LETTER OF AGREEMENT

BETWEEN VATSIM UK AND BELUX vACC

REVISION 2026/01

EFFECTIVE 22 JANUARY 2026

DISTRIBUTION AND SCOPE

This Letter of Agreement (LoA) outlines the agreements between VATSIM UK (London ACC) and Belux vACC (Brussels ACC and Maastricht UAC – KOKSY) for the provision of air traffic services.

EXCLUSION OF LIABILITY

The procedures in this LoA are for use on the VATSIM Network only and should never be adopted for real world use.

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VALIDITY

This Letter of Agreement becomes effective 22 January 2026 (AIRAC 2601).

Agreed by:

- Archie Middlefell – VATSIM UK – Operations Director
- Jan-Willem Oomes – Belux vACC – Navigation Director

AMENDMENT HISTORY

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. New text is in red.

Revision	Effective Date	Notes
2026/01	22 Jan 2026	Amended London Bandbox (LON_CTR) frequency (2.3.1); Corrected LON_SN_CTR frequency (2.3.1.2); Added Brussels Low Station (EBBU_LOW_CTR) (2.3.2); Changed EBOS_APP frequency (2.3.2.4)
2025/12	27 Nov 2025	Added Brussels North Low sector and revised Brussels ownership orders (2.3.2); Amended level planning guidance and level by points for outbounds via KOK (3.3.1.1.2); Amended level planning guidance for EBOS/KT/FN inbounds via KONAN (3.3.1.1.1); Added definition of Solent Group (Appendix A)
2024/13	26 Dec 2024	Amended MUAC Koksy sectorisation – removed EUC-MW position (2.3.2.1)
2024/04	16 May 2024	Agreement change to EBOS inbound traffic via VABIK/KONAN (3.3.1)
2024/04	18 April 2024	Brussels ACC radar separation minima decreased to 3 NM (4.3.2)
2024/02	22 Feb 2024	Change EDYY to London COPs to SASKI and RAPIX
2023/11	02 Nov 2023	Frequency changes due to 8.33 kHz implementation (2.3)
2023/09	07 Sep 2023	Change to EuroCenter logon code (2.3.2); Remove reference to EBBU_CTR (2.3.2.2)
2023/07	13 Jul 2023	Change to Maastricht EuroControl callsign (2.3.2.1); Updated deemed coordination procedures (3.2.1); Amended level (abeam) point for LTMA departures allocated FL310 via KOK (3.3.1.2.1)
2021/13	30 Dec 2021	Changes to sectorisation ownership order due to Eurocontrol Maastricht (EURM) position split; Minor formatting updates
2021/10	7 Oct 2021	Amended EBBU_U_CTR frequency (2.3.2.1); Amended max level to be consistent with direction of flight (3.2.2.2)
2021/04	22 Apr 2021	Removed reference to Eurocontrol Islands (EURI_FSS); Updated London sectorisation to reflect a Dover (S15/S2) split; Added level cap for EGKK inbounds via KONAN; Updated Deemed Coordination of Enroute Traffic conditions; Refined wording of various notes
2021/01	28 Jan 2021	Complete re-write
2018/03	1 Mar 2018	Removal of EBCI from Brussels Group standard levels of acceptance
2016/09	18 Aug 2016	New Format; Figures updated; Agreements & transfer requirements amended; City-pair level capping added; Transfer routes between Brussels FIR and London FIR updated; Transfer levels from Brussels to Clacton updated; Introduction of London TC East; Changes to London Dover airspace
2011/13	December 2011	First publication

SECTION 1 GENERAL

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between London ACC and Brussels ACC/Maastricht UAC (KOKSY) when providing ATS to General Air Traffic (IFR).

These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 London ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of London FIR & UIR as published in the AIP of the United Kingdom.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Clacton CTA	FL65/FL105-FL195	A
Worthing CTA	FL75/FL105-FL195	A
London FIR	SFC-FL245	G/C
London UIR	FL245-FL660	C

2.1.2 Brussels ACC & Maastricht UAC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Brussels as published in the AIP of Belgium.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Oostende TMA	1500AMSL-FL95 (*See Note*)	C
Brussels West CTA	4500AMSL-FL245	C
SASKI area	FL55-FL245	A
Brussels FIR	SFC-FL195	G/C
Brussels UIR	FL195-FL660	C

Note: *The upper limit of the Oostende TMA is between FL65 and FL95 at the boundary with UK airspace.*

