



## Letter of Agreement (LoA)

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

Name: LoA-LSAZ-LFEE\_EN

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# INDEX

1. Purpose .....	2
2. Areas of Responsibility.....	2
2.1. Airspace structure and classification within the Area of Common Interest.....	2
2.1.1. LSAZ FIR/UIR.....	2
2.1.2. LFEE FIR/UIR.....	2
2.2. Sectorisation within the Area of Common Interest.....	3
2.2.1. LSAZ ACC .....	3
2.2.2. Zurich APP.....	4
2.2.3. Bern APP.....	5
2.2.4. LFEE ACC.....	6
2.2.5. LFSB APP.....	7
2.3. Special Areas within the Area of Common Interest.....	8
2.3.1. Area delegated to Basel APP.....	8
2.3.2. Delegated Airspace UIR .....	9
2.3.3. TRA 22.....	10
3. Procedures for Coordination.....	11
3.1. General Conditions for Acceptance of Flights .....	11

## 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

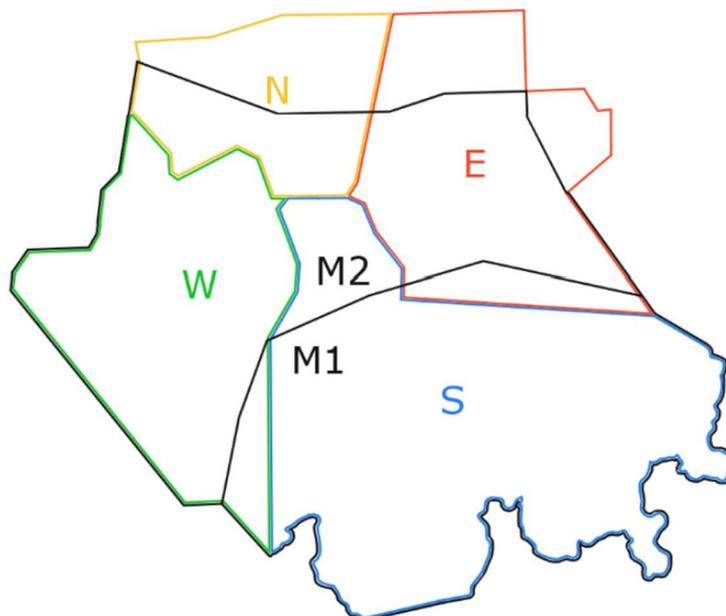
Area	Vertical Limits	Airspace Classification
Mittelland-Jura	Above FL100	C
	2000 AGL – FL100	E
	SFC-2000 AGL	G
Alpen (does not border Reims ACC)	Above FL150	C
	FL130-FL150	MIL ON = C / MIL OFF = E
	2000 AGL – FL130	E
	SFC-2000 AGL	G

#### 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).

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.



