



MAASTRICHT UAC – BRUSSELS ACC

POLICY

REVISION 1.0

Effective 15 February 2026

1. Control Pages

a. Document Identification

Document Identification	
Type	Policy
Version	1.0
Issue Date	11 FEB 2026
Identification	BELUX-POL-UAC-ACC

b. Revision Records

Revision number	Date	Description of Change	Author
1.0	11 FEB 2026	Initial Release	Steven Fauconnier

2. Exclusion of Liability

1. The content of this document is for use on the VATSIM network only. Anything within it should not be used outside of the network.
2. The information published within by Belux vACC is provided without any warranty. Belux vACC accepts no responsibility for the currency, accuracy or quality of the information provided within this document.
3. The active version of this document should be found on the beluxvacc.org website.
4. Should there be any conflicts between this policy and a policy released and maintained by the VATSIM Board of Governors, the VATSIM Europe, Middle East and Africa Region, or the VATSIM Europe Division, the higher standing document shall take precedence. Such discrepancies shall be reported to the Belux vACC Director.
5. The document is not controlled when distributed.

3. Scope and Purpose

1. The Maastricht UAC – Brussels ACC Policy (MUBAP) defines how the Maastricht UAC sectors, as implemented over Belgium and Luxembourg by the Belux vACC Navigation department (or, when vacant, the Belux vACC Director), must be used for virtual air traffic control within VATSIM.
2. In addition, MUBAP also establishes the framework for the use of the EBBU_LOW_CTR (Brussels Control) sector, which became effective on January 22nd, 2026, on the VATSIM network.
3. The overall objective of this policy is to support the operational arrangements developed to meet the needs of Belux vACC, while ensuring continued compliance with the VATSIM Global Controller Administration Policy (GCAP).

4. Policy

a. Maastricht UAC sectors

1. In accordance with VATSIM GCAP section 4.6(c), a position that does not provide top-down service to its underlying positions may be defined, but it may only be operated concurrently with a position that does provide such top-down service, or as a designated Super Center¹².

2. By way of derogation from paragraph 1, and pursuant to VATSIM GCAP section 4.6(c), a subdivision may authorize the temporary independent use of such a position to support an event or other time-limited traffic demand.

3. The Belux vACC Navigation Department (or, when vacant, the Belux vACC Director) shall create, maintain, and publish a list of the Maastricht UAC sectors, as implemented over Belgium and Luxembourg, within VATSIM.

4. The Belux vACC ATC Training Department (or, when vacant, the Belux vACC Director) shall create, maintain, and publish a roster of VATSIM virtual air traffic controllers who are endorsed to operate these sectors.

5. Any VATSIM virtual air traffic controller holding the required endorsement may operate the Maastricht UAC sectors over Belgium and Luxembourg, which are positions that do not provide top-down service, provided that at least one of the following conditions is met:

- One or more Belux vACC airport(s) is/are participating in an event hosted on the VATSIM network, thereby making Belux vACC a participating subdivision³; or
- One or more VATSIM events are generating, or are expected to generate, substantial overflying traffic within the Maastricht UAC sectors over Belgium and Luxembourg, such that the provision of normal top-down service is no longer feasible.

6. Any VATSIM virtual air traffic controller invoking paragraph 5 shall limit the duration of this derogation from standard top-down service. The derogation may only be applied from 30 minutes prior to the start of the relevant event(s) until 45 minutes after the conclusion of the event(s).

7. This policy shall be effective as from February 15th, 2026.

¹ VATSIM GCAP – Section 5.6

² It is noted that the Maastricht UAC sectors are not designated as Super Centers.

³ Events in which Belux vACC is participating will be announced on the VATSIM – Events page (<https://vatsim.net/events/>) and/or the Belux vACC Discord Server (access via the VATSIM Community Hub – <https://community.vatsim.net>)

b. EBBU_LOW_CTR (Brussels Control) sector

1. The Belux vACC ATC Training Department (or, when vacant, the Belux vACC Director) shall create, maintain, and publish a roster of VATSIM virtual air traffic controllers who are endorsed to operate the EBBU_LOW_CTR sector.
2. Any VATSIM virtual air traffic controller holding the required endorsement may operate the EBBU_LOW_CTR sector at their discretion.
3. Notwithstanding paragraph 2, the preferred default sectors within the Brussels FIR (<FL245) remain EBBU_W_CTR and EBBU_E_CTR, respectively, with the former taking precedence over the latter.
4. The EBBU_LOW_CTR sector is intended to be operated by a single VATSIM virtual air traffic controller and shall not be further subdivided.
5. The Belux vACC Navigation Department (or, when vacant, the Belux vACC Director) shall create, maintain, and publish a list of approved sector splits of the Brussels ACC and Maastricht UAC sectors, as implemented over Belgium and Luxembourg, within VATSIM.
6. Notwithstanding paragraphs 2 and 5, when the EBBU_LOW_CTR sector is online, no other VATSIM virtual air traffic controller holding the required endorsement may connect to another sector within the Brussels FIR (<FL245). The EBBU_LOW_CTR sector shall only be online solo or in combination with one or more online Maastricht UAC sectors.
7. This policy shall be effective as from February 15th, 2026.