

# Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFEE-LFFF\_EN**

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Object: LoA between the Reims FIR (LFEE) and the Paris FIR (LFFF)

## 1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the ATC units and the coordination procedures to be applied between the **Reims FIR** and the **Paris FIR** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rule.

The content of the agreement is approved by the concerned FIR Chiefs, the FR-TD and the FR-HQ and its application is mandatory for all IVAO member providing ATS within and active ATC position concerned by this LoA.

## 2. General procedures

Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither need approval nor acknowledgement by receiving sector.

Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

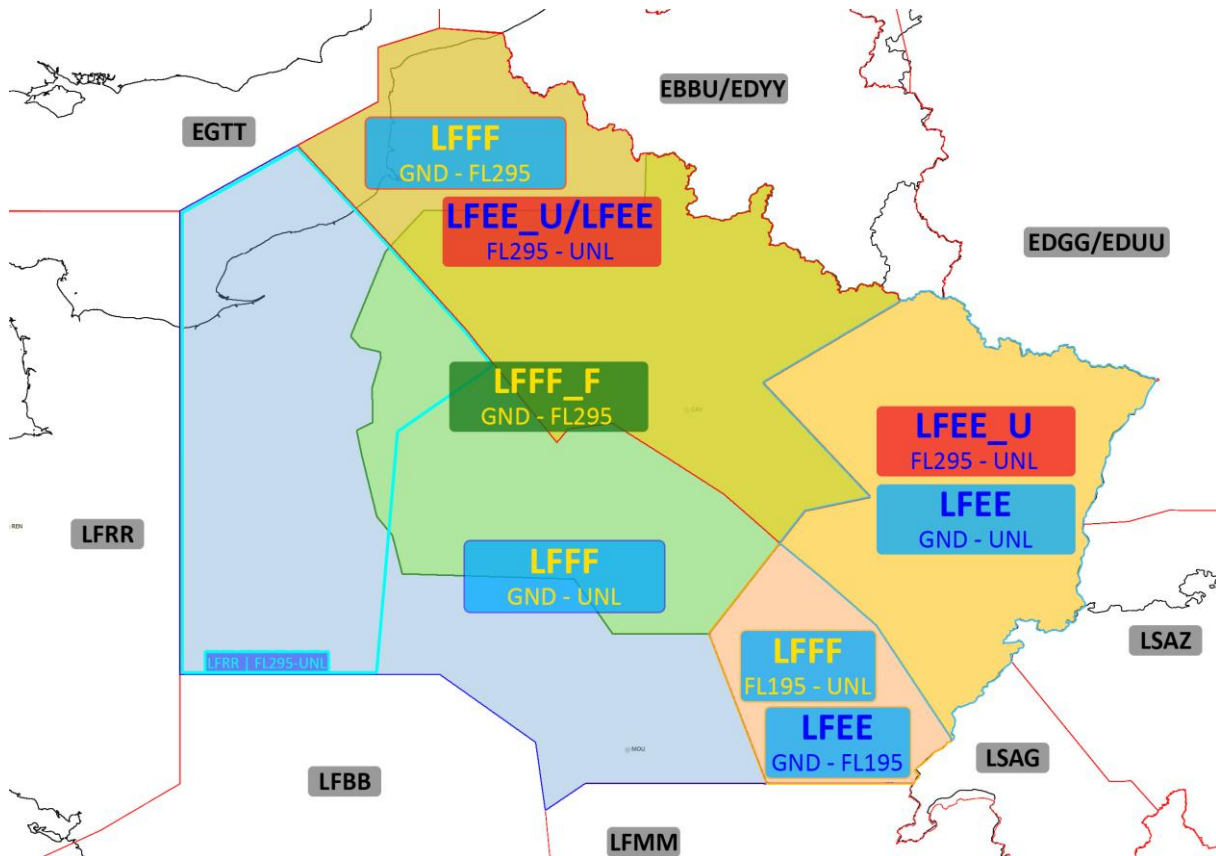
Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

### 3. ATC units description

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Reims ACC is **Reims Control** and consists in only one primary sector (LFEE\_CTRL). This ATC unit may be split into two subsectors (LFEE\_CTRL and LFEE\_U\_CTRL). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors (LFFF\_CTRL and LFFF\_F\_CTRL). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.

One should note that an airspace delegation exists between the Paris FIR and the Brest FIR, which corresponds to the cyan blue border zone in the figure below and is defined within the LoA between the two FIR. In particular, whenever Paris Control and Brest Control are active, this airspace sector is delegated to Brest Control from FL295 up to UNL. This delegation is also valid, within the same vertical boundaries, whenever Brest Control is active while Paris Control is not. Whenever Brest Control is inactive, this airspace sector is not anymore delegated and is controlled by Paris Control from SFC up to UNL.



The radio communication frequencies associated to the ACC positions are indicated below.

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sector</b>			
<b>Reims Control</b>	LFEЕ_CTR	127.555	SFC-UNL excluding sectors shared with LFFF: W (FL295-UNL) et S (SFC-FL195). ATS within sectors W (SFC-FL295) and S (FL195-UNL) are provided by Paris Control
<b>Secondary Sectors</b>			
<b>Reims Control (Upper)</b>	LFEЕ_U_CTR	135.505	FL295-UNL
<b>Primary Sector</b>			
<b>Paris Control</b>	LFFF_CTR	128.100	SFC-UNL LFRR open : W (SFC-FL295) LFEЕ open : NE (SFC-FL295)
<b>Paris Control (CCT)</b>	LFFF_F_CTR	135.405	SFC-FL295

## 4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Reims FIR and those under the responsibility of the Paris FIR are defined as follows. They represent a general framework that does not replace the coordination between ATC. Any coordination procedure not mentioned in this LoA must be established on a case-by-case basis.

