

MUAC AO AIRAC 2402 Brief – 22-02-2024

Introduction

The MUAC AO AIRAC Brief informs AOs and CFSPs about significant changes in routeings and RAD restrictions in the MUAC airspace. It does not supersede the official publication of AIP or RAD; it rather aims to provide complementary information regarding some changes which affect flight planning in the MUAC airspace. This Brief includes a summary of changes which become effective on AIRAC 22-02-2024.

Central High Project North

(ARR EGGW, EGNE, EGSC, EGSB, EGSS, EGTC, EGUL, EGUN, EGYM via SASKI)

In context of the Airspace Re-Structuring program, DSN, NATS and MUAC are working on the so-called “Central High” project which reviews the interface between Reims UAC, London AC and Maastricht UAC. As one deliverable from this project, the northern part of this interface will be updated to improve traffic handling for ATC by introducing a **new westbound routeing dedicated to ARR EGGW, EGNE, EGSC, EGSB, EGSS, EGTC, EGUL, EGUN, EGYM via SASKI**.

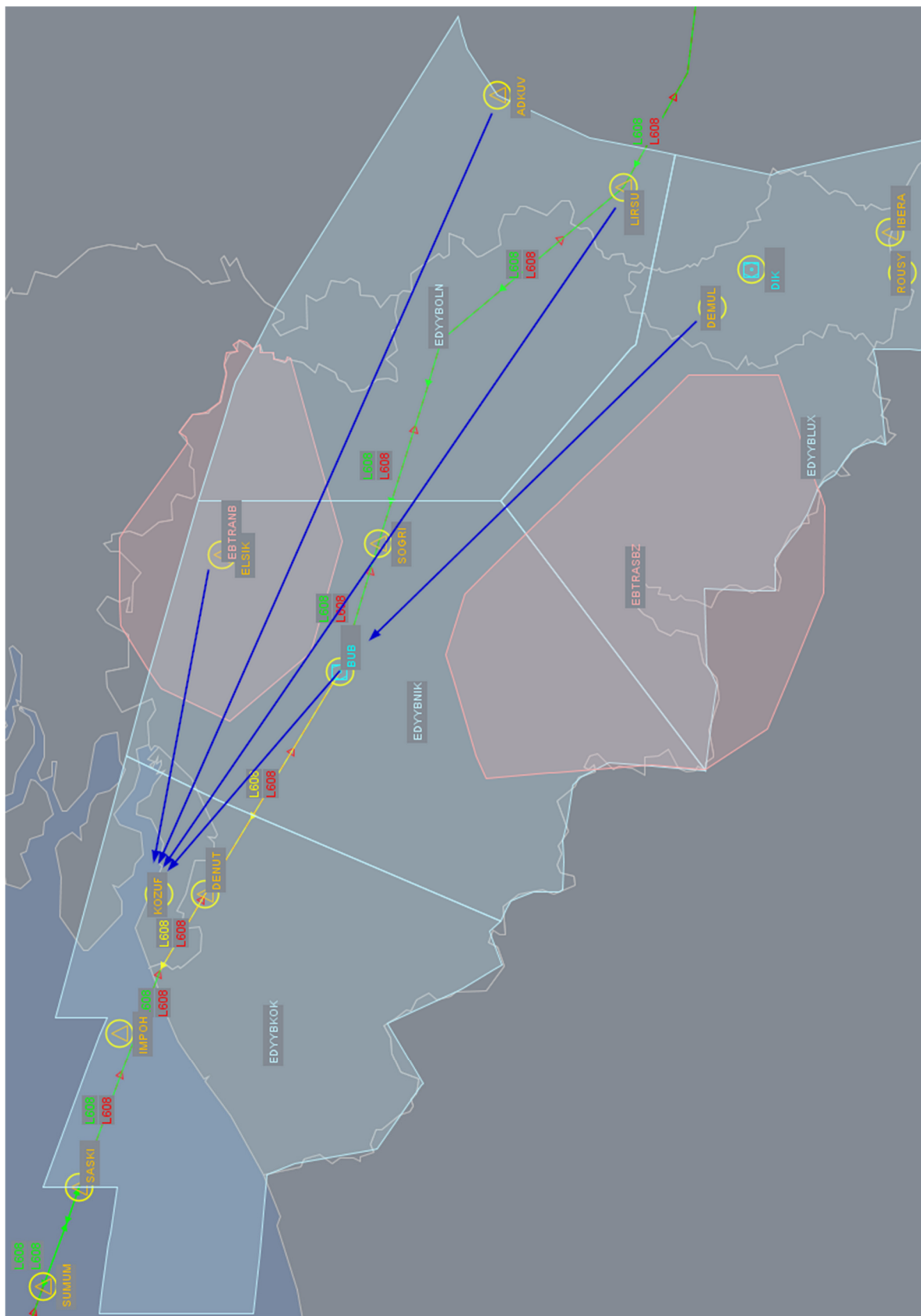
Currently, westbound traffic to these destination aerodromes via Maastricht UAC Brussels sectors files via DENUT L608 SASKI and further to SUMUM. A new routeing via KOZUF DCT IMPOH DCT SASKI will be created north of L608 in order to split traffic to mentioned destination aerodromes from other traffic which files via L608 (e.g. ARR EGLL, EGLC, EGKB, EGMC).

