IVAO
FRANCE

Letter of Agreement (LoA)

Paris ACC (LFFF)

Name: LoA-LFFF_EN

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INDEX

1.   Purpose

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

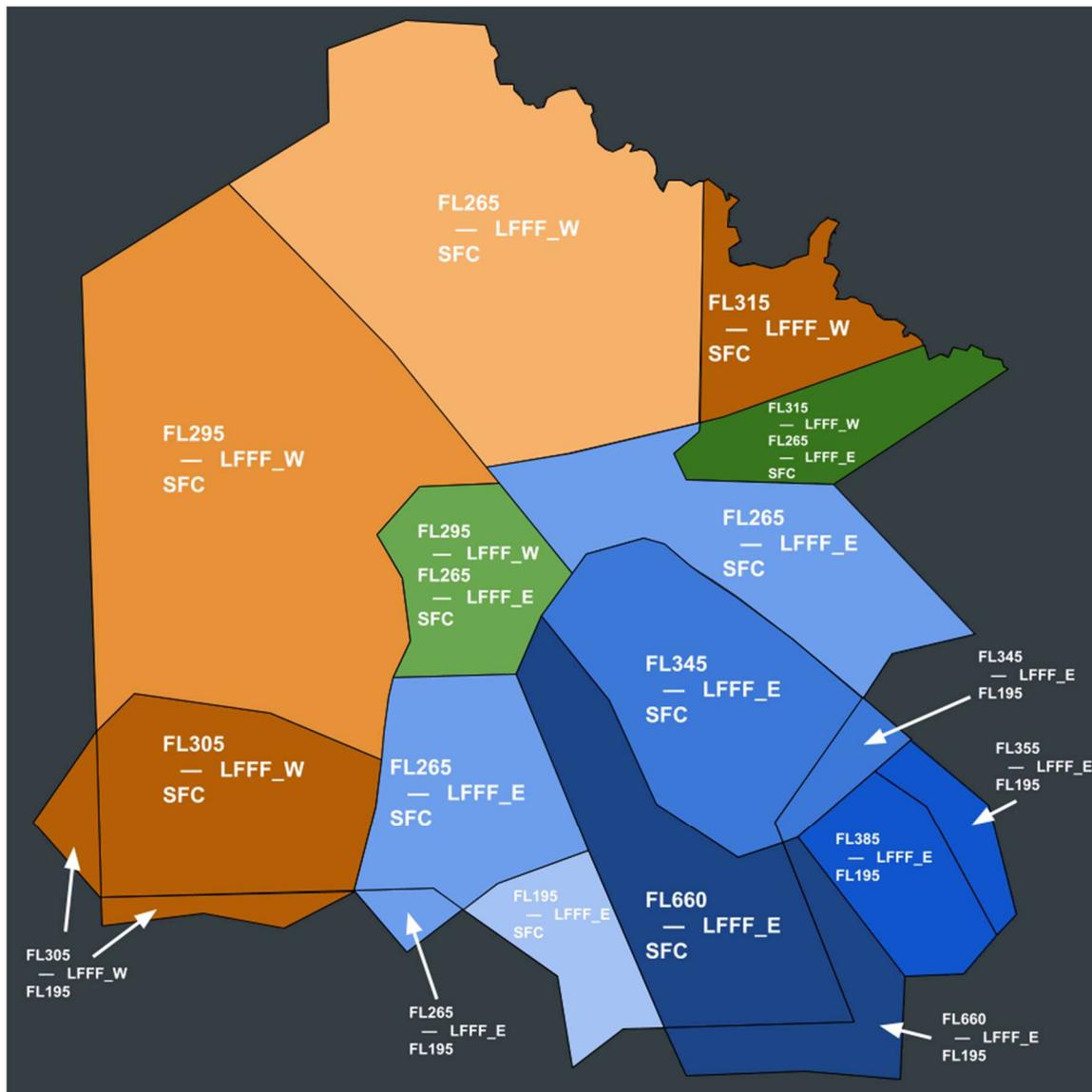# 2.   Areas of Responsibility

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

2.1.1. 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

2.2. Sectorisation within the Area of Common Interest

<u>2.2.1. LFFF ACC</u>

The Paris airspace sectorisation is described in the picture above.

The positions concerned by this LoA are the followings:

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

When approaches are closed, Paris West is responsible for Lille, Beauvais, Le Bourget, De Gaulle and Orly; Paris East is responsible for Seine.

