Letter of Agreement (LoA)

Geneva ACC (LSAG) and **Paris ACC** (LFFF)

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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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the ATS-Routes network, subject to airspace availability.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 **Paris 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

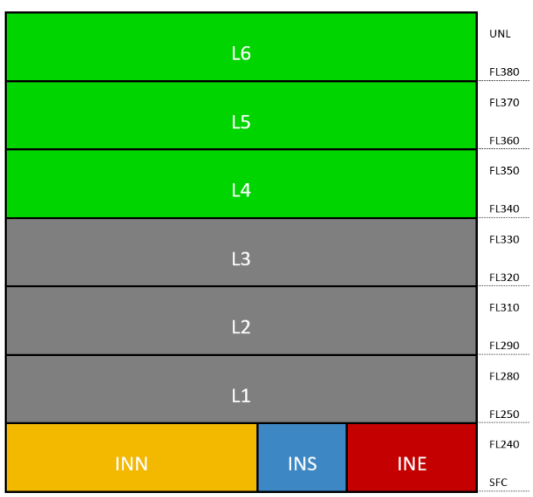
Area	Vertical Limits	Airspace Classification
Mittelland-Jura	Above FL100	C
	2000 AGL – FL100	E
	SFC-2000 AGL	G
Alpen	Above FL150	C
	FL130-FL150	MIL ON = C / MIL OFF = E
	2000 AGL – FL130	E
	SFC-2000 AGL	G

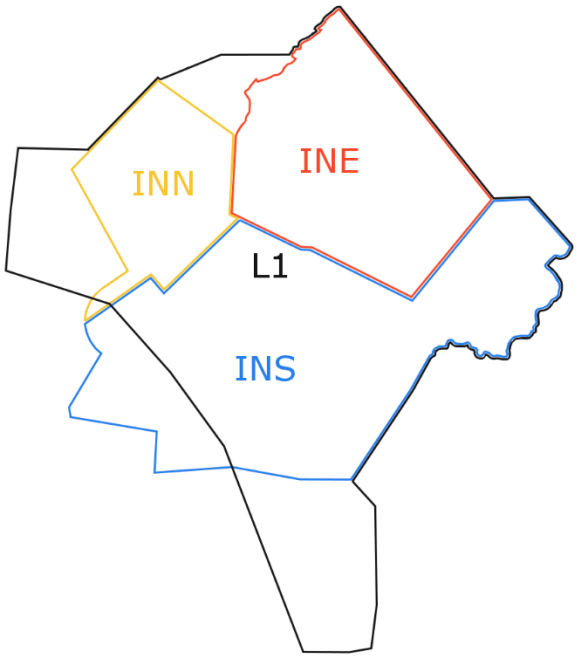
2.1.2. LFFF FIR/UIR

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.

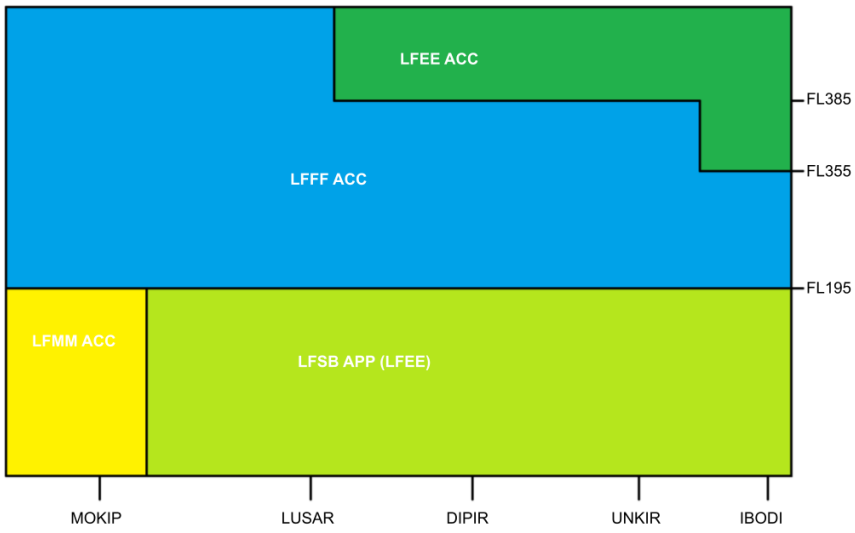
The positions are the following:

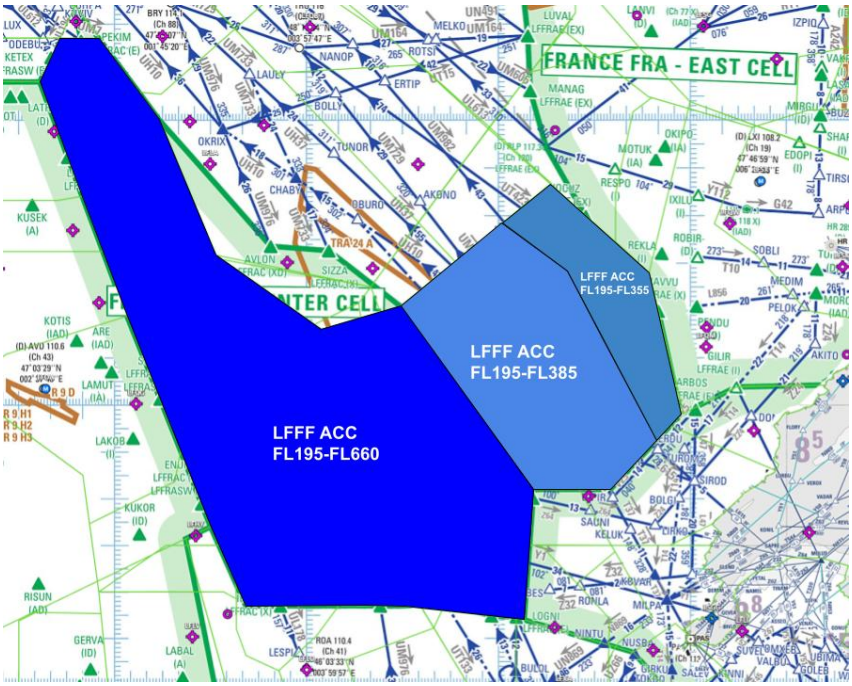
Position	Identifier	Frequency	Remarks
Primary Sectors			
Swiss Radar (INS)	LSAG_INS_CTR	124.225	All LSAG: INN, INE, INS, L1-L6 (SFC-UNL)
Swiss Radar (LSAS)	LSAS_LM1_CTR	133.405	SFC-UNL (LSAG and LSAZ)
Secondary Sectors			
Swiss Radar (L1)	LSAG_L1_CTR	134.850	Sectors L1-L6 (FL245-UNL)
Swiss Radar (LM6)	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).

2.2.2. LFFF ACC

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





Paris ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Paris Control	LFFF_CTR	120.955	
Secondary Sectors			
Paris Control (East)	LFFF_E_CTR	132.100	

If LFFF_E_CTR is open, this sector is the only one interfacing with Geneva ACC.

