Letter of Agreement (LoA)

Geneva ACC (LSAG) and **Marseille ACC** (LFMM)

Name: LoA-LSAG-LFMM_EN

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INDEX

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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the ATS-Routes network, subject to airspace availability.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

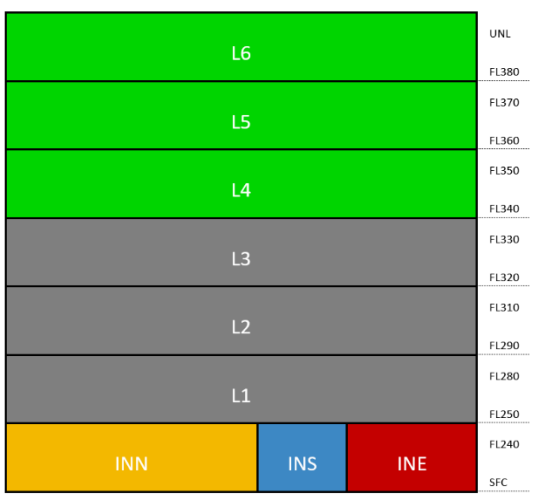
Area	Vertical Limits	Airspace Classification
Mittelland-Jura	Above FL100	C
	2000 AGL – FL100	E
	SFC-2000 AGL	G
Alpen (Does not border LFMM ACC)	Above FL150	C
	FL130-FL150	MIL ON = C / MIL OFF = E
	2000 AGL – FL130	E
	SFC-2000 AGL	G

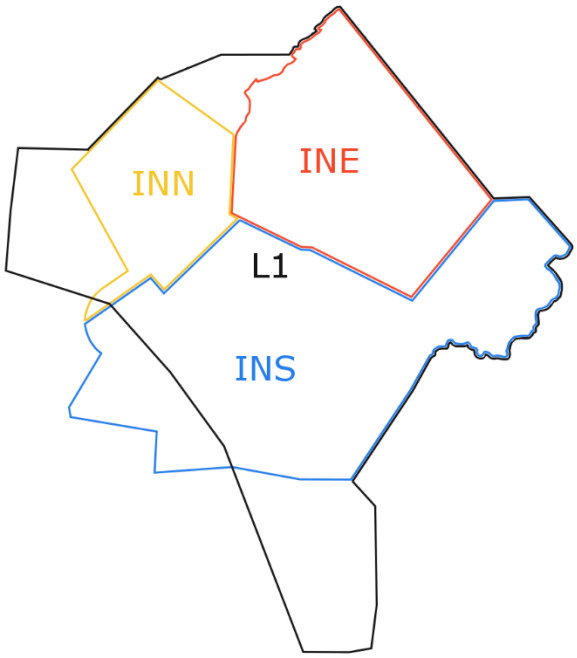
2.1.2. LFMM FIR/UIR

Area	Vertical Limits	Airspace Classification
Outside AWY	Above FL660	G
	FL195-FL660	C
	FL115-FL195 except within LTA (E)	D
	SFC-FL115	G
AWY	FL115/FL195	D
	Lower Limit AWY-FL115	E
LTA France part 3 “Alpes 1” LTA France part 3 “Alpes 2” Vercors LTA France part 3 “Alpes 3” Belledone LTA France part 3 “Alpes 4” Bauges LTA France part 3 “Alpes 5” Vanoise LTA France part 3 “Alpes 6” Mont-Blanc LTA France part 3 “Alpes 7” Aravis LTA France part 4 Verdon	Refer to AIP ENR 2.1.2	E
LTA France part 6 Genève	Refer to AIP ENR 2.1.2	D
TMA Lyon / Chambéry	Refer to AIP ENR 2.1.3	D/C
CTA Lyon / CTA Marseille	Refer to AIP ENR 2.1.2	D

2.2. Sectorisation within the Area of Common Interest

2.2.1. LSAG ACC





The Swiss airspace sectorisation is described on the picture above.

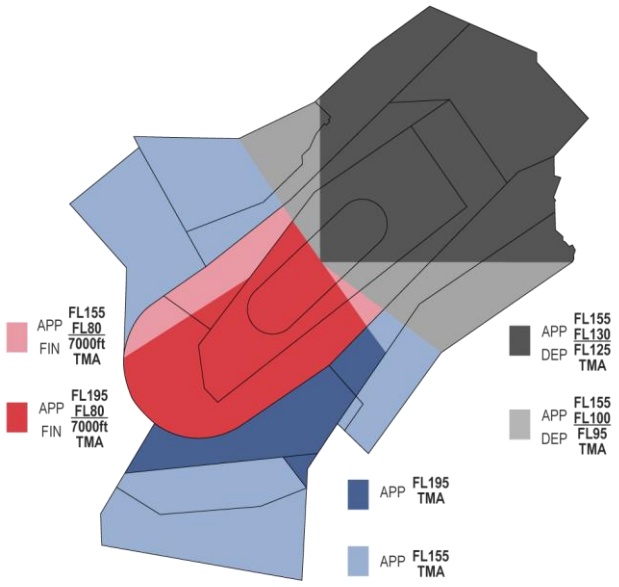
The positions are the following:

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)

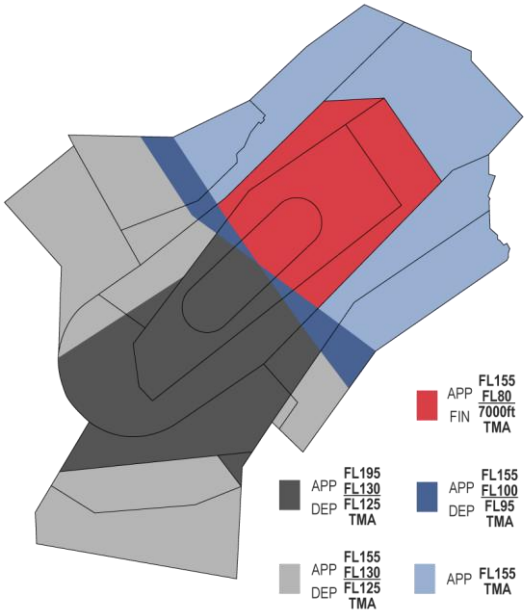
If LSAG_INS and LSAS_LM1 are connected, by default, LSAG_INS is the only sector concerned by this LoA (LSAS manages the Zürich part of the Swiss airspace in that case). However, after coordination with adjacent sectors, LSAS_LM1 may be responsible for LSAG upper airspace sector (FL245-UNL).

2.2.2. LSGG APP

RUNWAY 04 IN USE



RUNWAY 22 IN USE



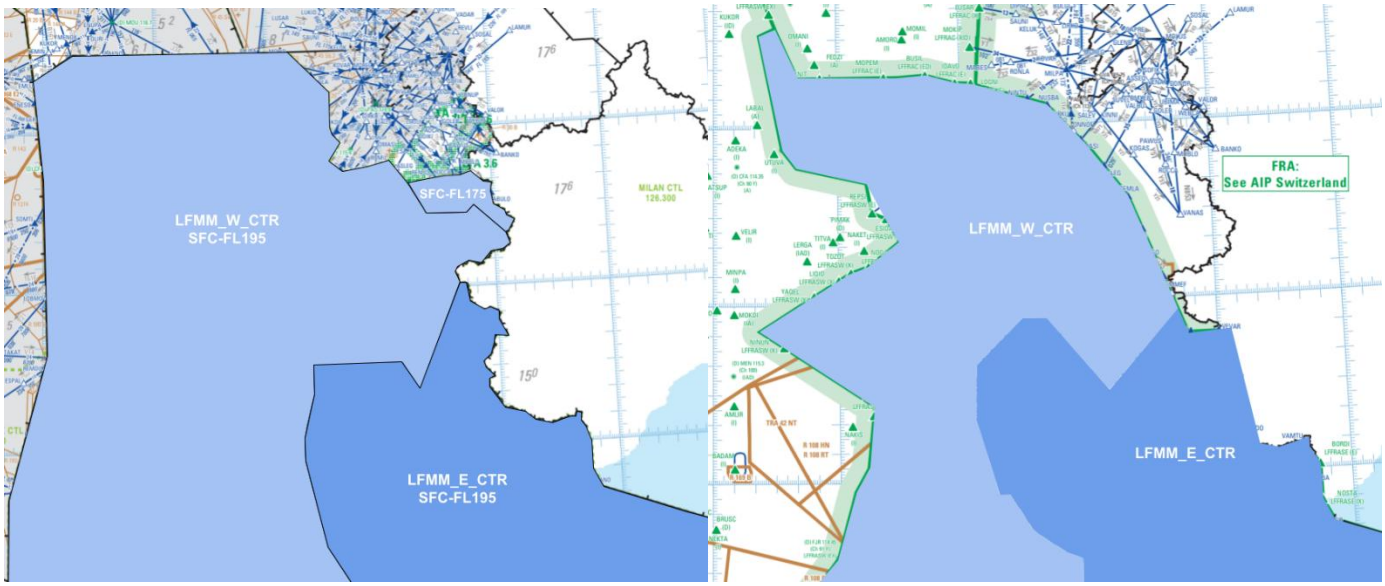
Geneva Approach airspace is described in the picture above. The French airspace delegated to Swiss ATS units is depicted in paragraph 2.3.1. This airspace is permanently delegated to the Swiss ATC except the Lyon TMA 6 (FL75-FL145) which can be managed by Lyon Approach if no controller is available to control Geneva's airspace.

These areas are described in the French AIP ENR 2.2.7 (Geneva SIV).

