



Letter of Agreement (LoA)

Geneva ACC (LSAG) and Marseille ACC (LFMM)

Name: LoA-LSAG-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 **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

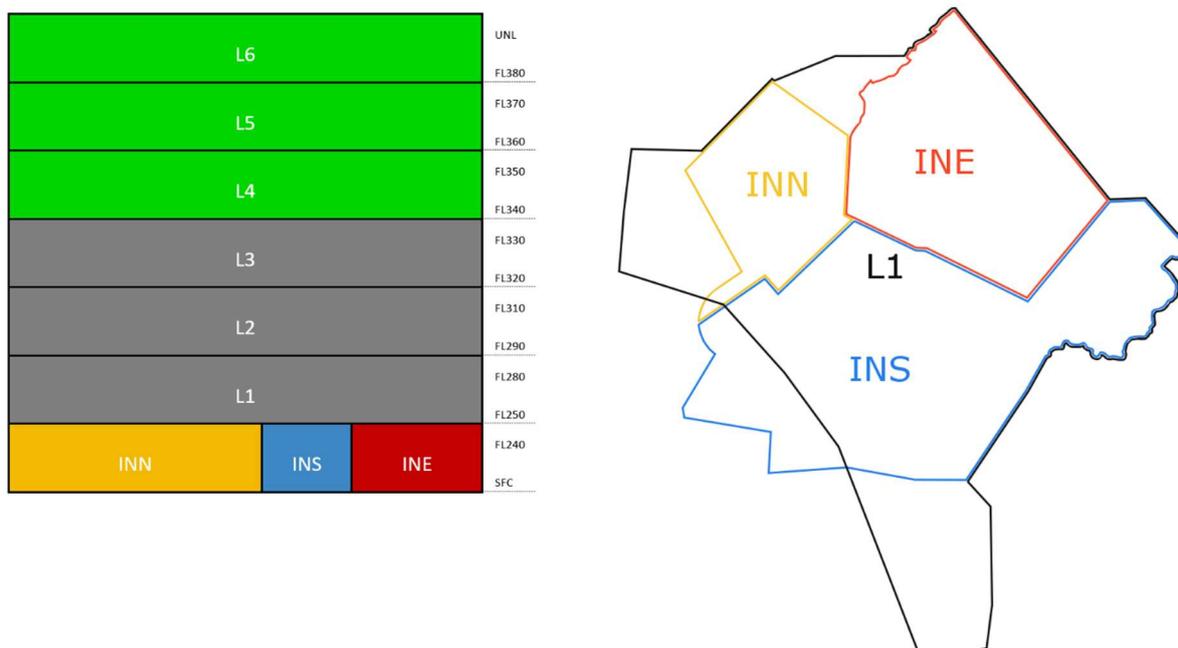
Area	Vertical Limits	Airspace Classification
Mittelland-Jura	Above FL100	C
	2000 AGL – FL100	E
	SFC-2000 AGL	G
Alpen (Does not border LFMM ACC)	Above FL150	C
	FL130-FL150	MIL ON = C / MIL OFF = E
	2000 AGL – FL130	E
	SFC-2000 AGL	G

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" Belledune 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:

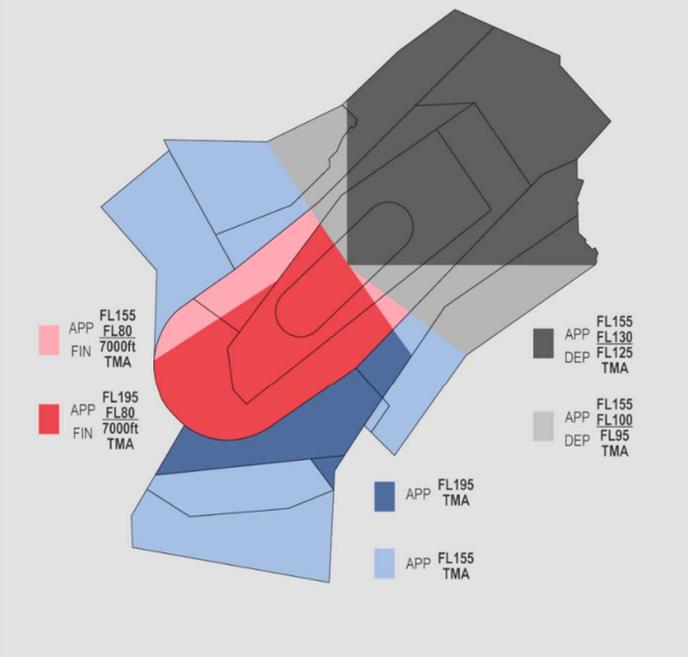
Position	Identifier	Frequency	Remarks
Primary Sectors			
Swiss Radar (INS)	LSAG_INS_CTR	124.225	All LSAG: INN, INE, INS, L1-L6 (SFC-UNL)
Swiss Radar (LSAS)	LSAS_LM1_CTR	133.405	SFC-UNL (LSAG and LSAZ)
Secondary Sectors			
Swiss Radar (L1)	LSAG_L1_CTR	134.850	Sectors L1-L6 (FL245-UNL)
Swiss Radar (LM6)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

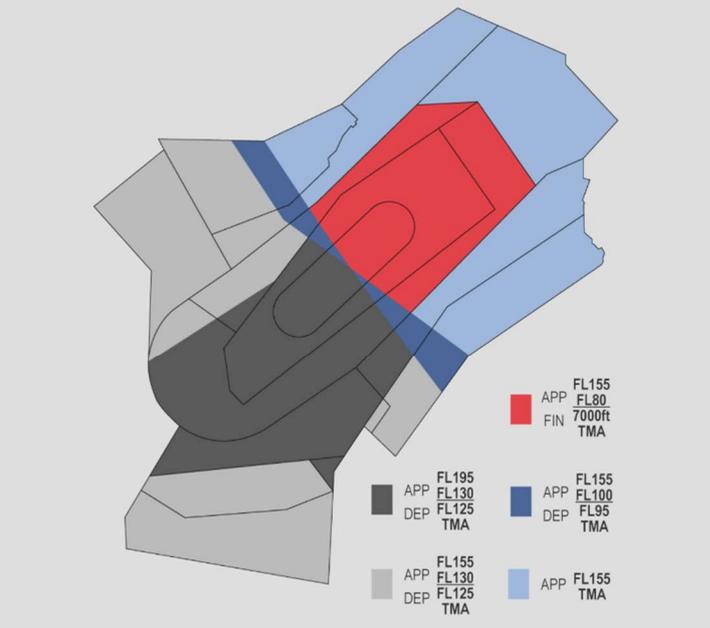
2.1 RUNWAY 04 IN USE

The lateral limits of the AoR are those of the TMAs, plus TMA 8 LFLL.
 The upper limit is generally FL155. Inside the “balcony” (dark red/dark blue zone below), the upper limit is FL195. The lower limit is that of the TMAs.



2.2 RUNWAY 22 IN USE

The lateral limits of the AoR are those of the TMAs, plus TMA 8 LFLL.
 The upper limit is generally FL155. Inside the “balcony” (dark grey below), the upper limit is FL195. The lower limit is that of the TMAs.



Geneva Approach airspace is described on 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.

