



## Letter of Agreement (LoA)

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### **Reims ACC (LFEE)**

Name: LoA-FR-LFEE\_EN

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# INDEX

1. PURPOSE .....	2
2. GENERAL PROCEDURES .....	2
3. ATS UNIT DESCRIPTION .....	3
3.1. ACC POSITIONS .....	3
3.2. TERMINAL POSITIONS .....	5
3.3. AERODROME POSITIONS .....	7
4. ATS DELEGATION.....	8
5. COORDINATION PROCEDURES – DEP & ARR.....	8
5.1. BALE APP & REIMS ACC .....	8
5.2. STRASBOURG APP & REIMS ACC .....	8
5.3. LORRAINE APP & STRASBOURG APP.....	9
6. CONTRIBUTIONS .....	10
7. CHANGELOG.....	10

## 1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied within **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. GENERAL PROCEDURES

Traffic in sequence at the same flight level shall be handed over with minimum spacing of 10 NM.

Traffic in sequence shall be handed over with minimum spacing of 5 NM.

This separation must be constant (aircrafts restrained to the same speed) or increasing (following traffic is slower than leading traffic).

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**. In case the transfer point is not defined within this LoA, traffics should be transferred at the latest ten (10) miles before the limit of the area of responsibility.

Traffic in sequence shall be handed over properly separated and clear of any conflict. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Free Route Airspace in Reims UTA (LFFRAE) is defined from FL195 until FL660.

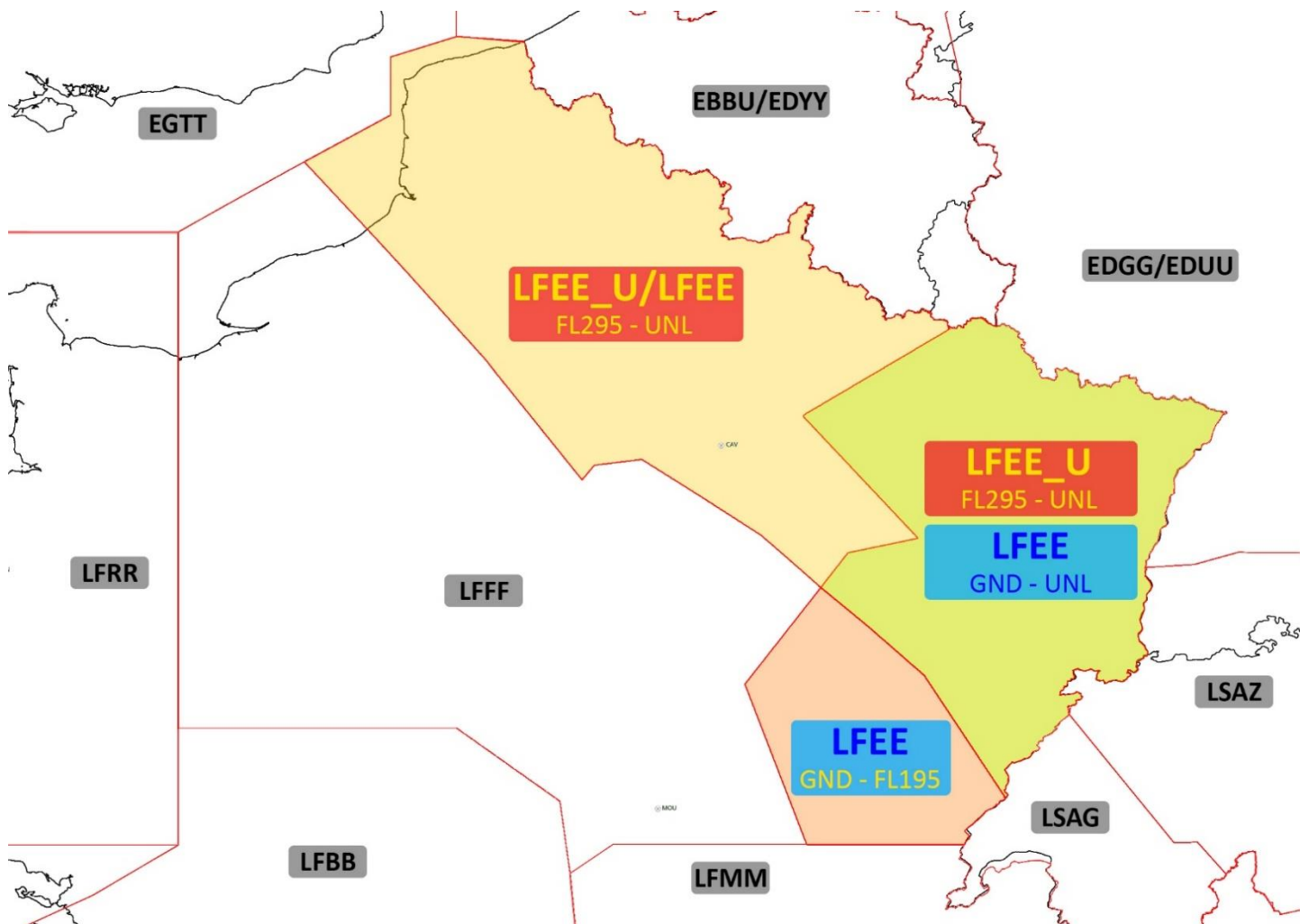
Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

### 3. ATS UNIT DESCRIPTION

#### 3.1. ACC POSITIONS

The ATC unit in charge of the airspaces under the responsibility of Reims ACC is **Reims Control** and consists in one primary sector : LFEE\_CTR. This ATC unit may be split into two different subsectors : LFEE\_CTR and LFEE\_U\_CTR, according the conditions defined by [ATC rule 4.3](#).

