

# Letter of Agreement

IVAO – France Division



Name: **LOA-FR-LFMM\_EN**

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Object: LoA of 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 within 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 entering or leaving a TMA airspace shall be handed over by the ACC controller with **minimum spacing of 5 NM**. An **operational separation of 8-10 NM** is advised to ensure a proper regulation. 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.

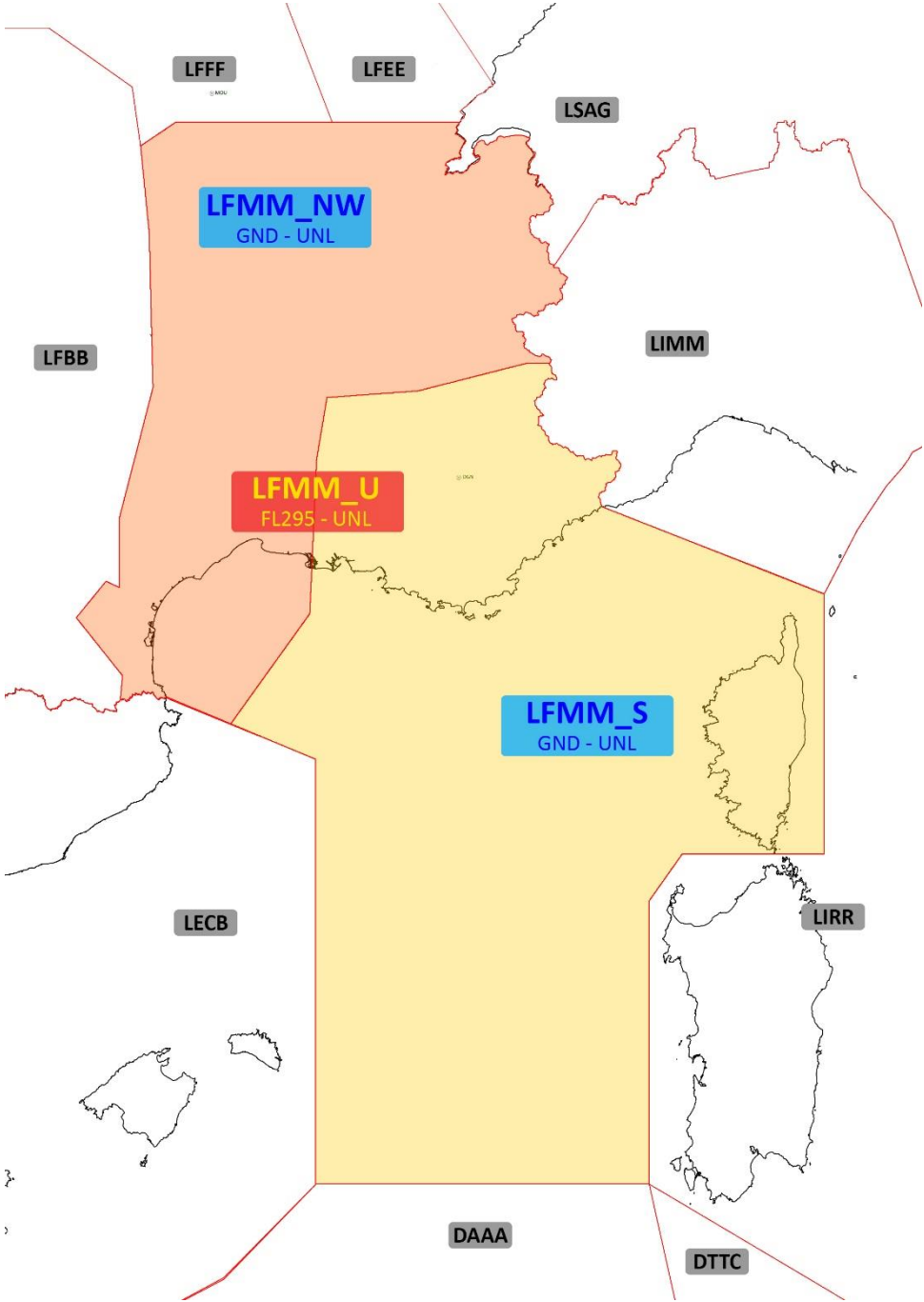
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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

#### 3.1 The Area Control Center (CTR)

The ATS unit in charge of FIR and UIR airspaces under the responsibility of Marseille ACC is **Marseille Control** and consists in 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) under the condition specified in [ATC Rule 4.3](#). 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 CTR positions are indicated below.

