IVAO FRANCE

Letter of Agreement (LoA)

Paris ACC (LFFF) and **Reims ACC** (LFEE)

Name: LoA-LFFF-LFEE_EN

Date: March 19, 2026

Version: v6.0

Validity: Permanent

INDEX

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Paris 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. LFFF FIR/UIR

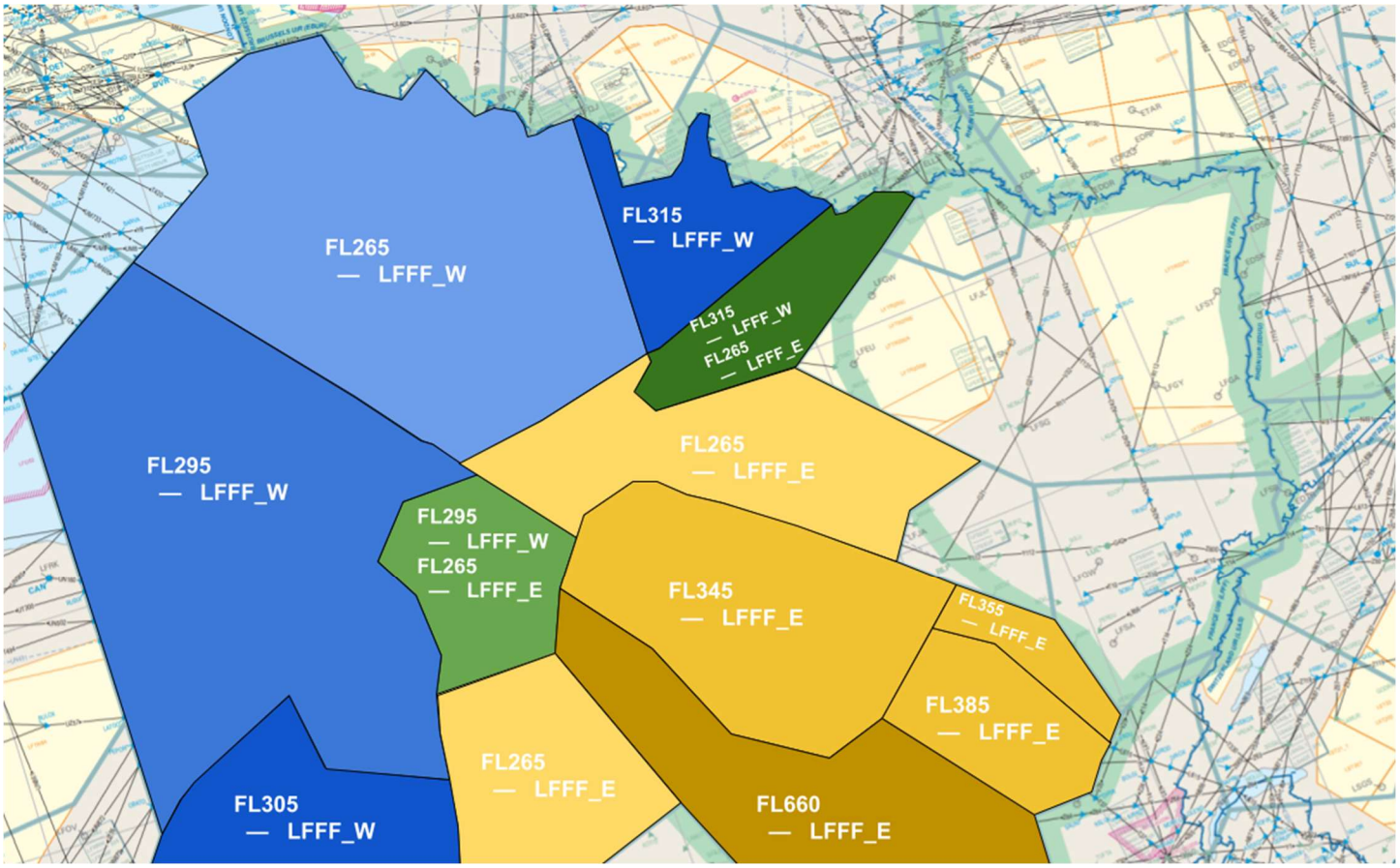
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.1.2. LFEE FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.2. Sectorisation within the Area of Common Interest

2.2.1. LFFF ACC



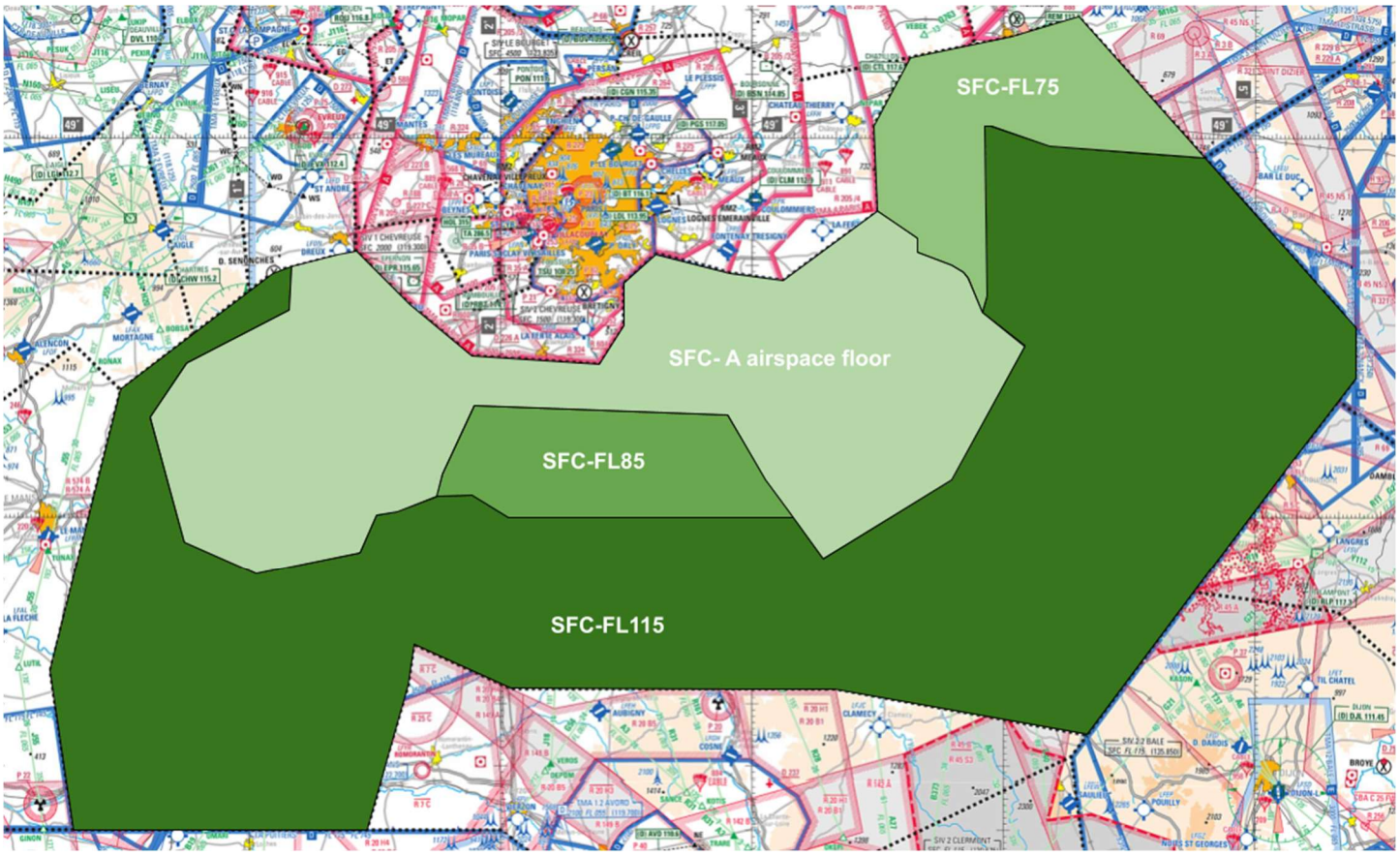
The Paris ACC upper airspace sectorisation is described on the picture above. In the lower airspace, the boundary is defined by the FIR boundary.

