



## Letter of Agreement (LoA)

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### **Zürich ACC (LSAZ) and Reims ACC (LFEE)**

Name: LoA-LSAZ-LFEE\_EN

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between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) significant points, without reference to the ATS-Routes network, subject to airspace availability.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

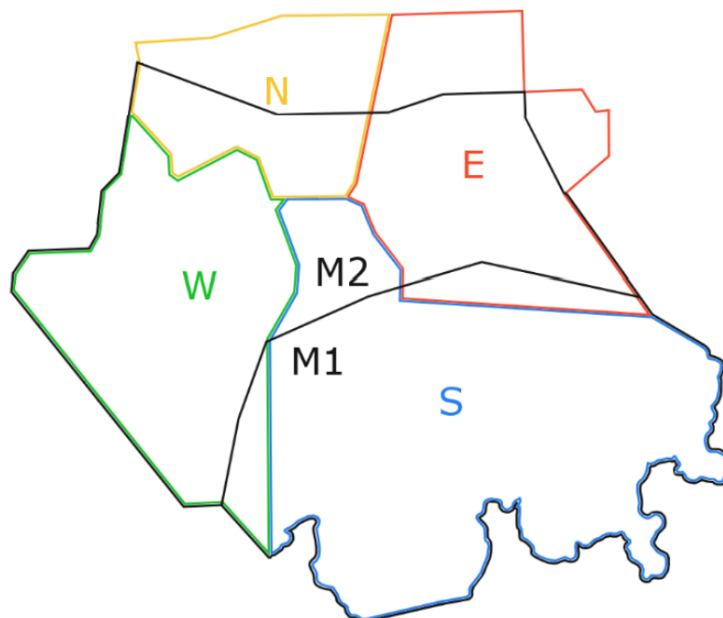
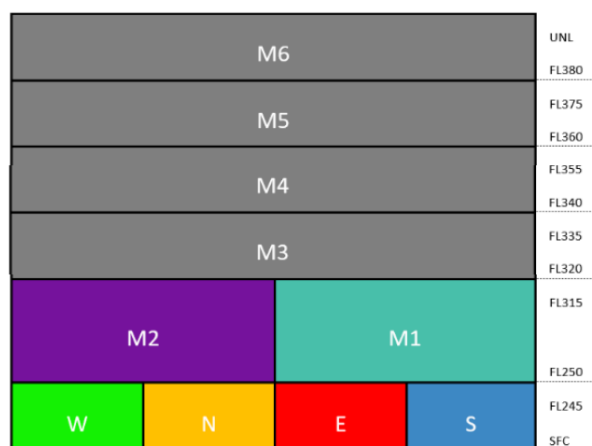
Area	Vertical Limits	Airspace Classification
Mittelland-Jura	Above FL100	C
	2000 AGL – FL100	E
	SFC-2000 AGL	G
Alpen (does not border Reims ACC)	Above FL150	C
	FL130-FL150	MIL ON = C / MIL OFF = E
	2000 AGL – FL130	E
	SFC-2000 AGL	G

#### 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. LSAZ ACC



The Zürich FIR airspace sectorisation is described on the picture above.

The positions are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Swiss Radar (S)	LSAZ_S_CTR	128.050	Sectors: W, N, E, S, M1-M6 (SFC-UNL)
Swiss Radar (LM1)	LSAS_LM1_CTR	133.405	SFC-UNL (LSAG and LSAZ)
Secondary Sectors			
Swiss Radar (N)	LSAZ_N_CTR	136.155	Sectors: N, E (SFC-FL245)
Swiss Radar (M1)	LSAZ_M1_CTR	133.050	LSAZ upper (M1-M6 from FL245 to UNL)
Swiss Radar (LM6)	LSAZ_LM6_CTR	133.690	LSAZ and LSAG upper (FL245-UNL)
Swiss Radar (W)	LSAZ_W_CTR	136.680	Sector W SFC-FL245
Swiss Radar (E)	LSAZ_E_CTR	133.905	Sector E SFC-FL245

If LSAZ\_S and LSAS\_LM1 are connected, by default, LSAZ\_S is the only sector concerned by this LoA (LSAS manages the Geneva part of the Swiss airspace in that case). However, after coordination with adjacent sectors, LSAS\_LM1 may be responsible for LSAZ upper airspace sector (FL245-UNL).

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2.2.2. Zurich APP

Zurich APP sectorisation depends on the runway concept in use at Zürich, the sectorisation depicted below is the “standard day concept”. However, runway concept change does not impact the interface with Basel APP.