2.2 Areas for Cross Border Provision of ATS

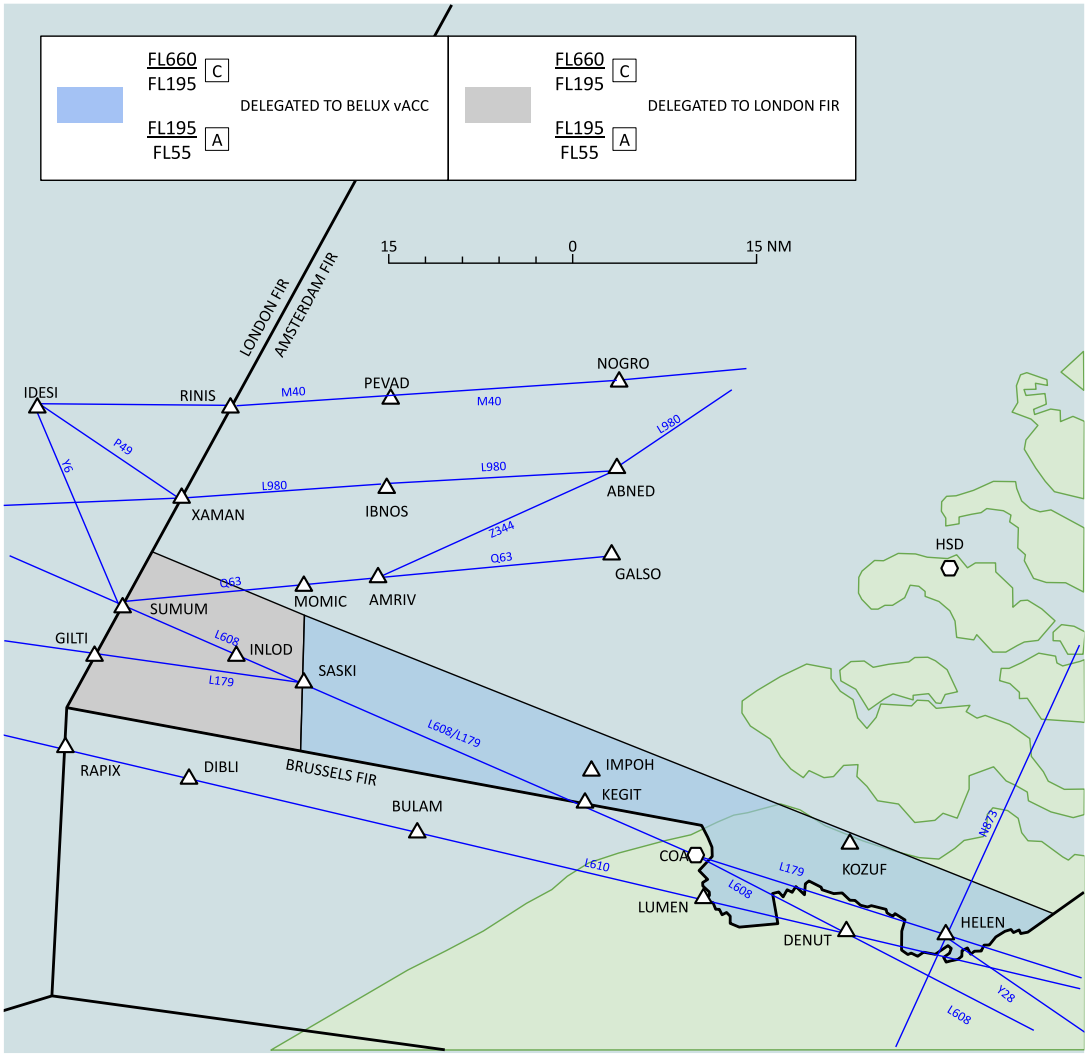
2.2.1 Areas for Cross Border Provisions of ATS by Brussels ACC/Maastricht UAC/London ACC

2.2.1.1 SASKI Area and Airway L608/L179

Within the Amsterdam FIR, the provision of ATS in accordance with the airspace classification is performed by Brussels ACC/Maastricht UAC (KOKSY)/London ACC within the following areas:

Lateral Limits	Within the blue and grey areas shown in Figure 1
Vertical Limits	FL55-FL660
Airspace Classification	A (FL55-FL195) / C (FL195-FL660)

Figure 1 – SASKI Area and Airway L608/L179 Delegation



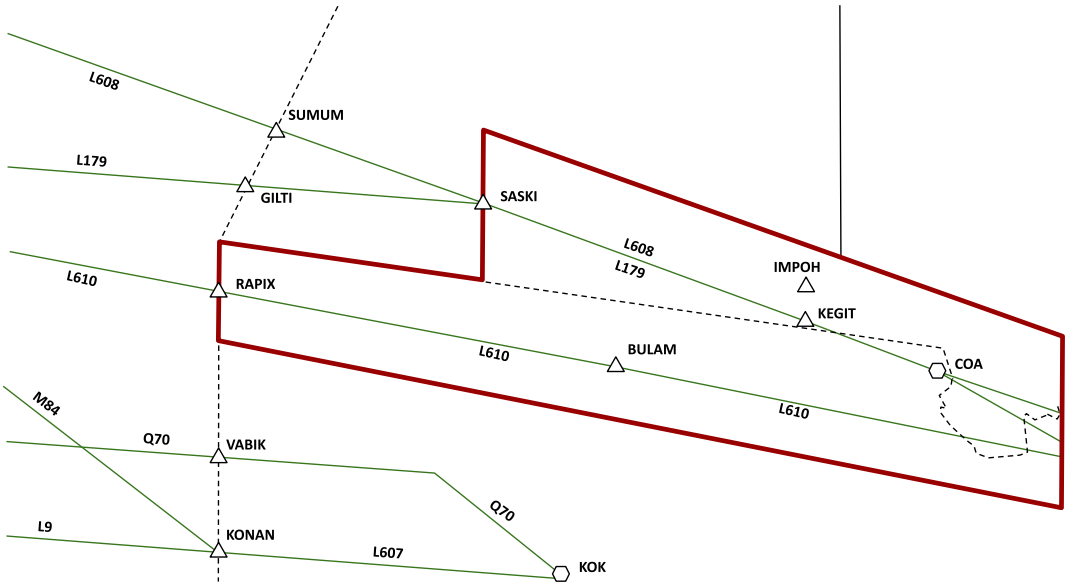
2.2.2 Special Areas within the Area of Common Interest

2.2.2.1 BULAM Area

Within the BULAM area, the use of FL250 is permanently delegated from Maastricht UAC (KOKSY) to Brussels ACC. Maastricht UAC (KOKSY) will not assign FL250 in the BULAM area without prior co-ordination with Brussels ACC.