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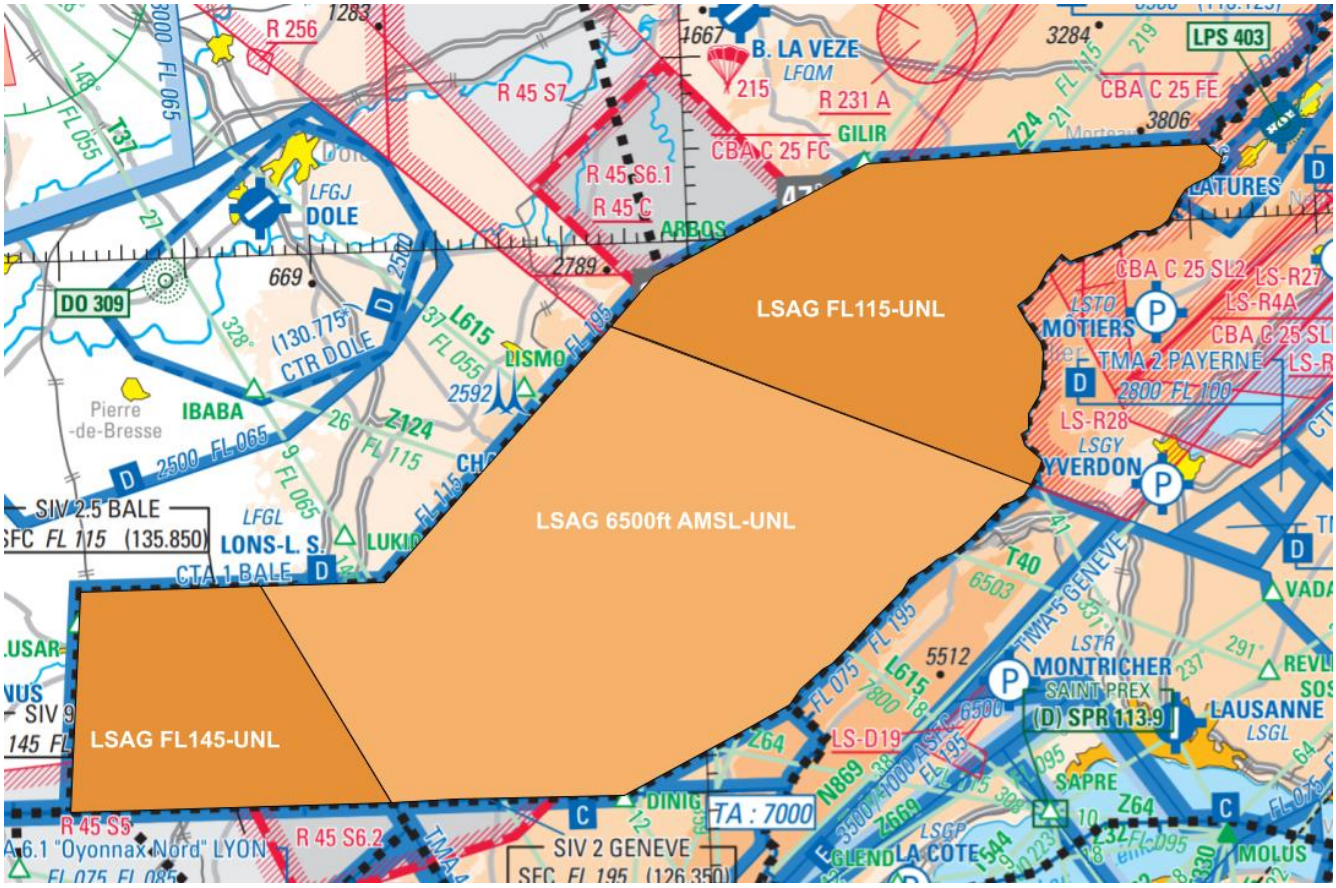
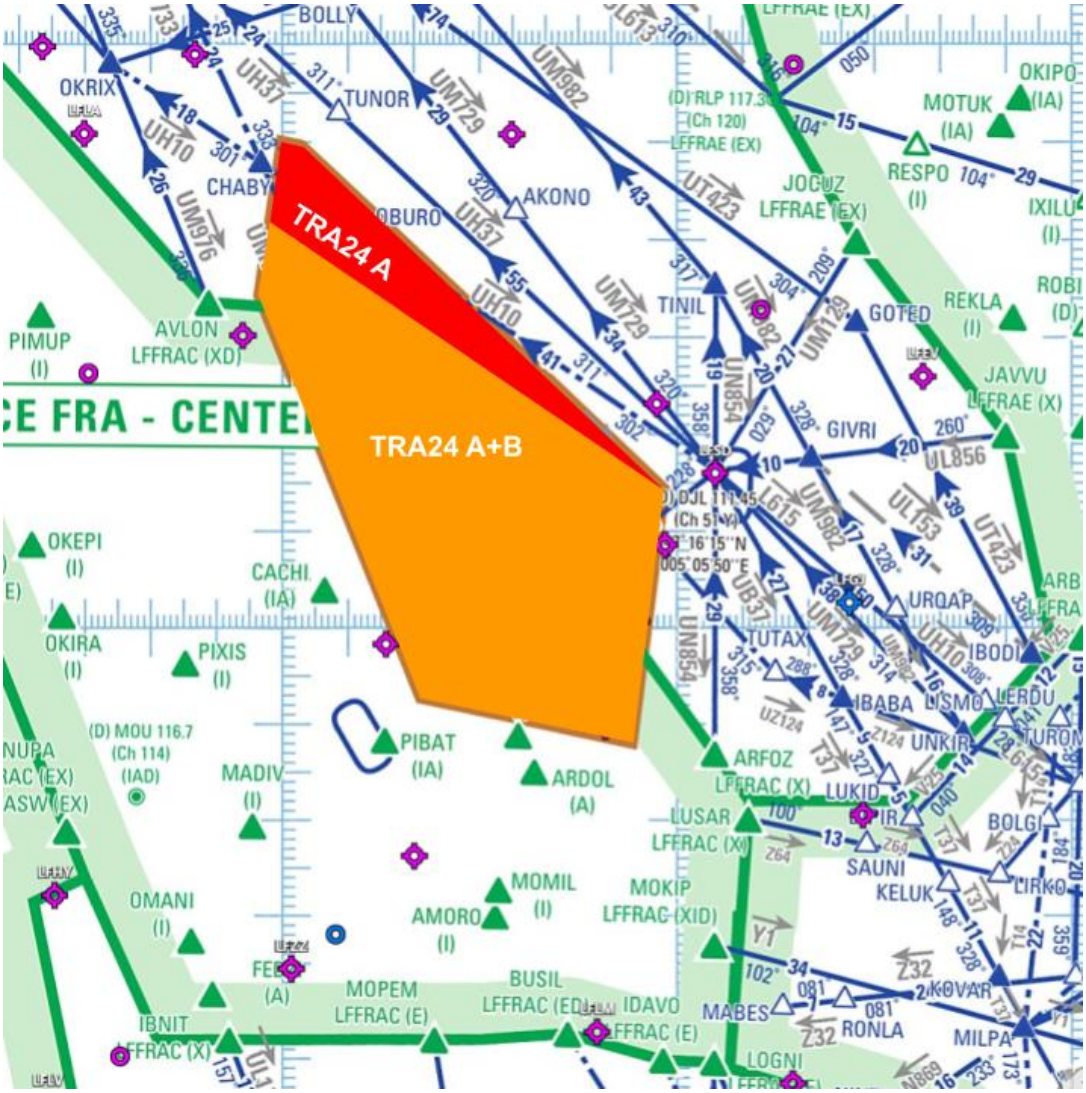
2.3. Special Areas within the Area of Common Interest

