

Letter of Agreement

IVAO – France & Switzerland Divisions



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

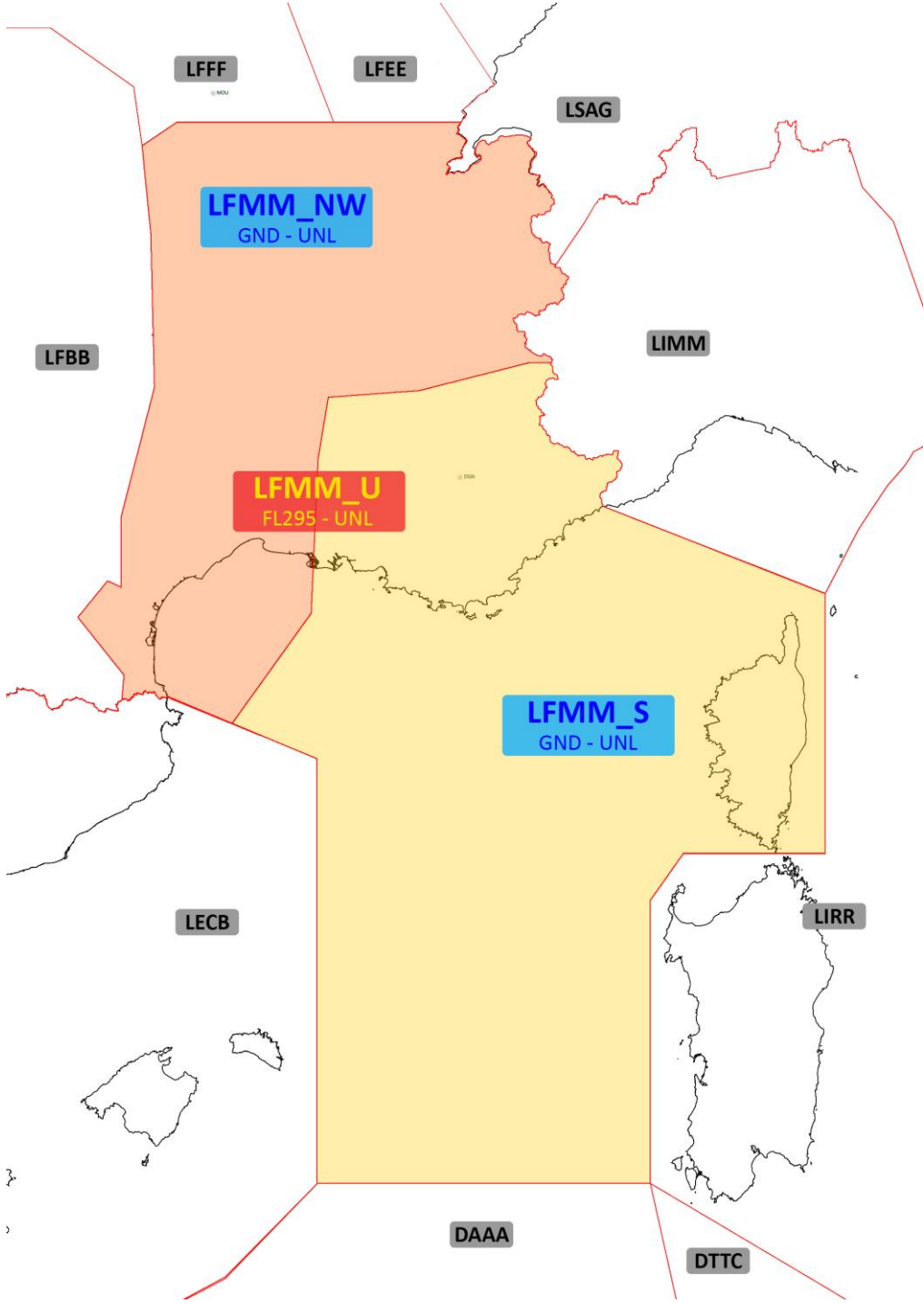
Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither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

