



Letter of Agreement (LoA)

Reims ACC (LFEE)

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1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied in **Reims ACC** and **Reims FIR APP** 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

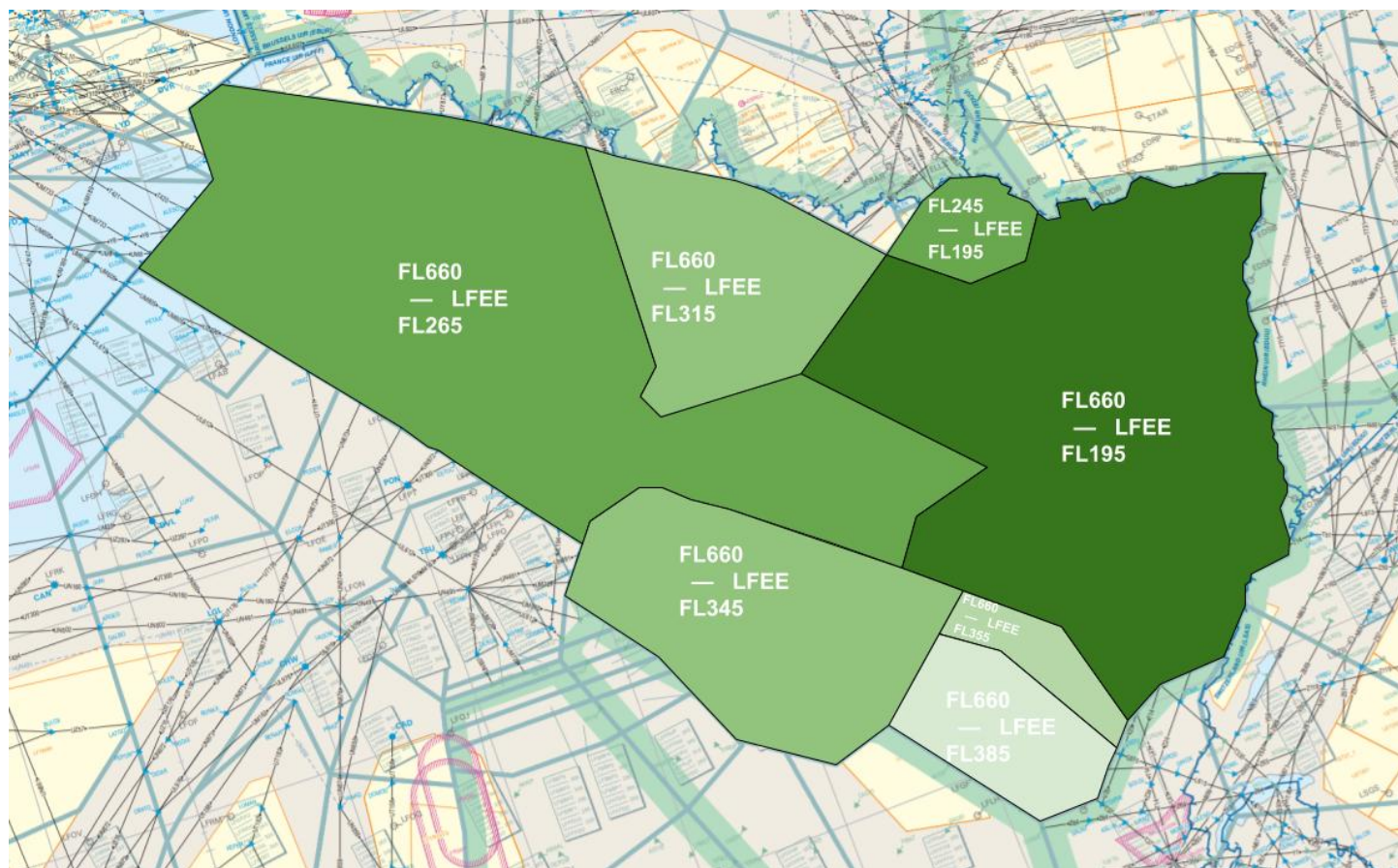
2.1. Airspace structure and classification within the Area of Common Interest

2.1.1. 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. LFEE ACC



The Reims ACC sectorisation is described in the picture above.

