Letter of Agreement

IVAO – Italy & France Divisions

Number: **LOA-FR-LFMM-LIRR_EN**
Date: **22 April 2021**
Version: **v4**
Validity: **permanent**
Contrib.: IT-AOC, IT-AOAC, FR-AOC, FR-AOAC
LIRR-CH, LIRR-ACH, LIRR-CHA1
LFMM-CH, LFMM-ACH
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Object: LoA between Marseille FIR (LFMM) and Roma FIR (LIRR)

1. Purpose

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

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

2. General procedures

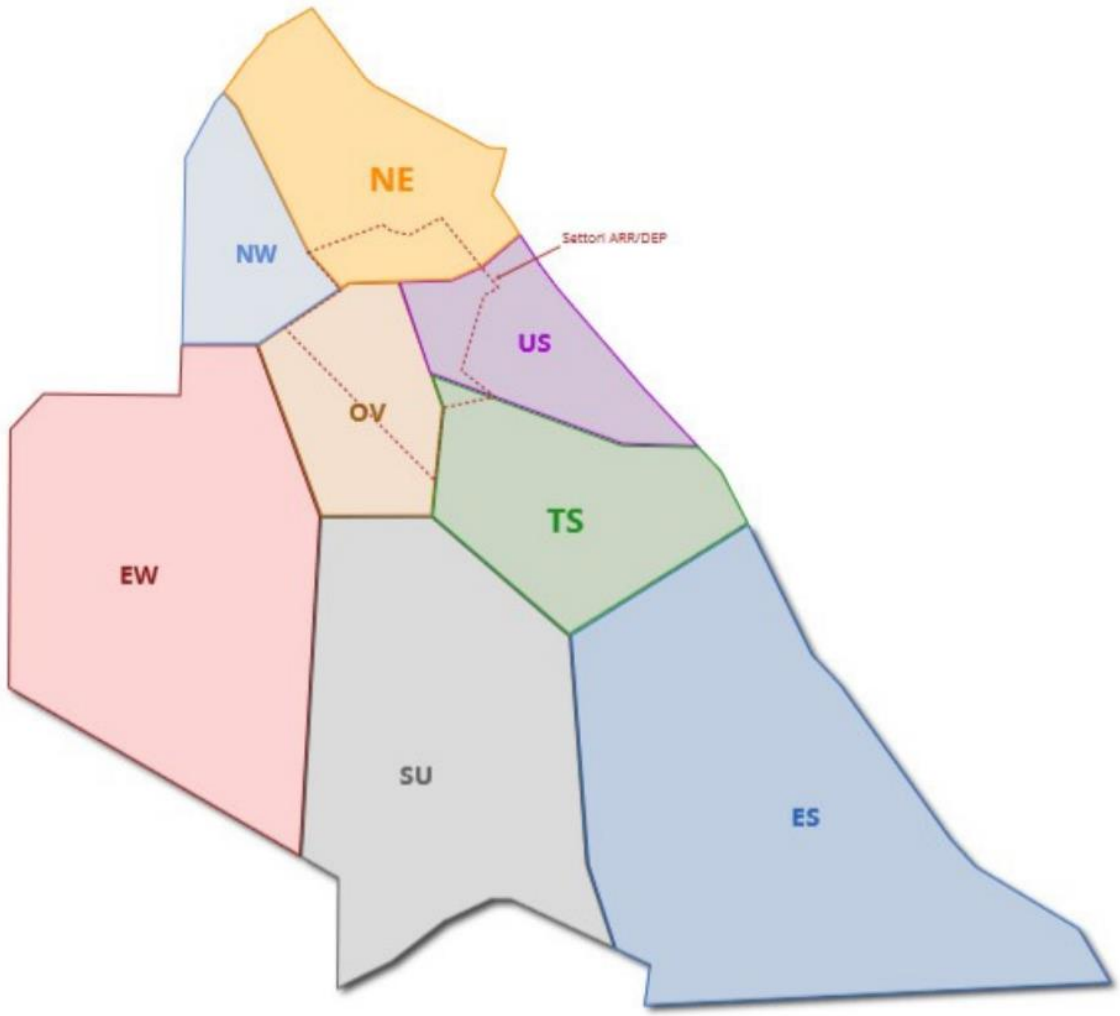
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircraft restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via radar labels and does need the approval and acknowledgement from the receiving sector.