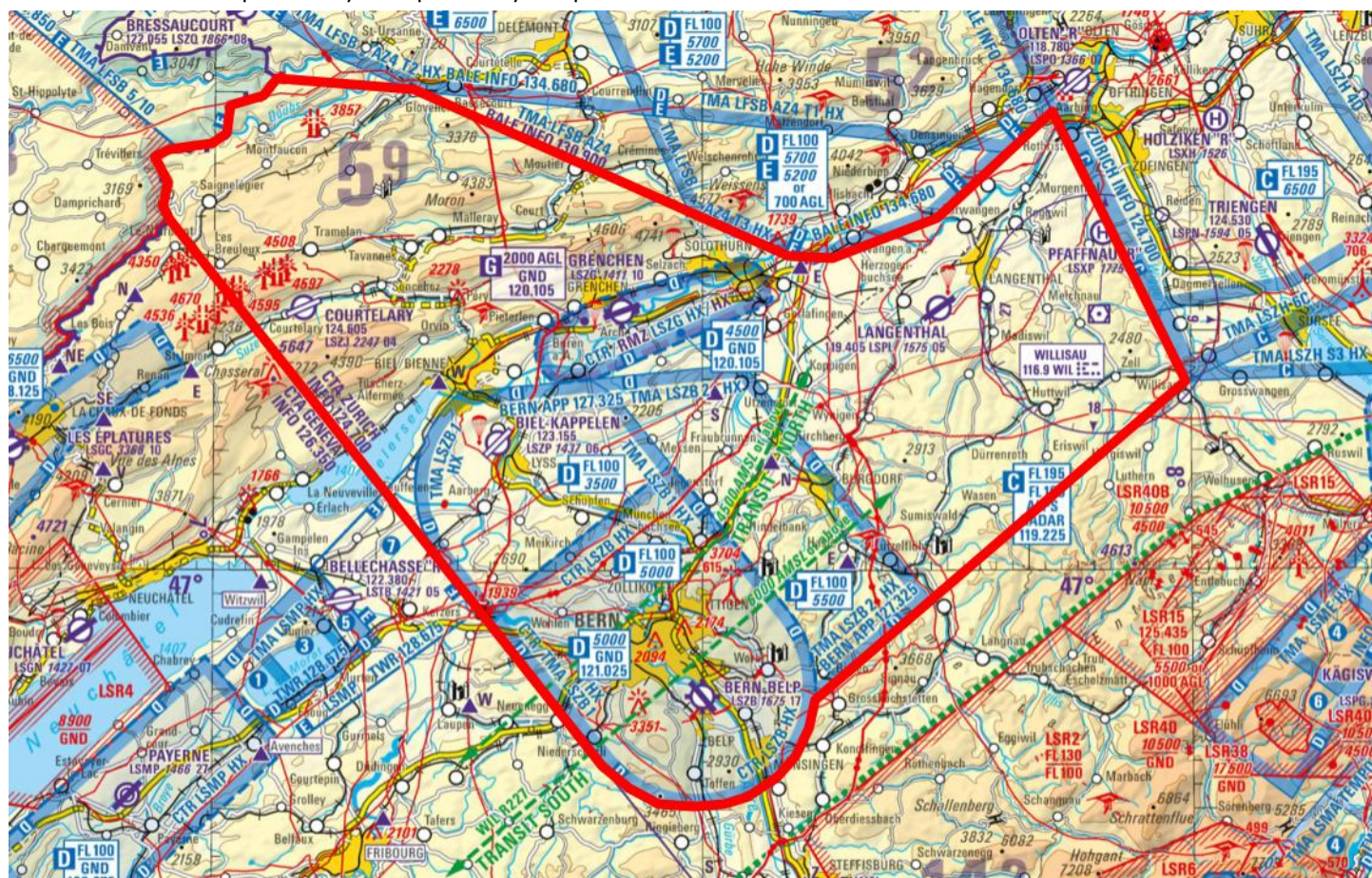
The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Zurich Arrival	LSZH_W_APP	130.560	
Secondary Sectors			
Zurich Departure	LSZH_DEP	125.955	

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2.2.3. Bern APP

Bern APP Area of Responsibility is depicted by the picture below from SFC to FL105.