The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Paris Control	LFFF_CTR	120.955	
Secondary Sectors			
Paris Control	LFFF_W_CTR	124.850	
Paris Control	LFFF_E_CTR	132.100	

2.2.2. Seine APP

Seine APP Area of Responsibility is depicted by the picture below from SFC to FL115.

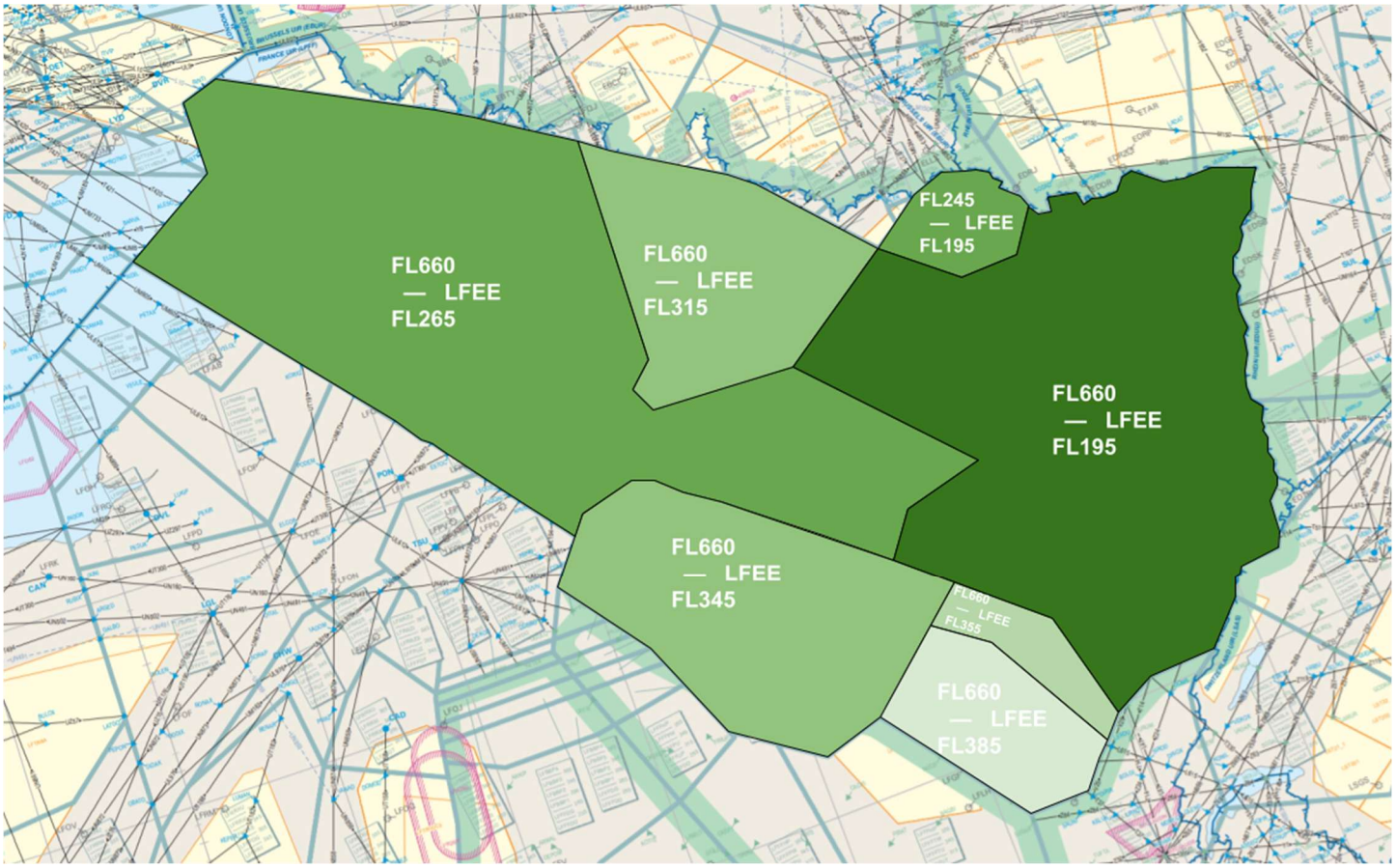


There is only one primary position in charge of Seine APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Seine Approach	LFPM_APP	118.050	

2.2.3. LFEE ACC

The Reims airspace at the interface with Paris is described in the picture below.

