



Letter of Agreement (LoA)

Roma ACC (LIRR) and Marseille ACC (LFMM)

Name: LoA-LIRR-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 **Roma 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. GENERAL PROCEDURES

Traffic in sequence at the same flight level shall be handed over with minimum spacing of 10 NM.

This separation must be constant (aircrafts restrained to the same speed) or increasing (following traffic is slower than leading traffic).

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**. In case the transfer point is not defined within this LoA, traffics should be transferred at the latest ten (10) miles before the limit of the area of responsibility.

Traffic in sequence shall be handed over properly separated and clear of any conflict. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Regarding flight levels for transfers between ATC positions, both Roma and Marseille share the same cruise flight level scheme, depending on the traffic magnetic track as follows:

From	To	Flight Level
090°	269°	ODD
270°	089°	EVEN

This cruising scheme must be applied for silent transfer of traffic between both ATS Units (unless defined otherwise on ATS routes or specific situations described in this document). Any deviation must be coordinated.

Free Route Airspace in Roma UTA (FRAIT) is defined from FL305 until FL660.

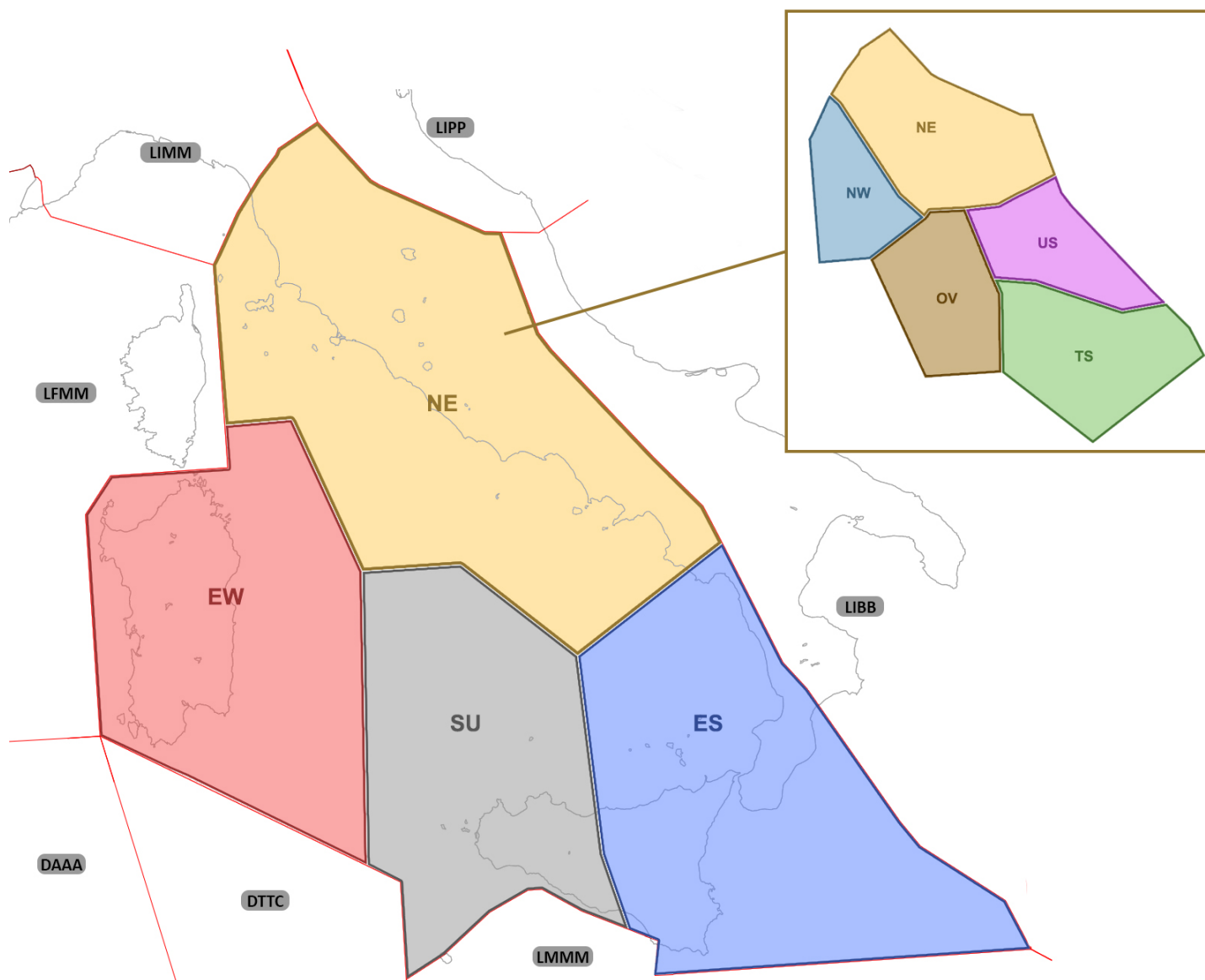
Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

