

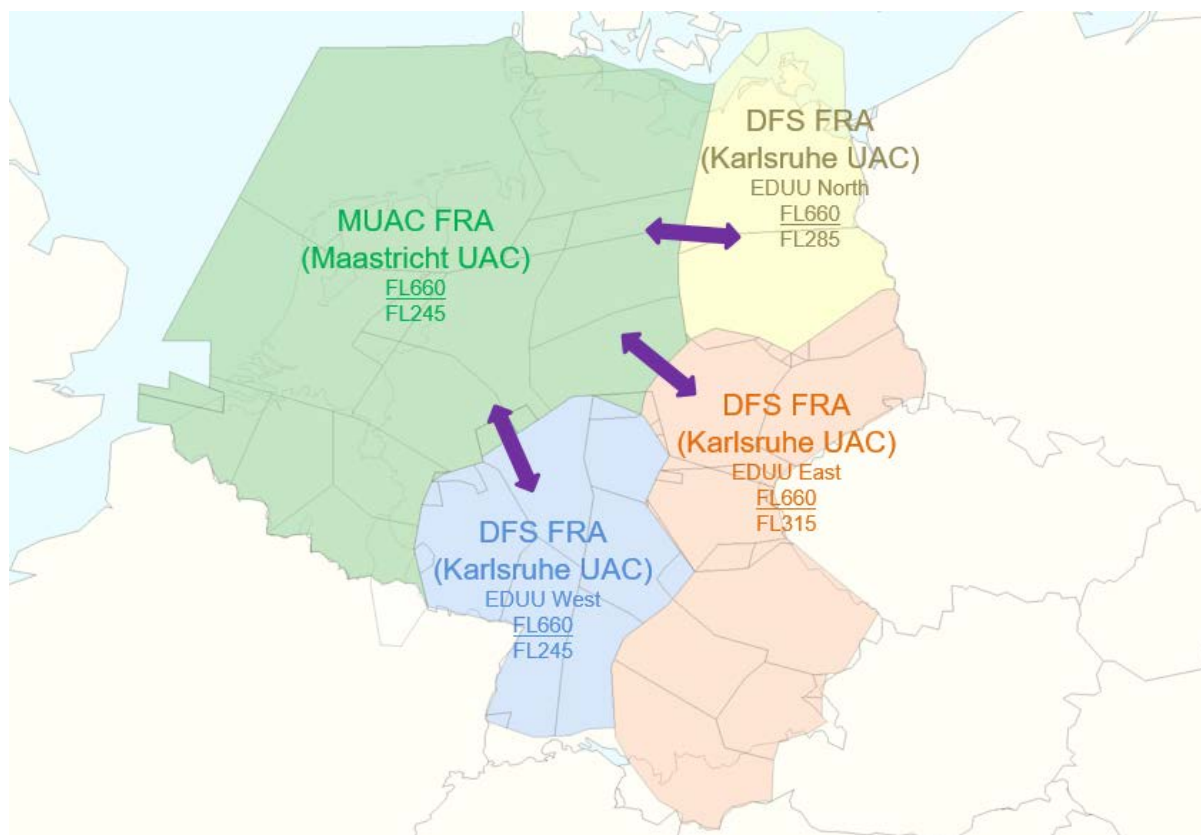
### MUAC AO AIRAC 2312 Brief – 30-11-2023

#### 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 30-11-2023.

#### Cross-Border FRA between DFS FRA and MUAC FRA

DFS and MUAC are collaborating on Cross-Border Free Route Airspace. As a first step, cross-border FRA will become available between MUAC FRA and DFS FRA Cells EDUU West, EDUU East, EDUU North (all three operated by Karlsruhe UAC). More comprehensive information about this change will be published in a dedicated AO Brief which is expected to be distributed by about 10<sup>th</sup> – 13<sup>th</sup> November.



### DEP EDLV, EHBK, EHEH via GMH

In collaboration with DFS Langen ACC, new route options for DEP EDLV, EHBK and EHEH towards the southeast will become available as follows.