The company routes for flights to EGGW, EGNE, EGSC, EGSB, EGSS, EGTC, EGUL, EGUN, EGYM which are currently defined via DENUT L608 SASKI and intending to fly above FL245 within Brussels UIR have to be changed in accordance with the following recommendations.

There is no impact for flights to other aerodromes or for flights crossing Brussels UIR below FL245. These will continue to file westbound via L608 / L610.

Upstream Direction	From FRA Point	Recommended Routeing
DFS FRA EDUU West	ADKUV LIRSU BOMBI PETIX TUSUK	<ul style="list-style-type: none">• ... DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM• ... DCT BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM (when EBTRANB reserved)
	LOHRE	<ul style="list-style-type: none">• LOHRE DCT KENUM DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM• LOHRE DCT BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM (when EBTRANB reserved)

Upstream Direction	From FRA Point	Recommended Routeing
France FRA East	IBERA ROUSY	<ul style="list-style-type: none"> IBERA/ROUSY DCT BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM IBERA/ROUSY DCT RITAX M624 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM (when EBTRASBZ reserved)
EDDF EDFE EDFZ ETOU	DEMUL	<ul style="list-style-type: none"> DEMUL DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM DEMUL M624 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM (when EBTRASBZ reserved)
EDDL EDLN EDLV	ELSIK	<ul style="list-style-type: none"> ... L179 ELSIK DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM (available when EBTRANB not reserved)
	SOGRI	<ul style="list-style-type: none"> ... UM617 SOGRI L608 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM
EDDK	SOGRI	<ul style="list-style-type: none"> NVO Y868 SOGRI L608 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM
EDDR EDFH EDRZ ETAD ETAR LFJL	REMBA	<ul style="list-style-type: none"> ... M624 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM
ELLX	BUB	<ul style="list-style-type: none"> LNO N852 TERLA L608 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM
EBLG EHBK	NIK	<ul style="list-style-type: none"> ... BUB M624 NIK DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM
LFST	DIK	<ul style="list-style-type: none"> GTQ N852 DIK DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM GTQ N852 DIK M624 BUB DCT KOZUF DCT IMPOH DCT SASKI L608 SUMUM (when EBTRASBZ reserved)





Eastbound traffic via DOLAS DCT NAVPI

NATS and MUAC are working on several improvements for traffic crossing the North Sea sectors of London AC and the Delta sectors of Maastricht UAC. As first step, eastbound traffic via DOLAS towards the Southeast will be able to flight plan via waypoint NAVPI which is up-to-now only used for military traffic. The new route options via NAVPI can achieve route distance improvements by about 2 – 6 NM depending on the downstream direction.