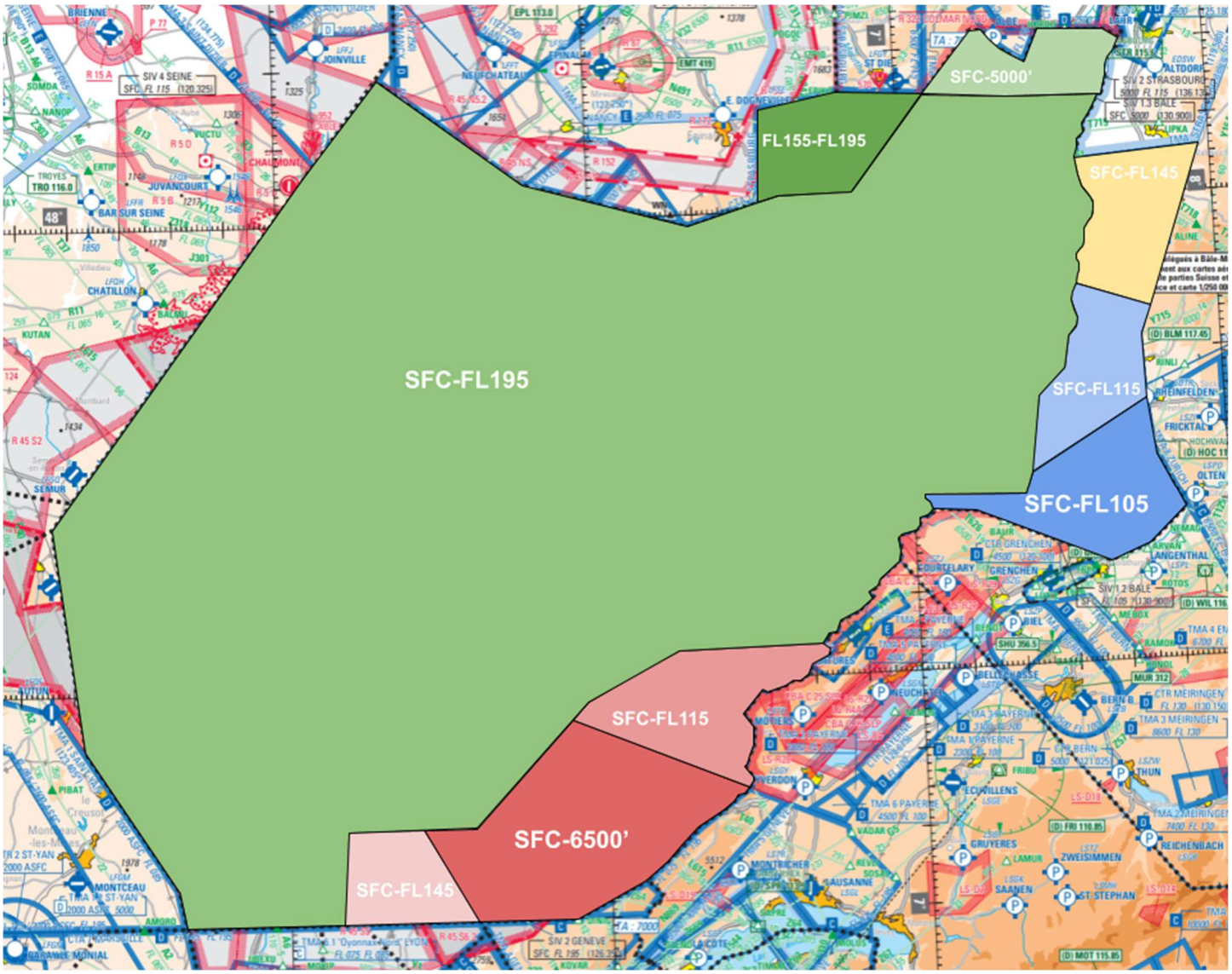


Reims ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

2.2.4. Basel APP

Basel APP Area of Responsibility is depicted by the picture below from SFC to FL195.

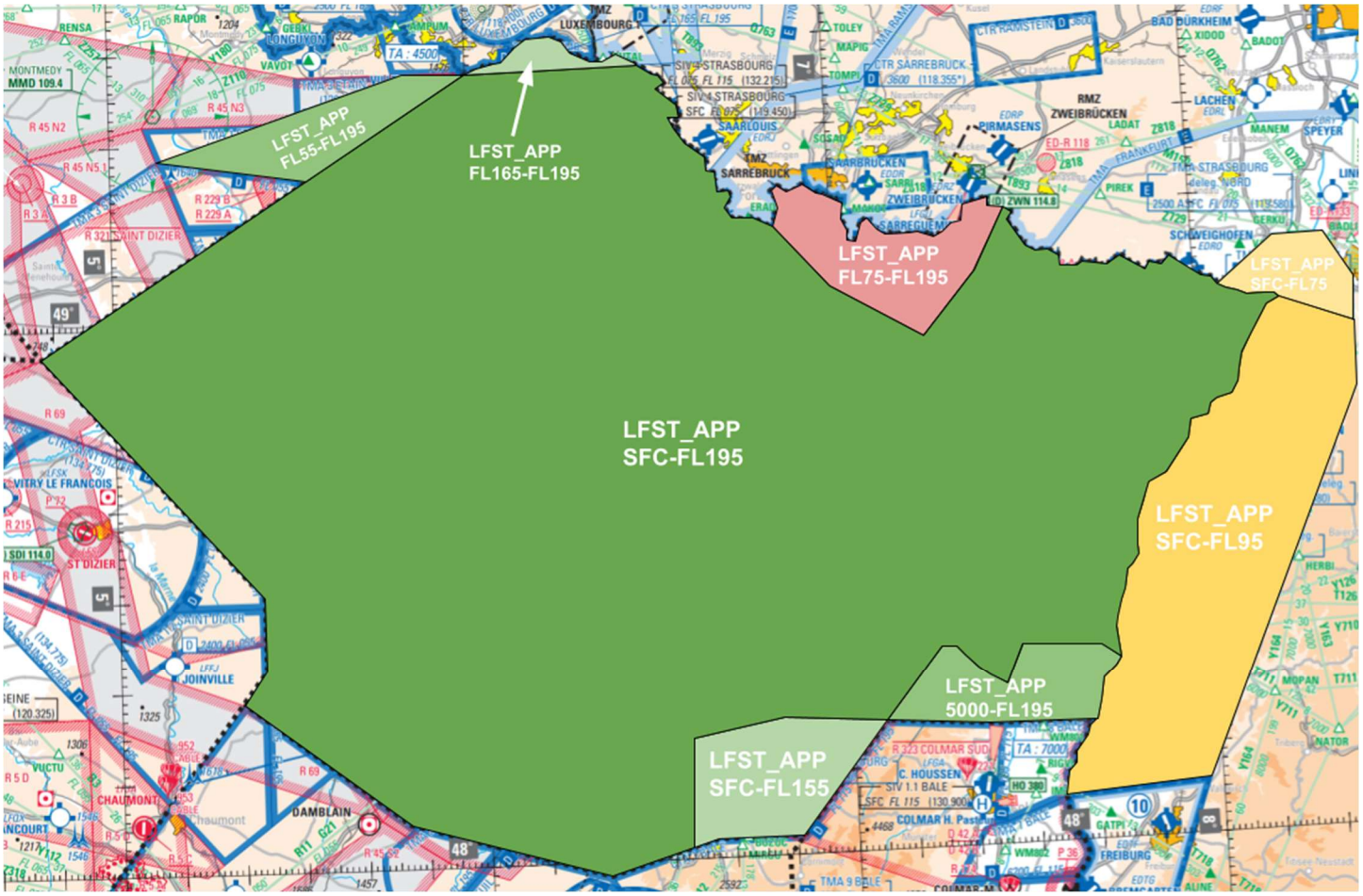


There is only one primary position in charge of Basel APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Basel Approach	LFSB_APP	133.510	

2.2.5. Strasbourg APP

Strasbourg APP Area of Responsibility is depicted by the picture below from SFC to FL195.