Traffic shall be handed over **as soon as practicable** and whenever possible, **at least 3000 ft before reaching the cleared flight level.** If the transfer point is not defined in this LoA, **at least 10 Nm before the airspace limits**.

All traffics 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

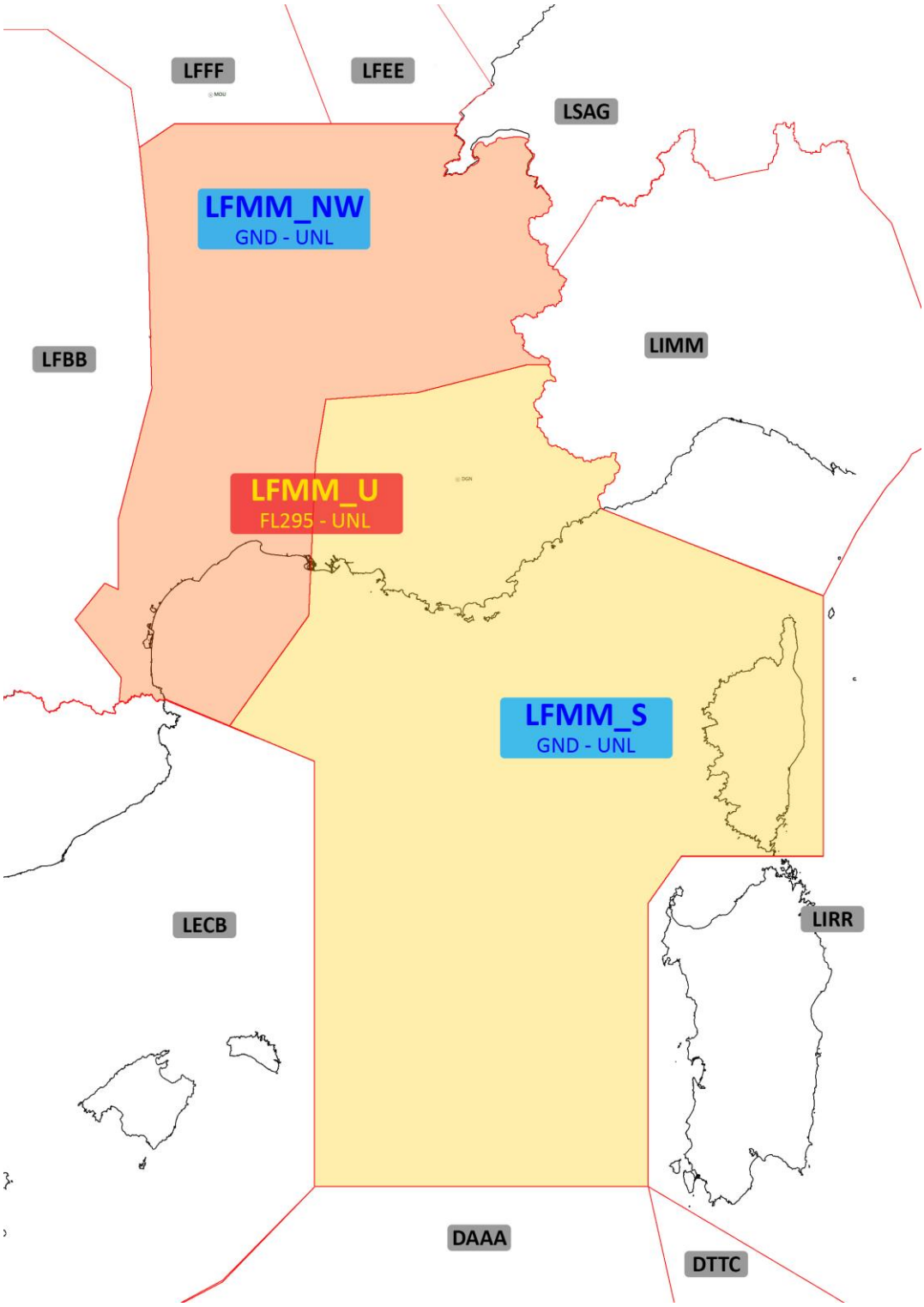
The ATS unit in charge of the Roma FIR and UIR is ***Roma Radar*** and consists in three primary sectors (LIRR_NE_CTR, LIRR_EW_CTR, LIRR_SU_CTR). **LIRR_NE_CTR** might be sub-divided in five secondary sectors (LIRR_NE_CTR, LIRR_NW_CTR, LIRR_OV_CTR, LIRR_US_CTR and LIRR_OV_CTR) which can be open following specific configurations detailed here after.



