



Letter of Agreement (LoA)

Geneva ACC (LSAG) and Reims ACC (LFEE)

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0. Definitions and Abbreviations

ACC: Area Control Centre

Also called En-Route Centre, is a unit responsible for providing Air Traffic Services in the control area under its jurisdiction.

AoR: Area of Responsibility

An airspace of defined dimensions where a sole ATS unit has responsibility for providing Air Traffic Services.

APP: Approach Control

Designates a unit responsible for providing Air Traffic Services to aircrafts arriving or departing from an airfield and other conflicting traffics inside its area of responsibility.

Area of common interest

A volume of airspace agreed between two ATS units, extending into the adjacent/subjacent areas of responsibility, within which airspace structure and related activities may have an impact on air traffic coordination procedures.

COP: Co-ordination Point

A geographical location that serves as common reference for the coordination of the transfer conditions of a flight.

FIR: Flight Information Region

A Flight Information Region is a specified region of airspace in which a flight information service, an alerting service and an area control centre are provided.

FRA: Free Route Airspace

Free Route Airspace 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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the ATS-Routes network, subject to airspace availability. Within this airspace, flights remain subject to Air Traffic Control.

LOA: Letter Of Agreement

A Letter of Agreement is meant to establish and describe the conditions for coordination and transfer of aircrafts procedures at the interface between one or multiple ATS units.

LTA: Lower Control Area

A Lower Control Area is a particular kind of Control Traffic Area located in the lower airspace, its lateral and vertical limits are defined in the Aeronautical Information Publication as well as its class of airspace.

Radar Handover

A radar handover is the transfer of responsibility of an aircraft from one ATS unit to another. To be applied, both ATS units shall be equipped with an air surveillance system and be able to identify the flight. More specifically, it can designate the transfer of two traffics on the same track at the same Flight Level with a reduced separation compared to procedural separation (15 minutes by default).

RFL: Requested Flight Level

The Requested Flight Level is the Flight Level filed in the Flight Plan of an aircraft. There may be multiple RFL for the same flight plan.

TRA: Temporary Reserved Area

A Temporary Reserved Area is an airspace temporarily reserved and allocated for the exclusive use of a specific user during a determined period of time.

Transfer of Communication:

Each ATS unit operates on a separate frequency. Therefore, when an aircraft approaches the boundary, the pilot needs to change the operating frequency to that of the next unit or sector. This process is called Transfer of Communication.

Transfer of Control:

Transfer of Control is the action whereby the responsibility for the separation of an aircraft is transferred from one controller to another. It is a transfer of responsibility for providing air traffic control service. Thus the accepting ATC unit shall not alter the clearance of a transferred traffic prior to the agreed Transfer of Control Point without approval from the transferring ATC unit. Transfer of Communication usually happens before the Transfer of Control.

UIR: Upper flight Information Region

An Upper Flight Information Region is a three-dimensional area in the upper airspace in which aircrafts are under control of usually a single authority.

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Geneva ACC** and **Reims 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. LSAG FIR/UIR

