

FUA OPERATIONS	FUA TEMPORARY INSTRUCTION	Doc. ID: FTI/23-004	
Issued on: 24/11/2023 By: GACAMPOR	Subject Application of P3 procedures for real security operations	Validity From: 30/11/2023 To: UFN	NOP Portal: Yes Briefing: No
		TLP Status	White

1. Introduction

The Central High Group Working Group (DSNA, MUAC, NATS, Skeyes, Belgian Air Force, French Air Force) is currently preparing a re-design of an existing cross-border area In French and Belgian airspace. The re-design of this CBA, splitting in three vertical areas LF-CBA 1 T L “Low”, LF-CBA 1 T M “Medium” and LF- CBA 1 T H “High”, is based on civilian airspace needs and revised military requirements. As such, the area will be smaller in lateral/vertical dimensions and will only be available for specific military training exercises and for real security missions. In addition, by no longer interfering with two pre-existing ATS routes, the new design makes them available H24 for flight planning. The French AMC will remain the Lead-AMC. The attachment 1 provides the map of the areas and associated FBZs as expected to the published.

While for training needs the application of the current procedures is not under discussion, namely procedure 3 for ad hoc request of activating areas, real security operation refers to the rapid deployment of aircraft in response to a threat or potential threat, triggered by the appropriate authorities. In this case, Real security operations might be triggered at short notice, with less than 3 hours prenotification time.

ERNIP Part 3, Paragraph 4.8.4.2.3 states that a UUP should be published with a required lead time of 3 hours before its validity. The paragraph then continues as follows: “In cases where the request is unable to provide the three hours (3H) lead time, NM should inform AMC that the request to promulgate the draft UUP is rejected, unless specific contingency situation requires an exception (e.g. correction of previous erroneous publication)”.

ASMSG discuss the proposal of considering real time security operations as a specific contingency case when a reduction of 3 hours lead-time can be applied. Considering the nature of the event and the required priority, the group recognised the possibility to include such cases in the frame of contingency procedures. A specific amendment of the ERNIP part 3 ASM Handbook will be presented at the next ASMSG in February next year.

With this schedule defined, the proposed change of the CBA1 will be implemented in November 2023 and from that date, there will be the possibility the area could be used for real time security operations. Having this in mind, the group agreed to issue an FTI to cover the period until the amendment in the ASM Handbook will be published, likely not before April/May next year.

2. Application of P3 in case of real security operations¹

The current FTI is applicable ONLY for P3 request related to the LF -CBA 1 T L “Low”, LF-CBA 1 T M “Medium” and LF- CBA 1 T H “High” and associated FBZs utilisation for real security operations. The request of P3 with less than three hours will trigger a warning by the system. To ensure a proper detection by MILO CADF staff of this requests, French Lead AMC will insert in the UUP request the acronym **RSO (Real Security Operations)** in the remark column. If the P3 request doesn't contain the acronym in the remark column, MILO/CADF staff shall contact the DSNA AMC for clarification.

¹ Detailed procedures for «**Application of P3 in case of real security operations**» are contained in the **Attachment 2 – Temporary Supplementary Letter of Agreement - CBA1 Trial**, which contains the co-signed Temporary Supplementary LoA. Specifically, refer to **Annex D. Procedures for Coordination**, and **Section D.5 Management of Real Security Operations** in particular.

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For the nature of the event, any of the 28 UUPs on D-OPS defined in the CADF Manual could be used during French AMC opening hours (MON-FRI, except bank holidays, 06h00 UTC to 17h00 UTC winter +1h).

The validity of the allocation will be according to the UUP publication, without any lead time to consider. A buffer time of +/- 15 minutes will be included in the allocation request of the areas and associated FBZs.

The usual impact assessment will be performed by NM MILO and the results accordingly shared with the concerned Flow managers/AMCs (DSNA, MUAC, NATS, SKEYES).

IFPS will regularly validate the FPLs, according to the UUP publication time of the CBA 1 and associated restriction.

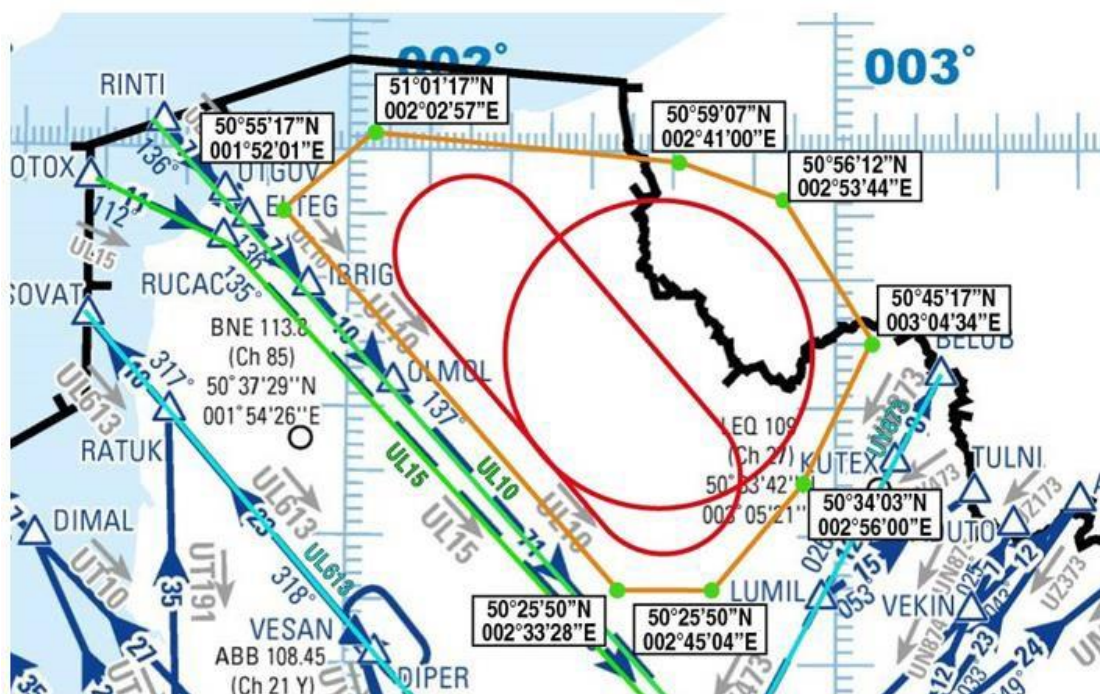
MILO will be responsible for the monitoring of the utilisation of this procedure. A regular report will be provided at ASMSG.

