



Letter of Agreement (LoA)

Milano ACC (LIMM) and Marseille ACC (LFMM)

Name: LoA-LIMM-LFMM_EN

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1. Purpose

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

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

2. Areas of Responsibility

2.1. Airspace structure and classification within the Area of Common Interest

2.1.1. LIMM FIR/UIR

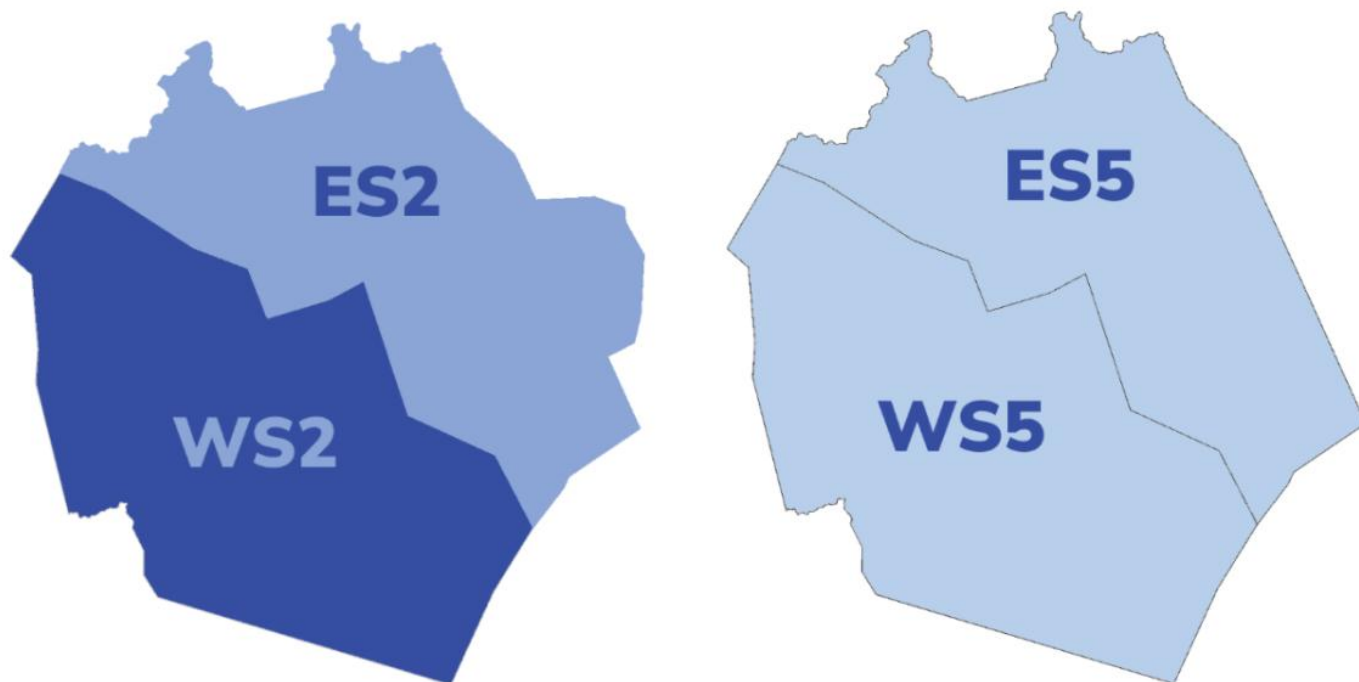
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D in Airway or G
	AGL-AMSL/FL115	E in Airway or G

2.1.2. LFMM FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D except in LTA
	AGL-AMSL/FL115	G outside other classified airspace

2.2. Sectorisation within the Area of Common Interest

2.2.1. LIMM ACC



The Milano ACC airspace is described on the picture above.