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2.2.2. Lille APP

Lille APP Area of Responsibility is depicted by the picture below from SFC to FL115.
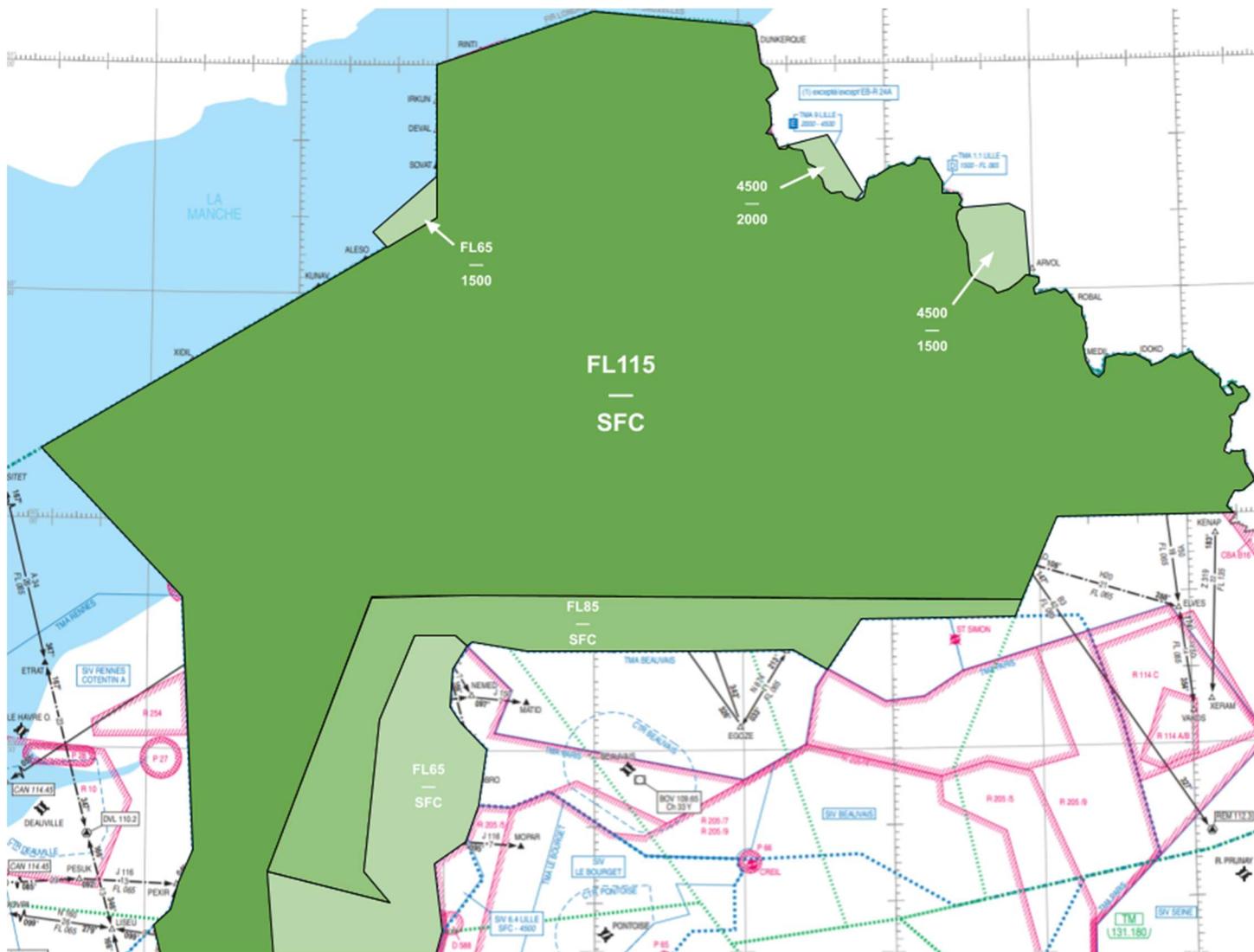
There is only one primary position in charge of Lille APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Lille Approach	LFQQ_APP	126.480	

2.2.3. Beauvais APP

Beauvais APP Area of Responsibility is depicted by the picture below from SFC to FL085.

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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Beauvais Approach	LFOB_APP	123.985	

*When Beauvais APP is connected, part of the Paris TMA 3 and 4 (class A) are delegated from De Gaulle APP to Beauvais APP, this area is depicted in red on the picture above, it extends from 2500ft to 4500ft.

2.2.4. Le Bourget APP

Le Bourget APP Area of Responsibility is depicted by the picture below from SFC to 4500ft.

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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Le Bourget Approach	LFPT _APP	118.805	

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2.2.5. Seine APP

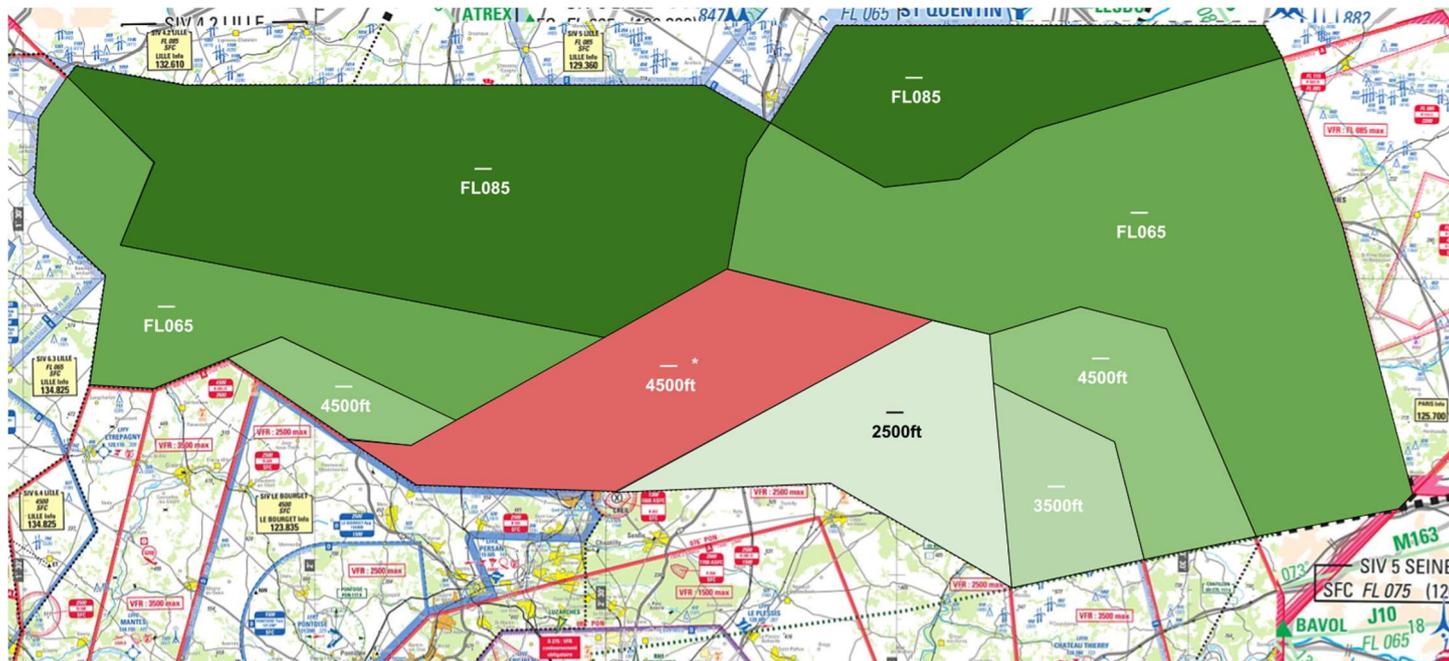Seine APP Area of Responsibility is depicted by the picture below from SFC to FL115.

