

Version 1.0 of 26/08/10

LETTER OF AGREEMENT between

2 Wing Tactique Florennes

AND

Cerfontaine aerodrome

ATCC Semmerzake

En application :

- Ref :
1. AIP BELGIUM (Civ / Mil)
 2. Lettre d'accord du 14 août 2008
 3. ATM Instruction Nr 3, Nr 4 and Nr 7
 4. Safety case EBFS-2009-02 "TRA Cerfontaine"

1. General

a. Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between Cerfontaine aerodrome, Florennes Airbase, and ATCC Semmerzake.

b. Jurisdiction and Responsibility

ATCC Semmerzake

See AIP BELGIUM (Civ / Mil)

Florennes ATC

See AIP BELGIUM (Civ / Mil)

c. Cerfontaine aerial sporting and recreational area (TRA EBCF):

Circle of 3 km radius centered on position N50°09'10" E004°23'14" from 2500 AMSL till FL120

Circle of 4 km radius centered on position N50°09'10" E004°23'14" from FL120 till FL145

2. Areas of Responsibility

a. Areas of Responsibility

ATCC Semmerzake

See AIP BELGIUM (Civ / Mil)

Florennes ATC

See AIP BELGIUM (Civ / Mil)

3. Procedures

The procedures to be applied by Florennes ATC and Cerfontaine aerodrome and ATCC Semmerzake are detailed in the Annexes to this Letter of Agreement:

Annex A:	Regulations
Annex B:	Area of Common Interest
Annex C:	QRA procedure outside military opening hours
Annex D:	Predetermined routes for traffic IN/OUT Cerfontaine

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4. Revisions and Deviations

a. Revision of the Letter of Agreement and its Annexes

Revision of this Letter of Agreement by either Approving Authority is possible at any time, provided a minimum pre-notification time of three months is respected before the date the revision is to take effect.

b. Temporary Deviations

When necessary, the supervisors of the concerned units may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present LoA.

5. Cancellation

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

b. 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 one year before the date the cancellation is to take effect.

6. Validity

This Letter of Agreement becomes effective at 26/08/10. It supersedes all previous agreements between Florennes airbase and Cerfontaine aerodrome.

BRUSSELS,

CERFONTAINE,



Kol VI SBH Paul DESAIR
Chief Section OPS COMOPSAIR
Belgian Air Component



C. SPITAEELS
Commander of
Cerfontaine aerodrome

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Annex A.

Regulations

Effective:
Revised:

A.1 General

A.1.1 The rules laid down in this LoA are in force during military operations at EBFS and / or activation of TRA South A,. Outside military operating hours when Florennes airbase is activated for a Quick Reaction Alert (QRA) scramble, only Annex C of this LOA is in force.

A.1.2 Cerfontaine aerial sporting and recreational area can only be activated when military traffic/airspace permits (outside planned missions or massive launch/recovery of aircraft). In any case, Florennes or ATCC remain the only approving authority in their respective area of responsibility (AoR). Both ATC units have the authority to limit or stop activities of Cerfontaine within their AoR.

A.1.3 All flights within the Cerfontaine aerial sporting and recreational area (TRA EBCF) will be conducted based on Florennes QNH at or below 4500' AMSL and on 1013,25 hPa above 4500' AMSL.

A.1.4 The upper limit of the Cerfontaine aerial sporting and recreational area within the AoR of ATCC shall always be expressed as a VFR Flight Level. All sporting and recreational flights of EBCF within the TRA EBCF shall maintain 500ft below the upper limit.

A.1.5 As military ATC is not responsible for traffic outside their AoR, Cerfontaine Aerodrome Commander shall ensure the safety of activities based at Cerfontaine Aerodrome.

A.1.6 Flights within the Cerfontaine aerial sporting and recreational area will receive TRA service. Definition is as follow :

TRA service is an air traffic radar service in which pilots are given mandatory instructions in order to :

- keep participating traffic (VFR&IFR) inside the published limits of its assigned reserved area.
- Enable the prescribed separation minima from other traffic to be maintained.

IFR traffic will be separated from VFR and vice versa using the RADAR separation minima. VFR traffic will be given Traffic Info towards other VFR traffic and Traffic avoidance on request. Responsibility for separation between participating aircraft inside the TRA (here inside the Cerfontaine aerial sporting and recreational area) lies with the pilots. "Participating aircraft" are flights participating in the Cerfontaine aerial sporting and recreational activities.

A.1.7 Operators and pilots are reminded that this approval is only an administrative agreement and does never constitute an ATC clearance.