Aerodrome	Routing	Remarks
EDLV	<p><u>Current Route</u> ERKUM L179 MEVEL Z841 GMH</p> <p><u>Additional Route Option</u> ERKUM L179 LUSIX DCT ONUNE DCT GMH</p>	<p>Cross ONUNE at FL245 or above.</p> <p>The new route option is only available for flights departing EDLV runway 27 on ERKUM1S SID and only during specific times (see RAD Annex 3B – rule EDYX5018).</p> <p>Flights unable to comply with these three requirements shall plan via the current route.</p>
EHBK	<p><u>Current Route</u> NETEX Z283 VEBAK L179 LUSIX DCT HALME DCT TUVTI Z841 GMH</p> <p><u>Additional Route Option</u> NETEX DCT ONUNE DCT GMH</p>	<p>Cross ONUNE at FL245 or above.</p> <p>Flights unable to comply with this requirement shall plan via the current route.</p>
EHEH	<p><u>Current Route</u> <u>(to be withdrawn)</u> VELNI Y869 SUMOP L179 LUSIX DCT HALME DCT TUVTI Z841 GMH</p> <p><u>New Route Option</u> VELNI DCT ONUNE DCT GMH</p>	<p>Cross ONUNE at FL245 or above.</p> <p>The current route option will be withdrawn since it is expected that all flights can comply with the vertical profile requirement along the new route.</p>

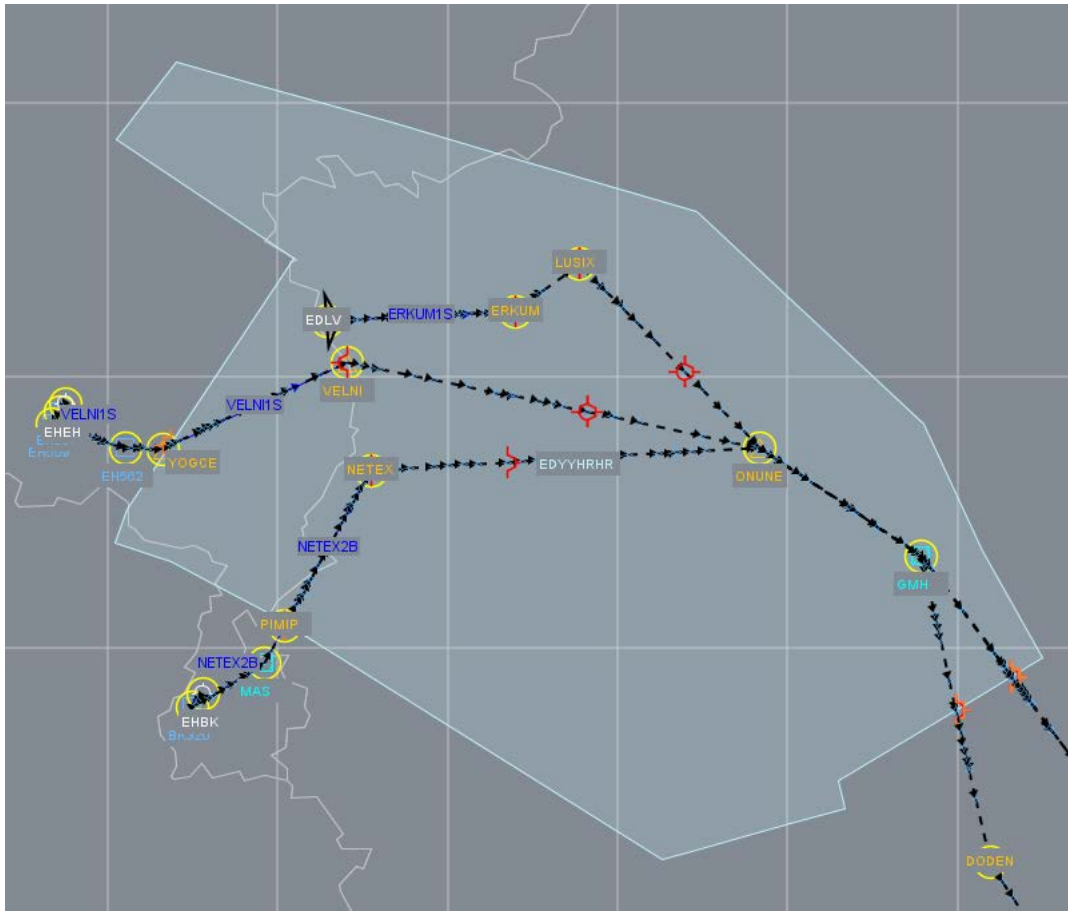


Figure 1 - New route options DEP EDLV, EHBK, EHEH via ONUNE - GMH

### Arrivals LFP\* via DENOX – SISGA – DELOM - MOPIL

During recent months, MUAC ATCOs made the experience that some specific FRA segments towards FRA point DENOX and then further along the point sequence / routing DENOX – SISGA – DELOM – MOPIL causes issues and complex handling of flights when military training area EBTRANB is active. Especially the FRA segment GISEB DCT DENOX is the main concern since it slightly crosses the military training area but is not rejected by IFPS due to difference in the projection of the track relative to the military training area boundary. On the long-term, a flight planning buffer zone (FBZ) shall be created for EBTRANB to overcome such differences between the various ATM systems.

