IVAO
FRANCE

Letter of Agreement (LoA)

Marseille ACC (LFMM)

Name: LoA-LFMM_EN
Date: April 16, 2026
Version: v12.1.
Validity: Permanent

INDEX

1. Purpose

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

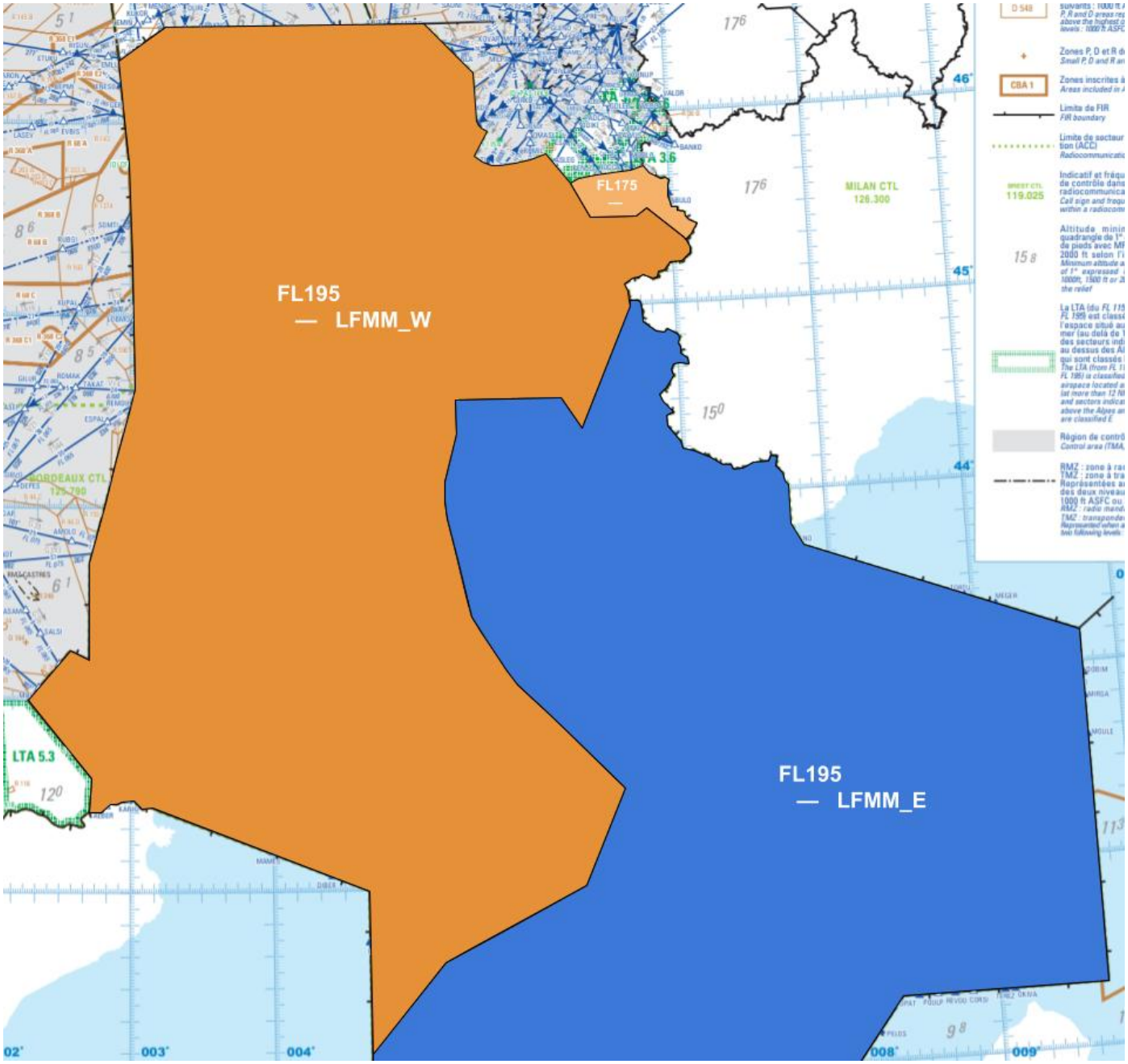
2.1. Airspace structure and classification within the Area of Common Interest

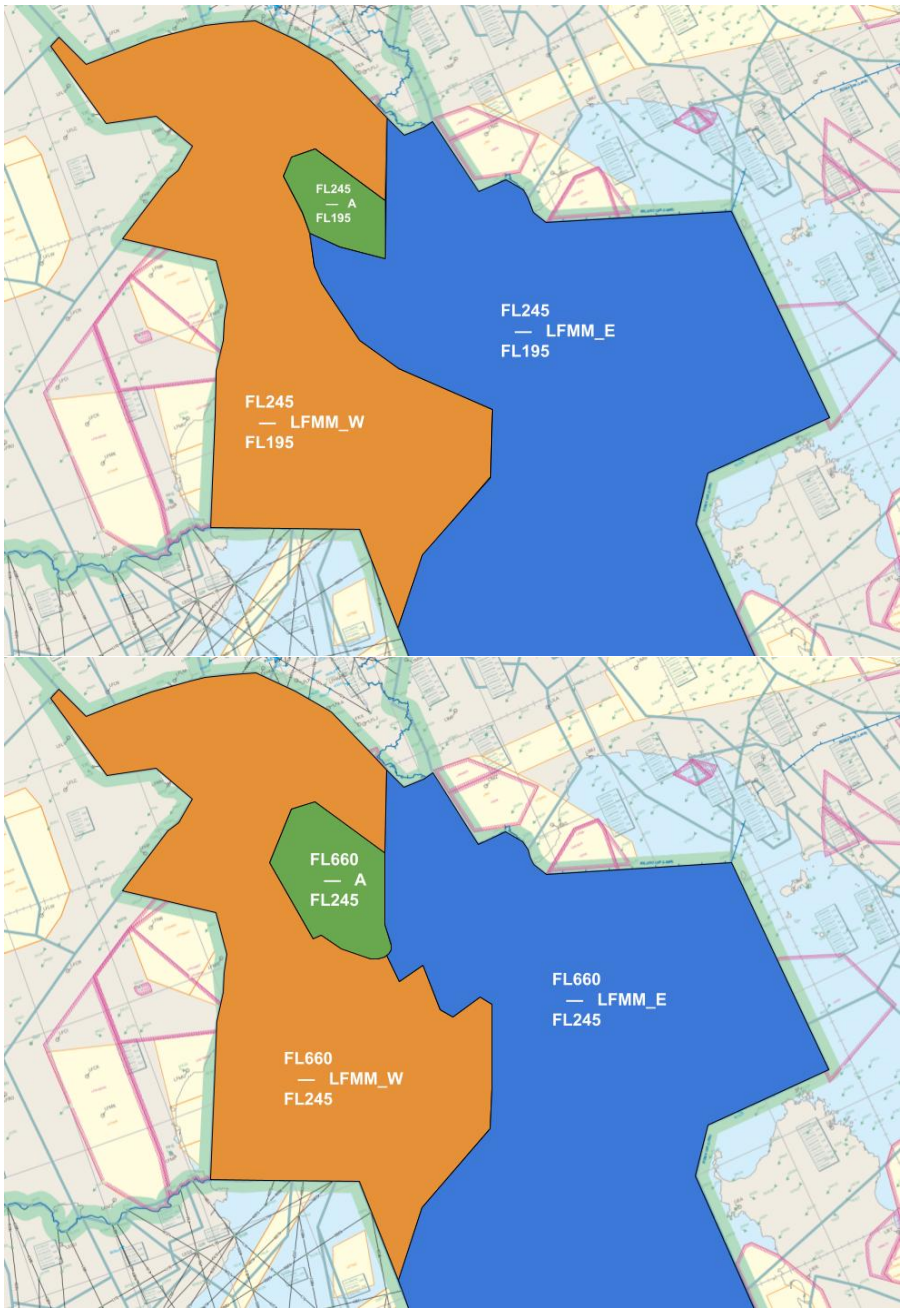
2.1.1. LFMM FIR/UIR

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. LFMM ACC





The Marseille upper and lower airspace sectorisation is described in the pictures above. Sector A (in green on pictures above) is controlled by LFMM_E. However, when LFMM_E is closed, LFMM_W becomes responsible for this airspace.