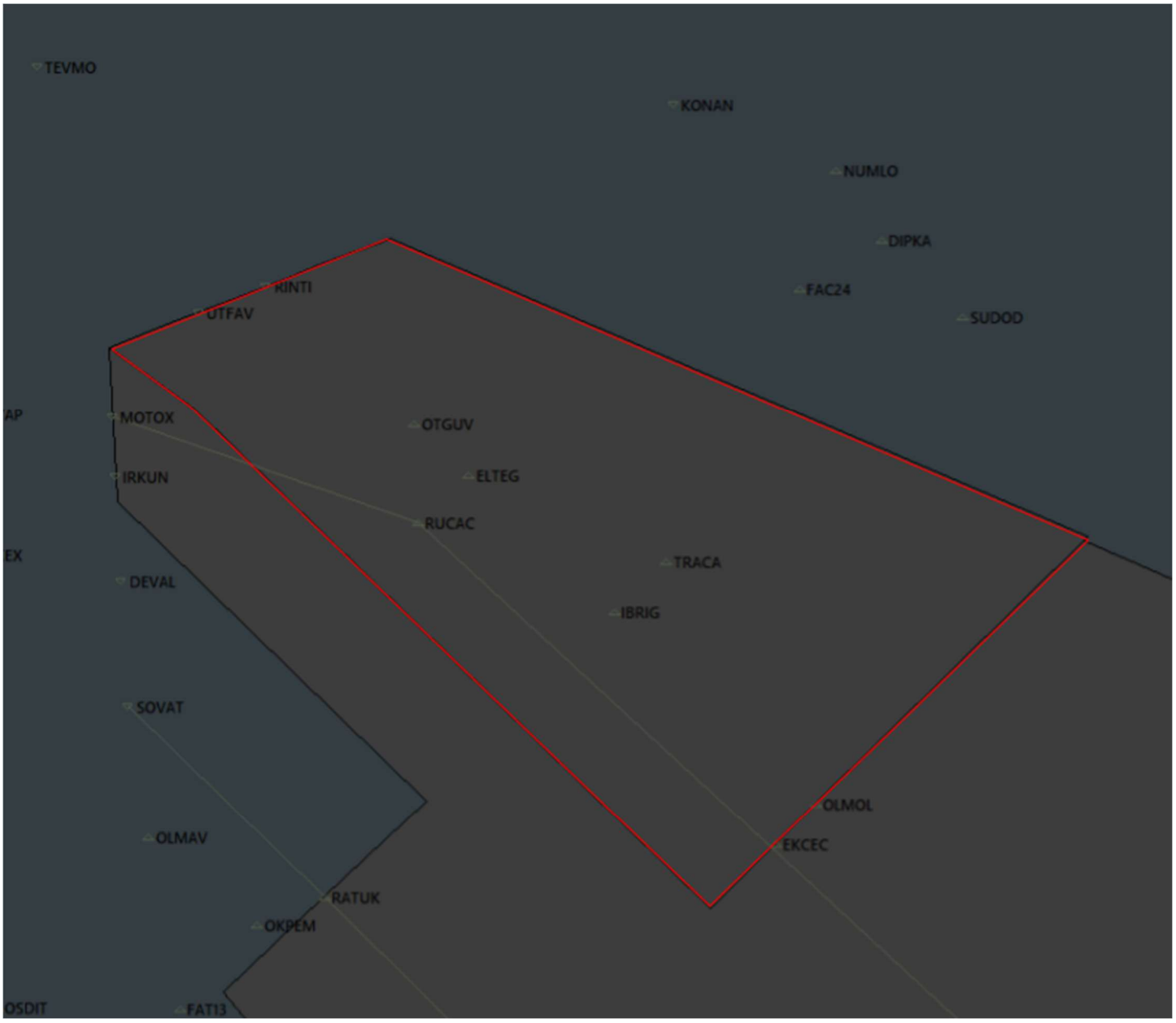


There is only one primary position in charge of Strasbourg APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Strasbourg Approach	LFST_APP	120.410	

2.3. Special Areas within the Area of Common Interest

2.3.1. RINTI box



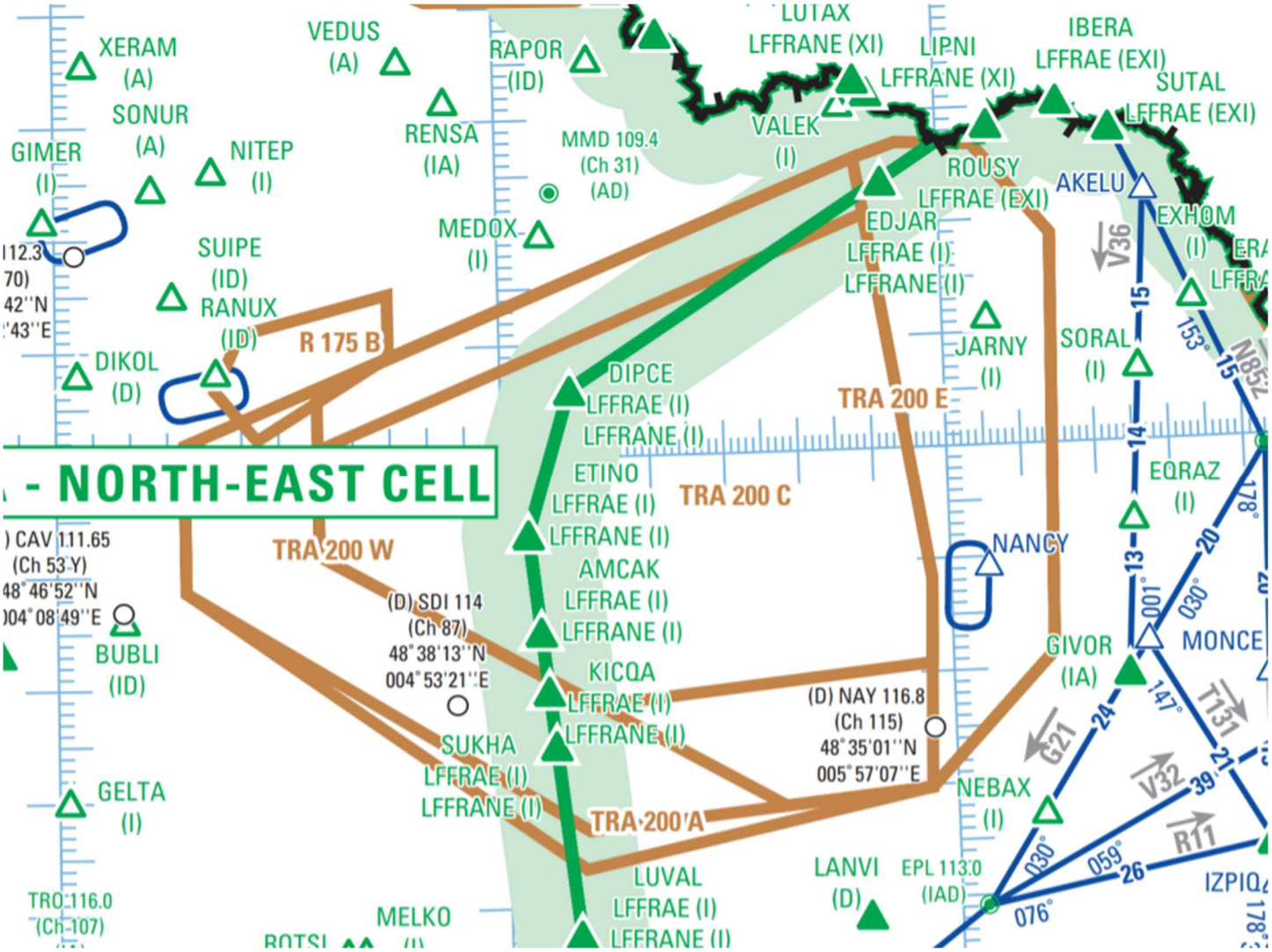
This area is defined from FL195 to FL265. This airspace is permanently delegated to Reims ACC and is class C.

