

# Letter of Agreement

IVAO – German & France Divisions



Name: **LOA-EDGG-LFEE\_EN**

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Validity: **permanent**

Contrib.: LFEE-CH, LFEE-ACH, EDGG-CH, EDGG-ACH, FR-AOC, FR-AOAC, DE-AOC, DE-AOAC

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Object: LoA between the Langen FIR (EDGG) and the Reims FIR (LFEE)

## 1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between the **Langen FIR** and the **Reims FIR** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rule.

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO member providing ATS within and active ATC position concerned by this LOA.

## 2. General procedures

Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither need approval nor acknowledgement by receiving sector.

Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level** and, in case the transfer point is not defined within this LOA, **at latest ten (10) miles before the airspace limits**.

Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

**FL250 is not available as cruising level in Langen FIR.**

### 3. ATC units description

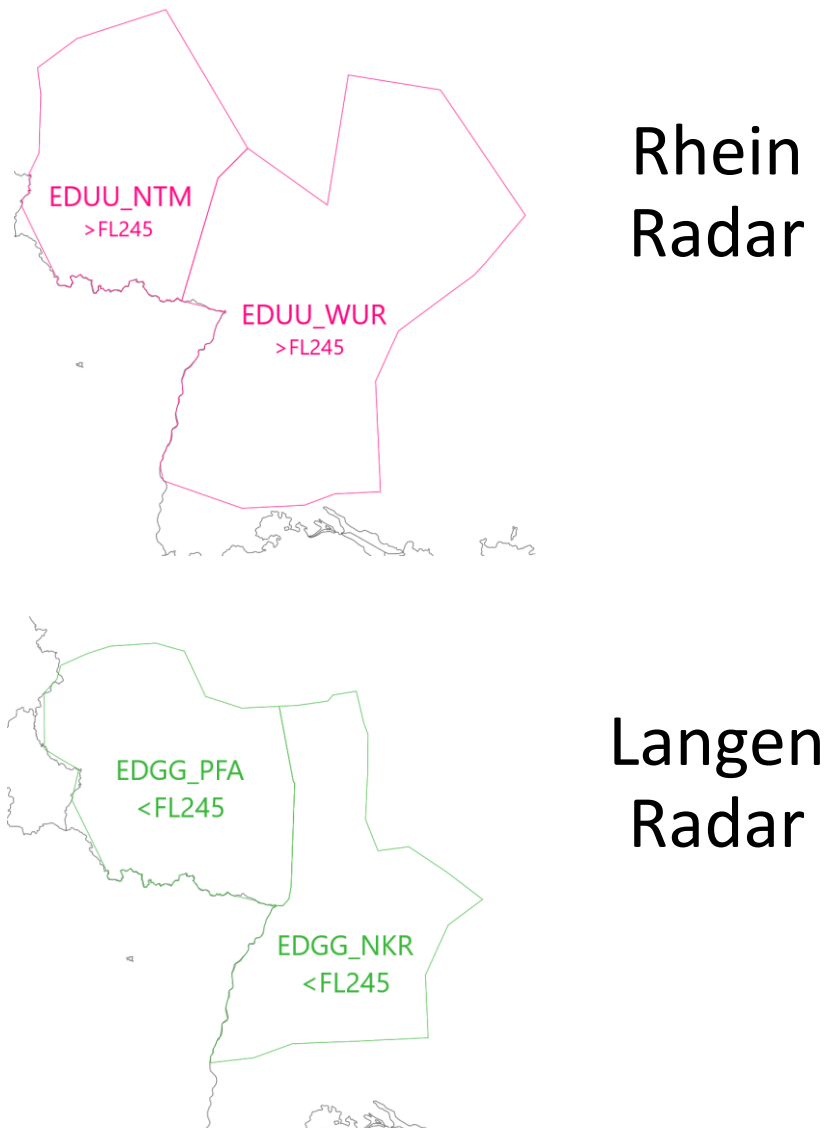
The ATC Unit in charge of the Langen FIR airspace (<FL245) is under the responsibility of **Langen Radar** (EDGG\_x\_CTR).

The ATC Unit in charge of the Langen UIR airspace (>FL245) is under the responsibility of **Rhein Radar** (EDUU\_x\_CTR).