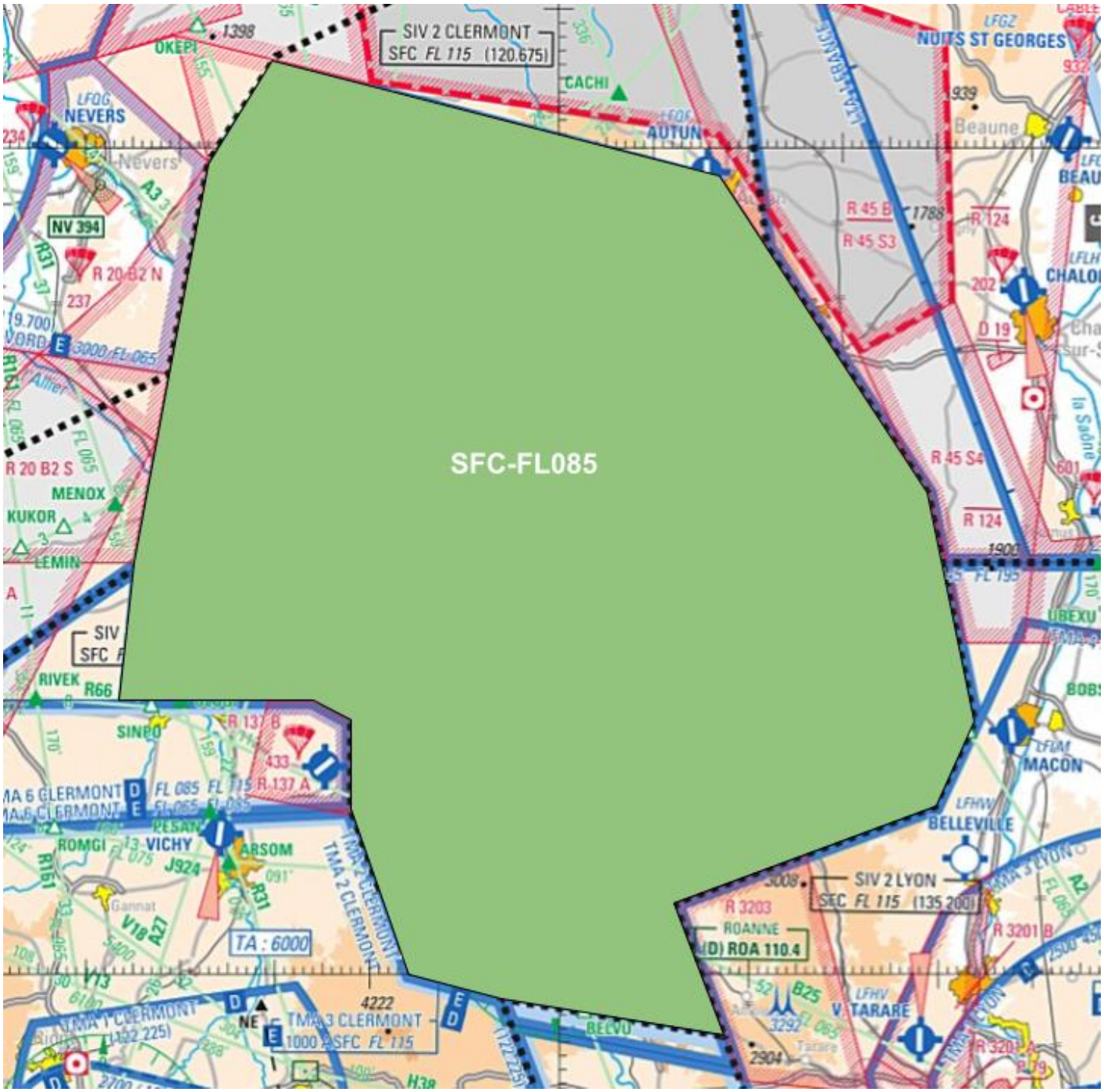
The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Marseille Control	LFMM_CTR	128.850	
Secondary Sectors			
Marseille Control	LFMM_W_CTR	132.365	
Marseille Control	LFMM_E_CTR	127.905	

When approaches are closed, Marseille West is responsible for Clermont, Lyon, Montpellier and Provence; Marseille East is responsible for Nice, Ajaccio and Bastia.

2.2.2. St-Yan APP

St-Yan APP Area of Responsibility is depicted by the picture below from SFC to FL085.



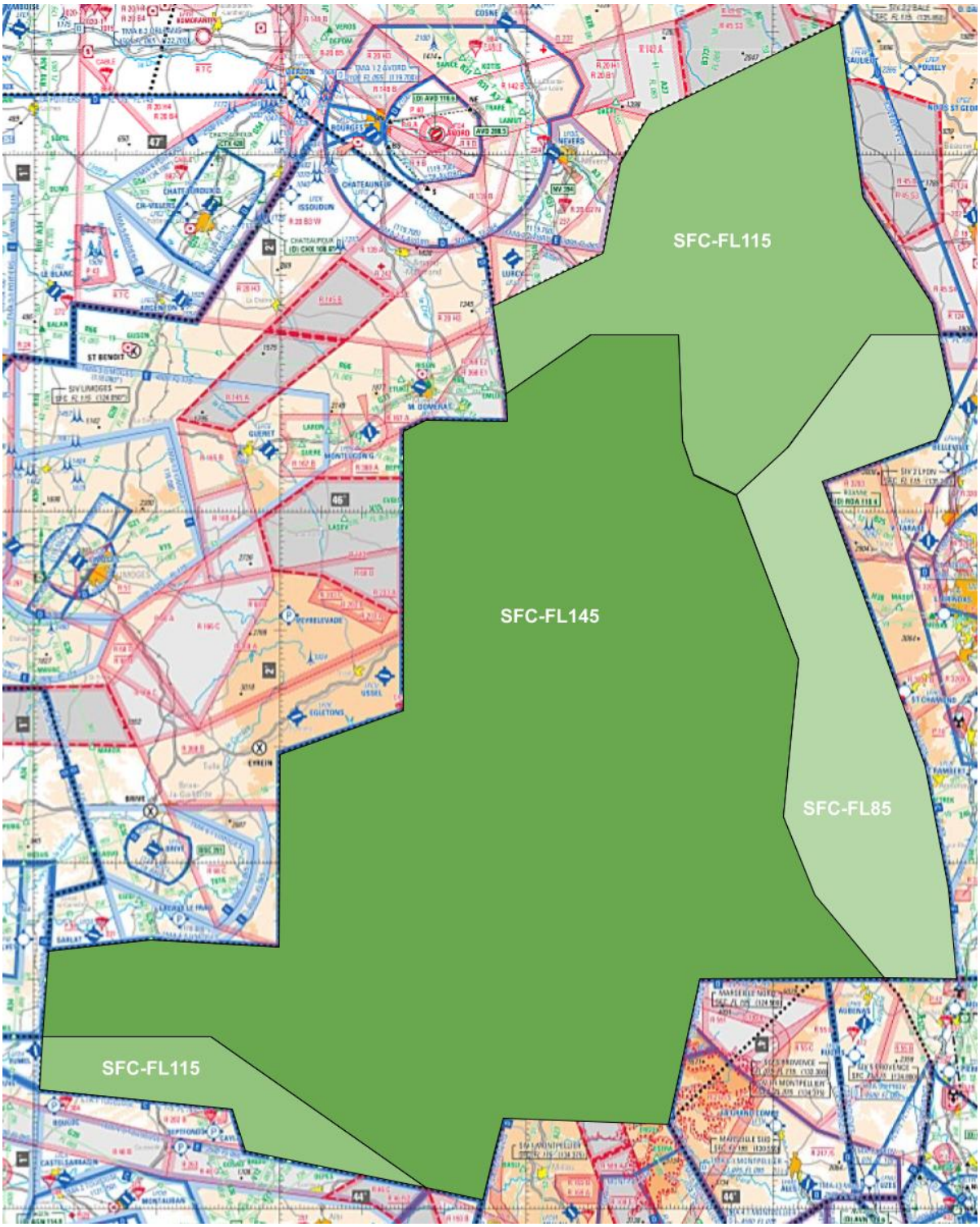
There is only one primary position in charge of St-Yan APP airspace:

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

When St-Yan APP is closed, Clermont APP is responsible for its airspace.

2.2.3. Clermont APP

Clermont APP Area of Responsibility is depicted by the picture below from SFC to FL145.