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sectors</b>			
<b>Marseille Control (North-West)</b>	LFMM_NW_CTR	123.805	SFC-UNL
<b>Marseille Control (South)</b>	LFMM_S_CTR	126.155	SFC-UNL
<b>Secondary Sector</b>			
<b>Marseille Control (Upper)</b>	LFMM_U_CTR	128.850	FL295-UNL

In the absence of the corresponding ATC units, ATS within the following airspaces are delegated to the ATC operating at the CTR position.

ATC Position	Callsign	Delegated positions
<b>Primary Sectors</b>		
<b>Marseille Control (North-West)</b>	LFMM_NW_CTR	Chambéry Approach (LFLB_APP and underlying positions) Clermont Approach (LFCL_APP and underlying positions) Lyon Approach (LFLL_APP and underlying positions) Saint Yan Approach (LFLN_APP and underlying positions) Montpellier <sup>1</sup> Approach (LFMT_APP, LFMP_APP and underlying positions) ATS within LTA France 3 Alpes 1-7
<b>Marseille Control (South)</b>	LFMM_S_CTR	Bastia Approach (LFKB_APP and underlying positions) Ajaccio Approach (LFKJ_APP and underlying positions) Solenzara Approach (LFKS_APP and underlying positions) Le Luc Approach (LFMC_APP and underlying positions) Istres Approach (LFMI_APP and underlying positions) Provence Approach (LFML_APP and underlying positions) Nice Approach (LFMN_APP and underlying positions) Orange Approach (LFMO_APP and underlying positions) Salon Approach (LFMY_APP and underlying positions) Toulon Approach (LFTH_APP and underlying positions) ATS within LTA France 4 Alpes
<b>Secondary Sector</b>		
<b>Marseille Control (Upper)</b>	LFMM_U_CTR	None

It is recalled that ACC provides FIS (Flight Information Service) within all delegated airspaces (including all aerodromes disposing of an AFIS position) within the limits of his skills and of the traffic load. If applicable, the ATC shall indicate on his ATIS whether FIS are provided.

Likewise, the delegation of Approach positions implies providing Tower and Ground services. However, the ACC may limit the delivery of his services to essential clearances (startup, taxi, takeoff and landing) and release traffic on UNICOM when clear of possible conflicts.

<sup>1</sup> Whenever the two CTR positions are active, LFMM\_NW\_CTR takes charge of North and West departures and arrivals, while LFMM\_S\_CTR takes charge of South and East departures and arrivals.

### 3.2 The Approach Units (APP)

The ATC units in charge of approach airspaces of the Marseille FIR, together with delegated airspaces, are indicated below.