### 4.1 En-route coordination

Coordination procedures between Reims ACC and Paris ACC are defined as follows. It is recalled that, given the airspace delegation between Paris and Brest, all en-route traffic flying above FL300 on the northbound Paris area are transferred directly from Brest Control to Reims Control and the specific coordination is defined in a dedicated LoA.

Route	Transfer point	Cleared DCT	Restrictions	
<b>LFEE_CTR → LFFF_CTR</b>				
<b>A1</b> <b>B37</b>	FIR boundary	-		
<b>A6</b>		BALMU		
<b>B3</b> <b>B13</b> <b>G4</b> <b>J301</b> <b>R11</b> <b>Z318</b> <b>R11</b>	RLP	-		
<b>G21</b>	FIR boundary	-		
<b>UL194</b>	10 NM CLM	CLM		-
<b>UL613</b>	RLP	RLP		Transfer to LFFF_CTR if FL<295
<b>UL856</b>	PENDU	DJL		-
<b>UM164</b>	LANVI	LUVAL		
<b>UM129</b>	UIR boundary	DJL		-
<b>UM728</b> <b>UZ707</b>		RESMI		Transfer to LFFF_CTR if FL<295
<b>UN872</b>		PON		

Route	Transfer point	Cleared DCT	Restrictions
<b>LFFF_CTR → LFEE_CTR</b>			
<b>A1 A6 B37</b>	FIR boundary	DJL	-
<b>B3 B13 G4 J301 R11</b>	15 NM RLP	RLP	-
<b>G21</b>	FIR boundary	KASON	-
<b>UG42</b>	LUVAL	LUVAL	-
<b>UM164</b>			-
<b>UN491</b>			
<b>UL161</b>	UIR boundary	LANVI	-
<b>UM129</b>	UIR boundary	RESPO	-
<b>UM163</b>		CTL	Controlled by LFRR_CTR if FL>295
<b>UM606</b>	MANAG	MANAG	-
<b>UM733 UM976</b>	CLM	CLM	-
<b>UN873</b>	UIR boundary	SOMIL	Maintain FL>295
<b>UN874</b>		KOPOR	
<b>UN491</b>		GELTA	-
<b>UN858</b>	10 NM UTELA	UTELA	Controlled by LFRR_CTR if FL>295
<b>UT191</b>	UIR boundary	SOPOL	Maintain FL>295

## 4.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows:

### Reims towards Paris

FIS	SID/STAR	Coordination procedures	Remarks
<b>Departures (LFEE → LFFF)</b>			
LFST	-	LFST → LFPG/LFPO (DCT EPL then STAR)	-
LFSB	-	LFSB → LFPG/LFPO (DCT LUL then STAR)	-
LFJL	MMD	LFJL_APP / LFST_APP → LFFF_CTR	-
<b>Arrivals (LFEE → LFFF)</b>			
LFPO	EPL	LFEE_CTR → LFFF(_F)_CTR (Cleared DCT LUVAL FL260)  Arrival procedure issued by Reims and transfer 10 NM before the sector boundary	DCT on request from LFFF and descent management according to the published vertical path
	RLP		
	DJL		
LFPG	EPL	LFEE_CTR → LFFF(_F)_CTR (FL280 over RLP)  Arrival procedure issued by Reims and transfer 10 NM before the sector boundary	
	RLP		
	TINIL		
	DJL		
LFPB	EPL	Arrival procedure issued by Reims and transfer 10 NM before the sector boundary	
	RLP		
	DJL		
LFPM	DJL		
LFSG LFSN LFGJ LFSD	OMNI	OMNI westbound departures to be coordinated with Paris	LANVI LANVI KASON / CACHI / PIBAT / ARDOL KASON / CACHI / PIBAT / ARDOL

### Paris towards Reims

FIS	SID/STAR	Coordination procedures	Remarks
<b>Departures (LFFF → LFEE)</b>			
LFPG LFPO LFPB	BUBLI	LFFF_CTR → LFEE_CTR (cleared FL290 max)	DCT LUVAL to be coordinated
	RANUX		DCT VALEK to be coordinated
	LANVI		
	OPALE		
	ATREX		
	NURMO		
<b>Arrivals (LFFF → LFEE)</b>			
LFST	EPL	LFFF_CTR → LFEE_CTR or LFST_APP (if FL<150) à 10 NM EPL LFEE_CTR → LFST_APP (cleared FL150)	Paris issues arrival procedure DCT SAV (RWY 23) to be coordinated
LFJL	EPL MMD	LFFF_CTR → LFEE_CTR/LFST_APP/LFJL_APP (cleared FL120)	Paris issues arrival procedure
LFSG LFSN LFGJ LFSD	-	LFFF_CTR → LFEE_CTR / LFST_APP / LFJL_APP (DCT EMT) LFFF_CTR → LFEE_CTR / LFST_APP / LFJL_APP (DCT EPL) LFFF_CTR → LFEE_CTR / LFSB_APP (DCT DO) LFFF_CTR → LFEE_CTR / LFSB_APP (DCT DJL)	Descent to the procedure altitude according to pilot request