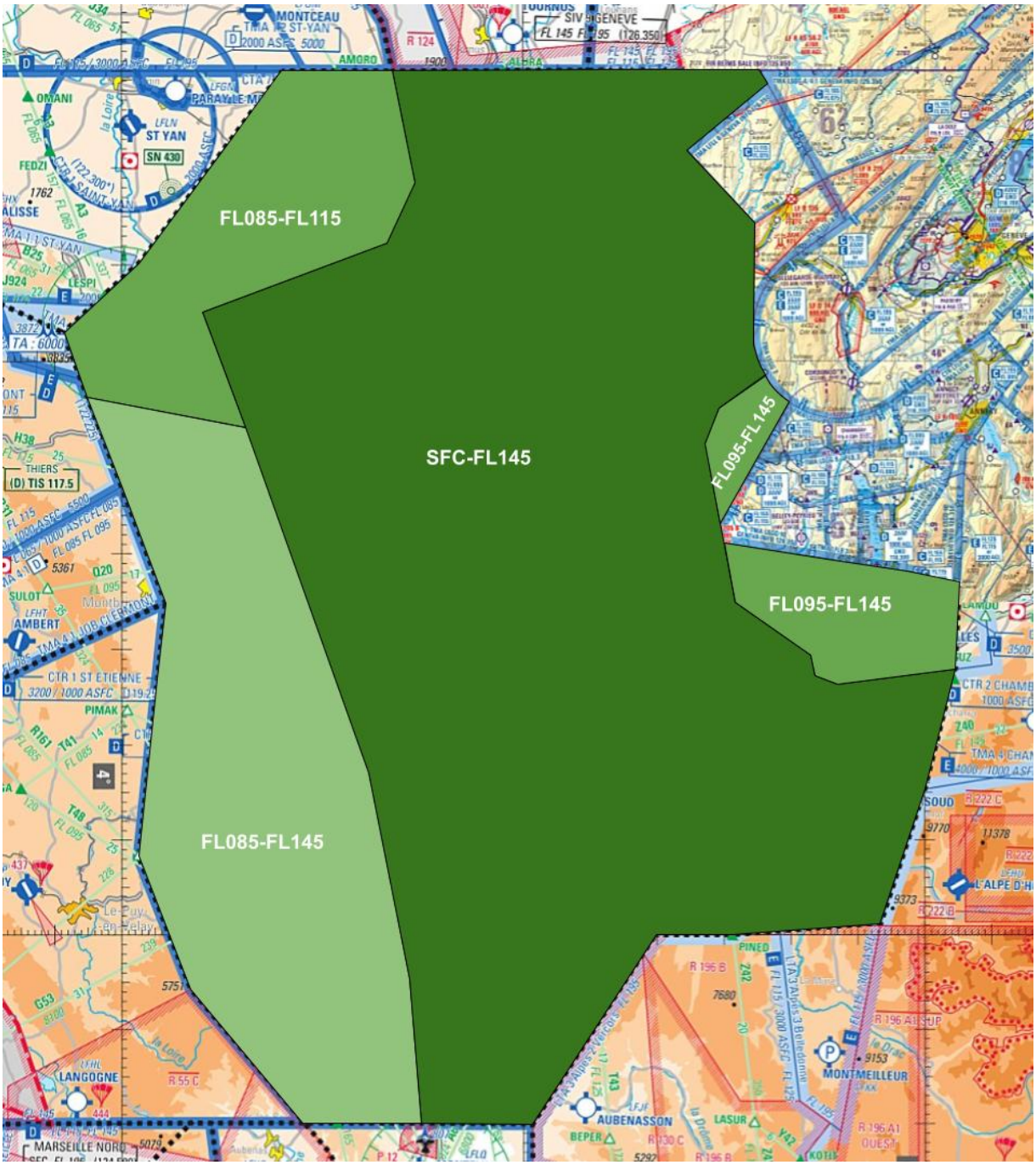


There is only one primary position in charge of Clermont APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Clermont Approach	LFLC_APP	122.225	

2.2.4. Lyon APP

Lyon APP Area of Responsibility is depicted by the picture below from SFC to FL145.

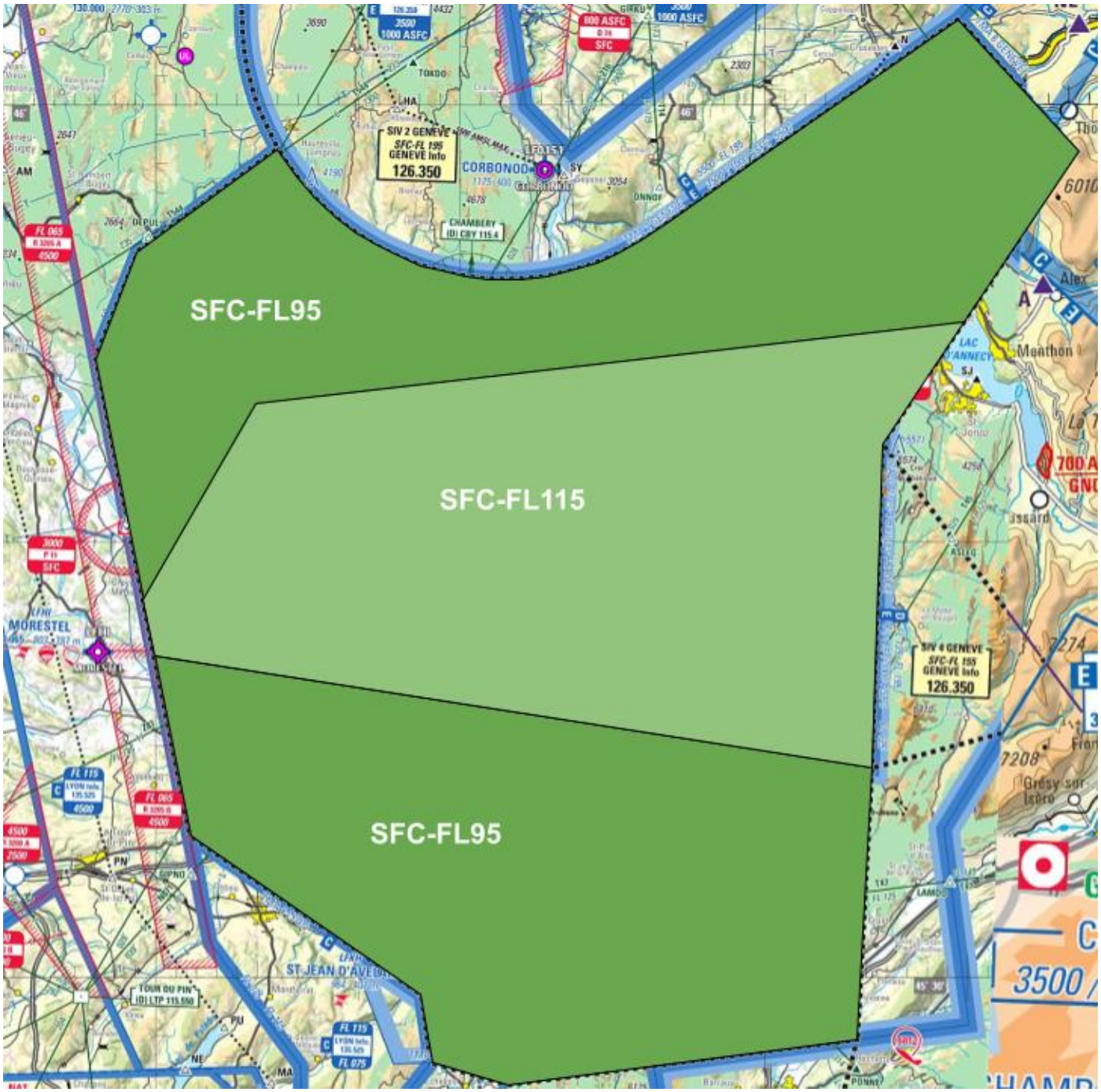


There is only one primary position in charge of Lyon APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Lyon Approach	LFLL_APP	136.075	