3. ATS UNIT DESCRIPTION

The ATC unit in charge of the airspace under the responsibility of the Roma ACC is **Roma Radar** and includes four primary sectors : LIRR_NE_CTR, LIRR_EW_CTR, LIRR_SU_CTR and LIRR_ES_CTR.

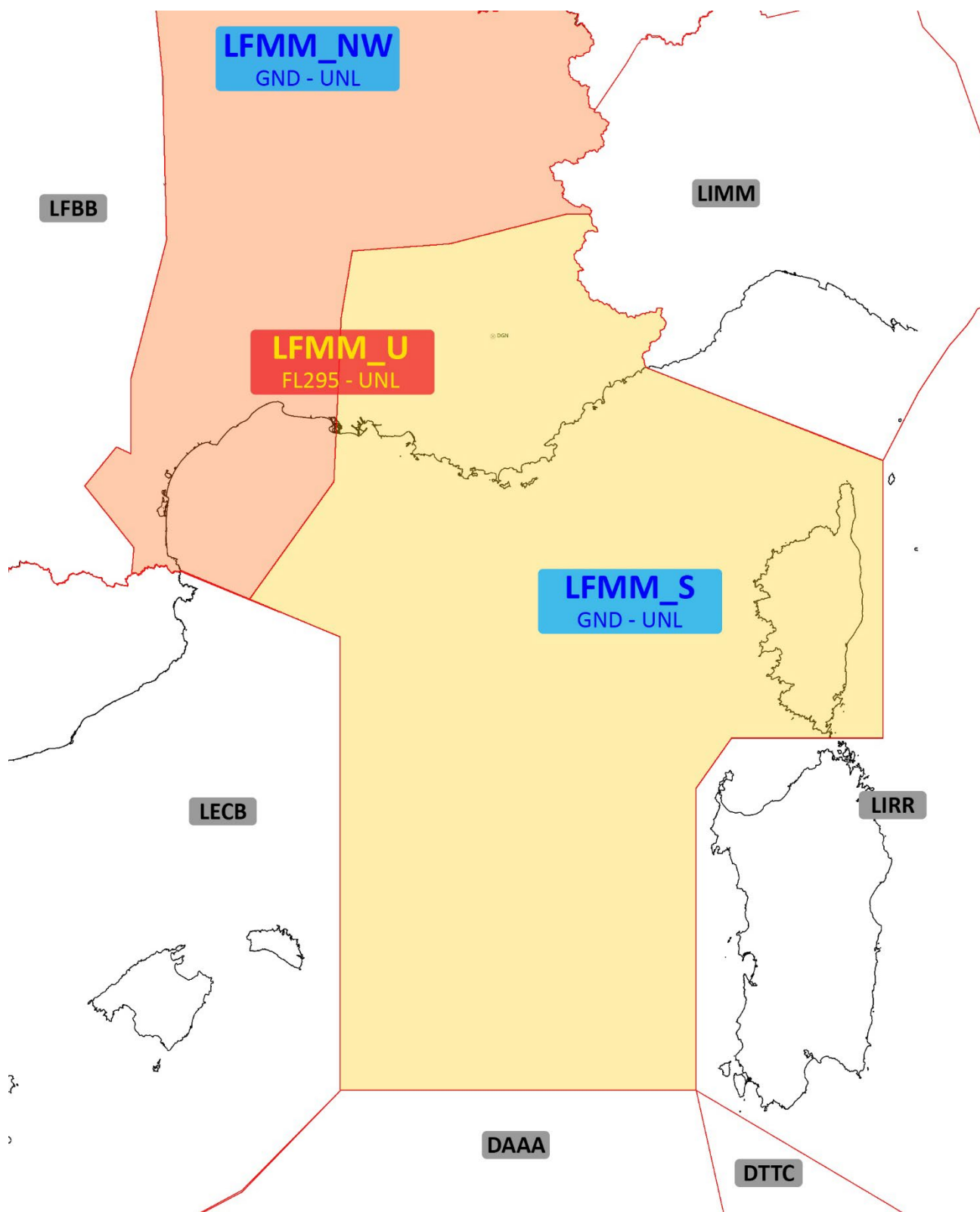
The LIRR_NE_CTR might be split into 5 secondary sectors: LIRR_NE_CTR, LIRR_NW_CTR, LIRR_OV_CTR, LIRR_TS_CTR and LIRR_US_CTR. These sectors might be opened according the opening scheme defined in the [LIRR vACC Briefing](#).