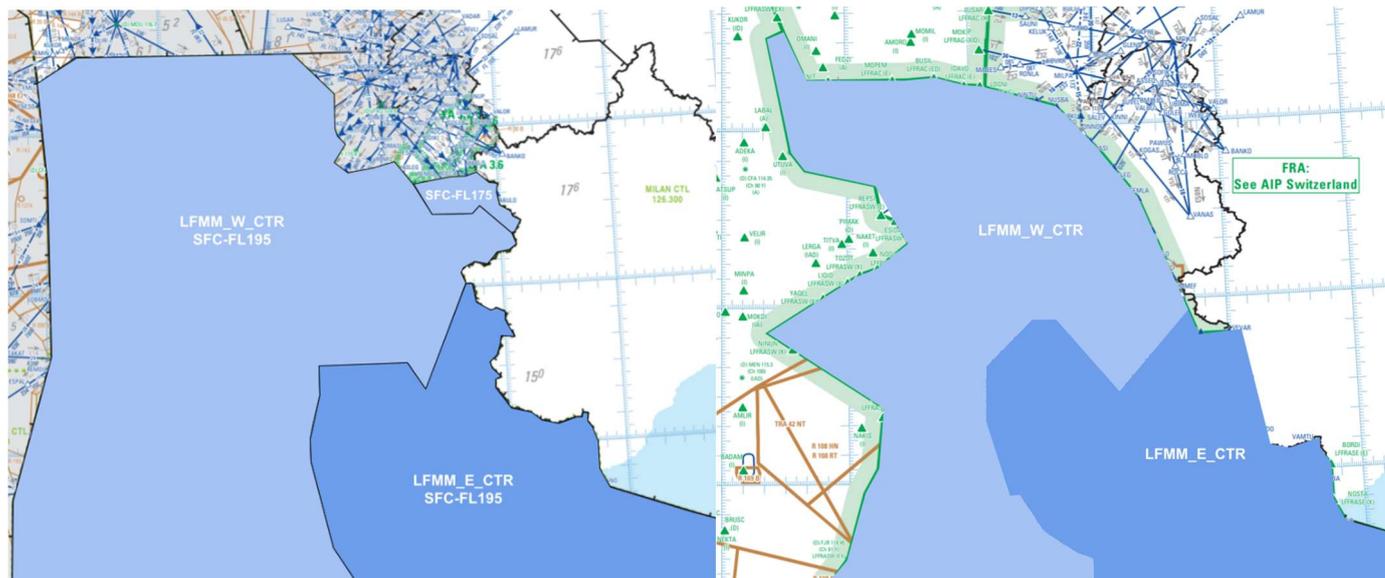
These areas are described in the French AIP ENR 2.2.7 (Geneva SIV)

The positions are the following:

Position	Identifier	Frequency	Remarks
Geneva Arrival	LSGG_APP	136.255	
Geneva Departure	LSGG_DEP	119.530	TWR and APP must be connected