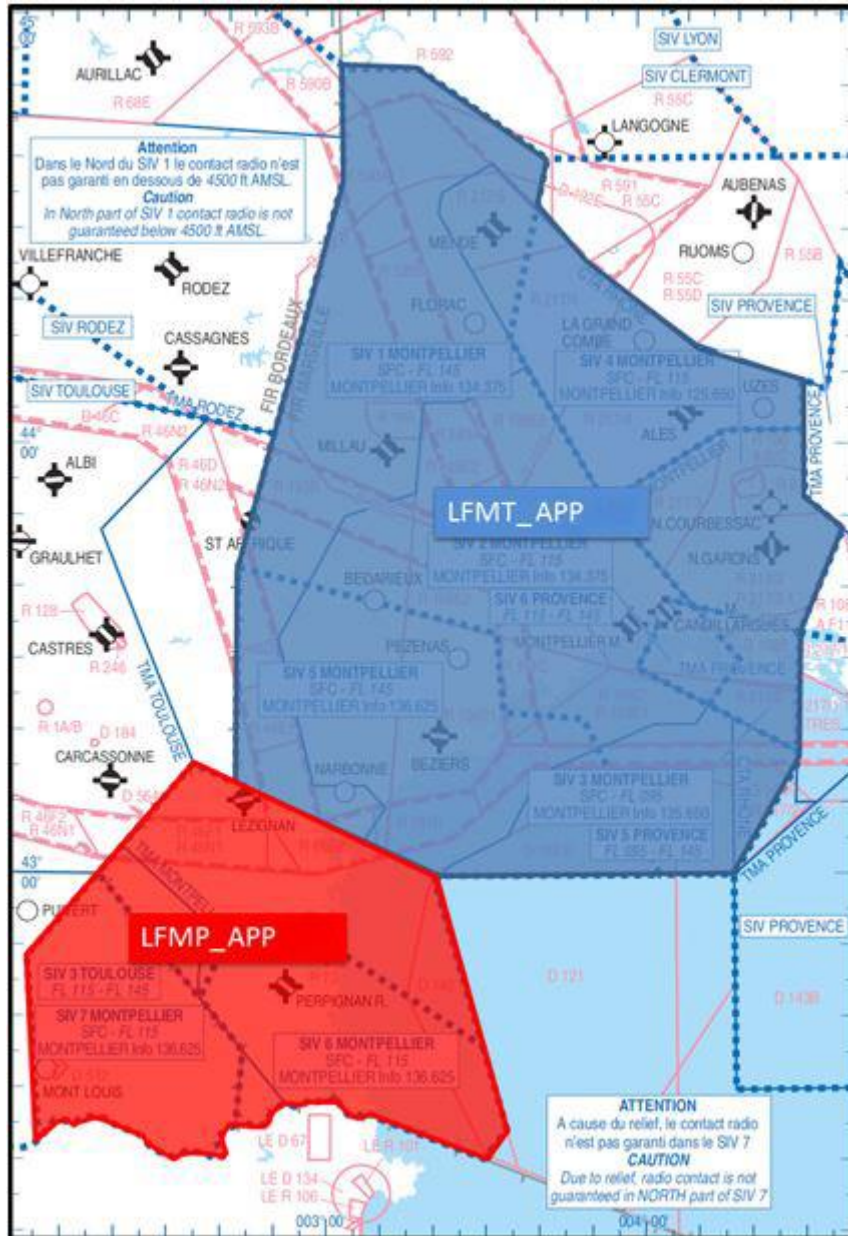
ATC Position	Callsign	Frequency	Controlled airspaces	Underlying positions	Delegates airspaces
<b>Clermont Sector</b>					
<b>Clermont</b>	LFLC_APP	122.225	TMA 1-12 SIV 1-8	LFHP_TWR (AFIS) LFHY_TWR (AFIS) LFLC_TWR LFLO_TWR (AFIS) LFLV_TWR (AFIS) LFMH_TWR LFCR_TWR LFCC_TWR (AFIS) LFLW_TWR (AFIS)	Saint Yan Approach is delegated to Clermont whenever inactive.
<b>Saint Yan</b>	LFLN_APP	123.405	TMA 1-2	LFLN_TWR	Saint Yan Approach is delegated to Clermont whenever inactive.
<b>Lyon Sector</b>					
<b>Chambéry</b>	LFLB_APP	121.205	TMA 1-3	LFLB_TWR LFLP_TWR	Chambéry Approach is delegated to Lyon whenever inactive.
<b>Lyon</b>	LFLI_APP LFLI_DEP	136.075 125.425	TMA 1-16 SIV 1-6	LFLG_TWR LFLJ_TWR (AFIS) LFLI_TWR LFLS_TWR LFLU_TWR LFLY_TWR	Chambéry Approach is delegated to Lyon whenever inactive. ATS within LTA Alpes are provided by Marseille Control. TMA12 is delegated to Marseille Control when Marseille Control is open.
<b>Nice-Alpes Sector</b>					
<b>Le Luc</b>	LFMC_APP	122.200	Le Luc Approach	LFMC_TWR	Le Luc Approach is delegated to Nice whenever inactive.
<b>Nice</b>	LFMN_APP LFMN_DEP	134.475 130.825	TMA 1-14 SIV 1-3	LFMD_TWR LFMN_TWR LFTF_TWR LFTZ_TWR (AFIS) LNMC_TWR	Toulon and Le Luc Approaches are delegated to Nice whenever inactive.
<b>Toulon</b>	LFTH_APP	126.325	CTA Toulon 1-2 (MIL)	LFTH_TWR	Toulon Approach is delegated to Nice whenever inactive.