Lateral Limits	Within the red outlined area shown in Figure 2
Vertical Limits	FL245-FL255
Airspace Classification	C

Figure 2 – BULAM Area

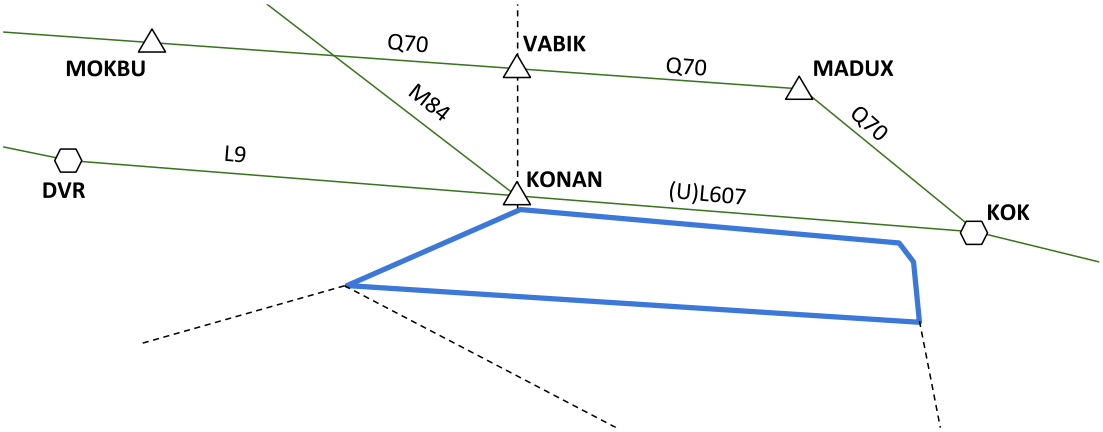


2.2.2.2 (U)L607 West of KOK

Within the France UIR the provision of ATS in accordance with the airspace classification is performed by Maastricht UAC (KOKSY) within the following area:

Lateral Limits	Between the London FIR boundary and KOK, up to 5 NM south of the centreline of ATS Route L607 (Within the blue outlined area shown in Figure 3)
Vertical Limits	FL245-FL660
Airspace Classification	C

Figure 3 – (U)L607 West of KOK

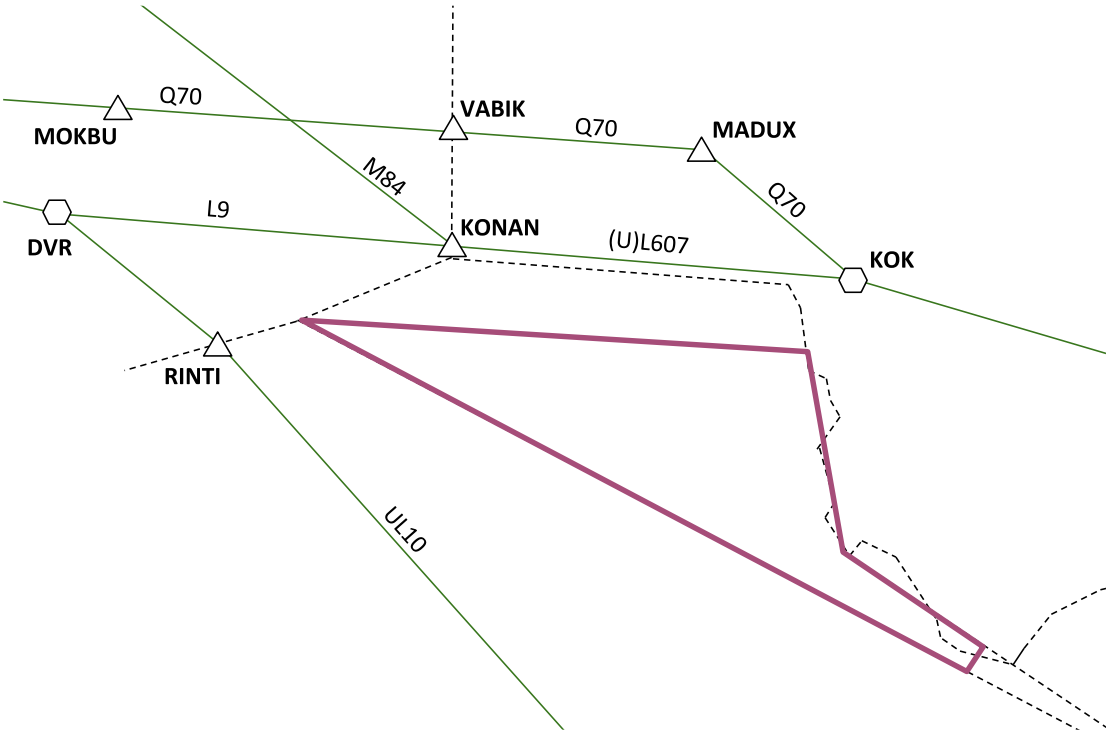


2.2.2.3 Cross Border Working Volume (CBWV)

Within the France UIR the provision of ATS in accordance with the airspace classification is performed by Maastricht UAC (KOKSY) within the following area:

Lateral Limits	Within the purple bordered area shown in Figure 4
Vertical Limits	FL245-FL660
Airspace Classification	C