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2.2.3. LFMM ACC

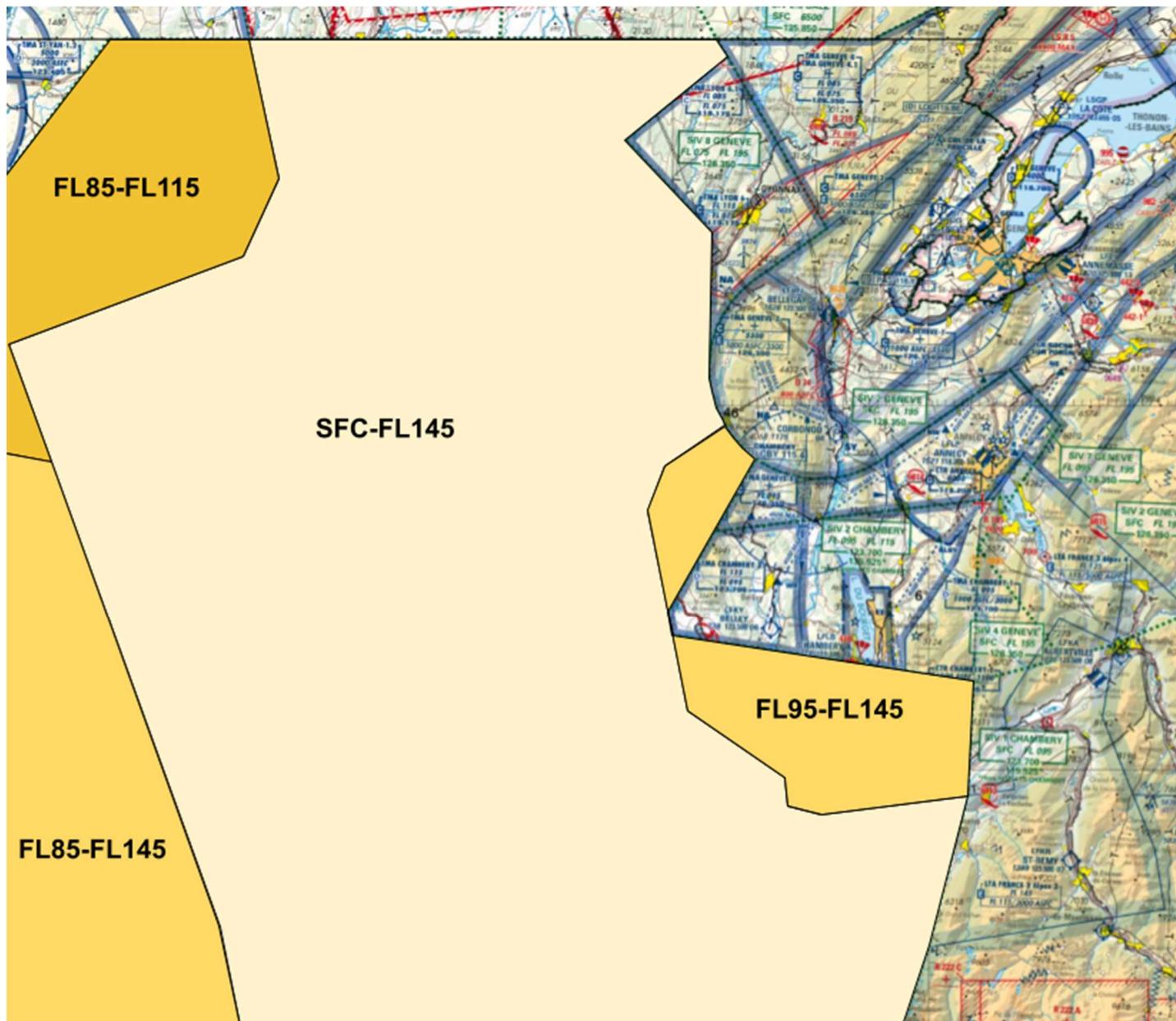


The Marseille ACC airspace and sectorisation is described on the pictures above (FIR up to FL195 on the left and UIR from FL195 to UNL on the right). LFMM_W_CTR and LFMM_E_CTR are primary positions. The sectors concerned by this LoA as they are defined in French AIP ENR 2.2.4.1 are LE, G and Y for the LFMM_W sector and MN and B for the LFMM_E sector.

Position	Identifier	Frequency	Remarks
Marseille Control (West)	LFMM_W_CTR	132.635	
Marseille Control (East)	LFMM_E_CTR	127.905	