As interim solution, the FRA options towards DENOX will be limited to the following explicit set of segments (published via RAD Annex 3B). This implies that GISEB DCT DENOX becomes unavailable, but the offered segments can be used to produce equally efficient routes towards DENOX when EBTRANB is not active.

ID	From	To	Lower Vert. Limit (FL)	Upper Vert. Limit (FL)	DCT Time Availability	Direction of Cruising Levels
<b>YX50104</b>	<b>EEL</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>
<b>YX50105</b>	<b>OLGER</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>
<b>YX50106</b>	<b>IGREF</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>
<b>YX50107</b>	<b>ALASA</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>
<b>YX50108</b>	<b>RAXLU</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>
<b>YX50109</b>	<b>PARYD</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>
<b>YX50110</b>	<b>EMMUN</b>	<b>DENOX</b>	<b>245</b>	<b>660</b>	<b>H24</b>	<b>EVEN</b>

When EBTRANB is active, flights shall file via WOODY N872 NIK instead of using DCT segments which slightly cross / scratch the military training area.

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## Maastricht Upper Area Control Centre

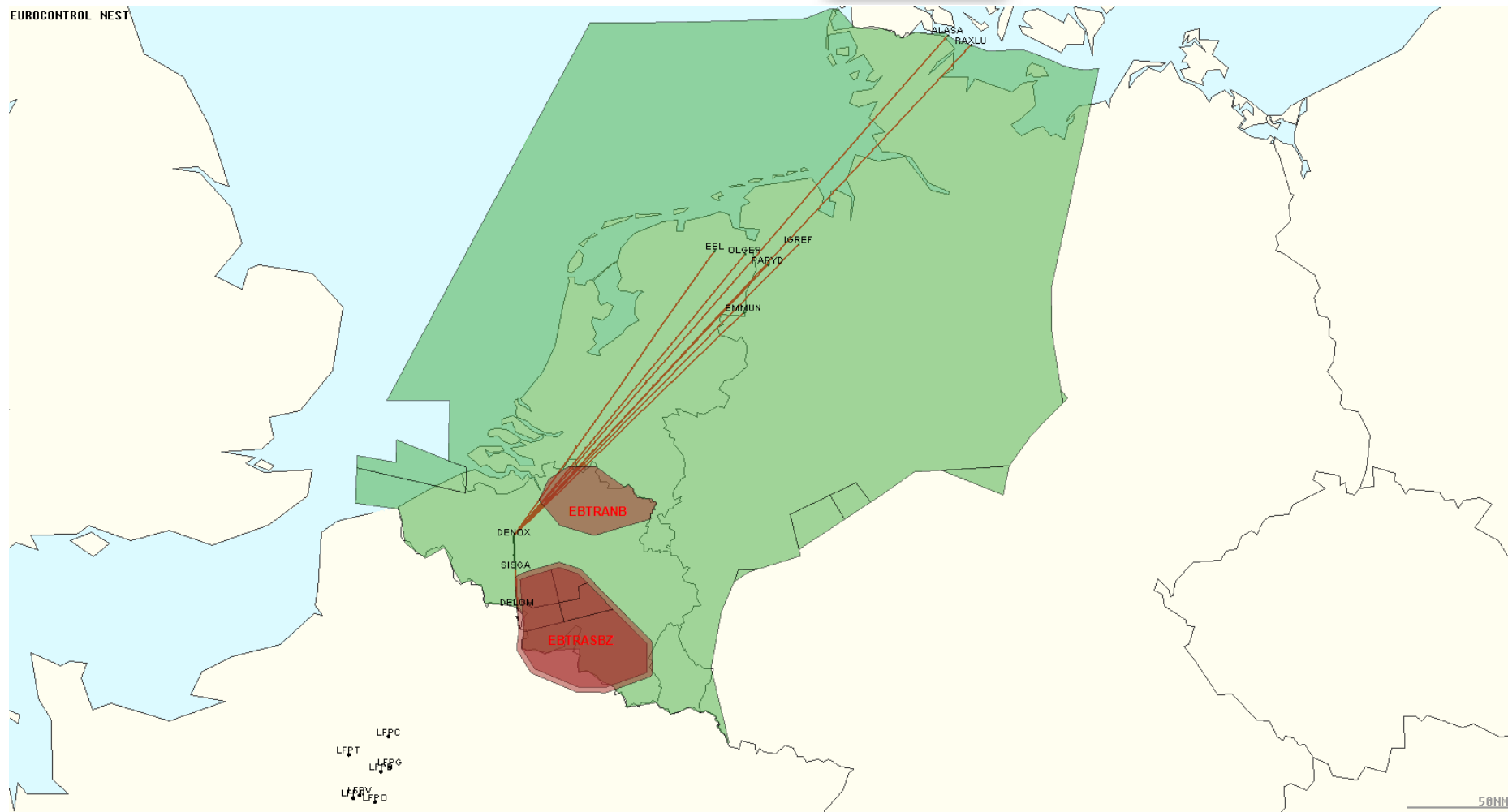


Figure 2 - DCT segments southwest bound towards DENOX

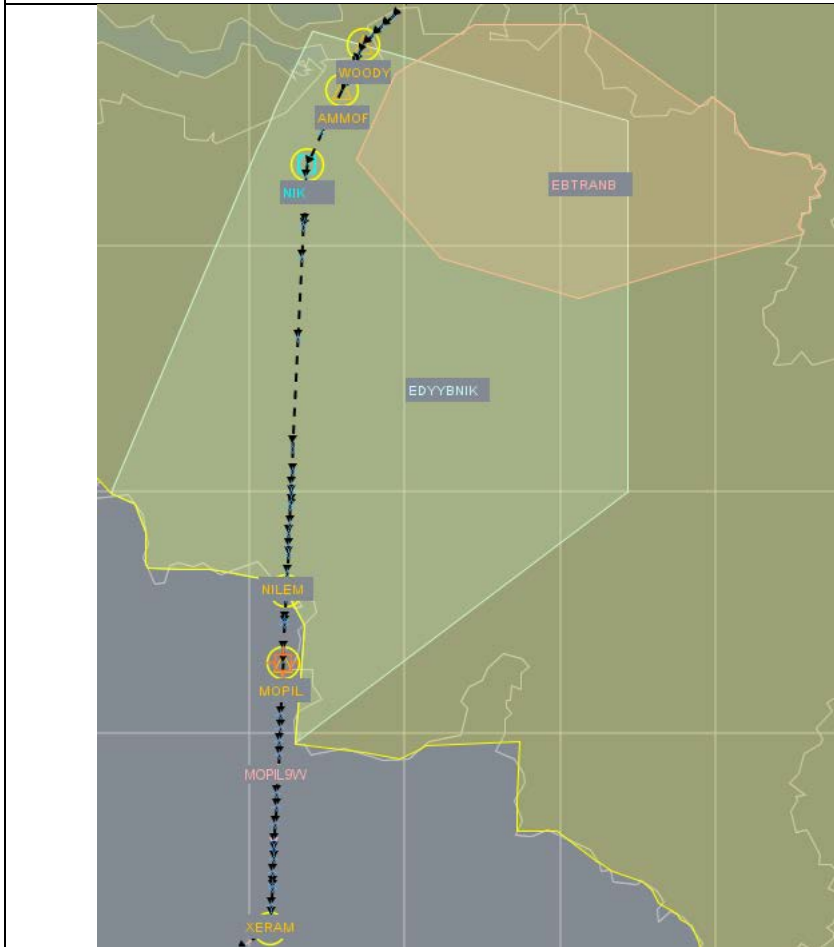
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Recommended Route when EBTRANB active but EBTRASBZ not active

WOODY N872 NIK DCT NILEM UY131 MOPIL



Recommended Route when EBTRANB and EBTRASBZ both active

WOODY N872 DENOX DCT SISGA DCT DELOM UZ319 MOPIL



### How to contact Maastricht UAC

#### **AIRAC information and flight planning advice**

*Airspace and Network Planning*

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

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The MUAC AO AIRAC Brief is also available on the [MUAC ATM Portal](#).

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