

## MUAC AO AIRAC 2205 Brief – 19-05-2022

### 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 19-05-2022.

### N125 Dualisation

Maastricht UAC, Bremen ACC and Amsterdam ACC are collaborating on the so-called “N125 Dualisation” which refers to modifications and the realignment of ATS-Route N125 between EEL and WSN.

Currently, N125 is a bi-directional route along which opposite climbing / descending traffic flows can create complex situations for ATC, especially when the German military training area EDR302 (or parts of it) is reserved for military use.

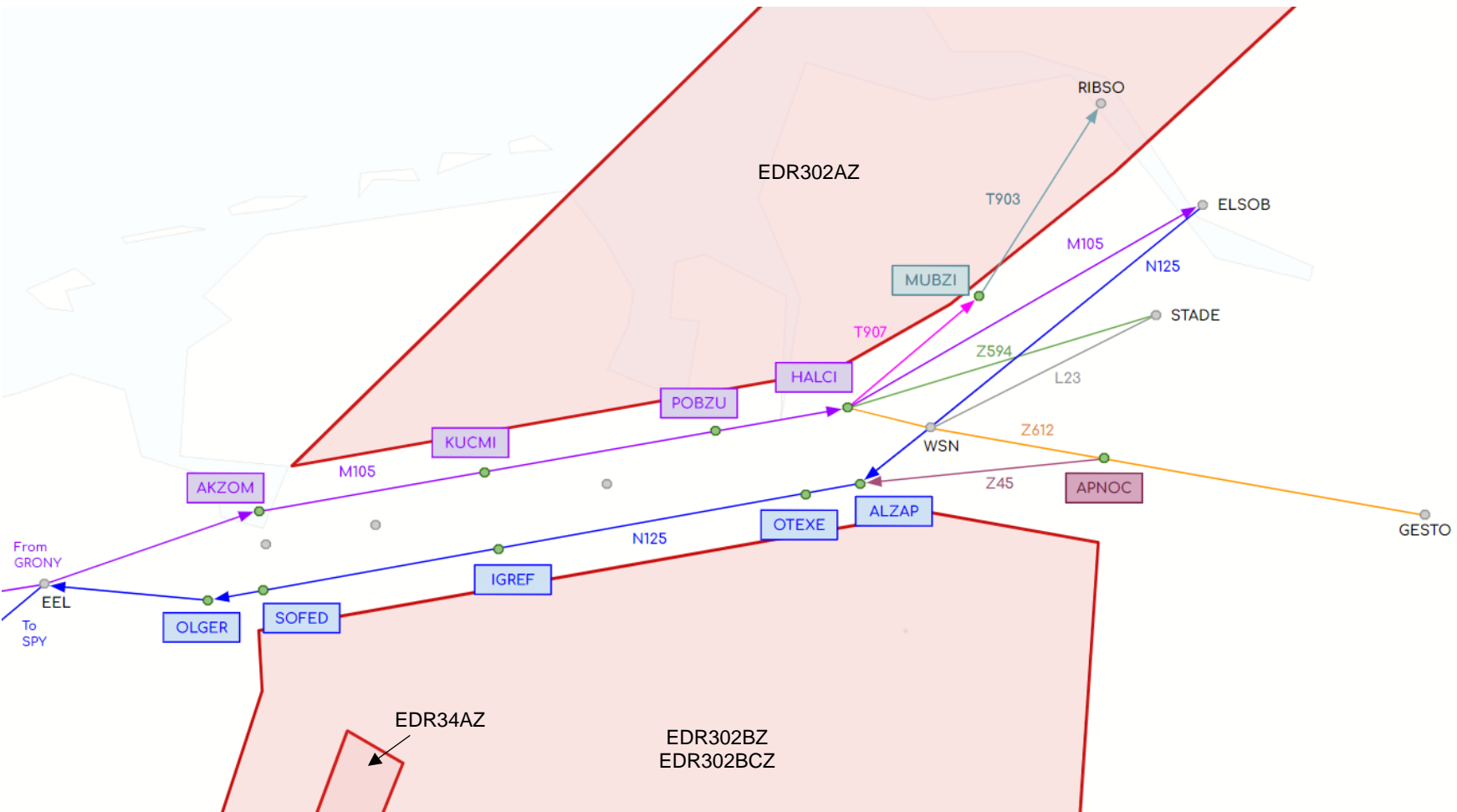
On AIRAC 19<sup>th</sup> May 2022, a dualised route structure is establish. By implementing two laterally spaced uni-directional routes, climbing / descending traffic can be better managed. This has benefits in terms of reduced complexity for ATC which also has positive implications on ATC capacity.