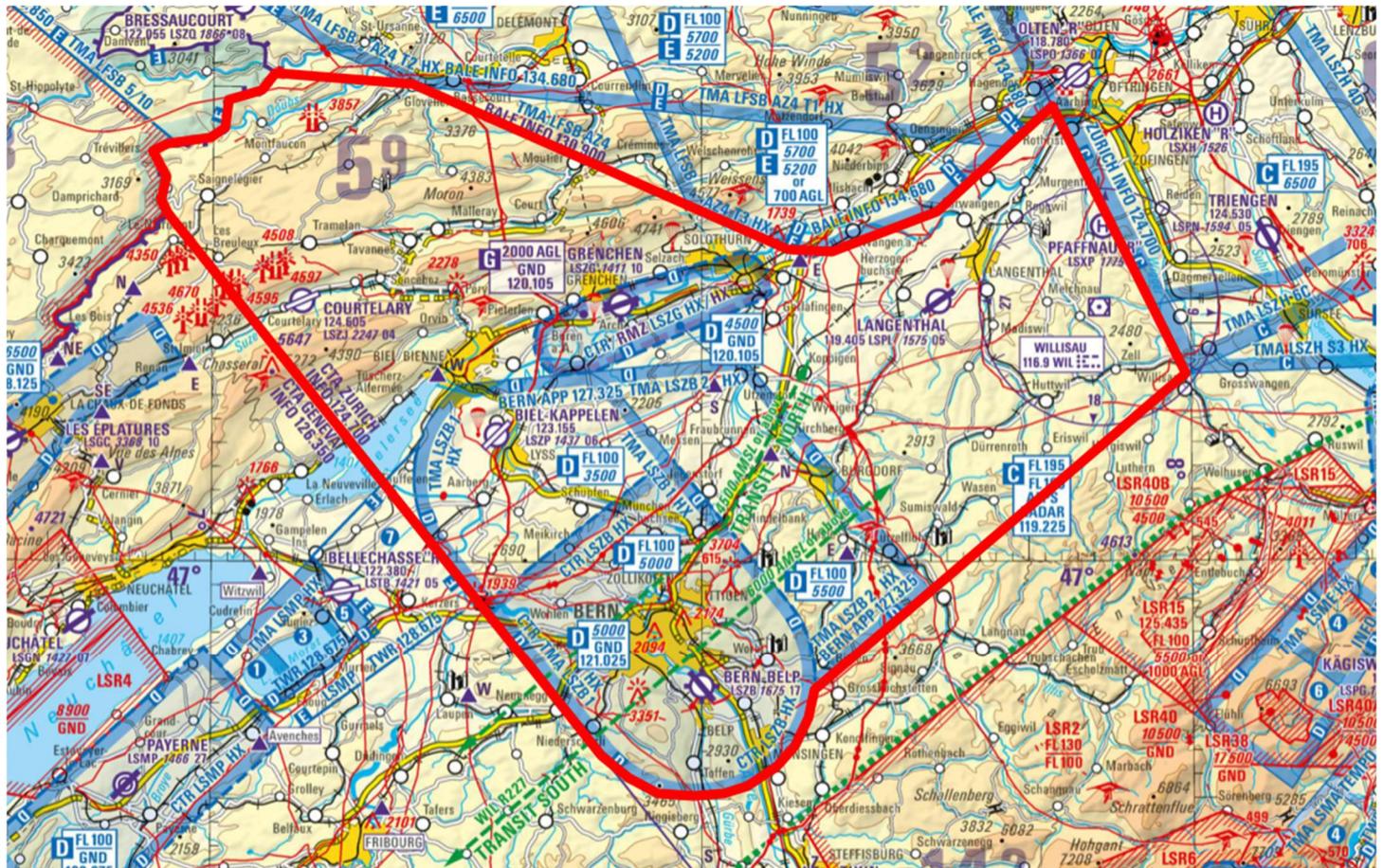
The positions concerned by this LOA are the following:

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.