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), the provision of ATS delegated to the Swiss division are designated as “GENEVA DIPIR HIGH AREA”, “GENEVA DOMIL HIGH AREA” and “GENEVA LUSAR HIGH AREA” in French AIP ENR 2.2.6. The area is depicted by the picture below.



2.3.2. TRA 24



TRA24 A and B are defined from FL195 to UNL.

Paris ACC shall inform Geneva ACC of its activity.

When the area is active, traffics via UZ124 (TUTAX) will be rerouted by Geneva ACC via DJL.

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 to LFFF

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
PAS-IBABA-DJL	DJL	Forbidden **DEP** LFLB LFLP **with destination** LFPB LFPG LFPN LFPO LFPT LFPV LFRG LFRK LFRC LFOH EG** EI**		
		FL240 or 195<RFL<235	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN **with destination** LFPG LFPB LFPT LFOB LFQA LFQB LFOK	
SAPRE-DJL		FL280 or 195<RFL<275	MAX FL for traffic **DEP** LSER LSER LSGB LSGC LSGE LSGK LSGN LSGR LSGS LSGT LSGY LSEA LSEG LSEY LSMP LSTA LSTB LSTO LSTR LSTS LSTZ	
		FL240 or 195<RFL<235	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN **with destination** LFPG LFPB LFPT LFOB LFQA LFQB LFOK	
UNKIR-DJL		FL380 max	Forbidden: Jets **ARR** LFPG **ARR** LFOB LFPT	3.2.1.1.
		FL380 or 195<RFL<375	MAX FL for traffic **DEP** LIMA LIMB LIMC LIME LIMF LIMG LIML LIMN LIMP LIMS LIMW LIMZ LSZA LSZL LSZS **with destination** LFPG (prop only) LFPB Max FL for flights overflying FR	
		FL320 or 195<RFL<315	MAX FL for traffic **DEP** LIM* (except LIMJ) **with destination** LFPO LFPN LFPV	
SIROD-IBABA-TUTAX	IBABA	FL220 to FL240	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN	
UNKIR-GIVRI	GIVRI	FL380 or 195<RFL<375	Only **ARR** LFPG (jets) LFOB LFPT	
IBODI-GOTED	GOTED	FL340/FL320	Available on Geneva ATC request for traffic not able to climb FL360	

3.2.1.1.
Geneva ACC is responsible to provide a minimum distance of 10Nm constant or increasing between successive aircraft on route DJL and UNKIR at same Flight Level.

3.2.2. Flights from LFFF to LSAG

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
PIBAT-LUSAR-LIRKO	LUSAR	FL270	MAX FL for traffic **ARR** LSZ* (except LSZB/LSZG)	
		FL250	MAX FL for traffic **ARR** LSZB LSZG	
		FL230	MAX FL for traffic **ARR** LSGG LSGL LSGP LFLI LFHN LSER LSGB LSGC LSGE LSGK LSGN LSGR LSGT LSGY LSEA LSEG LSEY LSMP LSTA LSTB LSTO LSTR LSTS LSTZ LFLJ	
MOU-MOKIP-KENTY	MOKIP	Odd		
		FL270	MAX FL for traffic **ARR** LSGS	

4. Contributions

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

5. Changelog

Version	Date	Changes
V6.0	08/06/2026	- New Format - Conditions of exchange - LFFF ACC airspace