



Letter of Agreement (LoA)

Paris ACC (LFFF) and Marseille ACC (LFMM)

Name: LoA-LFFF-LFMM_EN

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1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Paris ACC** and **Marseille 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

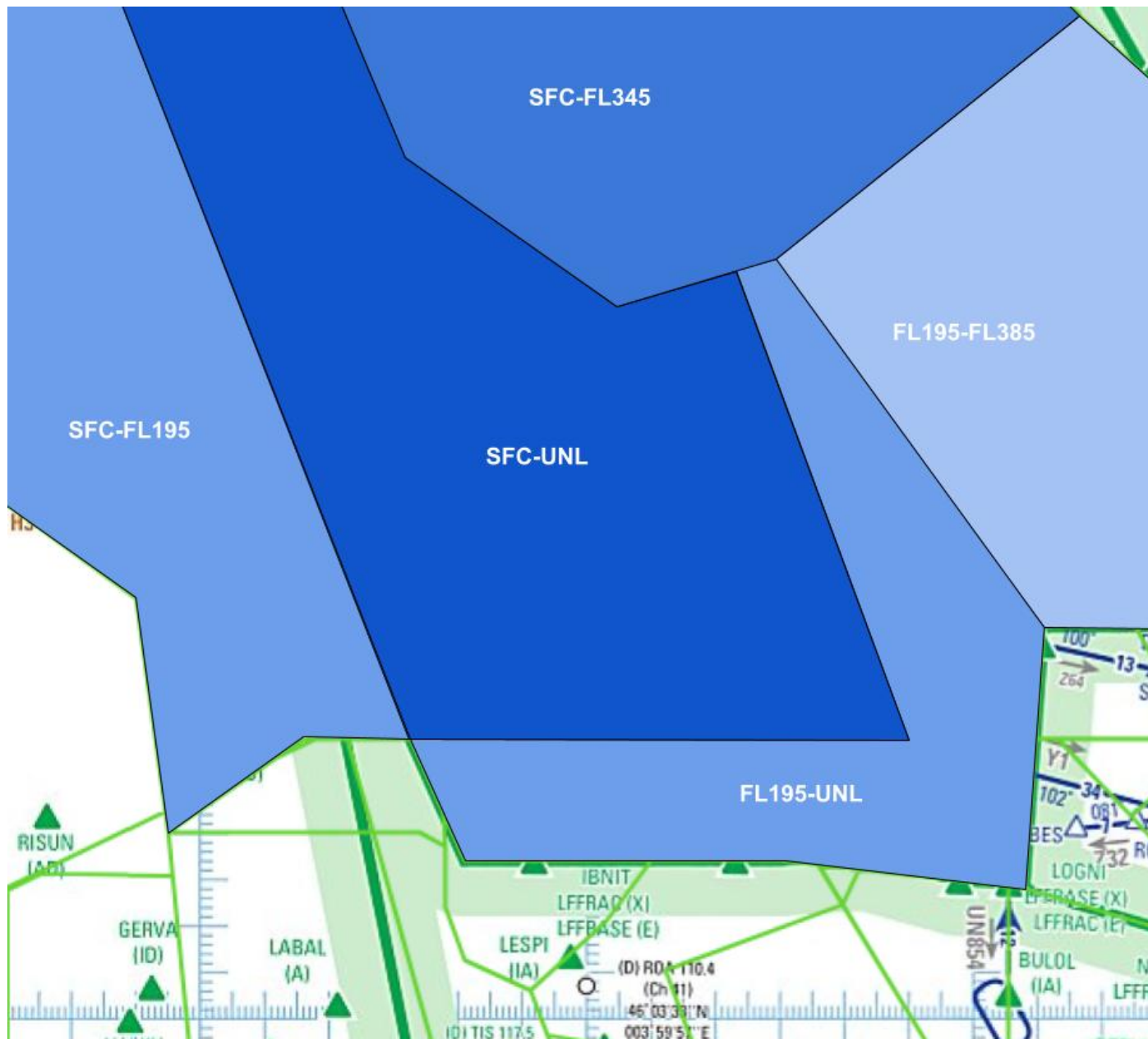
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.1.2. LFMM 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 sectorisation at the interface with Marseille is described on the picture above.