Head of NMOC

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Attachment 1

Map of new LF-CBA1TL, LF-CBA1TM et LF-CBA1TH and associated FBZs



LF-CBA1 TL, LF-CBA1 TM, LF-CBA1 TH

Limites latérales

51°01'17" N, 002°02'57" E
 50°59'07" N, 002°41'00" E
 50°56'12" N, 002°53'44" E
 50°45'17" N, 003°04'34" E
 50°34'03" N, 002°56'00" E
 50°25'50" N, 002°45'04" E
 50°25'50" N, 002°33'28" E
 50°55'17" N, 001°52'01" E
 51°01'17" N, 002°02'57" E

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Limites verticales

LF-CBA1 TL “Low” : FL195 / FL265
LF-CBA1 TM “Medium” : FL265 / FL315
LF-CBA1 TH “High” : FL315 / FL355

3.1 FBZ associated with temporary LF-CBA 1 T L ‘Low’ : LF-CBA1TLZ

LF-CBA1TLZ	Limites verticales <i>Vertical limits</i>	HOR	Type de restriction/Type of restriction
050°55'30"N , 001°46'24"E 051°03'51"N , 002°01'37"E 051°01'34"N , 002°41'52"E 050°58'15"N , 002°56'21"E 050°45'26"N , 003°09'03"E 050°32'41"N , 002°59'18"E 050°23'20"N , 002°46'52"E 050°23'20"N , 002°31'43"E 050°55'30"N , 001°46'24"E	FL 265 ----- FL 195	FBZ Horaires d'activation planifiés spécifiés dans l'AUP/UUP France. <i>Activation schedules stated in France AUP/UUP.</i>	Pour les besoins de dépôt de plan vol uniquement. <i>For flight planning purposes only.</i>

3.2 FBZ associated with temporary LF-CBA 1 T M ‘Medium’ : LF-CBA1TMZ

LF-CBA1TMZ	Limites verticales <i>Vertical limits</i>	HOR	Type de restriction/Type of restriction
050°55'30"N , 001°46'24"E 051°03'51"N , 002°01'37"E 051°01'34"N , 002°41'52"E 050°58'15"N , 002°56'21"E 050°45'26"N , 003°09'03"E 050°32'41"N , 002°59'18"E 050°23'20"N , 002°46'52"E 050°23'20"N , 002°31'43"E 050°55'30"N , 001°46'24"E	FL 315 ----- FL 265	FBZ Horaires d'activation planifiés spécifiés dans l'AUP/UUP France. <i>Activation schedules stated in France AUP/UUP.</i>	Pour les besoins de dépôt de plan vol uniquement. <i>For flight planning purposes only.</i>

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3.3 FBZ associated with temporary LF-CBA 1 T H 'High': LF-CBA1THZ

LF-CBA1THZ	Limites verticales <i>Vertical limits</i>	HOR	Type de restriction/Type of restriction
050°55'30"N , 001°46'24"E 051°03'51"N , 002°01'37"E 051°01'34"N , 002°41'52"E 050°58'15"N , 002°56'21"E 050°45'26"N , 003°09'03"E 050°32'41"N , 002°59'18"E 050°23'20"N , 002°46'52"E 050°23'20"N , 002°31'43"E 050°55'30"N , 001°46'24"E	FL 355 ----- FL 315	FBZ Horaires d'activation planifiés spécifiés dans l'AUP/UUP France. <i>Activation schedules stated in France AUP/UUP.</i>	Pour les besoins de dépôt de plan vol uniquement. <i>For flight planning purposes only.</i>

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Attachment 2

Temporary Supplementary Letter of Agreement - CBA1 Trial

Temporary Supplementary Letter of Agreement

CBA1 Tx Trial

Between

DSNA
Operations Directorate

skeyes
Brussels ACC

UK Civil Aviation Authority
Safety and Airspace
Regulation Group

NATS
London Area Control (LAC)

EUROCONTROL
Maastricht UAC (MUAC)

French Military ATM Directorate
DSAE /DIRCAM

French Space and Air Force
CDAOA/BACEA

Belgian Air Force
COMOPSAIR

Effective: 30 November 2023

1. General

1.1 References

- LoA between LAC, LTC, CAA-DAP, BACE, and DSNA -17th June 2021
- LoA between COMOPSAIR, Paris ACC, Reims ACC – 16th July 2020, updated 7th October 2021
- LoA between Reims ACC and Maastricht UAC – 06th October 2022
- LoA between Paris ACC and Maastricht UAC – 25th August 2011
- LoA between French Air Force and Maastricht UAC – 08th November 2018
- LoA between Brussels ACC and Maastricht UAC – 21st December 2006
- LoA Belgian Air Force and Maastricht UAC – 21st April 2022
- LoA London Area Control (Swanwick) and Maastricht UAC – 03rd December 2020
- LoA between DIRCAM and Belgocontrol from 29th of July 2002
- LoA between Belgian Air Force and French Air Force – 15th September 2016
- LoA AMC FR – AMC BE
- DGAC/DTA -DSAé/DIRCAM level 2 national protocol
- French AIP SUP in force
- Belgian AIP SUP in force
- ERNIP Part 3 ASM handbook, in force

1.2 Purpose of this Temporary Supplementary Letter of Agreement

- 1.2.1 The signatory parties to this LoA agreed to conduct a live trial to evaluate the newly defined area LF-CBA1 T which comprises 'LF-CBA1 TH, LF-CBA1 TM, LF-CBA1 TL' and the related procedures. The trial, further referred to as the 'CBA1 Tx' Trial, covers a 1-year operational test period which can be renewed once.
- 1.2.2 The new cross border areas 'LF-CBA1 TH', 'LF-CBA1 TM' and 'LF-CBA1 TL' are published in a French AIP SUP. A Belgian AIP SUP is also published and refers to the French AIP SUP.
- 1.2.3 The purpose of this Temporary Supplementary Letter of Agreement is to define the operational procedures that will be applied during the CBA1-Tx trial, as agreed by all signatory partners.
- 1.2.4 This document supplements all operational agreements regarding the original LF-CBA 1A, LF-CBA 1B and EB-CBA 1C as laid down in the various LoAs that currently exist between the signatory partners of this Temporary LoA Supplement.
- 1.2.5 The CBA1Tx trial takes place within the period of validity of the Temporary Supplementary Letter of Agreement.
- 1.2.6 The trial will include a formal Multi-Criteria-Analysis including operational and financial aspects from a civil (network) and military perspective.

2. Procedures

2.1 The procedures to be applied by the stakeholders are detailed in the Annexes to this Letter of Agreement:

- Annex A: **Definitions and Abbreviations**
- Annex B: **Area of Common Interest**
- Annex C: **Exchange of Flight Data**
- Annex D: **Procedures for co-ordination**
- Annex E: **Transfer of Control and Transfer of Communications**
- Annex F: **Radar Based Coordination Procedures.**
- Annex G: **Supplementary Procedures.**

2.2 These procedures shall be promulgated to the operational staff of the ATS-units concerned.

3. Revisions and deviations

3.1 Revision of the Letter of Agreement

The revision of the present Letter of Agreement, excluding Annexes, requires the mutual written consent of the signatory authorities.

3.2 Revision of the Annexes to the Letter of Agreement

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the authorities designated by the respective signatory approving authorities.

3.3 Temporary deviations

When necessary, mainly for safety issues the Supervisors of the ATS-units concerned may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

3.4 Incidental deviations

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

3.5 Amendments to the Letter of Agreement

It is the responsibility of DSAE/DIRCAM to ensure that amendments to this LoA are incorporated, published, and distributed. This LoA shall be reviewed when required.

4. Cancellation

4.1 Cancellation of the present Letter of Agreement by mutual agreement of the respective Approving Authorities may take place at any time.

