

Belgian Airspace Files

Files: BELLUX_WEEKEND_yyyymmdd.TXT
BELLUX_WEEK_yyyymmdd.TXT
BELLUX_WEEK_GAA_yyyymmdd.TXT

Including airspace amendments Airac & non-Airac up to creation date.

Unofficial, without any form of warranty. Use at own risk and under own responsibility.

- **The weekend file** gives the Belgian Airspace below FL 95, by day when no military activity exists, excluding Airways and most warning zones for air sports. LFA Golf 1 (class G) airspace is activated, raising the normal level for class G airspace to FL 55 (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 1 95, encompassing every other type of airspace at these levels. The LCTA below FL 95 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 FL55 if and when LFA Golf 2 South has not been activated. This area is called: **LFA G3 VERVIERS**

THERE NO LONGER IS ANY SAFETY MARGIN FOR ALTITUDE INCLUDED IN THIS FILE FOR THE UPPER LIMIT OF THE LFA GOLF AREAS. SELECT YOUR OWN MARGIN!

- **The file for weekdays “ALL”** is rather complex, be very careful when using it. It should be complete up to FL95. All military areas with restrictions are included, even if only sporadically activated by NOTAM, but airways and most air sports areas are excluded. It should always be used if **the Glider Areas in the Ardennes are NOT active**.
- **The file for weekdays “GAA”** can be used on **weekdays between April 1st and September 30th**, if and when **the Glider Area Saint-Hubert, La Roche and Malmédy are activated by NOTAM**. This activation being incompatible with certain military areas, these are absent from this file, as are all HTA with upper limit 250 ft and all LFA with upper limit 500 ft.
- **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 out 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).**