

Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFEE-LFMM_EN**

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Contributors: FR-AOC, FR-AOAC

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Object: LoA between the Reims FIR (LFEE) and the Marseille FIR (LFMM)

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 **Marseille 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.

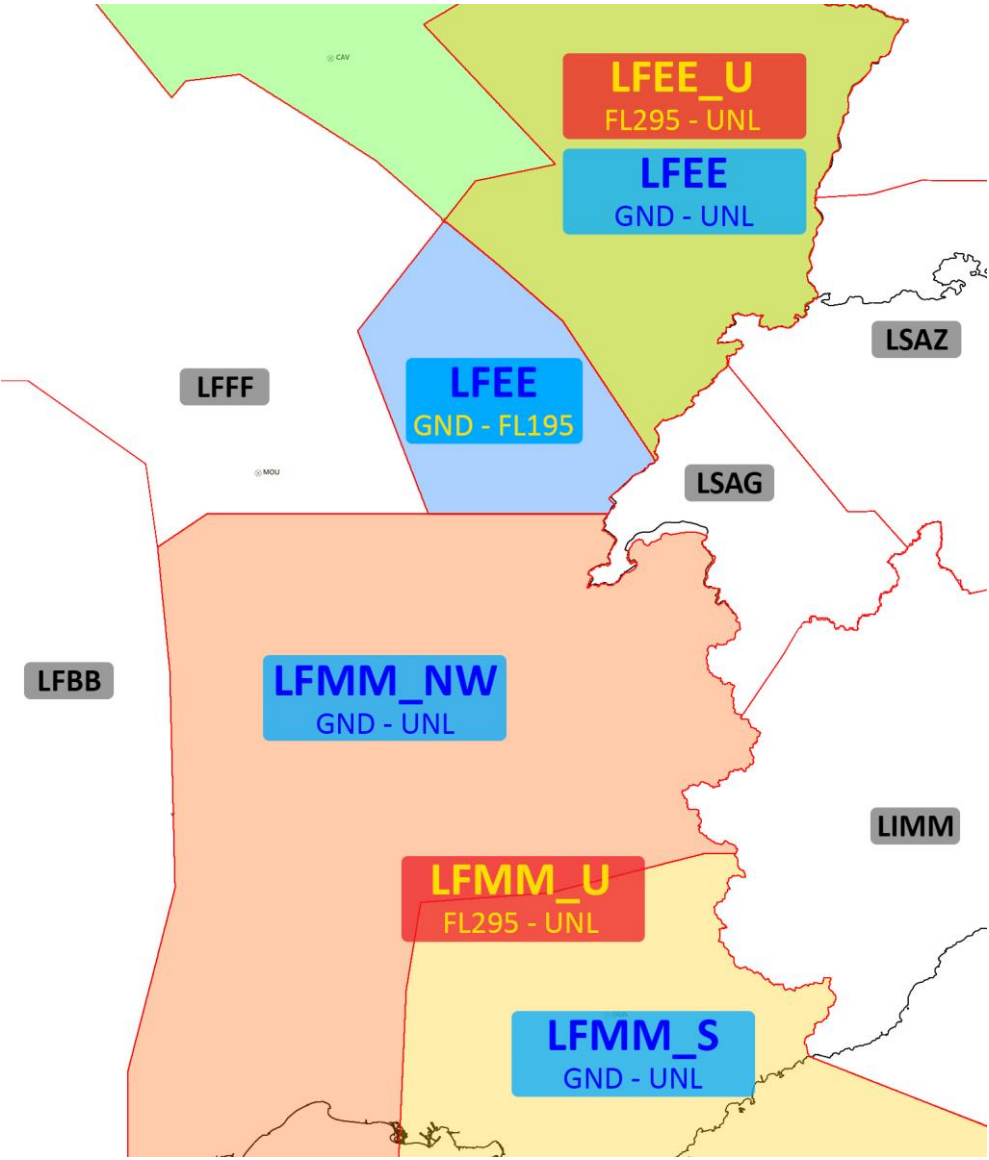
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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_CTR). This ATC unit may be split into two subsectors (LFEE_CTR and LFEE_U_CTR). The lateral and vertical boundaries of this delegated airspace are indicated in the figure.

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Marseille ACC is **Marseille Control** and consists in only two primary sectors (LFMM_NW_CTR and LFMM_S_CTR) that can never be grouped into one. These ATC units may be split into three subsectors (LFMM_NW_CTR, LFMM_S_CTR and LFMM_U_CTR). The lateral and vertical boundaries of the airspaces under the responsibility of the two CTR are indicated in the figure and table below.



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

ATC Position	Callsign	Frequency	Remarks
Primary Sector			
Reims Control	LFEE_CTR	127.555	South-East sector : SFC-UNL North-West sector : FL295-UNL (ATS within NW sector below FL295 provided by Paris Control)
Secondary Sectors			
Reims Control (West)	LFEE_U_CTR	135.505	FL295-UNL
Primary Sectors			
Marseille Control (North-West)	LFMM_NW_CTR	123.805	SFC-UNL
Marseille Control (South)	LFMM_S_CTR	126.155	SFC-UNL
Secondary Sector			
Marseille Control (Upper)	LFMM_U_CTR	128.850	FL295-UNL

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Reims FIR and those under the responsibility of the Marseille 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 Marseille North-West ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
LFEE_CTR → LFMM_NW_CTR			
A6	ALURA	BOBSI	If FL<150, transfer to LFLL_APP if active with FL90 minimum
LFMM_NW_CTR → LFEE_CTR			
A6	ALURA	DJL	Transfer to LFSB_APP if active

4.2 Coordination of departures and arrivals

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

Reims towards Marseille

FIS	SID	Coordination procedures	Remarks
<u>Departures</u> (LFEE → LFMM)			
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Marseille towards Reims

FIS	SID/STAR	Coordination procedures	Remarks
<u>Departures</u> (LFMM → LFEE)			
LFLL	ALURA MOKIP	LFLL_APP → LFSB_APP cleared FL190	If RFL≥195 transfer to LFFF_CTR
<u>Arrivals</u> (LFMM → LFEE)			
LFSB	LFGJ LFSJ	LFMM_NW_APP → LFSB_APP DCT DO cleared FL200 LFMM_NW_APP → LFSB_APP DCT DJL cleared FL200	If FL<150, LFLL_APP may transfer directly to LFSB_APP