The positions are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Milano Radar (WS2)	LIMM_WS2_CTR	135.455	
Secondary Sectors			
Milano Radar (WS5)	LIMM_WS5_CTR	122.730	FL305/UNL

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2.2.2. LFMM ACC



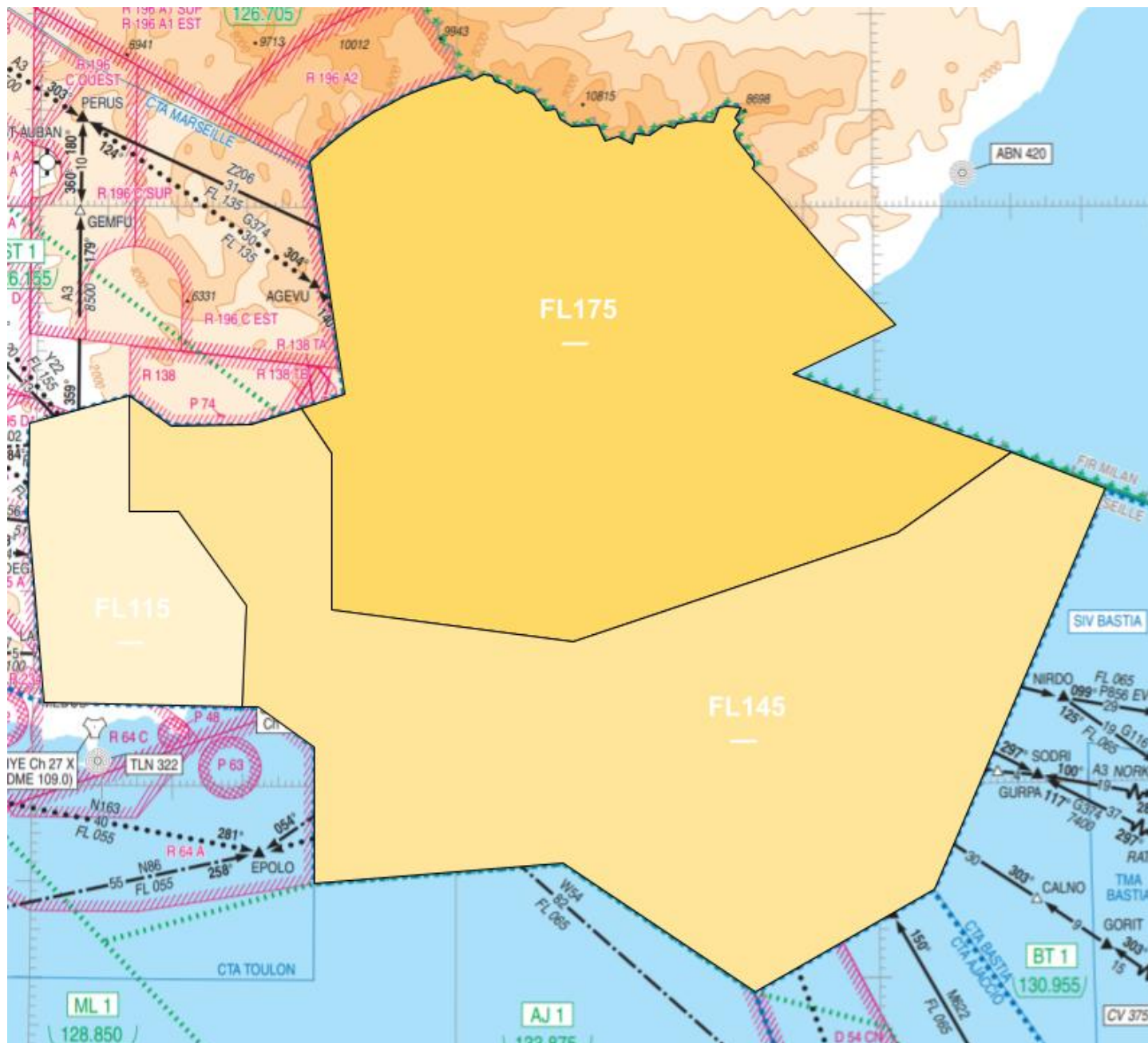
The Marseille ACC airspace is described on the picture above.