4.2 Cancellation of this Letter of Agreement by either Approving Authority is possible at any time, provided that the cancelling party declares its intention to cancel the Letter of Agreement with a minimum pre-notification time of 6 months before the date the cancellation is to take effect.

5. Interpretation and Settlement of Disputes.

5.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to all signatory parties.

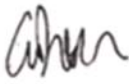
5.2 Should no agreement be reached, each of the parties shall refer to a higher level of its administration, to which the dispute shall be submitted for settlement.

6. Validity

6.1 This Temporary Supplementary Letter of Agreement becomes effective on the day of publication of the AIP SUP defining the design of the LF-CBA 1 T H/M/L.

6.2 This Temporary Supplementary Letter of Agreement is valid during the entire period of validity of the AIP SUP.

7. Signatures

Paris, Date: 10/11/2023  Guillaume BLANDEL Le directeur des opérations (COO) DSNA	Maastricht, Date: 14 Nov 2023  Niels LOKMAN Chief Operating Officer Maastricht UAC EUROCONTROL
Villacoublay, Date: 17/11/2013 Le général de brigade aérienne Laurent THIEBAUT Directeur de la circulation aérienne militaire Direction de la sécurité aérienne  Laurent THIEBAUT Général de Brigade Aérienne Directeur de la Circulation Aérienne Militaire French Space and Air Force	Bordeaux, Date: 17/11/2023 Le général de brigade aérienne Cyril Meunier Commandant la brigade aérienne du contrôle de l'espace aérien  Cyril MEUNIER Général de Brigade Aérienne Commandant de la Brigade Aérienne du Contrôle de l'Espace Aérien French Space and Air Force
Evere, Date:  Recoverable Signature X  Signed by: Arnaud Henuzet (Signature) Arnaud HENUZET Chief Operations Division COMOPSAIR Belgian Air Force	Steenokkerzeel, Date:  Peggy Devestel (Nov 17, 2023 15:54 GMT+1) Peggy DEVESTEL Chief Operating Officer Brussels ACC skeyes
London, Date: 17th November 2023  Rob BISHTON Chief Executive UK Civil Aviation Authority	Swanwick: 14/11/2023  Gary DIXON General Manager Swanwick London Area Control (Swanwick) NATS (En Route) PLC

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Annex A.

Definitions and Abbreviations.

Effective: 30 November 2023

Revised:

A.1 Definitions.

Following definitions are applied in the context of this LoA and are not necessarily explained in the LoAs listed in §1.1 'References':

A.1.1 Training Missions

Training missions are those missions that are part of the military training syllabus and that are subject to the agreed Booking Principles and Priority Rules (BPPRs).

A.1.2 PRIO-Missions

PRIO-Missions are military priority missions related to real security operations. These missions cannot always be planned in advance and are not part of the routine military training missions or exercises.

A.1.3 Quick Reaction Alert (QRA)

Quick Reaction Alert (QRA) is state of 24/7 readiness of military aircraft as part of National or NATO's air policing mission. These aircraft can take off at very short notice.

A.1.4 Posture Permanente de Sûreté Aérienne (PPS-A)

PPS-A is the terminology used in the French Space and Air Force to indicate the Quick Reaction Alert.

A.1.5 Airborne Warning And Control System (AWACS)

AWACS is the terminology used to indicate military airborne radar and control systems on board of aircraft such as the E-3 Sentry or E-2C Hawkeye.

A.1.6 Flight plan Buffer Zone (FBZ)

ASM Handbook ERNIP Part 3 extract (§4.7.2.6.2):

The FPL Buffer Zone (FBZ) is the associated airspace which may be applied to a reserved/restricted area defining the lateral and vertical limits for the purpose of submitting a valid IFR FPL when such areas are active or planned to be active. Flight plans can be filed up to the boundary of the selected FBZ.

ASM Handbook ERNIP Part 3 extract (§4.7.2.6.3):

For the submission of a valid flight plan (for an aircraft not engaged in an activity contained in the reserved/restricted airspace), the selected FBZ represents the totality of airspace to be avoided for flight planning purposes in accordance with the FUA activated restriction.

Note: In addition to these lateral and vertical buffers, a time buffer is generally also applied.

A.1.7 Route Availability Document (RAD)

The RAD is a common reference document containing the policies, procedures and description for route and traffic orientation. It also includes route network and free route airspace utilisation rules and availability.

A.2 Abbreviations.

Following abbreviations are non-ICAO and are not included in all of the LoAs listed in §1.1 'References':

AAR	Air-to-Air Refuelling
AARA	Air-to-Air Refuelling Area
AWACS	Airborne Warning And Control System
AUP	Airspace Use Plan
CMCC	Centre Militaire de Coordination et de Contrôle (to be understood as: Military Control and Coordination Center to ensure level 3 coordination between OAT and GAT)
CRC	Control and Reporting Center (MIL)
CDC	Centre de Détection et de Contrôle (MIL) (= CRC)
FBZ	Flight plan Buffer Zone
FUA	Flexible Use of Airspace
OCCD	Supervisor CMCC
PPS-A	Posture Permanente de Sûreté Aérienne
QRA	Quick Reaction Alert
RAD	Route Availability Document
UUP	Updated airspace Use Plan

Annex B.

Area of Common Interest.

Effective: 30 November 2023

Revised:

B.1 Airspace Structure and Classification within the Area of Common Interest.

The area of common interest is described in annex B of the aforementioned Letters of Agreement (see §1.1 References).

B.2 Sectorisation.

The Sectorisation within the Area of Common Interest is described in annex B of the aforementioned Letters of Agreement (see §1.1 References).

B.3 Special Areas within the Area of Common Interest.

Following Areas have been created in the context of the CBA1Tx Trial:

B.3.1 LF-CBA 1 T H/M/L (See Appendix 1 of Annex B)

As published in AIP SUP in force, the LF-CBA1 T H/M/L are defined as follows:

The LF-CBA1 T H/M/L is a Cross-Border military area over French and Belgian territory, with following dimensions:

Common lateral limits

- 1) N51°01'17"-E002°02'57"
- 2) N50°59'07"-E002°41'00"
- 3) N50°56'12"-E002°53'44"
- 4) N50°45'17"-E003°04'34"
- 5) N50°34'03"-E002°56'00"
- 6) N50°25'50"-E002°45'04"
- 7) N50°25'50"-E002°33'28"
- 8) N50°55'17"-E001°52'01"
- 1) N51°01'17"-E002°02'57"

Vertical limits

Subdivided vertically into:

- FL195/FL265: LF-CBA1 TL - Low
- FL265/FL315: LF-CBA1 TM - Medium
- FL315/FL355: LF-CBA1 TH - High

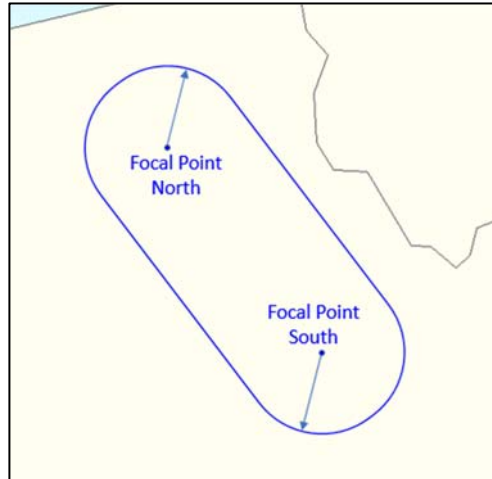
B.3.2 AARA 'CLARA' (See Appendix 2 of Annex B)