Configuration	ATC units	Horizontal responsibility
CNF1	LIRR_NE_CTR	NW+NE+OV+US+TS
CNF2	LIRR_NE_CTR LIRR_TS_CTR	NW+NE TS+US+OV
CNF3	CNF2 + 1 or more of these sectors : NW, OV, US	

Roma Radar shall announce its actual configuration to Marseille Control.

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 Sectors			
Roma Radar (NE)	LIRR_NE_CTR	124.200	SFC-UNL
Roma Radar (EW)	LIRR_EW_CTR	127.125	SFC-UNL
Secondary Sector			
Roma Radar (NW)	LIRR_NW_CTR	124.800	SFC-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 Sector			
Marseille Control (Upper)	LFMM_U_CTR	128.850	FL295-UNL

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Roma 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 case by case.

4.1 En-route coordination

Coordination procedures between Roma ACC and Marseille ACC are defined as follows.
Free **R**oute **A**irspace **IT**aly : **X** = Exit point from Italy – **E** = Entry point from Italy.

Route	Transfer point	Cleared DCT	Restrictions
LIRR → LFMM			
M871	FIR Boundary	XATOS	-
Z924		SUPUX	-
M732 **M601** **Q710** **Q714**		GINOX	-
L978		GOPAT	-
L42		POULP	-
M858 **Q213** **N163**		CORSI	-
J19		TEREZ	-
P872 **P980**		OKIVA	-
M622		MADKA	-
Z154		ASKAG	-
L146		MOULE	-
T246 **L127**		MIRSA	-
T378 **M616**		DOBIM	-

Route	Transfer point	Cleared DCT	Restrictions
LFMM → LIRR			
R16	FIR Boundary	DOBIM	-
A3 **UL127**		MIRSA	-
(U)L146		MOULE	-
UM728		DOKAR	-
A9 **UM733** **UM858**		CORSI	-
Y19 **M731** **Z240** **M623** **UM623** **UM731** **UZ194/193** **UZ240**		PELOS	-
UM603		ELSAG	-
UM871		XATOS	-
UM739		TABOT	-

4.2 Coordination of departures and arrivals

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

Marseille towards Roma

Airport	SID/STAR	Coordination procedures	Remarks
<u>Departures</u> (LFMM → LIRR)			
LFKF	CORSI	LFKJ_APP -> LIRR_EW0_APP (cleared FL80)*	*Coordinate further climb with ROMA in order to avoid leveled traffic
LFKJ	CORSI	LFKJ_APP -> LIRR_EW_CTR (cleared FL190)	-
LFKB	MOULE	LFKB_APP -> LIRR_NW_CTR (cleared FL100)	-
<u>Arrivals</u> (LFMM → LIRR)			
LIEA	ELSAG	LFMM_S_CTR -> LIRR_EW0_APP (RWY 02: cleared 6000ft | RWY 20: cleared FL100)	-
	PELOS	LFMM_S_CTR -> LIRR_EW0_APP (cleared FL110)	-
	REVDO		-
	CORSI	LFMM_S_CTR -> LIRR_EW0_APP (cleared FL90)	-
LIEO	CORSI		-

