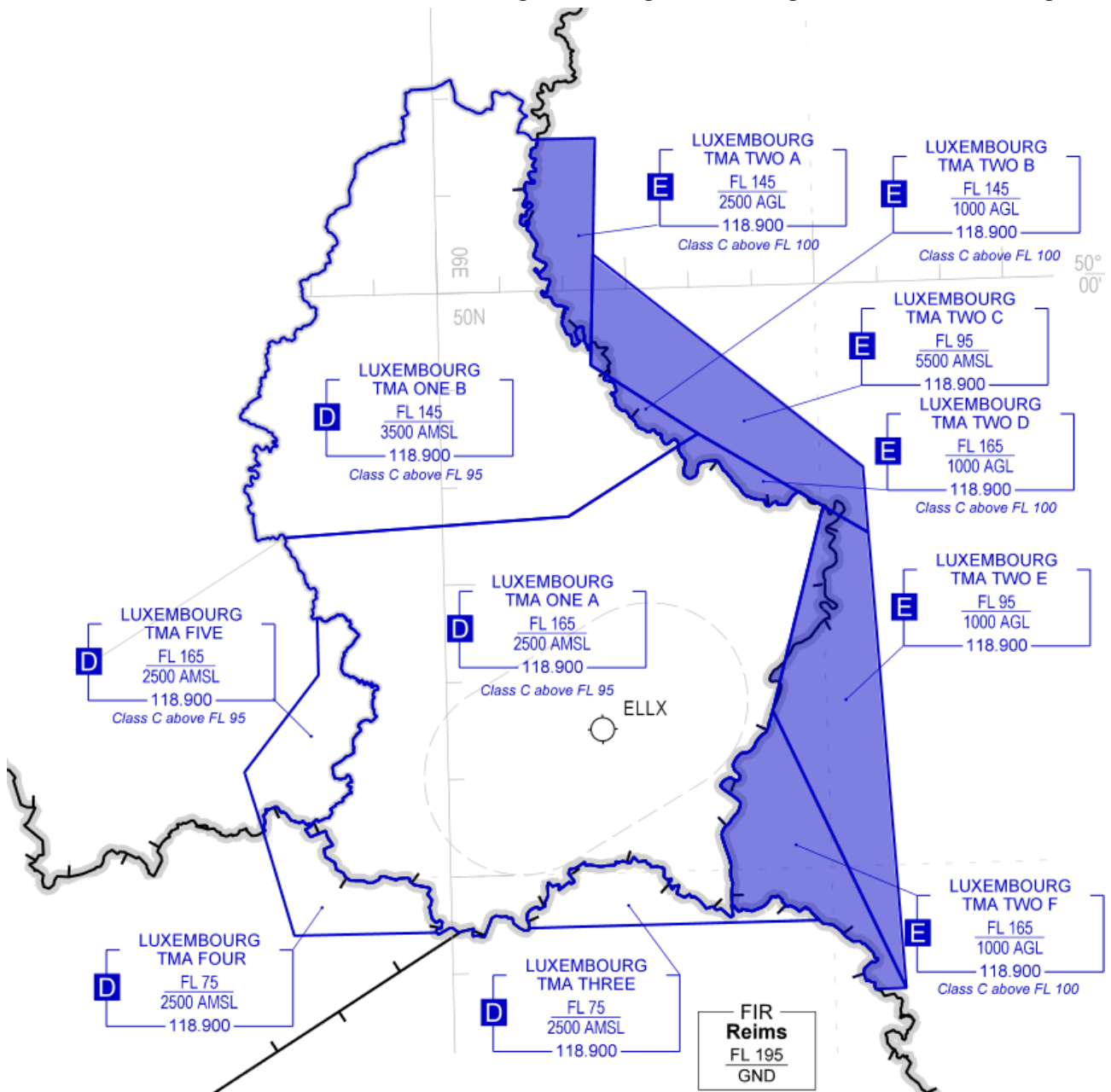
## 5. Special areas

### 5.1 Airspace delegated from Brussels FIR to Langen FIR

N/A

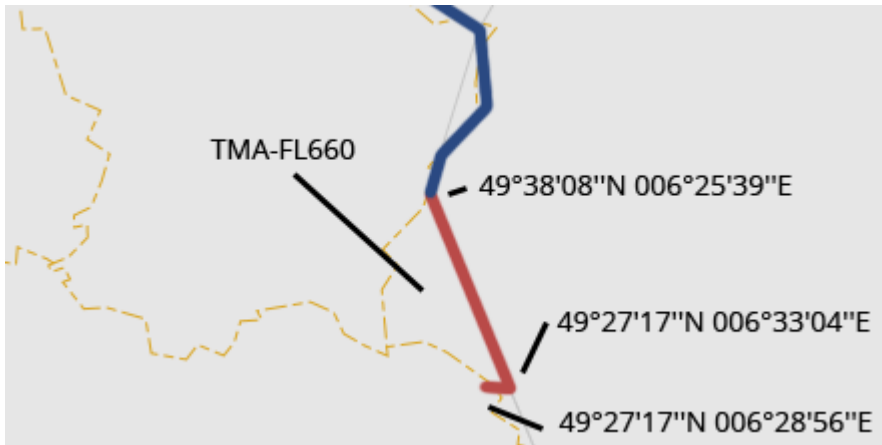
### 5.2 Airspace delegated from Langen FIR to Brussels FIR