'CLARA' is a racetrack pattern, used for Air-to-Air Refuelling, with the following dimensions:

Lateral limits

- 1) Focal Point North: N50°51'57"-E002°15'15"
- 2) Focal Point South: N50°34'39"-E002°39'00"

Radius of turns: 6 NM

Vertical limits

CLARA is situated within the LF-CBA1 T L - Low subdivision:

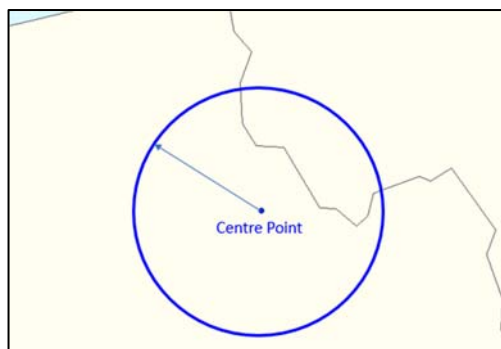
FL265
FL195

B.3.3 AWACS Pattern 'FR20T' (See Appendix 2 of Annex B)

'FR20T' is a circular AWACS-pattern with the following dimensions:

Lateral limits

Centre Point: N50°44'11"-E002°38'21"
Radius of turns: 12 NM

Vertical limits

FR20T is situated within the LF-CBA 1 T H - High subdivision:

FL355
FL315

B.3.4 **FBZ 'LF-CBA1T HZ/MZ/LZ'** (See Appendix 3 of Annex B)

The FBZs LF-CBA1 T HZ/MZ/LZ are defined in a dedicated AIP SUP. They are associated with the activation of the LF-CBA1 T H/M/L respectively, within the corresponding vertical dimensions:

Lateral limits

The LF-CBA1 T HZ/MZ/LZ comprise the airspace volume of the LF-CBA1 T H/M/L, plus an outside buffer of 2.5 NM. The FBZ are created by means of an AIP SUP. The FUA restrictions are published in the RAD Annex 2c accordingly, with an exception for UL10.

Vertical limits

The vertical limits of the LF-CBA1 T HZ/MZ/LZ correspond to the vertical subdivisions of LF-CBA1 T H/M/L as described in the AIP SUP.

Remarks:

- Applicable time buffers for publishing the LF-CBA1 T HZ/MZ/LZ: see Annex D, §D.3.2.
- Although the UL10 not entering the 2.5NM outside buffer, the definition of the FUA Restrictions LF-CBA1 T HZR/MZR/LZR (See RAD Annex 2c) exclude UL10 from the LF-CBA1 T HZ/MZ/LZ geographical buffer. Should any of the LF-CBA1 T H/M/L be active, flight planning remains available H24 on UL10-UL15.

B.3.5 **EB-TRA West** (See Appendix 4 of Annex B)

For lateral/vertical limits of EB-TRA W: See AIP Belgium and G.D. of Luxembourg ENR 5.2. This area is not changed in the context of this Trial.

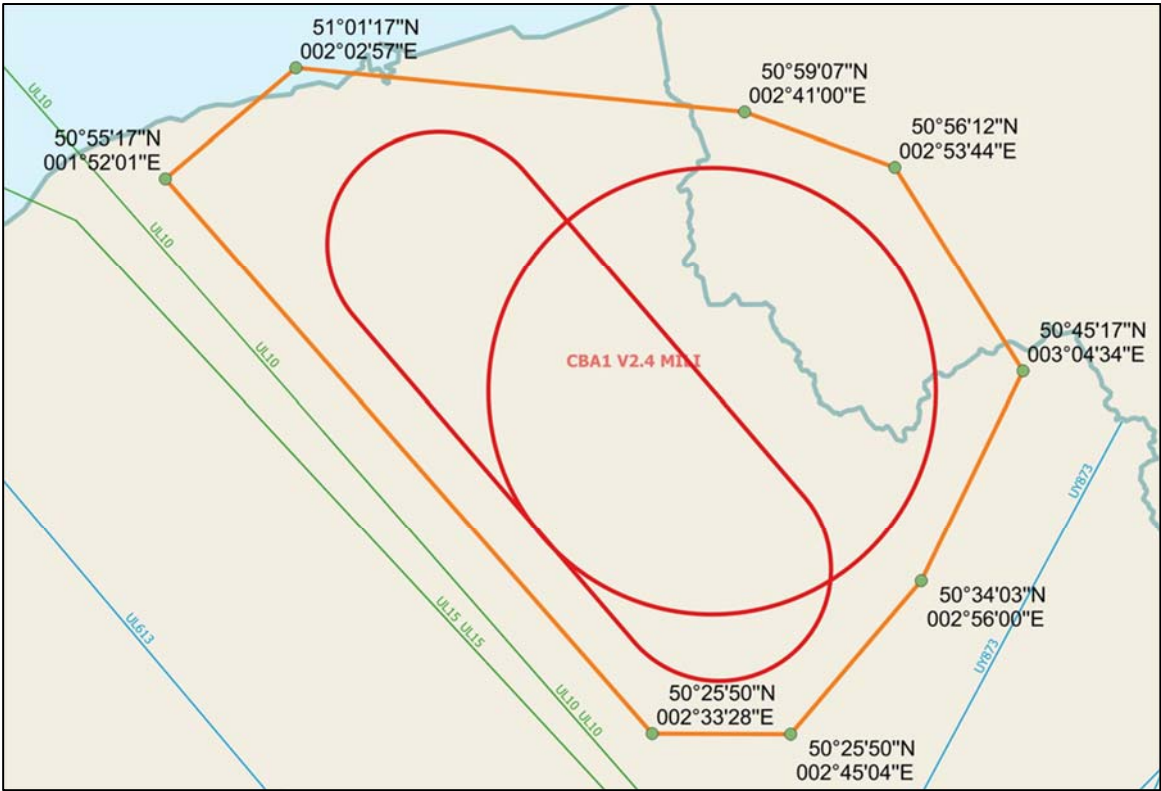
B.4 **Non-published Coordination Points.**

Not applicable.