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_E_CTR	132.100	

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2.2.2. LFMM ACC

The sectorisation of Marseille ACC at the interface with Paris ACC is described on the picture below.



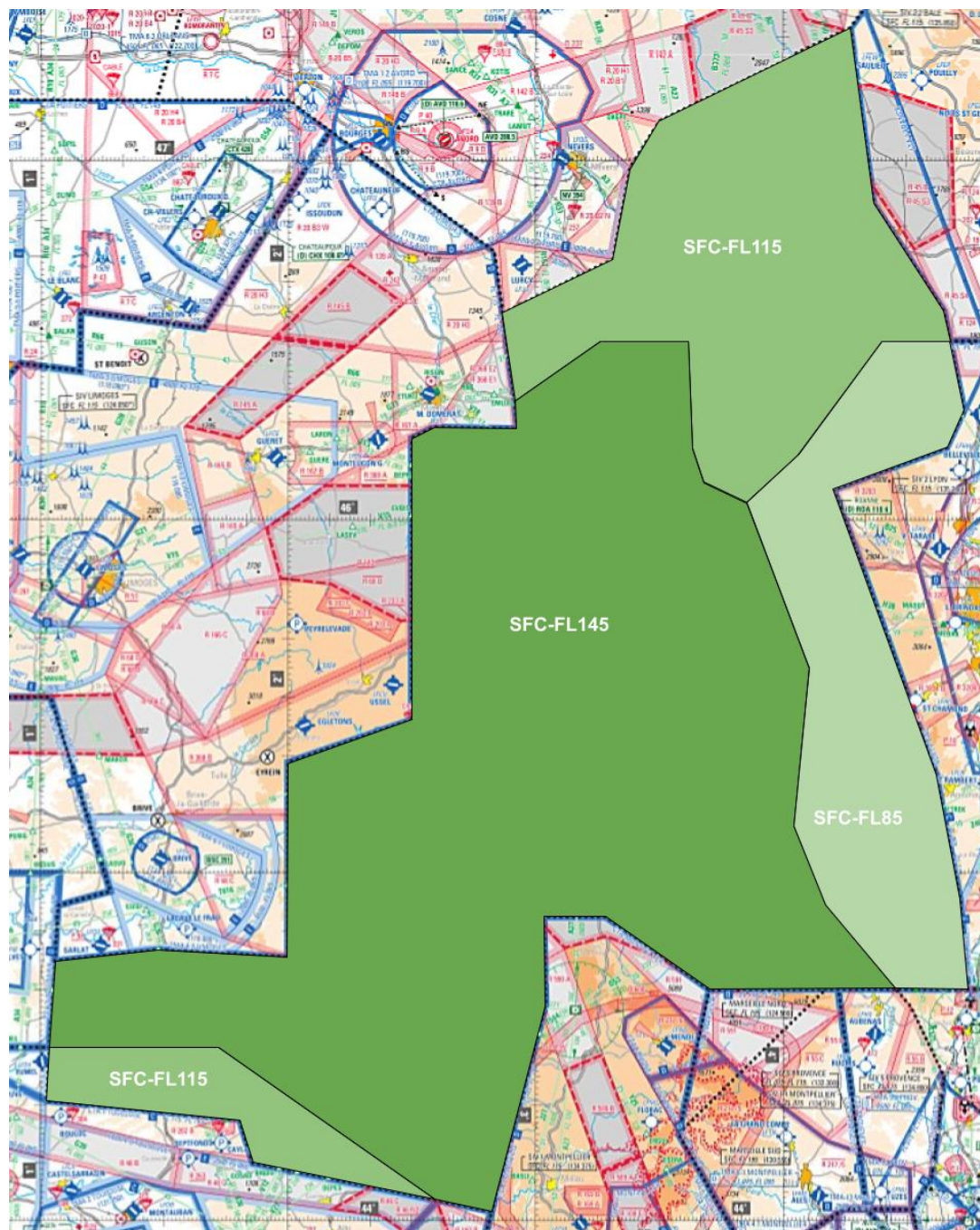
Marseille ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Marseille Control	LFMM_CTR	128.850	
Secondary Sectors			
Marseille Control	LFMM_W_CTR	132.365	

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2.2.3. Clermont APP

Clermont APP is responsible for the provision of ATS in the North-West part of Marseille FIR from SFC to FL145.