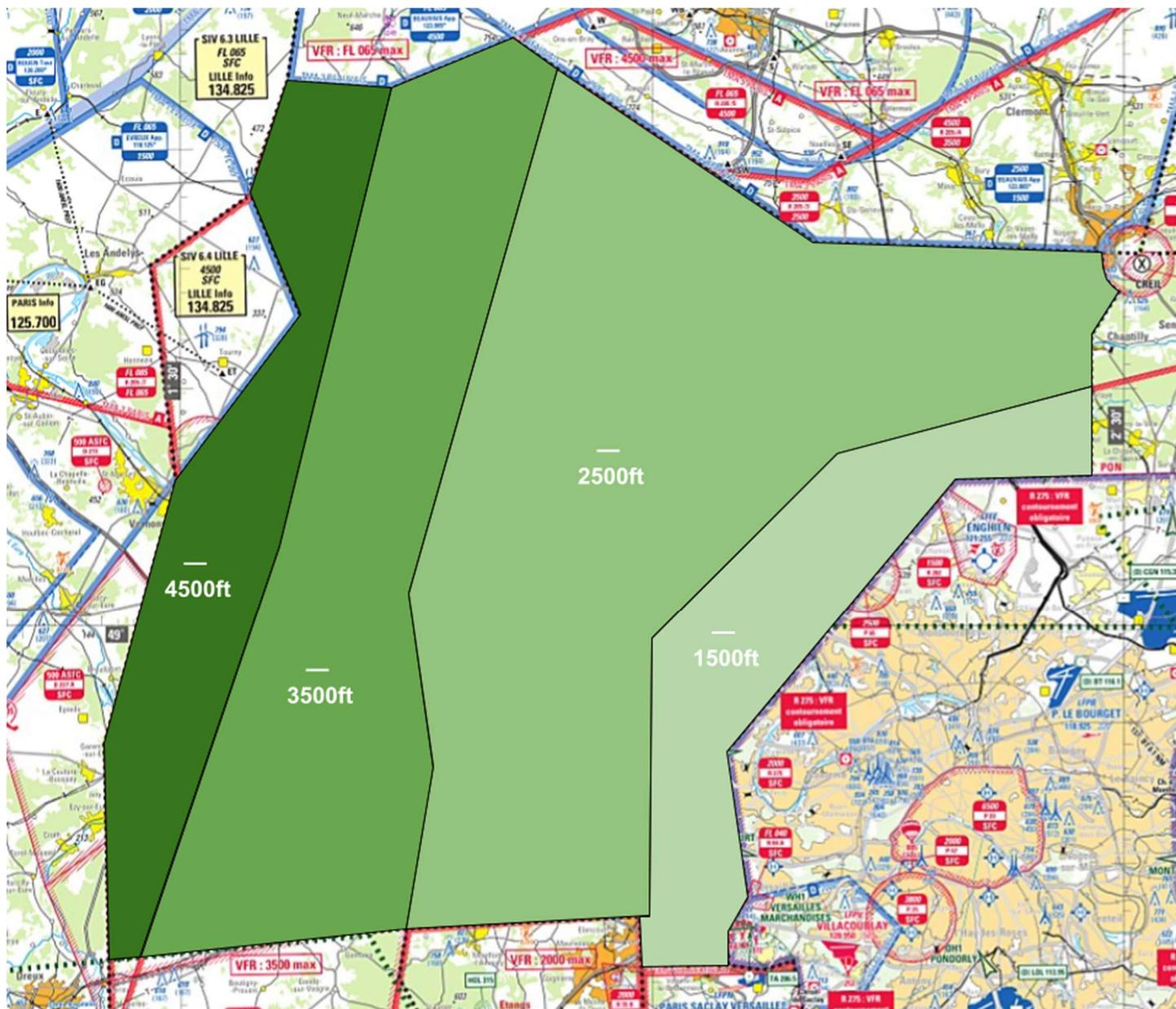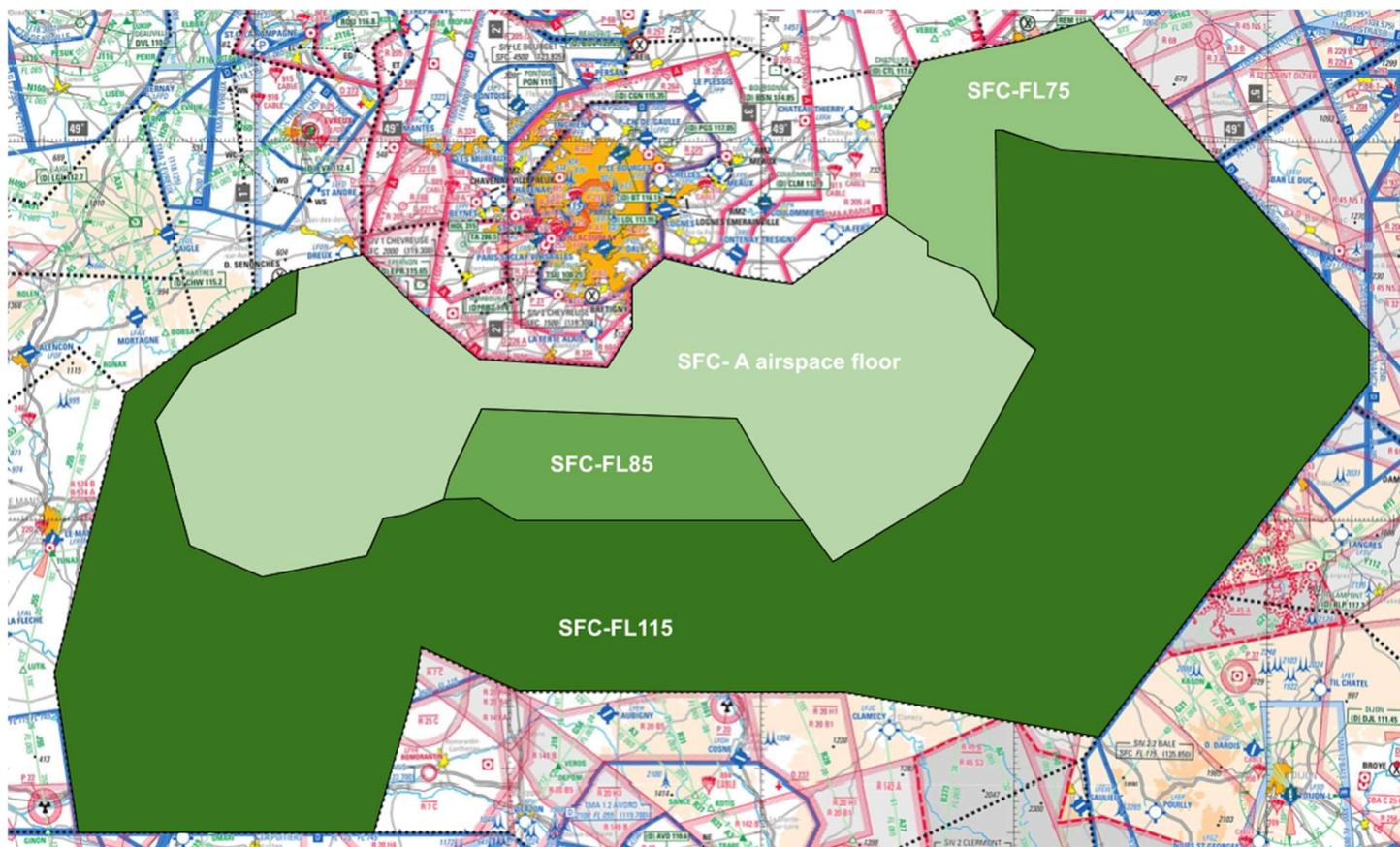There is only one primary position in charge of Seine APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Seine Approach	LFPM_APP	118.050	