The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Marseille Control (East)	LFMM_E_CTR	127.905	

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2.2.3. Nice APP



The Nice Approach airspace is described on the picture above.

Position	Identifier	Frequency	Remarks
Nice Approach	LFMN_APP	134.475	
Nice Departure	LFMN_DEP	130.830	Secondary position, opening conditions are described in ATC rules

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2.2.4. Bastia APP

The Bastia Approach airspace is described on the picture above.

Position	Identifier	Frequency	Remarks
Bastia Approach	LFKB_APP	123.825	

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2.3. Special Areas within the Area of Common Interest

2.3.1. Area permanently delegated to Milano ACC

Part of the French airspace is delegated to Italian division for the provision of ATS.

In the Marseille UIR, part of the airspace is delegated to Milano ACC for the provision of ATS.

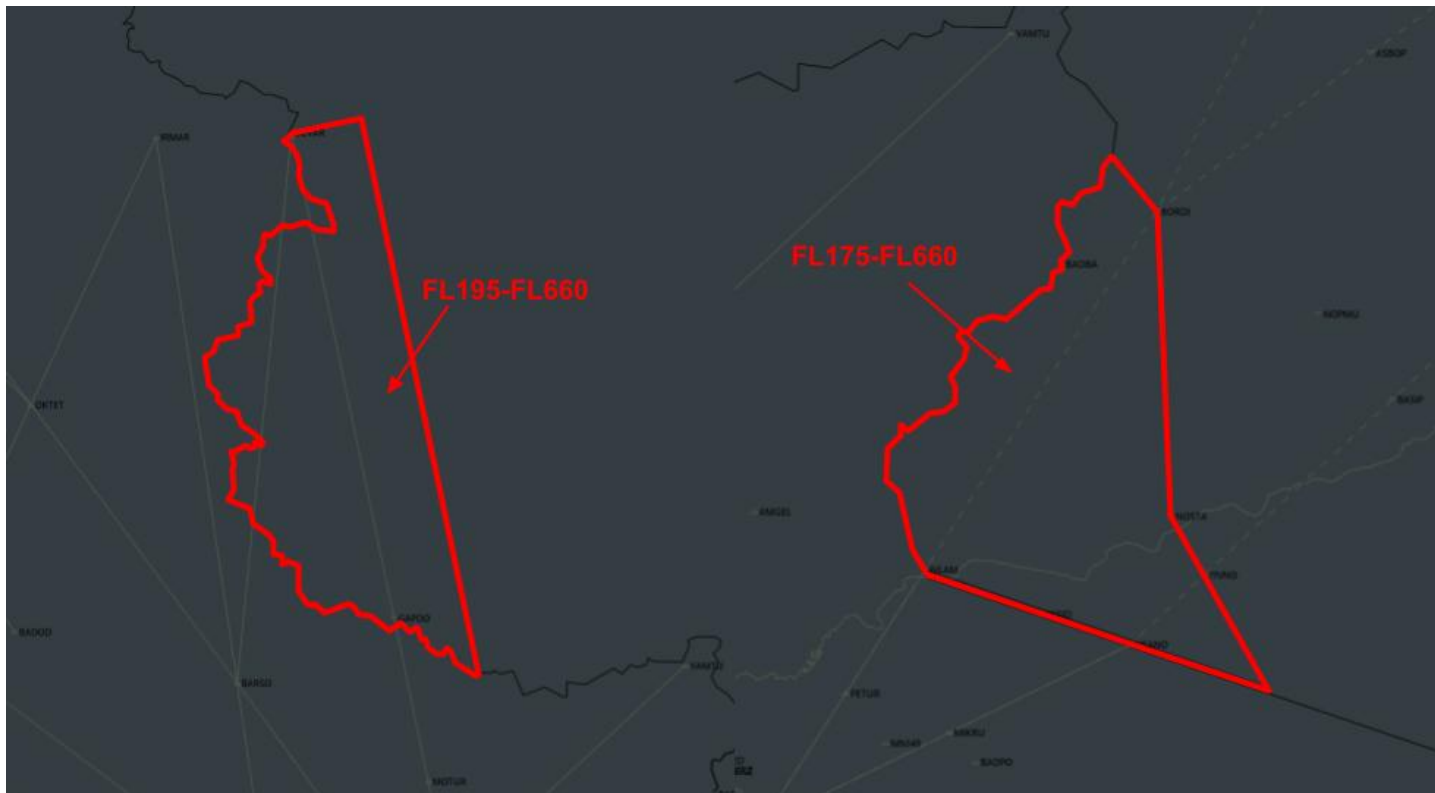


The area delegated to Milano in Marseille airspace is represented above. The coordinates is depicted in French AIP ENR2.2.6 as "LIMMDLGILF".

2.3.2. Area delegated to Marseille ACC

Part of the Italian airspace is delegated to French division for the provision of ATS.

In the Milano FIR/UIR, part of the airspace is delegated to Marseille ACC for the provision of ATS.

