

Letter of Agreement

IVAO – Italy & France Divisions



Number: **LOA-FR-LFMM-LIMM_EN**

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Version: **v3**

Validity: **permanent**

Contrib.: IT-AOC, IT-AOAC, FR-AOC, FR-AOAC

LIMM-CH, LIMM-ACH, LIMM-ACH1

LFMM-CH, LFMM-ACH

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Object: LoA between the Marseille FIR (LFMM) and the Milano FIR (LIMM)

1. Purpose

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

The content of the agreement is approved by the concerned 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

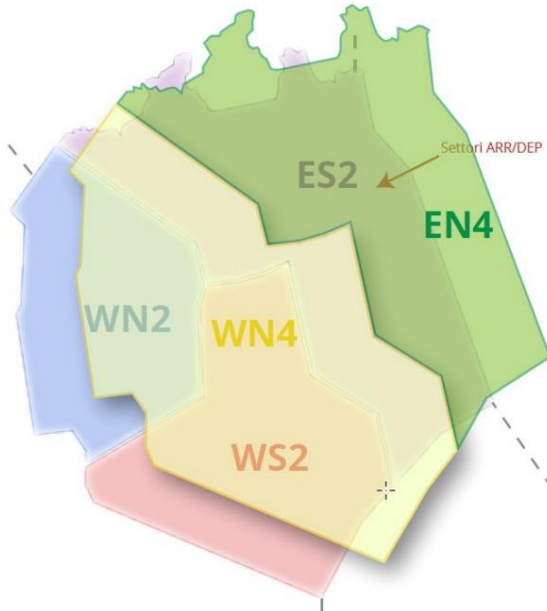
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

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

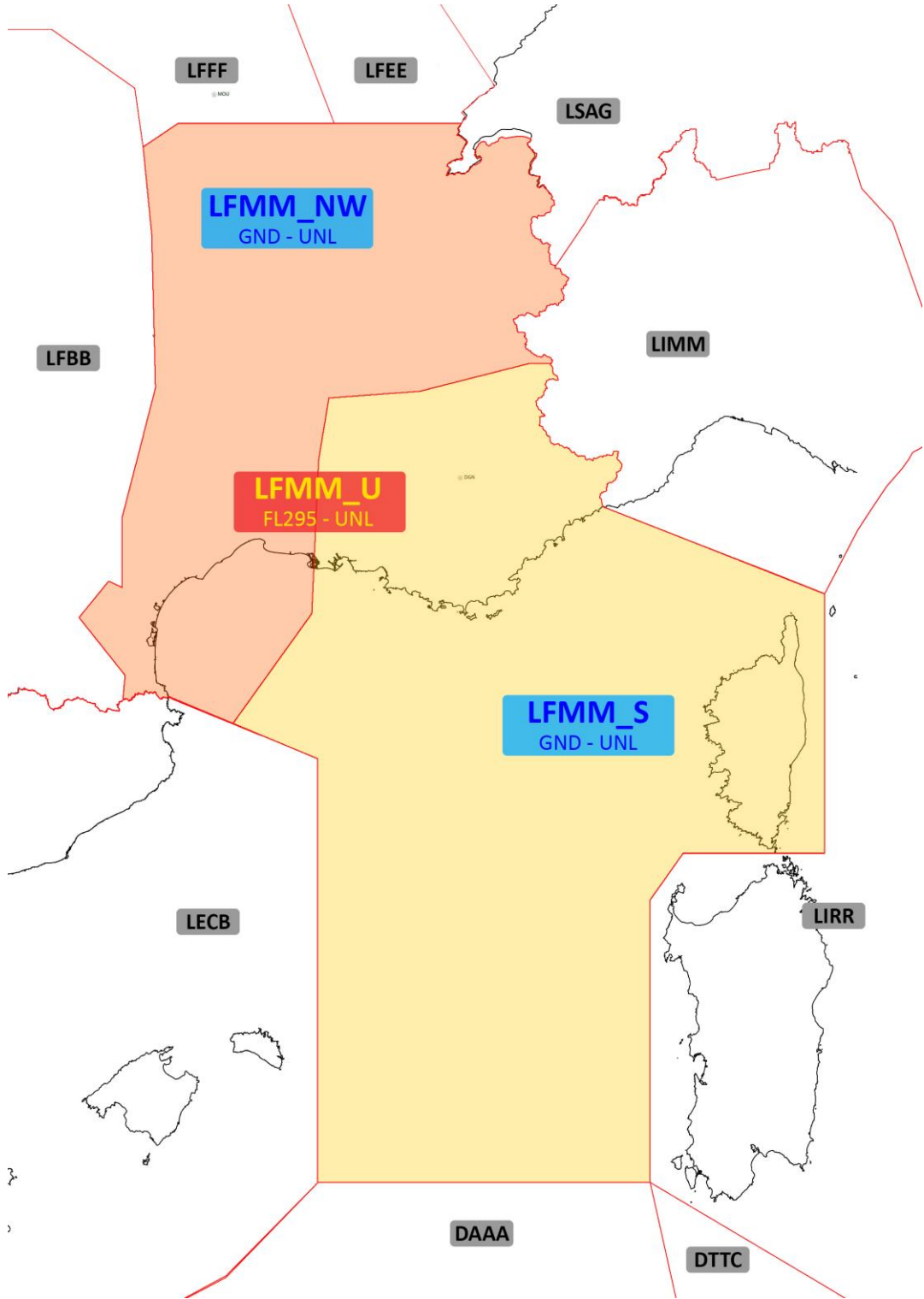
The ATS unit in charge of the Milano FIR and UIR is **Milano Radar** and consists in one primary sector (LIMM_WS2_CTR), and four secondary sectors (LIMM_WN2_CTR, LIMM_WN4_CTR, LIMM_ES2_CTR, and LIMM_EN4_CTR), which can be opened into 8 possible configurations detailed here after.



