

Letter of Agreement



IVAO – France & Switzerland Divisions

Number: **LOA-FR-LFEE-LSAZ_EN**

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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 Zurich FIR (LSAZ)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Reims FIR** and **Zurich 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

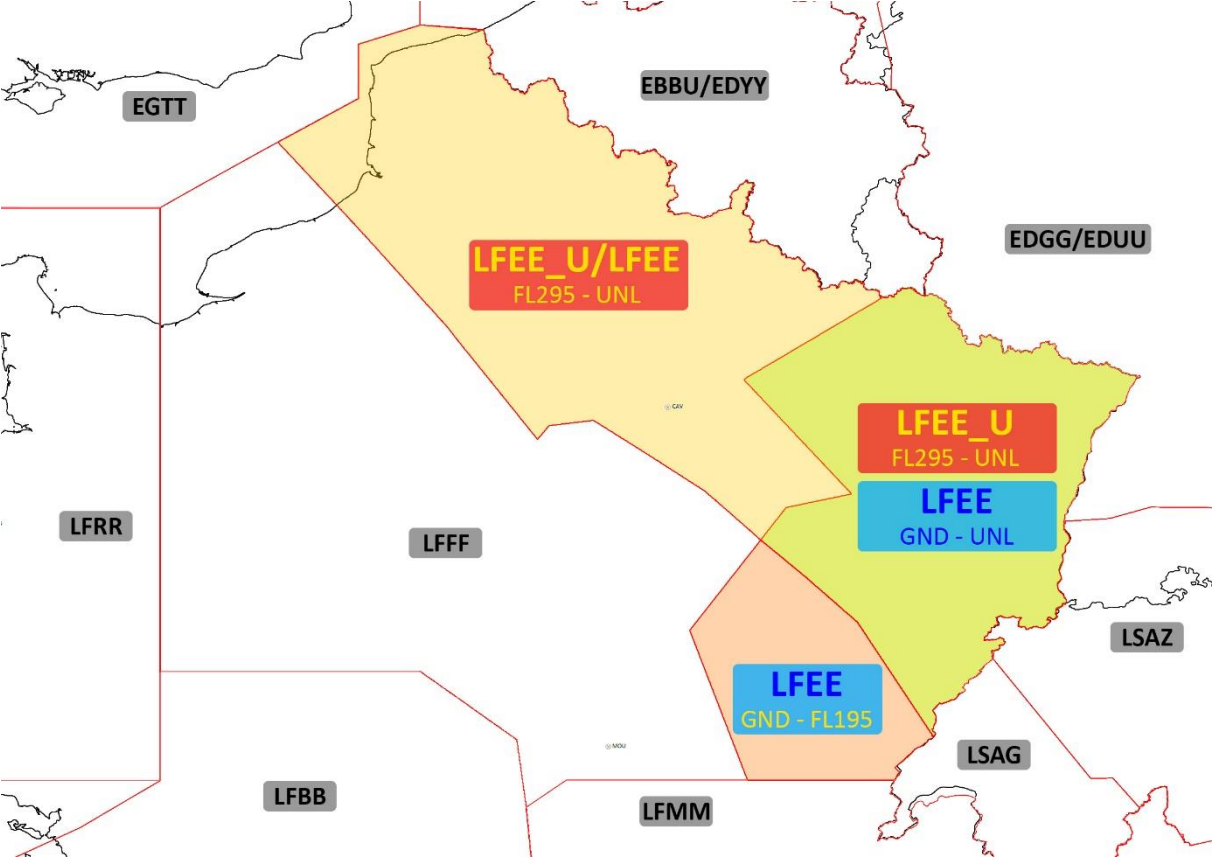
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

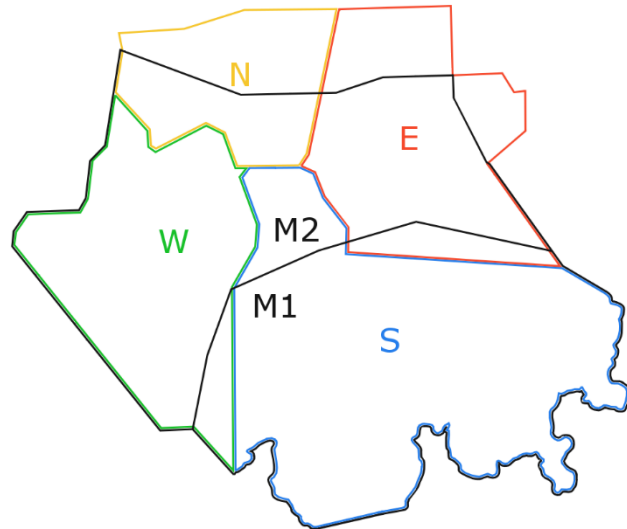
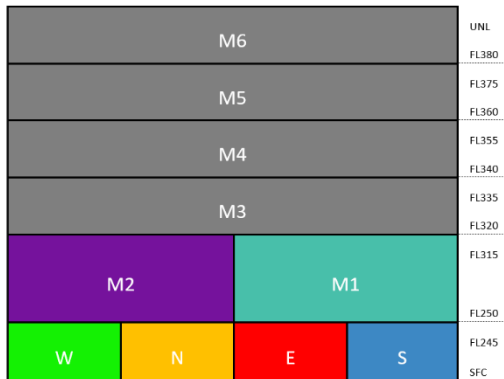
All traffic shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

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 Zurich FIR and UIR is **Swiss Radar** and includes four lower positions (LSAZ_N_CTR, LSAZ_S_CTR, LSAZ_W_CTR and LSAZ_E_CTR) and two higher positions (LSAZ_M1_CTR, LSAZ_M3_CTR) which can be further degrouped. The different configurations of Suisse Radar are detailed [here](#).