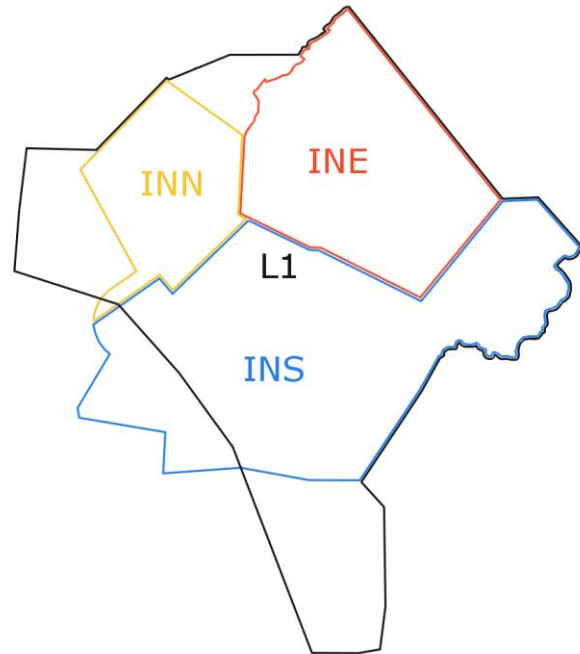
All traffic shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

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 main upper sectors (LSAG_L1_CTR and LSAG_L4_CTR). The different configurations of Swiss Radar are detailed [here](#).



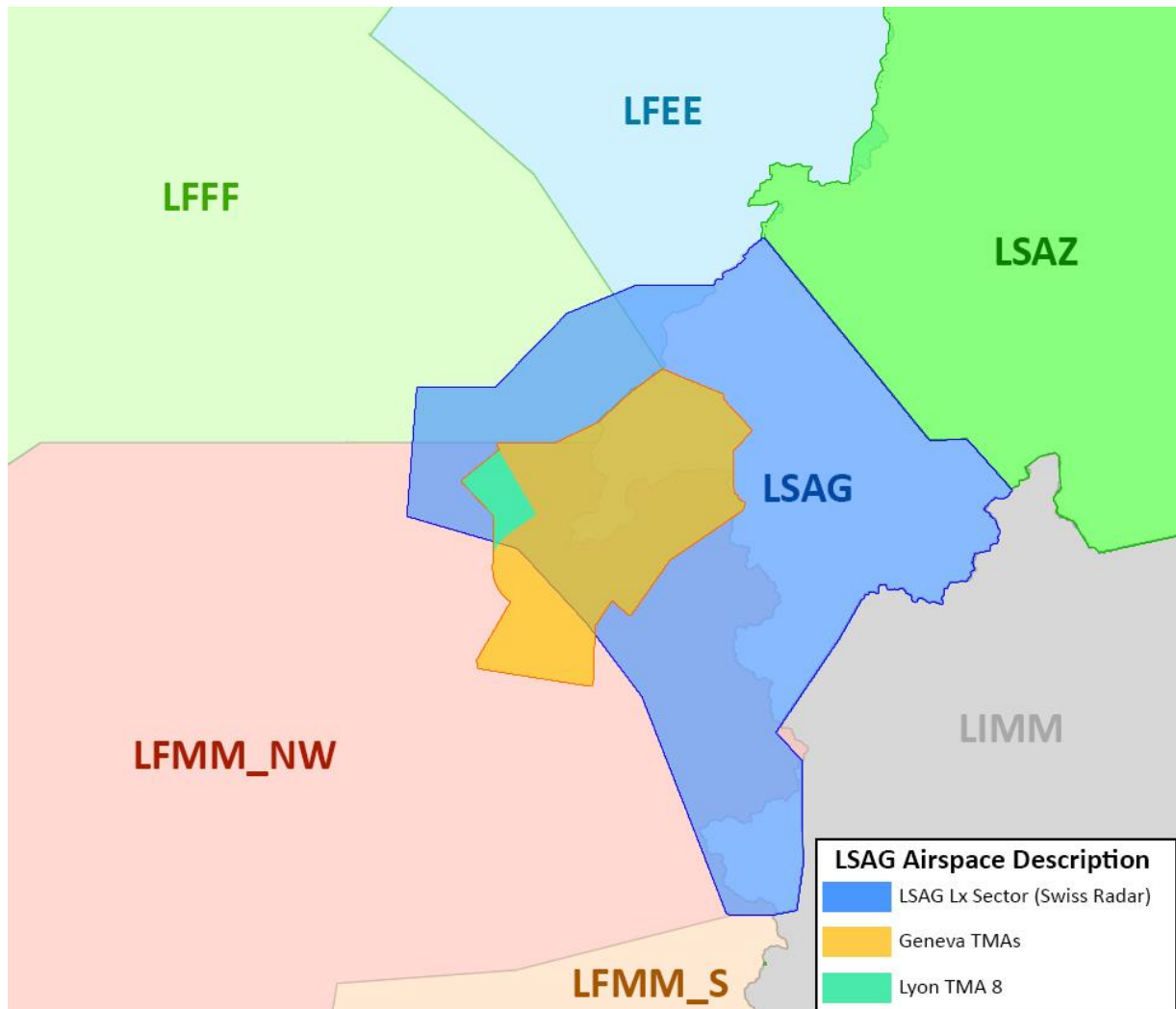
Configuration	ATC units	Vertical responsibility	Horizontal responsibility
LSAG-1	LSAG_INS_CTR	SFC-UNL	INE+INN+INS + L1-6
LSAG-2	LSAG_L1_CTR LSAG_INS_CTR	FL250-UNL SFC-FL240	L1-6 INE+INN+INS
LSAG-3	LSAG_L1_CTR LSAG_INE_CTR LSAG_INS_CTR	FL250-UNL SFC-FL240 SFC-FL240	L1-6 INE INS+INN
LSAG-4	LSAG_L1_CTR 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
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
Primary Sectors			
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