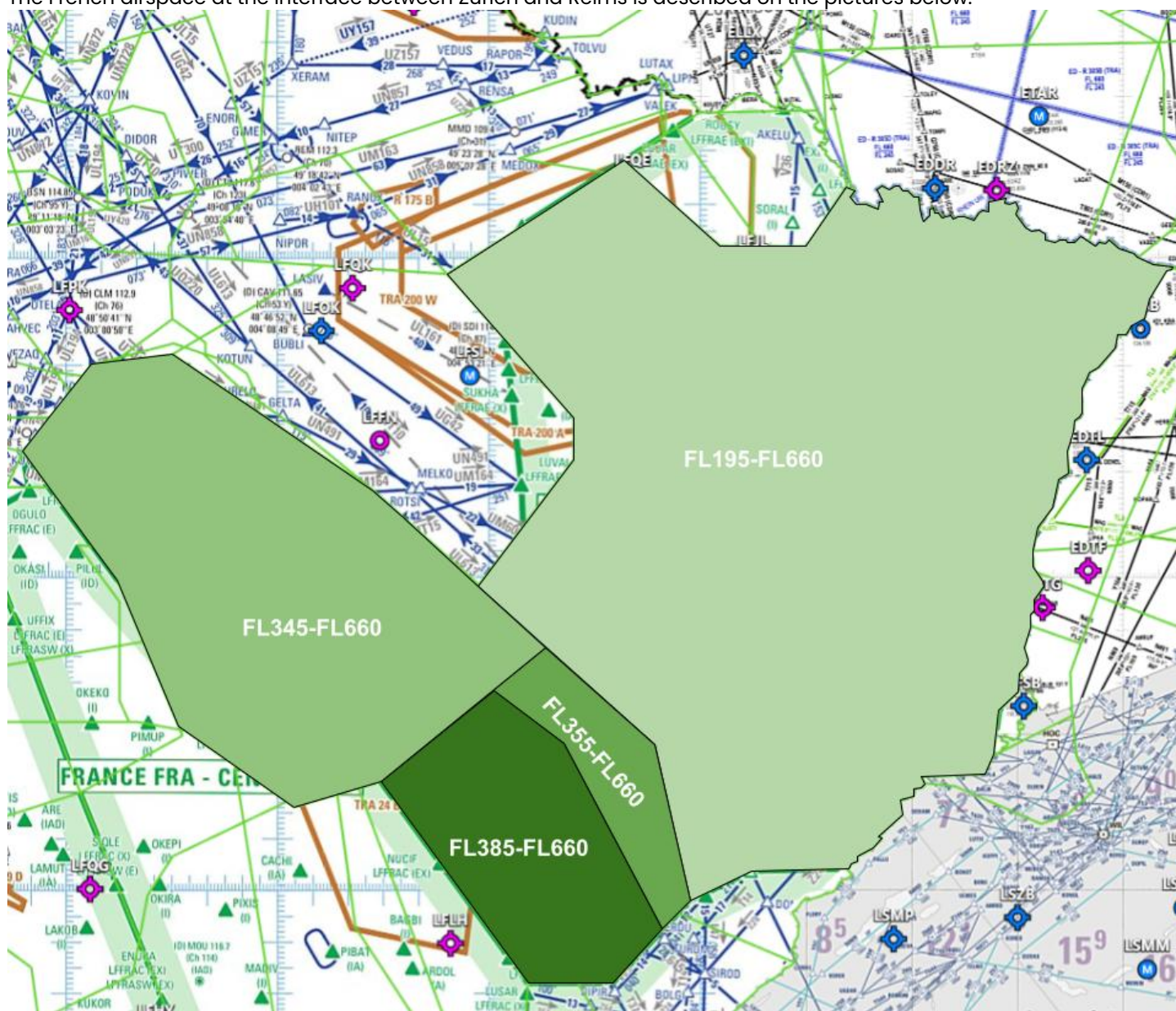
There is only one primary position in charge of Bern APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Bern Arrival	LSZB_APP	127.325	