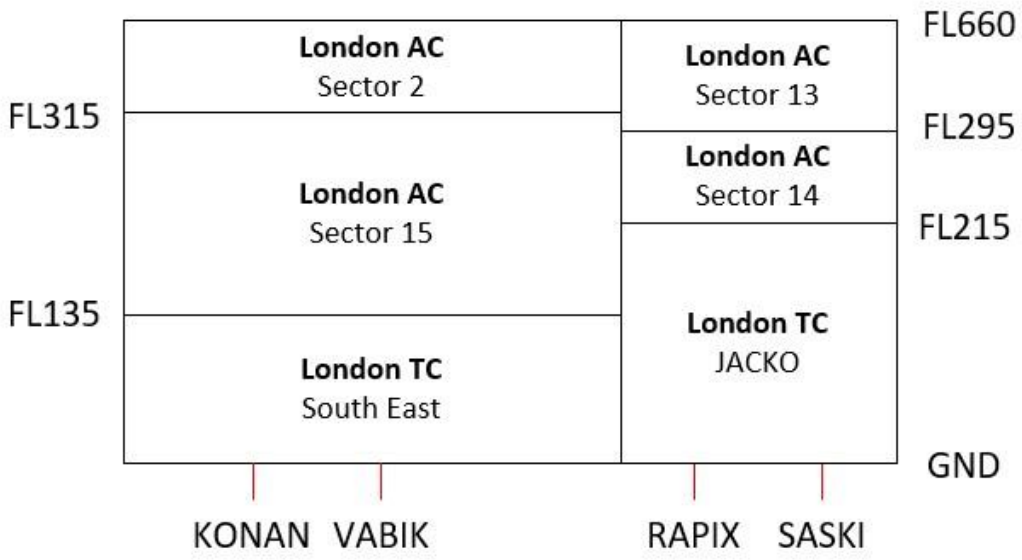
Figure 4 – Cross Border Working Volume (CBWV)



2.3 Sectorisation

2.3.1 London ACC Sectors

Figure 5 – London ACC (AC & TC) Sectorisation Cross-Section



2.3.1.1 London AC Clacton

Sector 13 (FL295+)

The coverage priority (left to right) for London AC Sector 13 at the interface with Brussels ACC & Maastricht UAC (KOKSY) is as follows:

LON_ES_CTR	LON_E_CTR	LON_C_CTR	LON_SC_CTR	LON_CTR
128.160 MHz	118.480 MHz	127.105 MHz	132.605 MHz	127.430 MHz

Sector 14 (FL215-FL295)

The coverage priority (left to right) for London AC Sector 14 at the interface with Brussels ACC & Maastricht UAC (KOKSY) is as follows:

LON_E_CTR	LON_ES_CTR	LON_C_CTR	LON_SC_CTR	LON_CTR
118.480 MHz	128.160 MHz	127.105 MHz	132.605 MHz	127.430 MHz

2.3.1.2 London AC Dover

The coverage priority referenced below as London AC Dover is as follows:

LON_D_CTR 134.905 MHz	**LON_S_CTR** 129.430 MHz	**LON_SC_CTR** 132.605 MHz	**LON_CTR** 127.430 MHz

Sector 2 (FL315+)

The coverage priority (left to right) for London AC Sector 2 at the interface with Brussels ACC & Maastricht UAC (KOKSY) is as follows:

LON_SU_CTR 132.840 MHz	**LON_SN_CTR** 132.165 MHz	**London AC Dover**

Note: *The coordination names for LON_SU_CTR (132.840) and LON_SN_CTR (132.165) will always be "London Upper" and "London Middle", respectively.*

Sector 15 (FL135-FL315)

The coverage priority (left to right) for London AC Sector 15 at the interface with Brussels ACC & Maastricht UAC (KOKSY) is as follows:

LON_DK_CTR 128.430 MHz	**London AC Dover**

2.3.1.3 London TC

TC JACKO (FL215-)

The coverage priority (left to right) for London TC JACKO at the interface with Brussels ACC is as follows:

LTC_EJ_CTR 135.425 MHz	**LTC_ES_CTR** 129.605 MHz	**LTC_E_CTR** 121.230 MHz	**London AC Sector 14**

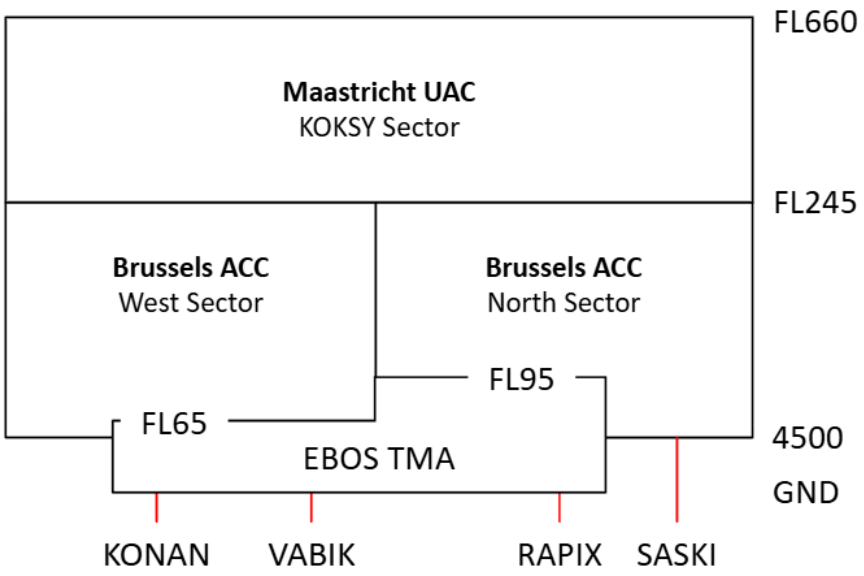
TC South East (FL135-)