2.2.5. Chambery APP

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



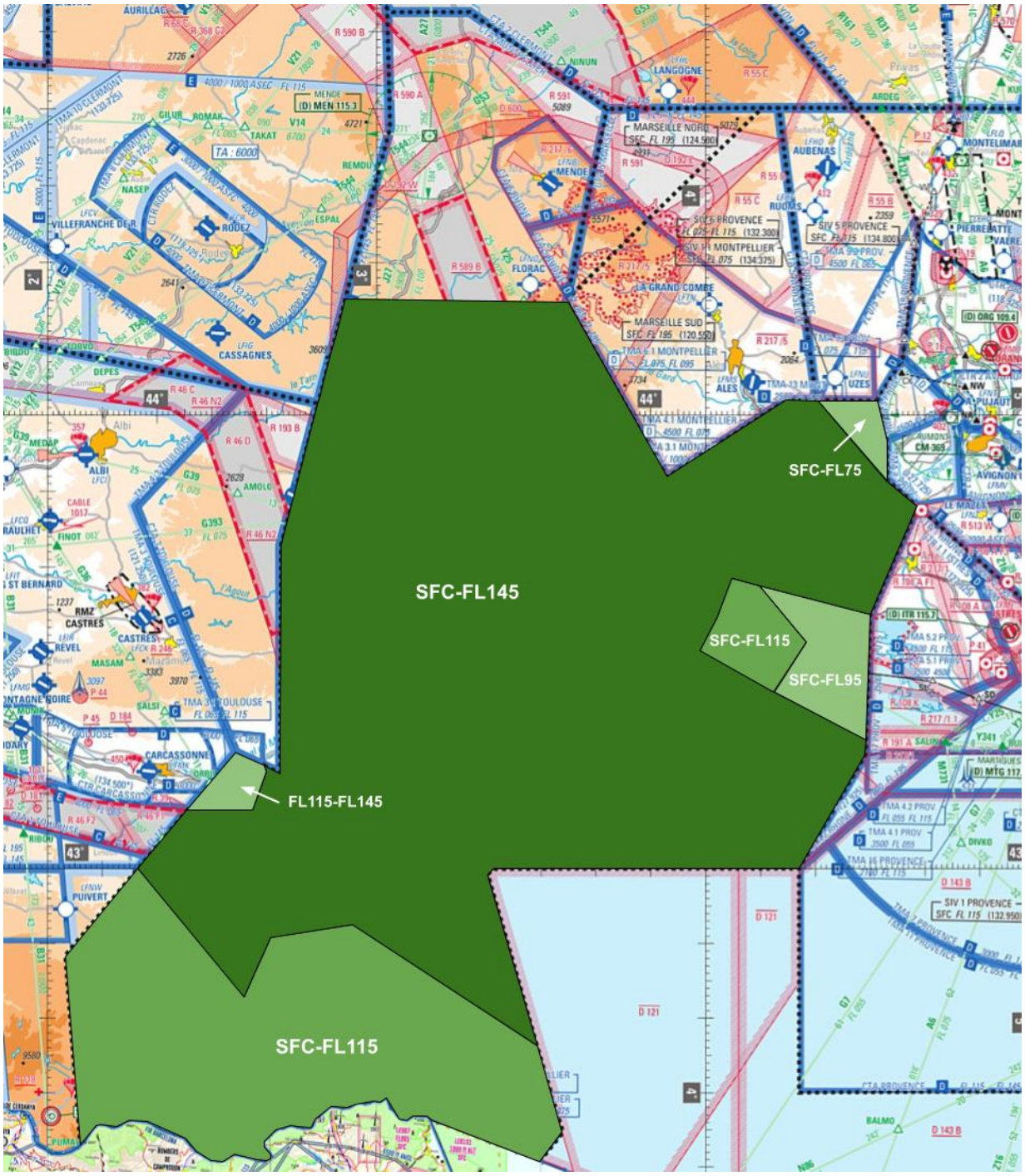
There is only one primary position in charge of Chambery APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Chambery Approach	LFLB_APP	121.205	

When Chambery APP is closed, Lyon APP is responsible for its airspace.

2.2.6 Montpellier APP

Montpellier APP Area of Responsibility is depicted by the picture below from SFC to FL145.

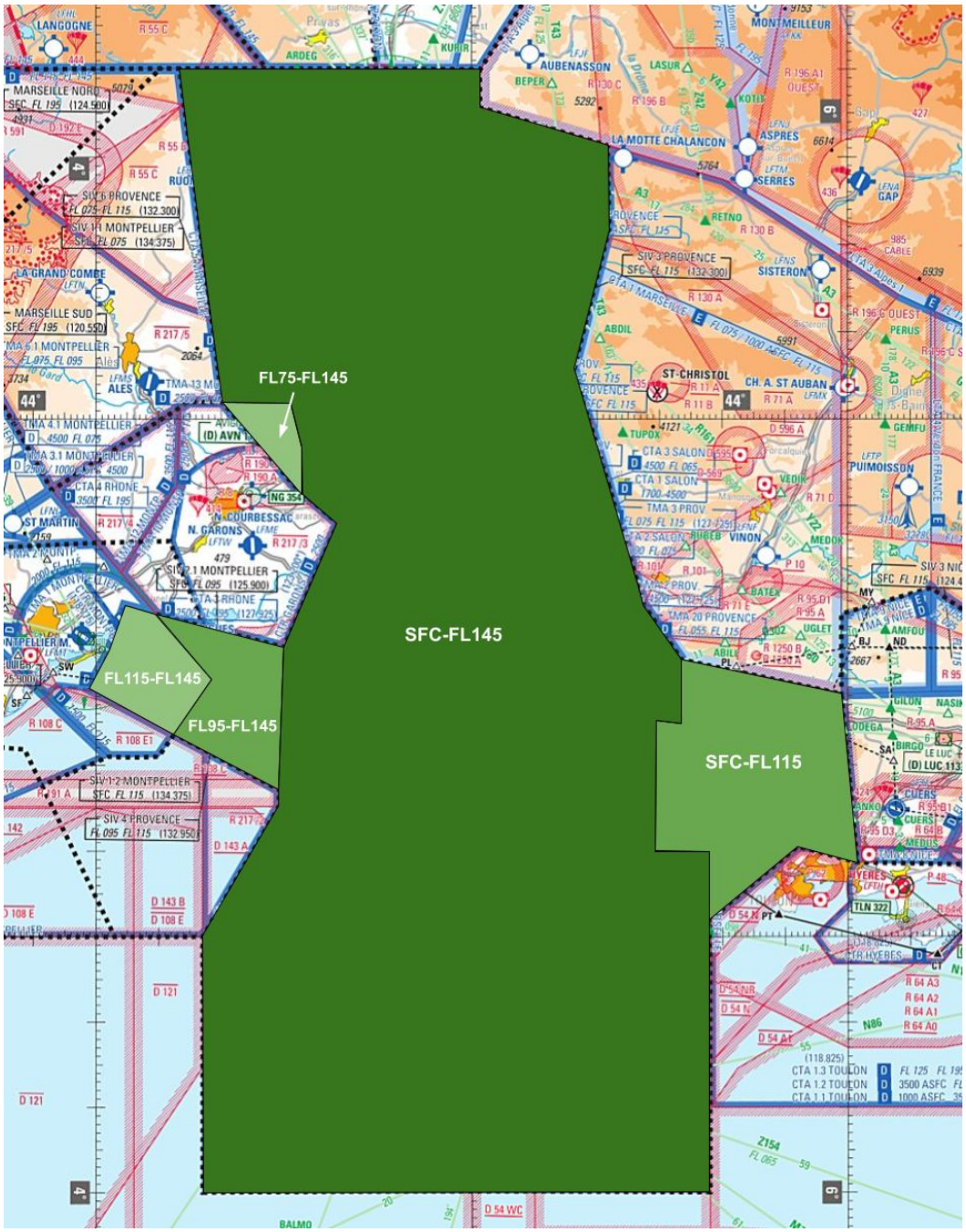


There is only one primary position in charge of Montpellier APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Montpellier Approach	LFMT_APP	131.055	

2.2.7. Provence APP

Provence APP Area of Responsibility is depicted by the picture below from SFC to FL145.

