

Letter of Agreement



IVAO – France & Switzerland Divisions

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Contrib.: FR-AOC, FR-AOAC, CH-AOC, CH-AOAC
LFEE-CH, LFEE-ACH, LSAG-CH, CH-DIR

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Object: LoA between the Reims FIR (LFEE) and the Geneva FIR (LSAG)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Reims FIR** and **Geneva FIR** when providing Air Traffic Services (ATS) to General Air Traffic (GAT) operating under Instrument or Visual flight rules.

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

2. General procedures

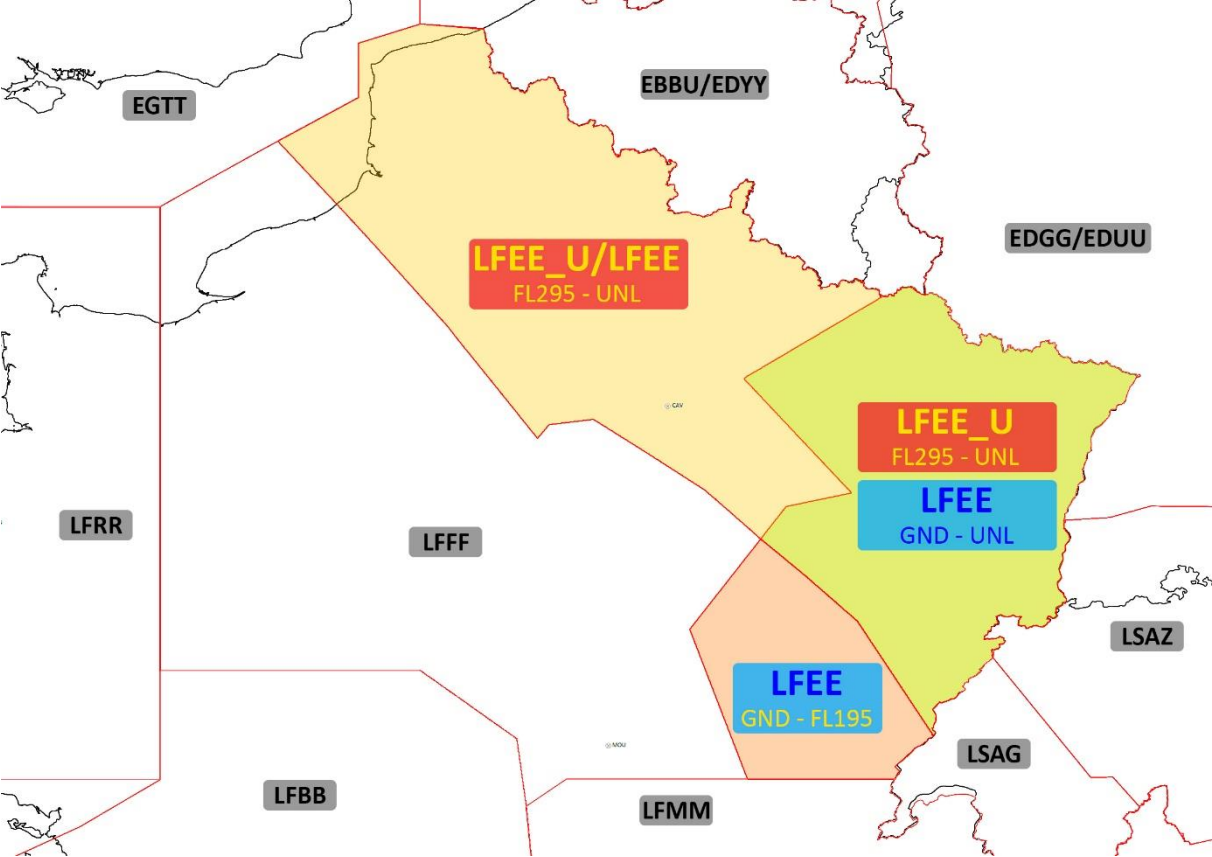
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither 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**.

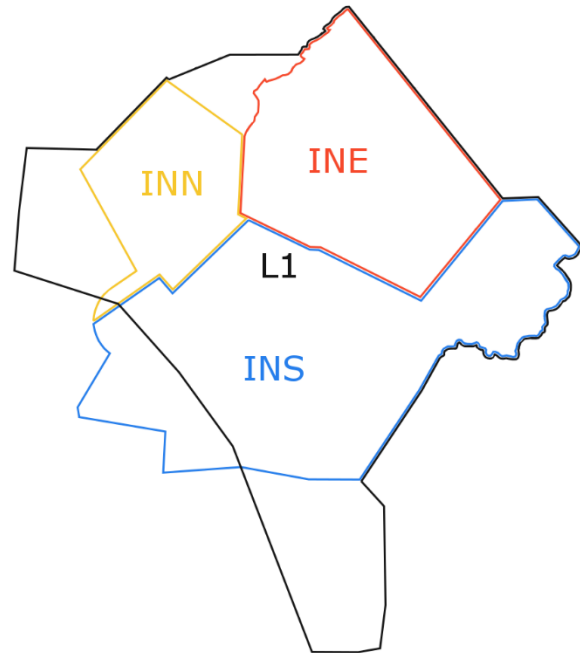
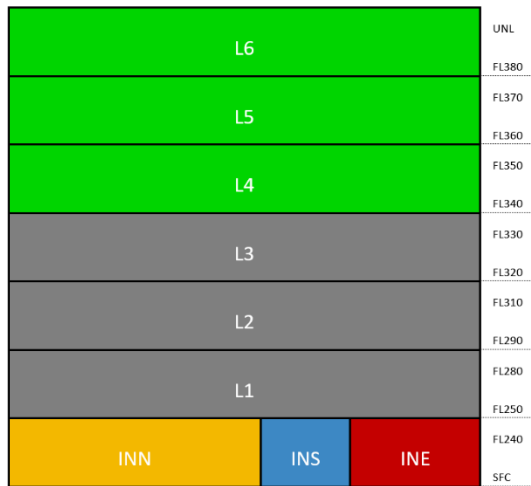
All traffic shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

3. ATC units description

The ATS 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_CTR). This ATC unit may be split into two subsectors (LFEE_CTR and LFEE_U_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.