The coverage priority (left to right) for London TC South East at the interface with Brussels ACC is as follows:

LTC_SE_CTR 120.530 MHz	**LTC_S_CTR** 134.125 MHz	**LTC_CTR** 135.805 MHz	**LON_DL_CTR** 133.485 MHz	**London AC Dover**

2.3.2 Belux vACC Sectors

Figure 6 – Brussels vACC Sectorisation Cross-Section



2.3.2.1 Maastricht UAC (FL245+)

The coverage priority (left to right) for Maastricht UAC (FL245+) at the interface with London ACC is as follows:

KOKSY Sector

EDYY_K_CTR 132.205 MHz	**EDYY_N_CTR** 135.980 MHz	**EBBU_U_CTR** 125.980 MHz	**EBBU_W_CTR** 131.100 MHz

2.3.2.2 Brussels ACC – West Low Sector (FL245-)

The coverage priority (left to right) for Brussels ACC – West Low Sector (FL245-) at the interface with London ACC is as follows:

EBBU_W_CTR 131.100 MHz	**EBBU_LOW_CTR** 126.980 MHz	**EBBU_N_CTR** 128.805 MHz	**EBBU_C_CTR** 127.230 MHz	**EBBU_E_CTR** 129.575 MHz

2.3.2.3 Brussels ACC – North Low Sector (FL245-)

The coverage priority (left to right) for Brussels ACC – North Low Sector (FL245-) at the interface with London ACC is as follows:

EBBU_N_CTR 128.805 MHz	**EBBU_C_CTR** 127.230 MHz	**EBBU_W_CTR** 131.100 MHz	**EBBU_LOW_CTR** 126.980 MHz	**EBBU_E_CTR** 129.575 MHz

2.3.2.4 Oostende APP (SFC-FL95)

The coverage priority (left to right) for Oostende APP (SFC-FL95) at the interface with London ACC is as follows:

EBOS_APP	**EBBU_N_CTR**	**EBBU_W_CTR**	**EBBU_LOW_CTR**	**EBBU_C_CTR**	**EBBU_E_CTR**
120.605 MHz	128.805 MHz	131.100 MHz	126.980 MHz	127.230 MHz	129.575 MHz

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

a) Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.
b) Flights shall be considered to be maintaining the coordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of co-ordination, except if otherwise described in Section 3.3.
c) If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
d) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
e) The accepting ATS unit shall accept the electronic transfer of the aircraft on establishing communications with the transferred aircraft. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS Routes, Co-ordination Points and Level Allocation

Available ATS routes, COPs to be used, and level allocation to be applied are described in the tables below.

Upon transfer, IFR aircraft are to conform to ICAO standard cruising levels (or agreed levels if these are different), incorporating the implementation of Reduced Vertical Separation Minima (RVSM), and also to the direction of airways as published in the relevant AIP.

3.2.1 Deemed Coordination of Enroute Traffic

Traffic which has reached the RFL indicated on the flight plan by the AoR boundary is deemed to have been coordinated provided that:

- the aircraft is at a correct level for the direction of flight;
- the RFL has not been changed within 30 NM of the AoR boundary; and
- no objection has been raised by the receiving controller.

Additional requirements are set out for traffic from Sector 2 above the Dover RFC Area – see Section 3.3.3 Dover RFC Area.

3.2.2 Flight Level Capping

Airfield groups are defined in Appendix A.

3.2.2.1 London FIR to Brussels FIR

Departure	Destination	Cap
London Group and EGTC	Brussels Group	Max FL230 *via VABIK*
EGTT FIR (except London Group and EGTC)	Brussels Group Paris Group EH**	Max FL290 *via VABIK*
EGHH, EGHI, EGLF, Wessex Group	Brussels Group	Max FL230
EGTT FIR	EB*/EH* Paris Group	Max FL290 *via KOK*

3.2.2.2 Brussels FIR to London FIR

Departure	Destination	Cap
All	EGKK *via KONAN*	Max FL120 (See *Note*)
Brussels Group	EGGW/KB/LC/MC/SC/SS/TC/TO	Max FL200
	EGLL/VA/VN/WU/BJ	Max FL240
	EGKK *via BULAM*	
EBAW	EGNT/NV	Max FL340

Note: *This route enables a shorter sea crossing and is intended for single-engine piston aircraft. As such, for aircraft filed above FL120, Brussels/MUAC shall endeavour to re-route aircraft via BULAM.*

3.2.3 Transfer of Control and Communication

3.2.3.1 From London ACC to Brussels ACC (FL245-)

Route	Coordination Point	Transfer of Control	Transfer of Communications
L179	SASKI	SASKI	SASKI
L9 / Q70	VABIK / KONAN	VABIK / KONAN	VABIK / KONAN

3.2.3.2 From Brussels ACC (FL245-) to London ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
L179	SASKI	SASKI (*Note 1*)	20 NM east of SASKI
L610	RAPIX	RAPIX (*Notes 1 & 2*)	20 NM east of SASKI
L9	KONAN	KONAN	Between KOK and KONAN