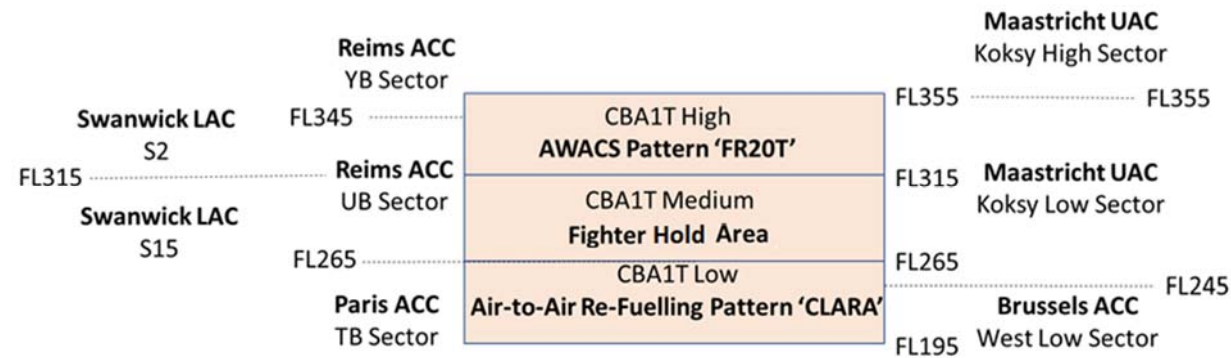
Appendix 1 of Annex B

Map (with Geographical Coordinates) and vertical cross-Section of the LF-CBA 1 T H/M/L

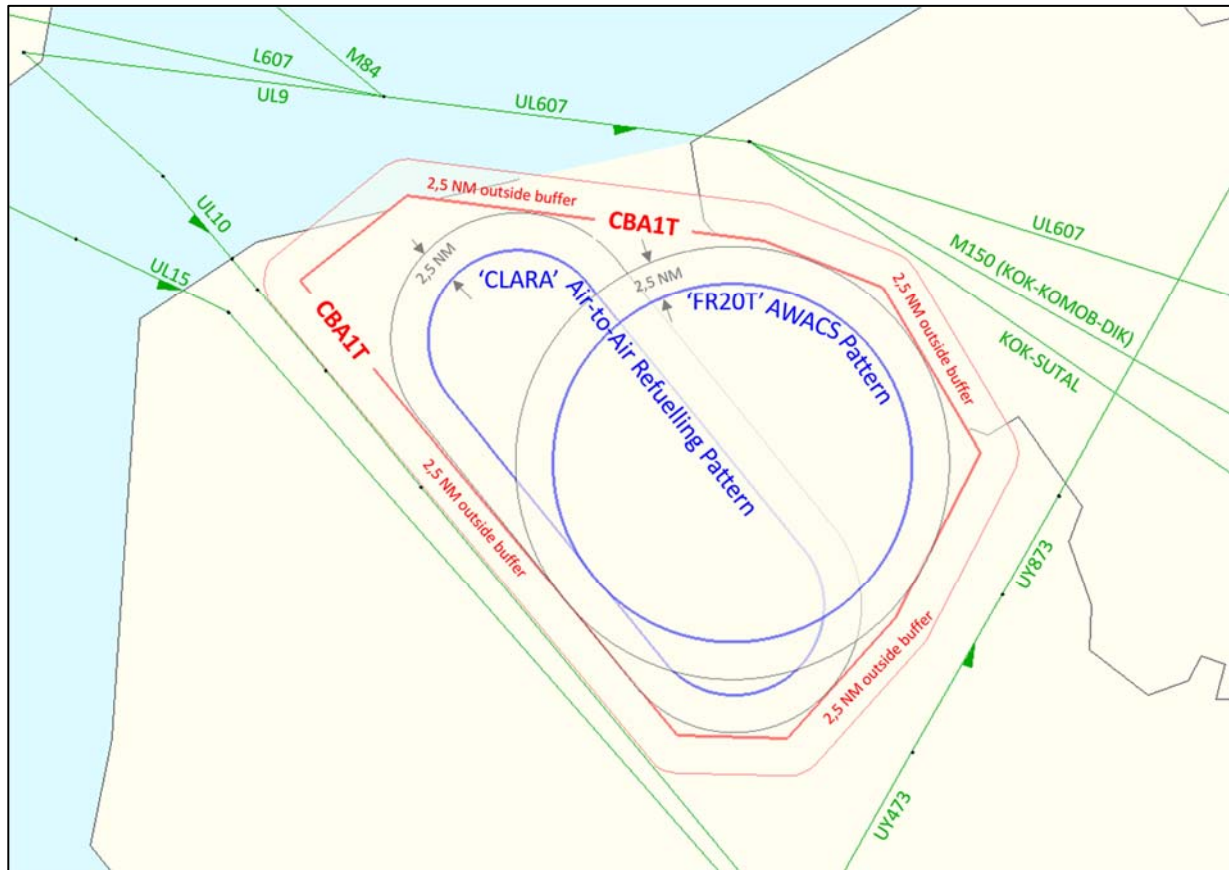
Map (with geographical Coordinates)