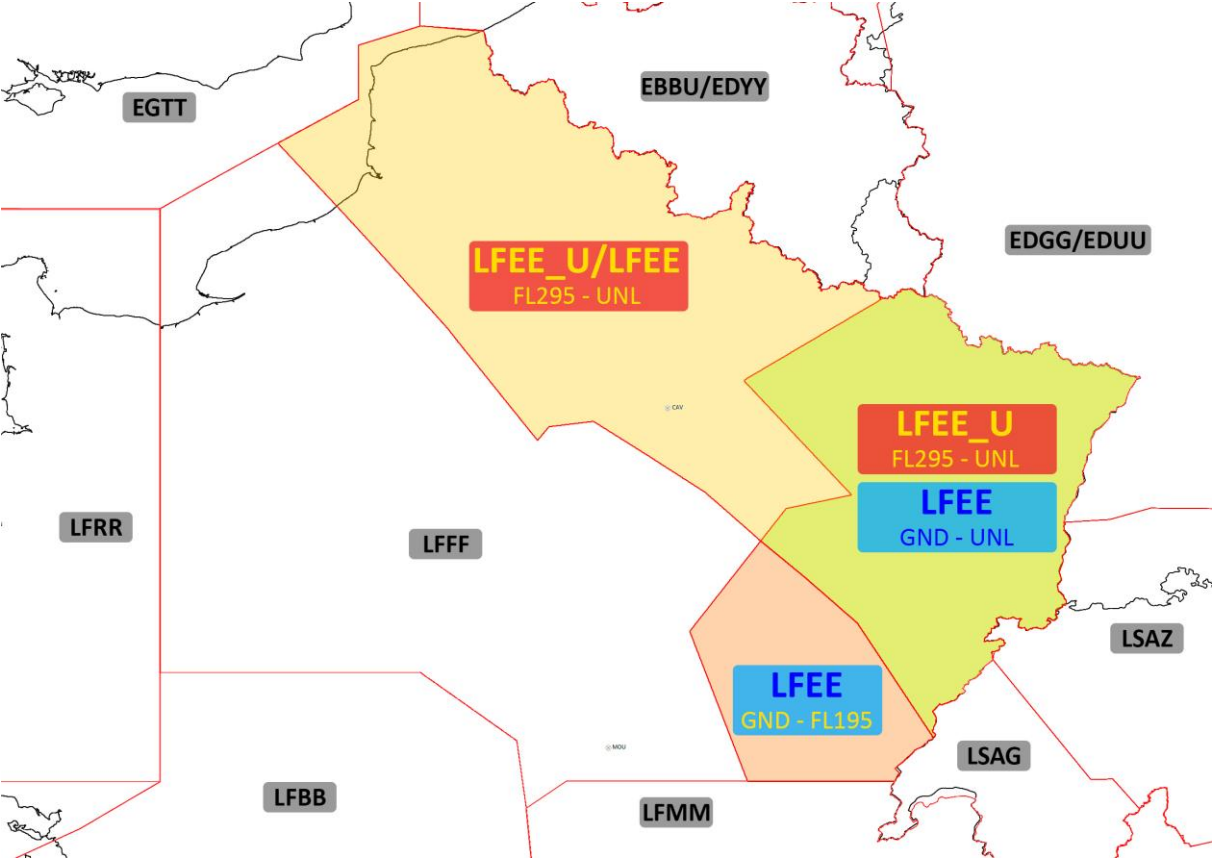
There are 2 primary positions for Langen Radar (EDGG\_S & EDGG\_W). When Rhein Radar sectors (EDUU\_WUR or EDUU\_NTM) are not online, they are delegated to Langen Radar (EDUU\_WUR is delegated to EDGG\_S & EDUU\_NTM is delegated to EDGG\_W).

Additional bandboxing possibilities exist (See table below).

The lateral and vertical boundaries of the airspace under the responsibility of either Langen Radar or Rhein Radar are indicated in the figure and table below.



The ATC Unit in charge of FIR and UIR airspaces under the responsibility of Reims ACC is **Reims Control** and consists in only one primary sector (LFEE\_CTRL). This ATC unit may be split into two subsectors (LFEE\_CTRL and LFEE\_U\_CTRL). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.



The ATS positions concerned by the present LoA are:

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sectors</b>			
<b>Langen Radar NKR+DKB / WUR</b>	EDGG_S_CTR	123.280	SFC-UNL
<b>Langen Radar PFA+NOR+DLD / NTM+RUHR</b>	EDGG_W_CTR	124.900	SFC-UNL
<b>Rhein Radar (WUR)</b>	EDUU_WUR_CTR	118.215	FL245-UNL
<b>Rhein Radar (NTM)</b>	EDUU_NTM_CTR	133.815	FL245-UNL
<b>Bandboxed Sectors</b>			
<b>Langen Radar NKR+DKB+TAU+GED / WUR+FUL</b>	EDGG_SE_CTR	127.050	SFC-UNL
<b>Langen Radar PFA+NOR+DLD+HMM / NTM+RUHR</b>	EDGG_WH_CTR	128.505	SFC-UNL
<b>Langen Radar PFA+NOR+DLD+TAU+GED / NTM+FUL+RUHR</b>	EDGG_NW_CTR	133.435	SFC-UNL
<b>Langen Radar NKR+DKB+PFA / WUR+NTM</b>	EDGG_SP_CTR	131.300	SFC-UNL
<b>Langen Radar PFA / NTM</b>	EDGG_PFA_CTR	129.675	SFC-UNL
<b>Langen Radar (NKR)</b>	EDGG_NKR_CTR	129.355	SFC-FL245
<b>Primary Sector</b>			
<b>Reims Control</b>	LFEE_CTR	127.555	SFC-UNL Except West sector shared with LFFF: FL295-UNL.  ATS within West sectors from SFC to FL295 is provided by LFFF_CTR.
<b>Secondary Sectors</b>			
<b>Reims Control (Upper)</b>	LFEE_U_CTR	135.505	FL295-UNL

## 4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Langen FIR and those under the responsibility of the Reims FIR are defined as follows. They represent a general framework that does not replace the coordination between ATC. Any coordination procedure not mentioned in this LoA must be established on a case-by-case basis.

### 4.1 En-route coordination

Coordination procedures for the en-route traffic management are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
<b>LFEE → EDGG/EDUU</b>			
<b>UR7/V17</b>	LUPEN	LUPEN	
<b>UM164</b>	LUPEN	LUPEN	
<b>EDGG/EDUU → LFEE</b>			
<b>UM164</b>	LUPEN	LUPEN	-

### 4.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows.

#### *Langen towards Reims*

Airport	SID/STAR	Coordination Procedure	Remarks
<b>Departures (EDGG→LFEE)</b>			
<b>EDDR</b>	GTQ	↗ FL80	Transfer to LFST_APP if CRZ FL < 150
<b>EDRZ</b>	-	↗ FL80	Transfer to LFST_APP if CRZ FL < 150
<b>EDSB</b>	STR	Follow SID ↗ FL150	Transfer to LFST_APP if FL < 150 See 4.3
<b>EDTL</b>	STR	Follow SID ↗ FL150	Transfer to LFST_APP if FL < 150 See 4.3
<b>EDDS</b>	DENEL	MAX FL220	-
<b>Arrivals (EDGG→LFEE)</b>			
<b>LFST</b>	LUPEN	FL150 MAX at LUPEN	Transfer to LFST_APP
<b>LFSB</b>	RIGVI	Transfer at LIPKA MAX FL140 – TFC VIA T715	Transfer to LFSB_APP
<b>LFGA</b>	RIGVI	Transfer at LIPKA MAX FL140 – TFC VIA T715	Transfer to LFSB_APP
<b>LFJL</b>	-	-	Transfer to LFST_APP if FL < 150

## *Reims towards Langen*

Airport	SID/STAR	Coordination Procedure	Remarks
<b>Departures (LFEE → EDGG)</b>			
<b>LFST</b>	LUPEN	DCT LUPEN ↗ FL140	-
<b>Arrivals (LFEE → EDGG)</b>			
<b>EDDR</b>	-	DCT ZWN (IAF) ↘ FL90	See 4.3
<b>EDRZ</b>	-	DCT ZWN (IAF) ↘ FL90	See 4.3
<b>EDDS EDTY</b>	via LUPEN	↘ FL140	Transfer to EDDS_APP if open
<b>EDSB</b>	-	DCT KBA (IAF) ↘ FL90	Transfer to EDDS_APP if open See 4.3
<b>EDTL</b>	-	DCT LHT (IAF) ↘ FL90	Transfer to EDDS_APP if open See 4.3

### *4.3 Special agreements*

- Traffic with destination LFST under radar vectors by LFST\_APP may be vectored up to the French-German border without prior coordination.
- Departures from EDSB RWY 21 are not separated to arriving traffic LFST by procedures. Therefore, EDSB\_TWR needs to obtain a release by LFST\_APP unit prior departure.

Example :

EDSB\_TWR : "Request release DLH123 via GAGSI3P"

LFST\_APP : "released" or "released until 1352 UTC" or "released in 3 minutes"

If EDSB\_TWR is not online, Langen Radar has to obtain a release.

In case EDSB\_TWR, EDTL\_TWR or Langen Radar are not online, LFST\_APP may take over control for departures or arrivals from/to EDTL/EDSB.

Therefore, TMA BADEN A-F are under the responsibility of LFST\_APP if Langen Radar is offline. When TFC enter TMA BADEN, Langen Radar should advise LFST\_APP and clarify entry parameters.

- TMA SARRE (E) from 1000 ft ASFC to FL 075 is under the responsibility of German ATS.