2.2.6 De Gaulle/Orly APP

Paris TMAs are comanaged by De Gaulle and Orly Approaches.

The lateral limits of Paris TMAs managed by the approaches depends on the use of stacks. If an approach uses one of its stacks, it shall coordinate with Paris ACC to activate temporary areas (EGA_T). When no stack is being used, the approaches are only responsible for the permanent part of the Paris TMAs (EGA_P).

These areas are described in the picture below.

In green is the EGA_P defined from the Paris TMA floor to FL195.

In blue is EGA_T "Fretoy" defined from 3500ft to FL135 and used in case of paradropping activity at Fretoy-le-Château.

In yellow are EGA_T "low" defined from FL065 to FL145 and used to protect lower altitude holdings of MOPAR LORNI OKIPA/OKABO BANOX ODILO MOLBA.

In red are EGA_T "high" defined from FL145 to the upper limit of the holding pattern and used to protect high altitude holdings of MOPAR (FL145-FL165), LORNI (FL145-FL175), OKIPA (FL145-FL195) and BANOX (FL145-FL185).

The positions in charge of airspace are:

Position	Identifier	Frequency	Remarks
Primary Sectors			
De Gaulle Approach	LFPG_APP	125.830	
Orly Approach	LFPO_APP	123.875	
Secondary Sectors			
De Gaulle Departure	LFPG_DEP	131.200	
Orly Departure	LFPO_DEP	127.750	

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

<u>3.2.1. Flights from LFFF W ACC to LFFF E ACC</u>

Flights are transferred on route to the first waypoint in the next sector.

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A3	GILUX	Odd <195		
UN491	TABOV	Odd <265		
UL976 UM163 UN858	TABOV	Even <265		
UL612	RESMI	Odd <265		
RESMI-POGZI-GELTA	POGZI	265< Odd <295		
DUCRA-RESMI AHVEC-RESMI	FL265	FL270	ARR LFLX LFQG LFOA LFBU LFLD	3.2.1.2.
ODEBU-OGULO-OKASI	OGULO	265< Odd <295		
RESMI-PEKIM-PILUL	PEKIM	265< Odd <295		
KOVIN-BSN-CLM	BSN	Odd <265		
KOVIN-RESMI	KOVIN	Odd <265		
B3	REM	Odd <195		3.2.1.4.
H9	REM	Odd <195		
GIMER-RESMI	GIMER	Odd <265		
CTL-MMD	FL265	FL270	ARR LFJL ELLX ETAR EDLN EDFH EBLG EHBK EDDR ETAD ETSB	3.2.1.3.

3.2.1.1.

Paris West is responsible for the compatibility of flights converging at TABOV on routes RESMI-TABOV and VADOM/VANAD-TABOV. Paris West is also responsible for the compatibility of flights converging to RESMI at same level.

