

# Letter of Agreement

IVAO – France & Switzerland Divisions



Number: **LOA-FR-LFMM-LSAG\_EN**

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LFMM-CH, LFMM-ACH, LSAG-CH, CH-DIR

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Object: LoA between the Marseille FIR (LFMM) 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 **Marseille 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

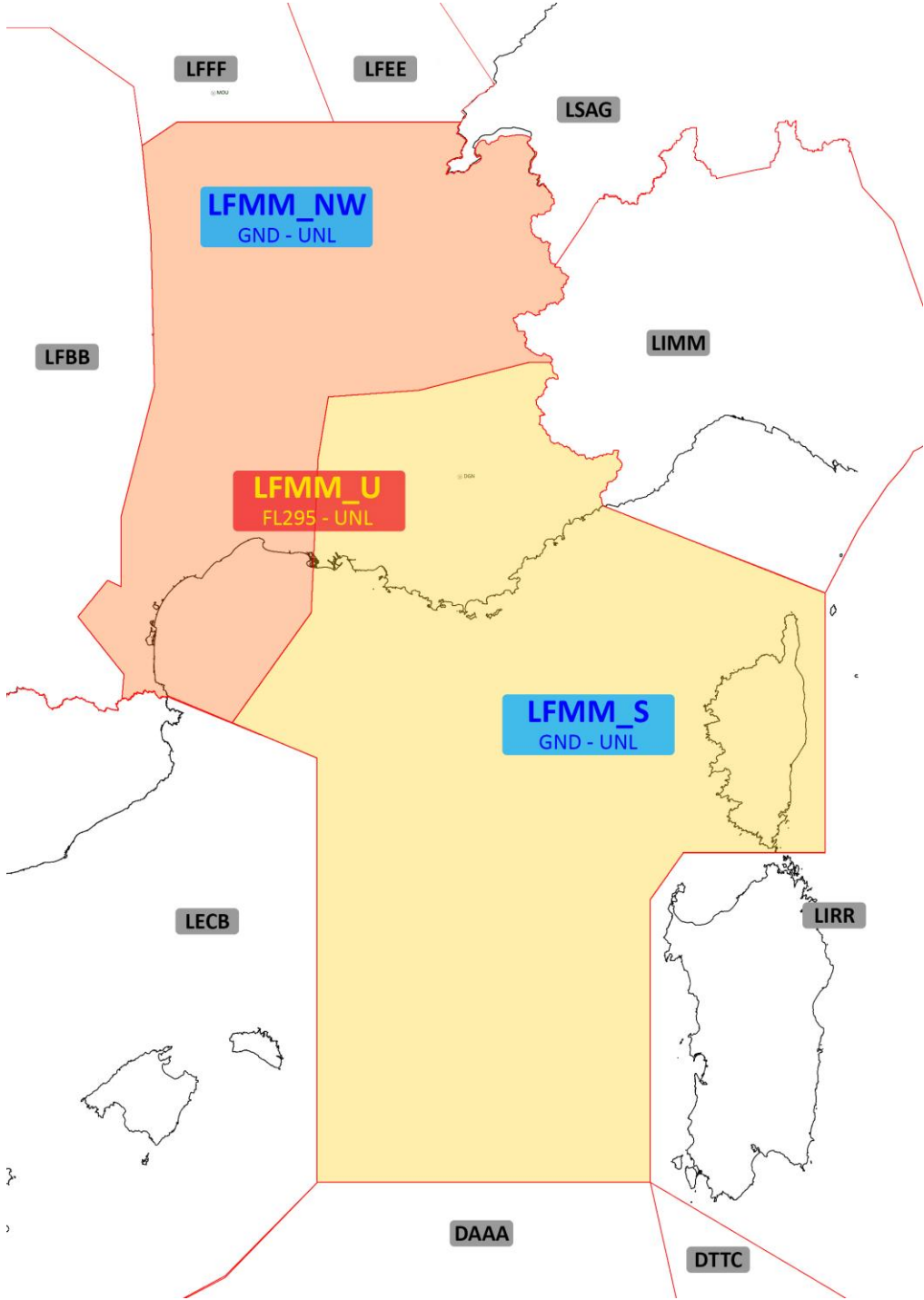
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