From a flight planning and route distance point of view, the new route structure is more or less equal to the current N125. Some benefits have been achieved for departures from Hamburg which can plan shorter routes towards the Southwest when FBZs EDR302BZ, EDR302BCZ are not reserved for military use:

- 5-7 NM shorter for ARR LFP\* via MOPIL depending on the status of Dutch / Belgian FBZs.
- 4-6 NM shorter towards CIV depending on the status of Dutch / Belgian FBZs.
- 1-2 NM shorter towards GALSO / ABNED / NOGRO.

# MUAC AO AIRAC Brief

## Maastricht Upper Area Control Centre



### N125 Dualisation: Overflights

Overflights across the airspace of MUAC are only affected by the “N125 Dualisation” changes when the FBZs EDR302Z, EDR302AZ, EDR302BZ, EDR302BCZ are reserved for military use. In order to circumnavigate these FBZs and their various configurations, following route options and FRA segments are suggested. For a full list of all possible route options, please refer to the [MUAC FPL Support file](#).

When only the sub-parts EDR302AZ, EDR302BZ or EDR302BCZ are reserved for military use, flights can use any FRA point located on the edges of these FBZs.

- AKZOM, HALCI to circumnavigate EDR302AZ on its southern side
- APNOC, ALZAP, IGERF, OLGGER to circumnavigate EDR302BZ, EDR302BCZ on its northern side

When the full EDR302Z is reserved for military use, flights have to plan along the ATS-Routes which are located between the subparts A and B of the military area. These routes are limited to maximum FL285 when EDR302Z is reserved.

Direction	Upstream MUAC FRA Points	Routings across EDR302Z	Downstream MUAC FRA Points
Eastbound	MAVAS, LAMSO, TOPPA, LONAM, ANDIK, SPY	AKZOM M105 ELSOB	NEBUN, BUMIL, NUSGU
		AKZOM M105 HALCI Z594 STADE	LUWIL, BERIM, AMISO, ROSOK, HAM, RAMAR
		AKZOM M105 HALCI Z612 GESTO	MEGAR, MAKEL, KOKOR, GIMRU, BAGOS, LOMPU
Westbound	MEGAR, MAKEL, KOKOR, GIMRU, BAGOS, LOMPU, GITER, GOBOT, RAXLU, MICOS	ELSOB N125 OLGGER	GALSO, ABNED, NOGRO, KOLAG, GODOS, LONAM, SPY
	BERIM, AMISO, ROSOK, RAMAR	STADE L23 WSN N125 OLGGER	
	NEBUN, BUMIL, NUSGU, LUWIL	GESTO Z612 APNOC Z45 ALZAP N125 OLGGER	