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2.2.4. LFLL APP

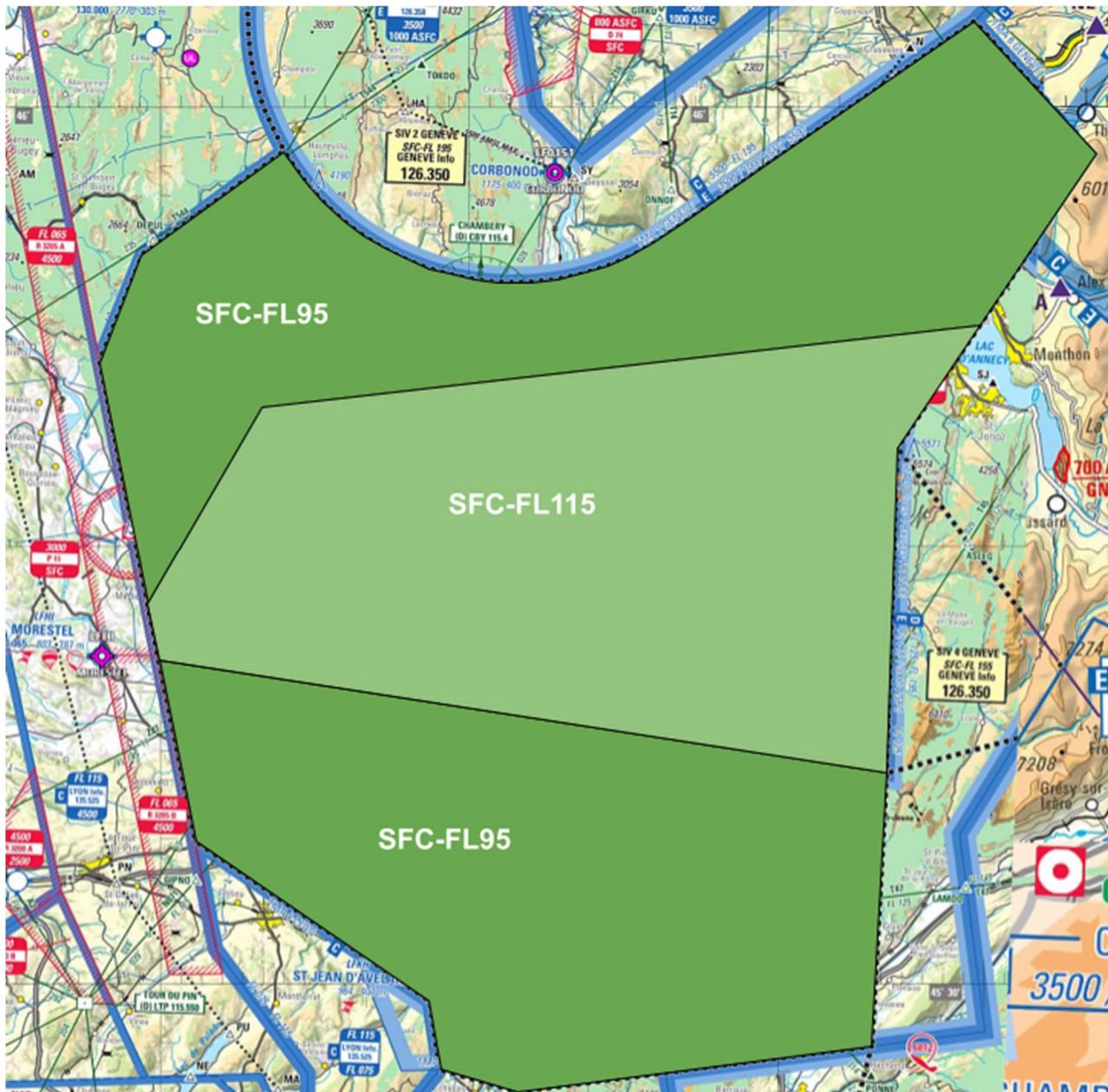


Lyon Approach airspace is described on the picture above.

Position	Identifier	Frequency	Remarks
Lyon Approach	LFLL_APP	136.075	
Lyon Departure	LFLL_DEP	132.000	Secondary position, opening conditions are described in ATC rules

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2.2.5 LFLB APP



Chambéry Approach airspace is described on the picture above.

