



## Letter of Agreement (LoA)

---

**Langen ACC (EDGG)/Karlsruhe UAC (EDUU) and Reims ACC (LFEE)**

Name: LoA-EDGG/EDUU-LFEE\_EN

Date: March 19, 2026

Version: v4.0

Validity: Permanent

# INDEX

1. Purpose .....	2
2. Areas of Responsibility.....	2
2.1. Airspace structure and classification within the Area of Common Interest.....	2
2.1.1. EDGG FIR/EDUU UIR .....	2
2.1.2. LFEE FIR/UIR .....	2
2.2. Sectorisation within the Area of Common Interest.....	3
2.2.1. EDGG/EDUU ACC .....	3
2.2.3. Stuttgart APP.....	4
2.2.4. Hahn APP.....	5
2.2.5. LFEE ACC.....	6
2.2.5. Basel APP .....	7
2.2.6. Strasbourg APP .....	8
2.3. Special Areas within the Area of Common Interest.....	9
2.3.1. Area delegated to Basel APP.....	9
2.3.2. Area delegated to Strasbourg APP.....	10
2.3.3. Area delegated to Hahn APP .....	11
2.3.3. TRA 22.....	12
2.3.4. TRA 205/305.....	13
3. Procedures for Coordination .....	14
3.1. General Conditions for Acceptance of Flights .....	14
3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation.....	15
3.2.1. Flights from EDGG/EDUU ACC to LFEE ACC.....	15
3.2.2. Flights from LFEE ACC to EDGG/EDUU ACC .....	15
3.2.3. Flights from EDGG ACC to LSFT APP .....	16
3.2.4. Flights from LFST APP to EDGG ACC.....	16
3.2.5. Flights from EDGG ACC to LFSB APP .....	17
4. Contributions .....	18
5. Changelog.....	18

## 1. Purpose

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

The content of the agreement is approved by the concerned ATC Operations Department and FIR Chiefs and its application is mandatory for all IVAO members providing ATS within an active position concerned by this LoA.

## 2. Areas of Responsibility

### 2.1. Airspace structure and classification within the Area of Common Interest

#### 2.1.1. EDGG FIR/EDUU UIR

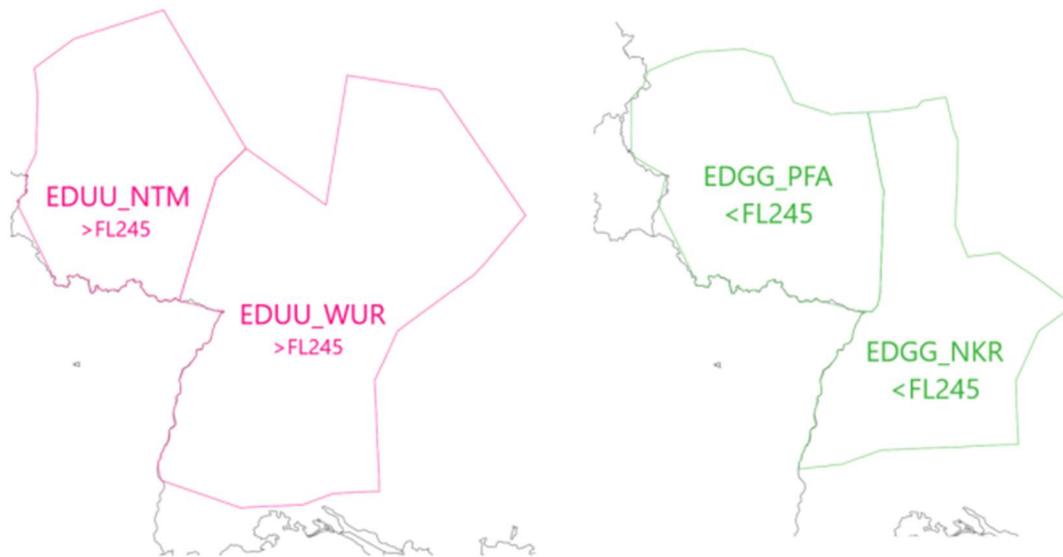
Area	Vertical Limits	Airspace Classification
UIR	FL245-FL660	C
FIR	FL100-FL245	C
	2500 AGL-FL100	E
	SFC-2500 AGL	G

#### 2.1.2. LFEE FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

## 2.2. Sectorisation within the Area of Common Interest

### 2.2.1. EDGG/EDUU ACC



The Langen (<FL245) and Karlsruhe (>245) airspace sectorisation is described on the picture above.

The positions are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Langen Radar (South)	EDGG_S_CTR	123.280	Sectors: NKR* + PFA* + WUR + NTM
Rhein Radar (Wurzburg)	EDUU_WUR_CTR	118.215	WUR
Rhein Radar (Nattenheim)	EDUU_NTM_CTR	133.815	NTM
Secondary Sectors			
Langen Radar	EDGG_PFA_CTR	129.675	PFA
Langen Radar	EDGG_NKR_CTR	129.355	NKR
Rhein Radar	EDUU_FN_CTR	135.310	Including NTM
Rhein Radar	EDUU_FWN_CTR	132.080	Including WUR + NTM
Rhein Radar	EDUU_CTR	133.835	Including WUR + NTM