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.



The ATC unit in charge of the airspace under the responsibility of Marseille ACC is **Marseille Control** and consists in two primary sectors: LFMM_S_CTR and LFMM_NW_CTR. One secondary sector, LFMM_U_CTR, may be opened on top of both primary sectors according the conditions defined by [ATC rule 4.3](#).

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.



FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

3.1. ROMA ACC

Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
Roma Radar	LIRR_NE_CTR	124.200	SFC-UNL
Roma Radar	LIRR_EW_CTR	127.125	SFC-UNL
Roma Radar	LIRR_SU_CTR	128.800	SFC-UNL
Roma Radar	LIRR_ES_CTR	135.425	SFC-UNL
<i>Secondary sectors</i>			
Roma Radar	LIRR_NW_CTR	124.800	SFC-UNL
Roma Radar	LIRR_OV_CTR	129.000	SFC-UNL
Roma Radar	LIRR_US_CTR	134.200	SFC-UNL
Roma Radar	LIRR_TS_CTR	127.350	SFC-UNL

3.2. MARSEILLE ACC

Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
Marseille Control	LFMM_S_CTR	126.155	SFC-UNL; SFC-FL295 if LFMM_U_CTR is active
Marseille Control	LFMM_NW_CTR	123.805	SFC-UNL; SFC-FL295 if LFMM_U_CTR is active
<i>Secondary sectors</i>			
Marseille Control	LFMM_U_CTR	128.850	FL295-UNL

4. ATS DELEGATION

No ATS delegation is applicable.

5. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC positions under the responsibility of the Roma ACC and those under the responsibility of the Marseille ACC 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.

A direct further than the area of responsibility must be coordinated.

5.1. FROM ROMA TO MARSEILLE (LIRR → LFMM)

5.1.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
M616	DOBIM	AoR Boundary	LFMM_S_CTR	Even Level
T378				
L127	MIRSA			Even Level
T246				
L146	MOULE			Even Level
Z154	ASKAG			Even Level
M622	MADKA			Even Level
P980	OKIVA			Even Level
P872				
J19	TEREZ			Even Level
Q213	CORSI			Even Level
M858				
L42	POULP			Even Level
L978	GOPAT			Even Level
Q714	GINOX			Odd Level
Q710				
M601				Even Level
M732				
Z924	SUPUX			Odd Level

5.1.2. UPPER AIRSPACE (FL195–UNL)

In the following table, any FIX being defined as an exit point of the Italian Free Route Airspace will be listed as such with the “(X)” attribute.