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2.2.4. LFEE ACC

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



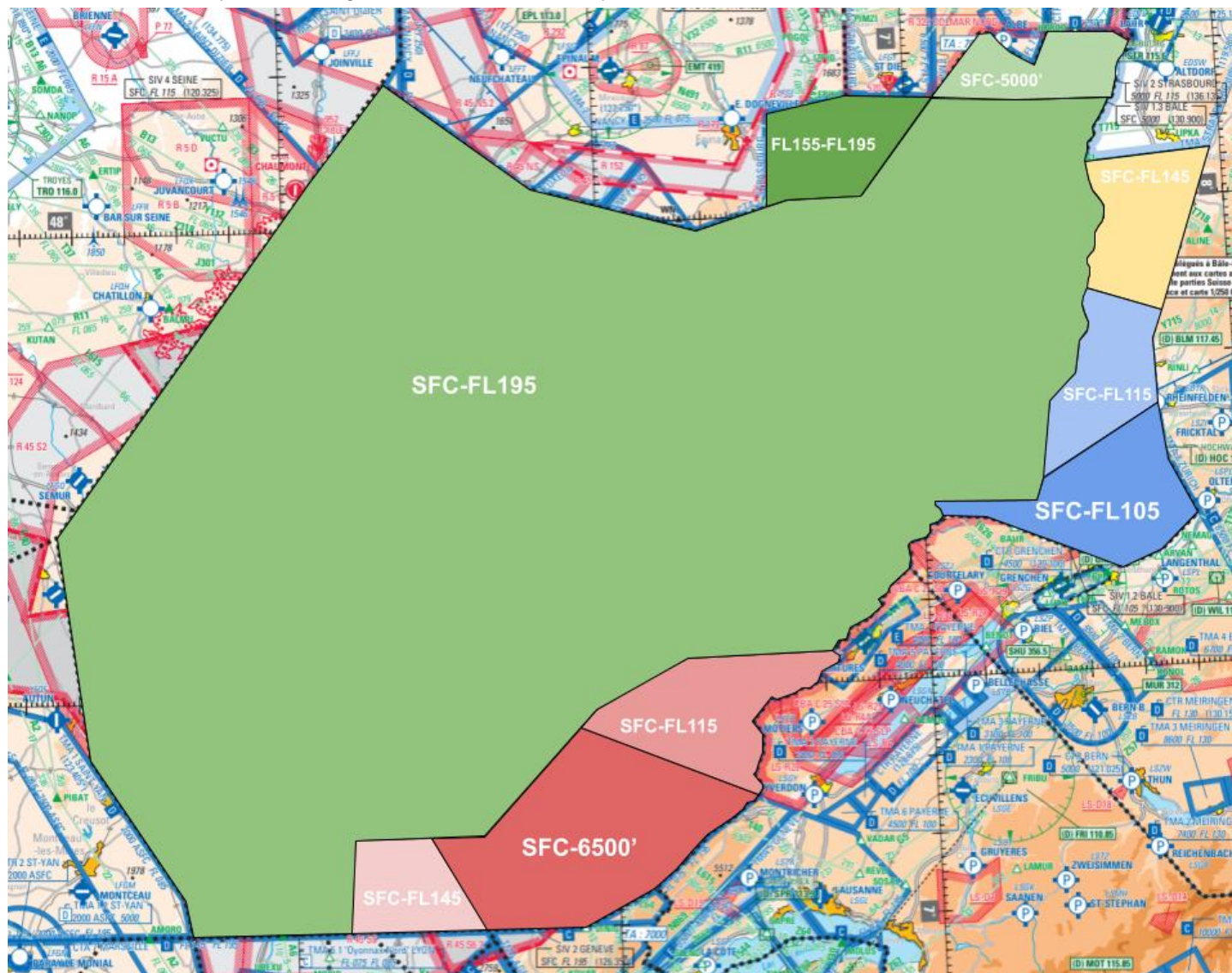
Reims ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

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### 2.2.5. LFSB APP

Basel APP is responsible for the provision of ATS in the south half of Reims FIR from SFC to FL195. Part of Zürich FIR airspace is delegated to Basel APP (blue 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	

