MUAC AO AIRAC 2103 Brief – 25-03-2021

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 25-03-2021.

MAASERATI Airspace Design Project

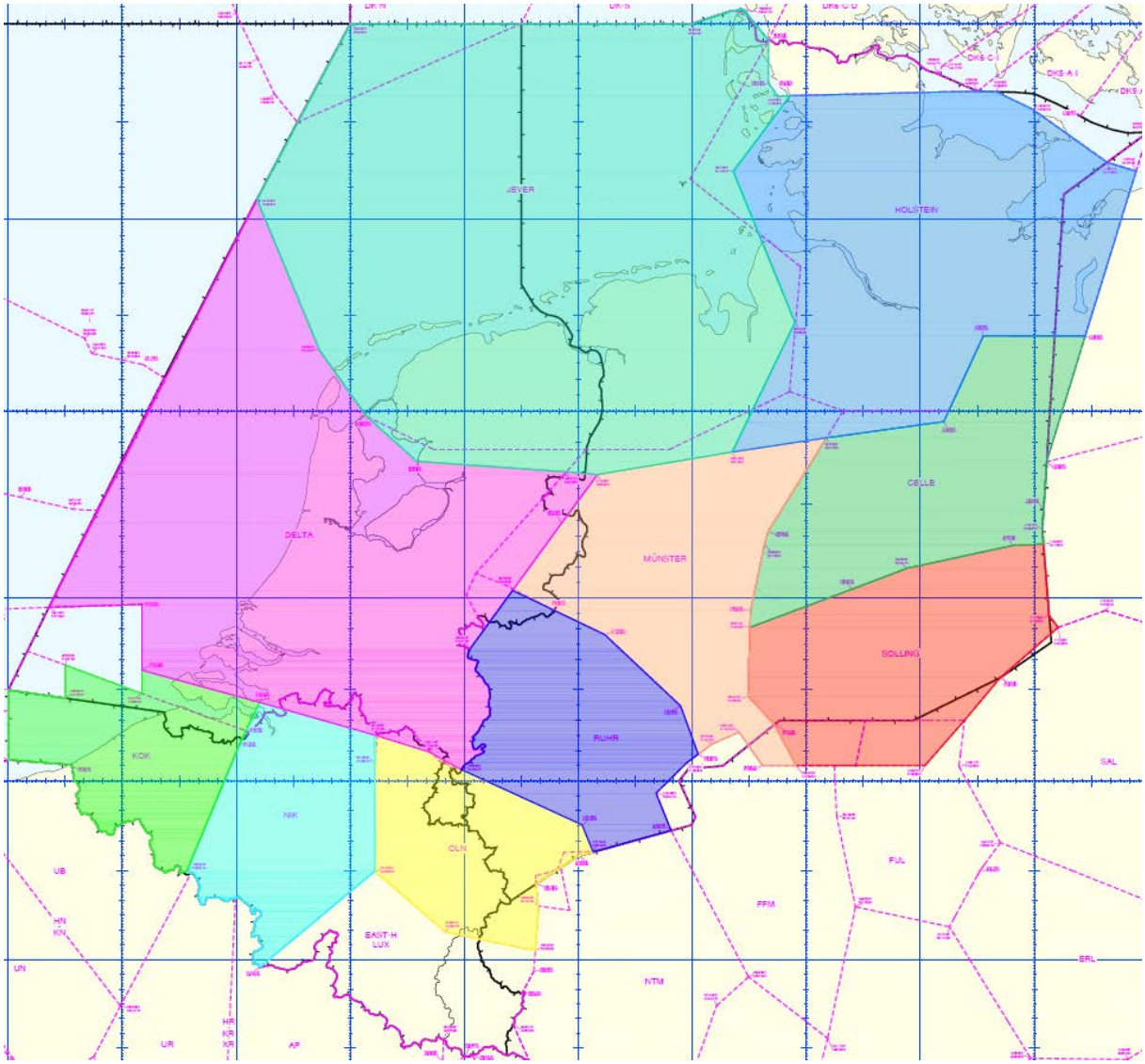
MAASERATI stands for **MAAstricht SEctorisation Review After The Implementation of Free Route Airspace.** As the name indicates, the project's objective is to improve the internal MUAC sector boundaries according to nowadays traffic flows based on the Free Route Airspace environment. The project will have several steps; on AIRAC 25th March 2021, 9 out of the 11 MUAC sectors will be changed as a first step. This improves ATC procedures in the Free Route Airspace but also allows for additional flight efficiency improvements due to shorter routes that can be filed. The particular flight route improvements are introduced in the following chapters.

Below table includes the coordinates of the 9 MUAC sectors which are changed in the context of MAASERATI. The Solling (EDYYHSOL) and Luxembourg (EDYYBLUX) sectors are unchanged.
Since the airspace of MUAC is located over the states of Belgium, Luxembourg, The Netherlands and Germany, there is no complete publication of the MUAC sectorisation available in any of the national AIPs. In order to provide you with a full picture, please consider the coordinates in the table for your flight planning systems. You can also retrieve these coordinates from EAD SDO or NM CACD.