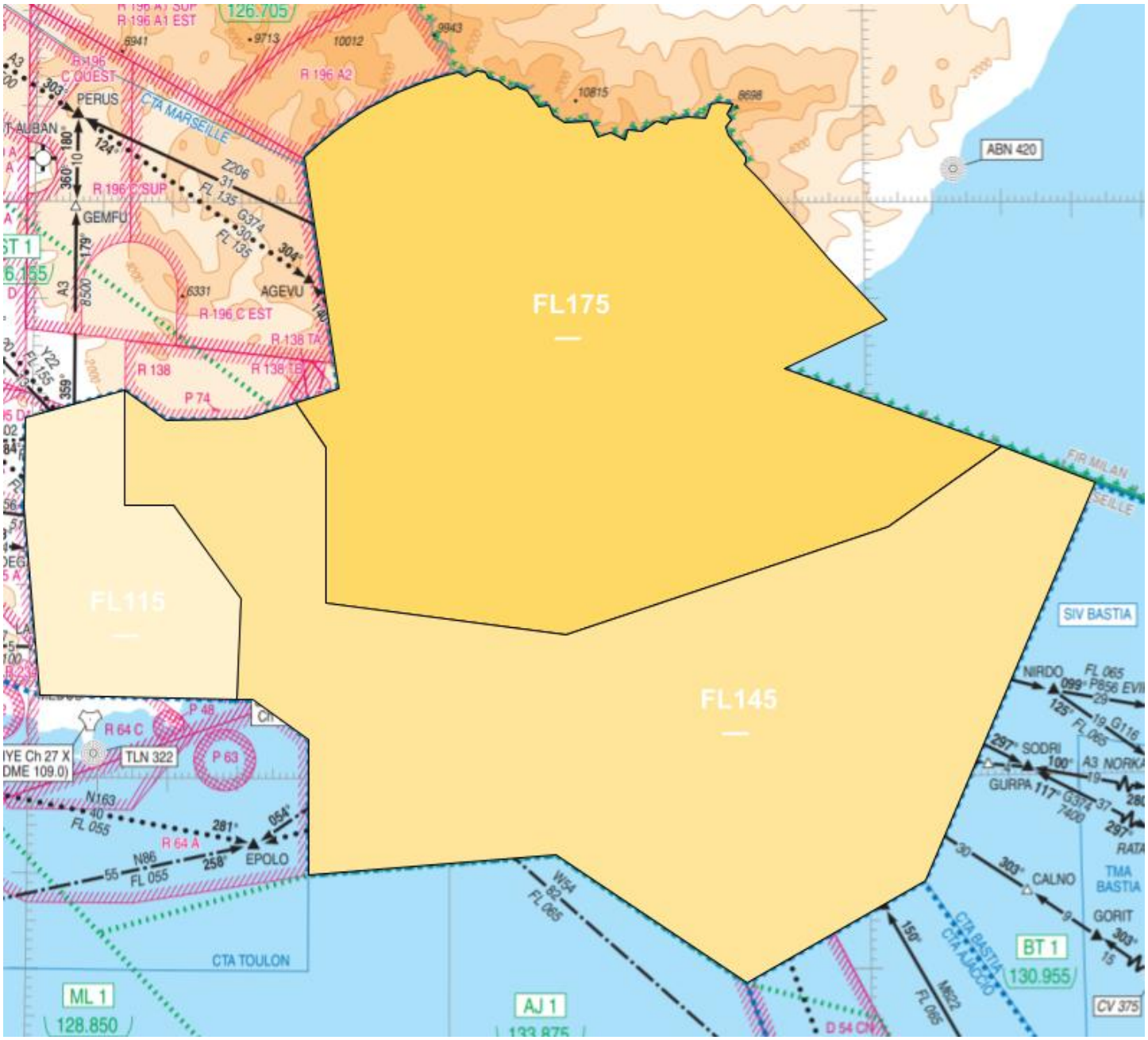


There is only one primary position in charge of Provence APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Provence Approach	LFML_APP	121.430	

2.2.8. Nice APP

Nice APP Area of Responsibility is depicted by the picture below from SFC to FL175.



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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Nice Approach	LFMN_APP	134.475	

2.2.9. Ajaccio APP

Ajaccio APP Area of Responsibility is depicted by the picture below from SFC to FL145.

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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Ajaccio Approach	LFKJ_APP	121.050	

2.2.10. Bastia APP

Bastia APP Area of Responsibility is depicted by the picture below from SFC to FL145.

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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Bastia Approach	LFKB_APP	123.825	

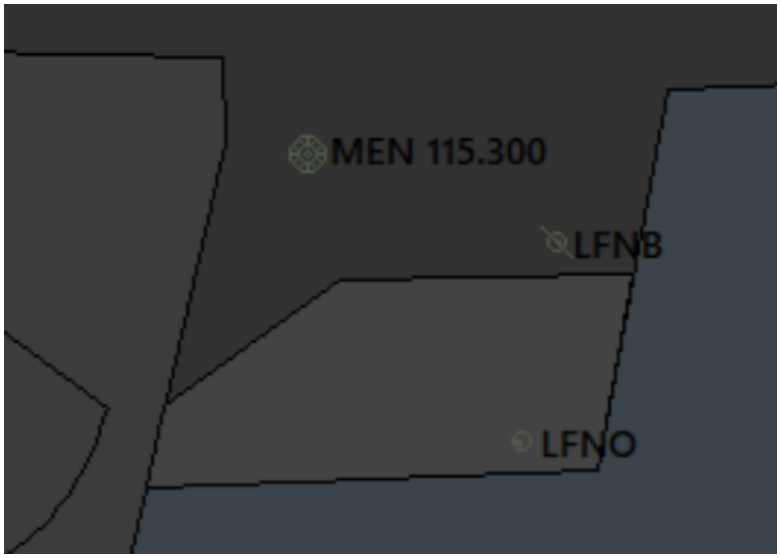
2.3. Special areas within the area of common interest

2.3.1. Montpellier release box

This area is depicted in the picture below. It is defined from FL115 to FL145 inside Clermont APP airspace.

It is defined by the following coordinates:

44°15'00"N , 002°54'14"E - 44°15'00"N , 003°34'40"E - 44°27'57"N , 003°38'31"E - 44°28'04"N , 003°12'14"E - 44°20'16"N , 002°56'09"E - 44°15'00"N , 002°54'14"E



In this area, Montpellier APP can turn and descend until FL120 traffic with destination LFMT planned via ERGUL or ADEVA when runway 12 is in use without prior coordination with Clermont APP.

Clermont APP will consider these traffics descending to FL120 in the release area, in case of interfering traffic, Clermont will inform Montpellier of the interfering flight.

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 LFMM W ACC to LFMM E ACC

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

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	FIRRA OBLAD OLNUL TINOT-PELOS	Odd		
		FL310	DEP LFMA LFML LFMQ LFMV LFMY LFMI LFTW	
	STP-NOSTA	Even		
		FL300	ARR LIMG LIMJ	
	TURIL-STP	Odd		
		FL330	ARR LFKB LFKC LFKS	
		FL310	DEP LFMT	
	TINOT-AJO	Odd		
		FL290	DEP LFMA LFML LFMQ LFMV LFMY LFMI LFTW	
	MAXIR-LUSOL	Even	FL200 and FL220 forbidden	
		FL340	ARR LSGC LSGK LSGS LSMP LSGL LSGG LSGP LFLI LFHN LSZB LSZC LSZG LSMA LSME LSMU	
	ABLAK-ABILI	FL200 at ABLAK	ARR LFMN LFMD LFMC LFTZ LFTH	
	OTROT-BEPER	Odd		
		On coordination	DEP LFLC	
	ROMAM-BEPER	FL290	DEP LFLL LFLY LFLB LFLP LFLU LFLS	
	TUNUR-NISAR	FL340 at NISAR	ARR LFMN	
	MTL-XATEL	FL310 at XATEL	ARR LFMD LFMC LFTH LFTF LFTZ	
	BALSI-KOTIT	Odd		
		FL350	DEP LSGC LSGS LSGK LSMP	
		FL290	DEP LSGG LSGL LSGP LFLI LFHN	

3.2.2. Flights from LFMM E ACC to LFMM W ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
FRA	OBLAD OLNUL SURJU OKSER-TINOT	Even		
		FL320	ARR LFML LFMA LFMQ LFMV LFMY LFMI LFTH LFTW LFMT LFMU	
	STP-PADKO	Even FL320 max		
		FL280	ARR LFMT LFTW LFMU LFMP	
	AJO-TINOT	Even		
		FL340	DEP LFKJ LFKF	
		FL300	ARR LFML LFMA LFMQ LFMV LFMY LFMI LFTW	
	LERMA-EPOLO STP-TURIL	FL240	DEP LFMN LFMD LFTZ	
	KOTIT-LASUR	FL200 at KOTIT	ARR LFLL LFLY LFLS LFLB LFLP	
	TUPOX-MTG	Odd		
		FL350	ARR LEBL LEGE LERS LELL LEDA	
	GANGU-PADKO	Odd		
		FL350	ARR LEBL LEGE LERS LELL LEDA	
		FL330	ARR LFMK	
		FL290	ARR LFMT LFMP LFMU LFTW	
	RETNO-MTL	Even		
		FL180	ARR LFLU	
	KOTIT-ETREK	Even		
		FL340	ARR LFLX LFBL LFBU	
		FL320	ARR LFMN LFMD LFTZ	
		On coordination	ARR LFOA LFOZ LFOJ LFLD LFBK LFQG	
		FL260	ARR LFLC LFLV LFMH	
	OKTET-GIPNO	Even		
		FL300	DEP LFMN LFMD LFTZ ARR LFLC LFLV LFMH LFLN LFLO	
	BADOD-NEDRU	Even		
		FL300	DEP LFMN LFMD LFTZ	
	ABDIL-MTL	Even<FL180	DEP LFMC	

3.2.3. Flights between LFMM ACC and APP

Except otherwise stated in following paragraphs, arrivals are transferred to the APP descending to FL150 on their STAR or on route to their last FPL waypoint, departures are transferred climbing to FL140 on their SID or on route to their first FPL waypoint in case of omnidirectional departure.