Position	Identifier	Frequency	Remarks
Chambéry Approach	LFLB_APP	121.205	

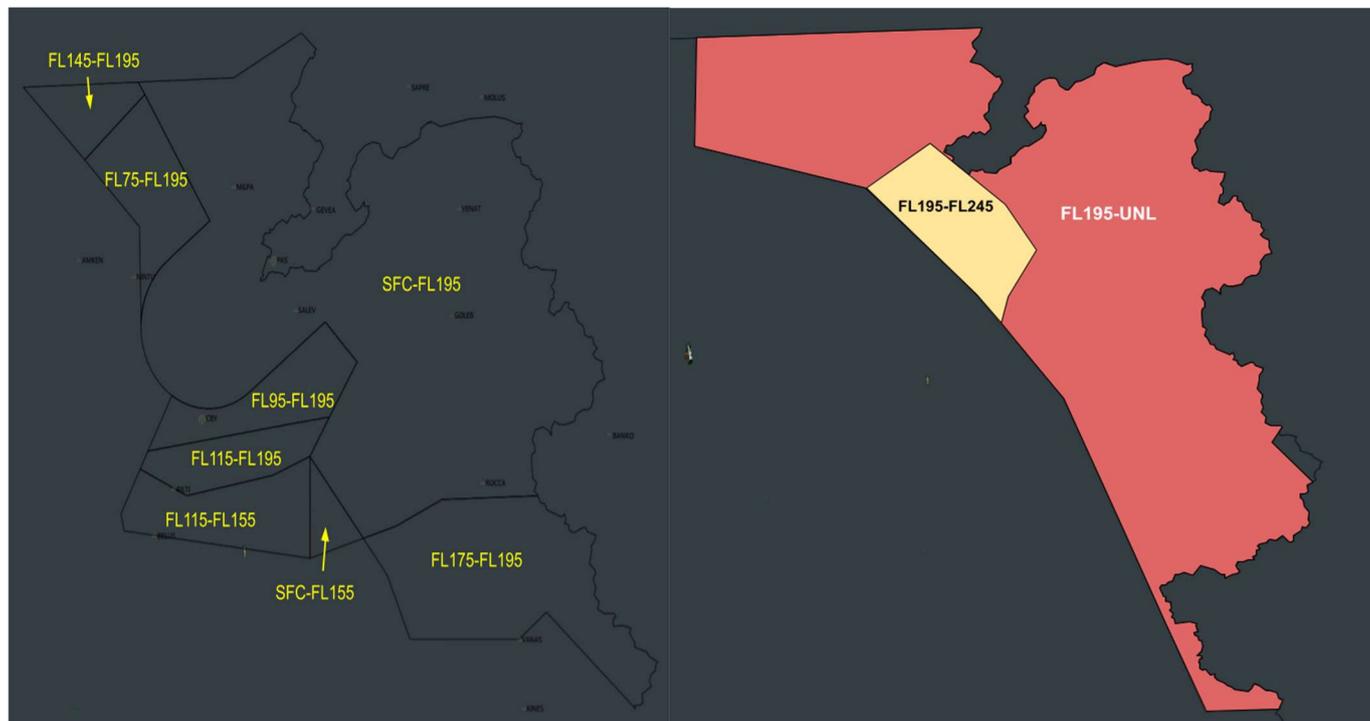
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2.3. Special Areas within the Area of Common Interest

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 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 - French-Switzerland Border - 45°55'20"N, 007°02'41"E - Italy-France Border -
 45°29'33"N, 007°03'19"E - 45°27'23"N, 007°01'16"E - 45°21'15"N, 007°09'12"E - Italy-France Border - 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 "Balcony" 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

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3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Due to the lack of agreement between French and Swiss ATC operations, the LOA between Geneva and Marseille is **suspended**.

Thus, all flights shall be systematically coordinated between Swiss and French ATS units to define transfer conditions.

This coordination shall contain a Transfer waypoint, a Transfer Flight Level and a frequency.

For example, this coordination could be:

LFMM: "Hello Geneva, I have RYR19AA for you, destination LFST at FL390"

LSAG: "Hello, you can transfer him on route to VEVAR at FL340, frequency 128.050"

4. Contributions

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

5. Changelog

Version	Date	Changes
V5.0	19/02/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFMM ACC Airspace