Vertical Cross-Section

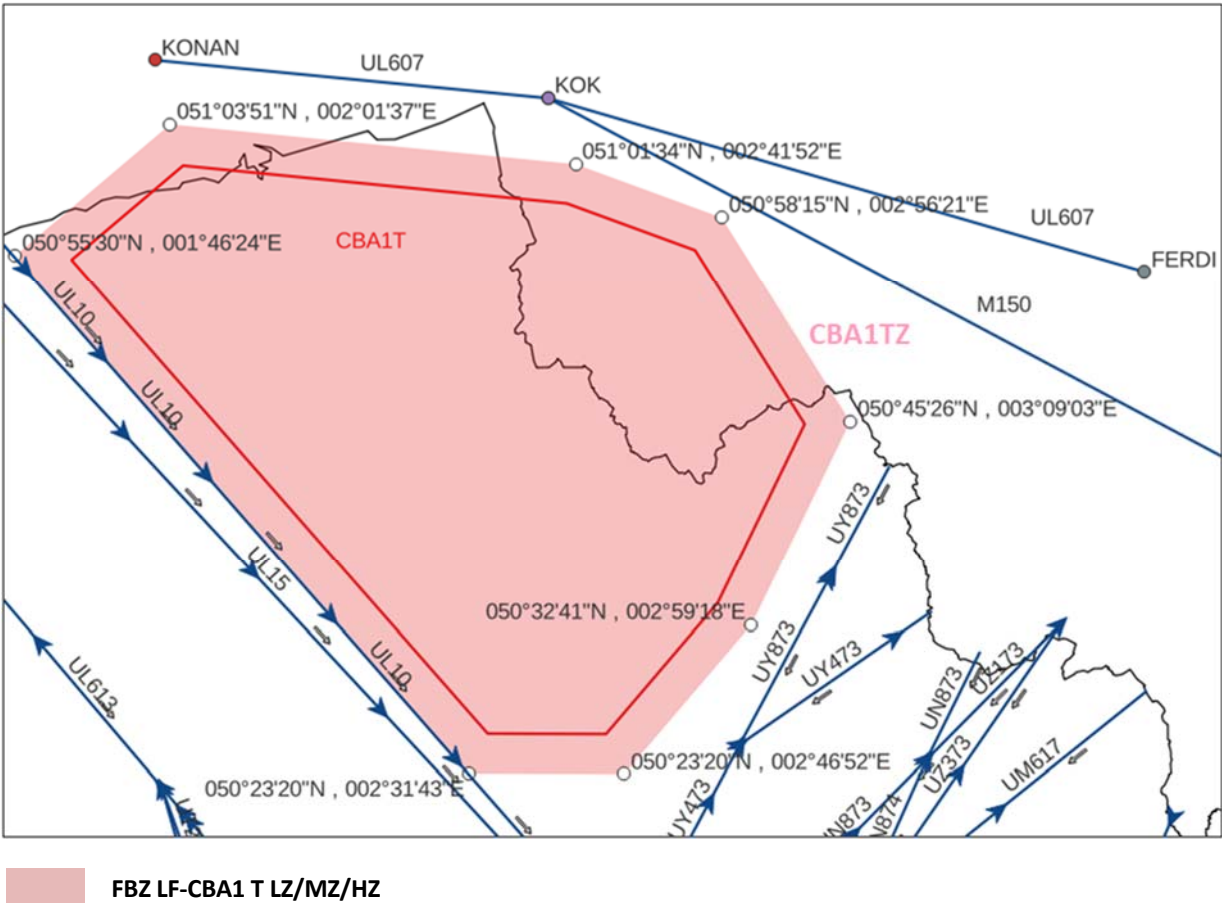


AARA 'CLARA' within LF-CBA1 T L and AWACS-Pattern 'FR20T' within the LF-CBA1 T H

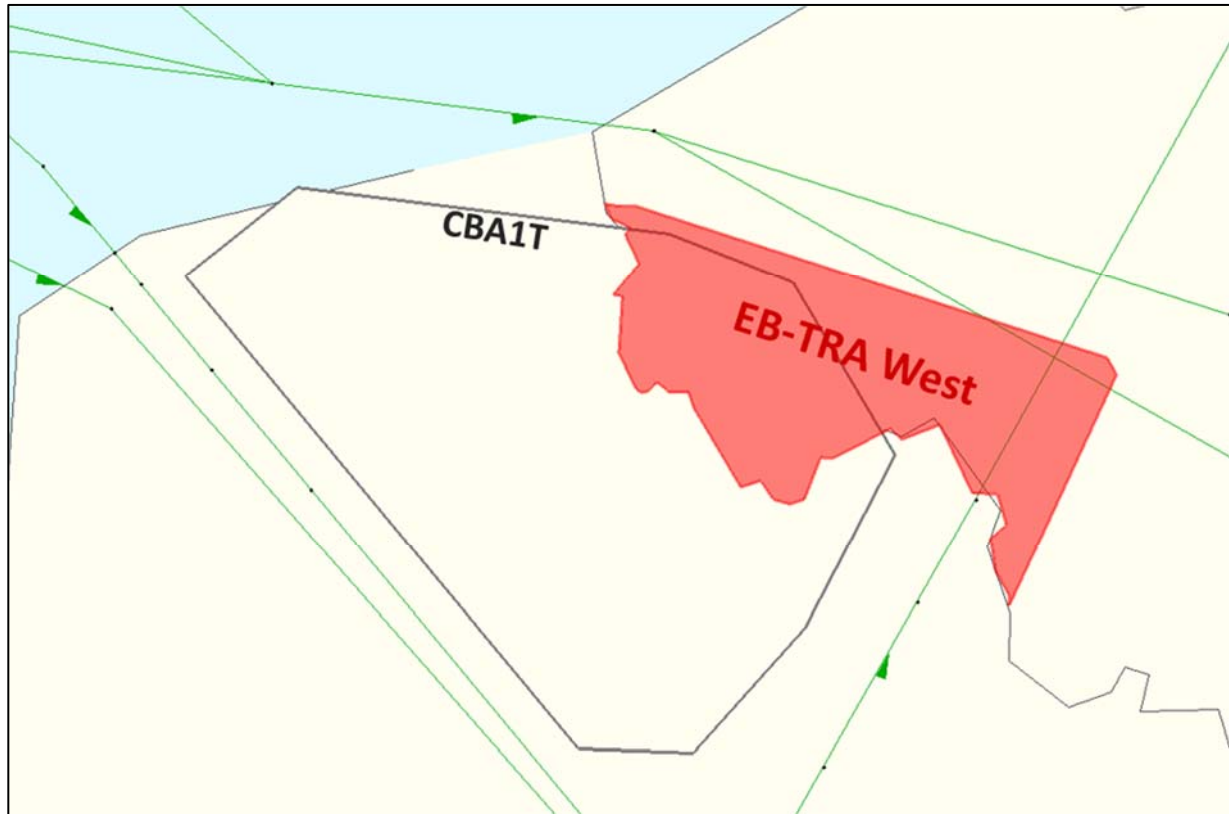


Appendix 3 of Annex B

FPL Buffer Zone LF-CBA1T HZ/MZ/LZ



Appendix 4 of Annex B
EB-TRA West and LF-CBA1 T H/M/L



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Annex C.

Exchange of Flight Data.

Effective: 30 November 2023

Revised:

No changes compared to the LoAs listed in §1.1 'References'.

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Annex D.

Procedures for Coordination

Effective: 30 November 2023

Revised:

D.1 General

D.1.1 This annex describes the procedures directly linked to the CBA1Tx trial. These procedures are in addition to the existing procedures that are laid down in the LoAs, listed in §1.1 'References'.

D.1.2 The original LF-CBA1A, LF-CBA1B and EB-CBA1C cannot be booked during the entire CBA1Tx trial period, except when the contingency procedures, as described in Annex G of this LoA, are applied.

D.2 Usage of LF-CBA1 T H/M/L

D.2.1 PRIO Missions

The CBA1T can be used in the context of PRIO Missions for real security operations including the following types of mission:

- In the LF-CBA1 T H 'High':
 - AWACS flights on the FR20T.
- In the LF-CBA1 T M 'Medium':
 - Patrol Flights by fighters, as part of Air Policing Missions.
 - Holding by Fighters involved in Air-to-Air Refuelling operations.
- In the LF-CBA1T L 'Low':
 - Air-to-Air Refuelling on the defined AAR-Pattern (CLARA)

D.2.1 Training Missions

Training missions are only allowed for practising Air-To-Air Refuelling (i.e., limited to the Low and Medium subdivisions). Any other type of training mission is not allowed in the LF-CBA 1 T M/L.

D.3 ASM level 1 and 2 modalities

D.3.1 Lead AMC

In the continuity of the pre-existing LF-CBA1 A, LF-CBA1 B and EB-CBA1 C pre-tactical management, French AMC is appointed as lead AMC for LF-CBA1 T H/M/L management.

D.3.2 Area interdependency

The LF-CBA1 T H/M/L, 'High', 'Medium' and 'Low' subdivisions can be booked and activated separately or simultaneously. AAR missions require the simultaneous activation of LF-CBA1T M/L.

D.3.3 AUP/UUP management

The LF-CBA1 T H/M/L will be allocated per AUP/UUP by the French AMC according to the rules in force in its area of responsibility. For Training missions, only LF-CBA 1T L and/or LF-CBA 1 T M can be booked. The LF-CBA1 T H is used exclusively in the scope of real security operations.

D.3.4 FBZ Publication

Together with the LF-CBA1 T H/M/L bookings, the French AMC will allocate the FBZ 'LF-CBA1 T HZ/MZ/LZ', from 15 minutes before until 15 minutes (-15/+15 min), after the LF-CBA1 T H/M/L allocation.

Note: AMC Belgium does not need to publish an FBZ for the EB-TRA W in case of a LF-CBA1 T H/M/L reservation

D.3.5 FUA restrictions Publication

Together with the LF-CBA1 T HZ/MZ/LZ bookings, the French AMC will activate RAD appendix 2C FUA restrictions 'LF-CBA1 T HZR/MZR/LZR', through AUP/UUP.