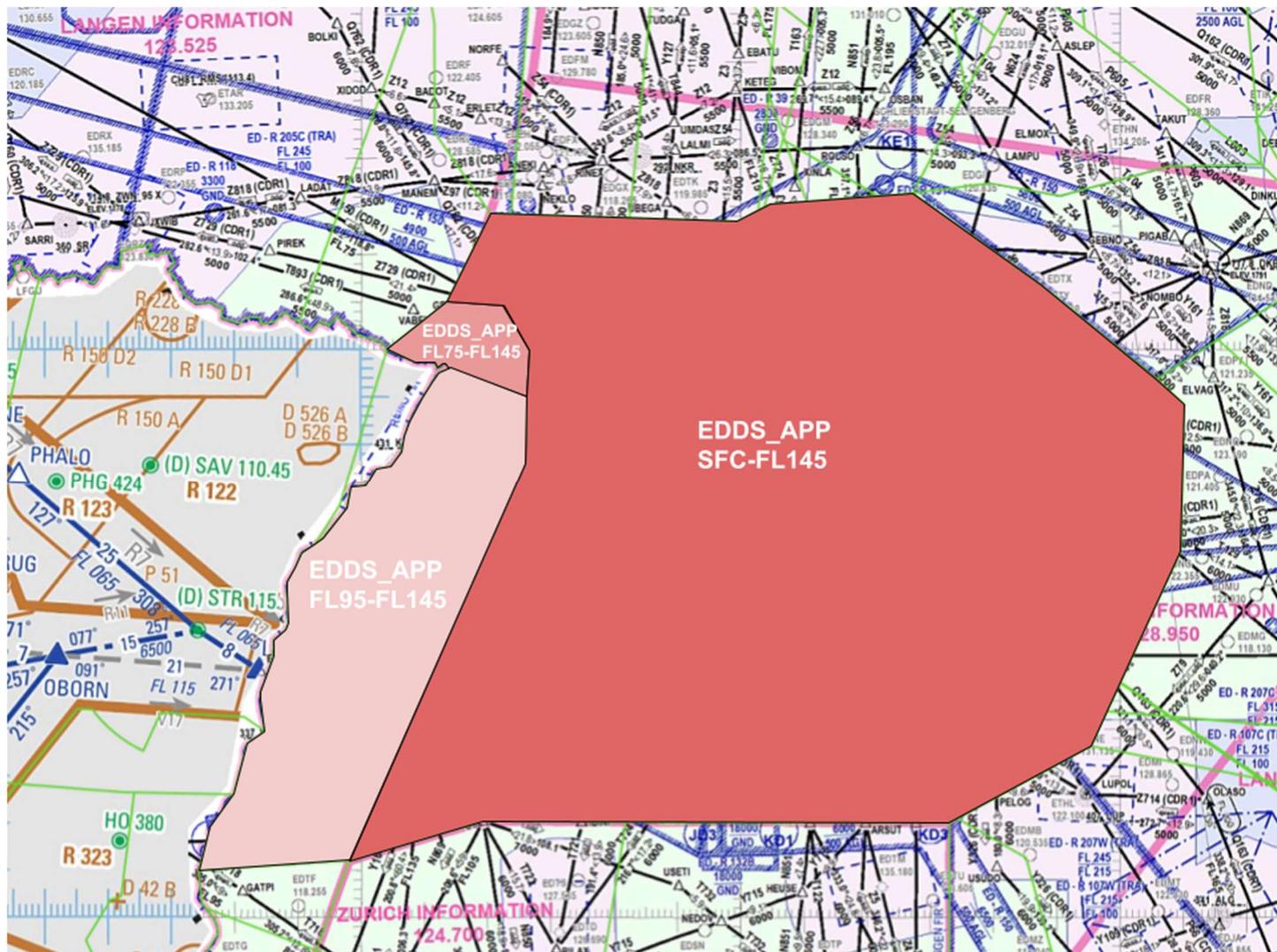
\* If EDUU is open, EDGG is only responsible for airspace below FL245.

Sectors indicated in remarks are only sectors concerned by this LoA.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.3. Stuttgart APP

Stuttgart APP Area of Responsibility is depicted by the picture below from SFC to FL145.