Roma towards Marseille

Airport	SID/STAR	Coordination procedures	Remarks
		<u>Departures</u> (LIRR → LFMM)	
LIEA	GINOX	LIRR_EW0_APP -> LFMM_S_CTR (cleared FL130)	-
	SUPUX	LIRR_EW0_APP -> LFMM_S_CTR (cleared FL140)	-
	GOPAT		-
	POULP		FL120 if dest LFKF
LIEO	OKIVA		-
	TEREZ		FL100 if dest LFKF
		<u>Arrivals</u> (LIRR → LFMM)	
LFKF	POULP	LIRR_EW_CTR -> LFKJ_APP (cleared FL120)	-
	TEREZ	LIRR_EW_CTR -> LFKJ_APP (cleared FL100)	-
LFKJ	POULP	LIRR_EW_CTR -> LFKJ_APP (cleared FL140)	-
	TEREZ	LIRR_EW_CTR -> LFKJ_APP (cleared FL140)	-
LFKB	MOULE	LIRR_NW_CTR -> LFKB_APP (cleared FL110)	-
	DOBIM	LIRR_NW_CTR -> LFKB_APP (cleared FL100)	-

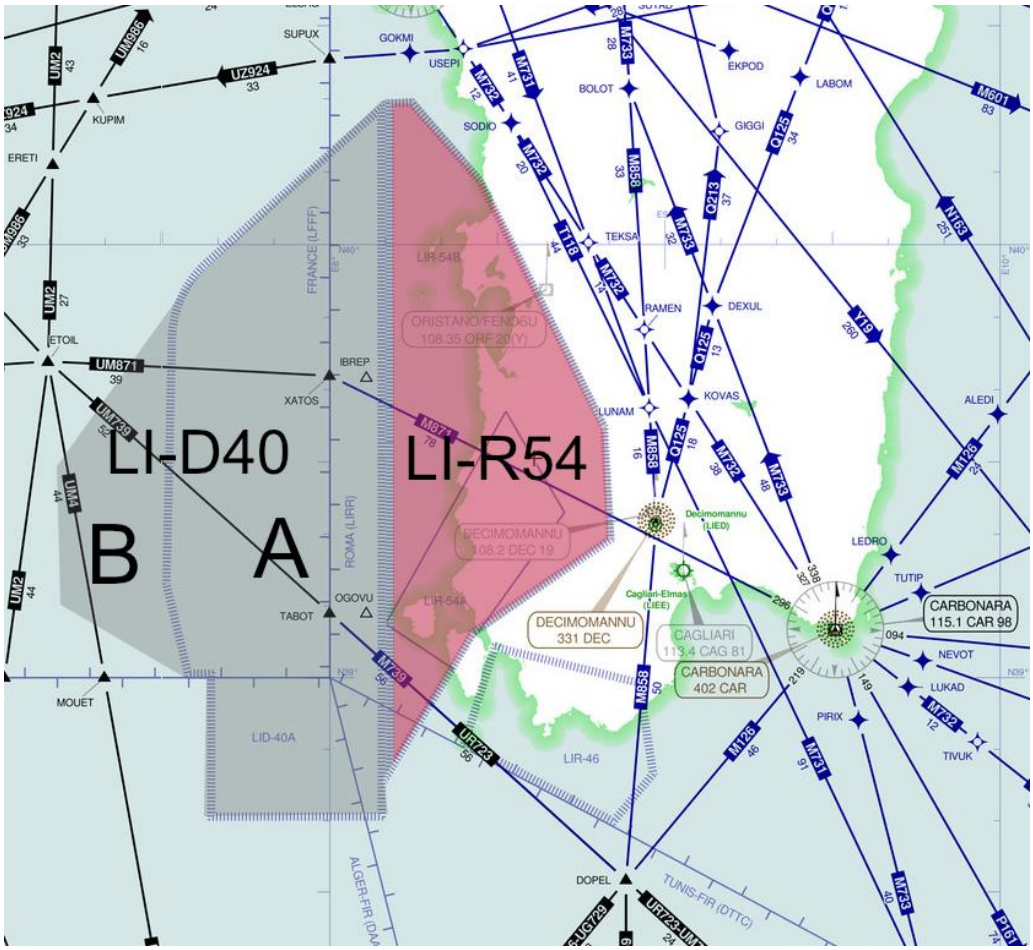
5. Military areas coordination and management