Sector	Coordinates
Koksy CACD ID = EDYYBKOK EAD ID = MUACBKOK	510700N0020000E 513000N0020000E 512720N0023000E 513813N0023000E 512850N0031019E 513628N0031019E 512558N0041214E 511639N0040505E 511438N0040334E 511203N0040137E 503001N0033401E along boundary Brussels UIR / France UIR 510521N0023244E 510700N0020000E
Nicky CACD ID = EDYYBNIK EAD ID = MUACBNIK	503001N0033401E 511203N0040137E 511438N0040334E 511639N0040505E 512558N0041214E 512353N0042415E 511510N0051252E 510601N0051255E 502955N0051255E 495725N0041214E along boundary Brussels UIR / France UIR 503001N0033401E

Sector	Coordinates
Olno CACD ID = EDYYBOLN EAD ID = MUACBOLN	502955N0051255E 510601N0051255E 511510N0051252E 510940N0054110E 510707N0054839E 510347N0055825E 504524N0070158E 503623N0070744E 503500N0070000E 502541N0063751E 501628N0063903E 500305N0063724E 500702N0060800E 500927N0055001E 502955N0051255E
Ruhr CACD ID = EDYYHRHR EAD ID = MUACHRHR	520230N0062525E 515600N0064729E 515550N0064800E 514809N0071353E 512447N0075350E 510851N0080308E 510600N0075700E 505557N0074056E 504331N0074850E 503623N0070744E 504524N0070158E 510347N0055825E along boundary Hannover UIR / Amsterdam FIR 514301N0060242E 515206N0061314E 520230N0062525E
Muenster CACD ID = EDYYHMNS EAD ID = MUACHMNS	521730N0083800E 522136N0083954E 525130N0091030E 524700N0082100E 523948N0071008E 522636N0065406E 522409N0065108E 520230N0062525E 515600N0064729E 515550N0064800E 514809N0071353E 512447N0075350E 510851N0080308E 511215N0081026E 511612N0082440E 511147N0082929E 510508N0083651E 510508N0085435E 511838N0084312E 512800N0082915E 515028N0083014E 515600N0083041E 521730N0083800E
Celle CACD ID = EDYYHCEL EAD ID = MUACHCEL	524350N0110626E 530631N0111754E 532343N0112649E 532346N0111040E 532344N0103309E 525640N0101220E 525130N0091030E 522136N0083954E 521730N0083800E 515600N0083041E 515028N0083014E 520300N0092430E 520941N0095309E 521700N0104830E 521730N0110450E 522225N0110413E 522800N0110454E 522846N0110500E 524350N0110626E
Delta CACD ID = EDYYDWST EAD ID = MUACDWST	515702N0022123E 540620N0041048E 531913N0044348E 525827N0050818E 524400N0053500E 524038N0065337E 524008N0070328E 523948N0071008E 522636N0065406E 522409N0065108E 520230N0062525E 515206N0061314E 514301N0060242E along boundary Hannover UIR / Amsterdam FIR 510347N0055825E 510707N0054839E 510940N0054110E 511510N0051252E 512353N0042415E 512558N0041214E 513628N0031019E 515757N0031019E 515702N0022123E
Jever CACD ID = EDYYDJEV EAD ID = MUACDJEV	540620N0041048E 550000N0050000E 550000N0063000E 550000N0080000E 550400N0082000E 550409N0082331E 545500N0084000E 545439N0084000E 544200N0084000E 543800N0084500E 543809N0085130E 541455N0082130E 532800N0085400E 524700N0082100E 523948N0071008E 524008N0070328E 524038N0065337E 524400N0053500E 525827N0050818E 531913N0044348E 540620N0041048E
Holstein CACD ID = EDYYDHOL EAD ID = MUACDHOL	541500N0115334E 541745N0113811E 543400N0105900E 543920N0104000E 543930N0103000E 543809N0085130E 541455N0082130E 532800N0085400E 524700N0082100E 525130N0091030E 525640N0101220E 532344N0103309E 532346N0111040E 532343N0112649E 541500N0115334E

To further support you, MUAC can also provide sectorisation charts on request. Please contact us to receive an electronic copy of the charts (see example below).



MAASERATI: Westbound flow via Delta sector to GALSO / ABNED / NOGRO

MAASERATI provides benefits for the westbound flows coming from central Germany via MUAC FRA entry waypoints COL / PODIP as well as for DEP EDDF and for DEP ETAR which are entering the MUAC FRA at waypoint TORNU.

Due to the current sector boundary between the MUAC Delta (EDYYDWST) sector and the MUAC Nicky (EDYYBNIK) sector, it is currently a requirement that westbound flights have to plan via intermediate waypoint BREDA before reaching the MUAC FRA exit waypoints GALSO / ABNED / NOGRO. This is reflected in RAD rule YX2267.

In context of MAASERATI, the sector boundaries between Delta and Nicky sector are aligned with this flow. RAD rule YX2267 will be deleted which implies shorter route options.

These westbound flows also depend on the status of two military areas: EBTRANB and EHTRA12AZ. The benefits of MAASERATI can not always be achieved; it depends on the status of these two MIL areas and their combinations. MAASERATI is most beneficial when both MIL areas are not active which is mainly the case during weekends and nights. A simulation of this sectorisation change indicates a CO_2 saving potential of about 3500kg per week (based on traffic levels of July 2019).

The table below list all current route options depending on the MIL area status. For the route database management, you need to retain segments in column “Current Route Option” and you can additionally insert direct connections as listed in column “New Route Option”.