A.1.8 As ATC coordination procedures described in this LoA are not to be considered as standard for Cerfontaine airplanes, SEROS II silent handover procedure is not to be used. When applicable, "TF" will be inserted in Hand Over conditions Window and all ATC coordinations related to this LoA will be done by phone. Coordination for normal F16 operations between ATCC and EBFS will be done as usual using SEROS II silent coordination system.

A.1.9 As soon as the TRA EBCF is activated and RWY 08L/R is in use at Florennes, ATC will apply HPMA IFR departure and recovery procedures (See AIP BELGIUM (Civ / Mil)).

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A.1.10 As soon as the TRA EBCF is activated and RWY 26L/R is in use at Florennes, ATC will apply HPM A IFR departure procedures (See AIP BELGIUM (Civ / Mil)).

A.1.11 As soon as the TRA EBCF is activated, no VFR or IFR recoveries will be allowed in Florennes using the point C(harlie) (See AIP BELGIUM (Civ / Mil))

A.2 Minimum requirements

A.2.1 Florennes approach CWP must be operational in mode 3/A + C and/or mode S. To apply local recovery IFR procedures for runway 08L/R, Florennes approach CWP must be fed by radar data from EBFS ASR/SSR antenna.

A.2.2 ATCC is working without radarcoverage limitations within its AoR where aerial sporting and recreational activities of EBCF are performed.

A.2.3 ATCC has a controlling position available with a VHF frequency that can handle the traffic.

A.2.4 ATCC and Florennes ATC phone lines must be available to allow bilateral contact with Cerfontaine. Direct line and/or BEMILCOM must be available between Florennes approach and ATCC.

A.3 Points of contact

A.3.1 Florennes

- A.3.1.1 Tower supervisor: 071/68.25.25
- A.3.1.2 Wing Operations : 071/68.25.04
- A.3.1.3 Approach supervisor : 071/68.25.24

A.3.2 ATCC :

- A.3.2.1 Supervisor : 09/389.25.55

A.3.3 Cerfontaine

- A.3.3.1 Navigation Desk : 071/20.04.12 & ~~0473/126.126~~ ^{0470/694.692}
- A.3.3.2 Aerodome Commander : 0476/21.74.38

A.4 General Aviation Traffic

A.4.1 Inbound and outbound traffic to and from Cerfontaine

A.4.1.1 General

A.4.1.1.1. Radio contact with Florennes Approach is recommended on 122.500 MHz after TKOF when leaving the local circuit or before reaching entry point.

A.4.1.1.2. Whenever an ACFT is transponder equipped the pilot shall squawk A/7000+C (unless instructed otherwise by ATC) and mode S if equipped.

A.4.1.1.3. ARR and DEP ACFT will fly via predetermined routes to or from Cerfontaine.

A.4.1.1.4. A standard flight procedure will be given by the aerodrome commander of Cerfontaine or his representative to each visiting pilot and signed off by the pilot in command.

A.4.1.1.5. The procedures present in this Letter of Agreement will be disseminated by Cerfontaine Aerodrome Commander by any available means to all concerned. (Internet web site, navigation desk, email, ...)

A.4.1.2 Entry / Exit points for Cerfontaine (see map in Annex E)

A.4.1.2.1. EAST : Beauraing (avoiding French airspace)

A.4.1.2.2. SOUTH : Windmills of Couvin

A.4.1.2.3. NORTH : Beaumont road junctions, avoiding Florennes CTR via Presles and Thuin

A.4.1.3 Inbound traffic (see map in Annex D)

A.4.1.3.1. Keep right side of predetermined routes at 2200 ft AMSL on EBFS QNH.

A.4.1.4 Outbound traffic (see map in Annex D)

A.4.1.4.1. Keep right side of predetermined routes at 1800 ft AMSL on EBFS QNH.

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- A.4.1.5 Visual flight rules
- A.4.1.5.1. As described in BE CIV AIP ENR 1.2

A.4.2 Local traffic at Cerfontaine

A.4.2.1 General

- A.4.2.1.1. Local VFR flights shall remain in the AD TFC circuit and shall be operated at a MAX ALT. of 2200 ft AMSL on EBCF QNH
- A.4.2.1.2. When weather and traffic are permitting, EBCF RWY 30 should be used in preference to EBCF RWY 12 for DEP and ARR ACFT

A.5 Reservation procedure

A.5.1 At D-1 at 16.30 L, Florennes Wing Ops communicates via email the possible Cerfontaine aerial sporting and recreational area slots to Cerfontaine navigation desk at the following address : ebfs.com@gravitypark.be

A.5.2 Cerfontaine confirms by email their requested slots on D-1 at 17:00 L at the following address : 2W-GpV/SecOps&Trq/WingOps@mil.be

A.5.3 Florennes Wing Ops introduces the airspace request within AMP II for Cerfontaine aerial sporting and recreational area on D-1 after 1700L

A.5.4 ATCC Supervisor accepts or refuses these requests at D 08:30L

A.5.5 Florennes Wing Ops communicates to Cerfontaine navigation desk the available slots for the Cerfontaine aerial sporting and recreational area at D 09:00L at the following address: ebfs.com@gravitypark.be

A.5.6 Cerfontaine navigation desk will advise the Wops EBFS ASAP of any period of inactivity of more than 1 hour within the TRA EBCF.