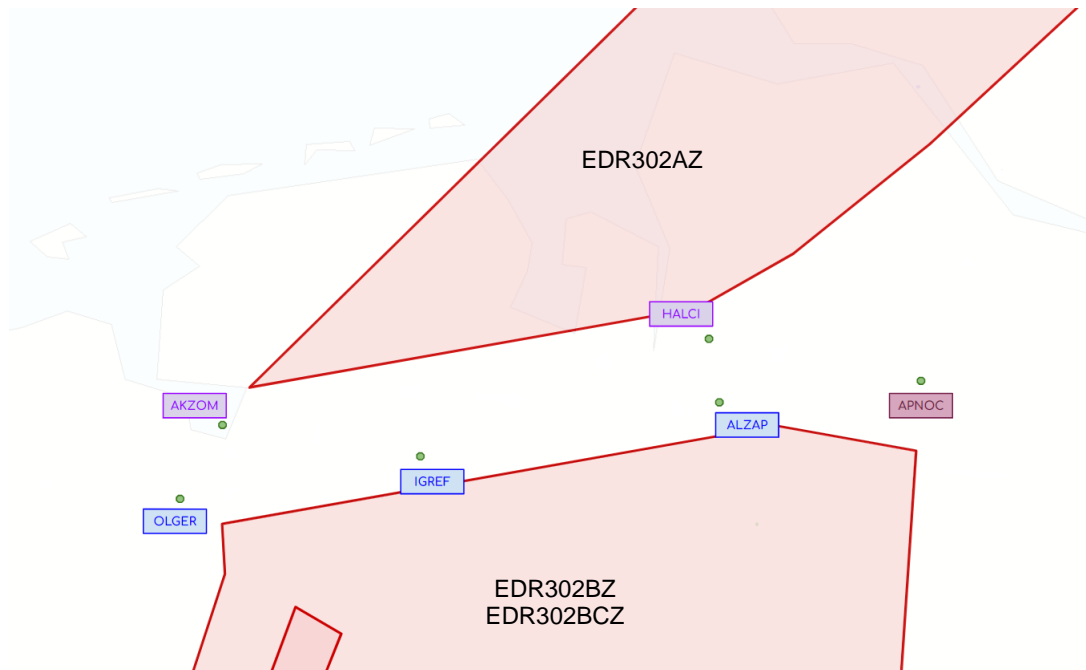


Figure 1 - FRA points for circumnavigation of EDR302AZ, EDR302BZ, EDR302BCZ.

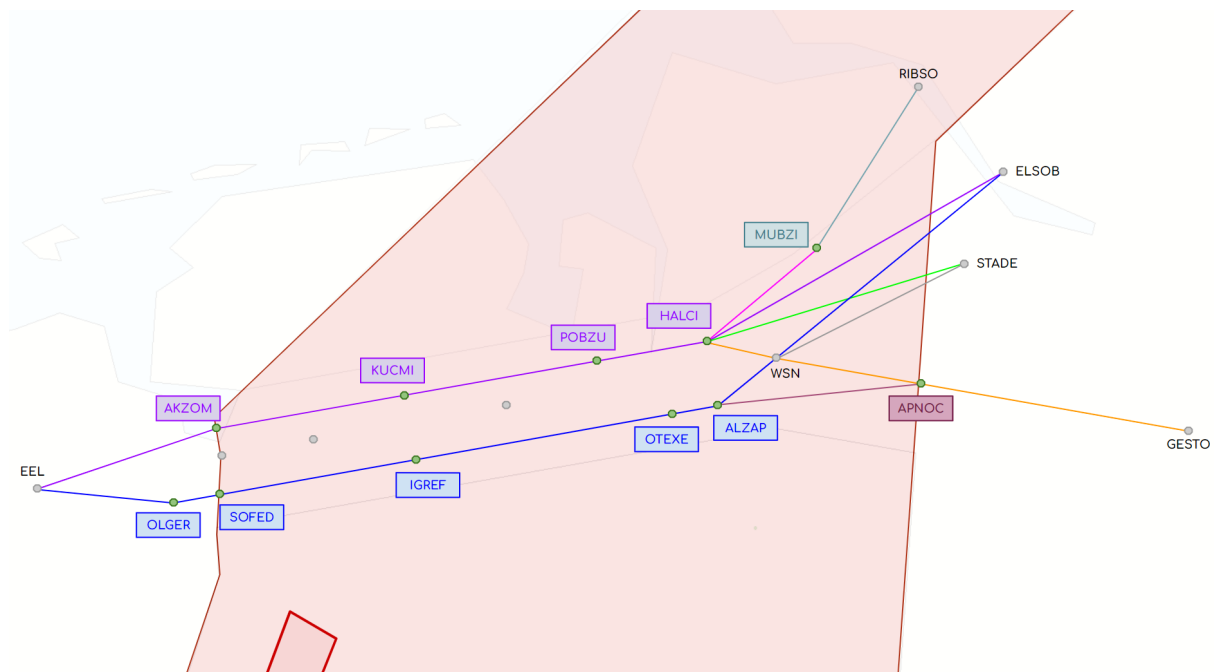


Figure 2 - ATS-Route structure to be used for crossing EDR302Z.