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.



Positions ATC	Callsign	Freq.	Notes
<i>Primary sectors</i>			
Reims Control	LFEE_CTR	127.555	Ceiling limited to FL295 if LFEE_U_CTR is active
<i>Secondary sectors</i>			
Reims Control	LFEE_U_CTR	135.505	FL295-UNL

Whenever an ACC position (CTR) requires a specific sector split, it will be decided on a case-by-case basis by the FIR Chiefs and the ATC Department. An ATC briefing will be provided to the relevant controllers.

Within the French Division, the highest position receives any underlying positions by delegation when these are not active on the network.

The distribution of APP positions in function of ACC positions is done as follows :

ATC Positions	Callsign	Delegated positions
Reims Control	LFEE_CTR	Bale APP and underlying positions Strasbourg APP and underlying positions Lorraine APP and underlying positions Etain APP and underlying positions Phalsbourg APP and underlying positions Saint-Dizier APP and underlying positions Ochey APP and underlying positions Luxeuil APP and underlying positions
Reims Control (Upper)	LFEE_U_CTR	None

As a reminder, ACC positions provide Flight Information Service (FIS) in the airspaces which are delegated to them (including aerodromes with an AFIS position) within the boundary of their skills and actual traffic load. If the controller is not able to provide flight information service, he will indicate so in his ATIS.

Likewise, the delegation of APP positions implies the control of the applicable **TWR and GND position**.

However, an ACC controller can limit the services he provides to **essential clearances** (start-up, taxi, take-off, landing) and transfer traffics on UNICOM **when they're not conflicting** with other traffics.

## 3.2. TERMINAL POSITIONS

The frequencies of the positions listed below can be found by [clicking on this link](#).

Whenever a terminal position (APP or DEP) requires a specific sector split, it will be decided on a case-by-case basis by the FIR Chiefs and the ATC Department. An ATC briefing will be provided to the relevant controllers.

Whenever an *approach position « A »* is delegated to an **approach position « B »**, it must be assumed that all the airspaces normally under the responsibility of *approach « A »* are delegated to **approach « B »** whenever *approach « A »* is not active.

One or more *specific airspaces* could also be delegated to an **approach position « B »** whenever *approach « A »*, who would normally be responsible, is not active.

Airspaces under the responsibility of approach positions (APP) or airspaces delegated to approach positions (APP) are described in the following table :

ATC Positions	Callsign	AoR	Underlying positions	Airspace delegations
<b>Bale Sector</b>				
Bale	LFSB_APP	TMA 1-12 CTA 1, 2, 4 SIV 1.1-2.5	LFSB_TWR LFGA_TWR LFGJ_TWR LFSB_FIS_TWR LFLH_FIS_TWR LFQM_FIS_TWR LFSM_FIS_TWR	<i>Langen ACC</i> delegates to <b>Bale APP</b> <i>TMA Bale Déléguée LANGEN N, SE, SW1 et SW2</i> <i>Zurich ACC</i> delegates to <b>Bale APP</b> <i>TMA Bale Déléguée ZURICH AZ1-AZ4</i>  <i>CTA 3 Bale</i> is delegated to <b>Zurich ACC</b> (cf. LoA-LSAZ-LFEE) <i>CTA 5-6 Bale</i> are delegated to <b>Geneva ACC</b> (cf. LoA-LSAG-LFEE)  <i>Luxeuil APP</i> is delegated to <b>Bale APP</b>
Luxeuil	LFSX_APP	TMA 1-6	LFSX_TWR	<i>Luxeuil APP</i> is delegated to <b>Bale APP</b>
<b>Strasbourg Sector</b>				
Strasbourg	LFST_APP	TMA 1-11 CTA 1-3 SIV 1-4 TMA 1.2, 2.2, 3.2 Lorraine	LFST_TWR	<i>Stuttgart APP</i> delegates to <b>Strasbourg APP</b> <i>TMA Strasbourg Déléguée STUTTGART N and S</i>  <i>Phalsbourg APP</i> is delegated to <b>Strasbourg APP</b> <i>Lorraine APP</i> is delegated to <b>Strasbourg APP</b>
Phalsbourg	LFQP_APP	LF R150A-R150D2	LFQP_TWR	<i>Phalsbourg APP</i> is delegated to <b>Strasbourg APP</b>

