

Letter of Agreement

IVAO – Switzerland & France Divisions



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Contrib.: FR-AOC, FR-AOAC, CH-AOC, CH-AOAC
LFMM-CH, LFMM-ACH, LSAG-CH

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Object: LoA between the Geneva FIR (LSAG) and the Paris FIR (LFFF)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Paris 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

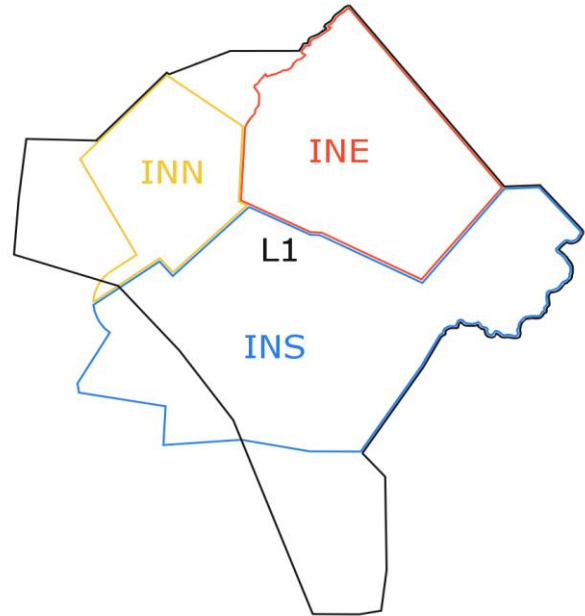
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

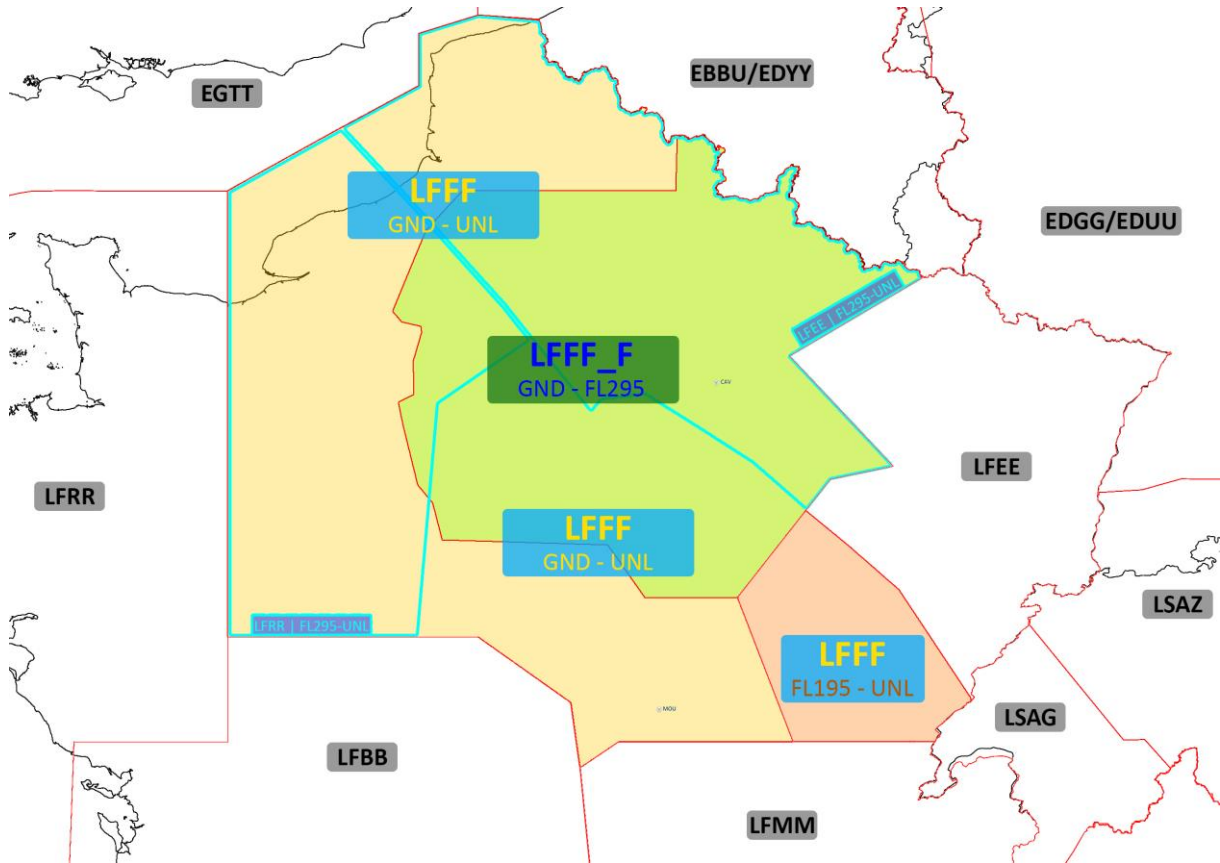
The ATS unit in charge of the Geneva FIR and UIR is **Swiss Radar** and includes three lower sectors (LSAG_INN_CTR, LSAG_INE_CTR and LSAG_INS_CTR) and two main upper sectors (LSAG_L1_CTR and LSAG_L4_CTR). The different configurations of Swiss Radar are detailed [here](#).