3.2.1.2.

These flights shall avoid Bordeaux ACC airspace (including the delegation), thus, Paris East must descend at FL260 before the Bordeaux ACC delegation.

3.2.1.3.

These flights shall avoid Maastricht UAC airspace, they shall cross FL270 not later than abeam RANUX.

3.2.1.4.

Flights with destination LFOK are coordinated by Paris West to Paris East to determine the transfer Flight Level.

3.2.2. Flights from LFFF E ACC to LFFF W ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A3	GILUX	Even <195		
		FL120	ARR LFRM	
UN491	TABOV	Even <265		
AMODO-COHPA-RESMI	COHPA	265< Even <295		
KOTUN-BSN-NITAR	BSN	Even <265		
KOTUN-DIDOR-NURMO	DIDOR	Even <265		
CTL-DIDOR		Even <265		
B3	DIKOL	Even <195		
H9	SUIPE	Even <195		
Z257 or FRA MMD-RENSA	MMD	Even		
NIPOR-RANUX	FL265	FL260	DEP Paris TMA	3.2.2.1.

3.2.2.1.

If a departure from Paris TMA via RANUX-MEDOX is not able to reach FL270 at MEDOX, the flight will maintain FL260 and will be transferred by Paris East to Maastricht UAC.

3.2.3. Flights between LFFF ACC and APP

3.2.3.1. Lille APP

Arrivals to LFQQ LFAV LFQT EBCV EBKT via PERON-SULEX, MATIX, ABB, TRACA or BILGO are transferred by Paris West ACC descending to FL120. Arrivals via CIV are transferred by Brussels ACC below FL115 to avoid Paris ACC airspace.

Arrivals to LFAC via BNE are transferred by Paris West ACC descending to FL120. Arrivals via KOK LYD or DVR are transferred by Brussels and London ACC below FL115 to avoid Paris ACC airspace.

Arrivals to LFAT via ABB are transferred by Paris West ACC descending to FL120. Arrivals via LYD or TRACA are transferred by London ACC below FL115 to avoid Paris ACC airspace.

Arrivals to LFAQ LFAY via BILGO OKRUZ or PERON-CMB are transferred by Paris West ACC descending to FL120. Arrivals via CIV are transferred by Brussels ACC below FL115 to avoid Paris ACC airspace.

Arrivals to LFOB via BILGO are transferred by Paris West ACC to Lille APP descending to FL120. These flights shall cross PERON at or below FL080 to avoid entering Paris ACC again.

Arrivals to LFOP via CAN or LGL are transferred by Paris West ACC on route to ELBOX descending FL120. Arrivals via BANTI are transferred descending to FL120. The route ELCOB-EVRUK for LFOP arrivals is only available and mandatory for flights departing Paris TMA, they are limited to FL115 maximum, they are transferred at their RFL by Paris West ACC to Lille APP.

Arrivals to LFOE via CAN (respectively OKRUZ) are transferred on route to LISEU (respectively ELBOX) descending to FL120. Arrivals via LGL (except BOBSA-LGL) are transferred by Paris West ACC descending to FL120. Arrivals via BOBSA-LGL are transferred by Paris ACC to Rennes APP at FL100 levelled by BOBSA, Rennes APP will then coordinate this flight to Lille APP.

Departures from LFQQ LFAV LFQT EBCV EBKT via PERON MATIX ABB BNE TRACA BILGO are transferred to Paris West ACC climbing to FL110. Departures via CIV are transferred to Brussels ACC and shall avoid Paris ACC airspace.

Departures from LFAC via ABB or TRACA-CMB are transferred to Paris West ACC climbing to FL110. Departures via KOK LYD or DVR are transferred to Brussels or London ACC and shall avoid Paris ACC airspace.

Departures from LFAT via ABB are transferred to Paris West ACC climbing to FL110. Departures via LYD or TRACA are transferred to London ACC and shall avoid Paris ACC airspace.

Departures from LFOB Northbound are coordinated between Beauvais APP and Paris ACC, if a traffic is to interfere with Lille SIV, Paris ACC will initiate a coordination.

Departures from LFOP via BANTI KOLIV or MOBRO (KOLIV MOBRO for destination LFPG LFPB LFPT only) are transferred to Paris West ACC climbing to FL110. Departures via CAN are transferred to Rennes APP and limited to FL110 maximum to avoid Paris ACC airspace. Departures via ELBOX-LGL are transferred to Rennes APP who then coordinates the traffic to Paris West.

Departures from LFOE via EVRUK-OKRUZ are transferred to Paris West ACC climbing to FL110. Departures via LGL or LISEU are transferred to Rennes APP who then coordinates the traffic to Paris West ACC.

3.2.3.2. Beauvais APP

All IFR flight entering or leaving Beauvais APP airspace requires a coordination.

Departures from LFOB via OPALE ABB VESAN ATREX NURMO are coordinated by Beauvais APP to Paris West ACC. Before the take-off at the latest Beauvais APP shall request the clearance to Paris West ACC, this clearance shall contain the transfer Flight Level and the Waypoint and the Frequency.

Other departures are coordinated between Beauvais and De Gaulle.

Arrivals to LFOB via CMB are coordinated between Lille and Beauvais. Arrivals via BAVOL are transferred by Paris East ACC to Seine APP who transfers the flight to De Gaulle APP, arrivals via IPNOB are transferred by Paris West ACC to De Gaulle APP, for arrivals via BAVOL and IPNOB, De Gaulle will coordinate the flight to Beauvais APP.

Only arrivals to LFOB via PEXIR and VELOL are coordinated between Paris West ACC and Beauvais APP. At least 10 minutes before MATID, Paris ACC shall coordinate the flight to Beauvais APP, Beauvais shall give to Paris the transfer Flight Level (FL070 preferential), a speed restriction if required, an eventual hold to be expected and anything else that could be required.