Current routeings via DOLAS L603 LAMSO become invalid for traffic planning between DOLAS and the following downstream locations. Company routes should be changed in accordance with the following recommendations.

Upstream route portion within London UIR	Downstream direction	Recommended routeing within MUAC FRA
DOLAS DCT NAVPI	KUAC NTM sector via ASBON UMUPU	<ul style="list-style-type: none"> NAVPI DCT ASBON NAVPI DCT OTMEC DCT ASBON (<i>EHTRA12AZ reserved</i>) NAVPI DCT UMUPU NAVPI DCT OTMEC DCT UMUPU (<i>EHTRA12AZ reserved</i>)
	KUAC FFM sector via DOJOH TIVUN DODEN	<ul style="list-style-type: none"> NAVPI DCT DOJOH NAVPI DCT OTMEC DCT DOJOH (<i>EHTRA12AZ reserved</i>) NAVPI DCT TIVUN NAVPI DCT OTMEC DCT TIVUN (<i>EHTRA12AZ reserved</i>) NAVPI DCT DODEN NAVPI DCT OTMEC DCT DODEN (<i>EHTRA12AZ reserved</i>)
	ARR EDDF, EDFE, EDFH via DIXAT	<ul style="list-style-type: none"> NAVPI DCT NOLRU DCT DIXAT T149 NAVPI DCT SOGPO DCT DIXAT T149 (<i>EHTRA12AZ reserved</i>)
	Reims UAC via SUTAL	<ul style="list-style-type: none"> NAVPI DCT MAVAS DCT REMBA DCT SUTAL NAVPI DCT MAVAS DCT REMBA M624 RITAX DCT SUTAL (<i>when EBTRASBZ reserved</i>) NAVPI DCT MAVAS DCT NIK DCT SUTAL (<i>when EBTRANB reserved</i>) NAVPI DCT MAVAS DCT NIK UM624 RITAX DCT SUTAL (<i>when EBTRASBZ and EBTRANB both reserved</i>)
	ARR ELLX, EDDR, EDRZ, EDFH, ETAD via REMBA	<ul style="list-style-type: none"> NAVPI DCT MAVAS DCT VICOT DCT REMBA NAVPI DCT MAVAS DCT VICOT DCT NIK M624 REMBA (<i>when EBTRANB reserved</i>)