The ATS unit in charge of the Geneva FIR and UIR is **Swiss Radar** and includes three lower sectors (LSAG_INN_CTR, LSAG_INE_CTR and LSAG_INS_CTR) and two higher main higher sectors (LSAG_L1_CTR and LSAG_L4_CTR). The different configurations of Swiss Radar are detailed [here](#).



Configuration	ATC units	Vertical responsibility	Horizontal responsibility
LSAG-1	LSAG_INS_CTR	SFC-UNL	INE+INN+INS + L1-6
LSAG-2	LSAG_L1_CTR	FL250-UNL	L1-6
	LSAG_INS_CTR	SFC-FL240	INE+INN+INS
LSAG-3	LSAG_L1_CTR	FL250-UNL	L1-6
	LSAG_INE_CTR	SFC-FL240	INE+INN
	LSAG_INS_CTR	SFC-FL240	INS
LSAG-4	LSAG_L1_CTR	FL250-UNL	L1-6
	LSAG_INE_CTR	SFC-FL240	INE
	LSAG_INN_CTR	SFC-FL240	INN
	LSAG_INS_CTR	SFC-FL240	INS
LSAG-5	LSAG_L4_CTR	FL340-UNL	L4-6
	LSAG_L1_CTR	FL250-FL330	L1-3
	LSAG_INE_CTR	SFC-FL240	INE
	LSAG_INN_CTR	SFC-FL240	INN
	LSAG_INS_CTR	SFC-FL240	INS
LSAS	LSAS_LM1_CTR	SFC-UNL	LSAG+LSAZ

Swiss Radar shall announce its actual configuration to Reims Control.

The ATS positions concerned by the present LoA are:

ATC Position	Callsign	Frequency	Remarks
Primary Sector			
Reims Control	LFEE_CTR	127.555	SFC-UNL except south sector shared with LFFF: SFC-FL195. ATS within south sectors FL195-UNL is provided by Paris Control
Secondary Sectors			
Reims Control (Upper)	LFEE_U_CTR	135.505	FL295-UNL
Primary Sectors			
Swiss Radar (conf. LSAG-1)	LSAG_INS_CTR	124.225	SFC-UNL
Swiss Radar (conf. LSAS)	LSAG_LM1_CTR	133.405	SFC-UNL
Secondary Sectors			
Swiss Radar (INE)	LSAG_INE_CTR	128.905	SFC-FL240
Swiss Radar (INN)	LSAG_INN_CTR	134.030	SFC-FL240
Swiss Radar (Upper 1)	LSAG_L1_CTR	134.850	FL250-UNL or FL250-FL330
Swiss Radar (Upper 4)	LSAG_L4_CTR	124.030	FL340-UNL

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Reims FIR and those under the responsibility of the Geneva 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.

4.2 En route coordination

Coordination procedures between Reims ACC and Geneva ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
LFEE → LSAG			
A1	LISMO	LISMO	FL<195 in LFSB APP Airspace Coordination mandatory with Geneva
A41	LISMO	LISMO	
B37	IBABA	DIPIR	
UN852	MOROK	GILIR	Dest. LFLL TMA : FL<250 (MOROK FL<270) Dep. LFST with dest. LFLL TMA : FL<230 Dep. EDFH : FL<350 Dep. ETAR/EDDR/ELLX with dest. LFML : FL<310 Dest. LSGG : FL 230 over AKITO
UZ24	MOROK	AKITO	
LSAG → LFEE			
A1	SIROD	LISMO	FL<195 in LFSB APP Airspace
A41	15 NM before LISMO		
B37	DIPIR		
UL47	FIR Boundary	PENDU	Dest. EDFH/EDSB/EDTL : FL<340 Dest. ELLX/EDDR/EDRZ : FL<300 Dep. LFLL TMA : FL<280 Dep. LFLB TMA / LFLL TMA with dest. LFEE : FL<280
UN853	VADEM		

4.2 Coordination of departures and arrivals

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

Reims towards Geneva

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LFEE → LSAG)			
LFSB	LUMEL	LFSB_APP → LSAG_CTR (cleared FL220)	DCT AKITO or MOROK must be coordinated
Arrivals (LFEE → LSAG)			
LSGG	AKITO	LFEE_CTR → LSAG_CTR (cleared FL230)	Xfr to LSGG_APP if LSAG_CTR closed.
	DJL	LFEE_CTR → LSAG_CTR (cleared FL190)	

Geneva towards Reims

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LSAG → LFEE)			
LSGG	ARBOS	LSAG_CTR → LFEE_CTR (cleared FL240)	Transfer at FL200
	DIPIR SIROD	LSAG_CTR → LFEE_CTR (cleared FL190)	If FL>190 transfer to LFFF_CTR
LSGS	SPR	LSAG_CTR → LFEE_CTR (cleared FL280)	-
Arrivals (LSAG → LFEE)			
LFSB	LUMEL	LSAG_CTR → LFSB_APP (cleared FL150)	-