3.2.3.3. Seine APP

Departures from Seine SIV are transferred to Paris ACC climbing to FL110. Arrivals to Seine SIV are transferred to Seine APP descending to FL120.

Seine APP is not supposed to transfer traffic with destination Paris TMA via ODILO directly to Orly APP (except DEP LFOP), Seine APP shall coordinate these flights to Paris West ACC, Paris will then decide if he wants the flight on frequency or if Seine can transfer the flight to Orly APP directly. Seine APP is responsible for the hold at CAD at FL070 and FL080.

Flights with RFL<115 via MOLBA are coordinated between Seine APP and Orly APP. They shall avoid Paris East ACC airspace.

Traffic with destination LFOB LFPT via TRO RLP TINIL shall be transferred by Paris East ACC to Seine APP at FL120 to be levelled no later than TRO or SOMDA. Seine APP will continue the descend to avoid Paris ACC airspace where there are Eastbound Paris TMA departures.

Arrivals to LFOK via DIKOL are transferred by Paris East ACC descending to FL080 to be levelled no later than DIKOL. Departures from LFOK via DIKOL are transferred to Paris East ACC climbing to FL070.

Departures and arrivals to LFQA Northbound are coordinated between Seine APP and Paris West ACC, if the traffic is to enter Paris East ACC, Seine APP will initiate the coordination with Paris East.

3.2.3.4. De Gaulle APP/DEP

Departures from LFPG LFOB LFPB are transferred to Paris ACC according to the table below. Northbound and Westbound departures are transferred to Paris West ACC, Eastbound and Southbound departures are transferred to Paris East ACC.

Departures from LFPT are connecting LFPB SIDs.

Departures from LFOB Southbound Eastbound and Westbound may be cleared by De Gaulle APP to FL090 in Paris ACC airspace without prior coordination if the traffic stays on the standard SID.

	Departure	EL	WL	IPGW	IPOW
Northbound (1)	OPALE ATREX NURMO	J: FL190 P: FL100	J: FL190 P: FL100	J: FL190 P: FL100	J: FL190 P: FL100
Eastbound	RANUX DIKOL	J: FL190 P: coordination	J: FL190 P: FL140	J: FL190 P: FL140	J: FL190 P: FL090
	LANVI BUBLI BAXIR				J: FL110 P: FL090
Southbound	AGOPA ERIXU LATRA OKASI PILUL (2)	J: FL190			
	OLZOM MONOT DORDI	Transferred to Orly APP			
Westbound	ELCOB LGL	J: FL190 P: FL120	J: FL190 P: FL110	J: FL190 P: FL110	J: FL190 P: FL120

(1) Northbound departures from LFOB are coordinated between Beauvais APP and Paris ACC.

(2) Jets with RFL<145 and Propellers are transferred to Orly APP on low altitudes SIDs (OLZOM MONOT DORDI)

EL is when both Orly and De Gaulle are facing East, WL when they are both facing West.

IPGW is when De Gaulle is facing West whilst Orly is facing East, IPOW is when Orly is facing West and De Gaulle facing East. J stands for Jets and P stands for Propellers.

Northbound departures from LFPO LFPN LFPV are transferred to De Gaulle departure, Jets are transferred to Paris ACC climbing to FL190, propellers shall be coordinated to define the transfer Flight Level.

Eastbound departures may be cleared by De Gaulle DEP on route to NEPAR LUPAM BEKOS.

When De Gaulle is facing West, Southbound departures may be cleared direct to RBT (AGOPA ERIXU SIDs), DEROL (LATRA SID), DOPAP (OKASI SID) or OXCEL (PILUL SID).

When De Gaulle is facing East, Southbound departures may be cleared direct to ABOBO (AGOPA ERIXU SIDs), LAPAX (LATRA SID), OSTIP (OKASI SID) or MLN (PILUL SID).

Southbound departures are restricted to 280kts maximum in order to increase their rate of climb and stay above Orly departures.

Westbound departures are transferred on route to ELCOB or LGL (LESGA when facing West).

Arrivals are transferred according to the table below:

DCT Point (IAF)	WL and IPGW		EL and IPOW	
KOLIV (MOPAR)	PG (J)	FL120	PG	FL100 (FL090 coordination)
	PG (P)	FL120 (FL110 coordination)	PB	FL070 (FL080 coordination)
	PT	FL070	PT	FL070
MOBRO	PG (P) and PB	FL070 (FL080 coordination)	Not used	
DEVIM (LORNI)	PG	FL130 (FL120 coordination)	PG (J)	FL150
			PG (P)	FL120
IPNOB	OB PT	FL090	OB PT	FL090
VEBEK	PB PO PN PV	FL110 (FL120 coordination)	PB PO PN PV	EL: FL110 (FL120 coordination)
	PG	FL080 coordination		IPOW: FL080 PO PN PV FL110 PB
BAVOL (LORNI)*	OB PT	FL070	OB PT	FL070
NERKI (BANOX)	PG (J)	FL150	PG	FL110 (FL100 coordination)
	PG (P)	FL140		
	PB	FL070	PB	FL090
URELO (OKIPA)	PG (J)	FL110	PG (J)	FL150
	PG (P)	FL100	PG (P)	FL140
EPURI (OKABO)	PB	FL070	PB	FL070

*Arrivals to LFOB LFPT via BAVOL are transferred to Seine APP.

Arrivals to LFPB via BANOX and OKABO are transferred to Orly according to the configuration:

via BANOX in WL and via OKABO in EL to Orly DEP.

via BANOX in IPGW and via OKABO in IPOW to Orly APP.