Configuration	ATC units	Vertical responsibility	Horizontal responsibility
LSAZ-1	LSAZ_S_CTR	SFC-UNL	E+N+S+W + M1-6
LSAZ-2	LSAZ_M1_CTR LSAZ_S_CTR	FL250-UNL SFC-FL240	M1-6 E+N+S+W
LSAZ-3	LSAZ_M1_CTR LSAZ_N_CTR LSAZ_S_CTR	FL250-UNL SFC-FL240 SFC-FL240	M1-6 N+W E+S
LSAZ-4	LSAZ_M3_CTR LSAZ_M1_CTR LSAZ_N_CTR LSAZ_S_CTR	FL320-UNL FL250-FL310 SFC-FL240 SFC-FL240	M3-6 M1+2 N+W E+S
LSAZ-5	LSAZ_M3_CTR LSAZ_M1_CTR LSAZ_N_CTR LSAZ_S_CTR LSAZ_W_CTR	FL320-UNL FL250-FL310 SFC-FL240 SFC-FL240 SFC-FL240	M3-6 M1+2 N E+S W
LSAZ-6	LSAZ_M3_CTR LSAZ_M1_CTR LSAZ_E_CTR LSAZ_N_CTR LSAZ_S_CTR LSAZ_W_CTR	FL320-UNL FL250-FL310 SFC-FL240 SFC-FL240 SFC-FL240 SFC-FL240	M3-6 M1+2 E N S W
LSAZ-7	LSAZ_M3_CTR LSAZ_M2_CTR LSAZ_M1_CTR LSAZ_E_CTR LSAZ_N_CTR LSAZ_S_CTR LSAZ_W_CTR	FL320-UNL FL250-FL310 FL250-FL310 SFC-FL240 SFC-FL240 SFC-FL240 SFC-FL240	M3-6 M2 M1 E N S W
LSAS	LSAS_LM1_CTR	SFC-UNL	LSAG+LSAZ

Swiss Radar shall announce the 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
Secondary Sectors			
Reims Control (Upper)	LFEE_U_CTR	135.505	FL295-UNL
Primary Sectors			
Swiss Radar (conf. LSAZ-1)	LSAZ_S_CTR	128.050	SFC-UNL
Swiss Radar (conf. LSAS)	LSAG_LM1_CTR	133.405	SFC-UNL
Secondary Sectors			
Swiss Radar (North)	LSAZ_N_CTR	136.155	SFC-FL240
Swiss Radar (West)	LSAZ_W_CTR	136.680	SFC-FL240
Swiss Radar (East)	LSAZ_E_CTR	133.905	SFC-FL240
Swiss Radar (M1)	LSAZ_M1_CTR	133.050	FL250-UNL or FL250-FL320
Swiss Radar (M3)	LSAZ_M3_CTR	132.815	FL320-UNL
Swiss Radar (M2)	LSAZ_M2_CTR	133.405	FL250-FL310

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Reims FIR and those under the responsibility of the Zurich 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 Zurich ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
LFEE → LSAZ			
G4	HR	HOC	-
W110		LUMEL	
T626		NO DCT	
UL15 UN491 UZ343	FIR Boundary	BEGAR	Transit BEGAR -> TRA: FL>230 Dest. EDDM/EDDN/EDMA/EDMO/ETSI/ETSF/LOWI: FL<350
UL613		HOC	-
LSAZ → LFEE			
G4	HOC	HR	If FL<145 transfer to LFSB_APP
G434	LUMEL	MOROK	
T10		TORPA	
T51	LASUN	HR	
W110	LUMEL		
UL613	NATLI	LUL	Dest. ELLX/EDDR : FL<300
UL856 UN176	MOROK	MOROK	Dest. ELLX/EDDR : FL<300
UT10	TORPA	TORPA	

4.2 Coordination of departures and arrivals

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

Reims towards Zurich

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LFEE → LSAZ)			
LFSB	BASUD ELBEG OLBEN	LFSB_APP → LSAZ_CTR (cleared FL140)	Transfer before reaching FL140 or before passing end of SID.
Arrivals (LFEE → LSAZ)			
LSMD LSME LSZB	WIL	LFEE_CTR → LSAZ_CTR (cleared FL170)	Transfer at LUMEL
LSZG	-		
LSZH	BLM	LFEE_CTR → LSAZ_CTR (cleared FL190 at BLM)	Transfer at 13nm before BLM

Zurich towards Reims

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LSAZ → LFEE)			
EDNY	MOKOP	LSAZ_CTR → LFEE_CTR	FL220 max
LSGC	DEKAM	LSAZ_CTR → LFEE_CTR (DCT HR/LUL/MOROK/TORPA)	FL240 max
LSMD	WIL		
LSME	WIL	LSAZ_CTR → LFEE_CTR (DCT WIL)	FL160 max
LSZB	MEBOX		
LSZG	WIL		
LSZH	VEBIT WIL	LSAZ_CTR → LFEE_CTR (DCT HR/LUL/MOROK/TORPA)	FL240-FL280
Arrivals (LSAZ → LFEE)			
LFJL	MONCE	LSAZ_CTR → LFEE_CTR (DCT MOROK/TORPA)	FL300 max
LFQM	-		
LFSB	LUMEL	LSAZ_CTR → LFSB_APP (Cleared LUMEL8K)	Cleared FL150
LFST	LUL	LSAZ_CTR → LFEE_CTR	150<FL<250