MIL Area Status	Current Route Option	New Route Option	Saving
EBTRANB and EHTRA12AZ both not active	TORNU DCT BREDA DCT GALSO	TORNU DCT GALSO	1,7NM
	TORNU DCT BREDA DCT ABNED	TORNU DCT ABNED	0,9NM
	TORNU DCT BREDA DCT NOGRO	TORNU DCT NOGRO	0,4NM
	PODIP DCT BREDA DCT GALSO	PODIP DCT GALSO	0,3NM
	PODIP DCT BREDA DCT ABNED	PODIP DCT ABNED	0,0NM
	PODIP DCT BREDA DCT NOGRO	PODIP DCT NOGRO	0,1NM
	COL DCT BREDA DCT GALSO	COL DCT GALSO	1,1NM
	COL DCT BREDA DCT ABNED	COL DCT ABNED	0,3NM
	COL DCT BREDA DCT NOGRO	COL DCT NOGRO	0,0NM
EBTRANB active but EHTRA12AZ not active	TORNU DCT BREDA DCT GALSO	Same route as today	
	TORNU DCT BREDA DCT ABNED	Same route as today	
	TORNU DCT BREDA DCT NOGRO	Same route as today	
	PODIP DCT BREDA DCT GALSO	Same route as today	
	PODIP DCT BREDA DCT ABNED	Same route as today	
	PODIP DCT BREDA DCT NOGRO	Same route as today	
	COL DCT BREDA DCT GALSO	Same route as today	
	COL DCT BREDA DCT ABNED	Same route as today	
	COL DCT BREDA DCT NOGRO	Same route as today	
EBTRANB not active but EHTRA12AZ active	TORNU DCT BREDA DCT GALSO	TORNU DCT GALSO	1,7NM
	TORNU DCT BREDA DCT ABNED	TORNU DCT ABNED	0,9NM
	TORNU DCT BREDA DCT NOGRO	TORNU DCT NOGRO	0,4NM
	PODIP DCT TORNU DCT BREDA DCT GALSO	PODIP DCT TORNU DCT GALSO	1,7NM
	PODIP DCT TORNU DCT BREDA DCT ABNED	PODIP DCT TORNU DCT ABNED	0,9NM
	PODIP DCT TORNU DCT BREDA DCT NOGRO	PODIP DCT TORNU DCT NOGRO	0,4NM
	COL DCT TORNU DCT BREDA DCT GALSO	COL DCT TORNU DCT GALSO	1,7NM
	COL DCT TORNU DCT BREDA DCT ABNED	COL DCT TORNU DCT ABNED	0,9NM
	COL DCT TORNU DCT BREDA DCT NOGRO	COL DCT TORNU DCT NOGRO	0,4NM
EBTRANB and EHTRA12AZ both active	TORNU DCT BREDA DCT GALSO	Same route as today	
	TORNU DCT BREDA DCT ABNED	Same route as today	
	TORNU DCT BREDA DCT NOGRO	Same route as today	
	PODIP DCT TORNU DCT BREDA DCT GALSO	Same route as today	
	PODIP DCT TORNU DCT BREDA DCT ABNED	Same route as today	
	PODIP DCT TORNU DCT BREDA DCT NOGRO	Same route as today	
	COL DCT TORNU DCT BREDA DCT GALSO	Same route as today	
	COL DCT TORNU DCT BREDA DCT ABNED	Same route as today	
	COL DCT TORNU DCT BREDA DCT NOGRO	Same route as today	

MAASERATI: Southbound flow via Delta sector to CIV / BUB / SISGA

One of the main objectives of the MAASERATI project is to further improve the southwest axis for flights which are, generally speaking, following the flow from Scandinavia across The Netherlands and further southwest bound towards France. This flow is managed by the MUAC Delta (EDYYDWST) sector. Due to the Delta sector's current shape, flight planning via intermediate waypoints is required for some specific FRA entry / exit waypoint combinations (e.g. via ELPAT or via NARSO) in order that the trajectory remains inside the sector (refer to existing flight planning requirement for MUAC exit waypoint MEDIL in RAD rule YXLF1007 and for exit waypoints DELOM / NILEM in RAD rule YX2216).

With MAASERATI, the Delta sector is extended more to the East which implies that it can include additional direct trajectories; thus, reducing the requirement to file via intermediate waypoints. The change is beneficial for flights which enter MUAC FRA between waypoints ALASA and GOBOT. A simulation of this sectorisation change indicates a CO_2 saving potential of about 1000kg per week (based on traffic levels of July 2019).

Following table shows the main flows which benefit from the change and the proposed "New Route Option". The "Current Route Option" remains available as well.

MUAC FRA Exit / Destination	MUAC FRA Entry / Origin	Current Route Option	New Route Option	Saving Potential
ARR LFP* via NILEM when EBTRASB not active	MUAC FRA Entry waypoint ALASA	ALASA DCT ELPAT DCT BUB DCT NILEM UY131 MOPIL	ALASA DCT BUB DCT NILEM UY131 MOPIL	0,2NM
	MUAC FRA Entry waypoint RAXLU	RAXLU DCT ELPAT DCT BUB DCT NILEM UY131 MOPIL	RAXLU DCT BUB DCT NILEM UY131 MOPIL	0,5NM
	MUAC FRA Entry waypoint GITER	GITER DCT NARSO DCT BUB DCT NILEM UY131 MOPIL	GITER DCT PARYD DCT BUB DCT NILEM UY131 MOPIL	0,6NM
	MUAC FRA Entry waypoint GOBOT	GOBOT DCT NARSO DCT BUB DCT NILEM UY131 MOPIL	GOBOT DCT PARYD DCT BUB DCT NILEM UY131 MOPIL	0,6NM
	DEP EKCH cross-border FRA option starting at LANGO	LANGO DCT ELPAT DCT BUB DCT NILEM UY131 MOPIL	LANGO DCT BUB DCT NILEM UY131 MOPIL	0,6NM