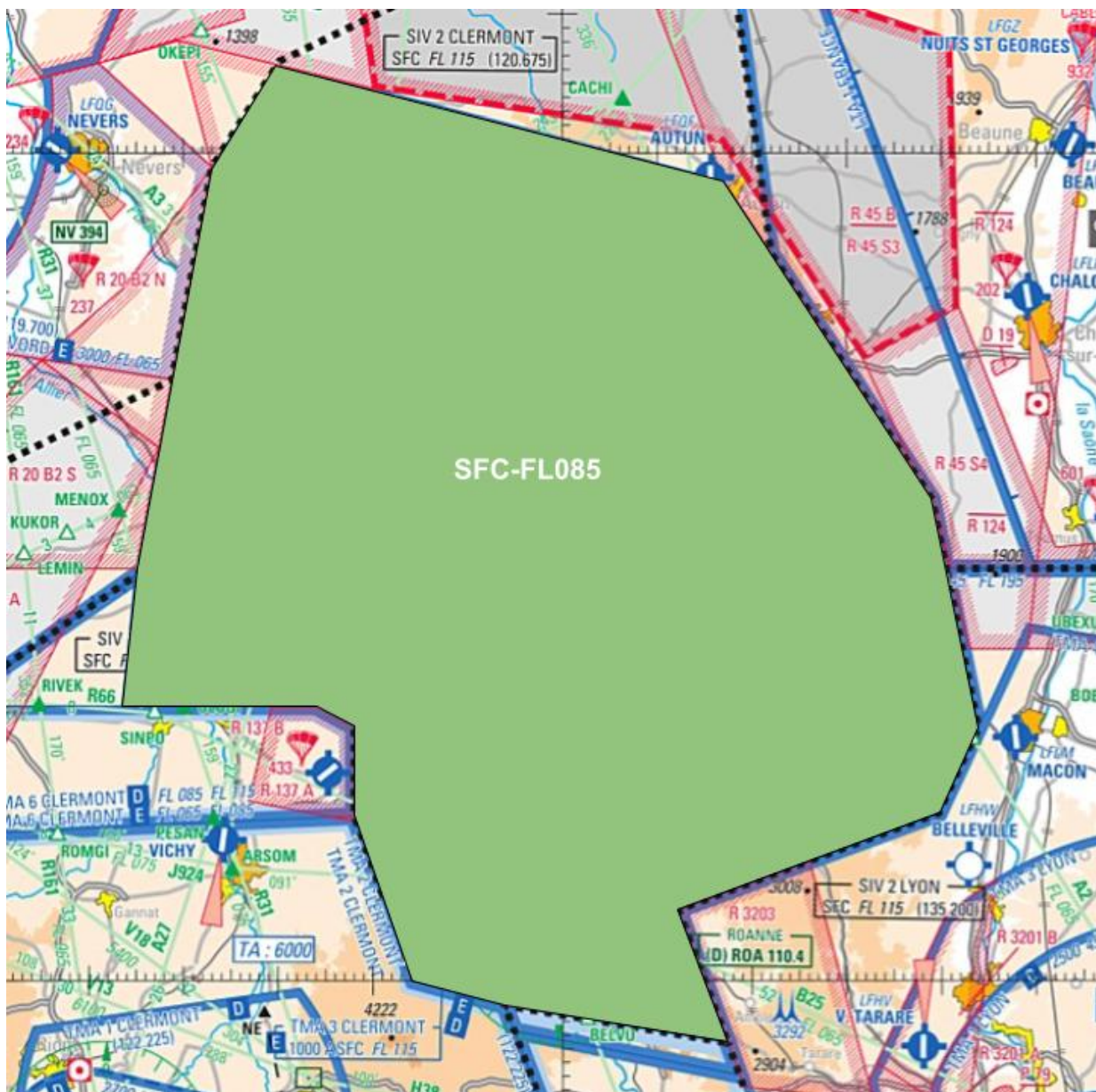
There is only one primary position in charge of Clermont APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Clermont Approach	LFLC_APP	122.225	

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2.2.4. St-Yan APP

St-Yan APP is responsible for the provision of ATS in the North part of Clermont SIV from SFC to FL085.