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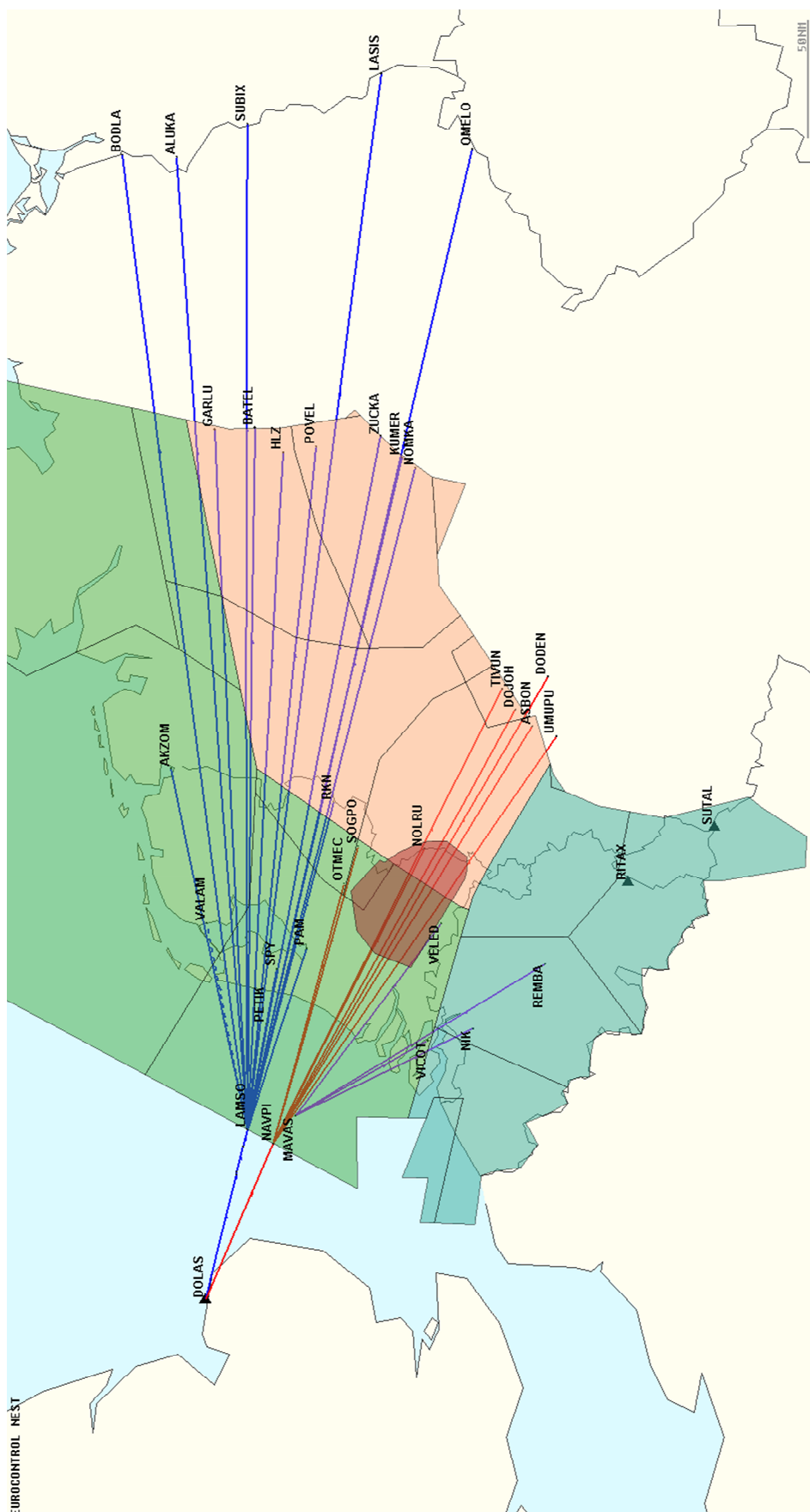
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Upstream route portion within London UIR	Downstream direction	Recommended routeing within MUAC FRA
	ARR ELLX, EDDR, EDRZ, ETAD via VELED	<ul style="list-style-type: none">NAVPI DCT MAVAS DCT VELED (when EHTRA12Z and EBTRANB both not reserved)
	ARR LFST, LFGA, LFJL via RITAX	<ul style="list-style-type: none">NAVPI DCT MAVAS DCT VICOT DCT RITAXNAVPI DCT MAVAS DCT VICOT DCT NIK M624 RITAX (when EBTRANB reserved)

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Withdrawal of MUAC FRA Exit point KOLAG

MUAC and NATS have decided to withdraw the FRA point KOLAG which is used by westbound traffic crossing Amsterdam FIR towards waypoint OTBED located within London UIR. It has some benefits for ATC if this traffic plans via the nearby FRA points MIMVA or RAVLO. Due to the close proximity of RAVLO and MIMVA in relation to KOLAG, there is hardly any impact on flight efficiency expected. KOLAG will remain available on ATS-Route L60 for the purpose of departures from aerodromes within the Amsterdam Group (e.g. EHAM, EHRD, EHLE).

Due to the withdrawal of KOLAG as MUAC FRA point, FRA DCT segments and company routes have to be changed. The following table provides recommended routeings for all MUAC FRA entry points along the interface with DFS FRA as well as routeings from the major aerodromes below MUAC FRA.

- Traffic proceeding by some portion of their route south of the line OTBED-ROBEG should aim for RAVLO as MUAC FRA exit point and then RAVLO Y70 OTBED.
- Flights proceeding entirely north of the line OTBED-ROBEG should aim for MIMVA as MUAC FRA exit point and then MIMVA DCT OTBED.