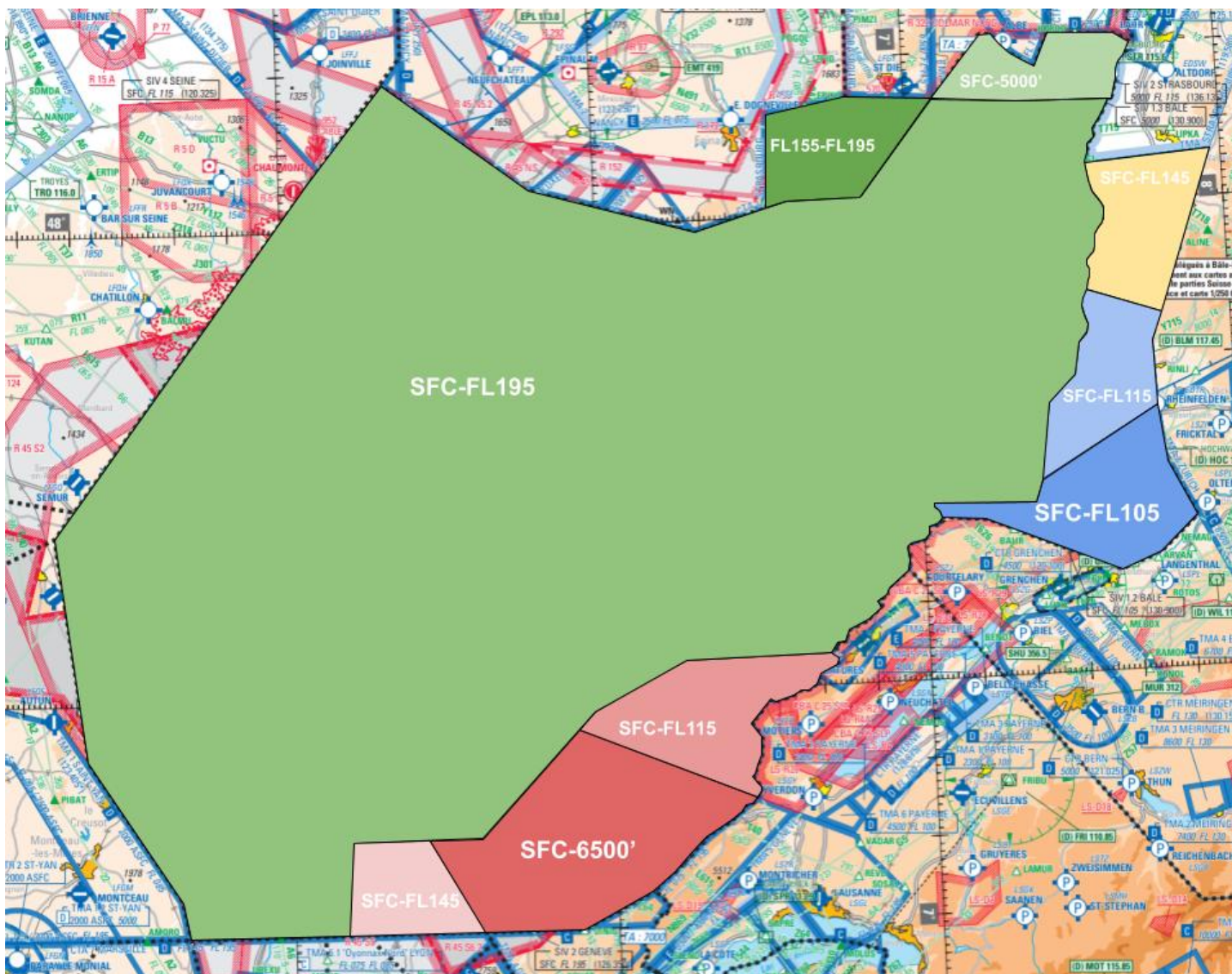
The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Reims Control	LFEE_CTR	135.505	

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2.2.2. 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	

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2.2.3. 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	

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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 between LFEE ACC and Basel APP

Transits can be transferred from Reims ACC to Basel APP on routes MANAG/LUVAL/PENDU-LUL or LASAT-ARPUS, they are transferred at or descending to FL200.

Transits can be transferred from Basel APP to Reims ACC on route to MOROK TORPA or EDOPI, they are transferred at or climbing to FL190.

Departures are transferred by Basel APP to Reims ACC climbing to FL190.

Departures from LFQM with RFL>195 are accepted by Reims ACC only via LUL-GIVOR, departures via RLP and DJL are restricted to FL190 maximum or transferred to Paris ACC to continue the climb.

Departures from LFSB LFGA LFGB with RFL>195 are transferred by Basel APP to Reims ACC on route to TORPA or MOROK climbing to FL190.

Departures from LSMA LSME LSZB LSZG LSZC LSGC and LFSM LFSX LFQW are transferred on route to TORPA MOROK LUL EDOPI climbing to FL190.

Arrivals are transferred on routes OKIPO/MOTUK/LASAT-LUL descending to FL200.

In case of simultaneous arrivals, Reims ACC shall endeavour to transfer LSGC and LFQM arrivals below Basel TMA arrivals (LFSB LFGA LFGB LFSM) and LSZB arrivals above Basel TMA arrivals. (LSGC LFQM < Basel TMA < LSZB)

Departures from LFSG LFSN LFSO via Basel airspace shall avoid Reims ACC airspace (RFL<195 or transfer to Paris ACC).

Arrivals to LFSG LFSN LFSO with RFL>195 shall not enter Basel airspace.

3.2.2. Flights between LFEE ACC and Strasbourg APP

Departures are transferred by Strasbourg APP to Reims ACC climbing to FL190.

Departures from LFST via POGOL-EPL, GTQ SIDs and AMDOQ-MOROK are transferred on route to EPL, GTQ and AMDOQ. AMDOQ is only available from RWY 05.