There is only one primary position in charge of St-Yan APP airspace:

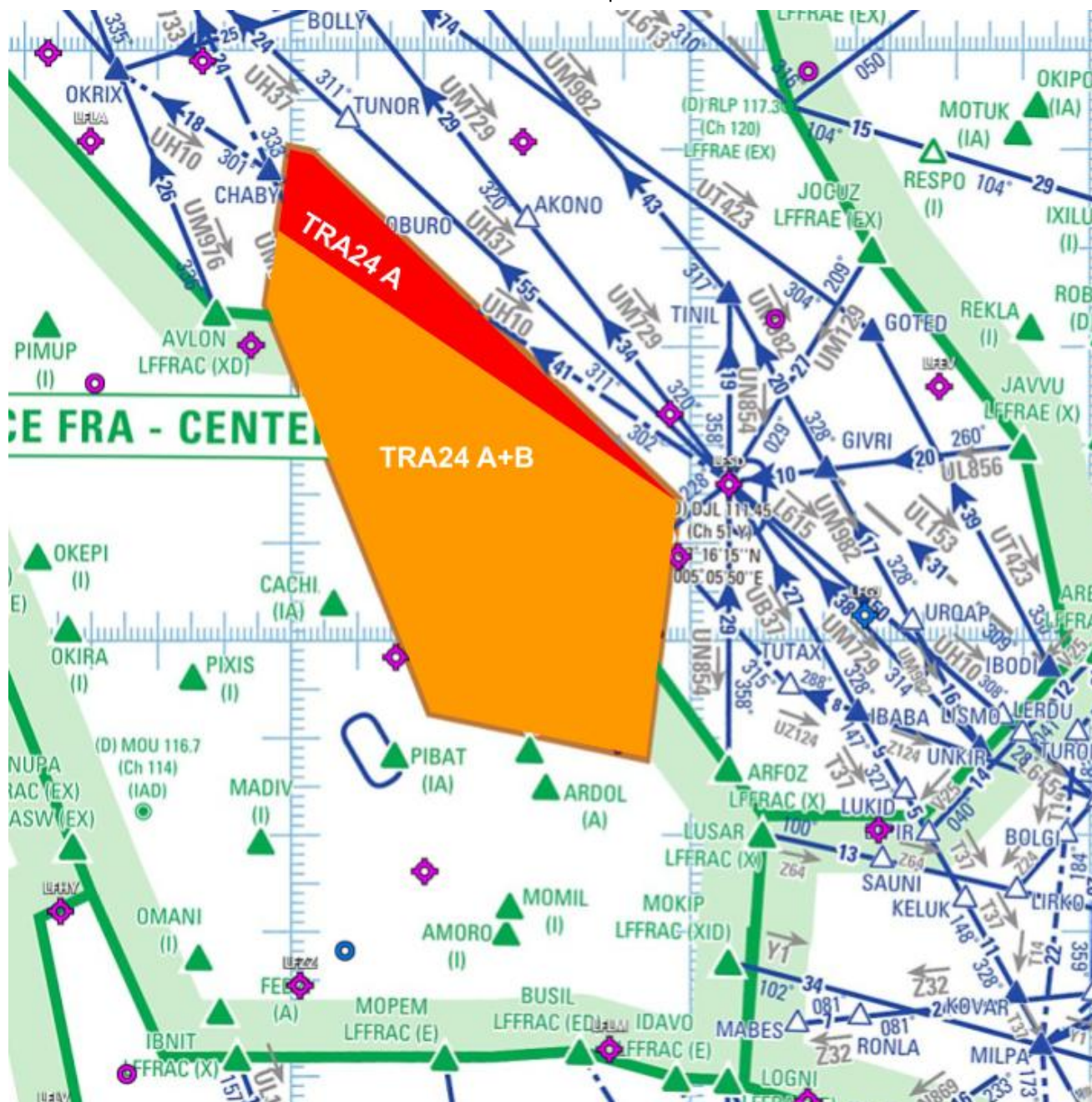
Position	Identifier	Frequency	Remarks
Primary Sectors			
Saint-Yan Approach	LFLN_APP	123.405	