If after the transfer, the receiving ATS unit needs to maintain the traffic at a Flight Level inside the transferring ATS unit airspace, a coordination will be initiated by the receiving ATS unit.

3.2.3.1. Bastia APP

In case of LF-R65 or LF-R66 activity, traffic arriving via BREMO will be rerouted by Marseille ACC via LIBLO. If these areas are active, departures planned via AJO and BREMO will be rerouted by Bastia APP via LIBLO departures

In order to avoid Nice APP and Ajaccio APP areas of responsibility, Bastia APP will coordinate each LFKC departures to get a Flight Level higher than FL145 inside Marseille ACC airspace.

Traffic with destination LIRJ is transferred by Marseille ACC to Bastia APP descending to FL150 on route to MILNO (via A3) or BTA (via G374)

3.2.3.2. Ajaccio APP

In case of D54 or D540 activity, arrivals to LFKJ and LFKF via VAREK and RUBAS will be rerouted by Marseille ACC via LONSU STARs. Arrival VAREK *F to LFKJ is only available on pilot's request and after coordination with Ajaccio APP.

Arrivals to LFKF via BTA are not available in case of LF-R65 or LF-R66 activity, this traffic will be rerouted by Marseille ACC via LIBLO to join the TORTU standard arrival.

In case of D54 or D540 activity, departures from LFKF and LFKJ via TINOT and VAREK will be rerouted by Ajaccio APP via LONSU.

Departures from LFKF via BTA *L/*G/*M are not available in case of LF-R65 or LF-R66 activity.

3.2.3.3. Clermont APP

Traffic with destination LFCR and LFLW via MINPA shall not enter Bordeaux ACC airspace.

Traffic with destination LFHP via MURRO MEZIN or AGREV and LFMH via AGREV are transferred to Lyon APP in descend to FL150, Lyon APP coordinates these flights with Clermont APP.

Traffic with destination LFHP LFCR LFLW LFNB via MEN are transferred to Clermont APP in descend to FL150. These flights shall avoid Bordeaux ACC airspace.

Traffic with destination LFBK via TIS are transferred to Clermont APP in descend to FL150, Clermont APP coordinates these flights with Limoges APP.

Traffic with destination LFMH can be omnidirectional via connectivity waypoints defined in RAD. If the last waypoint in the FPL of a traffic with destination LFMH is not AGREV or TIS, Marseille ACC shall initiate a coordination with Clermont APP or Lyon APP (if it interferes with his airspace) to define transfer conditions.

Departure from LFLC via ROA and BELEP shall be transferred climbing to FL130.

If a departure of LFLC via BELEP is to interfere with Lyon APP airspace, Clermont APP shall initiate a coordination with Lyon.

Traffic departing LFMH can be omnidirectional using RAD connectivity waypoints. These departures will be coordinated by Clermont APP to determine the transfer conditions.

Traffic departing from LFNB shall be coordinated to determine the transfer conditions

3.2.3.4. Lyon APP

Traffic from Marseille ACC to Lyon APP is transferred according to the table below. For destinations that are not in the table, a coordination shall be initiated by Marseille ACC to determine transfer conditions.

Destination	COP	Flight Level Allocation	Special Conditions	Reference
LFLL LFLY	ARBON	FL150		
	PINED	FL130 at LL103		
	AMVAR	FL150 at AMVAR		
	TALAR	FL120	To be level before entering Lyon airspace	
LFLS	GOFOG	FL120 at GOFOG		
	ARBON	FL150		
	PINED	FL130 at LS662		
	AMVAR	FL150 at AMVAR		
LFLB LFLP	MEBAK/MURRO/ ROMAM	FL150		
	BEKRI	FL150 at BEKRI		
	PINED	FL130 at PINED		
	AMVAR	FL150 at AMVAR		
LFMH	BELEP	FL120	Via LESPI	
	LSE/ETREK/MINDI MEZIN/AMIKO/ AGREV	FL150		
LFHP	MURRO MEZIN	FL150	Via AGREV/MTL - MEZIN	
LFLU	AGREV/AMIKO/ AMVAR/LSE	FL150		
LFMO	MEZIN/AGREV/ AMIKO/ROMAM	FL150		
LFLN	BELEP/BUSIL	FL150		
LFLH LFGJ LFGF LFGZ	BOBSI	FL150		
LFLG	LSE	FL150		

Departures from LFLL LFLY can be cleared direct to BUSIL BOBSI PENAR ROMAM MURRO RONIS (RWY 35) LL796/LY694 (RWY17).
Departures from LFLS can be cleared direct to DANBO RISOR ROMAM BELEP REPSI MURRO.
Departures from LFLB LFLP can be cleared direct to BULOL LSE ROMAM.
Departures from LFLU can be cleared direct to AMIKO ROMAM, departures from LFMO via MTL can be cleared direct to MEZIN AGREV AMIKO ROMAM.
Departures from LFMH can be cleared direct to BELVU MEBAK AMIKO MURRO, departures from LFHP can be cleared direct to MURRO AMIKO MTL.

Departures from LFLN can be cleared direct to LESPI BUSIL, they shall avoid the Marseille CTA 6 (airspace controlled by Marseille from FL115 to FL145 above Roanne and St-Yan).

Marseille ACC is responsible for the compatibility of traffic converging to BELEP departing from Lyon and Clermont.

3.2.3.5. Provence APP

Traffic arriving to Provence TMA via LANKO will be transferred by Marseille East (LFMM_E), the others by Marseille West.

Destination	COP	Flight Level Allocation	Route and/or STAR	Reference
LFML	ARDEG	FL150	LERGA *R (QFU 13)	
	KURIR		BALSI *R (QFU 13) LERGA *D BALSI *D (QFU 31)	
	MTL		MTL *R (13) MTL *D (31)	
	NIDEV SOSUR TINOT		NIDEV *L SOSUR *L TINOT *L	
	MARRI		FJR *L	
	LANKO	FL120 at LANKO	LANKO *G	
LFMA	MTL	FL150	STAR CM *R	
	LIPSU / MARRI		STAR LACAZ *R	
	LANKO	FL120 at LANKO	STAR LANKO *A	
LFMQ	ARDEG	FL150	LERGA *R (QFU 13 at LFML)	
	KURIR		BALSI *R (13) LERGA *D BALSI *D (31)	
	MTL		MTL *R (13) MTL *D (31)	
	LIPSU		LIPSU *G	
	SALIN		FJR *G	
	LANKO	FL120 at LANKO	LANKO *G	
LFMV	MTL LACAZ	FL150	STAR MTL *V STAR LACAZ *V	
	LANKO	FL120 at LANKO	LANKO-OB-POMEG-LACAZ *V	
LFMY	MTL	FL150	MTL-ORDIF-CM	
	LIPSU		TINOT/SOSUR-LIPSU-LACAZ	
	MARRI		MARRI-SALIN-BULTO	
	LANKO	FL120	LANKO-OB-GEMKO	
LFTH	TINOT	FL150	TINOT-JULEE	
	SOSUR		SOSUR-AGAKI-LIPSU-JULEE	3.2.3.5.1.
	MARRI		MARRI-SALIN-BULTO-JULEE	
	MTL		MTL-CM-MRM	
LFMT LFTW	SALIN	FL150	MTG/PADKO-BULTO-SALIN LIPSU-IDELO-SALIN	
LFTW	MTL	FL150	MTL *W	3.2.3.5.2.
LFMI	MTL	FL150	MTL-MOLEN-NG	3.2.3.5.2.
	SOSUR TINOT		SOSUR *D TINOT *D	
	LANKO	FL120	LANKO-OB-OB *D	

LFMC LFTF	MTG	FL150	LACAZ-TRETS-LUC	
LFMO	LANKO	FL120	LANKO-OB-POMEG-MTG-CM	
	SALIN	FL150	SALIN-MTG-CM	
	On coordination		TINOT/SOSUR-LACAZ-CM	
LFLU	On coordination		CM-ORDIF-MTL RETNO-MTL	

3.2.3.5.1.
This route is used in case of D54 B activity

3.2.3.5.2.
In case of holding at RIKSI, Marseille ACC shall transfer arrivals to LFTW on route MTL-ORDIF-AVN.
When Orange APP is open, the transit MTL-NG may be closed, traffic will be rerouted by Marseille ACC on route MTL-ORDIF-AVN-NG.