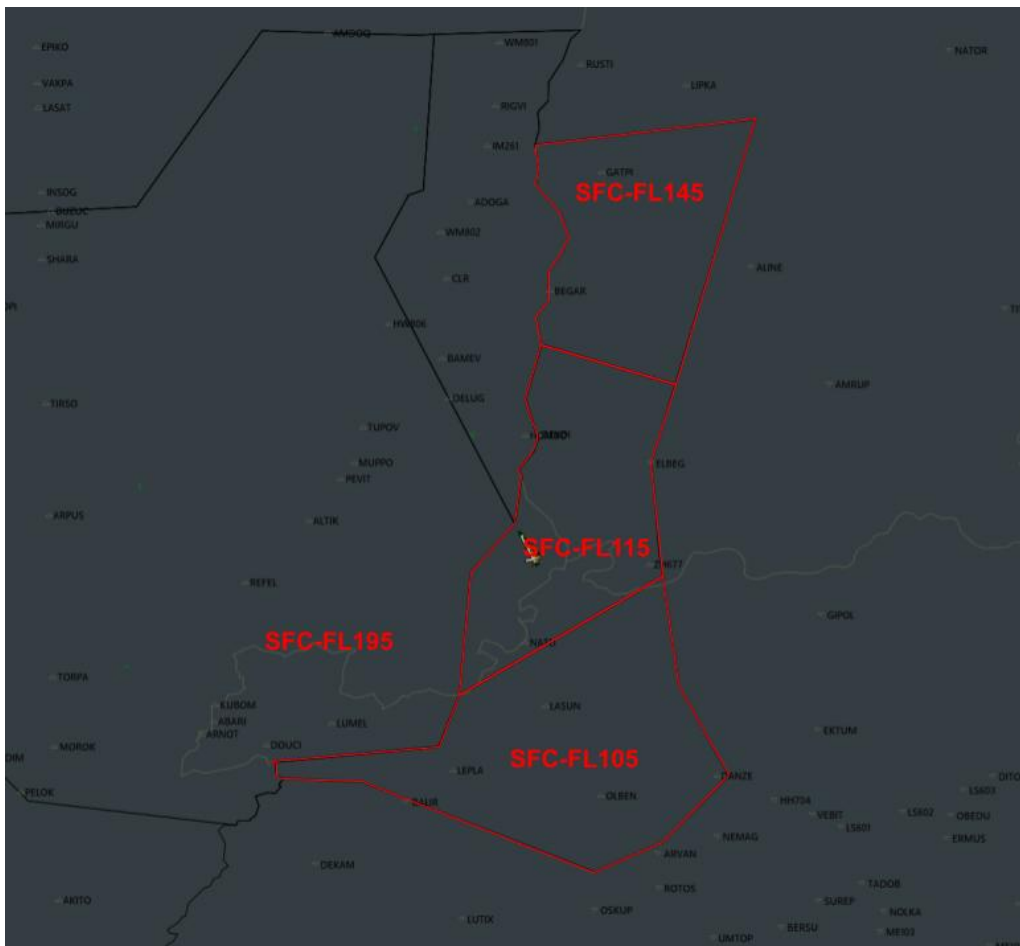
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## 2.3. Special Areas within the Area of Common Interest

### 2.3.1. Area delegated to Basel APP

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

In the Zürich FIR (below FL245), part of the airspace is delegated to Basel APP for the provision of ATS.



The areas delegated to Basel in Langen and Zürich FIRs are represented above. The coordinates are the following:

SFC-FL105: 47°33'38"N , 007°45'33"E - 47°32'57"N , 007°45'39"E - 47°25'52"N , 007°46'41"E - 47°19'12"N , 007°51'31"E - 47°17'28"N , 007°48'42"E - 47°14'41"N , 007°44'11"E - 47°12'48"N , 007°36'40"E - 47°15'03"N , 007°29'07"E - 47°20'05"N , 007°12'06"E - 47°20'37"N , 007°03'43"E - Switzerland-France Border - 47°21'51"N , 007°02'35"E - 47°22'19"N , 007°20'35"E - 47°25'56"N , 007°23'04"E - 47°31'59"N , 007°40'41"E - 47°33'38"N , 007°45'33"E

SFC-FL115: 47°37'58"N , 007°29'58"E - 47°41'21"N , 007°30'59"E - Switzerland-France Border - 47°50'41"N , 007°33'48"E - 47°47'20"N , 007°47'55"E - 47°41'49"N , 007°44'58"E - 47°39'07"N , 007°45'07"E - 47°35'12"N , 007°45'19"E - 47°33'38"N , 007°45'33"E - 47°31'59"N , 007°40'41"E - 47°25'56"N , 007°23'04"E - 47°34'39"N , 007°24'56"E