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2.3. Special Areas within the Area of Common Interest

2.3.1. TRA 24

This area is defined from FL195 to unlimited and described on the picture below.

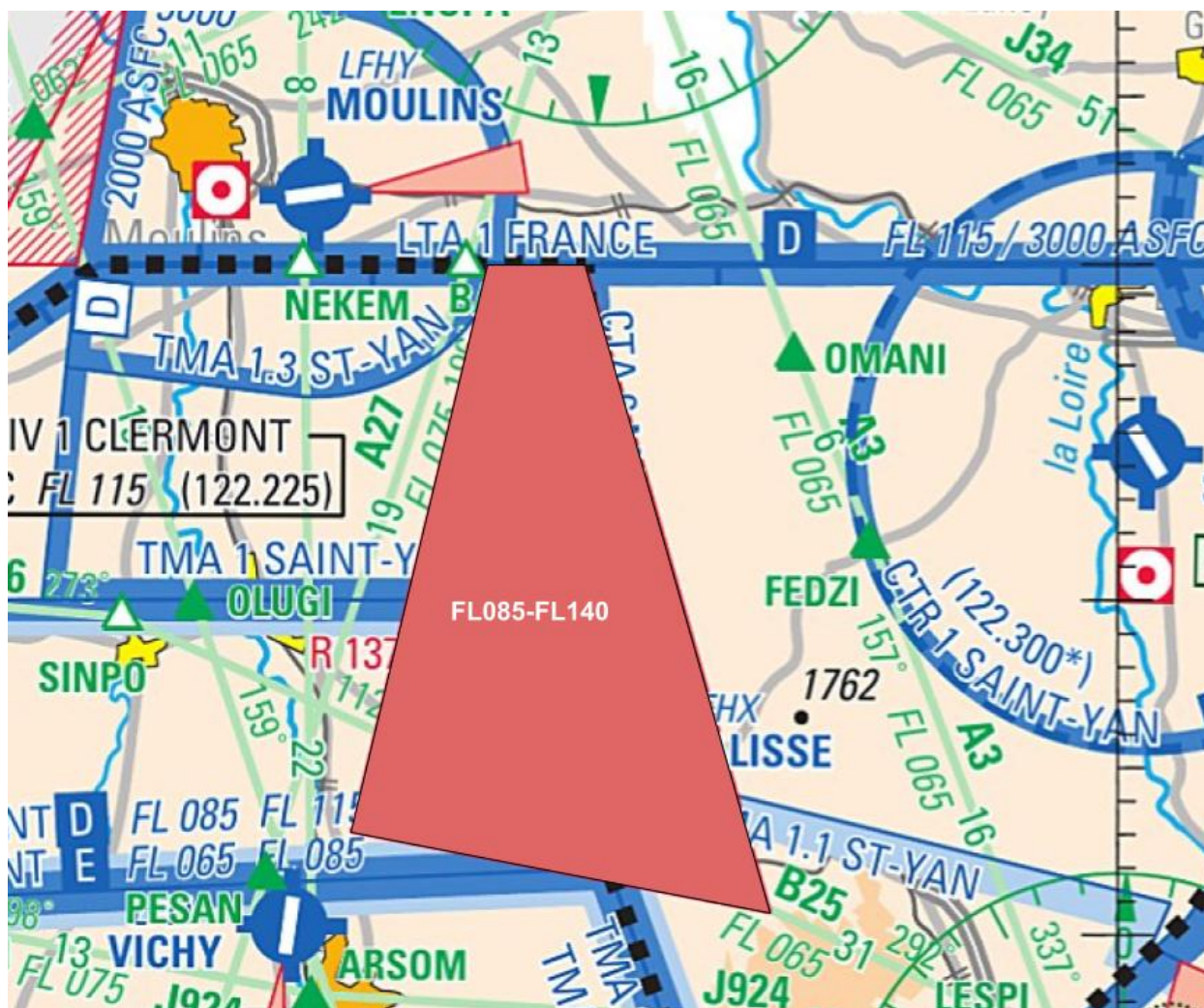


In case of TRA 24 activity, flights planned via BULOL-IDAVO are rerouted via BULOL-BUSIL-PIBAT.