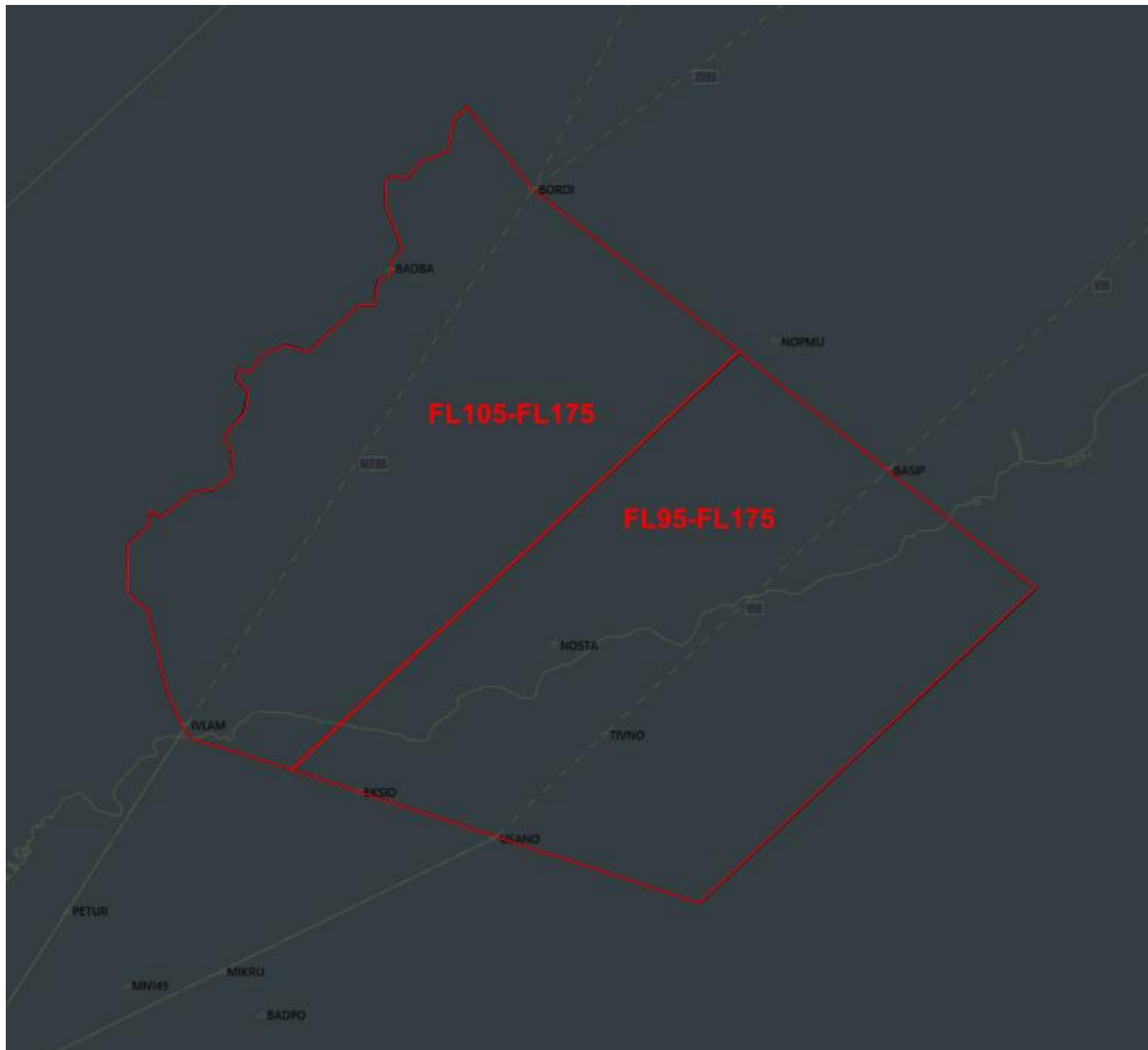


The areas delegated to Marseille in Milano airspace are represented above. The coordinates are depicted in French AIP ENR2.2.6 as "LFMMDLG1L", "LFMMDLG2HI" and "LFMMDLG2LO".

2.3.3. Area delegated to Nice APP

Part of the Italian airspace is delegated to French division for the provision of ATS.

In the Milano FIR/UIR, part of the airspace is delegated to Nice APP for the provision of ATS.