### N125 Dualisation: Arrivals EDDH, EDHI, EDHL, EDHK, EDDW

Arrivals EDDH, EDHI, EDHL, EDHK and EDDW which currently file via MUAC FRA point DOBAK and then along N125, will use the new MUAC FRA point AKZOM and then eastbound along ATS-Route M105 as specified below.

Destination	Current Connecting Route	New Connecting Route
EDDH, EDHI	DOBAK N125 REVLA T907 SORUN T903 RIBSO	AKZOM M105 HALCI T907 MUBZI T903 RIBSO
EDHL	DOBAK N125 REVLA T907 SORUN T903 RIBSO T904 BOGMU	AKZOM M105 HALCI T907 MUBZI T903 RIBSO T904 BOGMU
EDHK	DOBAK N125 RENSU T428 KIL	AKZOM M105 ELSOB N125 RENSU T428 KIL
EDDW	DOBAK N125 AVESA T560 GIBMA	AKZOM M105 HALCI T948 GIBMA

Eastbound FRA segments which nowadays lead towards FRA point DOBAK can be changed towards the new FRA point AKZOM as recommended below (for a more comprehensive overview, please refer to the [MUAC FPL Support file](#)).

MUAC FRA Entry Point	Recommended Routings	Routing Availability
ADUTO	N873 VICOT DCT AKZOM	H24
GIRVI	DCT VICOT DCT AKZOM	Night-Time 23:00..05:00 winter / 22:00..04:00 summer
SOMVA	DCT MAVAS DCT ANDIK DCT AKZOM	H24
	DCT MAVAS DCT AKZOM	When EHTRA10AZ not reserved
LAMSO	DCT PETIK DCT ANDIK DCT AKZOM	H24
	DCT AKZOM	When EHD09Z, EHTRA10AZ not reserved
TOPPA	DCT AMGOD DCT PETIK P154 SPY DCT AKZOM	H24
	DCT AKZOM	When EHD09Z, EHD018Z, EHTRA10AZ not reserved
LONAM	DCT AKZOM	When EHD018Z, EHTRA10AZ, EUCSEA1Z not reserved. H24 alternative via MUAC FRA entry point TOPPA.
DEP EB** and Lille Group via SPY	DCT AKZOM	H24

### N125 Dualisation: Departures EDDH, EDHI, EDHL, EDHK, EDDW

Departure connecting routes for EDDH, EDHI, EDHL, EDHK and EDDW which currently file via N125 towards FRA point DOBAK are truncated. That means that these flights can use Free Route Airspace options earlier compared to today. For this, three new FRA points OLGGER, IGMEM and ALZAP have been created along the realigned ATS-Route N125. This helps to reduce the distance of some flows, especially when the German military training area EDR302B is not reserved.

Destination	Current Connecting Route	New Connecting Route
EDDH, EDHI	WSN N125 DOBAK	WSN N125 IGMEM
EDHL	HAM L23 WSN N125 DOBAK	HAM L23 WSN N125 ALZAP
EDHK	RENSU N125 DOBAK	RENSU N125 ALZAP
EDDW	SID EEL	SOFED N125 OLGGER

Westbound FRA segments which nowadays start at DOBAK can be changed as recommended below (for a more comprehensive overview, please refer to the [MUAC FPL Support file](#)). FRA segments starting at IGMEM and ALZAP are subject to the status of FBZs EDR302Z, EDR302AZ, EDR302BZ or EDR302BCZ. When these are reserved for military use, flights can plan via N125 to OLGGER which is located outside of these FBZs.

