

Belgian Airspace Files

Files: BELLUX_WEEKEND_yyyymmdd.TXT
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Including airspace amendments Airac & non-Airac up to creation date.

Unofficial, use at own risk and under own responsibility.

- **The weekend file** gives the Belgian Airspace below FL 90, by day when no military activity exists, excluding Airways and most warning zones for air sports. LFA Golf 1 (class G) is activated, raising the normal level for class G airspace to FL 50 (glider sector without airspace warning) inside this area. The Belgian border is made visible by creating a layer corresponding with the Belgian LCTA between FL 90 en FL 95, encompassing every other type of airspace at these levels. The LCTA below FL 90 has been fragmented in various horizontal layers and areas, according to locations corresponding to the LFA Golf system.
- The LFA Golf 2 and 5 areas (these areas are class G when active) and the 2 « Beauvechain Climb-out sectors » (where 2 = Beauvechain Gliding Sector), are defined as class C controlled airspace, causing an airspace warning when penetrated. They can then be manually deactivated by the pilot in flight, when he has ascertained that they are cleared for the day and are thus accessible without clearance. The areas are called:
 - BRUSSELS LCA - switch off if **LFA G2 NORTH** active
 - BRUSSELS LCA - switch off if **LFA G2 SOUTH** active
 - BRUSSELS LCA - switch off if **LFA G2 WEST** active
 - BRUSSELS LCA - switch off if **LFA G5 EAST** active
 - BRUSSELS LCA - switch off if **LFA G5 WEST** active
 - BXL TMA 8 to Beauvechain climb-out1 - SWITCH OFF if gliding active
 - BXL TMA 8 to Beauvechain Gliding Sector - SWITCH OFF if gliding active
- LFA Golf 3 area (class G when active) has not been isolated the same way, but has simply been defined as glider airspace. This will probably trigger an airspace warning above FL50 if and when LFA Golf 2 South has not been activated. This area is called: **LFA G3 VERVIERS**
- The same is true for the **Glider Area Saint-Hubert, La Roche, Malmédy and Bertrix**, which are activated on weekdays by day (see AIP SUP). They are activated by NOTAM and may be raised to a higher level. Transponder is sometimes mandatory.
- **The file for weekdays** is rather complex, be very careful when using it. It is complete up to FL95, but airways and most air sports areas are excluded. It can be used, if transponder equipped, to navigate through controlled airspace with the necessary clearances. All military areas with restrictions are included, even if only sporadically activated by NOTAM.
- **Given the complexity of the Belgian Airspace, the use of recent maps and knowledge of Belgian procedures is mandatory, as is reading the daily NOTAMs. OpenAir files are provided for sporting purposes only, they have no legal value.**
- **Outside normal hours of military activity, Air Force bases Kleine Brogel and Florennes are alternating in immediate readiness. CTR, TMA et CTA of the “not in immediate readiness” airbase can be ignored (but the P and R areas remain). To cross the CTR, TMA and CTA of the base in immediate readiness, one has to listen on the respective TWR frequency, and be prepared to clear the area immediately if activated.**
- **Activation of LFA Golf areas and the actual readiness status of Florennes or Kleine Brogel can be found here: <https://www.lvzc.be/index.php/luchtruim/lfa-golf-status> (in Dutch, but easy to understand).**