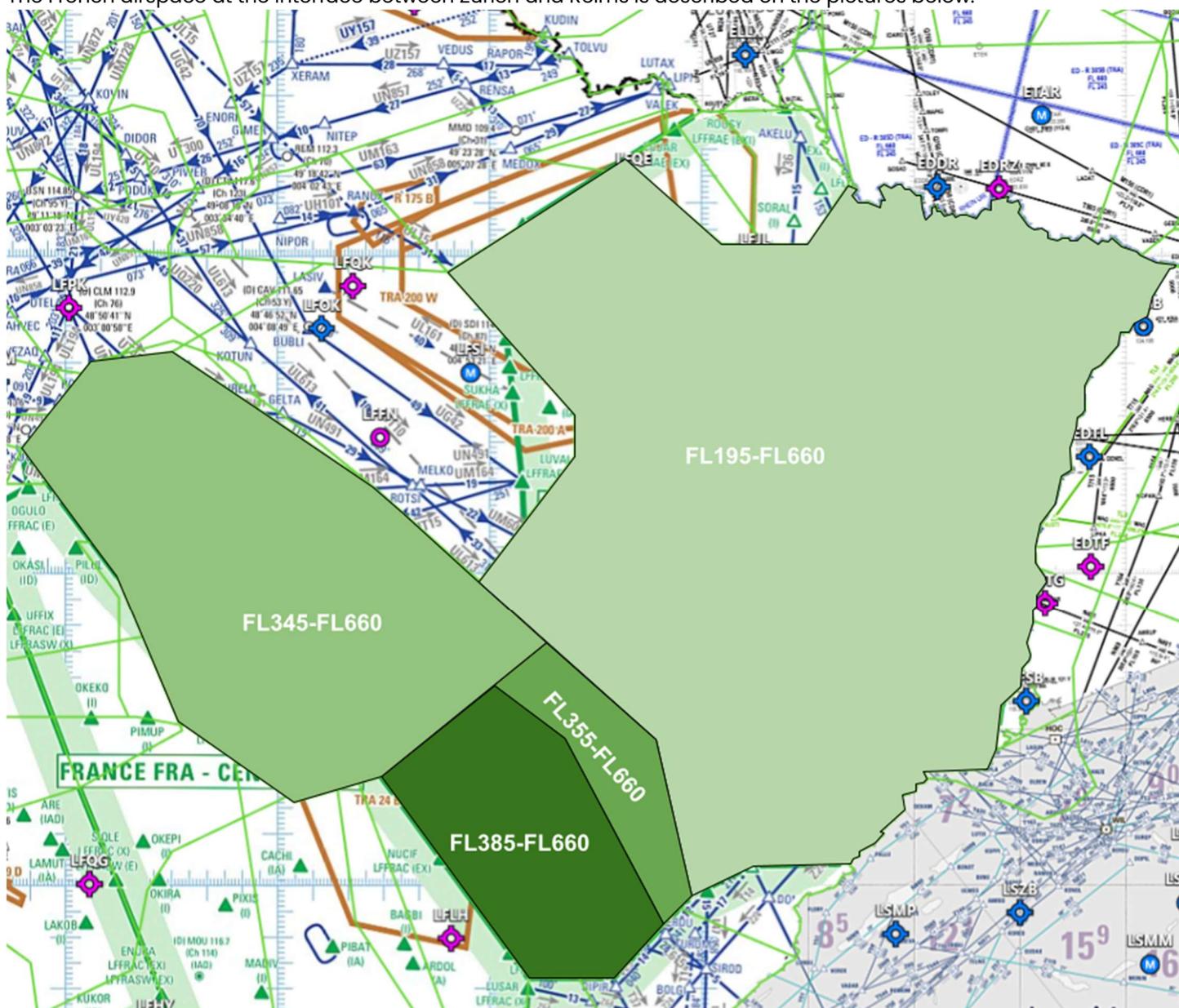
There is only one primary position in charge of Bern APP airspace:

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.