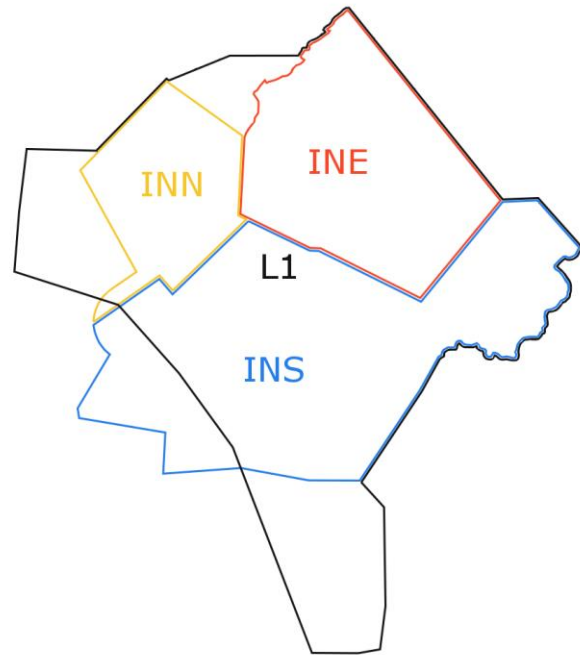
All traffic shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

### 3. ATC units description

The 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 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 LSAG_INS_CTR	FL250-UNL SFC-FL240	L1-6 INE+INN+INS
LSAG-3	LSAG_L1_CTR LSAG_INE_CTR LSAG_INS_CTR	FL250-UNL SFC-FL240 SFC-FL240	L1-6 INE+INN INS
LSAG-4	LSAG_L1_CTR LSAG_INE_CTR LSAG_INN_CTR LSAG_INS_CTR	FL250-UNL SFC-FL240 SFC-FL240 SFC-FL240	L1-6 INE INN INS
LSAG-5	LSAG_L4_CTR LSAG_L1_CTR LSAG_INE_CTR LSAG_INN_CTR LSAG_INS_CTR	FL340-UNL FL250-FL330 SFC-FL240 SFC-FL240 SFC-FL240	L4-6 L1-3 INE INN INS
LSAS	LSAS_LM1_CTR	SFC-UNL	LSAG+LSAZ

**Swiss Radar shall announce its actual configuration to Marseille Control.**

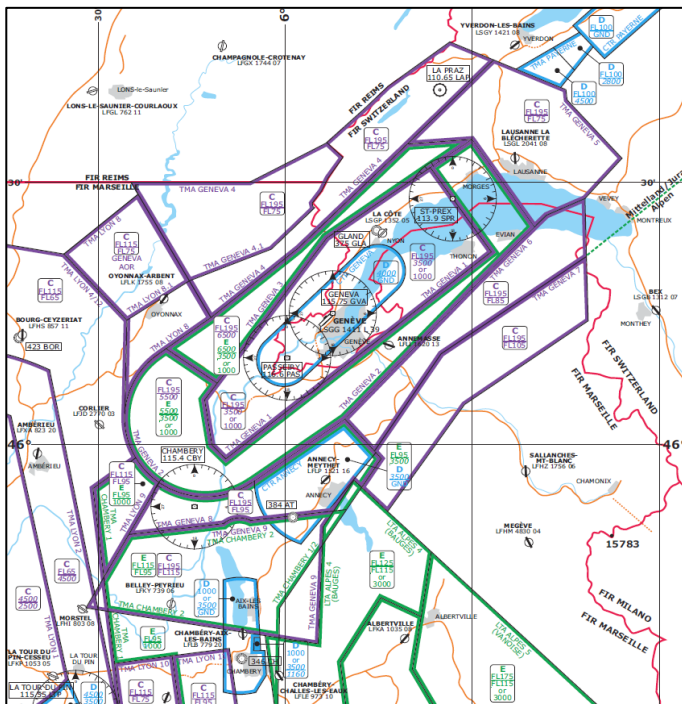
The ATS positions concerned by the present LoA are:

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sectors</b>			
<b>Marseille Control (North-West)</b>	LFMM_NW_CTR	123.805	SFC-UNL
<b>Marseille Control (South)</b>	LFMM_S_CTR	126.155	SFC-UNL
<b>Secondary Sectors</b>			
<b>Marseille Control (Upper)</b>	LFMM_U_CTR	128.850	FL295-UNL
<b>Primary Sectors</b>			
<b>Swiss Radar (conf. LSAG-1)</b>	LSAG_INS_CTR	124.225	SFC-UNL
<b>Swiss Radar (conf. LSAS)</b>	LSAG_LM1_CTR	133.405	SFC-UNL
<b>Secondary Sectors</b>			
<b>Swiss Radar (INE)</b>	LSAG_INE_CTR	128.905	SFC-FL240
<b>Swiss Radar (INN)</b>	LSAG_INN_CTR	134.030	SFC-FL240
<b>Swiss Radar (Upper 1)</b>	LSAG_L1_CTR	134.850	FL250-UNL or FL250-FL330
<b>Swiss Radar (Upper 4)</b>	LSAG_L4_CTR	124.030	FL340-UNL

## 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 Geneva SIV***

The SIV of Geneva outside of the Geneva TMA is delegated to the applicable French air traffic unit (LFMM\_NW\_CTR, LFLB\_APP, LFLB\_APP, ...) when LSAG\_FSS is closed.

In practice, it means that air traffic flying to/from French altiports or within valleys in the mountainous areas within France territory are under French air traffic responsibility for receiving Information and Alerting services when the Swiss FIS position is closed.

## ***4.3 Annecy arrivals from Swiss airspace***

When LFLB/LFLL APP or LFMM\_NW CTR are open, LSGG APP clears the traffic for the arrival or transition and clears descend to FL80. Once the traffic goes out of its airspace, a transfer has to be made to the French air traffic unit in charge of LFLP (see above).

When LFLB/LFLL APP or LFMM\_NW CTR are closed, LSGG APP provides separation and alerting service until the traffic is established on the final approach. He clears the traffic for the approach and once the traffic reports established, a transfer will be made to UNICOM.

## ***4.4 TMA 8 Lyon***

Sector 8 of Lyon TMA (FL75-FL145) is delegated to LSGG\_APP whenever it is open. This sector can be assumed by French air traffic control if the respective Swiss ATC unit responsible of the approach control at Geneva (LSGG\_APP or LSAG\_CTR) is offline. Otherwise, coordination with the Swiss ATC is required.

## ***4.5 Delegation of Swiss airspace over French Territory***

When LSAG\_CTR is offline, LFMM\_NW, in accordance with his ability, may assume traffic above FL245 over France territory (geographical border). LFMM\_NW will write the following remark in his ATIS : "Covering Swiss delegated airspace over France above FL245".

Therefore, Marseille will be responsible for separation of these traffics. Coordination is extremely important with LSAG\_CTR when getting online while LFMM\_NW was assuming responsibility over the airspace. In particular, correct strips and communication are fundamental.

## 5. Coordination procedures

Coordination procedures between the sectors under the responsibility of the Marseille 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.