Flight level restrictions in this table only apply to ATS Routes. For FRA cruising levels, refer to the cruising flight level table in chapter 2

RTE	DCT	XFER PT	XFER ATC	Restrictions
M616	DOBIM (X)	AoR Boundary	LFMM_S_CTR	Even Level
T378				
L127	MIRSA (X)			Even Level
T246				
L146	MOULE			Even Level
M622	MADKA (X)			Even Level
P980	OKIVA			Even Level
P872				
N163	CORSI (X)			Even Level
Q213				
M858				
M733				
L978	GOPAT			Even Level
Q714	GINOX (X)			Odd Level
Q710				
M601				Even Level
M732				
Z924	SUPUX (X)			Odd Level
M871	XATOS (X)			Even Level
M739	TABOT			Even Level

5.2. FROM MARSEILLE TO ROMA (LFMM → LIRR)

5.2.1. LOWER AIRSPACE (SFC-FL195)

RTE	DCT	XFER PT	XFER ATC	Restrictions
R16	DOBIM	AoR Boundary	LIRR_NE_CTR	Odd Level
A3	MIRSA			Odd Level
L146	MOULE			Even Level
A9	CORSI		LIRR_EW_CTR	Odd Level
M194	REVDO			Odd Level
M623	PELOS			Odd Level
M731				
Y19				
Z240				
M603	ELSAG		Even Level	

5.2.2. UPPER AIRSPACE (FL195-UNL)

In the following table, any FIX being defined as an entry point of the Italian Free Route Airspace will be listed as such with the “(E)” attribute.

RTE	DCT	XFER PT	XFER ATC	Restrictions
UL146	MOULE (E)	AoR Boundary	LIRR_NE_CTR	Odd Level
UM728	DOKAR (E)			Odd Level
UM858	CORSI		LIRR_EW_CTR	Odd Level
UM733				
UM194	REVDO			Odd Level
UM623	PELOS (E)			Odd Level
UM731				
UZ193				
UZ194				
UZ240				
UM603	ELSAG (E)			Even Level
UM871	XATOS (E)			Even Level
UM739	TABOT (E)		Odd Level	

6. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of Roma and Marseille and the adjacent approach positions (APP) 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.

Some of the transfer scenarios below have been simplified for clarity. Depending on the airspace structure around a position, it could be that a traffic must be transferred to a third-party position which is not listed in the table.

When no direct is defined for departures in the table below, it can be assumed that the controller can give a direct to the first en-route FIX.

6.1. SARDEGNA AREA

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LIEA	POULP	FL140	POULP	LIEO_EW0_APP → LFMM_S_CTR	-
	GOPAT		GOPAT		
	GINOX		GINOX		
	SUPUX		SUPUX		
LIEO	OKIVA	FL140	OKIVA	LIEO_EW0_APP → LFMM_S_CTR	-
	TEREZ		TEREZ		

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LIEA	CORSI	FL90	CORSI	LFMM_S_CTR → LIEO_EW0_APP	-
	REVDO	FL110	REVDO		
	PELOS	FL110	PELOS		
	ELSAG	→ Notes	ELSAG		
LIEO	CORSI	FL90	CORSI	LFMM_S_CTR → LIEO_EW0_APP	-

6.2. CORSICA AREA

Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFKB	MOULE	FL90	MOULE	LFKB_APP → LIRR_NE_CTR	-
LFKJ	CORSI	FL190	CORSI	LFMM_S_CTR → LIRR_EW_CTR	-
LFKF	CORSI	FL80	CORSI	LFKJ_APP → LIRR_EW0_APP	Coordinate for further climb

Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFKB	DOBIM	FL100	DOBIM	LIRR_NE_CTR → LFKB_APP	-
	MOULE		MOULE		
LFKJ	ASKAG	FL140	ASKAG	LIRR_NE_CTR → LFKJ_APP	-
	TEREZ		TEREZ	LIRR_EW_CTR → LFKJ_APP	
	POULP		POULP		
LFKF	ASKAG	FL100	ASKAG	LIRR_NE_CTR → LFKJ_APP	-
	TEREZ		TEREZ	LIRR_EW_CTR → LFKJ_APP	
	POULP	FL120	POULP		