The positions are the following:

Position	Identifier	Frequency	Remarks
Primary Sector			
Geneva Arrival	LSGG_APP	136.255	
Secondary Sector			
Geneva Departure	LSGG_DEP	119.530	

2.2.3. LFMM ACC

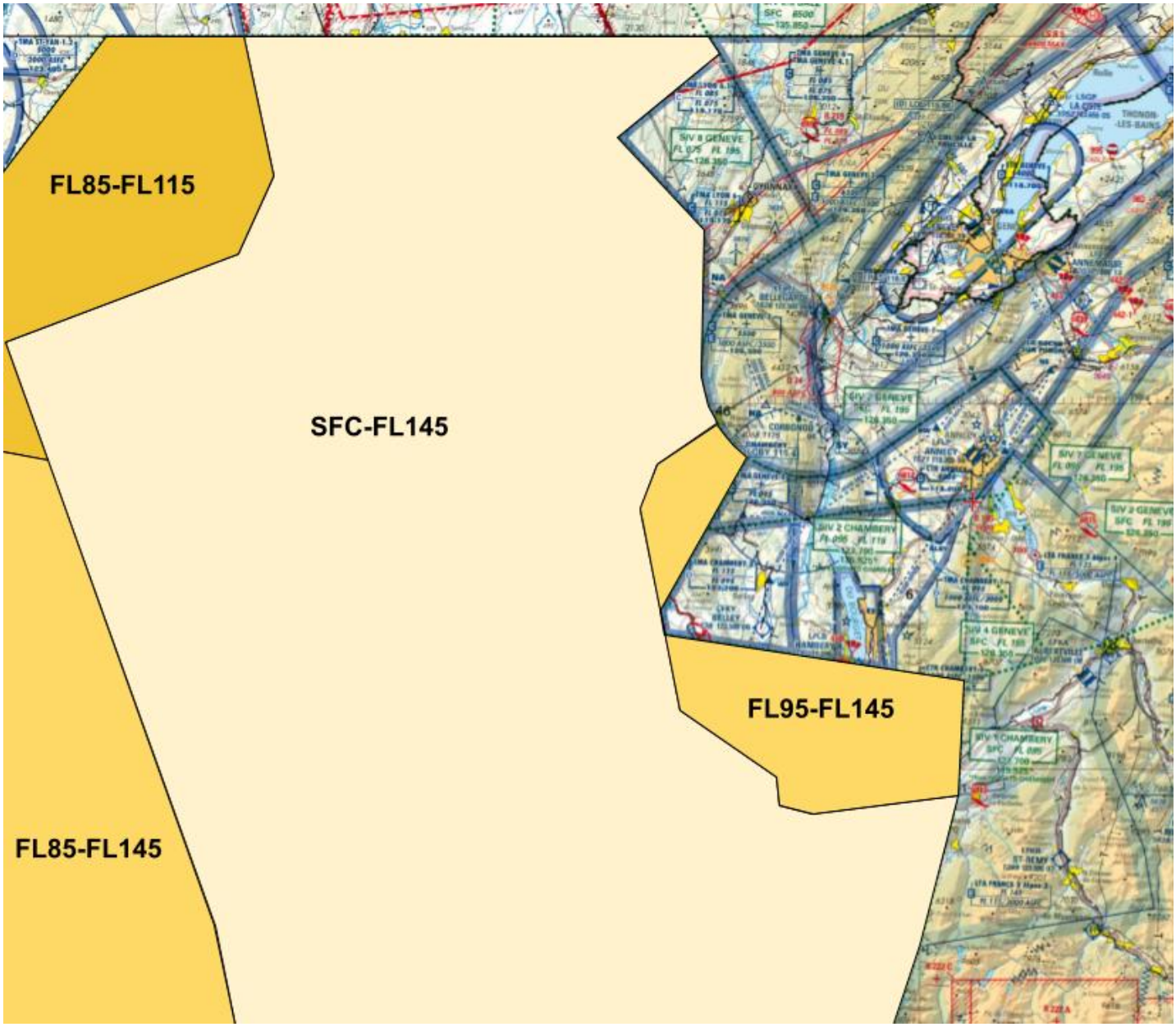


The Marseille ACC airspace and sectorisation is described on the pictures above (FIR up to FL195 on the left and UIR from FL195 to UNL on the right).
LFMM_W_CTR and LFMM_E_CTR are primary positions, when open these positions are responsible for their respective airspace as described on the picture above.
LFMM_CTR is a bundle of these sectors, when LFMM_CTR is open, it is responsible for both E and W sectors.
If LFMM_CTR **and** LFMM_W_CTR are open, LFMM_CTR is only responsible for E sector.
If LFMM_CTR **and** LFMM_E_CTR are open, LFMM_CTR is only responsible for W sector.

The sectors concerned by this LoA as they are defined in French AIP ENR 2.2.4.1 are LE, G and Y for the LFMM_W sector and MN and B for the LFMM_E sector.