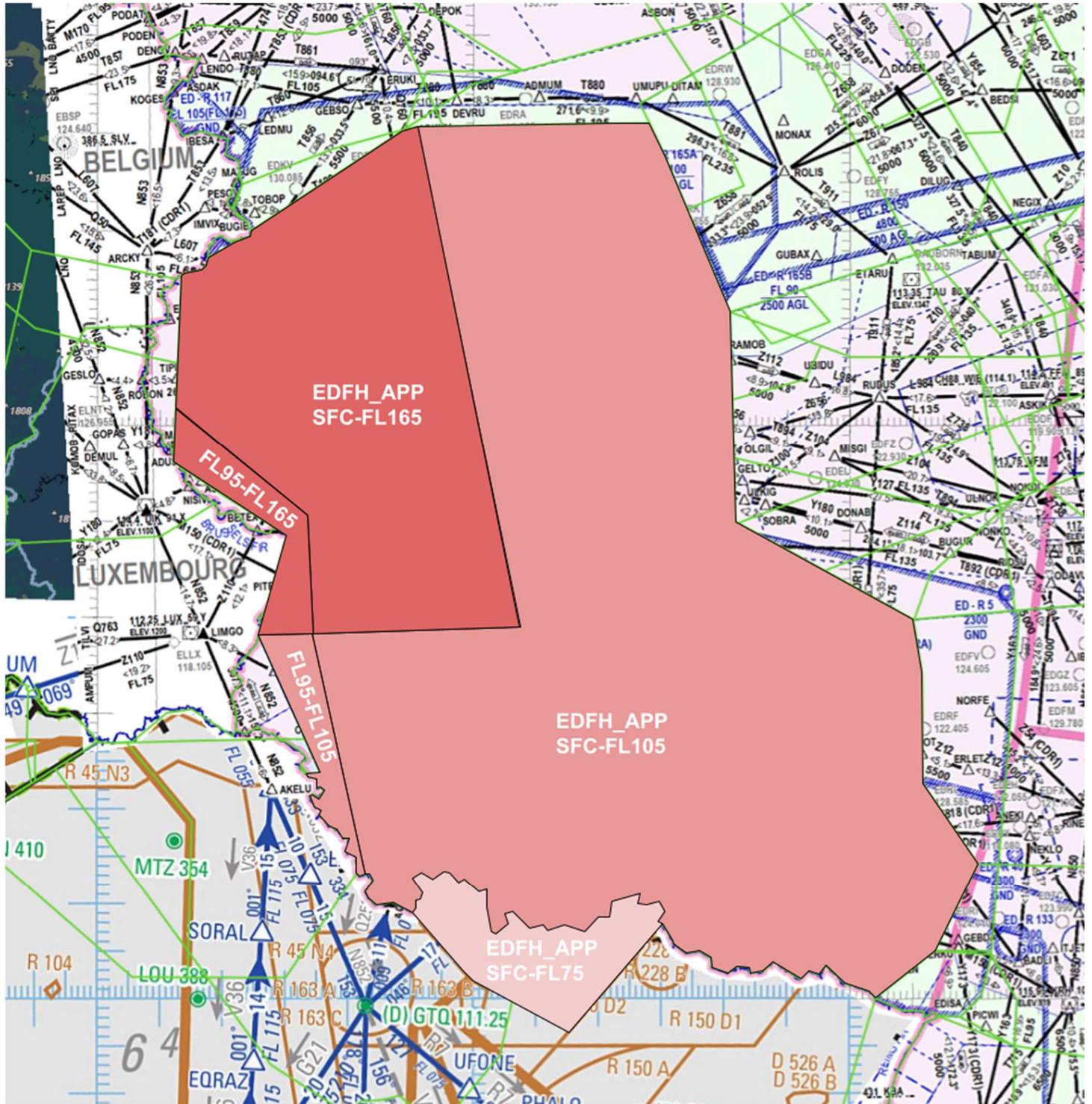
There is only one primary position in charge of Stuttgart APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Langen Radar	EDDS_APP	125.050	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.4. Hahn APP

Hahn APP Area of Responsibility is depicted by the picture below from SFC to FL165.



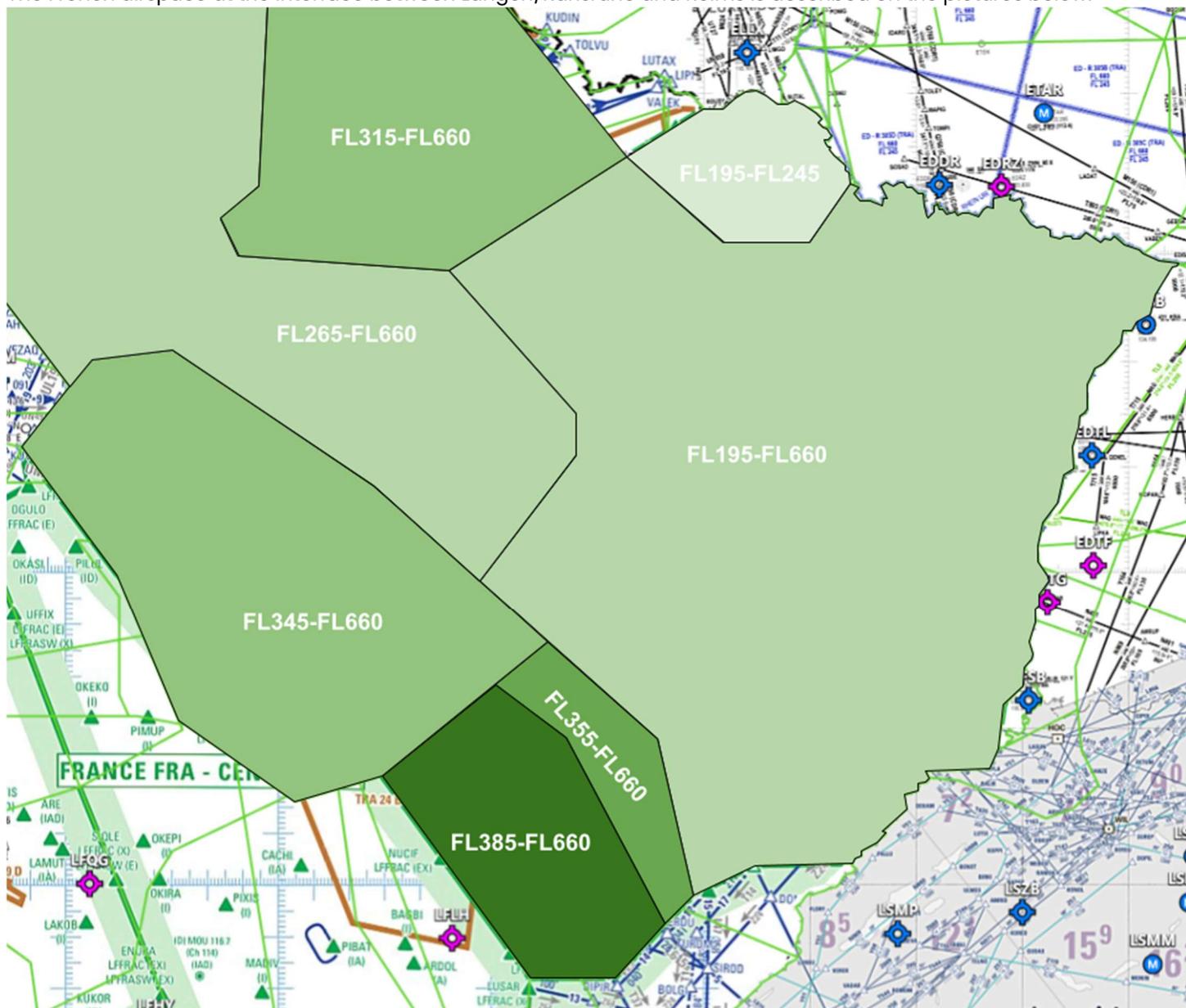
There is only one primary position in charge of Hahn APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Langen Radar	EDFH_APP	125.600	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.5. LFEE ACC

The French airspace at the interface between Langen/Karlsruhe and Reims is described on the pictures below.