MUAC FRA Exit Point	Recommended Routings	Routing Availability
NOGRO ABNED GALSO	(IGMEM, ALZAP) DCT (NOGRO, ABNED, GALSO)	When EDR302Z, EDR302BZ, EDR302BCZ, EDR34AZ not reserved
	(IGMEM, ALZAP) N125 OLGGER DCT (NOGRO, ABNED, GALSO)	H24 (max FL285 when EDR302Z reserved)
	ALZAP DCT PARYD DCT (NOGRO, ABNED, GALSO)	When EDR302Z, EDR302BZ, EDR302BCZ not reserved but EDR34AZ reserved
KOLAG RAVLO	(IGMEM, ALZAP) DCT KOLAG	When EDR302Z and Dutch FBZs not reserved
	(IGMEM, ALZAP) DCT SPY DCT RAVLO	When EDR302Z, EDR302BZ, EDR302BCZ not reserved
	(IGMEM, ALZAP) N125 OLGGER DCT KOLAG	When Dutch FBZs not reserved (max FL285 when EDR302Z reserved)
	(IGMEM, ALZAP) N125 OLGGER DCT SPY DCT RAVLO	H24 (max FL285 when EDR302Z reserved)
MIMVA	(IGMEM, ALZAP) DCT MIMVA	When EDR302Z and Dutch FBZs not reserved
	(IGMEM, ALZAP) DCT SPY L602 MIMVA	When EDR302Z, EDR302BZ, EDR302BCZ not reserved
	(IGMEM, ALZAP) N125 OLGGER DCT MIMVA	When Dutch FBZs not reserved (max FL285 when EDR302Z reserved)
	(IGMEM, ALZAP) N125 OLGGER DCT SPY L602 MIMVA	H24 (max FL285 when EDR302Z reserved)

MUAC FRA Exit Point	Recommended Routings	Routing Availability
GODOS	(IGREF, ALZAP) DCT GODOS	When EDR302Z, EDR302AZ and Dutch FBZs not reserved
	(IGREF, ALZAP) DCT SPY L602 SUPUR P1 GODOS	When EDR302Z, EDR302BZ, EDR302BCZ not reserved
	(IGREF, ALZAP) N125 OLGGER DCT GODOS	When Dutch FBZs not reserved (max FL285 when EDR302Z reserved)
	(IGREF, ALZAP) N125 OLGGER DCT SPY L602 SUPUR P1 GODOS	H24 (max FL285 when EDR302Z reserved)
	ALZAP DCT AKZOM DCT GODOS	When EDR302Z and FBZs not reserved
LONAM	(IGREF, ALZAP) DCT LONAM	When EDR302Z, EDR302AZ and FBZs not reserved
	(IGREF, ALZAP) DCT AKZOM DCT LONAM	When EDR302Z and FBZs not reserved
	(IGREF, ALZAP) N125 OLGGER DCT LONAM	When FBZs not reserved (max FL285 when EDR302Z reserved)
MEDIL	(IGREF, ALZAP DCT EMMUN) DCT CIV N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ EHTRA12AZ, EBTRANB not reserved
	(IGREF, ALZAP DCT EMMUN) DCT GISEB DCT CIV N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ, EBTRANB not reserved but EHTRA12AZ reserved
	(IGREF, ALZAP DCT EMMUN) DCT WOODY N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ, EHTRA12AZ not reserved but EBTRANB reserved
	(IGREF, ALZAP DCT EMMUN) DCT GISEB DCT WOODY N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ not reserved but EHTRA12AZ, EBTRANB reserved
	(IGREF, ALZAP) DCT PARYD DCT CIV N872 MEDIL	When EDR34AZ, EDR302Z, EDR302BZ, EDR302BCZ EHTRA12AZ, EBTRANB not reserved
	(IGREF, ALZAP) DCT PARYD DCT GISEB DCT CIV N872 MEDIL	When EDR34AZ, EDR302Z, EDR302BZ, EDR302BCZ, EBTRANB not reserved but EHTRA12AZ reserved
	(IGREF, ALZAP) DCT PARYD DCT WOODY N872 MEDIL	When EDR34AZ, EDR302Z, EDR302BZ, EDR302BCZ, EHTRA12AZ not reserved but EBTRANB reserved
	(IGREF, ALZAP) DCT PARYD DCT GISEB DCT WOODY N872 MEDIL	When EDR34AZ, EDR302Z, EDR302BZ, EDR302BCZ not reserved but EHTRA12AZ, EBTRANB reserved
	(IGREF, ALZAP) N125 OLGGER DCT CIV N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ reserved (max FL285 when EDR302Z reserved) but EHTRA12AZ, EBTRANB not reserved