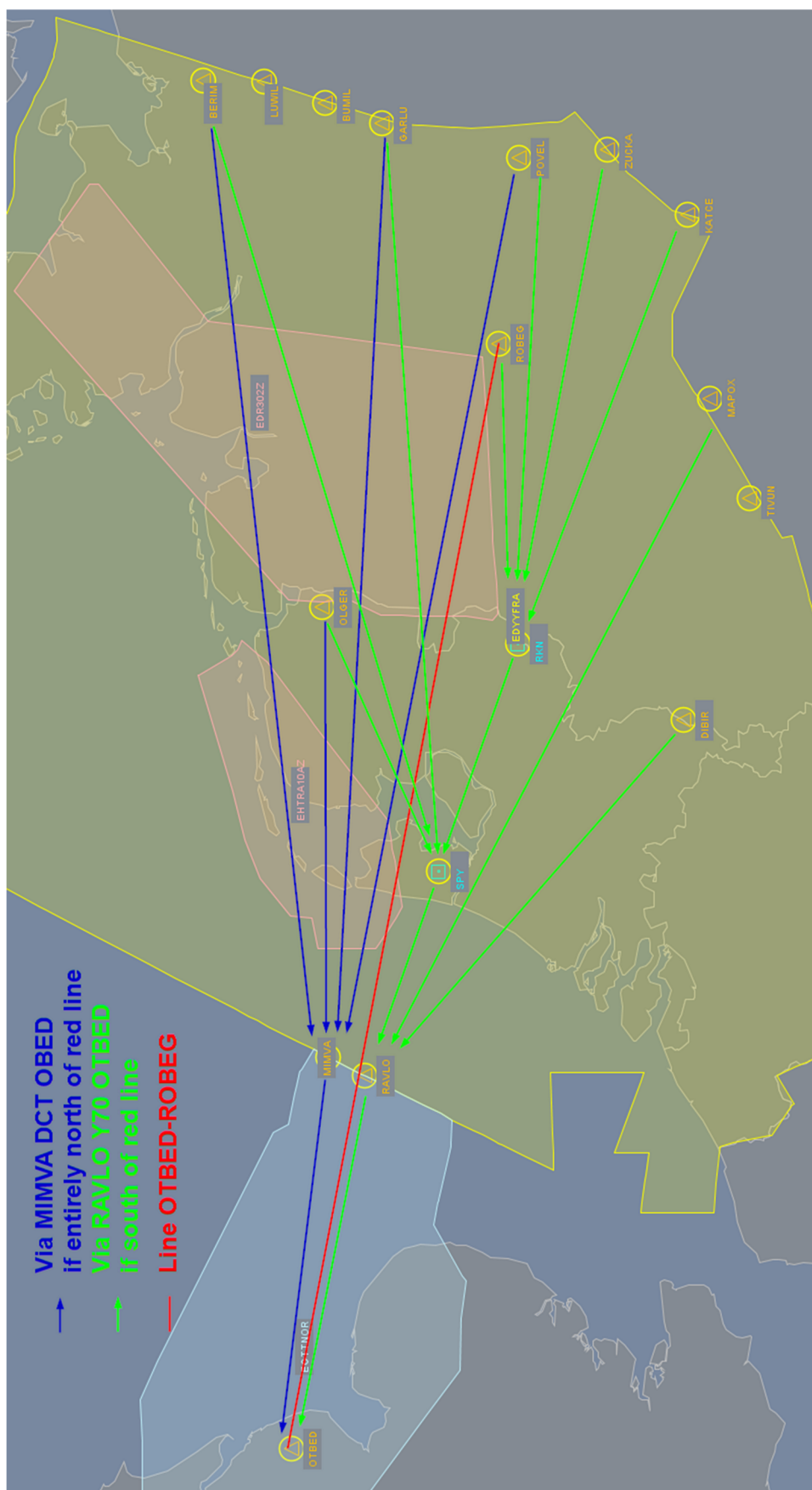
Upstream Direction	From FRA Point	Recommended Routeing
DFS FRA EDUU West	MAPOX, MASEK	<ul style="list-style-type: none"> • MAPOX/MASEK DCT RAVLO Y70 OTBED • MAPOX/MASEK L604 BIGGE DCT RAVLO Y70 OTBED (traffic below FL295)
	ASBON, DOJOH, TIVUN, OTMON, PETIX, INBED, BARSU	<ul style="list-style-type: none"> • ... DCT RAVLO Y70 OTBED (Night options 23:00-05:00 (22:00-04:00))
DFS FRA EDUU East	KATCE, NOMKA, KUMER, ZUCKA, HDO, RENDO, LALUK	<ul style="list-style-type: none"> • ... DCT RAVLO Y70 OTBED • ... DCT RKN/AMSAN DCT RAVLO Y70 OTBED (when EDR302Z / EDR302BZ reserved) • ... DCT SPY DCT RAVLO Y70 OTBED (when EHTRA10AZ / EHD09Z reserved) • ... DCT RKN L602 SPY DCT RAVLO Y70 OTBED (H24 available)
DFS FRA EDUU North	POVEL, MAG, BOLBO, LASIS, POZUM, KORUP, GOVEN	<ul style="list-style-type: none"> • ... DCT MIMVA DCT OTBED • ... DCT RKN/AMSAN DCT RAVLO Y70 OTBED (when EDR302Z / EDR302BZ reserved) • ... DCT SPY DCT RAVLO Y70 OTBED (when EHTRA10AZ / EHD09Z reserved) • ... DCT RKN L602 SPY DCT RAVLO Y70 OTBED (H24 available)