Note 1: *Aircraft are RFT after passing 5 NM before SASKI (right turns only for aircraft on L610). This must not position aircraft south of the L610 centreline until the aircraft has passed RAPIX.*

Note 2: *Traffic transferred from Brussels ACC and London AC Sector 14 to London TC JACKO is released for descent to FL110 west of BULAM.*

3.2.3.3 From London ACC to Maastricht UAC (KOKSY) (FL245+)

Route	Coordination Point	Transfer of Control	Transfer of Communications
(U)L9 / L607	KONAN	KONAN	At or before 10 NM east of DVR

3.2.3.4 From Maastricht UAC (KOKSY) (FL245+) to London ACC

Route	Coordination Point	Transfer of Control	Transfer of Communications
L179 / L608	SASKI	SASKI (*Notes 1 & 2*)	At or before abeam KEGIT
L610	RAPIX	RAPIX (*Note 3*)	10 NM northwest of LUMEN

Note 1: *Aircraft are RFT and either RFD to FL260 or RFC after the Brussels Release Line (see Section 3.3.2).*

Note 2: *Aircraft are RFD to FL220 after the Brussels Release Line (see Section 3.3.2).*

Note 3: *After 10 NM northwest of LUMEN, aircraft are RFT and either RFD to FL260 or RFC. After the Brussels Release Line, traffic is RFD to FL220 and RFT in Brussels airspace.*

3.3 Special Procedures

3.3.1 Specific Transfer Agreements

Airfield groups are defined in Appendix A.

3.3.1.1 London ACC and Brussels ACC (FL245-)

3.3.1.1.1 From London ACC to Brussels ACC

From	To	DEST	Agreement	Conditions
London AC Sector 15	Brussels West Low	Brussels Group, EBLG, EH**, Paris Group	FL230 or below level VABIK/ KONAN	(*Note 1*)
London TC SE	Brussels West Low	EBOS, EBKT, EBFN	Maximum FL110 level KONAN	(*Note 2 & 3*)
London TC SE	Brussels West Low	EBOS, EBKT, EBFN	FL110 level VABIK	(*Note 3*)

Note 1: *Additionally, FL200, FL220 and FL240 may be allocated for Brussels Group arrivals, except that LTMA outbounds may only be allocated a maximum of FL230 at VABIK.*

Note 2: *Traffic may be transferred at even or odd levels.*

Note 3: *During easterly runway operations at EBOS, Brussels West may request transfer directly to Ostend Approach. London ACC shall not descend traffic outside of controlled airspace.*

3.3.1.1.2 From Brussels ACC to London ACC

From	To	DEPA	DEST	Agreement	Conditions
Brussels North Low	London AC Sector 14	Brussels Group (excl. EBCI)	-	Climbing FL250	Via L608/L610. RFC after the Brussels Release Line (see 3.3.2)
Brussels North Low	London TC JACKO	EBOS, EBFN	-	Maximum FL200	Via SASKI
Brussels West Low	London TC SE	-	EGKK	Maximum FL120 level KOK	

3.3.1.2 London ACC and Maastricht UAC (KOKSY) (FL245+)

3.3.1.2.1 From London ACC to Maastricht UAC (KOKSY)

From	To	DEPA	Agreement	Conditions
London AC Sector 15	Maastricht UAC (KOKSY)	London Group, EGLF, Wessex Group, Solent Group	Climbing to any level between FL250 - FL290 **OR** FL310 or FL330 or FL350 lvl KOK	(*Notes 1-3*)

Note 1: *Traffic shall be positioned through the KOKSY Gate (see Section 3.3.4).*

Note 2: *London AC Sector 15 shall endeavour to provide an eastbound flow that is evenly spread out to avoid bunching on the (U)L607.*

Note 3: *Departures from other UK airfields and all traffic cleared to FL370 or above must be level by 10 NM east of DVR unless otherwise coordinated.*

3.3.1.2.2 From Maastricht UAC (KOKSY) to London ACC

From	To	DEST	Agreement	Conditions
Maastricht UAC (KOKSY)	London AC Sector 14	EGSS, EGGW, EGSC, Thames Group, EGSH	FL270 or FL280 level KEGIT or IMPOH	(See *Note*)
Maastricht UAC (KOKSY)	London AC Sector 14	EGKK	Maximum FL290 level BULAM	(See *Note*)
Maastricht UAC (KOKSY)	London AC Sector 13	EGLL, EGWU, EGLF and Wessex Group	Westbound levels; All levels FL310 - FL390	Via L179/L608
Maastricht UAC (KOKSY)	London AC Sector 13	EGHH, EGHI, EGTK, EGLF and Wessex Group	Westbound levels; All levels FL310 - FL390	Via L610

Note: *Where traffic is transferred vertically separated, Maastricht UAC (KOKSY) shall endeavour to position traffic as follows:*