MUAC FRA Exit Point	Recommended Routings	Routing Availability
	(IGREF, ALZAP) N125 OLGEB DCT GISEB DCT CIV N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ, EHTRA12AZ reserved (max FL285 when EDR302Z reserved) but EBTRANB not reserved
	(IGREF, ALZAP) N125 OLGEB DCT WOODY N872 MEDIL	When EDR302Z, EDR302BZ, EDR302BCZ, EBTRANB reserved (max FL285 when EDR302Z reserved) but EHTRA12AZ not reserved
	(IGREF, ALZAP) N125 OLGEB DCT GISEB DCT WOODY N872 MEDIL	H24 (max FL285 when EDR302Z reserved)
ARR EB** and Lille Group via SUSET	(IGREF, ALZAP) DCT SUSET	When EDR302Z, EDR302BZ, EDR302BCZ not reserved
	(IGREF, ALZAP) N125 OLGEB DCT SUSET	H24 (max FL285 when EDR302Z reserved)
	ALZAP DCT PARYD DCT SUSET	When EDR34AZ reserved
ARR LFP* via NILEM	(IGREF, ALZAP) DCT EMMUN DCT BUB DCT NILEM	When EDR302Z, EDR302BZ, EDR302BCZ, EDR34AZ as well as Dutch and Belgian FBZs not reserved.
	(IGREF, ALZAP) DCT PARYD DCT BUB DCT NILEM	When EDR34AZ reserved
	(IGREF, ALZAP) N125 OLGEB DCT BUB DCT NILEM	When EDR302BZ, EDR302BCZ reserved (max FL285 when EDR302Z reserved)
ARR LFP* via DELOM	(IGREF, ALZAP DCT EMMUN) DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ, EDR34AZ, EHTRA12AZ, EBTRANB not reserved
	(IGREF, ALZAP DCT EMMUN) DCT GISEB DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ not reserved but EHTRA12AZ reserved
	(IGREF, ALZAP DCT EMMUN) DCT WOODY DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ not reserved but EBTRANB reserved
	(IGREF, ALZAP DCT EMMUN) DCT GISEB DCT WOODY DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ not reserved but EHTRA12AZ, EBTRANB reserved
	(IGREF, ALZAP) N125 OLGEB DCT DENOX DCT SISGA DCT DELOM	When EDR302BZ, EDR302BCZ reserved (max FL285 when EDR302Z reserved) but EHTRA12AZ, EBTRANB not reserved
	(IGREF, ALZAP) N125 OLGEB DCT GISEB DCT DENOX DCT SISGA DCT DELOM	When EDR302BZ, EDR302BCZ, EHTRA12AZ reserved (max FL285 when EDR302Z reserved) but EBTRANB not reserved



MUAC FRA Exit Point	Recommended Routings	Routing Availability
	(IGREF, ALZAP) N125 OLGAR DCT WOODY DCT DENOX DCT SISGA DCT DELOM	When EDR302BZ, EDR302BCZ, EBTRANB reserved (max FL285 when EDR302Z reserved) but EHTRA12AZ not reserved
	(IGREF, ALZAP) N125 OLGAR DCT GISEB DCT WOODY DCT DENOX DCT SISGA DCT DELOM	H24 (max FL285 when EDR302Z reserved)
	(IGREF, ALZAP) DCT PARYD DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ, EHTRA12AZ, EBTRANB not reserved but EDR34AZ reserved
	(IGREF, ALZAP) DCT PARYD DCT GISEB DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ, EBTRANB not reserved but EDR34AZ, EHTRA12AZ reserved
	(IGREF, ALZAP) DCT PARYD DCT WOODY DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ, EHTRA12AZ not reserved but EDR34AZ, EBTRANB reserved
	(IGREF, ALZAP) DCT PARYD DCT GISEB DCT WOODY DCT DENOX DCT SISGA DCT DELOM	When EDR302Z, EDR302BZ, EDR302BCZ not reserved but EDR34AZ, EHTRA12AZ, EBTRANB reserved

### N125 Dualisation: Departures EHAM, EHRD, EHLE

Departures EHAM, EHRD and EHLE which currently file via MUAC FRA point DOBAK will use the new MUAC FRA point AKZOM. AKZOM is connected to EEL via the realigned ATS-Route M105.

Departure	Current Connecting Route	New Connecting Route
EHAM, EHRD, EHLE	GRONY N873 EEL N125 DOBAK	GRONY N873 EEL M105 AKZOM

Eastbound FRA segments which nowadays start at DOBAK can be changed as recommended below (for a more comprehensive overview, please refer to the [MUAC FPL Support file](#)). Depending on the status of military training areas, flights via AKZOM need to follow ATS-Route M105 further to the east and then connect to Free Route Airspace options at intermediate waypoints HALCI, ELSOB, STADE or GESTO.