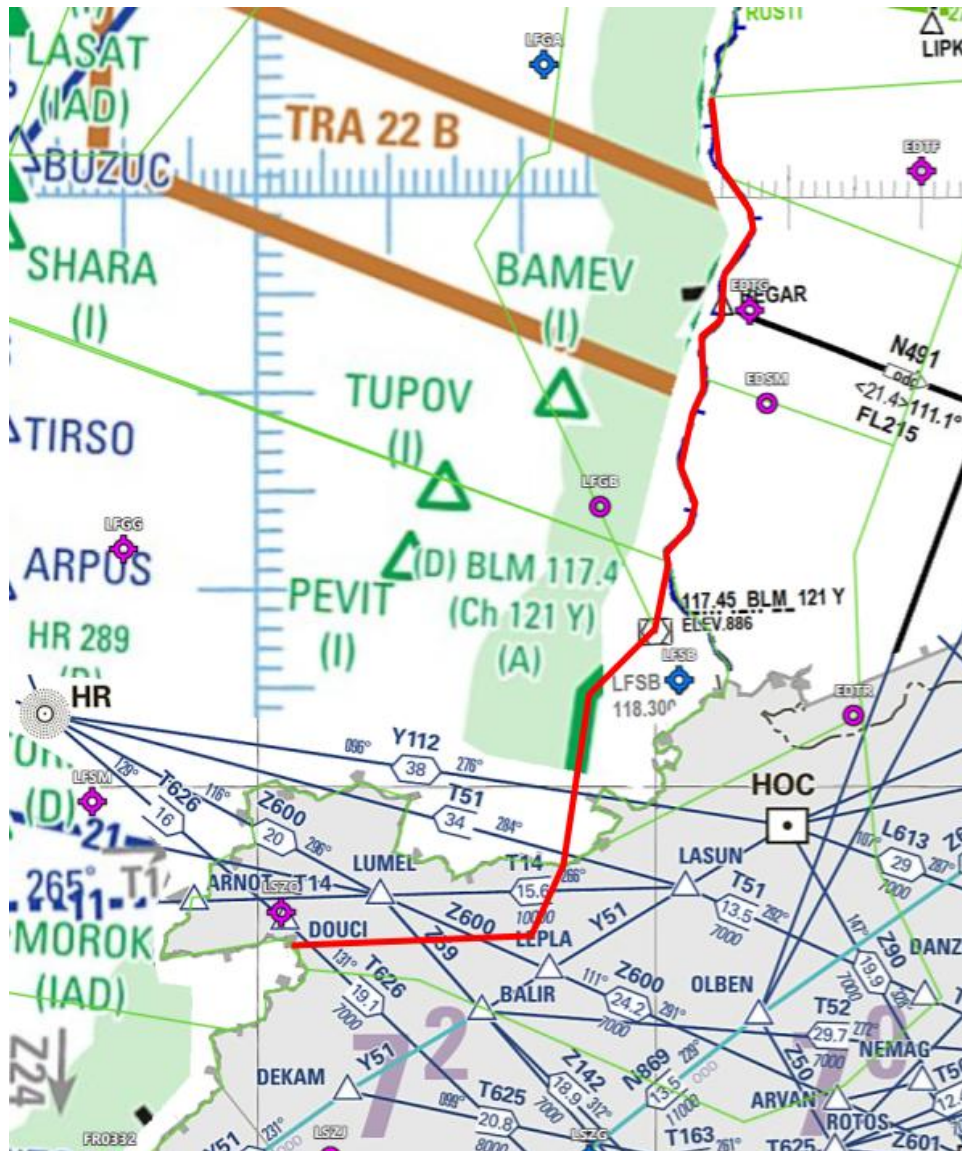
SFC-FL145: 48°04'59"N , 007°34'12"E - 48°06'00"N , 007°58'00"E - 47°47'20"N , 007°47'55"E - 47°50'41"N , 007°33'48"E - Germany-France Border - 48°04'59"N , 007°34'12"E

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2.3.2. Delegated Airspace UIR

To facilitate the provision of ATS in Reims ACC and Zürich ACC airspaces, the border between both ACC above FL195 is defined by the following coordinates and is described on the picture below.

Along country border – 47°41'21"N , 007°30'59"E – BLM – 47°34'39"N , 007°24'56"E – 47°25'55"N , 007°23'04"E – 47°22'19"N , 007°20'35"E – 47°21'51"N , 007°02'35"E



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### 2.3.3. BLM release box

This release box is defined from FL145 to FL195, its lateral limits are defined by the following coordinates and depicted in the picture below.

47°50'41.323"N , 007°33'47.633"E - Germany-France border - 47°41'21"N , 007°30'59"E - 47°37'58.1"N , 007°29'58.2"E - 47°34'39"N , 007°24'56"E - 47°35'57.310"N , 007°10'59.090"E - arch 13 NM from BLM - 47°50'41.323"N , 007°33'47.633"E