D.4 Booking & Activation principles for training missions

D.4.1 Booking principles for training missions

In case of training missions (i.e. AAR missions), French Space and Air Force and Belgian Air Force can book the LF-CBA1 T M/L. In case of simultaneous planned AAR activity, French Space and Air Force has priority unless if EB TRA WEST is booked.

The pre-existing inter AMC procedures of booking remains for the CBA1 T M/L:

- In case of training booking request before D-2 by French AMC:
 - o At D-2 working days, 11h00 local time:
French AMC military component will send via e-mail to the Belgium AMC the activation scheduling for CBA1 T M/L.
 - o In case of incompatibility with EB-TRA W activity, the Belgium AMC will inform the French AMC military component via e-mail no later than D-2 working days, 16h00 local time.
 - o This means that until D-2 working days before 16h00 local time, EB-TRA W has the priority, in case of non-consensus.
- Note: Belgium AMC can request the non-activation of the CBA 1 T M/L due to special event.
- In case of training booking request before D-2 by Belgium AMC:
 - o For deconflicting purpose, at day-2 working days, 11h00 local time, the Belgium AMC will send via e-mail to the French AMC military component the activation scheduling for CBA1 T M/L. In case of simultaneous planned AAR activity, French Space and Air Force has priority on CBA1 T.
- In case of training booking request at D-1 working days:
 - o French AMC military component will send via e-mail to the Belgium AMC the activation scheduling for CBA 1T M/L same for Belgium AMC.
- Deconfliction between CBA1Tx and EB-TRA W:
In case of simultaneous planned AAR activity, French Space and Air Force has priority on CBA1T. Nevertheless EB-TRA W can be allocated in AUP/UUP and activated but not in the same level range as the CBA1Tx.

Note: Modular airspace/activation of the EB-TRA W above a booked/active CBA1T is subject to supplementary skeyes operational and technical safety assessment. Until a positive outcome of this assessment, the EB-TRA W will not be booked above a booked/active CBA1T area. The safety assessment will be made by skeyes in coordination with Belgian Defence within 6 months.

Once the planning is agreed, the French AMC will inform the organisations listed below about the LF-CBA 1 M/L reservation slots, in order to be provided with the final activation scheduling before D-1 working day, 11h00 local time:

FMP/REIMS ACC:	crna-e-e-fmp-ld@aviation-civile.gouv.fr
FMP/MAASTRICHT UAC:	masuac.fmp@eurocontrol.int
AMC/BRUSSELS:	atcc-amc_mam@mil.be
	amc@skeyes.be
LONDON LAC:	1allatcprocedures@nats.co.uk
LONDON FMP:	pretact.fmp@nats.co.uk
UK AMC:	ukamc.fmp@nats.co.uk
CRC CINQ MARS LA PILE:	cdc-tours.ops-c1.fct@intradef.gouv.fr
FMP/PARIS ACC:	lfff-fmp@aviation-civile.gouv.fr
ATCC STEENOKKERZEEL:	atcc-atc-flops-datco@mil.be
	ATCC-ATC-FLAIM-NOF@mil.be

Any changes on the D-Day (between H-3 and H) of booked slots is subject to CDM between the Civ and Mil Supervisors of

- The CDC in charge
- ATCC Steenokkerzeel
- Reims ACC
- Paris ACC
- Brussels ACC
- Maastricht UAC

D.4.2 Activation of a booked training slots

At least 10 minutes before activation of a booked LF-CBA1 T H/M/L slot, the supervisors of the Civil ATS Units listed below will be informed via Direct Line by the supervisor of the CMCC (OCCD) or by the French CRC in charge:

- Reims ACC.
- Paris ACC.
- Swanwick LAC (GS Channel).
- Maastricht UAC (Duty Supervisor).
- Brussels ACC.
- ATCC Steenokkerzeel.

The Direct Lines are defined in the respective LoAs between the concerned parties.

The CRC will provide all relevant information, including:

- Start Time and Estimated End Time.
- Booked levels (Low, Medium, or a combination thereof).
- Squawks of participating aircraft.
- Type of Mission.
- The responsible controlling unit.
- Any other relevant information.

D.5 Management of Real Security Operations

The LF-CBA1 T H/M/L must, at all times, remain available for real security operations (PRIO/QRA Missions) and can be booked only by the French component. **Real security operations have priority over all other missions scheduled in the LF-CBA1 T M/L and EB-TRA West even if these missions are in progress.** Therefore, the French Space and Air Force Command is authorised to activate this area on short notice— even without a preliminary booking per AUP or UUP with a minimum prenotification of 20 minutes.

After being informed by the supervisor of the CMCC (OCCD) or by the French CRC in charge about a real security activation of the LF-CBA1 T H/M/L, the French AMC will coordinate with NMOC and endeavour to publish a UUP as soon as practicable.

As soon as possible (At least 10 minutes prior) before activation of a Real Security Operation (RSO) in the LF-CBA1 T H/M/L slot, the supervisors of the ATS Units listed below will be informed via Direct Line by the supervisor of the CMCC (OCCD) or by the French CRC in charge:

- Reims ACC
- Paris ACC
- Swanwick LAC (GS Channel)
- Maastricht UAC (Duty Supervisor)
- Brussels ACC
- ATCC Steenokkerzeel.

The CRC will provide all relevant information, including:

- Mentioning “Real Security Operation” (Phraseology)
- Start Time and Estimated End Time
- Booked levels (Low, Medium, High or a combination thereof)
- Squawks of participating aircraft (if security mission allows so)
- Any other relevant information.

D.6 Transfer conditions between civil ACC/UACs when CBA1T is active.**D.6.1 Transfer from Swanwick LAC to Maastricht UAC**

D.6.1.1 The transfer conditions between LAC to MUAC and LAC to Reims ACC, as described in the existing LoAs, remain the same. In addition, the rules described below apply when the LF-CBA1 TH and/or LF-CBA1 TM and/or LF-CBA1 TL is/are activated.

D.6.1.2 S2 and S15 sectors shall transfer all traffic to MUAC not closer than 2.5NM north of the lateral limits of the LF-CBA1 TH/M/L unless above the highest level of activation.

Note: Traffic shall not be transferred below an activated LF-CBA1 T H/M/L.

D.6.2 Transfer from Reims ACC to Maastricht UAC

D.6.2.1 In case EB-TRA W is active above FL195:
The Maastricht UAC Supervisor may refuse the use of UY873 across the UIR boundary.
Both supervisors shall inform each other immediately whenever the route is no longer available.
In case of activity of EB-TRA West, traffic flight-planned via KUTEX will be tactically re-routed by Reims ACC via VEKIN.

D.6.2.3 Reims ACC shall transfer all traffic to MUAC not closer than 2.5NM East of the lateral limits of the LF-CBA1 T H/M/L, except for following cases:

- Arrivals EHAM/RD/EH when CBA1T Low is not active, below the lowest level of activation of CBA1T
- Departures LFPx, LFOB above the highest level of activation of CBA1T
- Other flights above the highest level of activation or below the lowest level of activation of CBA1T.