MUAC FRA Exit Point	Recommended Routings	Routing Availability
NEBUN	AKZOM DCT	When EDR302Z, EDR302AZ, EDR302BZ, EDR302BCZ not reserved
	AZKOM DCT APNOC DCT	When EDR302BZ, EDR302BCZ reserved
	AKZOM M105 HALCI DCT	When EDR302AZ reserved
	AKZOM M105 HALCI Z612 GESTO Z870	H24 (max FL285 when EDR302Z reserved)
BUMIL	AKZOM DCT	When EDR302Z, EDR302AZ, EDR302BZ, EDR302BCZ not reserved
	AZKOM DCT APNOC DCT	When EDR302BZ, EDR302BCZ reserved
	AKZOM M105 HALCI DCT	When EDR302AZ reserved
	AKZOM M105 HALCI Z612 GESTO DCT	H24 (max FL285 when EDR302Z reserved)
NUSGU	AKZOM DCT	When EDR302Z, EDR302AZ not reserved
	AKZOM M105 HALCI DCT	When EDR302AZ reserved
	AKZOM M105 HALCI Z612 GESTO DCT	H24 (max FL285 when EDR302Z reserved)
LUWIL AMISO BERIM ROSOK	AKZOM DCT	When EDR302Z, EDR302AZ not reserved
	AKZOM M105 HALCI DCT	When EDR302AZ reserved
	AKZOM M105 HALCI Z564 STADE DCT	H24 (max FL285 when EDR302Z reserved)
MEGAR MAKEL KOKOR	AKZOM DCT	When EDR302Z, EDR302AZ, EDR10, EDD19 not reserved
	AKZOM DCT AMICH DCT	When EDR10, EDD19 reserved
	AKZOM M105 ELSOB DCT	H24 (max FL285 when EDR302Z reserved)

### N125 Dualisation: Arrivals EHAM, EHRD

Arrivals to EHAM, EHRD and EHLE which plan via MUAC FRA point EEL are only affected by the “N125 Dualisation” changes when the FBZs EDR302Z or EDR302AZ are reserved. Flights which are entering the MUAC Holstein sector east of those FBZs have to plan via one of the following routings towards EEL:

- ELSOB N125 EEL
- APNOC Z45 ALZAP N125 EEL
- STADE L23 WSN N125 EEL

Following table summarises the route options for MUAC FRA entry points located east of these military training areas. Flights entering the Holstein sector west of these FBZs via MUAC FRA points ALASA, AMRAK, KESUR, DEMIR, GOLEN, DHE, DOSUR are not affected by the “N125 Dualisation”.

MUAC FRA Entry Point	Recommended Routings	Routing Availability
NEBUN	DCT EEL	When EDR302Z, EDR302BZ, EDR302BCZ not reserved
	DCT APNOC DCT EEL	When EDR302BZ, EDR302BCZ reserved
	Z870 GESTO Z612 APNOC Z45 ALZAP N125 EEL	H24 (max FL285 when EDR302Z reserved)
BUMIL NUSGU	DCT EEL	When EDR302Z, EDR302BZ, EDR302BCZ not reserved
	DCT APNOC DCT EEL	When EDR302BZ, EDR302BCZ reserved
	DCT GESTO Z612 APNOC Z45 ALZAP N125 EEL	H24 (max FL285 when EDR302Z reserved)
LUWIL	DCT EEL	When EDR302Z not reserved
	DCT STADE L23 WSN N125 EEL	H24 (max FL285 when EDR302Z reserved)
BERIM AMISO ROSOK	DCT EEL	When EDR302Z, EDR302AZ not reserved
	DCT HALCI DCT EEL	When EDR302AZ reserved
	DCT STADE L23 WSN N125 EEL	H24 (max FL285 when EDR302Z reserved)
MAKEL MEGAR KOKOR	DCT EEL	When EDR302Z, EDR302AZ, EDR10BZ not reserved
	DCT AMICH DCT EEL	When EDR10BZ reserved
	DCT ELSOB DCT HALCI DCT EEL	When EDR302AZ reserved
	DCT ELSOB N125 EEL	H24 (max FL285 when EDR302Z reserved)
BAGOS GIMRU LOMPU	DCT EEL	When EDR302Z, EDR302AZ, EDR10 not reserved
	DCT MICOS DCT ELSOB DCT EEL	When EDR10 reserved
	DCT MICOS DCT ELSOB DCT HALCI DCT EEL	When EDR302AZ reserved
	DCT MICOS DCT ELSOB N125 EEL	H24 (max FL285 when EDR302Z reserved)