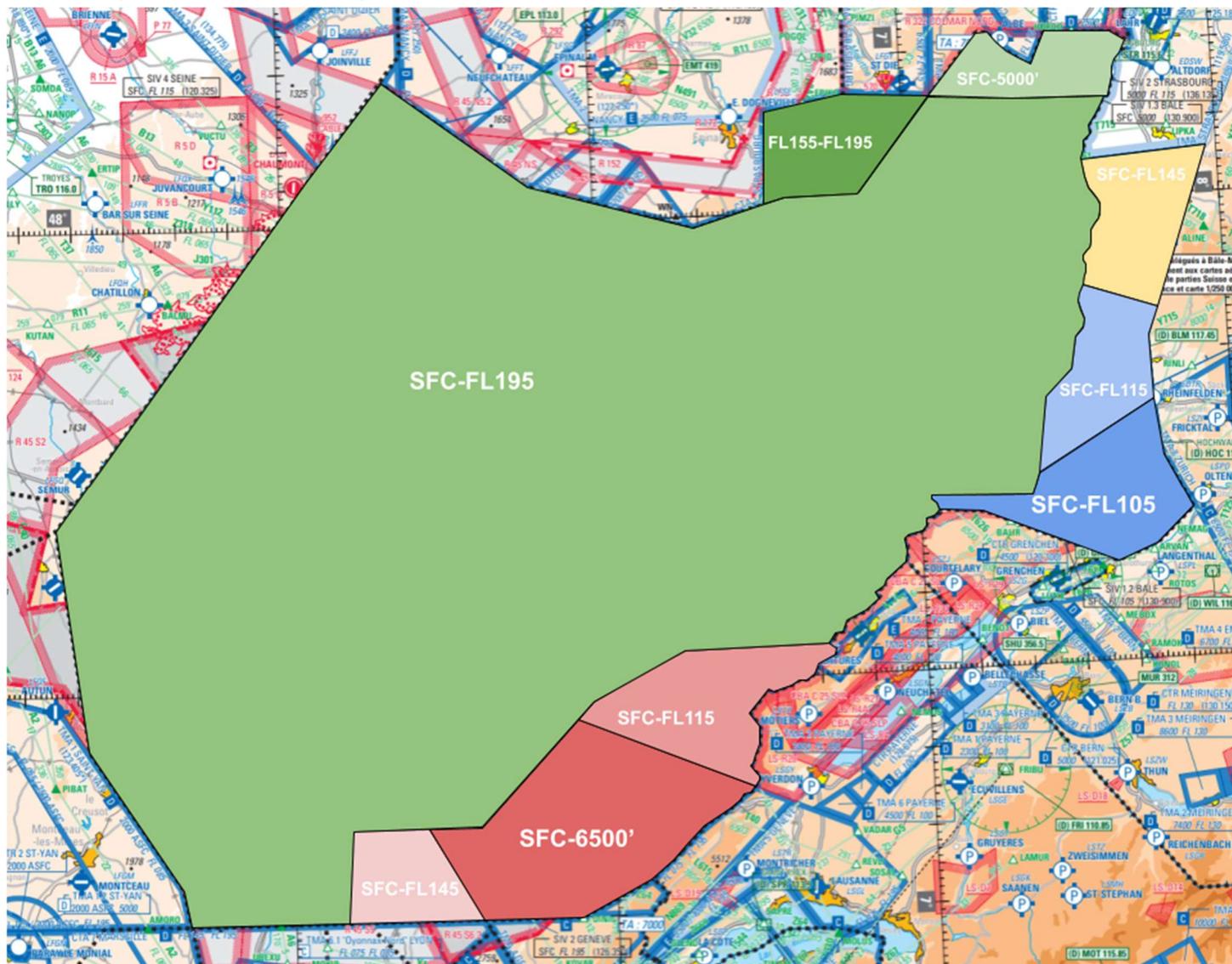
Reims ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.5. Basel APP

Basel APP is responsible for the provision of ATS in the south half of Reims FIR from SFC to FL195. Part of Langen FIR airspace is delegated to Basel APP (yellow part described in 2.3.1).



There is only one primary position in charge of Basel APP airspace:

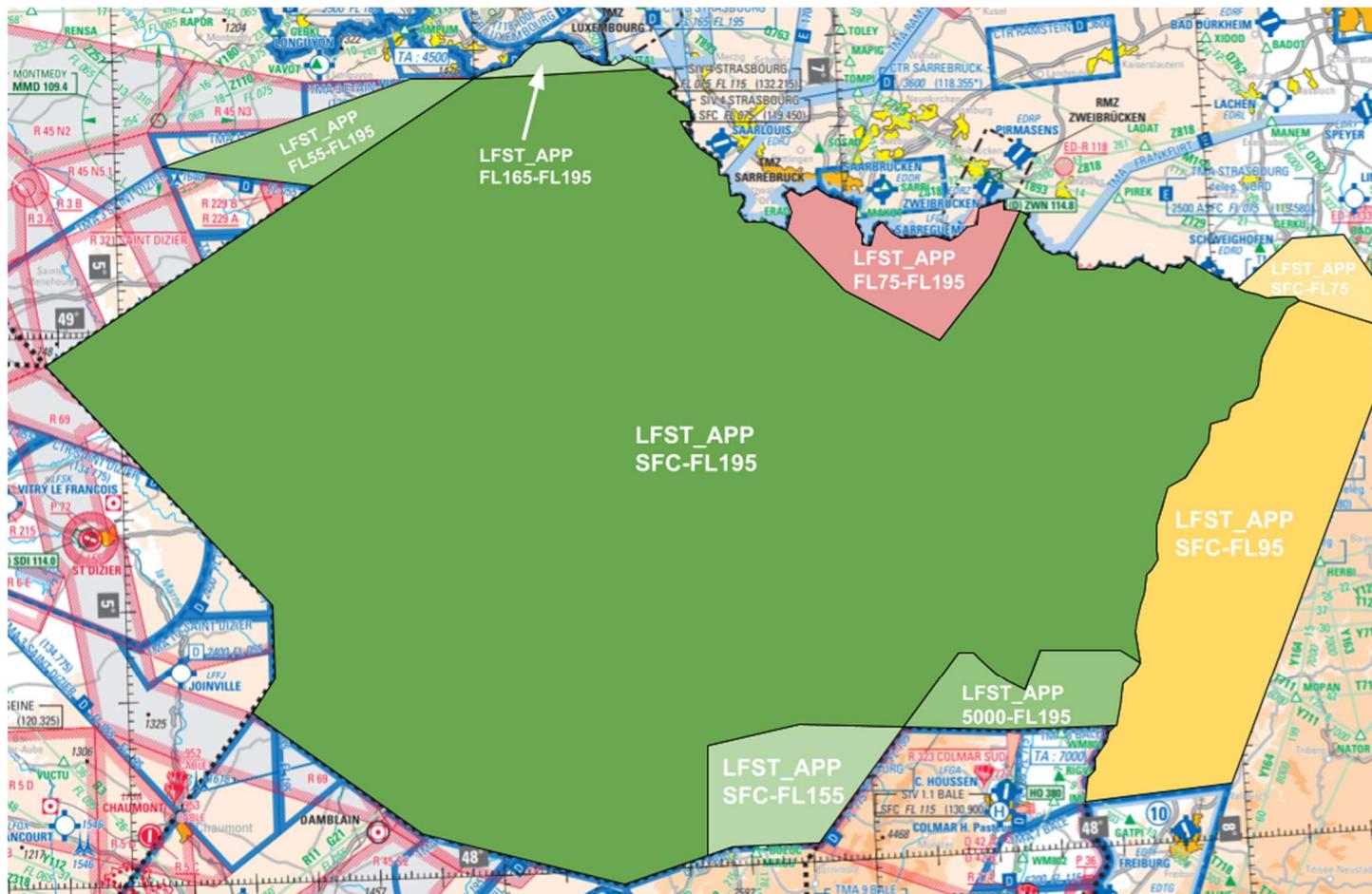
Position	Identifier	Frequency	Remarks
Primary Sectors			
Basel Approach	LFSB_APP	133.510	

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.2.6. Strasbourg APP

Strasbourg APP is responsible for the provision of ATS in the north half of Reims FIR from SFC to FL195.

Part of Langen FIR airspace is delegated to Strasbourg APP (yellow part described in 2.3.2.).



There is only one primary position in charge of Strasbourg APP airspace:

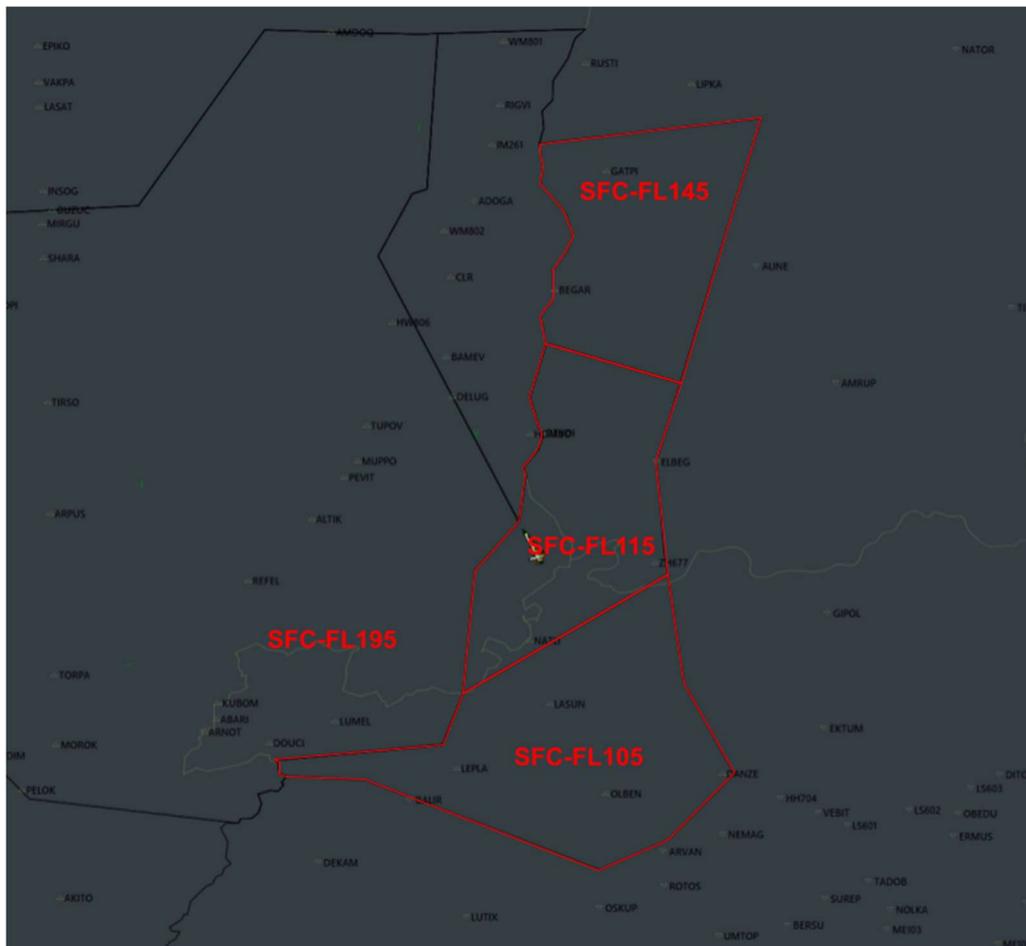
Position	Identifier	Frequency	Remarks
Primary Sectors			
Strasbourg Approach	LFST_APP	120.410	