ATC Position	Callsign	Frequency	Controlled airspaces	Underlying positions	Delegates airspaces
<b>Provence Sector</b>					
<b>Istres<sup>1</sup></b>	LFMI_APP	131.000	Istres Approach CTA Rhône 1-4	LFMI	Istres Approach is delegated to Provence whenever inactive, except CTA Rhône 2, 3 et 4 which are delegated to Montpellier.
<b>Provence</b>	LFML_APP LFML_DEP	132.300 120.205	TMA 1-19 SIV 1-8	LFMA_TWR LFML_TWR LFMQ_TWR (AFIS) LFMV_TWR LFNA_TWR (AFIS)	Istres, Orange and Salon Approaches are delegated to Provence whenever inactive.
<b>Orange</b>	LFMO_APP	118.925	Orange Approach (MIL)	LFMO_TWR	Orange Approach is delegated to Provence whenever inactive.
<b>Salon</b>	LFMY_APP	135.150	Salon Approach (MIL)	LFMY_TWR	Salon Approach is delegated to Provence whenever inactive.
<b>Montpellier Sector</b>					
<b>Montpellier</b>	LFMT_APP	131.055	TMA 1-13 et 22-24 SIV 1-5	LFMP_TWR LFMT_TWR LFMU_TWR LFMZ_TWR (AFIS) LFNB_TWR (AFIS) LFTW_TWR	SIV 2 et 3 are shared vertically with Provence according to the sectors defined by DGAC. CTA 2-3-4 of Rhône are delegated Montpellier whenever Istres is inactive.
<b>Perpignan</b>	LFMP_APP	130.855	TMA 14-21 SIV 5-7	LFMP_TWR	SIV 3 Toulouse is delegated to Montpellier.
<b>Corse Sector</b>					
<b>Bastia</b>	LFKB_APP	123.825	TMA 1-5 SIV	LFKB_TWR LFKC_TWR	-
<b>Ajaccio</b>	LFKJ_APP	121.050	TMA 1-5 SIV	LFKF_TWR LFKJ_TWR	Solenzara Approach is delegated to Ajaccio whenever inactive.
<b>Solenzara</b>	LFKS_APP	119.900	Solenzara Approach (MIL)	LFKS_TWR	Solenzara Approach is delegated to Ajaccio whenever inactive.

1. Whenever Istres Approach and Montpellier Approach and/or Provence Approach are opened at the same time. Istres Approach is only responsible for the military traffics within its airspaces. Civil traffics are always under the responsibility of Montpellier Approach or Provence Approach.

### 3.2.1 Sectors of Montpellier Approach

Whenever LFMP\_APP is closed, the position is delegated to LFMT\_APP.



Sector name	Callsign	Controlled airspaces	Underlying positions	Remarks
Montpellier	LFMT_APP	TMA 1-13 et 22-24 SIV 1-5	LFMT_TWR LFMU_TWR LFTW_TWR LFNB_TWR (AFIS)	CTA Rhône 2, 3 et 4 are delegated to Montpellier whenever Istres is inactive.
Perpignan	LFMP_APP	TMA 14-21 SIV 5-7	LFMP_TWR LFMZ_TWR (AFIS)	

### 3.3 The Airport Units (TWR, GND, DEL)

The ATC units in charge of airport airspaces within the Marseille FIR are indicated below.