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
	LSAG_INS_CTR	SFC-FL240	INS+INN
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 Paris Control.

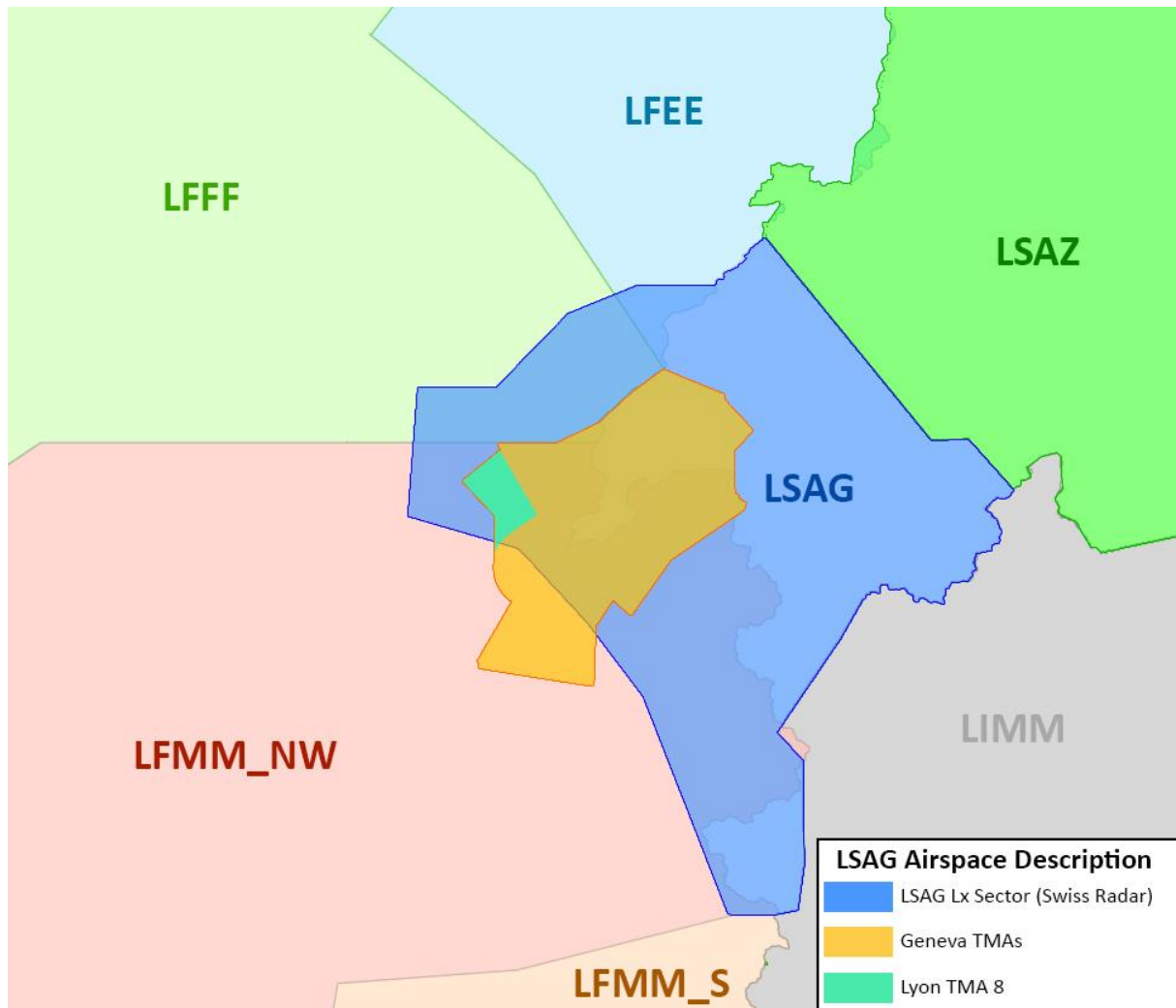
The ATC unit in charge of FIR and UIR airspaces under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors (LFFF_CTR and LFFF_F_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.