MUAC FRA Exit / Destination	MUAC FRA Entry / Origin	Current Route Option	New Route Option	Saving Potential
ARR LFP* via DELOM when EBTRASB active	MUAC FRA Entry waypoint ALASA	ALASA DCT SISGA DCT DELOM UZ319 MOPIL	Same route as today	
	MUAC FRA Entry waypoint RAXLU	RAXLU DCT ELPAT DCT SISGA DCT DELOM UZ319 MOPIL	RAXLU DCT SISGA DCT DELOM UZ319 MOPIL	0,2NM
	MUAC FRA Entry waypoint GITER	GITER DCT NARSO DCT SISGA DCT DELOM UZ319 MOPIL	GITER DCT PARYD DCT SISGA DCT DELOM UZ319 MOPIL	0,5NM
	MUAC FRA Entry waypoint GOBOT	GOBOT DCT NARSO DCT SISGA DCT DELOM UZ319 MOPIL	GOBOT DCT PARYD DCT SISGA DCT DELOM UZ319 MOPIL	0,5NM
	DEP EKCH cross-border FRA option starting at LANGO	LANGO DCT ELPAT DCT SISGA DCT DELOM UZ319 MOPIL	LANGO DCT SISGA DCT DELOM UZ319 MOPIL	0,4NM
Overflights of Paris TMA via CIV N872 MEDIL	MUAC FRA Entry waypoint ALASA	ALASA DCT CIV N872 MEDIL	Same route as today	
	MUAC FRA Entry waypoint RAXLU	RAXLU DCT CIV N872 MEDIL	Same route as today	
	MUAC FRA Entry waypoint GITER	GITER DCT NARSO DCT CIV N872 MEDIL	GITER DCT PARYD DCT CIV N872 MEDIL	0,4NM
	MUAC FRA Entry waypoint GOBOT	GOBOT DCT NARSO DCT CIV N872 MEDIL	GOBOT DCT PARYD DCT CIV N872 MEDIL	0,3NM
	DEP EKCH cross-border FRA option starting at LANGO	LANGO DCT ELPAT DCT CIV N872 MEDIL	LANGO DCT CIV N872 MEDIL	0,1NM

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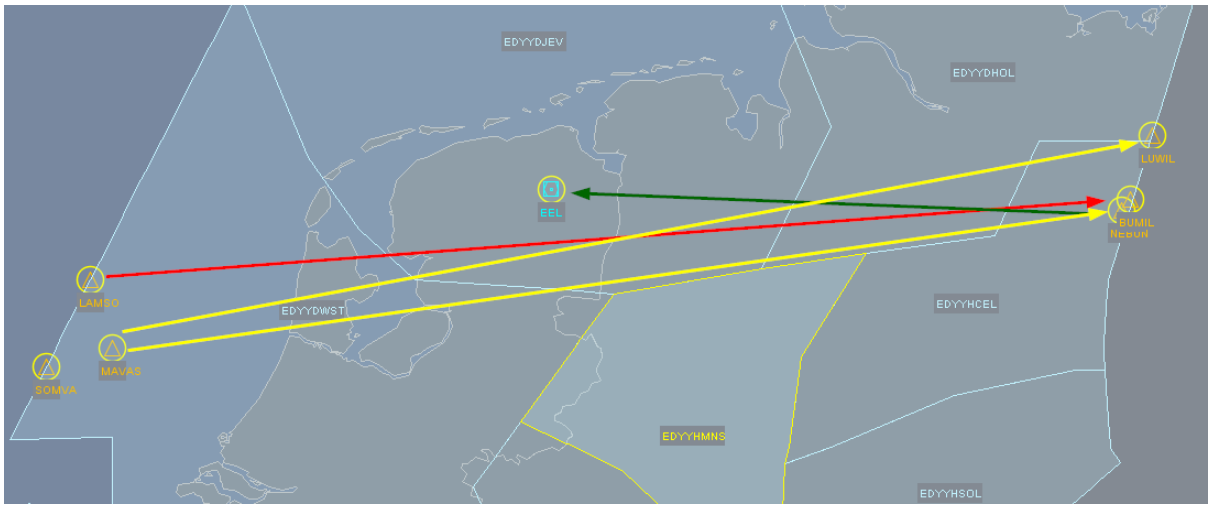
MAASERATI: West- / Eastbound flows via MUAC Jever and Holstein sectors

The sector boundary between Jever (EDYYDJEV) and Holstein (EDYYDHOL) sectors to the south adjacent Muenster (EDYYHMNS) sector is realigned so that it fits better to the major east-/westbound flows which, generally speaking, are flying between the United Kingdom and East Germany / Poland. That offers some additional direct route options which are no longer clipping the Muenster sector and hence do not require intermediate waypoints for circumnavigation.