ATC Position	Callsign	Frequency	Remarks
<b>Rodez</b>	LFCR_TWR	118.125	Contrôle HBRN (Rodez CH)
<b>Aurillac</b>	LFLW_TWR	118.325	AFIS position
<b>Cahors</b>	LFCC_TWR	119.225	AFIS position
<b>Le Puy</b>	LFHP_TWR	118.000	AFIS position
<b>Moulins</b>	LFHY_TWR	125.200	AFIS position
<b>Bastia</b>	LFKB_TWR	118.000	-
	LFKB_GND	121.825	
<b>Calvi</b>	LFKC_TWR	123.200	-
	LFKC_GND	121.705	
<b>Figari</b>	LFKF_TWR	120.300	-
	LFKF_GND	121.805	
<b>Ajaccio</b>	LFKJ_TWR	118.075	-
	LFKJ_GND	121.705	
<b>Solenzara</b>	LFKS_TWR	118.350	Reserved government services. Controls LFKG (Ghisonaccia)
<b>Chambéry</b>	LFLB_TWR	118.300	-
<b>Clermont</b>	LFLC_TWR	118.625	Controls HCLE (Saint Jacques CH) and HEST (Estaing CH)
	LFLC_GND	121.950	
<b>Le Versoud</b>	LFLG_TWR	121.000	-
	LFLG_GND	121.650	
<b>Courchevel</b>	LFLJ_TWR	120.075	AFIS position – Restricted use
<b>Saint Ex</b>	LFLI_TWR	120.450	Controls HBJA (Bourgoin Jallieu CH), HLYE (Lyon CH Est), HLYO (Edouard Herriot CH) and HLYS (Lyon CH South)
	LFLI_GND	121.825	
	LFLI_DEL	121.655	
<b>Saint Yan</b>	LFLN_TWR	122.300	Controls HPAR (Paray le Monial CH)
	LFLN_GND	121.805	
<b>Roanne</b>	LFLO_TWR	120.900	AFIS position
<b>Annecy</b>	LFLP_TWR	118.200	Controls HANE (Annecy CH)
<b>Grenoble</b>	LFLS_TWR	119.300	-
	LFLS_GND	121.925	
<b>Valence</b>	LFLU_TWR	120.100	AFIS position
<b>Vichy</b>	LFLV_TWR	121.400	AFIS position
<b>Bron</b>	LFLY_TWR	118.100	-
	LFLY_GND	121.700	
<b>Aix</b>	LFMA_TWR	118.750	-
	LFMA_GND	121.600	
<b>Le Luc</b>	LFMC_TWR	123.000	-
	LFMC_GND	121.850	
<b>Cannes</b>	LFMD_TWR	118.625	Controls LFTL (heliport Cannes Quai du Large), HCAN (Cannes Broussailles CH) and HGRA (Grasse Clavary CH)
	LFMD_GND	121.805	
<b>Saint Etienne</b>	LFMH_TWR	119.250	Controls LFKM (Saint Galmier) et HSEN (Saint Etienne CH)

ATC Position	Callsign	Frequency	Remarks
<b>Istres</b>	LFMI_TWR	123.600	-
	LFMI_GND	121.850	
<b>Provence</b>	LFML_TWR	133.100	Controls LFNR (Le Fare), HMHN (Marseille Nord CH) and HTIM (Timoine CH)
	LFML_GND	121.900	
	LFML_DEL	121.725	
<b>Nice</b>	LFMN_TWR	118.700	Controls HANT (Antibes CH), HNIC (L'Archet CH), HNIP (Pasteur CH) and HNIV (Lenval CH)
	LFMN_GND	121.705	
	LFMN_DEL	121.775	
<b>Orange</b>	LFMO_TWR	128.950	Reserved government services
<b>Perpignan</b>	LFMP_TWR	118.300	Controls HPPG (Perpignan CH)
<b>Le Castellet</b>	LFMQ_TWR	119.000	AFIS position
<b>Montpellier</b>	LFMT_TWR	118.775	Controls HMON (Montpellier CH)
	LFMT_GND	121.955	
<b>Béziers</b>	LFMU_TWR	120.175	-
<b>Avignon</b>	LFMV_TWR	122.600	Controls HAVI (Avignon CH)
	LFMV_GND	121.750	
<b>Salon</b>	LFMY_TWR	130.300	Reserved government services.
			Controls LFNE (Eyguières)
<b>Lézignan</b>	LFMZ_TWR	121.200	AFIS position
<b>Gap</b>	LFNA_TWR	119.100	AFIS position
<b>Mende</b>	LFNB_TWR	119.600	AFIS position
<b>Cuers</b>	LFTF_TWR	122.700	-
<b>Hyères</b>	LFTH_TWR	121.000	Restricted use. Controls HTSA (Sainte Anne CH) et HTSM (Toulon CH)
	LFTH_GND	121.800	
<b>Garons</b>	LFTW_TWR	123.200	Controls HNIM (Nîmes CH)
	LFTW_GND	121.800	
<b>La Mole</b>	LFTZ_TWR	118.125	AFIS position
<b>Monaco</b>	LNMC_TWR	124.000	Heliport

#### 4. Coordination procedures

Coordination procedures below 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. Likewise, coordination between Approach and Tower (initial climb whenever it is not published, go around procedure, multidirectional departures OMNI, VFR entry/exit, etc.) is left to ATC initiative.