Position	Identifier	Frequency	Remarks
Primary Sectors			
Marseille Control	LFMM_CTR	128.850	
Marseille Control (West)	LFMM_W_CTR	132.635	
Marseille Control (East)	LFMM_E_CTR	127.905	

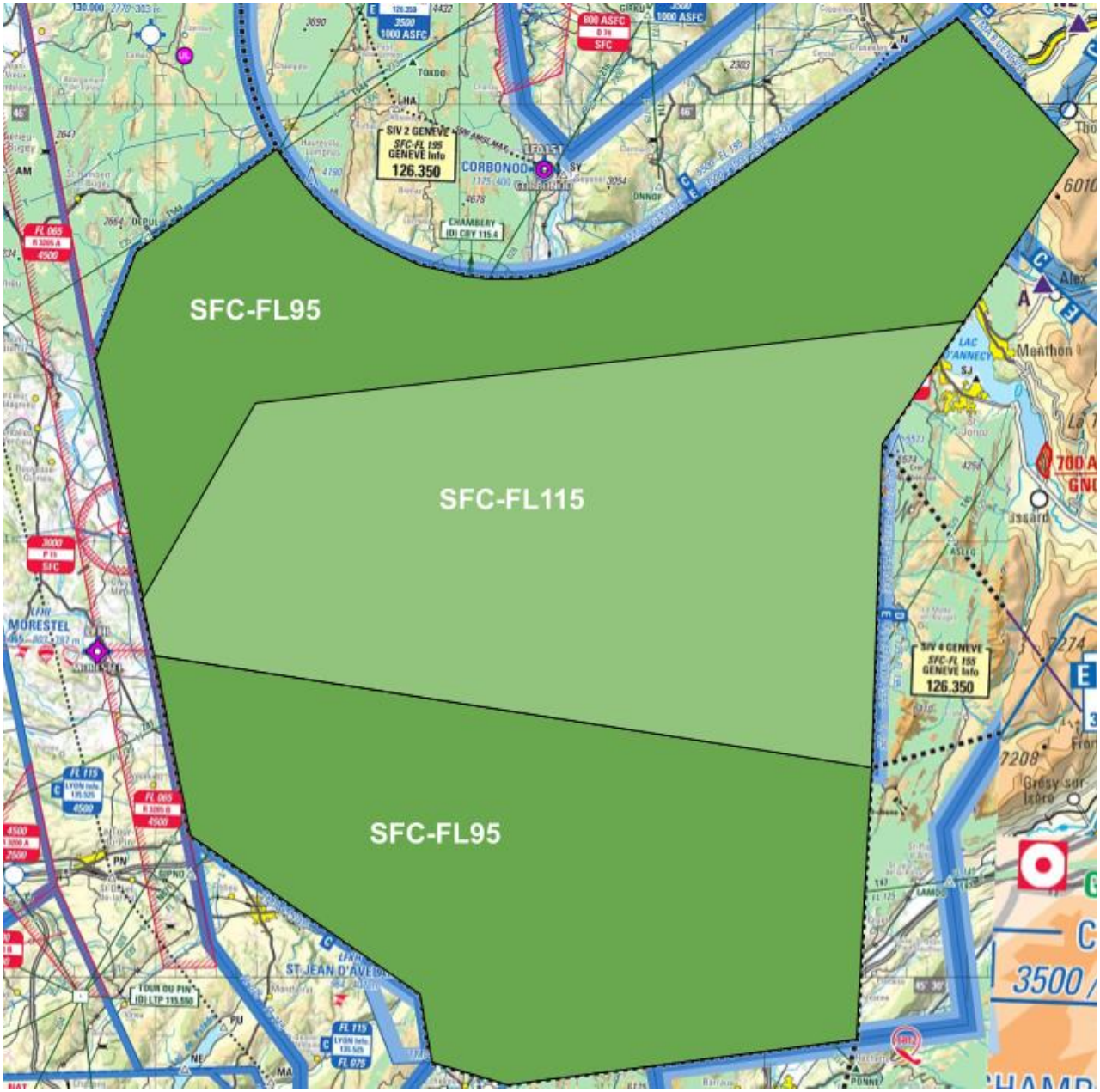
2.2.4. LFLL APP



Lyon Approach airspace is described on the picture above.

Position	Identifier	Frequency	Remarks
Lyon Approach	LFLL_APP	136.075	

2.2.5 LFLB APP



Chambéry Approach airspace is described on the picture above.