The ATS positions concerned by the present LoA are:

ATC Position	Callsign	Frequency	Remarks
Primary Sector			
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
Primary Sector			
Paris Control	LFFF_CTR	128.100	SFC-UNL
Paris Control (CCT)	LFFF_F_CTR	135.405	SFC-FL295
Secondary Sectors			
Reims Control	LFEE_CTR	127.555	< FL195 under LFFF ACC

4. Airspace delegations



4.1 Geneva TMA

The sectors of the Geneva TMA (SFC*-FL195) overhead France territory are permanently delegated to a Swiss air traffic unit and can never be assumed by a French air traffic unit.

*Depending on the applicable lower limit

4.2 Delegation of French airspace to Swiss Radar

When any of the appropriate Swiss Radar ATC unit is online, it assumes traffic above FL145 over French territory within the delegated area depicted above.

When any of the appropriate Swiss Radar ATC unit is offline, Paris Control assumes all traffic within its area of responsibility down to the Swiss-French border.

Coordination is extremely important with Swiss Radar when getting online while Paris Control was online and had responsibility within the delegated airspace. In particular, correct strips and communication are fundamental.

5. Coordination procedures

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

5.1 En-route coordination

En-route coordination shall be done according to the following table. If not mentioned in the table below it shall respect the airspace boundaries or use coordination between the ATC.

Route	Transfer point	Cleared DCT	Restrictions	
LSAG → LFFF				
UB37	<i>1 to 2 minutes before boundary</i>	DJL	-	
UM729		UNKIR		
UM982		IBODI		
UL153		TUTAX		DCT OBURO with coordination
UZ124				
A1 B37		DJL	-	
LFFF → LSAG				
LFFRAC	<i>1 to 2 minutes before boundary</i>	MOKIP	DCT MILPA with coordination	
		LUSAR	-	

5.2 Coordination of departures and arrivals

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

Paris towards Geneva

Airport	SID/STAR	Coordination procedures	Remarks
Arrivals (LFFF → LSAG)			
LSGG	LUSAR	LFFF_CTR -> LSAG_CTR (Cleared LUSAR FL230)	FL250 Max over LUSAR. LIRKO with Coordination Only. Xfr to LSGG_APP if LSAG_CTR closed.
	DJL	LFFF_CTR -> LSAG_CTR (Cleared DCT DJL)	

Geneva towards Paris

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LSAG → LFFF)			
LSGG	DIPIR SIROD	LSGG_APP -> LFFF_CTR (Cleared DCT TUTAX)	-