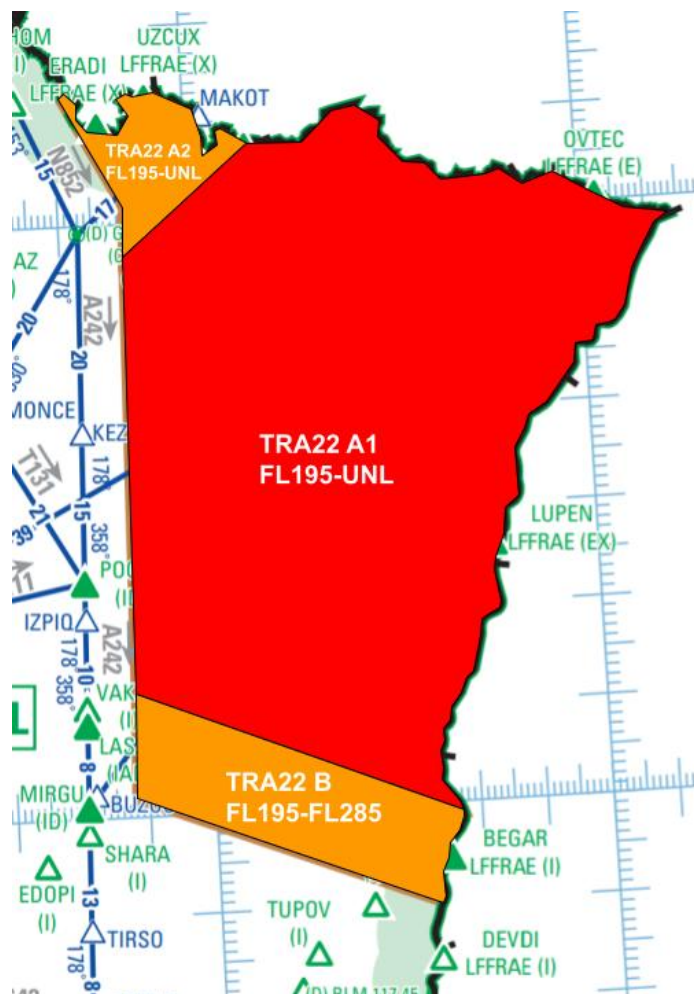


In this area Zurich ACC is allowed to descend and turn LSZH arrivals down to FL150 inside Basel APP airspace.

If a Basel traffic interferes with the release box, Basel shall initiate a coordination to inform Zurich ACC of this traffic.

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2.3.4. TRA 22



In case of TRA 22 activity and unavailability of BEGAR, traffic will be re-routed via DEVDI-[waypoint filed after BEGAR]\*. Reims ACC shall inform LSAZ ACC of the TRA 22 activity.

\*For Eurocontrol valid routes, this waypoint is always TRA.

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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 maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA 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 LSAZ ACC to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
Free Route Airspace	TORPA MOROK	Even		
		FL240 or even RFL if RFL<235	<b>DEP</b> LSMD LSZH	3.2.1.1.
	HOC	Even		
		FL320 or even RFL if RFL<315	MAX FL for traffic <b>ARR</b> EDDR EDRZ ELLX LFGJ LFJL LFLH LFQM LFSD LFSG LFSI LFSN LFSO LFSX	
		FL280 or even RFL if RFL<275	MAX FL for traffic <b>DEP</b> LSMA LSME LSMM LSZB LSZC LSZG LSZM LSZR EDNY EDTD EDM EDDS EDSB EDT*	

3.2.1.1.  
 Departures from LSZH/LSMD with RFL>240 shall be transferred by Zurich ACC climbing to FL240. Zurich may clear these traffics according to FPL direct to TORPA or MOROK.  
 In case of subsequent departures, FL230 may be used.  
 In case of good climb performance, Zurich ACC shall endeavour to send this traffic climbing to FL280.  
 Zurich ACC is responsible for providing separation between simultaneous traffic to TORPA/MOROK/LUL.

3.2.2. Flights from LFEE ACC to LSAZ ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
Free Route Airspace	BLM	FL200	MAX FL for traffic <b>ARR</b> LSZH	3.2.2.1.
	BEGAR DEVDI	Odd		3.2.2.2.
		FL390	MAX FL for traffic <b>ARR</b> LIMC	
		FL350	MAX FL for traffic <b>ARR</b> EDDM EDMA EDMO ETSI LOWI LSZA LSZL LSZS MAX FL for traffic <b>DEP</b> EDDR EDRZ ELLX LFGJ LFJL LFLH LFQM LFSO LFSX	3.2.2.3.
		FL270	MAX FL for traffic <b>ARR</b> EDJA EDNL ETHL	
		FL230	MAX FL for traffic <b>ARR</b> EDDS EDNY EDTM LSZR	
		LUL	Odd	
		FL230	MAX FL for traffic <b>ARR</b> EDNY EDTM LSZR	

## 3.2.2.1. Arrivals LSZH

Arrivals LSZH shall reach FL200 at BLM at the latest.