In the particular case of Montpellier, coordination the two Approach ATC is left to their initiative in line with the vertical and horizontal boundaries of their airspaces (TMA and SIV).



#### 4.1 Coordination among ACC

Coordination procedures between the two Marseille ACC positions are defined as follows.

Route	Point de transfert	DCT limite	Restrictions
<b>LFMM_NW_CTR → LFMM_S_CTR</b>			
A3	At the boundaries	PERUS	-
A6		MTG	-
B16		AVN	-
T121		AMFOU	-
R161		RETNO	-
UM728		DIVKO	-
UM731		FJR	Arrivals LFML runway 31 : transfer FL170 Arrivals LFML runway 13 : transfer FL130
UT24		ROVOT	-
UY25		VATIR	-
UL127		MTL	Arrivals LFML runway 31: transfer FL170 Arrivals LFML runway 13 : transfer FL150 (at least 10 NM before MTL)
UN852		DIVKO	-
UY23		AMFOU	Arrivals LFMM : transfer FL290
UY30			
UT21			
UY22			
<b>LFMM_S_CTR → LFMM_NW_CTR</b>			
A3	At the boundaries	AMIKO	-
A6		LUXAN	-
B16		ROMAM	-
R161		MEZIN	-
Z42		PINED	Arrivals LFLL/LFLY/LFLB/LFLS max FL130
UT21		LAPRO	-
UT24		DEGOL	-
UY25		FJR	-
UL127			-
UM731			-
UM733		GIPNO	
UN853	KINES	If Swiss Radar is not open AND LFMM_NW covered the delegated airspace	
UN854	ETREK	Departure LFML runway 31 : transfer FL220 Departure LFML runway 13 : transfer FL240	
UM616	LERGA	-	
UM976	ETREK	-	
UY31	NEDRU	-	
UZ12		-	

## 4.2 Coordination between ACC and Approach

Coordination procedures between the two Marseille ACC and underlying Approach positions are defined as follows.

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT	ACC
<b>Departures (LFXX_APP → LFMM_XX_CTR)</b>						
<b>Clermont Approach</b>	LFLC_APP	-	LERGA/MEZIN/MINPA	FL140	First en-route FIX	NW
			BELEP/ROA	FL80		
<b>Saint Yan Approach</b>	LFLN_APP	-	BUSIL/LESPI/TIS	FL80		
<b>Chambéry Approach</b>	LFLB_APP	-	DANBO/LTP/MEBAK MURRO/ROMAM	FL80		
<b>Lyon Approach</b>	LFLI_APP	-	-	FL140		
<b>Le Luc Approach</b>	LFMC_APP	-	-	Coordinate with Nice		
<b>Nice Approach</b>	LFMN_APP	-	BADOD/BODRU OKTET/PERUS	FL170	AMIRO	S
			IRMAR		BARSO	
			BASIP	FL140	USANO	
			LONSU/SODRI/VAREK		OMARD	
			EPOLO/LANKO/RUBAS RUBIT/TURIL		STP	
<b>Toulon Approach</b>	LFTH_APP	-	-	4000 ft	First en-route FIX	
<b>Istres Approach</b>	LFMI_APP	-	-	Coordinate with Provence		
<b>Provence Approach</b>	LFML_APP	-	North	FL140	MTL/KURIR/ARDEG	NW
			East/South/West		First en-route FIX	
<b>Orange Approach</b>	LFMO_APP	-	-	Coordinate with Provence		S
<b>Salon Approach</b>	LFMY_APP	-	-	Coordinate with Provence		
<b>Montpellier Approach</b>	LFMT_APP	LFMT LFMU	AFRIC/BRUSC/FLR/KELAM MASAM/MEN/PPG	FL140	First en-route FIX	NW
			MARRI/NG	FL110		S
	LFMP_APP	LFMP	FJR/KELAM/ORBIL/SIJAN	FL140		NW
			SUBIL	FL110		S
<b>Bastia Approach</b>	LFKB_APP	-	-	FL140	S	
<b>Ajaccio Approach</b>	LFKJ_APP	-	-	FL140		
<b>Solenzara Approach</b>	LFKS_APP	-	-	Coordinate with Ajaccio		