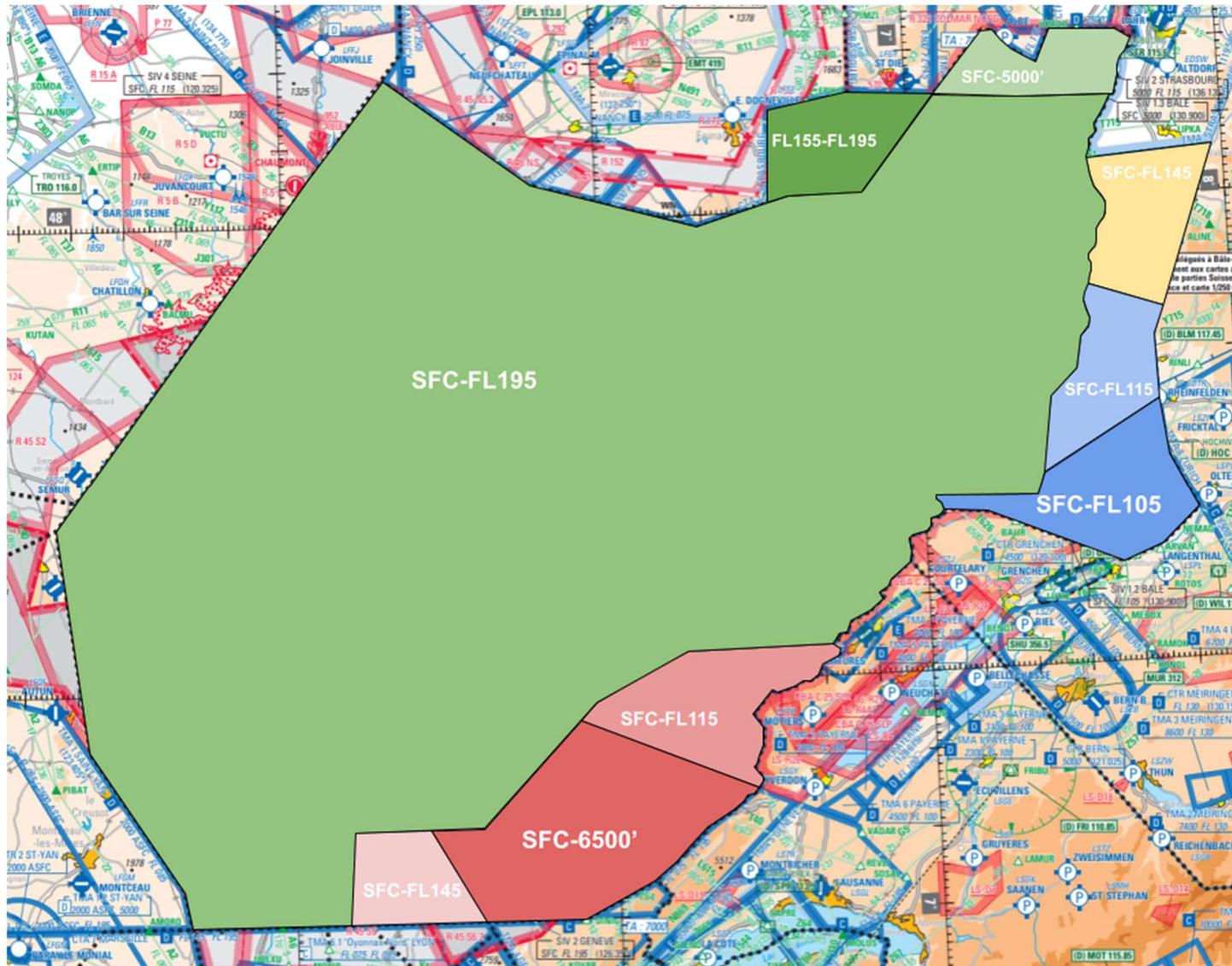
Reims ACC positions concerned by this LoA are the following:

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	

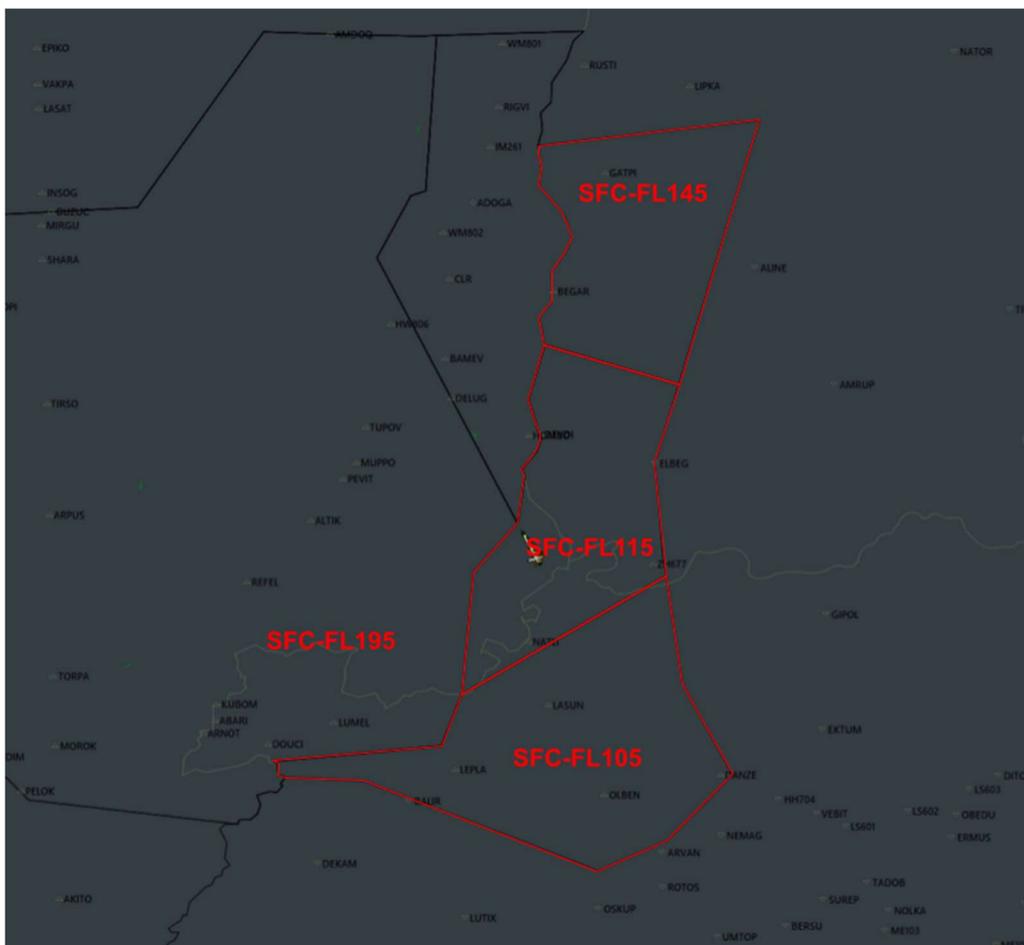
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## 2.3. Special Areas within the Area of Common Interest