In case of simultaneous arrivals with important performance differences (propeller/jets), FL210 may be used without coordination

## 3.2.2.2. BEGAR/DEVDI flow split

Traffic flows through BEGAR/DEVDI are split as defined below, they are deemed separated.

BEGAR exiting Zurich ACC via NUNRI/GAMSA/INTEG/SUXAN

DEVDI exiting Zurich ACC via RESIA/ODINA/AKASU/BENOT

## 3.2.2.3.

In case of simultaneous arrivals, Reims ACC shall endeavour to organize traffic applying the vertical spread:  
EDDM/ETSI>LOWI>EDMA/EDMO

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3.2.3. Flights from LSAZ ACC to Basel APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
GATPI-RIGVI (T718)	GATPI	FL130	<b>ARR</b> LFSB LFGA LFGB LFSM	3.2.3.1.
BALIR-LUMEL (Z59)	LUMEL	FL120	<b>ARR</b> LFSB LFGA LFGB LFSM	3.2.3.1.
		Even FL110-FL180	<b>DEP</b> LSZB LSZC LSZG LSMA LSME LSGC LSGK LSMP LSTS	3.2.3.2.
VEBIT-LASUN-HR (T51)	HR	Even FL110-FL180	<b>DEP</b> EDTD LSMD LSZH LSZM LSZF LSPV LSZK LSPN LSZN RFL<180	3.2.3.2.
HOC-HR (Y112)	HOC	Even FL110-FL180	Transits RFL<180	3.2.3.2.

## 3.2.3.1.

In case of simultaneous arrivals via GATPI, FL120 may be used without coordination.

In case of simultaneous arrivals via LUMEL, FL130 may be used without coordination.

## 3.2.3.2.

Zurich ACC is responsible for the separation between simultaneous traffic to LUMEL, HR and HOC.

3.2.4. Flights from Basel APP to LSAZ ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
ELBEG-AMRUP (Y715)	ELBEG	FL110	<b>DEP</b> LFSB LFGA LFGB LFSM with RFL>125	
OLBEN-ROTOS (Z50)	OLBEN	FL110	<b>DEP</b> LFSB LFGA LFGB LFSM with RFL>105	
ARPUS-BLM (G42)	BLM	FL150-FL190	<b>ARR</b> LSZH LSMD RFL>145	
HOC-DITON/TRA	HOC	FL130-FL190	Transits RFL>125	

3.2.5. Flights from Bern APP to Basel APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
BALIR/WIL-LUMEL	LUMEL	FL100	<b>DEP</b> LSZB LSHI and MAX FL for transits RFL<105	
WIL-HOC	HOC	FL100	MAX FL for Transits RFL<105	

3.2.6. Flights from Basel APP to Bern APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
ARPUS STAR	HR	FL090	<b>ARR</b> LSGC	
HR-DOUCI (T626) LUMEL-WIL (Z600)	DOUCI LUMEL	FL090	<b>ARR</b> LSZB LSZC LSZG LSMA LSME LSMP LSGK LSTS	

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3.2.7. Flights from Zurich APP to Basel APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
VEBIT-BALIR-LUMEL (T52)	VEBIT-BALIR	FL100	MAX FL for <b>ARR</b> LFSB LFGA LFGB LFSM RFL<115 MAX FL for Transits RFL<115	
HOC-HR (Y112)	HOC	FL100	MAX FL for Transits RFL<105	
LASUN-HR (T51)	HR	FL100	MAX FL for <b>DEP</b> EDTD LSMD LSZH LSZM LSZF LSPV LSZK LSPN LSZN RFL<105	

3.2.8. Flights from Basel APP to Zurich APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
ELBEG-GIPOL (Y3) ELBEG-AMRUP (Y715)	ELBEG	FL090	<b>DEP</b> LFSB LFGA LFGB LFSM <b>with destination</b> LSZH <b>DEP</b> LFSB LFGA LFGB LFSM	
HOC-DITON/TRA	HOC	FL090	Transits RFL<125	

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## 4. Contributions

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

## 5. Changelog

Version	Date	Changes
V6.0	08/06/2026	<ul style="list-style-type: none"><li>- New Format</li><li>- Conditions of exchange</li><li>- LFEE ACC airspace</li></ul>