Milano Radar shall announce its actual configuration to Marseille Control.

Configuration	ATC units	Horizontal responsibility
CNF 1	LIMM_WS2_CTR	WS2+WN2+WN4+ES2+EN4
CNF 2U	LIMM_WS2_CTR LIMM_WN4_CTR	WS2+WN2+ES2 WN4+EN4
CNF 2	LIMM_WS2_CTR LIMM_ES2_CTR	WS2+WN2 ES2
CNF 3	LIMM_WS2_CTR LIMM_WN2_CTR LIMM_ES2_CTR	WS2 WN2 ES2
CNF 3U	LIMM_WS2_CTR LIMM_ES2_CTR LIMM_WN4_CTR	WS2+WN2 ES2 WN4+EN4
CNF 4	LIMM_WS2_CTR LIMM_WN2_CTR LIMM_ES2_CTR LIMM_WN4_CTR	WS2 WN2 ES2 WN4+EN4
CNF 4U	LIMM_WS2_CTR LIMM_EN2_CTR LIMM_WN4_CTR LIMM_EN4_CTR	WS2+WN2 EN2 WN4 EN4
CNF 5	LIMM_WS2_CTR LIMM_WN2_CTR LIMM_ES2_CTR LIMM_WN4_CTR LIMM_EN4_CTR	WS2 WN2 ES2 WN4 EN4

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Marseille ACC is **Marseille Control** and consists in two primary sectors (LFMM_NW_CTR and LFMM_S_CTR) that can never be grouped into one. These ATC units may be split into three subsectors (LFMM_NW_CTR, LFMM_S_CTR and LFMM_U_CTR). The lateral and vertical boundaries of the airspaces under the responsibility of the two 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			
Milano Radar (WS2)	LIMM_WS2_CTR	135.455	SFC-FL305/UNL depending CNF
Secondary Sectors			
Milano Radar (WN4)	LIMM_WN4_CTR	133.740	FL305-UNL
Milano Radar (WN2)	LIMM_WN2_CTR	125.275	SFC-FL305
Milano Radar (ES2)	LIMM_ES2_CTR	130.730	SFC-FL305
Milano Radar (EN4)	LIMM_EN4_CTR	135.130	FL305-UNL
Primary Sectors			
Marseille Control (North-West)	LFMM_NW_CTR	123.805	SFC-UNL
Marseille Control (South)	LFMM_S_CTR	126.155	SFC-UNL
Secondary Sectors			
Marseille Control (Upper)	LFMM_U_CTR	128.850	FL295-UNL

4. Coordination procedures

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

Free Route Airspace ITaly : **X** = Exit point from Italy – **E** = Entry point from Italy.

FRAIT is available above FL305, if there is an airway after the Transfer Point traffics must be cleared at maximum FL300.

Route	Transfer point	Cleared DCT	Restrictions
LIMM → LFMM			
M858	FIR Boundary	TORTU	ODD FL - MAX FL290
M984		VAMTU	ODD FL – MAX FL290
M859			
Q984			
N850		TALEP	ODD FL - MAX FL290
N736		BORDI	ODD FL
Z185			
FRAIT		VAMTU (X)	ODD FL
FRAIT		TALEP (X)	ODD FL
FRAIT		TORTU (X)	ODD FL
LFMM → LIMM			
Y11	FIR Boundary	LAPRI	ODD FL (dest LIMF see below)
M985		NOSTA	EVEN FL
M198		TORTU	EVEN FL
M858			
N851		TALEP	EVEN FL
N850			

4.2 Coordination of departures and arrivals

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

Milano towards Marseille

Airport	SID/STAR	Coordination procedures	Remarks
Arrivals (LIMM → LFMM)			
LFMN LFMD	BORDI	LIMM -> LFMN_APP (cleared FL150)	Dest LFMN: BORDI 7R
LFKC LFKB	LIGUR	LIMM -> LFMM_S_CTR (cleared FL100)	-
LFKJ (LFKF)	TORTU	LIMM -> LFMM_S_CTR (cleared FL330) (LFKF : if request descent : cleared FL350)	-

Marseille towards Milano

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LFMM → LIMM)			
LFMN	BASIP	LFMN_APP -> LIMM_CTR (cleared FL100)	-
Arrivals (LFMM → LIMM)			
LIMF	KUMIN	LFMM -> LIMF_APP (cleared FL150)	Expect KUMIN 1A
LIMJ	ABN	LFMM -> LIMM_CTR (cleared FL150)	Expect ABN 1A