### 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

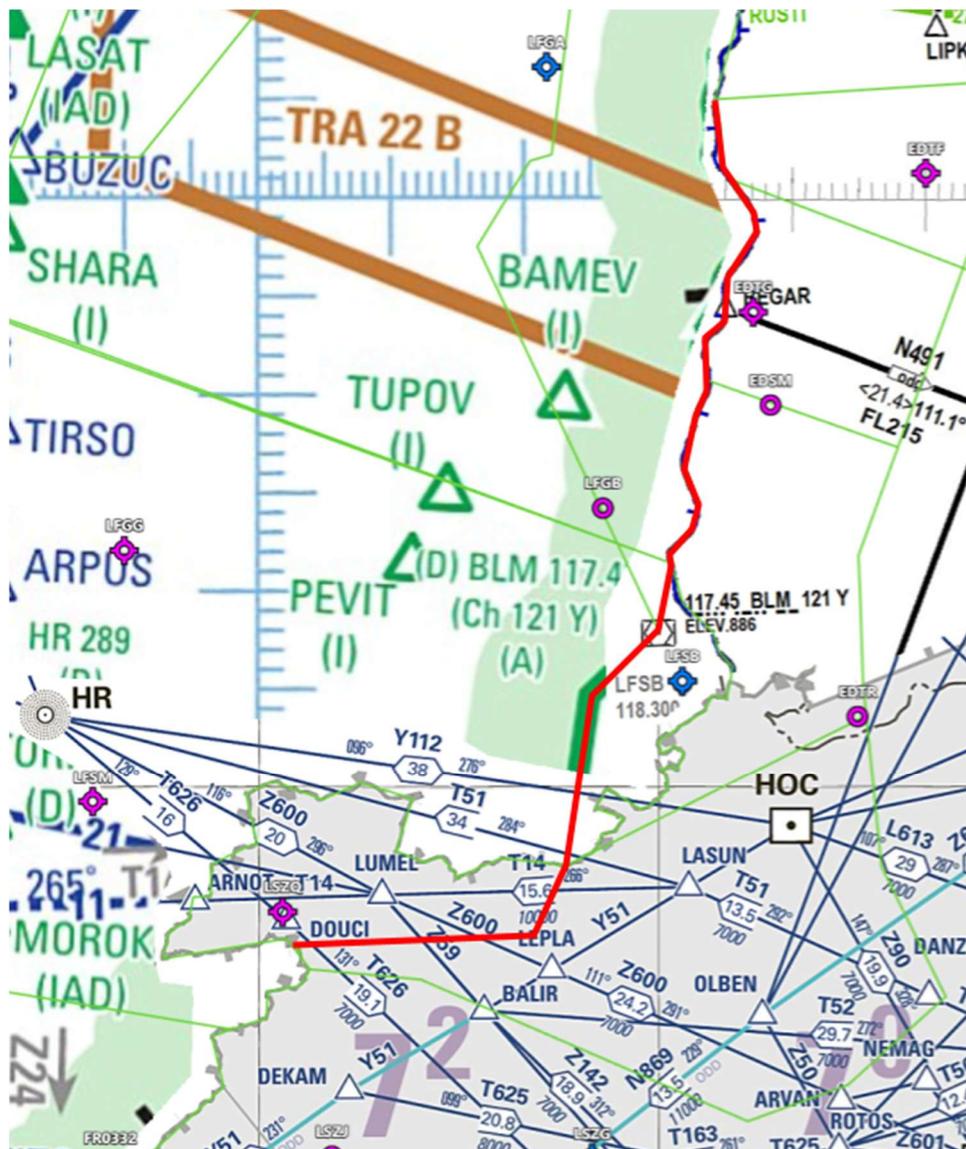
SFC-FL145: 48°04'59"N , 007°34'12"E - 48°06'00"N , 007°58'00"E - 47°47'20"N , 007°47'55"E - 47°50'41"N , 007°33'48"E - Germany-France Border - 48°04'59"N , 007°34'12"E