**Lorraine Sector**

Lorraine	LFJL_APP	TMA 1.1-5.1 except TMA 1.2, 2.2 et 3.2	LFJL_TWR	<i>Lorraine APP</i> and its delegated airspaces are limited to FL75.  <i>Lorraine APP</i> is delegated to <b>Strasbourg APP</b> <i>Etain APP</i> is delegated to <b>Lorraine APP</b> <i>Ochey APP</i> is delegated to <b>Lorraine APP</b>
Ochey	LFSO_APP	TMA 1.1-4	LFSO_TWR LFSN_FIS_TWR LFSG_FIS_TWR	<i>Ochey APP</i> is delegated to <b>Lorraine APP</b>
Etain	LFQE_APP	TMA 1-3	LFQE_TWR	<i>Etain APP</i> is delegated to <b>Lorraine APP</b>

**Saint-Dizier Sector**

Saint-Dizier	LFSI_APP	TMA 1.1-3	LFSI_TWR	-
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### 3.3. AERODROME POSITIONS

The frequencies of the positions listed below can be found by [clicking on this link](#).

Whenever an aerodrome position (TWR, GND or DEL) requires a specific sector split, it will be decided on a case-by-case basis by the FIR Chiefs and the ATC Department. An ATC briefing will be provided to the relevant controllers.

The ATC units responsible for the airspaces related to aerodromes are described in the following table :

ATC Position	Callsign	Remarks
Colmar	LFGA_TWR	-
Dôle	LFMJ_TWR	-
Lorraine	LFJL_GND	Controls HMER (Metz Mercy CH)
	LFJL_TWR	
Chalon	LFMH_FIS_TWR	-
Étain	LFQE_GND	Closed to GAT / Administration reserved
	LFQE_TWR	Controls HLRC (La Rochelle CH)
La Vèze	LFQM_FIS_TWR	
Phalsbourg	LFQP_GND	Closed to GAT / Administration reserved
	LFQP_TWR	
Bâle	LFSB_DEL	Controls HCOL (Colmar CH)
	LFSB_GND	
	LFSB_TWR	
Dijon	LFSD_FIS_TWR	HDBO (Dijon Bocage CH) et HDOL (Dole)
Épinal	LFSG_FIS_TWR	-
Saint Dizier	LFSI_GND	Closed to GAT / Administration reserved
	LFSI_TWR	
Montbéliard	LFSM_FIS_TWR	-
Nancy	LFSN_FIS_TWR	-
Ochey	LFSO_TWR	Closed to GAT / Administration reserved
Strasbourg	LFST_GND	Controls HAUT (Strasbourg HautePierre CH) and HSTR (Strasbourg N.H.C.)
	LFST_TWR	
Luxeuil	LFSX_TWR	Closed to GAT / Administration reserved



## 4. ATS DELEGATION

No ATS delegation is applicable.

## 5. COORDINATION PROCEDURES – DEP & ARR

Coordination procedures between the ACC positions of Reims and the underlying approach positions (APP) 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.

The coordination between approach positions (APP) and tower positions (TWR) is left at the controllers' initiative.

Some of the transfer scenarios below have been simplified for clarity. Depending on the airspace structure around a position, it could be that a traffic must be transferred to a third-party position which is not listed in the table.

When no direct is defined for departures in the table below, it can be assumed that the controller can give a direct to the first en-route FIX.

### 5.1. BALE APP & REIMS ACC

#### Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFSB	TORPA/MOROK	FL190	-	LFSB_APP → LFEE_CTR	-

#### Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFSB	ARPUS	FL200	ARPUS	LFEE_CTR → LFSB_APP	-

### 5.2. STRASBOURG APP & REIMS ACC

#### Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFST	BERUG/EPIKO/ GTQ/MIRGU/ POGOL	FL190	-	LFST_APP → LFEE_CTR	-
LFJL	EPL/MONCE/ PHALO	FL190	-	LFST_APP → LFEE_CTR	MMD departures transferred to LFFF.

#### Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFST	EPL/LUL	FL200	23: BERUG 05: IZPIQ	LFEE_CTR → LFST_APP	-
	GTQ		23: SAV 05: BAKIX		
LFJL	EPL/MONCE	FL200	22: GTQ 04: JL502	LFEE_CTR → LFST_APP	RWY 04 : If not RNAV, keep on STAR

### 5.3. LORRAINE APP & STRASBOURG APP

#### Departures

AD	DEP	ALT/FL	DCT	XFER	Notes
LFJL	DIK/MAKOT	FL70	-	LFJL_APP → LFST_APP	UNICOM, ELLX or EDGG transfer after coordination with LFST_APP
	MMD/MONCE PHALO/EPL	FL70	-	LFJL_APP → LFST_APP	-

#### Arrivals

AD	ARR	ALT/FL	DCT	XFER	Notes
LFJL	Any	FL80	IAF	LFST_APP → LFJL_APP	22: GTQ / MTZ 04: MONCE / MTZ / JL503

## 6. CONTRIBUTIONS

This document has been drafted in coordination between the French ATC Operations Department and Reims FIR staff.

## 7. CHANGELOG

Version	Date	Changes
7.0	26/12/2024	<ul style="list-style-type: none"><li>- New format</li><li>- Update of airspace structure (CTA Bale &amp; Strasbourg, TMA)</li><li>- Global revision of transfer conditions between APP and ACC (§5)</li></ul>