A.6 Glider activity

A.6.1 General

A.6.1.1 In addition to the minimum requirements listed point A.2, glider activity is subject to an ATC clearance. Two way radio contact with EBFS and transponder (mode 3/A and C) are mandatory for transit flights within the EBFS CTR / TMA. Gliders performing local circuit must remain in uncontrolled airspace (Class Golf) and are not allowed to enter the CTR/TMA of Florennes.

A.6.1.2 Glider pilots are recommended to report their position and altitude on Florennes approach frequency 122.500 MHz

A.6.2 Visual flight rules

A.6.2.1 As described in BE CIV AIP ENR 1.2

A.7 Parachuting

A.7.1 General

A.7.1.1 In addition to the requirements listed point A.2, Florennes Wing Ops AMP II (Airspace Management Program) must be operational.

A.7.1.2 Meteo and drop conditions must ensure parachutists to remain within TRA EBCF

A.7.1.3 As soon as parachuting is granted via the procedure below and RWY 08L/R in use at Florennes, IFR departures and recoveries will be performed according HPMA procedures as described in the AIP BELGIUM (Civ / Mil).

A.7.1.4 As soon parachuting is granted via the procedure below and RWY 26R/L in use at Florennes, IFR departures will be performed according HPMA procedures as described in the AIP BELGIUM (Civ / Mil)..

A.7.2 Reservation procedure

A.7.2.1 See A.5

A.7.3 Flight procedure

A.7.3.1 Florennes Approach creates a Dummy FDR within the SEROS II system with call sign of the dropping aircraft and receives a squawk via the SEROS II system.

A.7.3.2 After TKOF and reaching 2000 ft the latest, the dropping aircraft contacts Florennes approach on 122.500 MHz for further climb.

A.7.3.3 In function of traffic, Florennes Approach delivers an ATC clearance to climb, within the climb-out sector (see Annex B Appendix 2), after having coordinated by phone with ATCC. Silent coordination procedure will not be used and "TF" will be inserted in the Hand Over conditions Window.

A.7.3.4 Passing 4500 ft AMSL, flight will be transferred by Florennes approach to ATCC on a VHF frequency.

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- A.7.3.5 Five minutes prior to drop, the pilot of the dropping ACFT must broadcast "five minutes prior to drop" on EBCF Radio Frequency.
- A.7.3.6 Two minutes prior to drop, the pilot of the dropping ACFT must broadcast "two minutes prior to drop" on EBCF Radio Frequency.
- A.7.3.7 One minute prior to drop, the pilot of the dropping ACFT must broadcast "one minute prior to drop" on ATCC frequency, EBFS APP frequency and EBCF Radio Frequency.
- A.7.3.8 The flight will be transferred by ATCC to Florennes approach just before entering the TRA EBCF.
- A.7.3.9 To inform EBFS that the ACFT is ready to drop, the pilot of the dropping ACFT must broadcast "ready to drop" on EBFS APP frequency.
- A.7.3.10 EBFS will approve the drop by stating "proceed for the drop and report drop completed". Only after the approval of EBFS, the drop can be performed at pilots and/or Cerfontaine discretion. After having received the approval for the drop the pilot of the dropping aircraft must broadcast on EBFS APP "Drop in progress, Drop in progress" and EBCF Navigation Desk will announce "Paradrop in progress" in French and in English on EBCF Radio Frequency.
- A.7.3.11 When the drop is completed the pilot of the dropping ACFT will inform EBFS that the drop is finished and that the ACFT is descending. When passing 2500FT AMSL the pilot will inform EBFS APP that he is leaving the frequency, stating on the frequency if there is still parachutes above 2500FT, number and estimated Max ALT.
- A.7.3.12 When operating inside EBCF TRA, the number of aircraft operating in the zone is not limited. Climbs for paradrop Cerfontaine outside the EBCF TRA will be done within the climb-out sector (See Annex B Appendix 2) will only be authorised when no other traffic is operating within the TRA Cerfontaine and the traffic situation permits.