Departures from EDSB EDTL are transferred on routes STR-GTQ STR-EPL and MIRGU-MOROK.

Departures from ELLX are transferred on route to GTQ.

Departures from LFGA via STR-GTQ and from EDDR EDFH EDRZ via MAKOT-GTQ are transferred on route to GTQ.

Departures from LFJL are transferred on route to POGOL.

Departures from LFSN LFSO LFJY are transferred on route to EPL or POGOL.

Departures from LFSG are transferred on route EPL-GIVOR.

Departures from LFQP are transferred on route MIRGU-MOROK.

In case of LF-R123 activity, departures on route STR-GTQ interfere with the area, Strasbourg APP shall reroute these flights via OBORN-SOREM-GTQ

In case of LF-TRA22 A1 or LF-R323 activity, departures via AMDOQ-MOROK and MIRGU-MOROK interfere with the area, Strasbourg APP shall reroute these flights via POGOL-MOROK.

Arrivals are transferred by Reims ACC to Strasbourg APP descending to FL200.

Arrivals to LFST EDSB EDTL LFQP are transferred on route to BAQQA (via LUL-BAQQA-DOQQU) or EPL.

Arrivals to LFJL are transferred on route to BAQQA (via LUL-BAQQA-DOQQU).

Arrivals to ELLX are transferred on route to GIVOR.

Arrivals to LFGA via LANVI-EPL-STR are transferred on route to EPL.

Arrivals to EDDR EDRZ ETAR via GIVOR-GTQ are transferred on route to GTQ. They shall be at FL200 abeam GIVOR.

In case of ED-TRA205 only, arrivals to EDFH via GIVOR-AKELU-LIMGO are transferred by Reims ACC to Strasbourg APP on route to GIVOR. They shall cross GIVOR at FL240 maximum.

After coordination and if ED-TRA205 is not active, arrivals to EDFH via GIVOR-AKELU-LIMGO can be rerouted via GTQ-MAKOT and thus transferred to Strasbourg APP.

In case of LF-TRA22 A1 or LF-R322 activity, flights planned via LUPEN will be transferred by Reims ACC to Strasbourg APP via GTQ or POGOL in order to descend below the military area.

3.2.3. Flights between Basel APP and Strasbourg APP

3.2.3.1. Flights from Basel APP to Strasbourg APP

Transits via R11 G21 R112 A242 airways are transferred by Basel APP to Strasbourg APP at an even Flight Level.

Departures from LFSB LFSM LFGB planned via GTQ are transferred on route to MIRGU at an even RFL.

Arrivals to LFSG via RLP-EPL are transferred by Basel APP to Strasbourg APP steady at FL120.

Arrivals to LFSG via ARPUS-MIRGU-LASAT are transferred by Basel APP to Strasbourg APP steady at FL160.

Arrivals to LFSN LFSO via RLP-EPL and MIRGU-LASAT are transferred at an even RFL.

Departures from LFSB LFSM LFGB LFQM with destination Strasbourg Group (LFGC LFQP LFST EDSB EDSK EDSW EDTB EDTL EDTO) are transferred on route to MIRGU at an even RFL.

Due to the proximity of LFGA to Strasbourg airspace, departures from LFGA via STR shall be coordinated to Strasbourg APP not later than before take-off. Basel APP shall give Strasbourg APP an estimated time of departure. If the flight is not ready, Strasbourg APP will give Basel APP the ATC clearance for the LFGA departure. This clearance is only valid 5 minutes after the estimated time of departure, a new clearance shall be requested by Basel APP if this delay expires.

3.2.3.2. Flights from Strasbourg APP to Basel APP

Transits via R11 G21 R112 A242 N491 are transferred by Strasbourg APP to Basel APP at an odd Flight Level.

Departures from LFST RWY 23 with RFL>195 are transferred on route AMDOQ-MOROK at FL140, departures with RFL<195 are transferred on route to MIRGU at FL150 or at an odd RFL if RFL<150.

Departures from LFST RWY 05 with RFL<195 are transferred at an odd RFL on route to MIRGU.

Departures from LFSN LFSO via EPL-RLP are transferred at an odd Flight Level.

Departures from LFSG via EPL-RLP are transferred at FL110 or odd RFL if RFL<110.

Departures from LFSG via LASAT are transferred at FL150 or at an odd RFL if RFL<150.

Arrivals to LFSB LFGB LFSM LFQM via MIRGU are transferred at an odd RFL.

Arrivals to LFSB via STR are transferred on route STR-INTEM at an odd RFL.

Arrivals to LFGA via STR shall be coordinated by Strasbourg APP to Basel APP. Strasbourg APP will give an estimated time over HO, Basel APP will give a transfer Flight Level. (LFGA procedures are in class G airspace below FL095, thus Basel will only give a Flight Level if the traffic is at FL100 or above, however Strasbourg will always transfer the flight to Basel APP for the information service outside controlled airspace).

4. Contributions

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

5. Changelog

Version	Date	Changes
V10.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFRR ACC airspace