MUAC FRA Entry / Origin	MUAC FRA Exit / Destination	Additional Route Option
SOMVA	NEBUN	SOMVA DCT MAVAS DCT NEBUN
	BUMIL (ARR EDDB)	SOMVA DCT MAVAS DCT BUMIL
	LUWIL	SOMVA DCT MAVAS DCT LUWIL
LAMSO	NEBUN	LAMSO DCT NEBUN
	BUMIL (ARR EDDB)	LAMSO DCT BUMIL
NEBUN	EEL (ARR EHAM)	NEBUN DCT EEL
BUMIL	EEL (ARR EHAM)	BUMIL DCT EEL
GARLU	EEL (ARR EHAM)	GARLU DCT EEL



MAASERATI: North- / Southbound flows via MUAC Celle and Holstein sectors

For north- / southbound flows via the MUAC Celle (EDYYHCEL) and Holstein (EDYYDHOL) sectors, it is a requirement that trajectories are planned in a way that these do not clip the MUAC Muenster (EDYYHMNS) sector. In the context of MAASERATI, the interface between Celle, Holstein and Muenster sectors is updated which allows some shorter route options for particular flights. It is mainly interesting for flights to / from EDDK which proceed to / come from a northerly NAT crossing or to / from Iceland (e.g. via IPTON, GUNPA, VAXIT). Additionally, northwest bound flights entering via KEMAD (e.g. DEP EDDS, LSZH) can benefit.

Currently, these flights can use the intermediate waypoint LOVME to circumnavigate the Muenster sector but also to circumnavigate the military areas EDR302BZ / EDR302BCZ. With MAASERATI, it is possible to use the intermediate waypoint KEGAB to circumnavigate the Muenster sector. This implies shorter route options when mentioned military areas are not active. If these are active, flight plans have to use LOVME as nowadays.

MUAC FRA Entry / Origin	MUAC FRA Exit / Destination	Additional Route Option
TOLGI (DEP EDDK)	TUSKA	TOLGI DCT KEGAB DCT TUSKA
	LANUL	TOLGI DCT KEGAB DCT LANUL
	KUGAL	TOLGI DCT KEGAB DCT KUGAL
	DOROR	TOLGI DCT KEGAB DCT DOROR
KEMAD	TUSKA	KEMAD DCT KEGAB DCT TUSKA
	LANUL	KEMAD DCT KEGAB DCT LANUL
	KUGAL	KEMAD DCT KEGAB DCT KUGAL
	DOROR	KEMAD DCT KEGAB DCT DOROR
TUSKA	LARBU (ARR EDDK)	TUSKA DCT KEGAB DCT LARBU
LANUL	LARBU (ARR EDDK)	LANUL DCT KEGAB DCT LARBU
KUGAL	LARBU (ARR EDDK)	KUGAL DCT KEGAB DCT LARBU
DOROR	LARBU (ARR EDDK)	DOROR DCT KEGAB DCT LARBU
SUTEB	POVEL (ARR EDDP)	SUTEB DCT POVEL