Upstream Direction	From FRA Point	Recommended Routeing
	HLZ, BATEL, GARLU, SUBIX, XIGRI	<ul style="list-style-type: none"> ... DCT MIMVA DCT OTBED ... DCT ROBEG L980 RKN/AMSAN DCT RAVLO Y70 OTBED (when EDR302Z / EDR302BZ reserved) ... DCT SPY DCT RAVLO Y70 OTBED (when EHTRA10AZ / EHD09Z reserved) ... DCT ROBEG L980 RKN L602 SPY DCT RAVLO Y70 OTBED (H24 available)
	NEBUN, BUMIL, ALUKA, PITEN	<ul style="list-style-type: none"> ... DCT MIMVA DCT OTBED ... DCT APNOC DCT MIMVA DCT OTBED (when EDR302BZ reserved) ... DCT SPY DCT RAVLO Y70 OTBED (when EHTRA10AZ / EHD09Z reserved) ... DCT APNOC Z45 SIMAF N125 OLGED DCT SPY DCT RAVLO Y70 OTBED (when EDR302BZ / EHTRA10AZ / EHD09Z all reserved)
	NUSGU, LUWIL, BODLA	<ul style="list-style-type: none"> ... DCT MIMVA DCT OTBED ... DCT AKZOM DCT MIMVA DCT OTBED (when EDR302AZ reserved) ... DCT SPY DCT RAVLO Y70 OTBED (when EHTRA10AZ / EHD09Z reserved) ... DCT APNOC Z45 SIMAF N125 OLGED DCT SPY DCT RAVLO Y70 OTBED (when EDR302BZ / EHTRA10AZ / EHD09Z all reserved)
	BERIM, AMISO, ROSOK, BINKA, LEGSA	<ul style="list-style-type: none"> ... DCT MIMVA DCT OTBED ... DCT OPJOT DCT AKZOM DCT MIMVA DCT OTBED (when EDR302AZ reserved) ... DCT SPY DCT RAVLO Y70 OTBED (when EHTRA10AZ / EHD09Z reserved) ... DCT OLGED DCT SPY DCT RAVLO Y70 OTBED (when EDR302BZ / EHTRA10AZ / EHD09Z all reserved)
DEP EDDF	DIBIR	<ul style="list-style-type: none"> OBOKA Z28 DIBIR DCT BUDIP DCT RAVLO Y70 OTBED
	ABILU	<ul style="list-style-type: none"> MARUN Y152 ARPEG Z850 ABILU DCT RKN DCT RAVLO Y70 OTBED
	TORNU	<ul style="list-style-type: none"> OBOKA Z29 TORNU DCT BRED A DCT RAVLO Y70 OTBED (when EHTRA12Z / EHTRA12AZ reserved)