## 2.3. Special Areas within the Area of Common Interest

### 2.3.1. Area delegated to Basel APP

Part of the German airspace is delegated to French division for the provision of ATS.

In the Langen FIR (below FL245), part of the airspace is delegated to Basel APP for the provision of ATS.



The areas delegated to Basel in Langen and Zürich FIRs are represented above. The coordinates are the following:

SFC-FL105: 47°33'38"N , 007°45'33"E - 47°32'57"N , 007°45'39"E - 47°25'52"N , 007°46'41"E - 47°19'12"N , 007°51'31"E - 47°17'28"N , 007°48'42"E - 47°14'41"N , 007°44'11"E - 47°12'48"N , 007°36'40"E - 47°15'03"N , 007°29'07"E - 47°20'05"N , 007°12'06"E - 47°20'37"N , 007°03'43"E - Frontière franco-Suisse - 47°21'51"N , 007°02'35"E - 47°22'19"N , 007°20'35"E - 47°25'56"N , 007°23'04"E - 47°31'59"N , 007°40'41"E - 47°33'38"N , 007°45'33"E

SFC-FL115: 47°37'58"N , 007°29'58"E - 47°41'21"N , 007°30'59"E - Frontière franco-allemande - 47°50'41"N , 007°33'48"E - 47°47'20"N , 007°47'55"E - 47°41'49"N , 007°44'58"E - 47°39'07"N , 007°45'07"E - 47°35'12"N , 007°45'19"E - 47°33'38"N , 007°45'33"E - 47°31'59"N , 007°40'41"E - 47°25'56"N , 007°23'04"E - 47°34'39"N , 007°24'56"E

SFC-FL145: 48°04'59"N , 007°34'12"E - 48°06'00"N , 007°58'00"E - 47°47'20"N , 007°47'55"E - 47°50'41"N , 007°33'48"E - Frontière franco-allemande - 48°04'59"N , 007°34'12"E

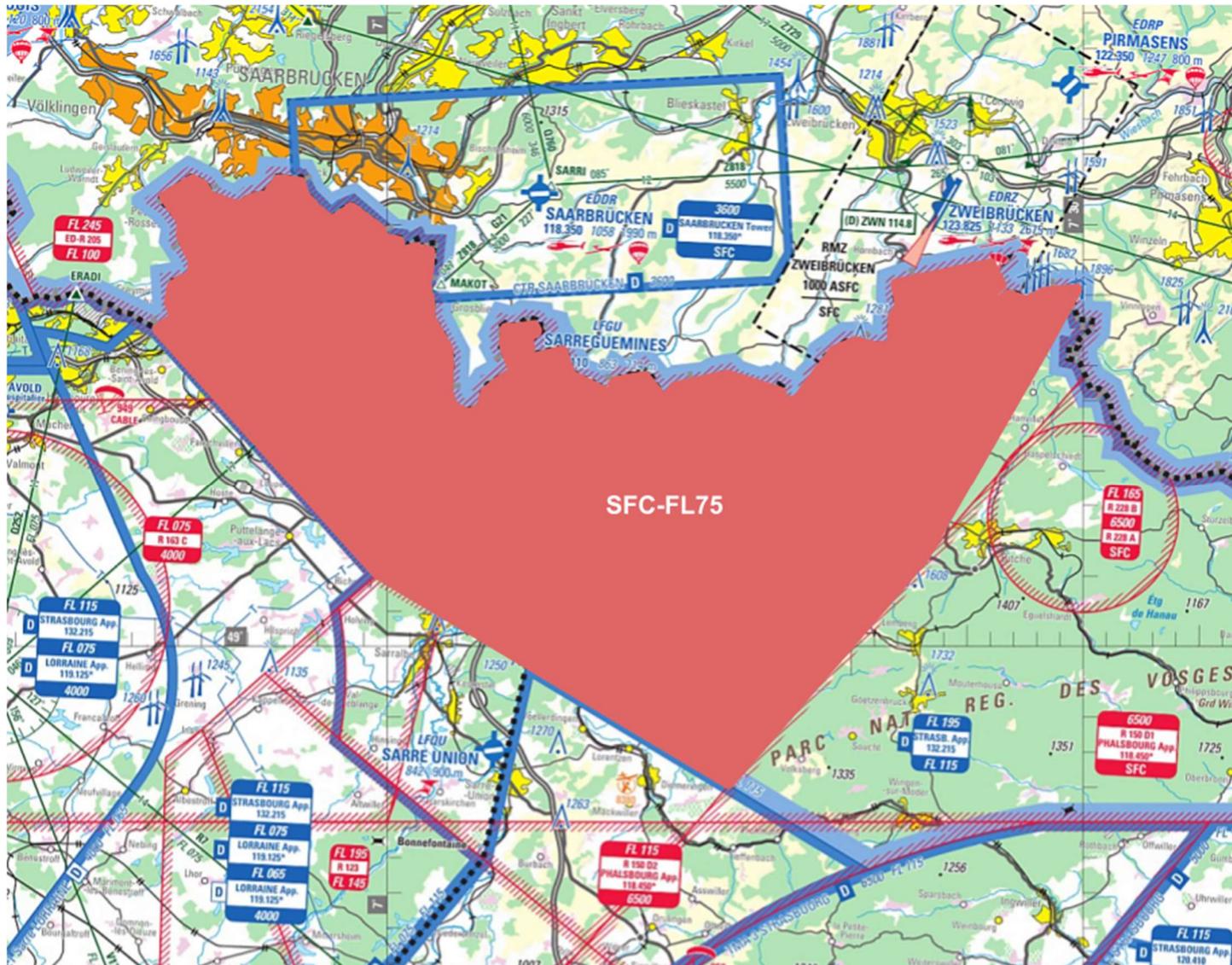
FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS



2.3.3. Area delegated to Hahn APP

Part of the French airspace is delegated to German division for the provision of ATS.

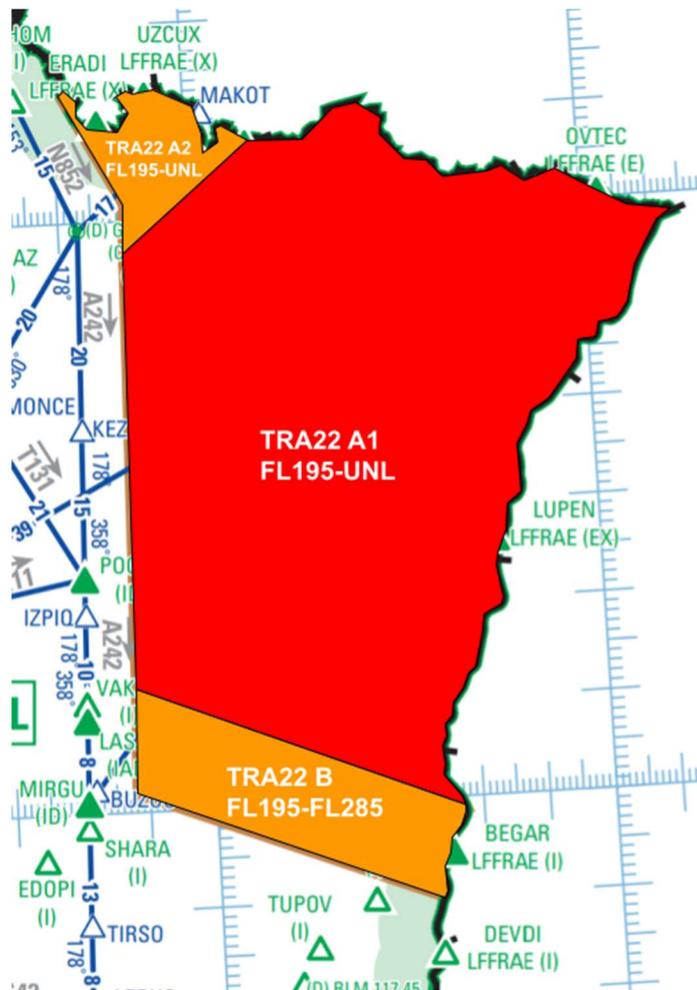
In the Reims FIR (below FL195), part of the airspace is delegated to Langen Radar for the provision of ATS.



This area is described in French AIP ENR 2.2.6. as "SARRE DELEGATION 1".