Departure	COP	Flight Level Allocation	Route and/or SID	Reference
LFML	AVN	FL140	ETREK*N LERGA*N MTL*N (31)	
	SAURG		ETREL/LERGA/MTL SID *S/B (13)	
	CM		MTL *T/*U (13)	
	TINOT SOSUR		TINOT *N (31) TINOT*S (13) SOSUR *N SOSUR *S	
	DIVKO		MAMES *N MAMES *S VATIR *N VATIR *S	
	SALIN		FJR *N FJR *S	
	SALIN DIVKO TINOT		SID MTG *C and MADRA *B for Non-RNAV aircraft	
	TRETS	FL120	LUC/NASIK SID *N/U/C/S	
LFMA	CM	FL140	ALM-SIMON-CM-MTL	
	MTG		ALM-LACAZ-MTG	
	TRETS	FL120	ALM-TRETS-LUC/NASIK	
LFMQ	CM	FL140	MTL *N MTL *S	
	MTG		MTG *N MTG *S	
	TRETS	FL120	NASIK/LUC SID *N/*S	
LFMV	MTL	FL140	SID MTL *N/M/S/P	3.2.3.5.3.
	VENTA		SID LACAZ *S/N/M	
		On coordination with E	SID TRETS *S/N/M	
LFMY	CM	FL140	SAURG-CM-MTL	
	MTG		SAURG-VENTA-LACAZ-MTG	
	TRETS	FL120	SAURG-VENTA-TRETS	
LFTH	JULEE	FL140	JULEE *E/W/N	
LFMT	MARRI	FL140	MARRI *R/*L	
LFTW	MOLEN	FL140	MTL *S/*N	3.2.3.5.4.
	MARRI		MARRI *n/*s	

LFMI	MOLEN	FL140	MOLEN-MTL (LFML QFU 13)	
	AVN		Via AVN (LFML QFU 31)	
	MAMES TINOT SOSUR		Via MAMES TINOT SOSUR	
	TRETS	FL120	Via NASIK LUC	
LFMO	On coordination			
LFLU	MTL	On coordination	Via MTL	

3.2.3.5.3.
SID MTL*S is used when Orange APP is active, SID MTL*P is used when R55A is active.

3.2.3.5.4.
When Orange APP is active, the transit MOLEN-MTL may be closed, traffic will be rerouted by Provence APP via NG-AVN-ORDIF-MTL.

3.2.3.5.5.
In case of D54 B activity, departures via TINOT are no longer available, flights shall be rerouted via SOSUR or NASIK (if destination is Corsica) by Provence APP.
In case of D54 A or D540 W/C/E activity, flights with destination Corsica planned via TINOT shall be rerouted by Provence APP via NASIK.

3.2.3.5.6.
Provence APP is responsible for the compatibility of departures via TRETS with arrivals via LANKO. Departures via VENTA or TRETS are transferred to Marseille East, the others are transferred to Marseille West.

3.2.3.6. Nice APP

Traffic on arrival to LFMN is cleared by Marseille East ACC to AMFOU at FL140, LONSU and KERIT at FL150, GAPDO at FL180.

Traffic with destination LFTH is cleared by Marseille ACC to UGLET at FL120, traffic via PERUS is cleared to AMFOU at FL120, traffic via CUERS is cleared to BIRGO at FL120, traffic via LERMA and OMARD is cleared to FL150, traffic planned via STP or RUBIT will be cleared to PIGOS at FL180.

Traffic with destination LFMD LFTZ is cleared by Marseille ACC to UGLET at FL120, traffic via PERUS and AMFOU is cleared to AMFOU at FL120, traffic via LONSU KERIT MERLU is cleared to FL150, traffic via VEVAR is cleared to GAPDO at FL180.

Traffic with destination LFMC LFTF planned via UGLET-GILON is cleared to GILON at FL120, traffic planned via AMFOU-GILON is cleared to AMFOU at FL120.

Traffic departing from LFMN LFMD LFTZ via BADOD OKTET BODRU PERUS is cleared to AMIRO at FL170 (or RFL if below via PERUS), traffic planned via IRMAR is cleared to BARSO at FL170. Traffic planned via VAREK RUBAS EPOLO are transferred on SID at FL140, traffic planned via LONSU SODRI is cleared to OMARD at FL140, traffic planned via LANKO TURIL is cleared to STP at FL140. Traffic departing from LFTZ planned via NOSTA is cleared to PIGOS at FL170.

Traffic departing LFTH use the STP departure, Nice APP transfers the departure on route to XAMAL at FL170 if the flight is planned via XAMAL-AGEVU or PIGOS, on route to LERMA at FL140 if the flight is planned via LERMA. SID LERMA and OMARD from LFTH require a coordination from Nice APP to Marseille ACC to determine the transfer conditions.

Traffic departing from LFMC via AMFOU-PERUS and via AMFOU-ABDIL are cleared by Nice APP to AMFOU at FL110.

BADOD *C, IRMAR *C and OKTET *C require prior prenote from Nice APP to Marseille ACC, they are cleared to BADOD or BARSO at FL170.

In case of activity of D54 A or D540 W, departures via EPOLO are rerouted by Nice APP to LANKO TURIL, departures via RUBAS are rerouted via VAREK. In case of D54 C or D540 C activity, departures via VAREK are rerouted by Nice APP via LONSU.

3.2.3.7. Montpellier APP

Marseille ACC transfers traffic arriving LFMT on STAR *T descending to FL150. Arrival MEN *E is only available after coordination with Montpellier APP. GIGNA*K is only available when RWY 30 is in use and after coordination.
Arrivals to LFMU are transferred on STAR *R descending to FL150.
Arrivals to LFMP are transferred on STAR *P/*V/*F/*Q descending to FL150. Arrival SUBIL*P/*F shall be coordinated by Marseille ACC to Montpellier APP to determine the transfer Flight Level.
Arrivals to LFTW can only plan FJR when arriving from the West/North-West. Arrivals via ESERA *W and MEN *W are only available when Rhone CTA are active and after coordination with Istres APP.
Arrivals to LFMV via NG shall be coordinated by Marseille ACC to Montpellier APP.
Arrivals to LFMI from the West shall route VALAG-FJR-NG or MEN-ESERA and be transferred descending to FL150. If Rhone CTA are active, Marseille ACC coordinates arrivals overflying MEN to Istres APP, flights may then be cleared on route MEN-NG.
Arrivals to LFCR via AFRIC-BASLI shall be transferred by Marseille ACC to Montpellier APP descending to FL150. These flights shall avoid Bordeaux ACC airspace.
Arrivals to LFCI LFCK are transferred on route to BRUSC descending to FL150, they shall avoid Bordeaux ACC airspace.
Arrivals to LFMK are transferred on route FJR*R or PPG-ORBIL-ORBIL*R descending to FL150.

Departures from LFMP via SUBIL shall be coordinated to determine the transfer Flight Level.
Departures from LFTW via FJR and LFMV via NG shall be coordinated to determine the transfer Flight Level.

3.2.3.8. Courchevel/Gap AFIS

Marseille ACC shall prenote Courchevel/Gap AFIS at least 10 minutes prior to an IFR arrival with an Estimated Time of Arrival.

Marseille ACC is responsible to inform the pilot he is leaving the controlled airspace, the limit where control service ends, any traffic on departure or arrival known by Marseille ACC. Transfer of communication is done once the traffic leaves controlled airspace, separated from other traffic.

Courchevel/Gap AFIS shall coordinate any IFR departure to Marseille ACC with an Estimated Time of Departure in order to receive a clearance. This clearance shall include a Flight Level to join controlled airspace, a controlled airspace entry point, a squawk and a frequency to contact.

Any change of more than 3 minutes in the Estimated Time of Departure implies a cancellation of the clearance. Courchevel/Gap AFIS shall then request a new clearance. Transfer of communication is done once the traffic leaves the aerodrome circuit and no later than the controlled airspace entry.

3.2.4. Flights between Clermont APP and St-Yan APP

3.2.4.1. Flights from St-Yan to Clermont

Transits on airways A3 (LESPI-ONZON) A27 (MOU-CFA) G21 (MOU-LEMIN) Y600 (ATRID-ARSOM) R31 (TRARE-TIS) are transferred from St-Yan to Clermont at FL070.

Transits on airways B25 (LESPI-SINPO) A27 (MOU-OSKIN) B373 (MOU-AVLON) G21 (MOU-CACHI) G40 (PIBAT-TRO) A2 (PIBAT-AVLON) are transferred from St-Yan to Clermont at FL080.