Position	Identifier	Frequency	Remarks
Chambéry Approach	LFLB_APP	121.205	

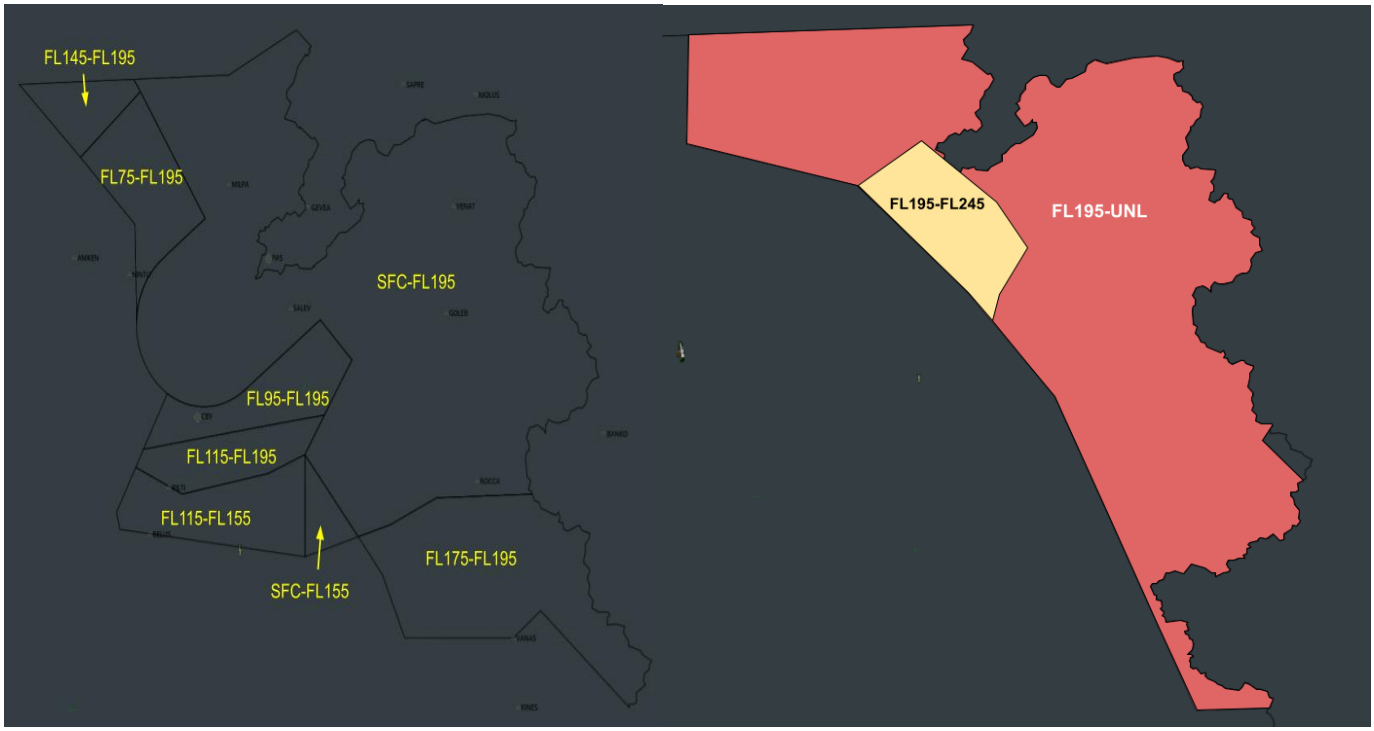
When LFLL_APP is connected but LFLB_APP is offline, LFLL_APP is responsible of the Chambery airspace.

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 Marseille FIR (below FL195) the provision of ATS delegated to the Swiss division is designated as “SIV Genève” in French AIP ENR 2.2.7. The area is depicted on the left picture below.



In the France UIR (above FL195) the provision of ATS delegated to the Swiss division is designated as “GENEVA AREA-Delegation 6” in French AIP ENR 2.2.6. The area is depicted on the right picture above and defined by the coordinates:

44°48'00"N , 007°00'45"E - 44°48'00"N , 006°46'00"E - 45°35'00"N , 006°20'00"E - 45°46'20"N , 006°07'57"E - 45°48'23"N , 006°05'48"E - 45°51'00"N , 006°03'00"E - 46°01'13"N , 005°49'37"E - 46°07'00"N , 005°42'00"E - 46°14'00"N , 005°08'00"E - 46°30'00"N , 005°09'15"E – 46°30'00"N , 006°06'30"E - Frontière franco-suisse - 45°55'20"N , 007°02'41"E - Frontière franco-italienne – 45°29'33"N , 007°03'19"E - 45°27'23"N , 007°01'16"E - 45°21'15"N , 007°09'12"E - Frontière franco-italienne - 44°48'00"N , 007°00'45"E

The red part is permanently delegated to the Swiss division for the provision of ATS.

To allow continuous climbs for Geneva departures, the yellow area is delegated to Marseille ACC when open from FL195 to FL245. This area called “Balcon” is defined by the following coordinates:

46°13'12.80"N , 005°55'11.08"E - 46°03'45.04"N , 006°09'52.36"E - 45°57'01.48"N , 006°15'38.33"E - 45°50'10.00"N , 006°09'31.00"E - 45°46'19.96"N , 006°07'56.79"E - 45°48'23.07"N , 006°05'47.60"E - 45°51'00.00"N , 006°03'00.00"E - 46°01'13.27"N , 005°49'36.98"E - 46°07'00.00"N , 005°42'00.00"E - 46°13'12.80"N , 005°55'11.08"E

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.

When opening, Geneva shall inform Marseille of the RWY in use at Geneva.
When opening, Lyon (or Marseille) shall inform Geneva of the RWY in use at Lyon.