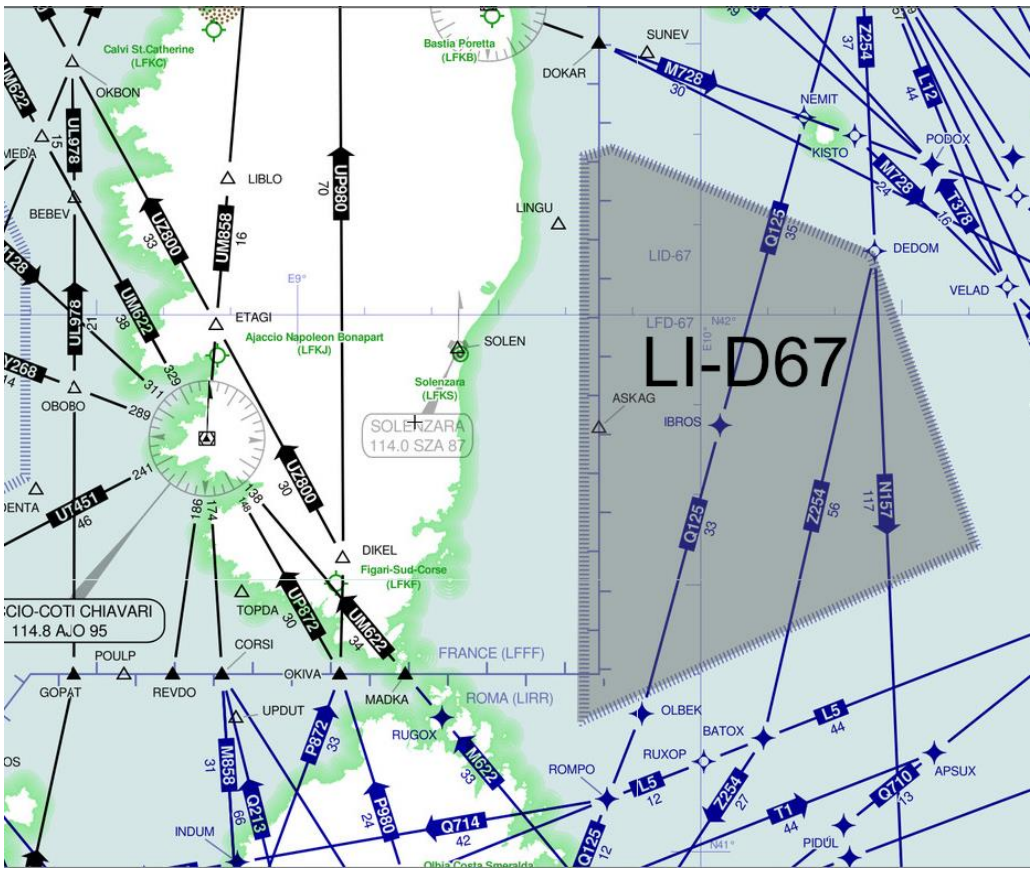
Due to the proximity of the Italian "Dangerous" Airspace (partially located within LFMM FIR) to the boundary, the following coordination and actions have to be taken:

- Penetration is permitted only after coordination by both ATCs and by applying 2000ft of vertical separation between the effective block of levels occupied by the military aircraft and the civilian traffic.
- In case the traffic is unable to change its level ATC has to reroute it in order to avoid the later limits of the Area.
- Unlimited Penetration is permitted to MAYDAY and PAN PAN traffic after the suspension of the operation and by applying a vertical/lateral (1000ft/5nm) radar separation.