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT	ACC	
<b>Arrivals (LFMM_XX_CTR → LFXX_APP)</b>							
<b>Clermont Approach</b>	LFLC_APP	LFHP	-	FL150	PY		
		LFHY	-	FL60	SN		
		LFLC	ATRID/GERVA/RISUN		FL150	RIMOR	
			EB/MINPA/SOMITI/SOPAD			SULOT	
		LFLO	-	FL90	SINPO/SN		
		LFLV	-		NEKEM		
		LFMH	-		EB/MALAT/ONZON		
		LFCC	-	FL150	CL		
		LFCR	Runway 13		BEVITO/RZ		
			Runway 31		ROM		
LFLW	-	AR					
<b>Saint Yan Approach</b>	LFLN_APP	LFLN	EB/ONZON/TIS/VZ	FL90	ROA/SN		
<b>Chambéry Approach</b>	LFLB_APP	LFLB	MEBAK/MURRO/ROMAM	FL100	LSE		
		LFLP	AMVAR/PINED		OSMAS		
<b>Lyon Approach</b>	LFLI_APP	LFLI	North-West	FL120	TALAR		
			MILPA		RIPTU		
		LFLS	South-East	FL150	GOMET		
			South-West		ARBON		
		LFLU	-	FL120	VE		
<b>Le Luc Approach</b>	LFMC_APP	LFMC	-	Coordinate with Nice			
<b>Nice Approach</b>	LFMN_APP	LFMD	VEVAR	FL200	MIRKU		
		LFTZ	KERIT/LONSU/MERLU/SODIR (Corse arrivals from LFKJ_APP)	FL150	-		
		LFTZ	ABDIL/ABLAK/NISAR/PERUS		AMFOU		
<b>Toulon Approach</b>	LFTH_APP	LFTH	West transfer from Provence Other arrivals from par Nice	5000 ft	TLN		
<b>Istres Approach</b>	LFMI_APP	LFMI LFTW	-	Coordinate with Provence			
<b>Provence Approach</b>	LFML_APP	LFMA	North	FL150	RIKSI/DOLIV		
		LFML	South	FL150	BORGO/CALAN		
		LFMQ			NATEG/SALIN		
		LFMV	-	CM			
<b>Orange Approach</b>	LFMO_APP	LFMO	-	Coordinate with Provence			
<b>Salon Approach</b>	LFMY_APP	LFMY	-				
<b>Montpellier Approach</b>	LFMT_APP	LFMT	BRUSC/KELAM/MEN/PPG	FL150	FJR		
			DIVKO/MARRI/NG	FL120			
		LFMU	-	FL150	ZR		
	LFNB	-	MEN				
	LFMP_APP	LFMP	-	FL120	BAMGO/LANET		

ATC Position	Callsign	AD	Departure/Arrival	Cleared FL	Cleared DCT	ACC
<b>Bastia Approach</b>	LFKB_APP	LFKB	-	FL150	ALISO/BTA	
		LFKC	-		ILROU	
<b>Ajaccio Approach</b>	LFKJ_APP	LFKF	-	FL150	FGI/GALDA/MASAL	
		LFKJ	-		HORRO/IS	
<b>Solenzara Approach</b>	LFKS_APP			Coordinate with Ajaccio		

Coordination procedures of departures/arrivals Clermont-North and Saint Yan-North are defined in the LOA-FR-LFFF-LFMM, those of Clermont-West and Saint Yan-West in the LOA-FR-LFBB-LFMM, those of Chambéry-North in the LOA-FR-LFMM-LSAG, those of Nice-East in the LOA-FR-LFMM-LIMM, those of Perpignan-South (via BAGUR) in the LOA-FR-LECB-LFMM, those of Bastia-East in the LOA-FR-LFMM-LIRR, those of Bastia-North in the LOA-FR-LFMM-LIMM, those of Ajaccio-South in the LOA-FR-LFMM-LIRR.