It is defined by the following coordinates:

51°00’00”N , 001°28’00”E – 51°00’50”N , 001°31’45”E – 51°01’58”N , 001°36’56”E – 51°02’41”N , 001°40’11”E – 51°03’30”N , 001°43’56”E – 50°51’09”N , 002°21’25”E – 50°41’53”N , 002°05’35”E – 50°38’15”N , 001°59’26”E – 50°57’37”N , 001°32’31”E - 51°00’00”N , 001°28’00”E

2.3.2. TRA 200

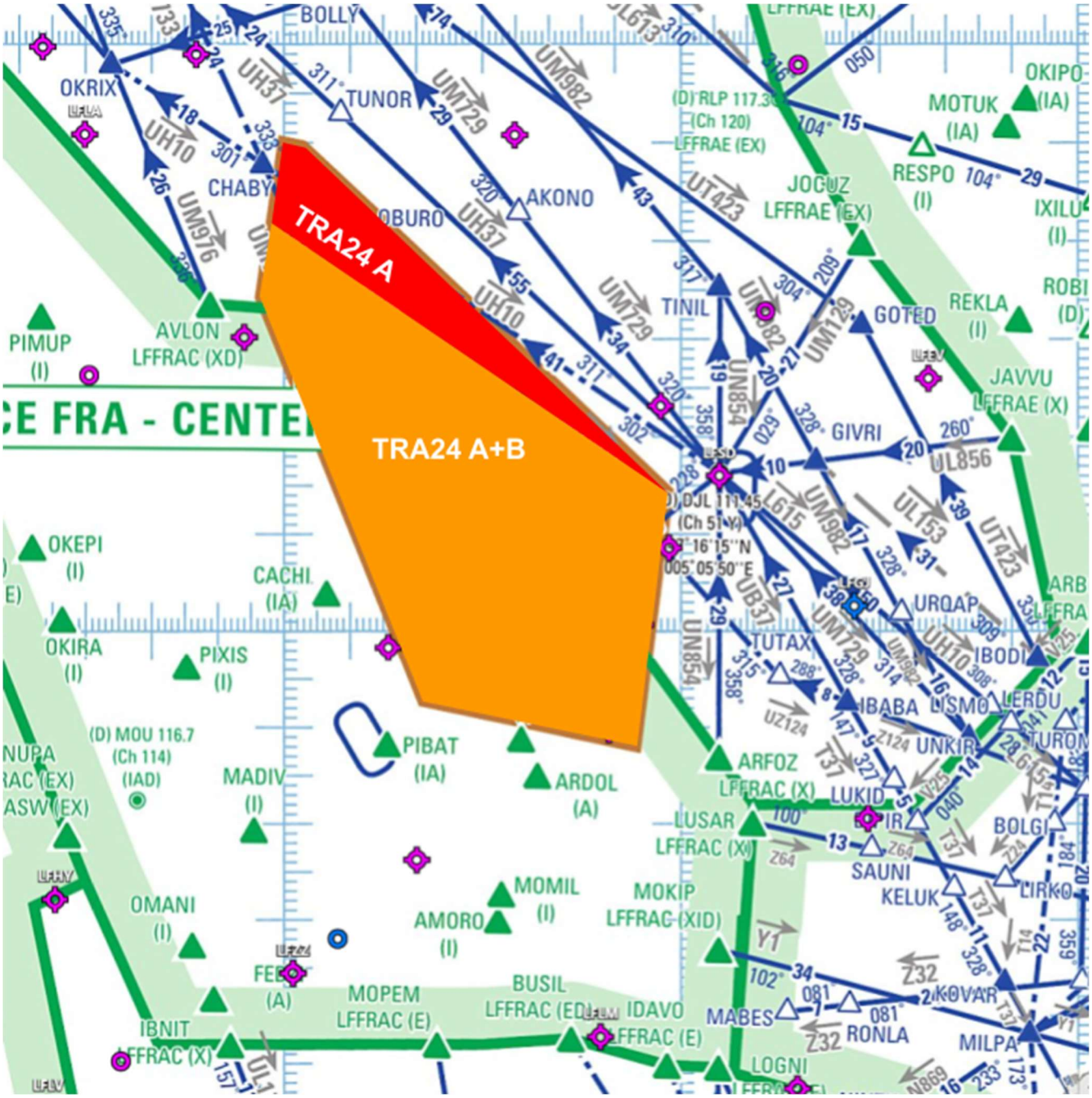
This area is defined from FL195 to unlimited. It can be activated in four different ways, TRA 200 A, TRA 200 W, TRA 200 E or TRA 200 C. Its lateral limits are described in the picture below.



In case of TRA 200 A or TRA 200 W activity, flights planned via LASIV-LANVI shall be rerouted via BUBLI-LUVAL.
Paris ACC and Reims ACC shall keep each other informed of this area activity.

2.3.3. TRA 24

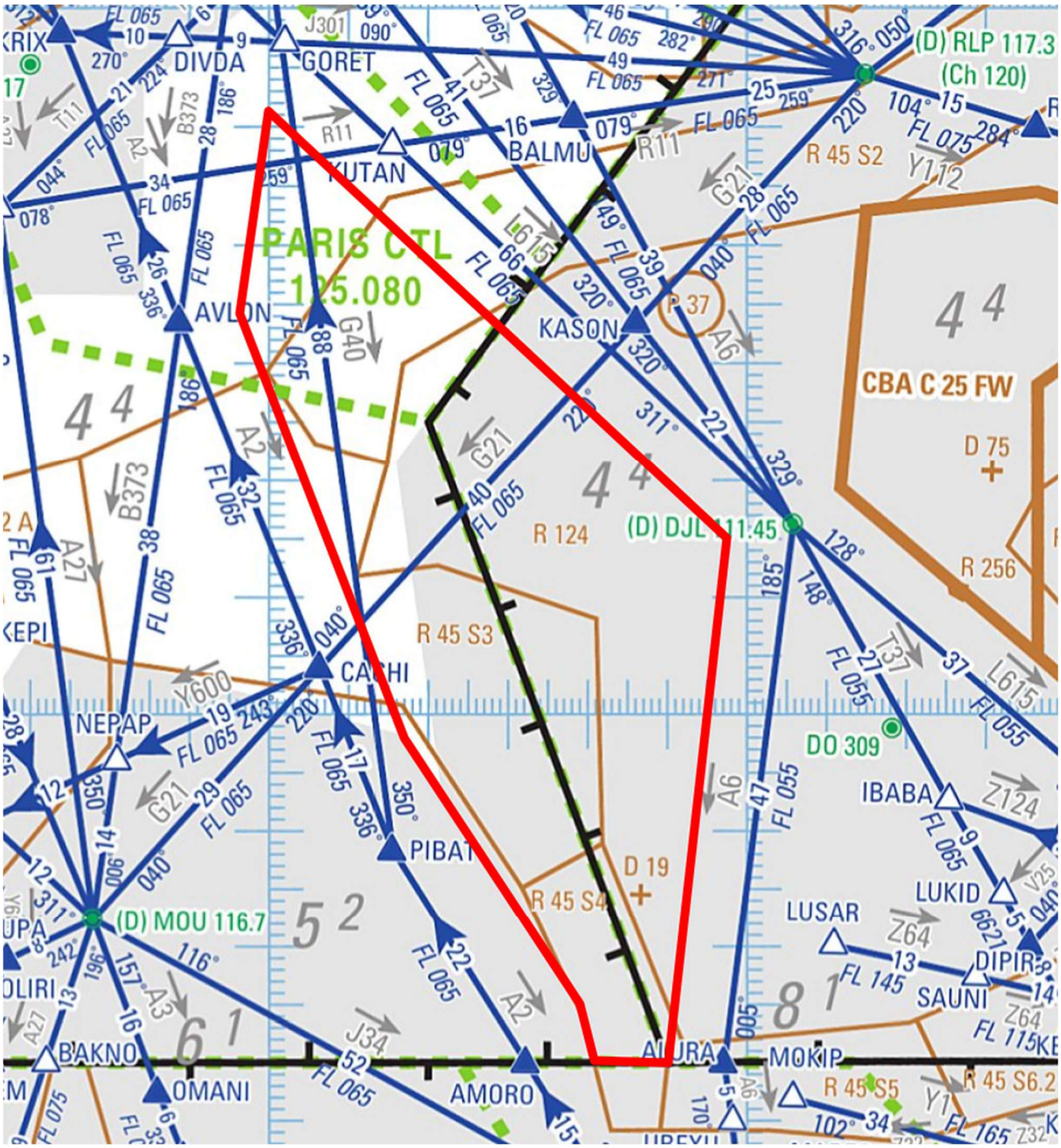
This area is defined from FL195 to unlimited. It can be activated in two different ways, TRA 24 A or TRA 24 B. Its lateral limits are described in the picture below.