TMA TWO A, B, C, D, E and F Luxembourg according to AIP Belgium and Luxembourg

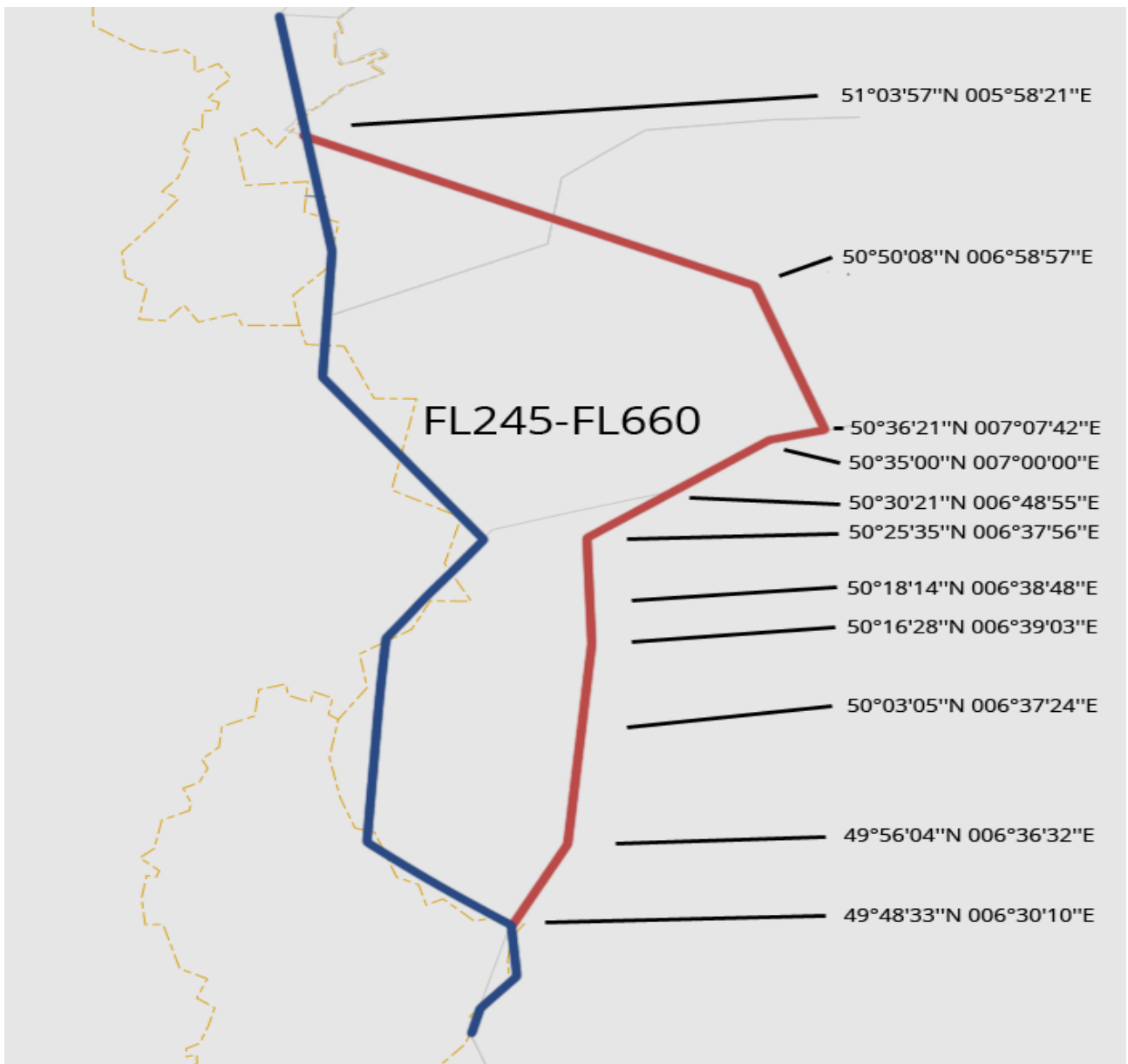




### KOSIT Area

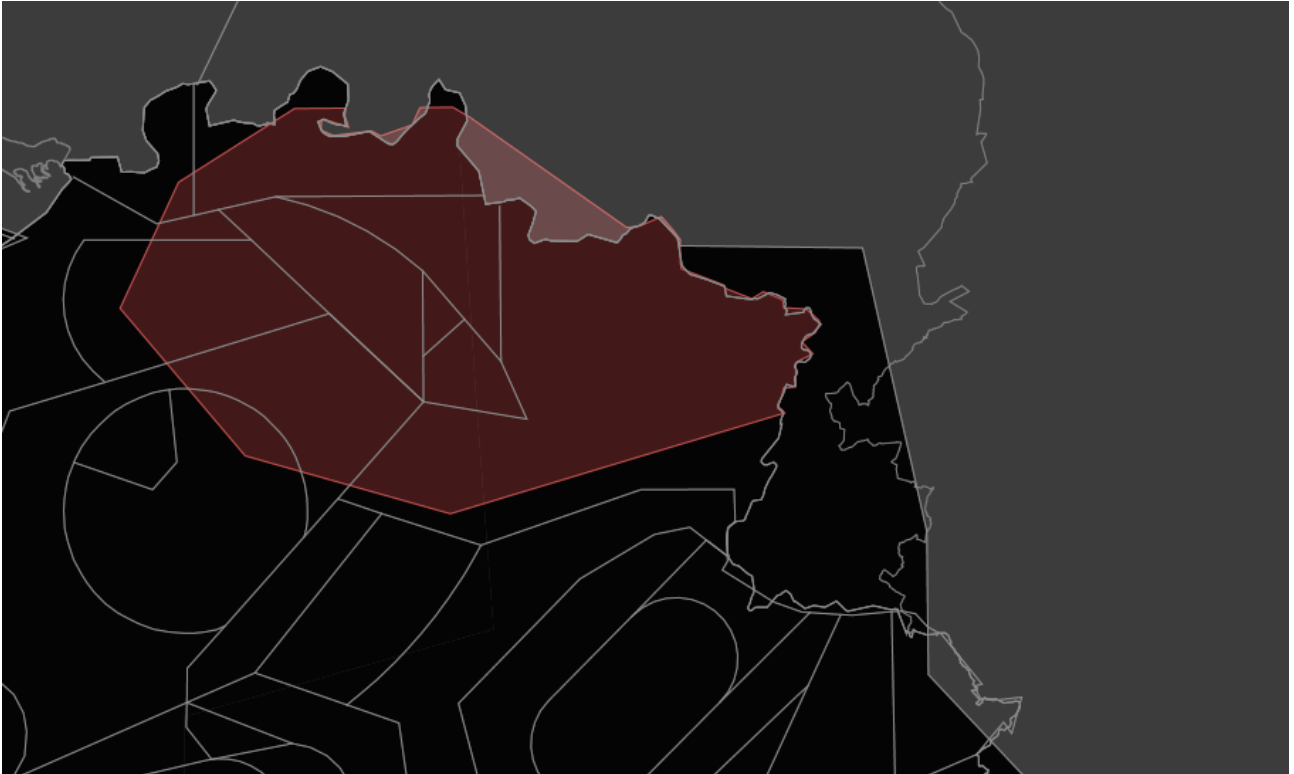


### BITBU/NOR Area



### 5.3 Military airspace within the Brussels FIR

When TRA North is active, traffic routing via UL179 (ROMIN-SABAT-ELSIK) and UZ29 (TORNU-EVASO) are not available. Rerouting is required via MAS-SOGRI-BUB-NIK (MAS UM617 SOGRI UL608 BUB UM624 NIK). Rerouting assigned by Langen Radar on request of Brussels Control.



## **Annex A: Coordination standards**

For coordination with adjacent units the phrases described below shall be used:

**Approval Request:** Request from an ATS unit to the ATS unit concerned for an approval to deviate from agreed procedures. For example:

- Coordination of a direct routing
- Approval request to cross/use an airspace of an unit not involved in the normal flight profile of the mentioned aircraft (“airspace crossing”)
- Transfer of an aircraft not at agreed level
- Transfer of an aircraft in vertical movement

Phraseology example: *“approval request to cross your airspace, \*callsign\*, \*position\*, \*level\*, to proceed direct \*waypoint\*, descending \*level\*” - “approved / approved, not below \*level\* / not approved”*

**Release:** An authorisation by the transferring unit to the accepting unit to climb/descend/turn/control speed (of) a specific aircraft before the point of transfer of control.

Phraseology example: *“request release (for climb/turn/...) \*callsign\*” - “released (for climb/turn/for left turns only/...)”*

**Request:** A specific request by the accepting unit to the transferring unit regarding an aircraft.

Phraseology example: *“request \*callsign\* direct \*waypoint\*/heading \*heading\*/climbing \*level\*/descending \*level\*/speed \*speed\*”*

Controllers may also coordinate general approvals/releases deviating from agreed procedures.

## **Annex B: Definitions**

**Area of Responsibility (AoR):** An airspace of defined dimensions where a specific ATS unit has responsibility for providing ATS.

**Transfer of control:** Receiving unit takes over responsibility for separation.

**Transfer of communication:** The instruction for a pilot to contact the next unit.

**General Air Traffic (GAT):** All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

**Operational Air Traffic (OAT):** All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities. Usually used by state aircraft.

Paragraphs using the wording “shall” represent a **mandatory** procedure.

Paragraphs using the wording “should” represent a **recommended** procedure.

Paragraphs using the wording “may” represent an **optional** procedure.