Paris ACC shall inform Marseille ACC of TRA 24 activity.

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2.3.3. LF-R137



Clermont APP shall inform Paris ACC of LF-R137 activity.

When the area is active, route A27 CFA-MOU is no longer available between FL115 and FL145. Thus, Paris ACC shall reroute southbound flights via MOU-OLIRI-NEKEM-ARSOM if RNAV equipped and via MOU-LEMIN-CFA if non RNAV. Clermont APP shall reroute northbound flights via CFA-LEMIN-MOU.

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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 LFMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A3 MOU-OMANI	MOU	Odd >FL115	ARR Lyon Group and LFLO	3.2.1.1.
A27 MOU-BAKNO	MOU	Odd >FL145		
R31 MENOX-TIS	MENOX	Odd >FL145		
R161 LEMIN-RIVEK	LEMIN	Odd >FL145		
MOU-FEDZI	MOU	FL200 (level FEDZI)	ARR LFLB LFLP	
FRA MOU A3 FEDZI	MOU	FL200 (level MOU)	ARR Lyon Group	3.2.1.1.

3.2.1.1.

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

3.2.1.2.

In case of simultaneous arrivals via MOU, Paris ACC will endeavour to sequence them. If required and after coordination, FL210 and FL220 are available.

3.2.2. Flights from LFMM ACC to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A2 AMORO-PIBAT	PIBAT	Even >115	DEP Lyon and Chambéry Group with RFL<195	
A3 OMANI-MOU	OMANI	Even >115		
		FL180	DEP LFMH with RFL>195	
A27 BAKNO-MOU	MOU	Even >145		
J34 BUSIL-MOU	MOU	Even >115	DEP Lyon/Chambéry Group	
R161 RIVEK-LEMEN	LEMEN	Even >145		
		FL190	ARR LFOA LFLD LFQG LFLX LFOJ	
LFLC/LFLV SID	MOU TITOX LEMEN	FL180 (or FL160 if RFL)		
BULOL-IDAVO	BULOL	Even	Available if TRA24 not active Forbidden ARR Roissy Group	
		FL340	ARR Orly Group DEP LFMM FIR with ARR Lille Group, Brussels Group Deauville Group, LFOP LFOE	
MADOT-MOPEM	MADOT	All levels	Forbidden transits RFL<340 Forbidden ARR Roissy Group	
		FL340	ARR Orly Group DEP LFMM FIR with ARR Lille Group, Brussels Group Deauville Group, LFOP LFOE	
		<FL245	Forbidden, reroute via BULOL	
BULOL-LOGNI GIPNO-LOGNI	LOGNI	Even except FL240	ARR Roissy Group	3.2.2.2.
BUSIL-AMORO-PIBAT	AMORO	FL200/220/240	DEP Lyon and Chambéry Group with RFL>195 Forbidden ARR Roissy Group	3.2.2.3.
SID MOKIP (LFL)	BOBSI	FL200/220/240	DEP LFL LFLY LFLS	3.2.2.4.
SID MOKIP (LFLB)	MOKIP	FL200/220	DEP LFLB LFLP	3.2.2.4.

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3.2.2.1.

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

Chambery Group = LFHM LFHU LFKA LFKX LFLB LFLE LFLJ LFLP

Roissy Group = LFPG LFPB (LFPC) LFPT LFOB

Orly Group = LFPO LFPM LFPN LFPV

Lille Group = LFAC LFAQ LFAT LFAV LFAY LFQQ LFQO LFQT

Brussels Group = EBAW EBBR EBCI EBCV EBMB

Deauville Group = LFRC LFRG LFRK LFOH

3.2.2.2.