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2.3.2. Delegated Airspace UIR

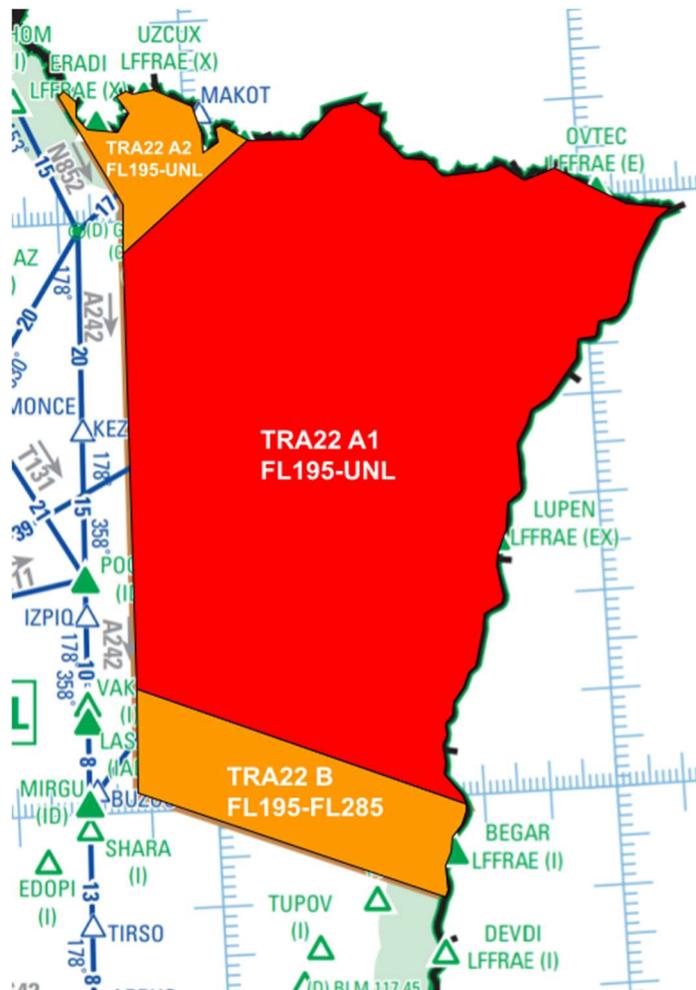
To facilitate the provision of ATS in Reims ACC and Zürich ACC airspaces, the border between both ACC above FL195 is defined by the following coordinates and is described on the picture below.

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. TRA 22



In case of TRA 22 activity and unavailability of BEGAR, traffic will be routed via DEVDI.

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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 Zürich and Reims 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:

LFEE: "Hello Zürich, I have RYR19AA for you, destination LIML at FL390"

LSAZ: "Hello, you can transfer him on route to DEVDI at FL370, frequency 128.050"