In case of TRA 24 B activity, flights planned via TUTAX-OBURO-OKRIX shall be rerouted via DJL-OKRIX.
In case of TRA 24 A activity, flights planned via TUTAX-OBURO-OKRIX or DJL-OKRIX shall be rerouted via DJL-TUNOR.
In case of TRA 24 (A or B) activity, flights planned via BAGBI-SIZZA-CHABY shall be rerouted via PIBAT-AVLON.
Paris ACC and Reims ACC shall keep each other informed of this area activity.

2.3.4. LF-R124

This area is defined from FL115 to FL195. Its lateral limits are described in the picture below.

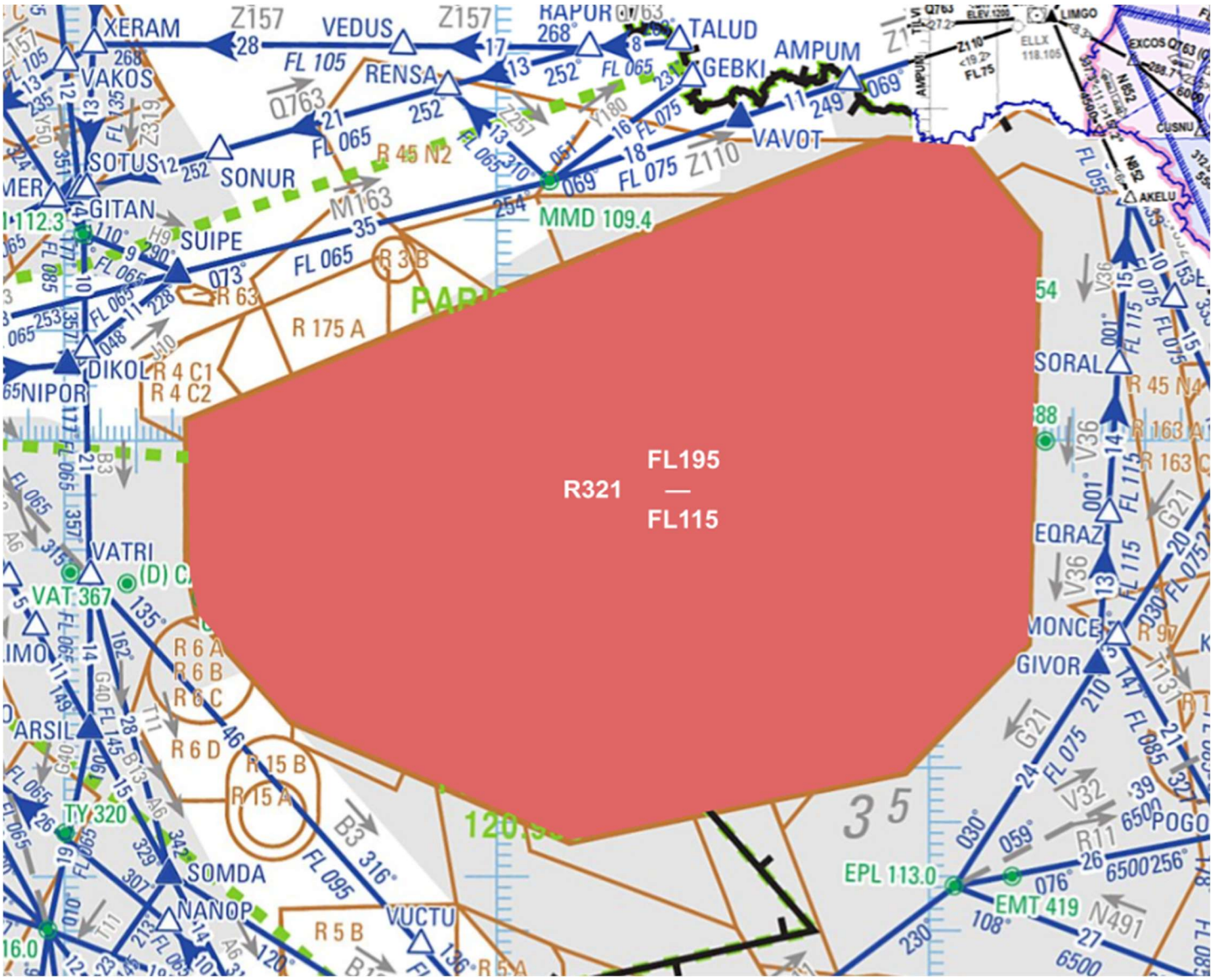


In case of R124 activity, transit on airway G21 (CACHI-KASON) is guaranteed with 5 minutes prenote to the military entity responsible for the area.

Basel APP clears traffic on R11 (RLP-MOTAL) to KUTAN whether R124 is active or not. It is Paris ACC responsibility to coordinate the transit of these flights with the military entity responsible for the area. If the transit is denied, Paris ACC shall reroute the traffic via DIVDA-OSKIN (T11).

2.3.5. LF-R321

This area is defined from FL115 to FL195. Its lateral limits are described in the picture below.