The areas delegated to Nice in Milano airspace are represented above. The coordinates are depicted in French AIP ENR2.2.6 as "LFMNDLGILI" and "LFMNDLG2LI".

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2.3.4. LI-D91 bis Liguria

Milano ACC shall inform Nice APP and Marseille ACC of this area activity.

2.3.5. LI-R4 Fossano LI-R64 Cuneo and LI-R64bis Barge

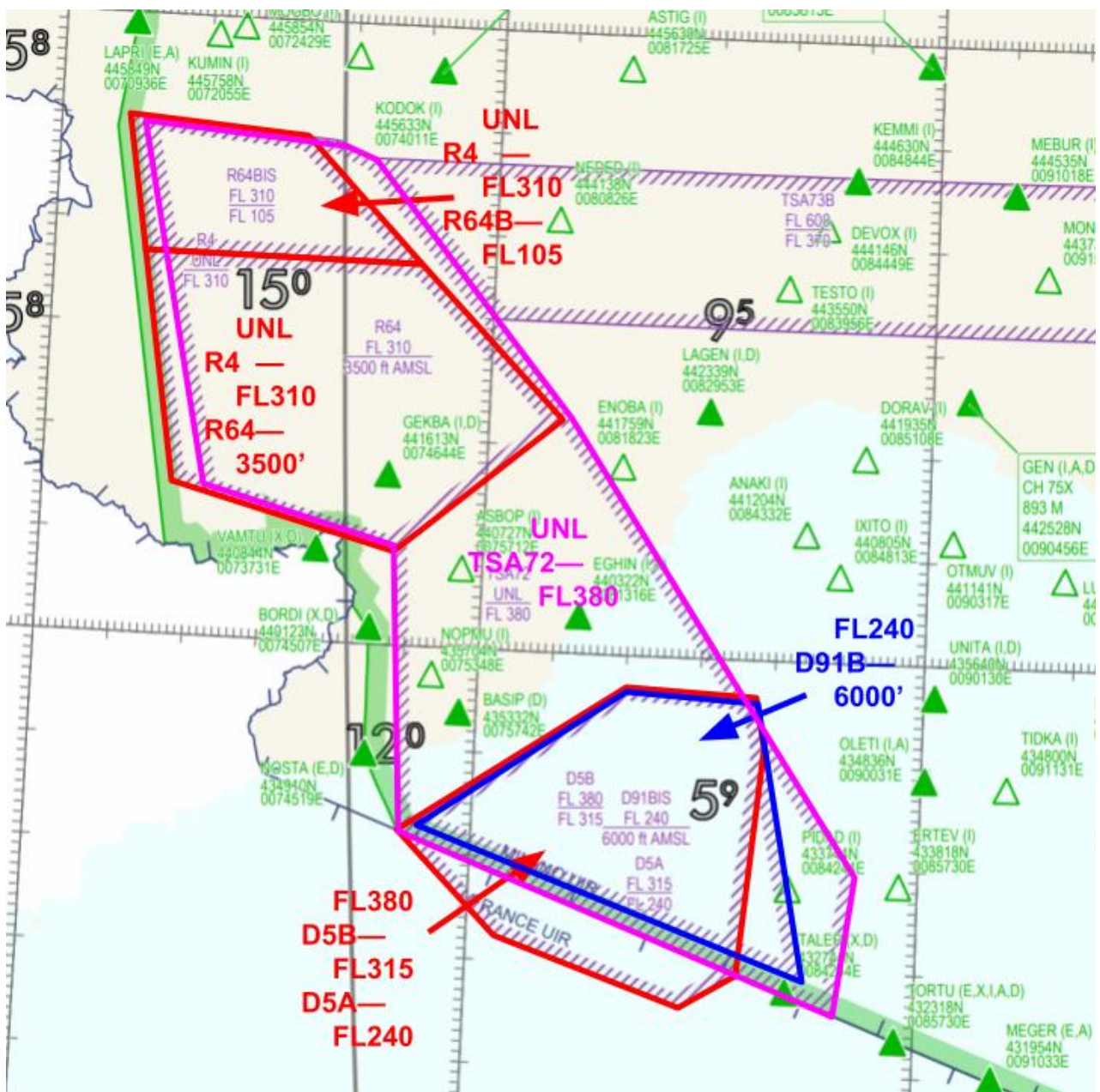
Milano ACC shall inform Marseille ACC of these areas' activity.