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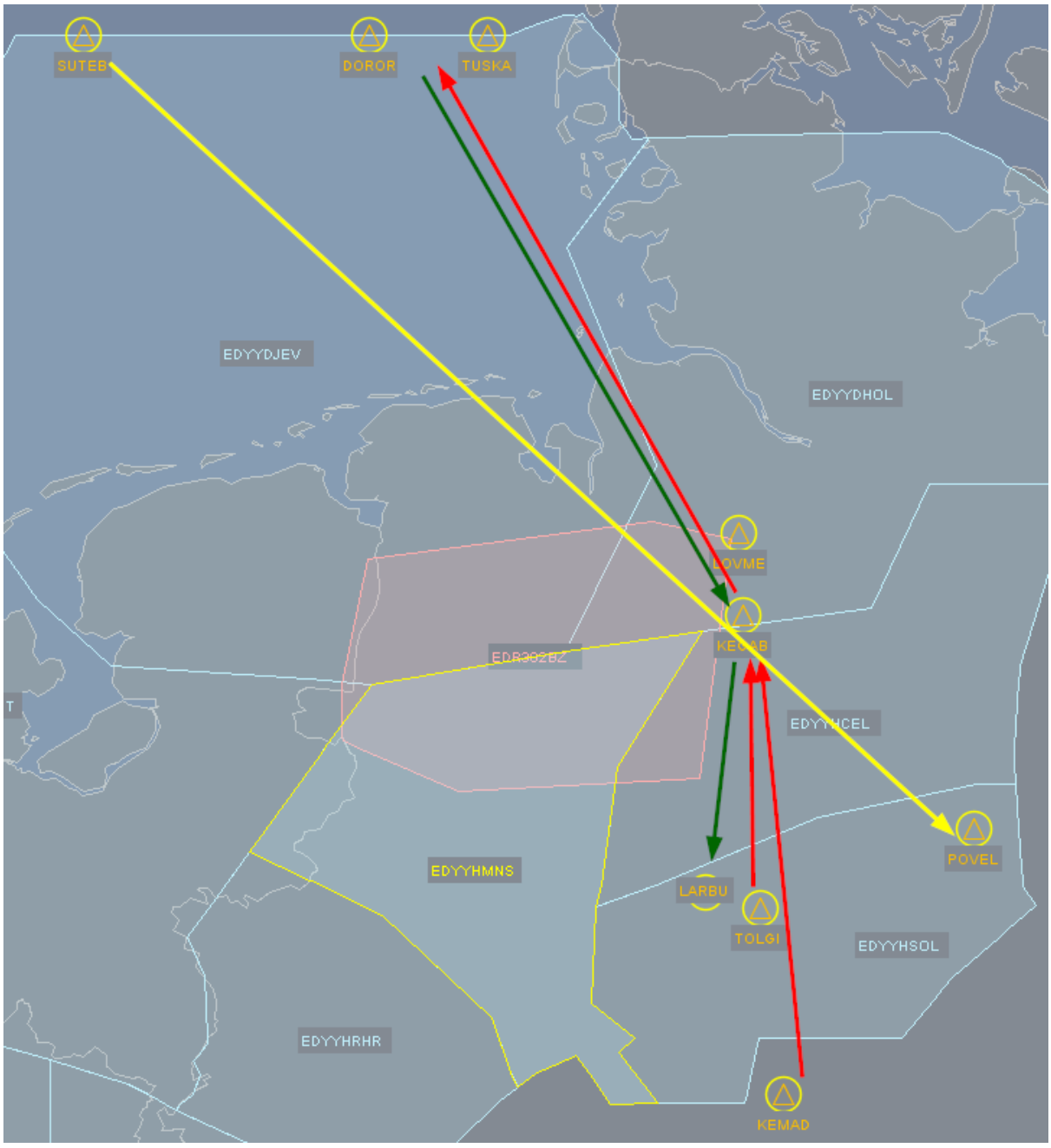
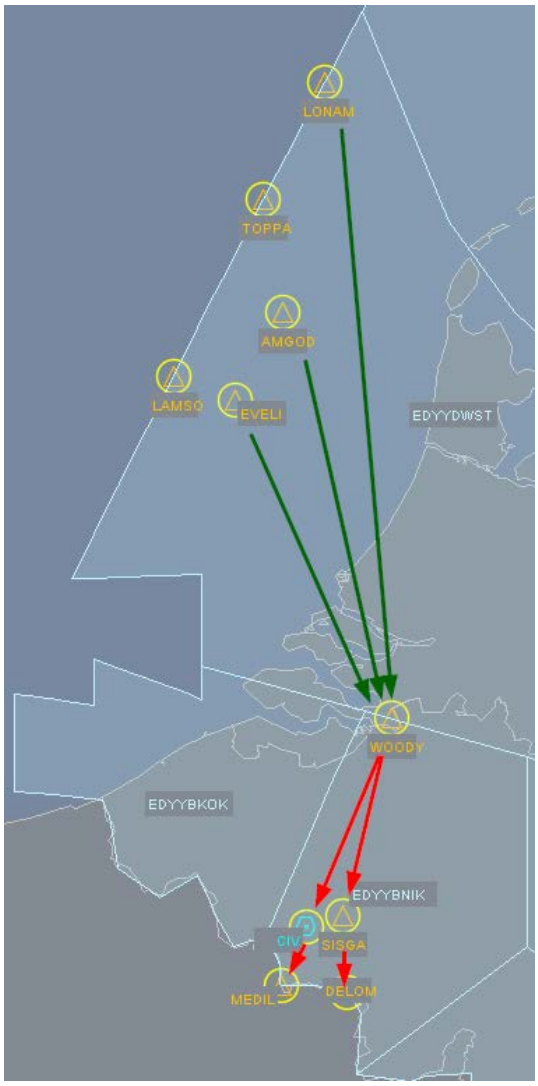


MAASERATI: Southbound flow from Delta sector to Nicky sector via NIK

The changes of the MUAC Koksy sector in context of MAASERATI imply a change to southbound flows which are coming from Scottish FIR via the MUAC Delta sector towards the MUAC Nicky sector and further south towards French airspace (especially ARR LFP* via MOPIL).
It is an existing flight planning requirement (refer to RAD rules YXLF1007 and YX2216) that this flow can not plan via the MUAC Koksy sector to avoid sector occupancies of short duration in an area which is specifically designed for northbound traffic. Due to this, flight plans have to use a FRA intermediate waypoint to avoid entering the Koksy sector by these southbound flights. Nowadays, this intermediate waypoint can be NIK; but after the MAASERATI changes, NIK is no longer suitable.

It is recommended to use WOODY instead of NIK and to replace route segments in your routes and flight planning systems as follows:



Upstream towards WOODY instead of NIK	Downstream after WOODY instead of NIK
LONAM DCT WOODY	WOODY DCT CIV N872 MEDIL (overflights)
TOPPA DCT WOODY TOPPA DCT AMGOD DCT WOODY (when EHD09Z or EHD41DZ is booked)	WOODY DCT SISGA DCT DELOM UZ319 MOPIL (ARR LFP*)
LAMSO DCT EVELI DCT WOODY	WOODY N872 CIV (ARR LFOB / LFOH / LFOI / LFOP / LFRG)

MAASERATI: Northbound flows from Olno sector via Ruhr / Muenster sectors

The MAASERATI changes to the MUAC Ruhr (EDYYHRHR), Muenster (EDYYHMNS) and Delta (EDYYDWST) sectors which are beneficial for the major flows along the southwest axis inside the Delta sector (as explained in a previous chapter) also imply a change to the less significant northbound flows inside the Ruhr / Muenster sectors coming from the Olno sector. These have to use different intermediate waypoints inside the Ruhr / Muenster sectors in order to keep clear of the Delta sector which manages the major southbound flow.

Affected are those flights which enter the airspace of MUAC via ARDEN or via LUTAX and proceed to western Denmark and Norway. These flights would normally use entry points further to the West (e.g. ADUTO) but if it is required or beneficial to plan via ARDEN / LUTAX, following segments are recommended for the trajectory to remain inside the Ruhr / Muenster sectors; not clipping the Delta sector (which is an existing requirement stated in RAD rules YXLF1002 and YX2204).