Upstream Direction	From FRA Point	Recommended Routeing
DEP EDDK, EDDL	SPY	<ul style="list-style-type: none"> ... TENLI L602 SPY DCT RAVLO Y70 OTBED
DEP EDDH	IGREF / OLGHER	<ul style="list-style-type: none"> WSN N125 IGREF DCT MIMVA DCT OTBED WSN N125 OLGHER DCT MIMVA DCT OTBED <i>(when EDR302Z reserved)</i> WSN N125 IGREF DCT SPY DCT RAVLO Y70 OTBED <i>(when EHTRA10AZ / EHD09Z reserved)</i> WSN N125 OLGHER DCT SPY DCT RAVLO Y70 OTBED <i>(when EDR302Z / EDR302BZ EHTRA10AZ / EHD09Z all reserved)</i>
DEP EDDB	SAS	<ul style="list-style-type: none"> SUKIP Y206 BUREL P203 HLZ L980 SAS DCT MIMVA DCT OTBED SUKIP Y206 BUREL P203 HLZ L980 RKN/AMSAN DCT RAVLO Y70 OTBED <i>(when EDR302Z / EDR302BZ reserved)</i> SUKIP Y206 BUREL P203 HLZ L980 SAS DCT SPY DCT RAVLO Y70 OTBED <i>(when EDR302Z / EDR302BZ / EHTRA10AZ / EHD09Z all reserved)</i> SUKIP Y206 BUREL P203 HLZ L980 RKN L602 SPY DCT RAVLO Y70 OTBED <i>(when EDR302Z / EDR302BZ / EHTRA10AZ / EHD09Z all reserved)</i>
DEP EDDV	TENLI	<ul style="list-style-type: none"> VAXEV Y347 OBIBI DCT TENLI DCT RAVLO Y70 OTBED
	RKN	<ul style="list-style-type: none"> VAXEV Y348 OSN L980 RKN DCT RAVLO Y70 OTBED

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DCT segments for military transport traffic within Amsterdam FIR

(special note for military airspace users)

The RAD update for AIRAC 2402 includes the withdrawal of seven DCT segments which have been designed for military transport traffic across the Amsterdam FIR. **Please be aware that this is not a change which degrades flight planning options. Even though the DCT segments are no longer explicitly published in RAD Annex 3B, these are still implicitly available for flight planning within MUAC FRA.** It is hence suggested not to remove these DCT segments from the flight planning systems and/or predefined routes but keep these as FRA options with the same design and availability parameters.

From	To	Lower Vert. Limit (FL)	Upper Vert. Limit (FL)	DCT Time Availability	Direction of Cruising Levels
TULIP	NOLRU	245	660	H24	Odd
TACHA	NOLRU	245	660	H24	Odd
MILGI	RAVLO	245	660	H24	Even
MILGI	MIMVA	245	660	H24	Even
MILGI	NAVPI	245	660	H24	Even
NAVPI	NOLRU	245	660	H24	Odd
LAMSO	NOLRU	245	660	H24	Odd

FRA France East

Free Route Airspace is implemented within the East of France UIR adjacent to MUAC FRA. In order to prepare for future cross-border FRA operations between Maastricht and Reims UACs, the current MUAC FRA Entry / Exit points IBERA, ROUSY, SUTAL are already declared as FRA Intermediate points between MUAC FRA and France FRA East. However at this stage, there are no new flight planning options introduced across the boundary between the two FRA areas. **Within MUAC FRA (north of IBERA, ROUSY, SUTAL), there is no change to DCT segments and RAD rules. Changes are however applicable within France UIR south of these points.**

How to contact Maastricht UAC

AIRAC information and flight planning advice

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<https://www.eurocontrol.int/service/airac-information-and-flight-planning-support>

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