5.1 LI-D40A/B, R-54 and D67 DESCRIPTION

LATERAL LIMITS	VERTICAL LIMITS
LI D40/A - Decimomannu line joining following points: 40°20'00''N 008°10'00''E 38°40'00''N 008°10'00''E 38°40'00''N 007°38'00''E 39°00'00''N 007°38'00''E 39°00'00''N 007°34'00''E 39°13'00''N 007°30'00''E 39°47'06''N 007°31'00''E Then arc of circle in clockwise Direction radius 15.0 NM centred on: 39°46'44''N 007°50'29''E till point 39°57'59''N 007°37'33''E then line joining following points: 40°20'00''N 008°10'00	1000/UNL
LI D40/B - Cagliari 39°55'46''N 007°34'53''E Then arc of circle in anti-clockwise Direction radius 15.0 NM centred on: 39°46'44''N 007°50'29''E till point 39°47'06''N 007°31'00''E then line joining following points: 39°13'00''N 007°30'00''E 39°00'00''N 007°34'00''E 39°10'00''N 007°10'00''E 39°30'00''N 007°10'00''E 39°55'46''N 007°34'53''E	1000/FL195
LI R54 - Oristano line joining following points: 40°20'00''N 008°10'00''E 40°20'00''N 008°15'00''E 40°09'00''N 008°27'30''E 39°35'02''N 008°49'49''E 39°19'00''N 008°51'00''E 39°06'00''N 008°26'14''E 38°45'00''N 008°10'00''E 40°20'00''N 008°10'00''E	GND/FL600
LI D67 - Solenzara (France) line joining following points: 42°18'00''N 009°42'00''E 42°19'00''N 009°47'00''E 42°07'00''N 010°26'00''E 41°34'00''N 010°42'00''E 41°14'00''N 009°42'00''E 42°18'00''N 009°42'00''E	GND/FL450


LI-D40
LI-R54
B
A
SUPUX
GOKMI
USEPI
EKPOD
LABOM
BOLOT
SODIO
GIGGI
TEKSA
RAMEN
DEXUL
KUPIM
ERETI
ETOIL
IBREP
XATOS
KOVAS
LUNAM
ALEDI
LEDRO
TUTIP
CARBONARA
115.1 CAR 98
NEVOT
LUKAD
PIRIX
TIVUK
OGOVU
TABOT
MOUET
DECIMOMANNU
331 DEC
CAGLIARI
113.4 CAG 81
CARBONARA
402 CAR
DECIMOMANNU
108.2 DEC 19
ORISTANO/FENOSU
108.35 ORF 20 (Y)
Decimomannu
(LIED)
Cagliari-Elmas
(LIEE)
LIR-54B
LIR-54A
LID-40A
LIR-46
FRANCE (LFFF)
ROMA (LIRR)
ALGER-FIR (DA
TUNIS-FIR (DTTC)
DOPEL


LI-D67
Calvi St.Catherine
(LFKC)
Bastia Poretta
(LFKB)
SUNEV
DOKAR
OKBON
NEMIT
KISTO
PODOX
LIBLO
LINGU
BEBEV
DEDOM
VELAD
LID-67
LFD-67
ETAGI
Ajaccio Napoleon Bonapart
(LFKJ)
SOLEN
Solenzara
(LFKS)
SOLENZARA
114.0 SZA 87
OBOBO
ASKAG
IBROS
DIKEL
Figari-Sud-Corse
(LFKF)
CIO-COTI CHIAVARI
114.8 AJO 95
TOPDA
CORSI
POULP
OKIVA
FRANCE (LFFF)
GOPAT
REVDO
MADKA
ROMA (LIRR)
UPDUT
OLBEK
RUGOX
BATOX
RUXOP
ROMPO
APSUX
INDUM
PIDÚL