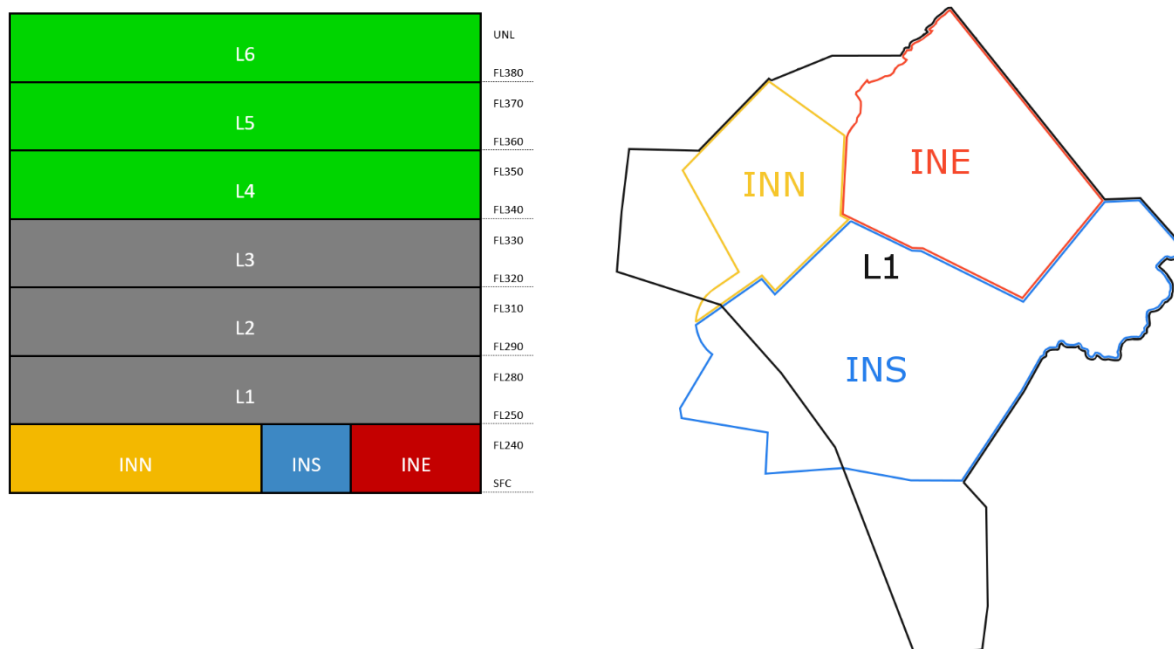
Area	Vertical Limits	Airspace Classification
Mittelland-Jura	Above FL100	C
	2000 AGL – FL100	E
	SFC-2000 AGL	G
Alpen	Above FL150	C
	FL130-FL150	MIL ON = C / MIL OFF = E
	2000 AGL – FL130	E
	SFC-2000 AGL	G

2.1.2. LFEE 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. LSAG ACC



The Swiss airspace sectorisation is described on the picture above.

The positions are the following:

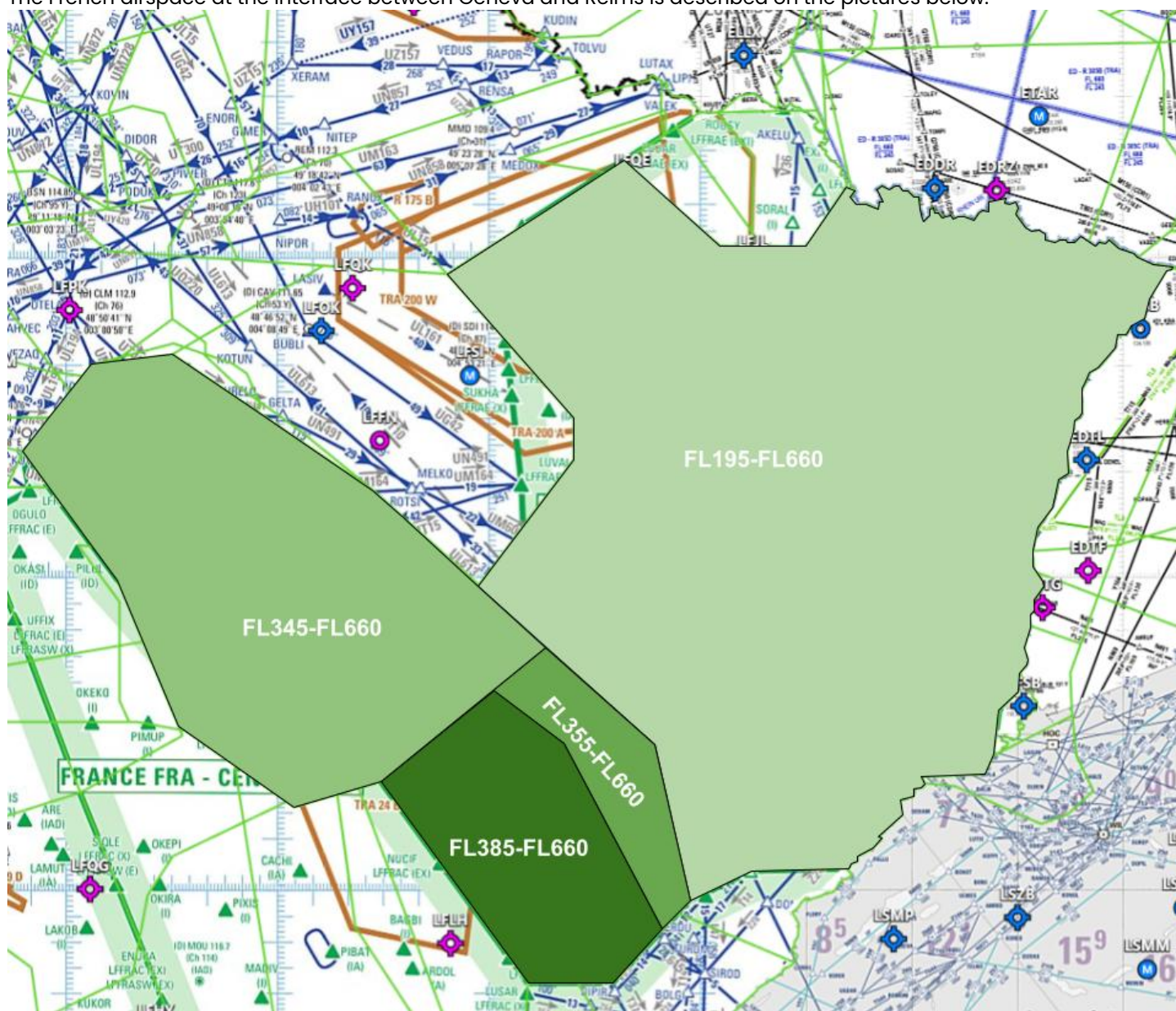
Position	Identifier	Frequency	Remarks
Primary Sectors			
Swiss Radar (INS)	LSAG_INS_CTR	124.225	All LSAG: INN, INE, INS, L1-L6 (SFC-UNL)
Swiss Radar (LSAS)	LSAS_LM1_CTR	133.405	SFC-UNL (LSAG and LSAZ)
Secondary Sectors			
Swiss Radar (L1)	LSAG_L1_CTR	134.850	Sectors L1-L6 (FL245-UNL)
Swiss Radar (LM6)	LSAG_LM6_CTR	133.690	LSAG and LSAZ upper (FL245-UNL)
Swiss Radar (INE)	LSAG_INE_CTR	128.905	
Swiss Radar (INN)	LSAG_INN_CTR	134.030	
Swiss Radar (Upper 4)	LSAG_L4_CTR	124.030	Sectors: L4-L6 (FL335-UNL)

If LSAG_INS and LSAS_LM1 are connected, by default, LSAG_INS is the only sector concerned by this LoA (LSAS manages the Zürich part of the Swiss airspace in that case). However, after coordination with adjacent sectors, LSAS_LM1 may be responsible for LSAG upper airspace sector (FL245-UNL).

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2.2.2. LFEE ACC

The French airspace at the interface between Geneva and Reims is described on the pictures below.