These areas interfere with VAMTU-KOLON, flights will be rerouted via BORDI-KOLON.

2.3.6. LI-TSA 72 and LI-D5A/B

Milano ACC shall inform Marseille ACC of these areas' activity.

In case of TSA 72 activity, flights will be transferred at a Flights Level below FL380.



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3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA conditions or a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), the transferring unit shall initiate an approval request.

Traffics shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from LIMM ACC to LFMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
VAMTU-KOLON	VAMTU	Odd FL>245		3.2.1.1.
BORDI-KOLON	BORDI	FL350	ARR LFMT LFMU LFNG LFMP LFMK	
N736 or FRA	BORDI	Odd		
		FL230	DEP LIMJ LIMZ ARR LFML LFMQ LFMV LFMY LFMA LFMO LFMI LFTH LFTW LFTF	
FRA	TALEP	Odd FL>285		
M858-TORTU-A9	TORTU	Odd	Forbidden ARR LFKS	
FRA		FL350	ARR LIEA LIEO	
		FL230	ARR LFKJ LFKF	
		FL190	DEP LIMJ LIMG	

3.2.1.1.

Milano ACC is responsible for the compatibility of flights converging to KOLON via BORDI or VAMTU.

3.2.2. Flights from LFMM ACC to LIMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	NOSTA	Even	Forbidden ARR LIMJ LIMG	
		FL360	ARR LIP* (except LIPE LIPX)	
		FL340	ARR LIPE LIPX LIRQ LIQS LSZS LSZA	
		FL320	ARR LIM* (except LIMZ) LSZL	3.2.2.1.
		FL280	ARR LIMZ LIRP DEP LFTH LFTF LFMC LFTZ LFMF	
Y15	BASIP	Even		
		FL180	ARR LIMJ LIMG	
A9-TORTU-N851	TORTU	Even		
UN851/A9/FRA – TORTU – M858/FRA	TORTU	Even	Forbidden ARR LIRP LIRQ	3.2.2.2.
		FL360	ARR LSZA LSZL LSZS LIQS	
		FL340	ARR LIP*	
		FL320	ARR LIM* (except LIMJ LIMG)	3.2.2.1.
		FL280	DEP LFKJ LKFK	
		FL200	ARR LIMJ LIMG	
P980/Y16/FRA – MEGER – Z911/FRA	MEGER	Even	Forbidden ARR LIRP LIRQ	3.2.2.2.
		FL360	ARR LSZA LSZL LSZS LIQS	
		FL340	ARR LIP*	
		FL320	ARR LIM* (except LIMJ LIMG)	3.2.2.1.
		FL200	ARR LIMJ LIMG	