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 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.

4.3 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. Marseille Control will provide Flight Information Service below FL145 within French territory, and will coordinate with Swiss Radar when practicable.

When any of the appropriate Swiss Radar ATC unit is offline, Marseille 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 Marseille Control was online and had responsibility within the delegated airspace. In particular, correct strips and communication are fundamental.

4.4 Geneva SIV

The Geneva SIV over French territory but outside of the Geneva TMA is delegated to the applicable French air traffic unit (LFMM_NW_CTR, LFLL_APP, LFLB_APP, ...) when LSAG_FSS is closed. If Swiss Radar is online, the SIV is delegated up to FL145 (see §4.3).

4.5 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 descent 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.

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	
LFMM → LSAG				
B16	BELUS	PAS	Destination LSGK: FL240	
B37	KELUK			
N871	GIPNO	SOSAL		
T45	LSGG TMA	MOLUS		
J32				
UL612	FIR Boundary	FIR Boundary or last FIX in French airspace	DCT MILPA – With Coordination	
UM622 UN853			Dest. LSGG : FL240 if DEP LFMM, otherwise FL280. Dest. LSZH, LFSB, EDNY -> FL320 MAX	
UN871 UP860			-	
UT45		VENAT	-	
UT47		VANAS	-	
UY11		BLONA	-	
UL55				
LSAG → LFMM				
V31		FIR Boundary	FIR Boundary or last FIX in Swiss airspace	-
N869				
UZ65 Z669				
G5	ARGIS			
R226	BALSI			
Y52 Y55 Y56 Y58	SALEV		FIR Boundary or last point in Swiss airspace	
Y24	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	
UN869			-	
UN852		BALSI	-	
UP860			Xfr. Min. FL220	
UZ40		GIGUS	Xfr. GIGUS at FL200 LFL TMA	
UZ66		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
Departures (LFMM → LSAG)			
LFLB LFLP	PAS VENAT	LFLB_APP → LSGG_APP / LSGG_DEP (cleared FL110)	Coordination
LFLB LFLS	MABES MOKIP RISOR	LFLB_APP → LSGG_APP / LSGG_DEP (cleared FL200)	If FL>200 transfer to LSAG_CTR
Arrivals (LFMM → LSAG)			
LSGG	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
Departures (LSAG → LFMM)			
LSGG	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.
Arrivals (LSAG → LFMM)			
LFLB LFLP	SALEV	LSGG_APP → LFLB_APP (cleared FL80)	LFLB SALEV1P ILS X 18 DCT COLLO LFLP SALEV1P RNAV Z 04 DCT COLLO
LFLB LFLS	MILPA	LSAG_CTR → LFLB_APP (cleared FL160)	Cleared MILPA5N for 35 MILPA5S for 17