A.8 Aerobatics flights

- A.8.1 General
 - A.8.1.1 In addition to the requirements listed point A.2, Florennes Wing Ops AMP II (Airspace Management Program) must be operational
 - A.8.1.2 As soon as aerobatics are granted via the procedure below and RWY 08L/R in use at Florennes, ATC will apply HPMA IFR departure and recovery procedures (See AIP BELGIUM (Civ / Mil)).
 - A.8.1.3 As soon as aerobatics are granted via the procedure below and RWY 26R/L in use at Florennes, ATC will apply HPMA IFR departure (See AIP BELGIUM (Civ / Mil)).
- A.8.2 Reservation procedure
 - A.8.2.1 See A.5
- A.8.3 Flight procedure
 - A.8.3.1 Florennes Approach creates a Dummy FDR within the SEROS II system with the call sign of the aircraft and receives a squawk via the SEROS II system.
 - A.8.3.2 After TKOF and reaching 2000 ft the latest, aerobatic aircraft contacts Florennes approach on 122.500 MHz for further climb.
 - A.8.3.3 In function of traffic, Florennes Approach delivers an ATC clearance to climb after having coordinated by phone an airspace delegation with ATCC.
 - A.8.3.4 Before starting maneuvers, aerobatic pilot confirms his requested altitude block to Florennes Approach and contacts back EBCF Radio Frequency to execute his aerobatic maneuvers.
 - A.8.3.5 Aerobatic flight will be conducted on Florennes local QNH. The pilot in command is at all times responsible to remain below the the coordinated upper Flight Level (QNE).
 - A.8.3.6 Aerobatic flight will be conducted within the lateral limits of EBCF TRA.
 - A.8.3.7 As said in point A.8.3.4, the flight will remain on EBCF Radio Frequency.
 - A.8.3.8 After his maneuvers the aerobatic pilot will inform EBFS that the aerobatic flight is finished and that the ACFT is returning back to EBCF.

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Annex B.

Area of Common Interest.

B.1. Airspace structure and classification within the Area of Common Interest

Area	Lateral limits	Vertical limits
TRA EBCF	See Gen 1. c.	2500ft AMSL - FL 145
TRA SOUTH ALPHA	See AIP Belgium (Civ / Mil)	4500ft AMSL – FL 195
TRA S3/TSA S3 (GIVET area)	See AIP Belgium (Civ / Mil)	FL 065 - UNL
TRA S4/TSA S4 (CHARLEROI area)	See AIP Belgium (Civ / Mil)	FL 055 - UNL
TSA25A	See AIP Belgium (Civ / Mil)	FL 095 - UNL
TSA26A	See AIP Belgium (Civ / Mil)	FL 095 - UNL
TSA26B	See AIP Belgium (Civ / Mil)	4500ft AMSL – FL 095
EBD26	See AIP Belgium (Civ / Mil)	1000 ft AGL - 4500 ft AMSL
EBFS TMA	See AIP Belgium (Civ / Mil)	2500ft AMSL– 4500ft AMSL

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Annex B. Appendix 1 CERFONTAINE AREAS

Circle of 3 km radius centered on position N50°09'10" E004°23'14" from 2500 ft AMSL till FL120 (zone in red on the map below)

Circle of 4 km radius centered on position N50°09'10" E004°23'14" from FL120 till FL145 (zone in green on the map below)



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Annex B.

Appendix 2

CERFONTAINE Climb-out sector for paratroops in EBCF



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Annex C.

QRA Procedure outside EBFS published opening hours

C.1. General.

C.1.1. GENERAL

- C.1.1.1. QRA scramble means a change from readiness state 15 to another alert status (2 F 16 ACFT are ready for take off in maximum 15 Minutes) or the take off of QRA aircraft.
- C.1.1.1. In case of QRA scramble, Florennes duty ATC will advise Cerfontaine navigation desk (see A 3.3) of the activation of Florennes CTR and TMA outside the published HO and to stop Cerfontaine activities within the Florennes CTR and TMA. All ACFT flying within the EBFS CTR and TMA during the activation of EB-R06B shall adhere to the instructions as published within the NOTAM.
- C.1.1.2. As soon as practical, Florennes ATC will transmit following message in the blind on 122.100 MHz, 122.500 MHz, and 125.875 MHz frequencies : "Florennes tower transmitting in the blind as from now Florennes CTR and TMA are activated I say again Florennes CTR and TMA are activated"; All ACFT flying within Florennes CTR or TMA will contact EBFS ATC on 122.100 MHz
- C.1.1.3. As soon as all QRA aircraft are on the ground, Florennes ATC will advise Cerfontaine navigation desk of the de-activation of Florennes CTR and TMA and will authorize Cerfontaine activities to take place again.

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Annex D. Predetermined routes for traffic IN/OUT Cerfontaine