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

3.2.1. Flights from LSAG to LFMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
MILPA-ARGIS	ARGIS	Odd		
MILPA-NUSBA-ARGIS		FL270	MAX FL for traffic **ARR** LFLU LFMH	
ARGIS-DEPUL-LSE		FL190	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN	3.2.1.1.
MILPA-NINTU-MEBAK DCTs NINTU	NINTU	Odd		
		FL370	MAX FL for traffic **DEP** LSZH LSZA LSZS LSMD EDTD EDTM LFSB LFSM LFGB LFGA	
		FL350	MAX FL for traffic **ARR** LFCR	
		FL310	MAX FL for traffic **ARR** LFLC LFLV LFLO LFLN MAX FL for traffic **DEP** LSZB LSZC LSZG LSME LSMA LSGC LSGS LSGK LSMP	
MILPA-ONNOF-BALSI GEVEA-INCUS-BALSI DCTs BALSI	BALSI	Odd		
		FL370	MAX FL for traffic **DEP** LSZH LSMD EDTD EDTM LSZA LFSB LFSM LFGB LFGA	
		FL350	MAX FL for traffic **ARR** LFHO LFMA LFMI LFML LFMO LFMV LFMY LFMQ LFMT LFMU LFTW MAX FL for traffic **DEP** LSZH LSMD EDTD EDTM LSZA LFSB LFSM LFGB LFGA **with destination** LEBL LEGE LERS LELL LEDA	
		FL310	MAX FL for traffic **DEP** LSZB LSZC LSZG LSME LSMA LSGC LSGS LSGK LSMP	
		FL210	Forbidden	
PAS-BALSI		FL190 (QFU04) FL150 (QFU22)	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN	3.2.1.2.
RONOP-GIGUS-BALSI	GIGUS	Even		
		FL340	MAX FL for traffic **ARR** LFLC LFLV LFLO LFLN MAX FL for traffic **DEP** LIMA LIMB LIMC LIME LIMG LIML LIMN LIMP LIMS LSZL LSZA LSZS	
		FL320	MAX FL for traffic **DEP** LIMF LIMW LIMZ	
		FL300	MAX FL for traffic **ARR** LFMH	
GIGUS-AMVAR-OSMAS		FL200	MAX FL for traffic **ARR** LFLL LFLY LFLS LFLU LFLB LFLP **ONLY**	3.2.1.3.

MEDAM-VEVAR-BARSO	VEVAR	Odd		
		FL330	MAX FL for traffic **DEP** LSGC LSGS LSGK LSMP LSGG LSGL LSGP LFLI LFHN LSZB LSZC LSZG LSME LSMA	
	VEVAR			
MEDAM-VEVAR-GAPDO		FL330	MAX FL for traffic **ARR** LFMD LFMN LFMF LFTZ LFMC LFTF LFTH	
		FL230	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN LSGC LSGS LSGK LSMP **with destination** LFMD LFMN LFMF LFTZ LFMC LFTF LFTH	

3.2.1.1.

These traffics shall cross DEPUL at FL150 or above, else Geneva shall coordinate the traffic to Lyon Approach.

3.2.1.2.

Marseille ACC is in charge of separating traffics on trajectory PAS-BALSI from traffics departing from Lyon on SID RISOR to GEMLA or ASLEG. To facilitate the work of Marseille ACC, the following conditions apply:

- RWY 04 in use at Geneva: established on trajectory PAS-BALSI no later than RUMIL climbing FL190. This traffic needs to reach FL190 no later than the AoR Boundary (Geneva TMA 9).
- RWY 22 in use at Geneva: established on trajectory PAS-BALSI no later than BEVEN climbing FL150. This traffic needs to reach FL150 no later than BEVEN.

3.2.1.3.

ARR LFLL LFLY LFLS LFLU LFLB LFLP via GIGUS: due to LTA Alpes and mountainous area, these traffics shall be established on the trajectory GIGUS-AMVAR not later than GIGUS. As far as practicable, Geneva should establish a sequence between successive arrivals. If not able, FL210 may be used.