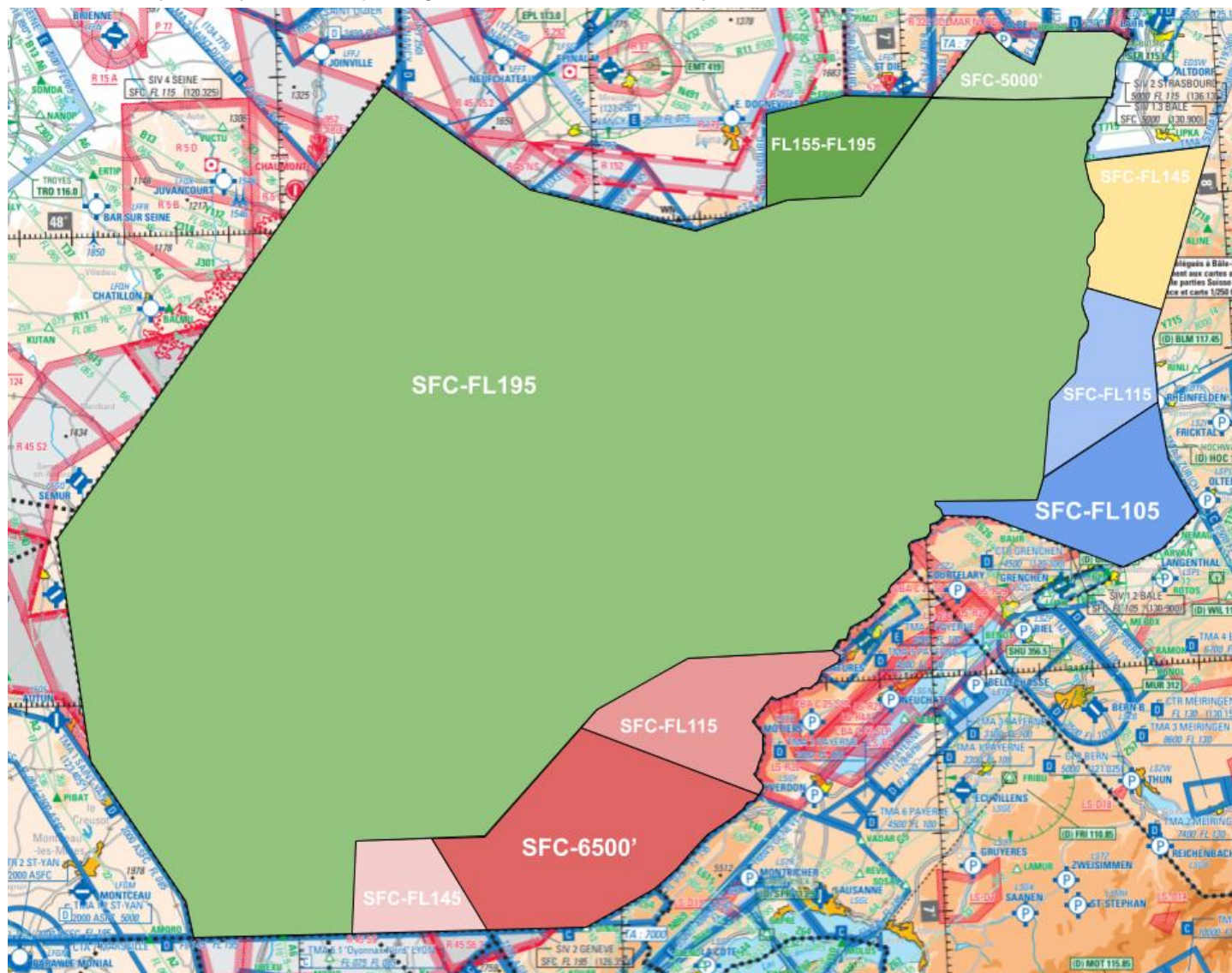
Paris ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

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2.2.3. LFSB APP

Basel APP is responsible for the provision of ATS in the south half of Reims FIR from SFC to FL195. Part of this airspace is permanently delegated to Geneva ACC (red part described in 2.3.1.).