### 5.1 En route coordination

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

Route	Transfer point	Cleared DCT	Restrictions /Remarks	
<b>LFMM → LSAG</b>				
<b>B16</b>	BELUS	PAS	Destination LSGK: FL240	
<b>B37</b>	KELUK			
<b>N871</b>	GIPNO	SOSAL		
<b>T45</b>	LSGG TMA	MOLUS		
<b>J32</b>				
<b>UL612</b>	FIR Boundary	FIR Boundary or last FIX in French airspace	DCT MILPA – With Coordination	
<b>UM622</b> <b>UN853</b>			Dest. LSGG : FL240 if DEP LFMM, otherwise FL280. Dest. LSZH, LFSB, EDNY -> FL320 MAX	
<b>UN871</b> <b>UP860</b>				
<b>UT45</b>		VENAT	-	
<b>UT47</b>		VANAS		
<b>UY11</b>		BLONA		
<b>UL55</b>			ODD FL after NEDRU	
<b>LSAG → LFMM</b>				
<b>V31</b>		FIR Boundary	FIR Boundary or last FIX in Swiss airspace	-
<b>N869</b>				
<b>UZ65</b> <b>Z669</b>				
<b>G5</b>	ARGIS			
<b>R226</b>	BALSI			
<b>Y52</b> <b>Y55</b> <b>Y56</b> <b>Y58</b>	SALEV	FIR Boundary or last point in Swiss airspace	FL80	
<b>Y24</b>	FIR Boundary	FIR Boundary or last FIX in Swiss airspace	Dep LSAG-> Dest. LFMN, LFMD, LFTH, LFTZ, LFTF : FL230 MAX Dest. LFMN, LFMD, LFTH, LFTZ, LFTF : FL290 MAX	
<b>UN869</b>			-	
<b>UN852</b>		BALSI	-	
<b>UP860</b>			Xfr. Min. FL220	
<b>UZ40</b>		GIGUS	Xfr. GIGUS at FL200 LFL TMA	
<b>UZ66</b>		ARGIS	-	

## 5.2 Coordination of departures and arrivals

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

### Marseille towards Geneva

Airport	SID/STAR	Coordination procedures	Remarks
<b><u>Departures (LFMM → LSAG)</u></b>			
<b>LFLB</b> <b>LFLP</b>	PAS VENAT	LFLB_APP → LSGG_APP / LSGG_DEP (cleared FL110)	Coordination
<b>LFLB</b> <b>LFLS</b>	MABES MOKIP RISOR	LFLB_APP → LSGG_APP / LSGG_DEP (cleared FL200)	If FL>200 transfer to LSAG_CTR
<b><u>Arrivals (LFMM → LSAG)</u></b>			
<b>LSGG</b>	BELUS  KINES	LFMM_CTR → LSGG_APP (RWY22 DCT BELUS cleared FL180 / RWY04 FL120 and max SPD250) LFMM_CTR → LSAG_CTR (DCT IRMAR FL<280 at IRMAR)	Coordination with LFLB/LFLB APP if necessary. BELUS is also a SID of LFLB. Xfr to LSGG_APP if LSAG_CTR closed.

### Geneva towards Marseille

Airport	SID/STAR	Coordination procedures	Remarks
<b><u>Departures (LSAG → LFMM)</u></b>			
<b>LSGG</b>	BALSI DEPUL BELUS	LSGG_APP → LFMM_CTR (cleared FL150) LSGG_APP → LFMM_CTR (cleared FL190) LSGG_APP → LFLB_APP (coordinate a FL)	Coordination with LFLB/LFLB APP if necessary.
<b><u>Arrivals (LSAG → LFMM)</u></b>			
<b>LFLB</b> <b>LFLP</b>	SALEV	LSGG_APP → LFLB_APP (cleared FL80)	LFLB SALEV1P ILS X 18 DCT COLLO LFLP SALEV1P RNAV Z 04 DCT COLLO
<b>LFLB</b> <b>LFLS</b>	MILPA	LSAG_CTR → LFLB_APP (cleared FL160)	Cleared MILPA5N for 35 MILPA5S for 17