3.2.2. Flights from LFMM to LSAG ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
MABES-RONLA-MOREG	RONLA	FL190	MAX FL for traffic **DEP** LFLL LFLY LFLN via L47	3.2.2.1.
RISOR-ASLEG	ASLEG	FL220	MAX FL for traffic **DEP** LFLL LFLY LFLS **ONLY**	3.2.2.2.
RISOR-GEMLA	GEMLA	FL220	MAX FL for traffic **DEP** LFLL LFLY LFLS **ONLY**	3.2.2.2.
BELUS-RILTI-CBY	BELUS	FL180(QFU22)	MAX FL for traffic **ARR** LSGG LSGL LSGP LFLI LFHN ONLY	3.2.2.3.
		FL150 (QFU04)		
GIPNO-SOPLO-OMASI	OMASI	Even		
		FL320	MAX FL for traffic **ARR** LFSB LFSM LFGA LFGB LFST LFSN LFJL LSZH LSMD LSZA LSZR LSZS EDNY EDTD EDTM	
		FL280	MAX FL for traffic **ARR** LSZB LSZG LSZC LSME LSMA MAX FL for traffic **DEP** LFLC LFLV LFLN LFLO LFMH LFLU	
		FL260	MAX FL for traffic **ARR** LSGC LSGS LSMP	
		FL240	MAX FL for traffic **ARR** LSGK LSTS	
BALSI-ROBEX-BLONA NEDRU-EMMEF-BLONA	ROBEX EMMEF	Odd		3.2.2.4.
		FL370	MAX FL for traffic **ARR** LIMJ LIP* (except LIPZ) LIRZ	
		FL270	MAX FL for traffic **ARR** LIMA LIMB LIMC LIME LIMG LIML LIMN LIMP LIMS LSZL LSZA LSZS	
		FL230	MAX FL for traffic **ARR** LIMF LIMW LIMZ	
		FL210	Forbidden	
OKTET-IRMAR BARSO-IRMAR	IRMAR	Even		
		FL340	MAX FL for traffic **ARR** LSZH LSMD LSZA LSZR LSZS EDNY EDTD EDTM LFSB LFSM LFGA LFGB	
		FL300	MAX FL for traffic **ARR** LSGC LSGS LSGK LSMP LSZB LSZG LSZC LSME LSMA LSGG LSGL LSGP LFLI LFHN	
		FL260	MAX FL for traffic **DEP** LFMD LFMN LFMF LFTZ LFTH LFTF LFMC	

		FL240	MAX FL for traffic **DEP** LFMD LFMN LFMF LFTZ LFTH LFTF LFMC **with destination** LSGG LSGL LSGP LFLI LFHN LSGC LSGS LSGK LSMP LSZB LSZG LSZC LSME LSMA	

3.2.2.1

Traffics departing from LFLL, LFLY and LFLN via MABES-RONLA are transferred to Swiss Radar, climbing FL190. These traffics shall reach FL190 no later than RONLA.

3.2.2.2.

Traffic departing from LFLL, LFLY and LFLS via RISOR SID:

- Via RISOR-ASLEG: Traffic is cleared to FL220 (or even RFL if lower but not below FL160). This traffic shall be at FL200 minimum at ASLEG. If unable to do so, or if RFL<195 Marseille will initiate a coordination with Swiss Radar.
- Via RISOR-GEMLA: Traffic is cleared to FL220 (or FL210 if RFL) to be level at GEMLA. If unable to comply, Marseille will initiate a coordination with Swiss Radar.

3.2.2.3.

Traffics are sent as soon as possible, when clear of any other traffic, according to the following conditions depending on Geneva configuration. LSGG_APP must inform Marseille ACC when the holding CBY is activated. When CBY holding is active, Marseille initiates a coordination with LSGG_APP for each arrival to define the transfer conditions.

- RWY 22 in use at Geneva: Marseille clears traffic on BELUS *R STAR, FL180 to be levelled by RILTI
- RWY 04 in use at Geneva: Marseille clears traffic on BELUS *N STAR, descending FL150 with a FL160 or lower restriction at BELUS, speed must be stabilized at 250kt by BELUS.

3.2.2.4.

Marseille ACC considers BALSI-BLONA and NEDRU-BLONA as a single axis, thence Marseille ensures the separation at BLONA for traffics coming from BALSI and NEDRU.

3.2.3. Flights from LSAG ACC to Lyon APP

Arrivals to LFLL LFLY LFLS LFHS LFHV LFLM via MILPA with RFL>155 are transferred directly by LSAG ACC to Lyon APP.

Unless otherwise coordinated, traffic shall be cleared to FL110 to be levelled at AMKEN or before with 10Nm longitudinal separation. If 10Nm separation cannot be achieved, arrivals shall be transferred with vertical separation.

In case of conflict between a MILPA arrival with RFL>155 in contact with LSAG ACC and a MILPA arrival with RFL<155 in contact with Geneva APP, LSAG ACC is responsible for coordinating with Geneva APP to resolve the conflict.

LSAG ACC clears flights with ARR LFLL LFLY LFHS LFHV LFLM via STAR MILPA *N (LFLL RWY 35) or MILPA *S (LFLL RWY 17).
LSAG ACC clears flights with ARR LFLS (RNAV equipped) via STAR MILPA *A.

In case of holding over RIPTU, Lyon APP informs LSAG ACC about the first usable FL and transmits EAT if available.

3.2.4. Flights from LSGG APP to LFLL APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
T544/Z66	ARGIS	FL090/110/130		3.2.4.1.
STAR MILPA	AMKEN	FL110	MAX FL for traffic **ARR** LFLS LFLL LFLY LFHS LFHV LFLM with RFL<155	3.2.4.2.
SID DEPUL DCT AMKEN		FL080	MAX FL for traffic **DEP** LSGG LSGL LSGP LFLI LFHN **with destination** LFLS LFLL LFLY LFHS LFHV LFLM LFLO LFLN	3.2.4.3.