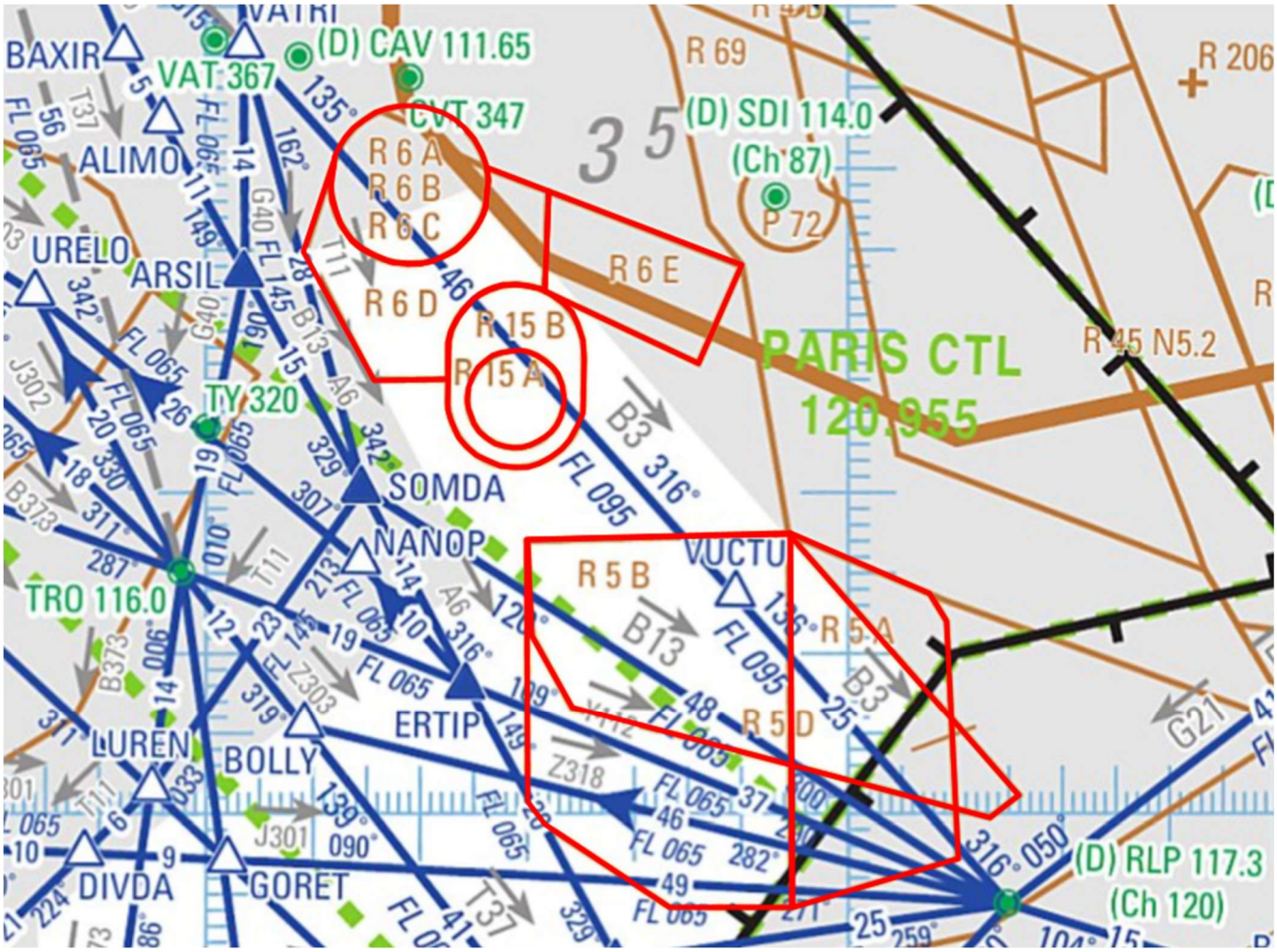


In case of R321 activity, transit on route MMD-MTZ-GTQ is supposed to be guaranteed with 5 minutes prenote to the military entity responsible for the area. In case of denial, flights shall be transferred between Paris ACC and Strasbourg APP at FL110 or below.

2.3.6. LF-R5 LF-R6 LF-R15

These areas lateral limits are described in pictures below. Their vertical limits are the following:
LF-R5 A from surface to FL55, LF-R5 B from 1000' AGL to FL55, LF-R5 D from FL55 to FL95.
LF-R6 A from surface to FL95, LF-R6 B from FL95 to FL145, LF-R6 C from FL145 to FL195,
LF-R6 D from 2000'AGL to FL145, LF-R6 E from 3000'AGL to FL55.

LF-R15 A from surface to FL085, LF-R15 B from FL085 to FL195.



In case of LF-R5 activity, it is mandatory to avoid the area.
In case of LF-R5 D activity (FL55-FL95), airways B3 (RLP-VATRI), B13 (RLP-SOMDA) and Y112 (RLP-ERTIP) are closed from their floor to FL095. If flight is planned on one of these routes, Paris ACC/Seine APP and Basel APP shall coordinate to avoid the area (reroute via BOLLY-BALMU, radar vectors or FL change to FL100 or above if aircraft performance allows).

In case of LF-R6 activity, traffic planned on airway B3 (VATRI-RLP) shall be rerouted via B13 (VATRI-SOMDA-RLP).
Traffic departing Paris TMA via BUBLI-LUVAL with a low rate of climb may interfere with the area. Paris ACC/Seine APP shall inform Basel APP of this area activity.

In case of LF-R15 activity, traffic planned on airway B3 (VATRI-RLP) shall be rerouted via B13 (VATRI-SOMDA-RLP). Paris ACC/Seine APP shall inform Basel APP of this area activity.

3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA conditions or a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), the transferring unit shall initiate an approval request.

Traffics shall be transferred as soon as possible, clear of any conflicting traffic.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from LFFF ACC to LFEE ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
ATREX-VESAN-RATUK	FL265	FL260	DEP LFPG LFPB LFPT LFPO LFPN LFPV	3.2.1.1.
NURMO-CMB	FL265	FL260	DEP LFPG LFPB LFPT LFPO LFPN LFPV LFOB	3.2.1.2.
RANUX-MEDOX-VALEK	FL315	FL310	DEP LFPG LFPB LFPT LFPO LFPN LFPV LFOB	3.2.1.3.
BUBLI-LUVAL LASIV-LANVI	FL265	FL260	DEP LFPG LFPB LFPT LFPO LFPN LFPV LFOB	
RENSA-GIMER	GIMER	FL310	DEP LFJL ELLX EBLG EDDR EDFH EDLN EDRT EDSB EHBK ETAD ETAR ETSB	
BAGBI-SIZZA PIBAT-CACHI-AVLON	FL345	FL340	DEP LFLL LFLB LFLS LFLU LFLY with RFL>345	
AVLON-OKRIX	FL345	FL340	DEP LFLC with RFL>345	
TUTAX-OBURO DJL-TUNOR DJL-OKRIX	FL385	FL380 max	DEP Geneva Area and Geneva Group with RFL>345	3.2.1.4.
GELTA-MELKO		FL330	DEP LFRG LFRK LFOH LFRC LFJR LFOE LFOP LFOT LFRM	
BRY-CLM	BRY	Even		
		FL320	ARR LFAC LFAQ LFAT LFAV LFAY LFQQ LFQO LFQT EBCV EBKT	
NUCIF-JOCUZ	JOCUZ	Even	On coordination if >FL355	
		FL340	ARR EDFH EDFM ETAD ETAR ETOR	
		FL280	ARR EDDR EDRZ EDSB EDTL ELLX LFGA LFJL LFSG LFSI LFSN LFSO LFST	

3.2.1.1.
Traffic unable to reach FL280 at RATUK shall not enter Reims ACC airspace, these flights are transferred at FL260 by Paris ACC to London ACC.
Traffic departing from LFOB LFQQ are limited to FL260 maximum, they shall avoid Reims ACC airspace.
Transatlantic flights are transferred to London ACC at FL260, they shall avoid Reims ACC airspace.
Traffic with destination EGKB EGLC EGMC EGMD EGMH EGSG EGSU EGSX EGTO EGTR are limited to FL260 maximum when departing Paris TMA, they shall not enter Reims ACC airspace.

3.2.1.2.
Traffic unable to reach FL260 by CMB shall not enter Reims ACC airspace, these flights are transferred at FL260 by Paris ACC to Maastricht UAC.
Traffic departing Paris TMA with destination C*** K*** P*** R*** V*** W*** Y*** Z*** are limited to FL260 and transferred by Paris ACC to Maastricht UAC, they shall not enter Reims ACC airspace.

3.2.1.3.
Traffic unable to reach FL320 at MEDOX shall not enter Reims ACC airspace, these flights are transferred at FL310 maximum by Paris ACC to Maastricht UAC.
Traffic departing Paris TMA with destination C*** K*** P*** R*** V*** W*** Y*** Z*** shall not enter Reims ACC airspace.

3.2.1.4.
Geneva Area = LSER LSEZ LSGB LSGC LSGE LSGK LSGN LSGR LSGS LSGT LSGY LSEA LSEC LSEG LSMP LSTB LSTO LSTR LSTS LSTZ
Geneva Group = LSGG LSGL LSGP LFLI LFHN

3.2.1.5.
Paris ACC is responsible for the compatibility of flights converging to LANVI on routes MELKO-LANVI and LASIV-LANVI below FL265.
Paris ACC is responsible for the compatibility of flights converging to BSN on routes FAMEN-BSN and GIMER-BSN between FL265 and FL315.