7. COORDINATION PROCEDURES – MILITARY AREAS

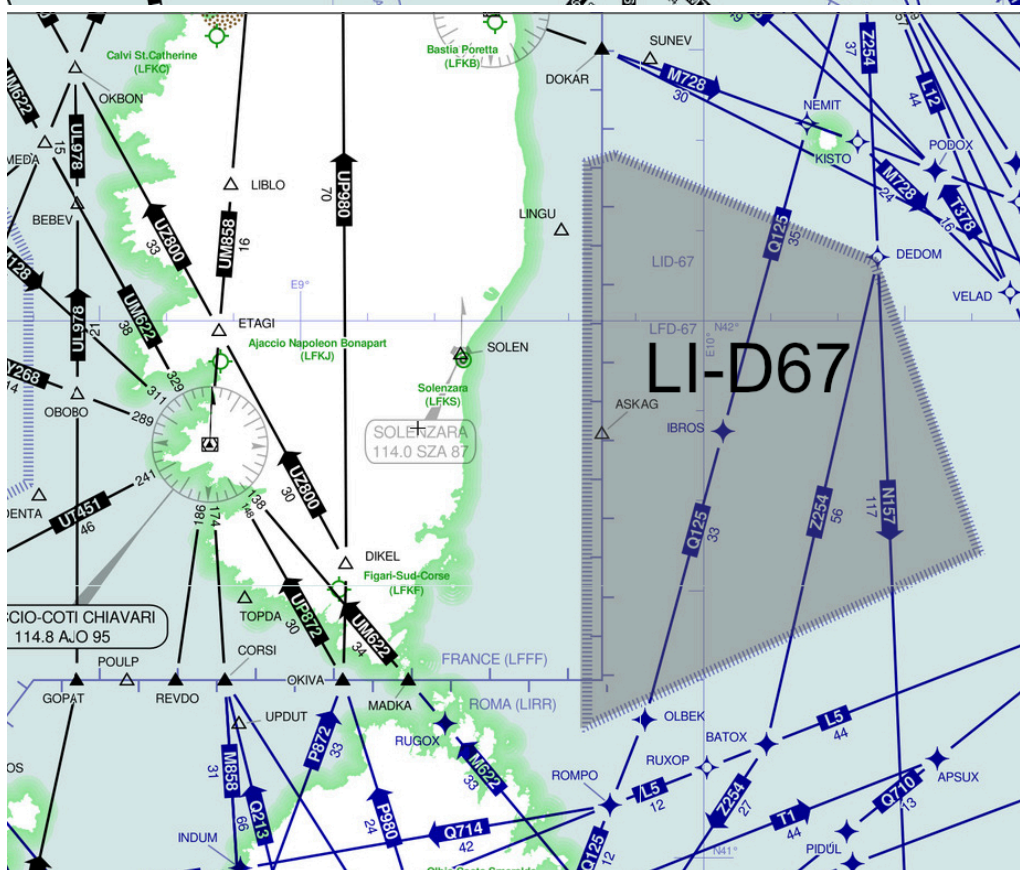
7.1. PROCEDURES

Due to the proximity of the Italian “Dangerous” Airspace (partially located within LFMM FIR) to the Roma/Marseille ACC 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 lateral limits of the Area.
- Unrestricted penetration is permitted to MAYDAY and PAN PAN traffic after the suspension of the military activities within the area and by applying a vertical/lateral (1000ft/5nm) radar separation.

7.2. AREAS DESCRIPTION

Name	Lateral Limits	Vertical Limits
LI D40 A Decimomannu	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 – arc of circle, clockwise direction, radius 15.0 NM, centered on 39°46'44"N , 007°50'29"E – 39°57'59"N , 007°37'33"E – 40°20'00"N , 008°10'00"	1000ft AMSL / UNL
LI D40 B Cagliari	39°55'46"N , 007°34'53"E – arc of circle, anti-clockwise direction, radius 15.0 NM, centered on 39°46'44"N , 007°50'29"E – 39°47'06"N , 007°31'00"E – 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 ft AMSL / FL195
LI R54 Oristano	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	SFC / FL600
LI D67 Solenzara (France)	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	SFC / FL450



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8. CONTRIBUTIONS

This document has been drafted in coordination between the ATC Operations Department of Italy and France divisions, with Roma and Marseille FIR staff.

9. CHANGELOG

Version	Date	Changes
5.0	23/03/2023	<ul style="list-style-type: none">- New format- ATS Routes & FRAIT entry/exit points reviewed according latest AIRAC- LIEO_EW0_APP replaces former LIEO_APP, LIEA_APP and LIRR_EW0_APP ATC units- Add ASKAG arrivals for LFKJ and LFKF