3.2.2.1.

In case of simultaneous arrivals via the same COP, Milano ACC needs ARR LIME above ARR LIMC above ARR LIML.
(FL LIME > FL LIMC > FL LIML)

3.2.2.2.

Marseille ACC must consider flights via MEGER and TORTU as a single flow.

3.2.3. Flights from LIMM ACC to LFMN APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
STAR BORDI (R/V)	BORDI	FL150	ARR LFMN LFMD LFTZ LFMF	3.2.3.1.
STAR OZMIC (R/V)	OZMIC	On coordination	ARR LFMN LFMD LFTZ LFMF	3.2.3.2.
Z185/N736	BORDI	FL150	DEP LIMJ	
		FL150/FL170	Transits 145<RFL<175	

3.2.3.1.

These traffics must cross BORDI at FL170 or below.

In case of simultaneous traffic, FL160 and FL170 are available after coordination.

3.2.3.2.

STAR OZMIC requires an approval from Nice APP. If approved, Nice APP will provide a transfer FL to Milano between FL100 and FL150. These traffics must cross OZMIC at FL170 or below.

3.2.4. Flights from LFMN APP to LIMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
SID BASIP (A/X, K/J)	BASIP	FL160	DEP LFMN LFMD jets	3.2.4.1.
		FL140	DEP LFMN LFMD propeller	
SID USANO (G/R)	BASIP	FL160	DEP LFTZ (RFL<195)	3.2.4.2.
Y15	BASIP	FL160	Transits 145<RFL<175	

3.2.4.1.

Applying to Nice and Cannes departures only, when spacing between Jet behind Propeller is at or below 20Nm, Nice shall provide separation between Jet and Propeller in order to transfer to Milano ACC the Jet traffic above the Propeller traffic. Due to performances, in case of Piaggio P-180 departure following a propeller aircraft, the transfer level of the P-180 should be subject to coordination.

3.2.4.2.

Departures from LFTZ to NOSTA (upper airspace) are transferred by Nice APP to Marseille ACC before PIGOS.

3.2.4.3.

In case of LI-D91bis Liguria activity, in order to ensure spacing with possible military traffic in this area, Nice APP shall not vector traffics more than 2,5Nm south of the Y15 airway.

3.2.5. Flights from LIMM ACC to LFKB APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
M858	LIGUR	FL150	ARR LFKB LFKC	3.2.5.1.
	TORTU	FL130/FL110	Transits	

3.2.5.1.
 Flights with ARR LFKB or LFKC shall be at FL150 no later than LIGUR.
 These flights are released for descent FL120 between LIGUR and TORTU, in that case, Bastia APP will provide separation with opposite traffic from TORTU to LIGUR.
 If flights cannot be transferred at FL150 steady at LIGUR, Milano shall coordinate the flight to Marseille ACC.

3.2.6. Flights from LFKB APP to LIMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A9/M858/Z911	TORTU	FL140	DEP LFKC	3.2.6.1.
	MEGER	FL140	DEP LFKB LFKC	

3.2.6.1.
 Traffic from TORTU to LIGUR will be transferred at FL120 minimum (if RFL \geq 120).

4. Contributions

This document has been drafted in coordination between the ATC Operations Department of Italia and France and Milano FIR staff and Marseille FIR staff.

5. Changelog

Version	Date	Changes
V4.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFMM ACC airspace