MUAC FRA Entry	MUAC FRA Exit	Recommended Route Option
ARDEN	TUSKA	ARDEN DCT KOMOB and then UCEDE / LINTU / MALYK and then to exit waypoint
	LUTIR	
	ATTUS	
LUTAX	TUSKA	LUTAX UM163 DIK DCT ARCKY and then UCEDE / LINTU / MALYK and then to exit waypoint
	LUTIR	
	ATTUS	

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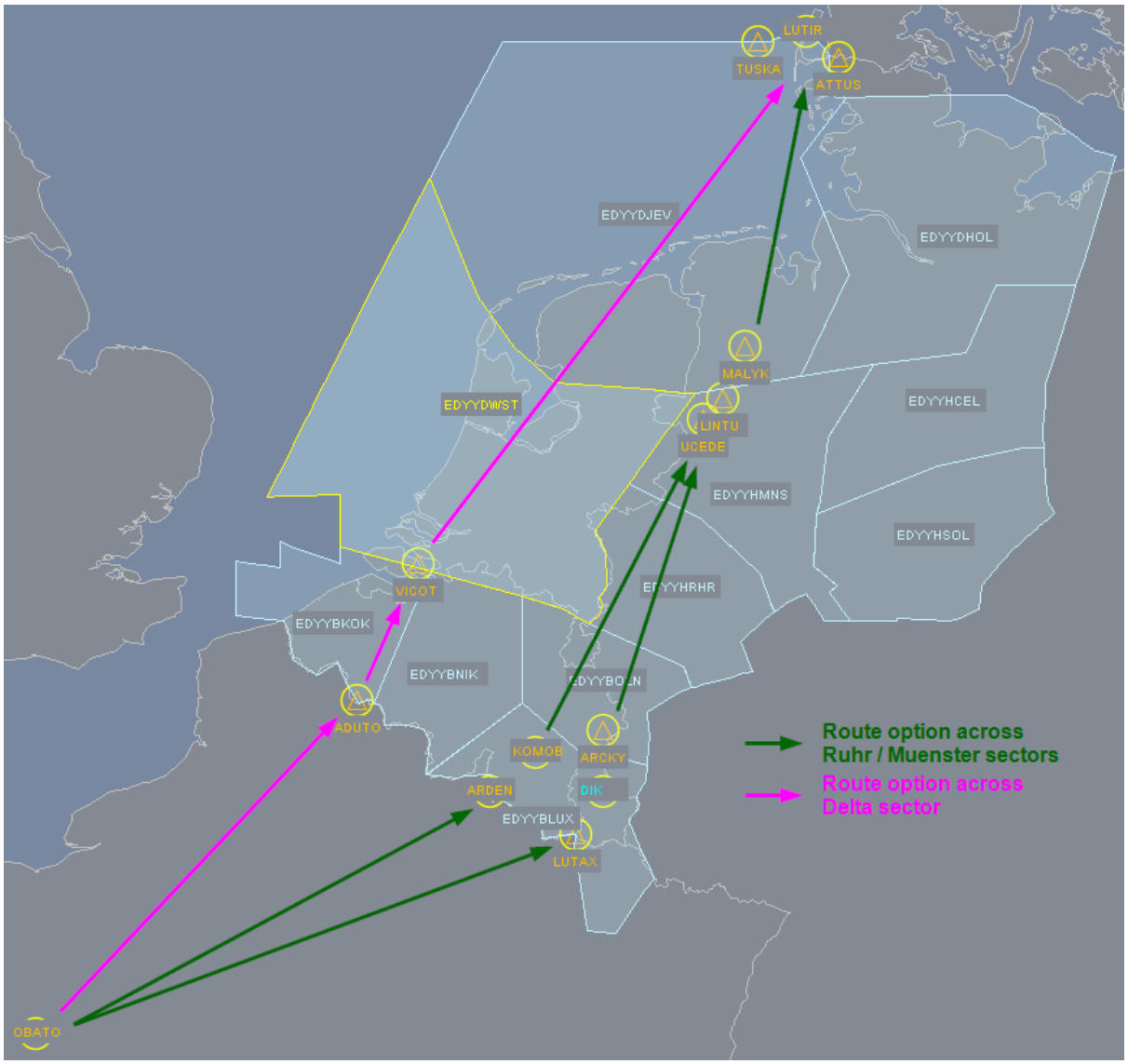


Extension of COVID-19 RAD relaxation measures

The RAD relaxation measures which were introduced in spring 2020, responding to the COVID-19 crisis, are further extended. Initially, all measures were planned until AIRAC 5th November 2020 and published in a separate file on the RAD website.

In autumn 2020, it was decided to extend these measures until AIRAC 25th March 2021. Instead of the separate file, the relaxation was incorporated in the RAD annexes. It is mainly visible in the "Time Applicability" and "Remark" sections where it states that the respective RAD is applicable during "AIRAC MAR – AIRAC OCT" which implies these RADs are not active during the winter period 2020 / 2021 when the traffic demand was still impacted by the COVID-19 pandemic.

The RAD relaxation measures are now further continued until AIRAC 17th June 2021. By this time, all measure and traffic demand will be reviewed again to judge if even further extension is possible. But for now, you will notice in the RAD that MUAC has changed the "Time Applicability" of the RAD rules which are part of the relaxation package to "AIRAC JUN – AIRAC OCT". This implies the respective RAD rule remains inactive until at least AIRAC 17th June 2021.

