

Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFFF-LFMM_EN**

Date: **02 December 2021**

Version: **v6**

Validity: **permanent**

Contributors: FR-AOC, FR-AOAC

LFFF-CH, LFFF-ACH, LFMM-CH, LFMM-ACH

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Object: LoA between the Paris FIR (LFFF) 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 **Paris 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.

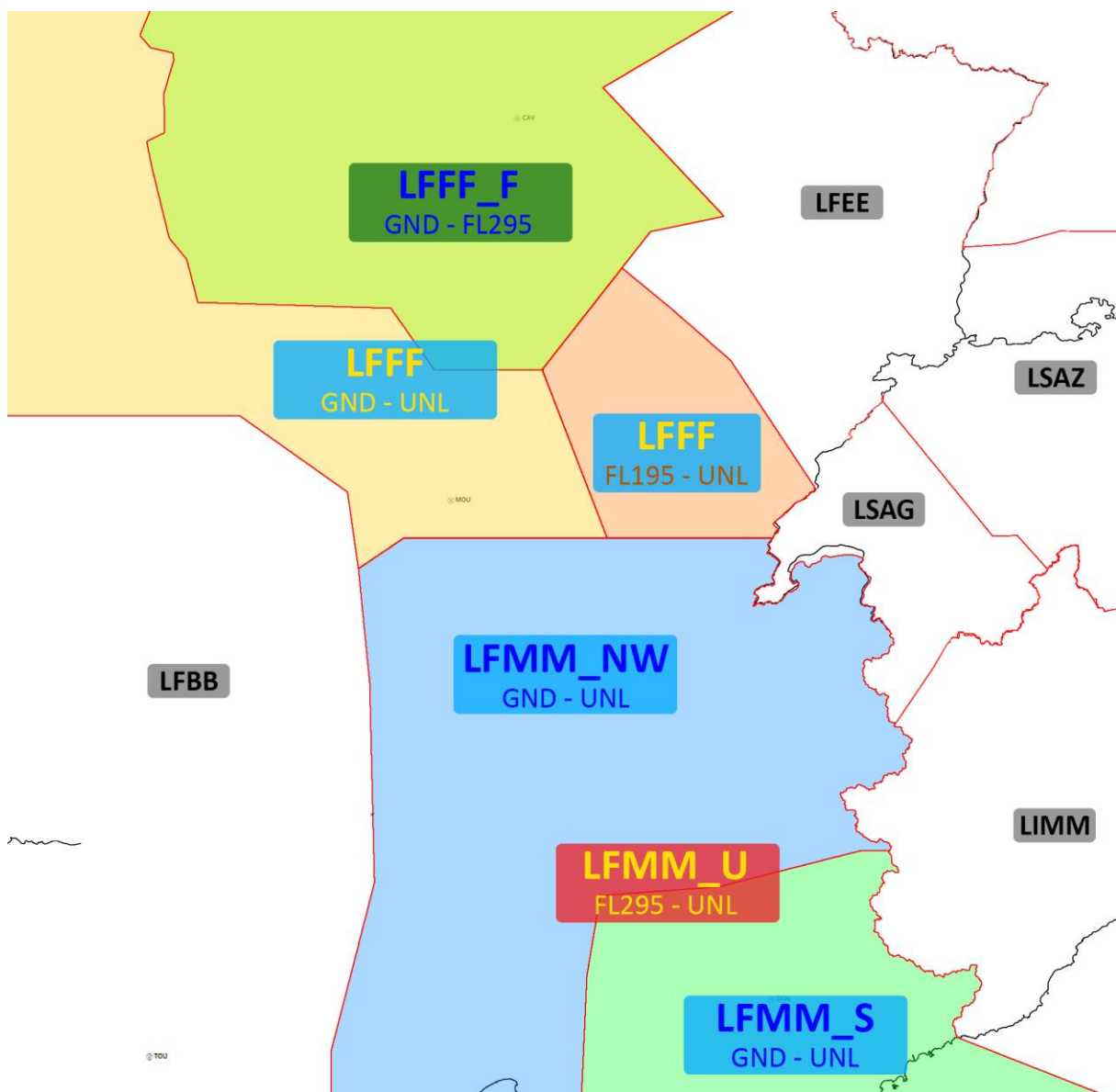
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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 Paris ACC is **Paris Control** and consists in two primary sectors (LFFF_CTR and LFFF_F_CTR). 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 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			
Paris Control	LFFF_CTR	128.100	SFC-UNL LFRR open : W (SFC-FL295) LFEE open : NE (SFC-FL295)
Paris Control (CCT)	LFFF_F_CTR	135.405	SFC-FL295
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 Upper	LFMM_U_CTR	128.850	FL295-UNL

4. Coordination procedures

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

Route	Transfer point	Cleared DCT	Restrictions
LFFF_CTR → LFMM_NW_CTR			
A3	FIR boundary	BELEP	-
A27		CFA	
J34		BUSIL	
R31		TIS	
R161		CFA	
Y600		ARSOM	
LFFRAC	FIR boundary	IBNIT	FPL via OGULO/UFFIX ... IBNIT ...
LFFRASW		MOKIP	FPL via OGULO/UFFIX ... MOKIP ...
		KUKOR	FPL via KETEX/SIQLE ... KUKOR ...
LFFRAx		UTUVA	FPL via LATRA/MONOT/SIQLE ... UTUVA ...
First FIX outside FIR for all other FRA routing cases			
LFMM_NW_CTR → LFFF_CTR			
A2	FIR boundary	PIBAT	-
A3		MOU	
A27			
J34			
R161			
UN854	FIR boundary	LOGNI	-
UM733		IDAVO	
UT140		BUSIL	
UM976		MOPEM	

4.2 Coordination of departures and arrivals

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

Paris towards Marseille

FIS	STAR	Coordination procedures	Remarks
Arrivals (LFFF → LFMM)			
LFLC	ATRID	LFFF_CTR → LFLC_APP passing NEKEM cleared FL110	-
LFLL	MOU	LFFF_CTR → LFLL_APP passing OMANI cleared FL150 DCT TALAR	
LFLN	MOU PIBAT	LFFF_CTR → LFLN_APP passing FL110 cleared FL90 DCT SN	
LFMN	NISAR	Direct to NISAR	Check with LFMM if there aren't any conflicting tfc before giving DCT
LFML	LERGA	Direct to LERGA	
LFMT	MEN	Direct to MEN	

Marseille towards Paris

FIS	STAR	Coordination procedures	Remarks
Departures (LFMM → LFFF)			
LFLC	RIVEK MOU CACHI	LFLC_APP → LFFF_CTR cleared FL140	-
LFLL	BUSIL	LFLL_APP → LFFF_CTR cleared FL140	
LFLN	MOU	LFLN_APP → LFFF_CTR cleared FL140	
Arrivées (LFMM → LFFF)			
LFPG	MOU TRO PIBAT	Direct to MOU, TRO or PIBAT (STAR) Inform pilots STAR 9E (East config) ou 9W (West config)	Check with LFFF is there aren't any conflicting tfc before giving DCT
LFPO	MOU PIBAT ARDOL	Direct to MOU, ARDOL or PIBAT (STAR) Inform pilots STAR 9E (East config) ou 9W (West config)	
LFPB	MOU PIBAT	Direct to MOU or PIBAT (STAR) Inform pilots STAR 9E (East config) ou 9W (West config)	
LFOB	TRO TINIL	Inform LFFF_CTR about an arrival in Beauvais to optimize the trajectory in function of the present traffic.	-