There is only one primary position in charge of Basel APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Basel Approach	LFSB_APP	133.510	

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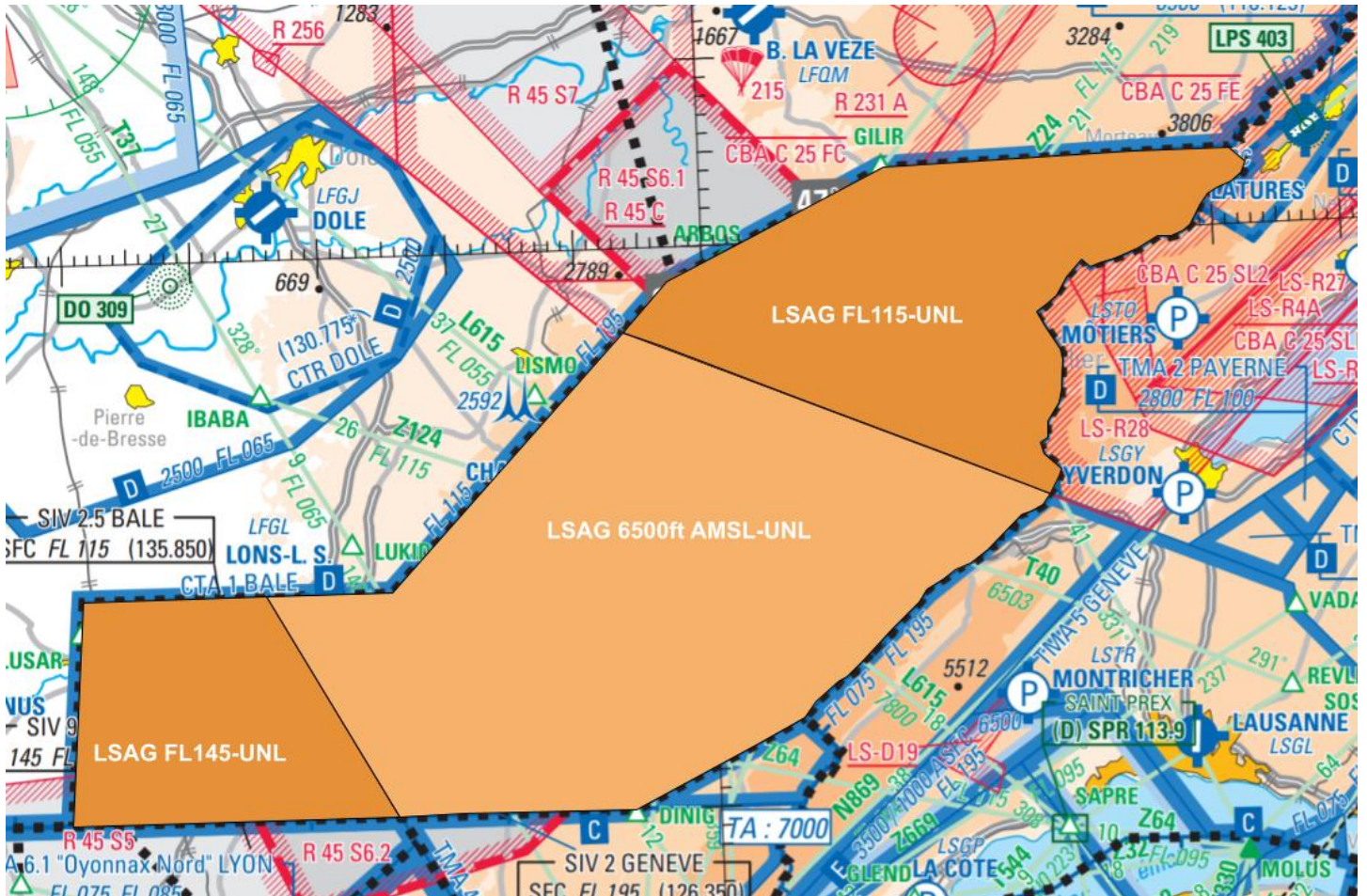
2.3. Special Areas within the Area of Common Interest