If a traffic is to hold at his IAF, De Gaulle APP will coordinate the hold with the appropriate Paris ACC sector. The hold activates the EGA_T airspace (cf. 2.2.6.). De Gaulle shall inform Paris ACC at the end of the hold to close the EGA_T.

3.2.3.5. Orly APP/DEP

Departures from LFPO LFPN LFPV (and LFPG LFPB via OLZOM MONOT DORDI) are transferred to Paris ACC according to the table below. Northbound departures are transferred to De Gaulle DEP, Westbound departures are transferred to Paris West ACC, Southbound and Eastbound departures are transferred to Paris East ACC.

Southbound departures with RFL<115 are coordinated between Orly and Seine APP.

	Departure	EL	WL	IPGW	IPOW
Northbound	OPALE ATREX NURMO	Transfer to De Gaulle DEP			
Eastbound	RANUX DIKOL BUBLI BAXIR	J: FL090 P: FL080	J: FL130 P: FL120	J: FL130 P: FL120	J: FL130 P: FL120
Southbound	AGOPA ERIXU LATRA OKASI PILUL	J: FL130 P: FL110			
	OLZOM MONOT	FL110	FL110	FL110	FL110
	DORDI*	FL060	3000ft	3000ft	FL060
Westbound	LGL	J: FL150 P: FL130 (1)	J: FL120 P: FL100 PN/PV: FL080	J: FL120 P: FL100 (1)	J: FL080 P: FL070 PN/PV: FL070
	ELCOB	FL130 (2)	FL080	FL080	FL080

*When Seine APP is not active only.

(1) Low performance aircrafts (piston and helicopters) departing LFPN LFPV are transferred to De Gaulle APP/DEP on a PACIQ SID. De Gaulle will then coordinate the traffic to Paris ACC or Lille APP according to the RFL.
(2) A tactical coordination shall be initiated by Orly DEP with Paris West ACC to confirm the transfer Flight Level according to De Gaulle traffic.

Jets Southbound departures are restricted to 300kts minimum to reduce their rate of climb and stay below De Gaulle departures. Orly may clear southbound departures direct to ADADA EDOXA LALUX ODEBU PEKIM OLZOM MONOT DORDI.

Orly DEP may clear Eastbound departures to BATAG, Orly shall prenote Paris East ACC of this direct.

Arrivals to LFPO are transferred at FL100 via EBOMA (IAF MOLBA). They are transferred at FL100 when Orly is facing East and at FL110 when Orly is facing West via SOTIP (IAF ODILO).

Arrivals to LFPN LFPV are transferred at FL070 via SOTIP and EBOMA.

If a traffic is to hold at his IAF, Orly APP will coordinate the hold with the appropriate Paris ACC sector. The hold activates the EGA_T airspace (cf. 2.2.6.). Orly APP shall inform Paris ACC at the end of the hold to close the EGA_T.

3.2.5. Flights from APP to APP

3.2.5.1. Flights between Lille APP and Beauvais APP

Transits on airways N57 B24 N874 are transferred at FL080 from Beauvais to Lille and at FL070 from Lille to Beauvais.

Transits on route ROU-MATID is transferred at 4000ft from Beauvais to Lille and at 5000ft from Lille to Beauvais.

If the transit is at his RFL, no coordination is required.

Traffic departing from LFOB with RFL<085 shall be coordinated by Beauvais to Lille no later than before the take-off.

Traffic departing from LFAQ LFAY LFOP transiting through Beauvais airspace shall be coordinated by Lille to Beauvais no later than before take-off.

Traffic arriving to LFOB via CMB shall be coordinated by Lille to Beauvais not later than overhead CMB. This traffic shall be at FL080 or below abeam PERON to avoid entering Paris ACC airspace. As much as possible, Beauvais will give a Level below FL080 to Lille in order to continue the descend.

3.2.5.2. Flights between Lille APP and Seine APP

There is no defined route at the interface between Lille and Seine, thus, all flights shall be coordinated between the two ATS units.

3.2.5.3. Flights between Lille APP and De Gaulle/Orly APP

In standard conditions, flights are not supposed to be transferred between the two ATS Units.

If a departure from Paris TMA requests a new RFL for cruise, De Gaulle/Orly will inform Paris ACC, if the RFL<115, Paris can tell De Gaulle/Orly to transfer the flight directly to Lille APP at the requested RFL. Paris is responsible for informing Lille of the new RFL.

If an arrival to Paris TMA is controlled by Lille APP and a shortcut is given inside De Gaulle/Orly area of responsibility, Lille will coordinate the shortcut with De Gaulle/Orly and then inform Paris ACC.

The interlocutor of Lille depends on the configuration, if De Gaulle is facing West, the interlocutor is De Gaulle DEP, when De Gaulle is facing East, the interlocutor is De Gaulle APP. Likewise, when Orly is facing West, the interlocutor is Orly DEP, when Orly is facing East, the interlocutor is Orly APP.

3.2.5.4. Flights between Seine APP and Beauvais APP

There is no defined route at the interface between Seine and Beauvais, thus, all flights shall be coordinated between the two ATS units. Paris ACC shall be informed if he was supposed to control the flight.

3.2.5.5. Flights between Seine APP and Orly APP

Orly shall inform Seine of Paris configuration (EL, WL, IPOW, IPGW) and Transition Level.

Departures from LFPO LFPV LFPN LFPB LFPT LFPG LFOB via OLZOM MONOT DORDI with RFL<115 are transferred to Seine APP on route to OLZOM MONOT or DORDI. Departures via OLZOM and MONOT are transferred at FL080 or RFL if below. Departures via DORDI are transferred at FL060 when Orly is facing West, 4000ft when the configuration is EL, in configuration IPGW, departures from LFPO LFPV LFPN are transferred at 4000ft and departures from LFPG LFPB LFPT LFOB at 5000ft.