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

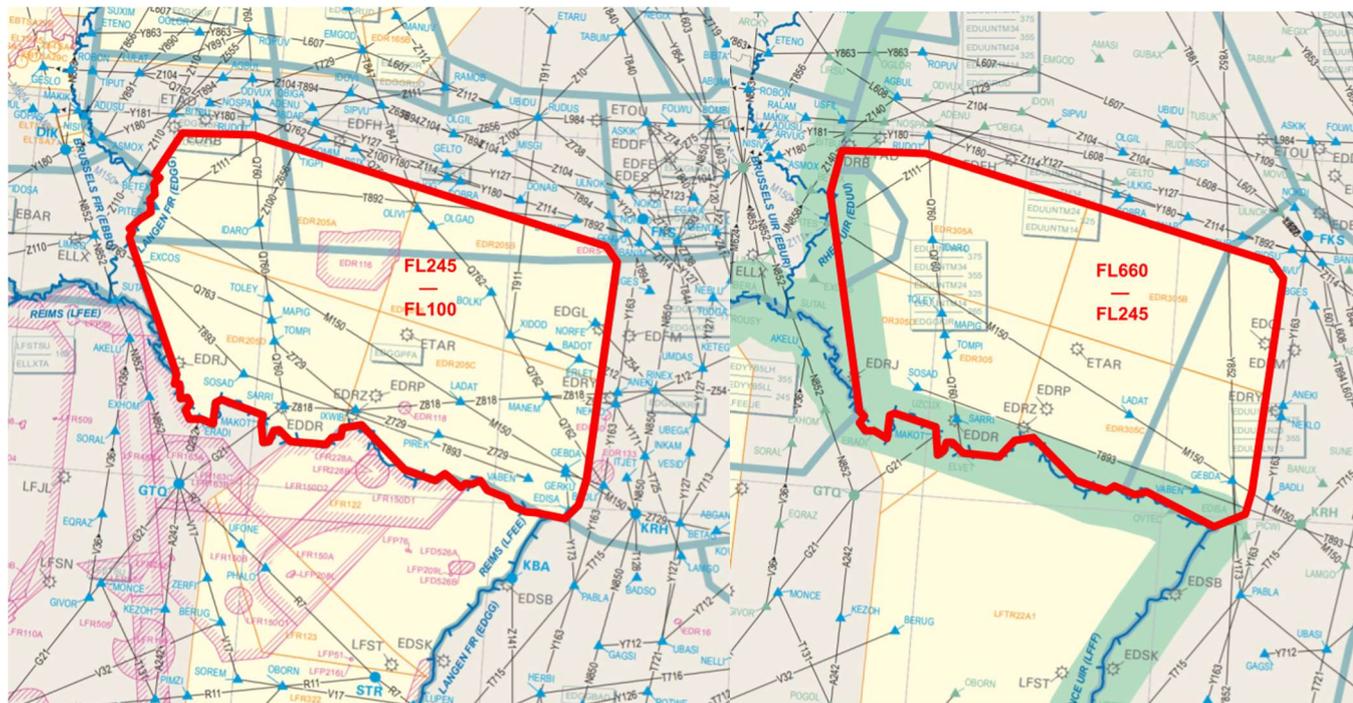
2.3.3. TRA 22



Reims shall inform Langen of TRA22 activity.  
When TRA22 is active, Reims will endeavour to coordinate each flight with the military unit responsible of the area.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

2.3.4. TRA 205/305



Langen/Karlsruhe shall inform Reims of TRA205/305 activity.

Modified Transfer FL are depicted in this LoA when area is active.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

## 3. Procedures for Coordination

### 3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA conditions or a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), the transferring unit shall initiate an approval request.

Traffics shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

## 3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

### 3.2.1. Flights from EDGG/EDUU ACC to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
ANEKI-VABEN-OBORN	VABEN	FL230	DEP EDDF	
UM164	LUPEN	FL340	DEP EDDM with ARR LFPG/PB	
DENEL-LUPEN-OBORN		FL240	DEP EDFM ETAR EDRY	

### 3.2.2. Flights from LFEE ACC to EDGG/EDUU ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
GTQ-ERADI	ERADI	FL240	ARR EDDF	3.2.2.1.
PENDU-SOSAD-IDARO	SOSAD	FL200	ARR EDFH	3.2.2.1.
FRA	LUPEN	FL350	ARR EDDM	3.2.2.2.
		FL210	ARR LSZR EDNY	

#### 3.2.2.1.

In case of TRA205 activity, these flights are coordinated with LFST APP to be transferred at FL90.

#### 3.2.2.2.

Traffics with ARR ED\*\* except EDDM are not accepted via LUPEN above FL245.

3.2.3. Flights from EDGG ACC to LSFT APP

Langen ACC Sector	COP	Flight Level Allocation	Special Conditions	Reference
NKR>FL145>EDDS APP	LUPEN	Odd FL>115 Even FL<115	Transits via T711/Y126	
		FL100	ARR LFST	
	LHR KBA DENEL	FL100	STAR SUL	
		FL100	STAR KRH	ARR EDTL
		FL080	FROM MOPAN	
DENEL	FL080	DEP EDTD with ARR EDSB/EDTL		
KBA	FL100	ARR EDSB		
PFA>FL105>EDFH APP	ABKUT	FL080		
	MAKOT	FL170	DEP EDFH	3.2.3.1.
		FL080	DEP EDDR EDRZ ETAR ETAD EDFM EDRY	3.2.3.1.
		Odd FL80-FL190	Transits via G21	

3.2.3.1.  
DEP EDFH with TRA 205 active will be transferred at FL080  
DEP EDDR EDRZ EDFH ETAR ETAD EDFM EDRY via MAKOT are released for climb to FL90 when TRA 205 is active and to FL240 when TRA 205 is NOT active.

3.2.4. Flights from LFST APP to EDGG ACC

Langen ACC Sector	COP	Flight Level Allocation	Special Conditions	Reference
NKR>FL145>EDDS APP	LUPEN	Even FL>115 Odd FL<115	Transits via T711/Y126	
		LUPEN SUL	FL090	DEP LFST
	LUPEN GAGSI TUBLO	FL090	DEP EDSB	
	NATOR SUL	FL090	DEP EDTL	
PFA>FL105>EDFH APP	ERADI / MAKOT	Even FL60-FL180	Transits via Q252/G21	3.2.4.1.
	MAKOT	FL160	ARR EDFM EDRY	3.2.4.1.
		FL090	ARR EDDR EDRZ ETAR	3.2.4.1.

3.2.4.1.  
In case of TRA 205 activity, transits via Q252/G21 and ARR EDFM EDRY EDFH EDDF will be transferred at FL90 maximum.  
ARR EDFM EDRY EDDR EDRZ ETAR are released for descent.

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

### 3.2.5. Flights from EDGG ACC to LFSB APP

Arrivals to LFSB TMA shall be routed DENEL-LIPKA-RIGVI.

These arrivals shall be handed over by EDDS\_APP to LFSB\_APP to be LIPKA at FL140 if  $RFL > 140$ .

If  $FL110 \leq RFL \leq FL140$ , these flights shall be transferred at FL110.

If  $RFL = FL100$ , these flights shall be transferred at FL100.

Flights with  $RFL < FL100$  shall be routed via LFST\_APP.

## 4. Contributions

This document has been drafted in coordination between the ATC Operations Department of Germany and France and Reims FIR staff.

## 5. Changelog

Version	Date	Changes
V4.0	19/03/2026	<ul style="list-style-type: none"><li>- New Format</li><li>- Conditions of exchange</li><li>- LFEE ACC airspace</li><li>- EDGG Airspace</li></ul>