2.3.1. Area permanently delegated to Swiss ACC

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

In the France UIR (above FL195) and in Reims FIR, the provision of ATS delegated to the Swiss division are designated as "GENEVA DIPIR HIGH/LOW AREA", "GENEVA DOMIL HIGH/LOW AREA" and "GENEVA LUSAR HIGH/LOW AREA" in French AIP ENR

2.2.6. The area is depicted by the picture below.



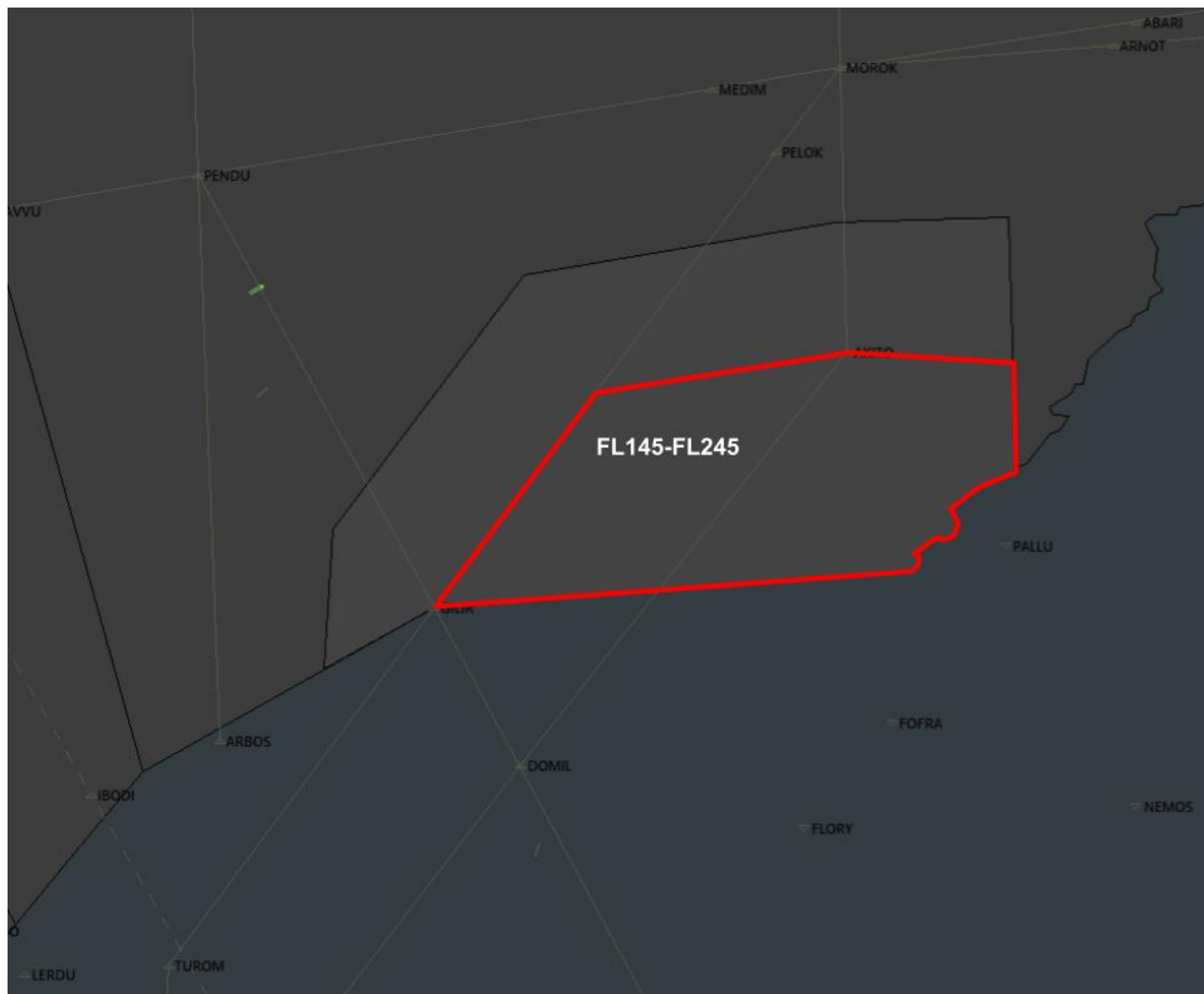
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2.3.2. Geneva Release Box