3.2.4.1.
Non-RNAV flights with ARR LFLS shall be transferred to Lyon APP via ARGIS-DEPUL at FL090. These flights shall be coordinated with Lyon APP.
Flights on T544/Z66 at FL90 or below shall be coordinated with Lyon APP.

3.2.4.2. STAR MILPA
Geneva APP clears flights with ARR LFLL LFLY LFHS LFHV LFLM via STAR MILPAxN (LFLL RWY 35) or MILPAxS (LFLL RWY 17).
Geneva APP clears flights with ARR LFLS (RNAV equipped) via STAR MILPAxA.
Unless otherwise coordinated, traffic shall be cleared to FL110 to be levelled at AMKEN or before with 10Nm longitudinal separation. If 10Nm separation cannot be achieved, arrivals shall be transferred with vertical separation.

In case of conflict between a MILPA arrival with RFL>155 in contact with LSAG ACC and a MILPA arrival with RFL<155 in contact with Geneva APP, LSAG ACC is responsible for coordinating with Geneva APP to resolve the conflict.
In case of holding over RIPTU, Lyon APP informs Geneva APP about the first usable FL and transmits EAT if available.

3.2.4.3. SID DEPUL
Flights with RFL>145 shall cross DEPUL at FL150 or above, if unable to do so, Geneva shall coordinate the flight to Lyon APP.
Flights with RFL<145 shall be transferred to Lyon APP at FL080.

3.2.5. Flights from LFLL APP to LSGG APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
Z16	CBY	FL080/FL100	Transits via BELUS-PAS	
N871	NAVLA	FL120/FL140	Transits via LTP-MOLUS	
		FL120	MAX FL for traffic **DEP** LFLU with RFL<145	
Z32	RONLA	Max FL100	MAX FL for traffic **DEP** LFLL LFLY with RFL<145 MAX FL for traffic **DEP** LFHV LFLM LFHS Forbidden ARR LSGG LSGL LSGP LFLI LFHN	
STAR LSGG & SID BELUS	BELUS	Max FL120	MAX FL for traffic **DEP** LFLL LFLY LFHS LFHV LFLM LFLO LFLN LFLS LFMH **with destination** LSGG LSGL LSGP LFLI LFHN MAX FL for traffic **DEP** LFLS with RFL<145	
		Max FL140	Transits Lyon TMA with **ARR** LSGG LSGL LSGP LFLI LFHN	

3.2.6. Flights from LSGG APP to LFLB APP

All IFR flights entering Chambery TMA shall be subject to coordination with Chambery APP.
Chambery APP shall deliver an arrival clearance to Geneva APP and a Transfer Flight Level. (e.g. SALEV3P FL080)

Traffics transferred via COLLO (either on SALEV *P arrival or on DCT) are released for descent to 6500ft. These traffics shall be transferred as soon as possible, at least 1 minute away from COLLO in order to allow Chambery APP to transmit the latest weather information and to issue the approach clearance.

Flights departing LSGG/LFLI with destination LFLB/LFLP shall be coordinated with Chambery APP during the ATC clearance delivery, specifying the estimated time of departure.

Only PIRUV holding may be used for non-RNAV flights. Geneva APP shall inform Chambery APP as early as possible.

Geneva APP shall obtain approval from Chambery APP to use CBY holding at FL100 and FL110.

3.2.7. Flights from LFLB APP to LSGG APP

ATS-Route or DCT	**COP**	**Flight Level Allocation**	**Special Conditions**	**Reference**
SID LFLB QFU 18	BANEK	FL110*	MAX FL for traffic **DEP** LFLB/Altiports	3.2.7.1.
SID LFLB QFU 36		FL90*		3.2.7.1.
SID LFLP	SOCOF		MAX FL for traffic **DEP** LFLP	3.2.7.1.
STAR BELUS	CBY	FL80/FL100	MAX FL for traffic **ARR** LSGG LSGL LSGP LFLI LFHN	
Z16			Transit flights	3.2.7.2.
N871	NAVLA	FL100		3.2.7.2.

*Or RFL if lower

3.2.7.1.

Traffics departing LFLB and LFLP:
Departures initially planned via VENAT, ESAPI and ODIKI, unable to comply with cruising altitude and ATS constraints shall be rerouted by Chambery on a PAS SID.
Chambery APP informs Geneva APP for departures LFLP and LFLB, indicating the ETOT (Estimated Take-Off Time), the SID and the Transfer Flight Level. Geneva may request a minimum spacing of 5 minutes if required to facilitate the integration of LFLB/LFLP departures into Geneva Traffic.
These traffics shall be transferred to Geneva APP as early as possible, clear of conflicts, they are released for climb.

3.2.7.2.

All transit flights from Chambery APP to Geneva APP are subject to coordination. Unless otherwise coordinated, flights shall maintain the coordinated FL and route until Chambery TMA boundary.

4. Contributions

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

5. Changelog

Version	Date	Changes
V5.0	08/06/2026	- New Format - Conditions of exchange - LFMM ACC Airspace