Flights via BULOL/GIPNO-LOGNI-MOKIP-ARFOZ are transferred at FL380 maximum at LOGNI.

Flights with destination Roissy Group can plan:

- FL340 for cruise if departure is in LFMM FIR except Corsica.
- FL360 for cruise if departure is Corsica except LFKJ and LFKF.
- FL380 for cruise for others.

FL240 is only available upon coordination.

3.2.2.3.

Traffics to AMORO are transferred:

- steady at FL200 for RFL=200.
- climbing to FL240 for departures LFLS LFLU with RFL>235.
- climbing to FL220 for other flights, released for climb to FL240.

Traffics are transferred on route AMORO-PIBAT when destination is LFPO LFPV LFPN LFPM LFO* LFR* LFJR and on route AMORO-MOMIL-BAGBI for other traffics.

3.2.2.4.

Departures from LFLI LFLY LFLS LFLB LFLP via DJL are transferred:

- steady at FL200 for RFL=200.
- climbing to FL240 for departures LFLS.
- climbing to FL220 for departures LFLI LFLY LFLB LFLP, released for climb to FL240.

3.2.2.5.

Paris ACC is responsible for the compatibility of traffics:

- converging at MOU and TITOX on A3, A27, SID CACHI/MOU of LFLC LFLV below FL145.
- converging at LEMIN and MENOX coming from Marseille ACC on R161/R31 and Bordeaux ACC on G21.

Marseille ACC is responsible for the compatibility of traffics:

- converging on A3, A27, SID CACHI/MOU of LFLC LFLV above FL145.
- converging at RIVEK and SINPO coming from Paris ACC on R161/R31 and Bordeaux ACC on R66.
- converging at PIBAT on routes BULOL-BUSIL, MOPEM-PIBAT and MOPEM-CACHI

3.2.3. Flights from LFFF ACC to Clermont APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
STAR ATRID nA	NEKEM	FL130	ARR LFLC	
R31	MENOX	Odd <145		
A27	BAKNO	FL130 levelled by FIR boundary	ARR LFLV	
R161	LEMEN	Odd <145		
B373	AVLON	FL120 (or RFL if below)	ARR LFLN LFLO LFHY	
A2/A3	TRARE/AVLON	FL120 (or RFL if below)	ARR LFLH	

3.2.3.1.

Clermont APP is responsible for the compatibility of flights converging at RIVEK and SINPO coming from Paris ACC on R161/R31 and Bordeaux ACC on R66 below FL145.

3.2.3.2.

Arrivals to LFLN LFLO LFHY via RLP-KASON are coordinated between Basel APP and Clermont APP, these flights shall avoid Paris ACC airspace. Arrivals to LFLN LFLO LFHY via LEMEN are coordinated between Limoges APP and Clermont APP, these flights shall avoid Paris ACC airspace.

3.2.4. Flights from Clermont APP to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
SID MOU RIVEK	ROMGI	RFL 120 or 140	DEP LFLC LFLV	3.2.4.1.
A3 R31 R161	TRARE	FL100	ARR LFOA LFLD LFQG	

3.2.4.1.

Departures with RFL>145 are coordinated between Marseille ACC and Paris ACC.

Departures with RFL<115 stay in Clermont APP and are transferred on airway at their RFL.

3.2.5. Flights from LFFF ACC to St-Yan APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A3	TRARE	On coordination	ARR LFLN LFLO LFHY	3.2.5.1.
R28	OKEPI			

3.2.5.1.

These flights shall avoid Clermont APP airspace. All other arrivals are coordinated between Clermont APP and St-Yan APP.

3.2.6. Flights from St-Yan APP to Paris ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A3	TRARE	On coordination	DEP LFLN LFLO LFHY	3.2.6.1.

3.2.6.1.

All other departures are coordinated between St-Yan APP and Clermont APP.

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4. Contributions

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

5. Changelog

Version	Date	Changes
v7.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFMM ACC airspace- LFFF ACC airspace