Southeast bound flights via LONAM / TOPPA to GMH / PODIP

Beside all the benefits coming out of the MAASERATI project, MUAC changes additionally RAD rule YX2264 as follows. The condition that flights via GMH / PODIP can not cross the Muenster (EDYYHMNS) sector before the Frankfurt (EDUUDDM1F) sector of Karlsruhe UAC is removed.

Point or Airspace	Utilization	Operational Goal
(GMH, PODIP)	Not available for traffic 1. Via ~~(~~as:EDYYBUTA~~, EDYYHMNS)~~ and then via as:EDUUFFM1F 2. Via as:EDUUFFM1F and then via (as:EDYYHMNS, EDYYDJEV, EDYYBUTA)	Traffic orientation during day-time. Flights via PODIP, GMH shall not proceed to / come from the Brussels, Muenster or Jever sectors of Maastricht UAC.

This allows following additional southeast bound direct segments entering MUAC via LONAM / TOPPA and exiting via GMH / PODIP:

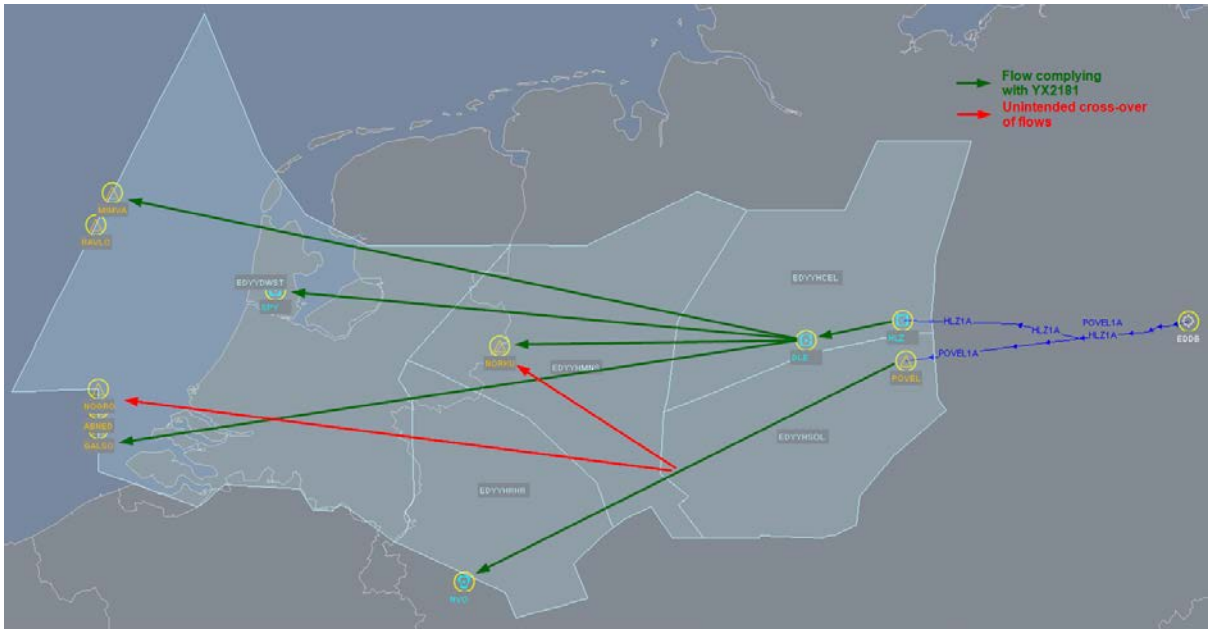
LONAM DCT GMH >> saving potential 2,6NM
LONAM DCT PODIP >> saving potential 1,0NM
TOPPA DCT GMH >> saving potential 0,1NM

Clarification on westbound flows from EDDB

Since the new airport of Berlin opened, which implies also updated SIDs from EDDB towards MUAC entry points POVEL and HLZ, we recognised that some flights use the south-westerly departure route from EDDB to waypoint POVEL, continue on a west to southwest track across the MUAC Solling (EDYYHSOL) sector and turn to the northwest inside the MUAC Muenster (EDYYHMNS) sector. This implies these flights cross the west to northwest orientated flow inside the Muenster sector which is coming from the Celle (EDYYHCEL) sector.

In order to better describe that MUAC entry waypoint POVEL is intended for southwest bound flights and it is preferred to use MUAC entry waypoint HLZ for west / northwest orientated flights, RAD rule YX2181 is updated as below. It states the limitation that flights from EDDB which proceed west via MUAC Delta (EDYYDWST) sector or have their destination aerodrome inside the Amsterdam FIR shall not use POVEL but HLZ as entry point.

Point or Airspace	Utilization	Operational Goal
POVEL	Not available for traffic Via as:EDYYUTA 1. DEP (ad:EDDB, EDDT) and then **a.** via (as:EDYYHCEL, EDUUFUL1U**, EDYYDWST**) **b. ARR as:EHAAFIR** 2. ARR (ad: EDDE, EDDP) via as:EDYYHMNS 3. DEP (ad:EDAC, EDDP) via (as:EKDKBIA, EKDKUA)	To avoid sector clipping. 1. Specified flights shall route via HLZ. 2. Specified flights shall route via DLE. 3. Specified flights shall route via BUMIL or KEMAD.



How to contact Maastricht UAC

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