### N125 Dualisation: Departures EHGG

Departures EHGG which currently file via N125 towards MUAC FRA point WSN will use the new MUAC FRA point HALCI located on ATS-Route M105. In order to connect the endpoint of the SID at DOBAK to M105, a new transition route Y200 is created.

Departure	Current Connecting Route	New Connecting Route
EHGG	EEL N125 WSN	DOBAK Y200 KUCMI M105 HALCI

Eastbound FRA segments which nowadays start at FRA point WSN can be changed as recommended below (for a more comprehensive overview, please refer to the [MUAC FPL Support file](#)).

MUAC FRA Exit Point	Recommended Routings	Routing Availability
NEBUN	HALCI DCT	When EDR302Z not reserved
	HALCI Z612 GESTO Z870	H24 (max FL285 when EDR302Z reserved)
BUMIL NUSGU	HALCI DCT	When EDR302Z not reserved
	HALCI Z612 GESTO DCT	H24 (max FL285 when EDR302Z reserved)
LUWIL BERIM AMISO ROSOK	HALCI DCT	When EDR302Z not reserved
	HALCI Z594 STADE DCT	H24 (max FL285 when EDR302Z reserved)
MAKEL MEGAR KOKOR	HALCI DCT	When EDR302Z, EDR302AZ not reserved
	HALCI M105 ELSOB DCT	H24 (max FL285 when EDR302Z reserved)

### N125 Dualisation: Arrivals EHGG, EHLE

Arrivals EHGG and EHLE which currently file via MUAC FRA point WSN and then along N125 will have two upstream FRA point options in order to connect to the modified N125.

Destination	Current Connecting Route	New Connecting Route
EHGG	WSN N125 DOBAK	APNOC Z45 ALZAP N125 IREF T968 DOBAK
		ELSOB N125 IREF T968 DOBAK
EHLE	WSN N125 EEL	APNOC Z45 ALZAP N125 EEL
		ELSOB N125 EEL

Westbound FRA segments which nowadays lead towards FRA point WSN can be changed towards the new FRA points APNOC and ELSOB as recommended below (for a more comprehensive overview, please refer to the [MUAC FPL Support file](#)).

MUAC FRA Entry Point	Recommended Routings	Routing Availability
NEBUN BUMIL NUSGU LUWIL BERIM	DCT APNOC	H24
BERIM LUWIL AMISO ROSOK MAKEL MEGAR KOKOR	DCT ELSOB	H24
GIMRU LOMPU	DCT ELSOB	When EDR302Z, EDR302AZ not reserved
	DCT MICOS N850 ELSOB	H24
BAGOS	DCT ELSOB	When EDR302Z, EDR302AZ not reserved
	N850 ELSOB	H24

### **Fly-By turns along the westbound flow via NOSPA - DIK - TOLVU**

It has been observed that some aircraft types perform a wide fly-by turn at waypoint NOSPA when proceeding westbound via NOSPA and then via DIK. This can lead to cases of flights getting into close proximity to the military training area ED-R305 or even infringing it.

In order to make the fly-by turn arc smaller, it is requested that routes are planned via the additional intermediate waypoint BITBU in between NOSPA and DIK. This has no impact on flight efficiency as the distance between NOSPA and DIK is not increased by inserting BITBU in between. However, it helps the aircraft avionics and tactical handling of such flights by ATC.

- It is recommended to plan via:  
**NOSPA DCT BITBU DCT DIK UN857 TOLVU**
- Alternative option via ATS-Route:  
NOSPA UN857 TOLVU
- When EDR305Z is not reserved, a shorter route option via BETEX is available (min FL355):  
BETEX DCT IDOSA UN857 TOLVU

### How to contact Maastricht UAC

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

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

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