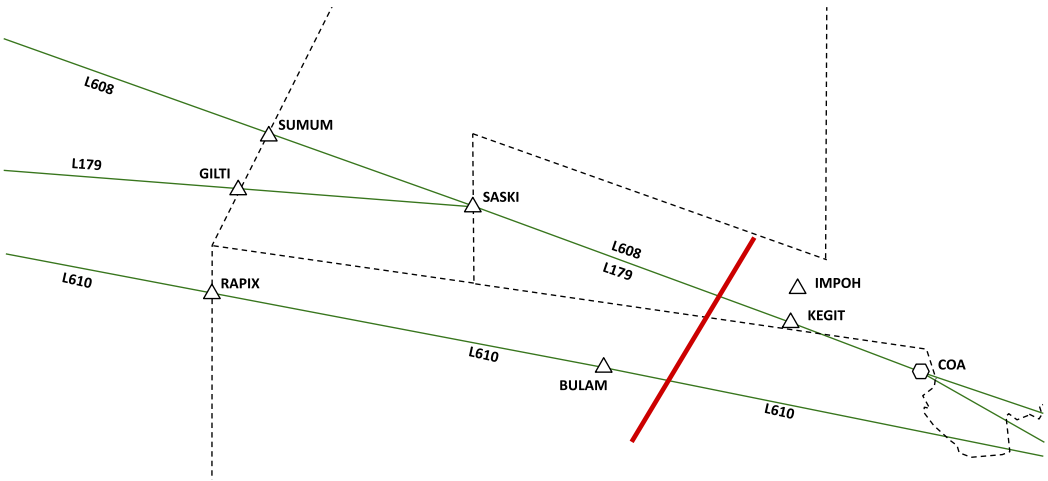
Highest	*EGKK inbounds*
	EGSS/GW/SC/SH inbounds
Lowest	*Thames Group inbounds*

3.3.2 Brussels Release Line

The Brussels Release Line (as shown in red in Figure 7 below) is defined by the following coordinates:

1. 51°30’47.06”N – 003°02’21.20”E 2. 51°15’39.38”N – 002°48’16.80”E

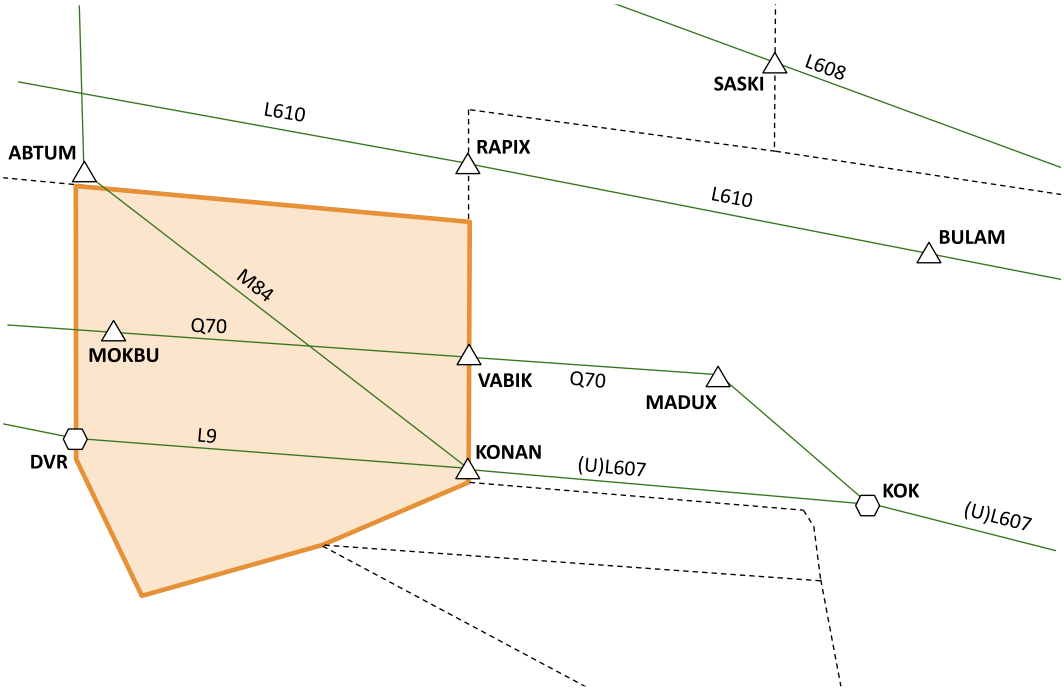
Figure 7 – Brussels Release Line



3.3.3 Dover RFC Area

Traffic transferred from London ACC to Brussels ACC/Maastricht UAC is released for climb and turns within the DVR RFC Area (the orange shaded area shown in Figure 8). Aircraft must remain within the release area if turned, and outside of the KOKSY Buffer Zone.

Figure 8 – DVR RFC Area



London AC Sector 2 shall ensure that all traffic above FL315 is level at the RFL by 10 NM east of DVR. If the traffic is not level, it must be coordinated with Maastricht UAC (KOKSY). All such traffic is known to Maastricht UAC (KOKSY) – as such, traffic transferred from Sector 15, including LTMA outbounds, is RFC within Sector 2 airspace.