Arrivals to LFPO LFPN LFPV via Seine airspace are transferred on route to OSPIS at 5000ft when Orly is facing East, MLN at FL060 when Orly is facing West, ODILO at FL060 for flights departing from LFOP.

POGO flights (arriving and departing Paris TMA and LFPM) are coordinated between both ATS units.

3.2.5.6. Flights between Seine APP and De Gaulle APP

Traffic with destination LFOB LFPT via Seine airspace (arrivals via TRO RLP TINIL) are transferred by Seine APP to De Gaulle APP on route to BAVOL at FL070. All other traffic shall be coordinated.

3.2.5.7. Flights between Le Bourget APP and Beauvais APP

Traffic shall be coordinated to define the transfer conditions (waypoint or heading and altitude). There is only one altitude available for transfer between Beauvais and Le Bourget, traffic shall be at 2000ft to avoid De Gaulle airspace.

For flights departing from LFOB or LFPT, coordination shall be made no later than before take-off.

Departures from LFPT via EGOZE with RFL<85 are coordinated between Le Bourget and Beauvais, they shall not enter De Gaulle airspace.

3.2.5.8. Flights between Le Bourget APP and De Gaulle APP

Departures from LFPT via EGOZE (85<RFL<115) NIPOR ALIMO ELCOB and LGL with RFL<115 are vectored, other departures join LFPB SIDs. Departures shall be coordinated by Le Bourget APP not later than before take-off, De Gaulle shall give the heading, waypoint or SID to follow and the transfer altitude (generally 3000ft when De Gaulle is facing East or 4000ft when De Gaulle is facing West).

When De Gaulle is facing East, the interlocutor is De Gaulle APP, when De Gaulle is facing West, the interlocutor is De Gaulle DEP.

Arrivals shall be coordinated by De Gaulle APP when the traffic enters De Gaulle airspace to determine the transfer conditions. Le Bourget shall inform De Gaulle as soon as possible if he cannot take an incoming traffic (overflow).

3.2.5.9. Flights between De Gaulle APP and Beauvais APP

All traffic entering or leaving Beauvais airspace shall be coordinated.

Not later than before take-off, Beauvais coordinates LFOB departures to De Gaulle APP for SIDs via GILTO and POGOs when De Gaulle is facing East, to De Gaulle DEP for all other SIDs. Beauvais will give the callsign and the SID, De Gaulle shall give the cleared Flight Level (the standard is 5000ft but it must be optimised according to traffic) and the frequency for the transfer.

Arrivals to LFOB via IPNOB and BAVOL are coordinated by De Gaulle when the traffic enters De Gaulle airspace.

These traffics are transferred on route INKUD-EGOZE or OBOBI-EGOZE at a Flight Level given by Beauvais APP.

In case of holding at EGOZE, Beauvais APP will give De Gaulle the Flight Level and the Expected Approach Time during the coordination. If holdings in Beauvais airspace are saturated or not available, De Gaulle will use the hold at LORNI.

Departures from Paris TMA via EGOZE with RFL<85 are coordinated by De Gaulle on route to EGOZE.

3.2.5.10. Flights between De Gaulle APP and Orly APP

Traffic with destination LFPB via BANOX in configurations WL and IPGW are in contact with Orly APP/DEP, these flights are transferred to De Gaulle APP on the standard BANOX *W (radial 073 of TSU if the flight is not RNAV equipped) transition at 5000ft and 220kt once clear on any conflict in Orly airspace.

Traffic with destination LFPB via OKABO in configurations EL and IPOW are in contact with Orly APP/DEP, these flights are transferred to De Gaulle APP on the standard OKABO *E (radial 264 of CLM if the flight is not RNAV equipped) transition at 5000ft and 220kt once clear on any conflict in Orly airspace.

Traffic with destination LFPO LFPN LFPV via VEBEK are in contact with De Gaulle APP/DEP, these flights are transferred to Orly APP according to the configuration: on route to VALPO at FL080 in WL IPOW and IPGW (in IPGW the flight is transferred to Orly DEP), on the standard VEBEK *E (route 180° after ASVOK) at FL070 (Orly APP may request a transfer at FL080 in case of conflict).

Departures from LFPO LFPV LFPN via ATREX NURMO OPALE with RFL>115 are transferred by Orly DEP to De Gaulle DEP on the standard SID, climbing to FL080 in configuration WL and IPGW, climbing to FL130 in configuration EL and IPOW.

Departures from LFPN LFPV via EGOZE NIPOR (RFL<115) in all configurations and via LGL ELCOB with low performance and/or RFL<115 in configurations EL and IPGW are cleared on PACIQ SID. PACIQ SID is also used for POGO flights to LFPB LFPT LFOB. These PACIQ departures are transferred by Orly DEP to De Gaulle DEP in configurations WL and IPGW, to De Gaulle APP in configurations EL and IPOW. Flights are transferred at 2000ft when Orly is facing East and at 3000ft when Orly is facing West.

Departures from LFPG LFPB LFPT LFOB via OLZOM MONOT DORDI are transferred by De Gaulle DEP to Orly DEP according to the configuration, at 4000ft in WL, at 3000ft in EL, at FL070 in IPOW, at 5000ft in IPGW. After coordination and according to Orly traffic, the transfer can be made at a higher altitude.

POGO flights (flights departing and arriving in Paris TMA + LFOB + LFPT + LFPM) shall always be coordinated to determine the transfer conditions.

4.   Contributions

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

5.   Changelog

Version	Date	Changes
V11.0	19/03/2026	- New Format - Conditions of exchange - LFFF ACC airspace