The Geneva Release Box is defined from FL145 to FL245 as depicted on the picture below.

Reims ACC shall apply a 5Nm buffer, the picture shows the Release Box as seen on the Reims ACC radar, the red area is the Release box as defined for Geneva. The lateral limits are:

47°12'41.63"N , 006°48'29.71"E – AKITO – 47°11'41.99"N , 006°24'11.91"E – GILIR – 47°04'12.07"N , 006°42'01.66"E – France Switzerland Border – 47°07'50.56"N , 006°48'19.53"E – 47°12'41.63"N , 006°48'29.71"E



Within the release box:

- Flights with ARR Chambéry Group, Lyon Group, Geneva Group, LSGC, LSGS, LSGK, LSMP, LSTS are released for turn and for descent until FL150.
- Flights with DEP LFGA, LFGB, LFSB, LFSM are released for turn and for climb until FL240.

Routing via AKITO may be planned only by flights with ARR Chambéry Group, Lyon Group, Geneva Group, LSGC, LSGS, LSGK, LSMP, LSTS.

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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.

The Transfer of Control takes place at the Area of Responsibility boundary.

Transfer of Communication shall take place as soon as possible, clear of any conflicting traffic, not later than the Transfer of Control. Whenever possible, this Transfer of Communications shall take place at least 1 minute before the Area of Responsibility boundary.

Silent Radar Handovers are possible with a minimum radar separation of 10Nm. In addition, if the longitudinal separation is less than 20Nm, the transferring ATS unit shall assign speed control to both aircraft. The speed of the leading aircraft needs to be greater than, or equal to, the speed of the following. Pilots shall be instructed to report their assigned speed to the receiving ATS unit on first contact.

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

3.2.1. Flights from LSAG ACC to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
ARBOS/GILIR - PENDU	PENDU	Even		3.2.1.1.
		FL340	MAX FL for traffic ARR EDFH ELLX EDDR EDRZ	
		FL300	MAX FL for traffic ARR EDSB EDTL	
		FL280	MAX FL for traffic DEP LFHM LFHU LFKA LFKX LFLB LFLE LFLJ LFLP LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFLI LFLM LFLS LFLU LFLY LFMH LFXA LSGS MAX FL for traffic ARR LFEE FIR	3.2.1.2.
		FL240	MAX FL for traffic DEP LSGC LSGK LSMP LSTS LSGG LSGL LSGP LFLI LFHN	3.2.1.3.
		FL220	On coordination only	
IBODI-GOTED	IBODI	Even Min FL360	Not available for traffic ARR Paris TMA and for transits with RFL<360	3.2.1.4.

3.2.1.1.

Geneva ACC is responsible of the convergence over PENDU for traffic coming from ARBOS and GILIR.

3.2.1.2.

These traffics may be climbed up to FL320 without coordination if steady over ARBOS at the latest.

3.2.1.3.

These traffics may be climbed up to FL280 without coordination if steady over ARBOS at the latest.

In case of simultaneous departures from Geneva Group with RFL higher than FL220, and lateral separation cannot be ensured, FL230 may be used as spare level.

3.2.1.4.

Traffics unable to reach FL360 by IBODI shall be coordinated to Paris ACC.