D.6.3 Transfer from Paris ACC to Maastricht UAC

No change

D.6.4 Transfer from Swanwick LAC to Brussels ACC

D.6.4.1 The transfer conditions between LAC to Brussels, as described in the existing LoAs, remain the same. In addition, the rules described below apply when the LF-CBA1 T H/M/L are activated.

D.6.4.2 S15 sector shall transfer all traffic to Brussels ACC not closer than 2.5NM north of the lateral limits of LF-CBA1 TH/M/L unless below the lowest level of activation, and provided the RFL at KOKSY is lower than the lowest level of activation of LF-CBA1 TH/M/L

D.6.5 Transfer between Paris ACC and Brussels ACC

No change

D.6.6 LoA between Paris ACC and BAF

No change

Annex E.

Transfer of Control and Transfer of Communications.

Effective: 30 November 2023

Revised:

E.1 Transfer of Control.

In addition to the existing LoAs, listed in §1.1 'References', the responsibility for providing control service to OAT in and around the LF-CBA1 T H/M/L is as follows:

- in the LF-CBA1 T H/M/L:
 - in usual operational configuration, by Cinq Mars La Pile CRC (RAKI RADAR)
 - in back-up plan, see normal LoAs as listed §1.1 'References'.
- around the LF-CBA1 T H/M/L in FRANCE UIR:
 - At or above FL 265: CMCC Reims QX sector (CHAMPAGNE RADAR);
 - Below FL 265: CMCC Paris VX sector (METRO RADAR).
- around the LF-CBA1 T H/M/L in Brussels UIR:
 - ATCC Steenokkerzeel (BELGA RADAR)

E.2 Transfer of Communications.

The transfer of communications shall take place not later than the transfer of control.

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Annex F.

Radar Based Coordination Procedures.

Effective: 30 November 2023

Revised:

F.1 SSR Code Assignment.

The code assignment to OAT in FRANCE UIR in and around the LF-CBA1 T H/M/L will remain the same as in the described in the LoAs listed in §1.1 'References':

CINQ MARS LA PILE (RAKI RADAR): 4601 to 4677 and 6201 to 6277
 Paris CMCC (METRO RADAR): 6501 to 6577
 Reims CMCC (CHAMPAGNE RADAR): 6501 to 6567 and 6577
 REAL QRA MISSION BY FIGHTERS: 7400 to 7407
 AWACS missions: 2420 to 2477

F.2 Radar Coordination Procedures.

F.2.1 Buffers for tactical vectoring of GAT

F.2.1.1 The buffer rules for vectoring GAT around the LF-CBA1 T H/M/L are valid during training missions and during real security operations.

F.2.1.2 The buffer rules come into effect as of the confirmed time of activation.

F.2.1.3 GAT must remain 2.5 NM outside of the published borders of the activated LF-CBA1 T H/M/L. This coincides with the outer limits of the FBZ 'LF-CBA1 T HZ/MZ/LZ' (See Annex B, paragraph D.3.4).

F.2.1.4 GAT is allowed to use the first FL above or below the activated LF-CBA1 T H/M/L-subdivisions:

Subdivision	Published Levels	Usable GAT Levels
LF-CBA1 T H High	FL315 -FL355	FL310 and below / FL360 and above
LF-CBA1 T M Medium	FL265 – FL315	FL260 and below / FL320 and above
LF-CBA1 T L Low	FL195 – FL265	FL190 and below / FL270 and above

F.2.1.5 These buffers for tactical vectoring rules must be applied in addition to the transfer conditions as defined in Annex D, paragraph D.6.

F.2.2 Buffer between OAT versus other OAT:

F.2.2.1 This paragraph describes the buffer rules between OAT that is not involved in the activity for which the LF-CBA1 T H/M/L were activated (i.e., 'Non-Participating traffic'), and traffic participating to the operations inside the LF-CBA1 T H/M/L.

F.2.2.2 Non-Participating OAT can be vectored outside the LF-CBA1 T H/M/L until the published border of the area. In case a potential erosion of radar separation is observed between participating and non-participating OAT, both flights will be vectored to remain each 2.5NM, respectively inside and outside, from the published LF-CBA1 T H/M/L borders.

F.2.2.3 Non-Participating OAT may use the first usable level above/below the activated subdivisions, according to what is described in F.2.1.4.

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Annex G.

Supplementary Procedures.

Effective: 30 November 2023

Revised:

G.1 Standard ATFCM measures regarding during LF-CBA1 T H/M/L bookings

G.1.1 Maastricht UAC

The applied capacity reduction will be -10%.

G.1.2 Swanwick LAC

No change.

G.1.3 Brussels ACC

No change.

G.1.4 Reims ACC / Paris ACC

- During the trial the UL10 and the UL15 will keep their CDR1 (h24) status.
- The UL10/UL15 measures for re-routing traffic will be kept 'dormant' in case the trial is stopped or put on hold (Contingency Procedure).
- ATFCM Measures will be used as necessary.

G.2 Contingency Procedures

G.2.1 In the event of circumstances where safety is or could be compromised, the trial can be stopped or put on hold.

- G.2.2 The trial can be stopped, or put on hold, by any one of the 8 approval authorities that signed this document, or by any of their assigned delegates, by contacting DIRCAM on following e-mail addresses:
 - o christophe.hindermann@intrade.gov.fr
 - o francois.clement@intrade.gov.fr

. A short explanation about the reason for stopping/holding the trial will be included. DIRCAM will inform the French AMC and the other signatory partners via following e-mail addresses:

FMP/REIMS ACC:	crna-e-e-fmp-ld@aviation-civile.gouv.fr
FMP/MAASTRICHT UAC:	masuac.fmp@eurocontrol.int
AMC/BRUSSELS:	atcc-amc_mam@mil.be
LONDON LAC:	1allacdos@nats.co.uk
amc@skeyes.be	
Brussels ACC:	sac@skeyes.be
LONDON LAC:	pretact.fmp@nats.co.uk
	1allatcprocedures@nats.co.uk
LONDON FMP:	pretact.fmp@nats.co.uk
UK AMC	ukamc.fmp@nats.co.uk
CRC CINQ MARS LA PILE:	cdc-tours.ops-c1.fct@intrade.gov.fr
FMP/PARIS ACC:	lfff-fmp@aviation-civile.gouv.fr
ATCC STEENOKKERZEEL:	atcc-atc-flops-datco@mil.be
	ATCC-ATC-FLAIM-NOF@mil.be

G.2.3 In case the trial is stopped or put on hold, the original CBA1 (LF-CBA1-A, LF-CBA1-B and EB-CBA1-C) comes back in force after a 'reversion period' of minimum 3 working days.

G.2.4 During this reversion period there will be no planned training missions in the original LF-CBA1 A, LF-CBA1 B and EB-CBA 1 C for a minimum of 7 calendar days from the start of the reversion period.

- G.2.5 The Real security operations will be ensured at any time, including during the reversion period, within the LF-CBA1 T H/M/L-dimensions.
- G.2.6 After the reversion period, the original procedures regarding the UL10 and UL15 will also come back into effect.
- G.2.7 An ad-hoc meeting will be organised between all parties to evaluate the reason for stopping/holding the trial and to agree on a way-ahead.