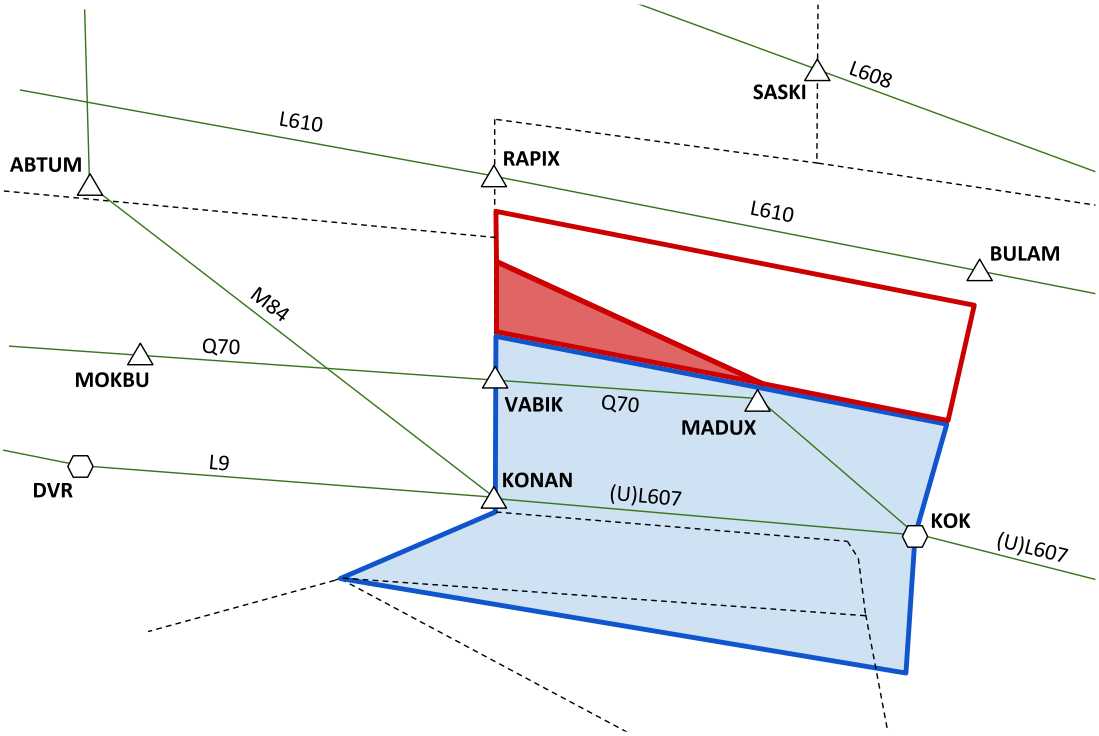
3.3.4 KOKSY Buffer Zone & KOKSY Gate

The **KOKSY Buffer Zone** (**Red** outlined area in Figure 9) is established at all levels, except in the red shaded area where it is FL245+, to ensure separation between westbound traffic on the L610 and eastbound traffic on the Q70/(U)L607. Any breaches of the Buffer Zone shall be coordinated with all controllers concerned.

Traffic transferred from London AC Sectors 2 & 15 to Maastricht UAC (KOKSY) either on own navigation, or on radar headings, shall be positioned to track within the confines of the **KOKSY Gate** (**Blue** shaded area in Figure 9).

London AC sectors shall endeavour to position traffic in the same general direction as the L607 (the airway east of KOK).

Figure 9 – KOKSY Buffer Zone & KOKSY Gate



SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between London ACC and Brussels ACC/Maastricht UAC is normally performed by transfer of the aircraft tag.
b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM or other VATSIM network defined ranges.
c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.
e) Mode S identification, and explicitly SSR code 1000, shall not be used for aircraft flying into London ACC. Aircraft shall be assigned a discrete SSR code before transfer.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between London ACC and Brussels ACC/Maastricht UAC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

> ***Note:*** *Controllers should note that London ACC & Maastricht UAC use the phrase "radar handover", whereas Brussels ACC uses the ICAO phrase "transfer of radar control".*

4.2.3 Silent Transfer of Control (Silent Handover)

Transfer of control may take place by means of a Silent Handover (that is, without prior coordination) provided that:

- If the aircraft concerned are following the **same route**, they are spaced by a minimum of 10 NM, constant or increasing. (See *Note*).
- If the aircraft concerned are on **crossing tracks**, the conditions under section 4.3.1 (Reduced Longitudinal Separation) below are met.
- The transferring controller places any vectoring instructions or speed control in the tag and instructs aircraft to report these on first contact with the receiving controller.

- The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

  Note: *The 10 NM here is not a separation standard. It is the minimum spacing required for a silent transfer of control.*

4.2.3.1 Silent Radar Handover for Aircraft on Parallel Headings and/or Speed Control

In addition to the above conditions being met, aircraft may be transferred between London ACC and Maastricht UAC, in both directions, on parallel headings and with speed control provided that:

- The minimum lateral separation is never less than 5 NM.
- The transferring controller places the assigned heading in the tag and instructs the aircraft to report this on first contact with the receiving controller.
- If the receiving controller anticipates that an aircraft is on an assigned heading, but this is not reported, they shall ascertain whether they are on a heading or own navigation before altering the heading.

4.3 Separation Minima

4.3.1 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 20 NM.

4.3.2 Radar Separation

The following radar separation minima are to be applied:

- Brussels ACC: 3 NM
- Maastricht UAC: 5 NM
- London ACC: 5 NM
- London TC: 3 NM

Where the radar separation minima at the boundary differs, the greater minima of the relevant units shall be applied to all transfers.

APPENDIX A - DEFINITIONS

Release

Release for Climb (RFC)

An authorisation for the accepting unit to climb (a) specific aircraft before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Descent (RFD)

An authorisation for the accepting unit to descend (a) specific aircraft before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Release for Turn (RFT)

An authorisation for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

> ***Note:*** *The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.*

Airfield Groups

London Group:	EGGW KB KK LC LL MC SC SS TO WU
Thames Group:	EGLC KB MC TO
Wessex Group:	EGHL LK TD TF VO
Severn Group:	EGFF GD SY FH
Solent Group:	EGHI HH
Brize Group:	EGBJ VA VN BP
Brussels Group:	EBBR MB CI AW CV
Paris Group:	LFPB PC PG PN PO PT PV