3.2.2. Flights from LFEE ACC to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
EPL-LUVAL	EPL	FL240	ARR LFPG LFPB LFPO LFPN LFPV	
PENDU-JAVVU-GIVRI	JAVVU	Odd	ARR Paris FIR only	
		FL350	ARR LFPG LFPB LFPO LFPN LFPV	
RLP-TRO/OKRIX	RLP	FL280	ARR LFPG LFPB LFPO LFPN LFPV	
TUNOR/CHABY-AMODO	FL345	FL350 at CHABY or TUNOR	ARR LFRG LFOH LFRK LFRC LFJR LFO* LFRM LFRN	
FRA	DUCRA KIVHI VEZAQ	FL290 maximum	DEP LFAC LFAQ LFAT LFAV LFAY LFQQ LFQO LFQT	
CLM-VEZAQ-ODEBU	VEZAQ	FL290 maximum	DEP EB** and ARR Lyon Group	3.2.2.1.
LEQOS-CTL-MMD	CTL	FL300	ARR EBLG EBSP EDDR EDFH EDLE EDLM EDLN EDRK EDRZ EDSB EHBD EHBK EHGR EHSE EHVK EHWO ELLX ETAD ETAR ETSB LFJL	
LEQOS-CTL-VALEK LEQOS-CTL-ARDEN	FL315	FL320	ARR EDDK EDGS EDKB EDKL ETNG ETNN with RFL>315	
NIDUV-KIHVI-PON BSN-ESTOC-PON	PON	FL290	ARR LFJR LFOD LFOH LFOP LFOQ LFOT LFRG LFRK LFRM	3.2.2.2.
GIMER-AHVEC-RESMI KOVIN-DUCRA-RESMI	RESMI	FL270	ARR LFLD LFLX LFOA LFQG	3.2.2.2.
KOPOR-VESAN-RATUK NURMO-VESAN-RATUK	FL265	FL270 To be level 15Nm before VESAN	ARR EGKB EGLC EGMC EGMD EGMH EGSG EGSU EGSX EGTO EGTR	
NITAR-KESAX-KUNAV KOPOR-KESAX-KUNAV	FL265	FL270 to be level abeam NITAR	ARR EGKA	
KOTUN-KOVIN-NURMO CLM-KOPOR-PERON	FL265	FL270 to be level abeam KOVIN/10Nm before KOPOR	ARR LFAC LFAQ LFAT LFAV LFAY LFQQ LFQO LFQT EBCV EBKT	
BAZOS-BELDI	FL265	FL270 at BELDI	ARR EBAW EBBR EBCI EBFN EBMB EBOS EHBD EHGR EHSE EHVK EHWO	3.2.2.3.
PODEM-SOMIL-PERON	FL265	FL270 at SOMIL	ARR EB** EHBK	3.2.2.3.
KOPOR-SOMIL-BELDI	FL265	FL270 at BELDI	ARR EB** EHBD EHBK EHGR EHSE EHVK EHWO	3.2.2.3.
RLP-KOTUN RLP-CTL	RLP	Even	Forbidden FL260	
RESPO-JOCUZ-DJL	JOCUZ	Odd	FL210 and FL230 only	

3.2.2.1.
Lyon Group = LFHJ LFHS LFHV LFHW LFKL LFKY LFLG LFLL LFLM LFLS LFLU LFLY LFMH LFXA

3.2.2.2.
These flights shall not enter Brest ACC airspace.
Flights with destination LFLA LFOJ LFOZ LFPM are forbidden via PON and RESMI.

3.2.2.3.
Reims ACC shall endeavour to sequence these flights and is responsible for the compatibility between flows via BAZOS and via CLM.

3.2.2.4.
Reims ACC is responsible for the compatibility of flights converging to PON on routes KOVIN-PON and BSN-PON between FL265 and FL295.
Reims ACC is responsible for the compatibility of flights converging to RESMI on routes FAMEN-RESMI, KOVIN-RESMI and GIMER-RESMI between FL265 and FL295.

3.2.3. Flights from LFFF ACC to Strasbourg APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
MMD-MTZ-GTQ	MMD	On coordination	Transit	
LFJL STAR (MMD-MTZ)	MMD	On coordination FI110 maximum	ARR LFJL	
MMD-MTZ	MMD		ARR LFQE LFJY	

3.2.3.1.

If LF-R321 is active, Paris ACC shall coordinate the area penetration with the military and inform Strasbourg APP of the transit conditions. If the area penetration is not possible, the transfer shall be made at FL110 maximum.

3.2.4. Flights from Strasbourg APP to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
GTQ-MTZ-MMD	MMD	On coordination FL100 maximum if R321 is active	Transit	
LFJL SID	MMD		DEP LFJL	
DCT	MMD		DEP LFQE	

3.2.5. Flights from LFFF ACC to Basel APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
B3 B13 Y112 R11 J301	RLP	Odd		
A6 T37 L615	DJL	Odd		
G21	KASON	Even		

3.2.5.1.

Traffic with destination LFLH via CACHI is transferred by Paris ACC to Clermont APP which will coordinate the flight to Basel.

3.2.6. Flights from Basel APP to Paris ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
B3 B13 Y112 R11 J301	RLP	Even		
A6 T37 L615	DJL	Even		
G21	KASON	Odd		

3.2.6.1.

Flights departing from LFLH via CACHI are coordinated between Basel APP and Clermont APP.

Flights with departure/arrival St-Yan TMA via CACHI-KASON are coordinated between Basel APP and Clermont APP, these flights shall not enter Paris ACC airspace.

3.2.6.2.

Compatibility of flights converging to BALMU on airways A6 (DJL-SOMDA) and R11 (RLP-OSKIN) is the responsibility of Paris ACC.

3.2.6.3.

Whether area LF-R124 is active or not, Basel APP clears traffic on airway R11 to KUTAN.

3.2.6.4.

Traffic departing from LFSD LFGJ LFLH LFEV with RFL>195 via DJL-OBURO DJL-TUNOR DJL-AKONO shall be transferred at FL190 maximum. These flights shall be transferred to Paris ACC via “the wall” and not “the ceiling” of Basel airspace (i.e. not climbing to FL190 but steady at FL190).

3.2.7. Flights from Basel APP to Seine APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
B3 B13 Y112 R11 J301	RLP	Even<115		
A6 T37 L615	DJL	Even<115		

3.2.7.1.
Compatibility of flights converging to BALMU on airways A6 (DJL-SOMDA) and R11 (RLP-OSKIN) is the responsibility of Paris ACC.

3.2.8. Flights from Seine APP to Basel APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
B3 B13 Y112 R11 J301	RLP	Odd<115		
A6 T37 L615	DJL	Odd<115		

3.2.9. Flights between Seine APP and Strasbourg APP

There is no ATS route defined at the interface between Seine and Strasbourg.

If a flight was to be transferred from one unit to the other, a coordination shall be initiated by the transferring unit at least 10 minutes before the boundary. This coordination is made to define the transfer conditions.

4. Contributions

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

5. Changelog

Version	Date	Changes
V6.0	19/03/2026	- New Format - Conditions of exchange - LFEE ACC airspace - LFFF ACC airspace