3.2.2. Flights from LFEE ACC to LSAG ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
DCT	MOROK	Odd		3.2.2.1.
		FL310	MAX FL for traffic ARR LFLU LFMH MAX FL for traffic DEP ETAR EDDR ELLX with destination LFMA LFML LFMO LFMQ LFMV LFMY LFNE LFNF LFNT LFTF LFTH	
		FL290	MAX FL for traffic DEP LFEE FIR	3.2.2.2.
		FL250	MAX FL for traffic ARR LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFL LFLM LFLS LFLY LFXA	3.2.2.3.
		FL230	MAX FL for traffic ARR LSGS LFHM LFHU LFKA LFKX LFLB LFLE LFLJ LFLP LSGG LSGL LSGP LFLI LFHN MAX FL for traffic ARR LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFL LFLM LFLS LFLU LFLY LFMH LFXA with departure LFST	
		FL220	MAX FL for traffic DEP LFSB LFSM LFGA LFGB	

3.2.2.1.

Flights planned via MOROK-GILIR may be cleared DCT GILIR without prior coordination by Reims ACC.

3.2.2.2.

These traffics may be climbed to FL310 without coordination if steady over MOROK at the latest.

3.2.2.3.

These traffics shall be transferred to the position in charge of LSAG_INN sector (cf. 2.2.1.).

3.2.3. Flights from LSAG ACC to LFSB APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
L615 (SAPRE-LISMO-DJL)	DJL/DO	Even RFL<195		
		FL180	MAX FL for traffic ARR LFQM	
		FL100	MAX FL for traffic ARR LFSD LFGI	
		FL080	MAX FL for traffic ARR LFGJ LFLH	3.2.3.1.
T37 (PAS-DIPIR-DJL)	DJL/DO	Even RFL<195	DEP LFLB LFLP with destination LFPB LFPG LFPN LFPO LFPT LFPV LFRG LFRK LFRK LFOH EG** EI** are not accepted	
		FL180	MAX FL for traffic ARR LFQM	
		FL100	MAX FL for traffic ARR LFSD LFGI	
		FL080	MAX FL for traffic ARR LFGJ LFLH	3.2.3.1.

3.2.3.1.

In case of LF-R45 (S6) activity, traffic ARR LFGJ, LFLH shall be transferred at FL100.

Basel APP shall advise Geneva ACC of LF-R45 (S6) activity.

3.2.4. Flights from LFSB APP to LSAG ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
L615 (DJL-LISMO-SAPRE)	DJL/DO	Odd RFL<195		
		FL170	MAX FL for traffic DEP LFSD LFGI	
		FL110	MAX FL for traffic DEP LFGJ LFLH	3.2.4.1.
L615-V31 (DJL-DINOX-MILPA)		Odd 125<RFL<195	Flights with ARR LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFLH LFLM LFLS LFLU LFLY LFMH LFXA on RNAV routes	
T37 (DJL-DIPIR-PAS)	DJL/DO	Odd RFL<195		
		FL170	MAX FL for traffic DEP LFSD LFGI	
		FL110	MAX FL for traffic DEP LFGJ LFLH	3.2.4.1.
		FL090/FL110	Flights with ARR LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFLH LFLM LFLS LFLU LFLY LFMH LFXA on non-RNAV routes	
DJL-LIKRO		Odd RFL<195	Routing for flights ARR LSGG LSGL LSGP LFLI LFHN LSER LSEZ LSGB LSGC LSGE LSGK LSGN LSGR LSGS LSGT LSGY LSHA LSHC LSMP LSTA LSTB LSTO LSTR LSTS LSTZ LSXY LFHM LFHU LFKA LFKX LFLB LFLH LFLJ LFLP	

3.2.4.1.

DEP LFGJ, LFLH are released for climb upon frequency change

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4. Contributions

This document has been drafted in coordination between the ATC Operations Department of Switzerland and France and Geneva FIR staff and Reims FIR staff.

5. Changelog

Version	Date	Changes
v8.0	08/06/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFEE ACC airspace