Departures from LFHY LFLO LFLN with RFL>085 shall be coordinated to Clermont. Departures from LFHY LFLO LFLN with RFL<85 and destination Lyon TMA is coordinated between St-Yan and Lyon directly.

3.2.4.2. Flights from Clermont to St-Yan

Transits on airways A3 (ONZON-LESPI) A27 (CFA-MOU) G21 (LEMIN-MOU) Y600 (ARSOM-ATRID) R31 (TIS-TRARE) are transferred from St-Yan to Clermont at FL080.

Transits on airways B25 (SINPO-LESPI) A27 (OSKIN-MOU) B373 (AVLON-MOU) G21 (CACHI-MOU) G40 (TRO-PIBAT) A2 (AVLON-PIBAT) are transferred from St-Yan to Clermont at FL070.

Arrivals to LFHY LFLO LFLN shall be coordinated by Clermont to St-Yan, St-Yan will give a waypoint and a Flight Level.

3.2.5. Flights between Lyon APP and St-Yan APP

Flight Level 070 and 080 are the only levels available in controlled airspace at the interface between St-Yan and Lyon.

3.2.5.1. Flights from St-Yan to Lyon

Transits on airways J34 (MOU-BUSIL) B25 (LESPI-LSE) are transferred at FL070.

Traffic departing LFHY LFLO LFLN with RFL<85 and destination Lyon TMA will be coordinated by St-Yan to Lyon, Lyon will give a waypoint and a Flight Level to St-Yan.

3.2.5.2. Flights from Lyon to St-Yan

Transits on airways J34 (BUSIL-MOU) A2 (BUSIL-PIBAT) B25 (LSE-LESPI) are transferred at FL080.

Traffic with destination LFHY LFLO LFLN well be coordinated by Lyon to St-Yan, St-Yan will give a waypoint and a Flight Level.

3.2.6. Flights between Clermont APP and Lyon APP

Except for flights from LFLL LFLY LFLS to LFLC (described in 3.2.6.1.), flights from Clermont or Lyon TMA to the other shall be coordinated to determine the transfer conditions.

3.2.6.1. Flights from Lyon to Clermont

Transits on airways B25 A2 J34 via BUSIL or LESPI with FL085<RFL<FL115 are transferred at an even Flight Level.

Transits on airways T544 G53 with FL85<RFL<FL145 are transferred on route to MINDI MEZIN at an odd FL.

Transits on airways T544 G53 with RFL<FL85 are transferred on route to MURRO AMIKO at an odd FL.

Transits on airways R31 R161 with FL85<RFL<FL145 are transferred on route to PIMAK MINDI at an even FL.

Transits on airways H38 Z48 with FL115<RFL<FL145 are transferred on route to BELEP PIMAK at an even FL.

Traffic departing LFLL LFLY LFLS with destination LFLC shall be transferred on route to RESPI. If RFL=FL140, the transfer will be at FL140, if RFL<140 a coordination shall be initiated by Lyon APP to determine transfer conditions.

Traffic with destination LFMH will be coordinated by Lyon APP to determine the transfer conditions.

3.2.6.2. Flights from Clermont to Lyon

Transits on airways A3 B25 J34 via LESPI or BUSIL with FL85<RFL<FL115 are transferred at an odd FL.

Transits on airways T544 G53 with FL85<RFL<FL145 are transferred on route to MINDI MEZIN at an even FL.

Transits on airways T544 G53 with RFL<FL85 are transferred on route to MURRO AMIKO at an even FL.

Transits on airways R31 R161 with FL85<RFL<FL145 are transferred on route to PIMAK MINDI at an odd FL.

Transits on airway H38 with FL115<RFL<FL145 are transferred on route to BELEP at an odd FL.

Traffic departing LFLC via BELEP with RFL<145 is transferred on route to BELEP steady at its RFL.

Traffic departing LFLC via ROA with RFL<115 is transferred on route to ROA steady at its RFL.

Traffic departing LFMH via Lyon airspace is coordinated by Clermont to determine the transfer conditions.

Traffic departing LFLV via LESPI is coordinated by Clermont APP to Lyon APP to determine the transfer FL.

3.2.7. Flights between Clermont APP and Montpellier APP

3.2.7.1. Flights from Montpellier to Clermont

Transits are transferred on their FPL route at an even FL for airways A27, J27 and Y25 (BRUSC/BASLI/ERGUL-MEN).

Arrivals to LFCR via BASLI are transferred at an even FL below FL145. If RFL>145, a coordination shall be initiated by Montpellier to determine the transfer Flight Level.

3.2.7.2. Flights from Clermont to Montpellier

Transits are transferred on their FPL route at an odd FL for airwaysA27, J27 and Y25 (MEN-BRUSC/BASLI/ERGUL).

Departures from LFCR via BASLI are transferred by Clermont at FL140 if RFL>145 directly to Marseille ACC, Clermont will coordinate these flights to Montpellier, Montpellier can request the flight on frequency if required in case of conflict. If RFL<145, these flights are transferred at an odd FL via BASLI.

3.2.8. Flights between Clermont APP and Provence APP

Traffics are transferred at their RFL<85, on their FPL route, at an odd FL from Clermont to Provence and even from Provence to Clermont. If the traffic is not at his RFL, a coordination shall be initiated.

3.2.9. Flights between Lyon APP and Chambery APP

3.2.9.1. Flights from Chambery to Lyon

Departures from LFLB LFLP are transferred at FL110 for SIDs BULOL/BUSIL/LSE/ROMAM *A/*C/*L, at FL090 for SIDs *R.

Departures via SID LTP *A/*C/*L/*R are transferred at FL080, it is used for destinations LFLL LFLY LFLS.

A coordination is initiated by Chambery if the destination is in Lyon TMA (in this case the coordination is initiated during taxi), if the RFL is below FL110 on SID *A/*C/*L, if the flight can't reach FL110 at BELUS, and in case of conflictual traffic.

3.2.9.2. Flights from Lyon to Chambery

Arrivals to LFLB LFLP shall be coordinated by Lyon to Chambery to determine the transfer conditions. They shall be cleared to GOVNA at the coordinated FL.

Transit on airways Z16 (LTP-BELUS-PAS) and N871 (LTP-NAVLA-SOPLO-OMASI-MOLUS) shall be coordinated by Lyon to Chambery to determine the transfer Flight Level.

3.2.10. Flights between Lyon APP and Provence APP

3.2.10.1. Flights from Provence to Lyon

Transits via A3 R31 R161 with FL85<RFL<FL145 are transferred to Lyon APP at an even FL.

Transits via A6 Z16 V44 with RFL<145 are transferred to Lyon APP at an even FL.

Departures from LFMO are transferred at FL120.

Arrivals to LFLU shall be coordinated by Provence to Lyon to determine the transfer conditions, Lyon shall give a waypoint (LARSU, VARUX or IKNAH) and a Flight Level (below FL110).

3.2.10.2. Flights from Lyon to Provence

Transits via A3 R31 R161 with FL85<RFL<FL145 are transferred to Provence APP at an odd FL.

Transits via A6 Z16 with RFL<145 are transferred to Provence APP at an odd FL.

Arrivals to LFMO shall be coordinated to Provence APP to determine the transfer conditions (waypoint and FL).

Departures from LFLU shall be coordinated to Provence APP to determine the transfer conditions.

3.2.11. Flights between Montpellier APP and Provence APP

3.2.11.1. Flights from Montpellier to Provence

Departures from LFMT via MARRI are transferred on route to MARRI at FL090 if RFL>95 or at an odd RFL (FL70 or FL90).

Departures from LFTW via MARRI and CM shall be coordinated to define the transfer Flight Level.

Transits on airway Y25 shall be transferred at an odd FL (70, 90, 110, 130) on route to MARRI.

Traffic on route NG-FJR and LUNEL-FJR between FL115 and FL145 shall be coordinated to Provence (for notification only), this includes departures and arrivals of LFTW via FJR.

Traffic on transit NG-MOLEN-MTL shall be coordinated to determine the transfer Flight Level.

Departures from LFTW via MOLEN (or NG) are transferred to Provence on route MOLEN (or NG-AVN)

According to military activity in Provence airspace, the transit MOLEN-MTL may be closed, in that case, traffic shall be rerouted via NG-AVN-ORDIF-MTL. If R55 B is active, FL60 is forbidden.

Arrivals to LFMI via FJR or NG shall be coordinated to define the transfer conditions.

3.2.11.2. Flights from Provence to Montpellier

Transits on route Y25 are transferred on route to MARRI at an even Flight Level.

Transits on route MTL-MOLEN-NG (or MTL-ORDIF-AVN-NG) shall be coordinated to determine the transfer Flight Level.

Arrivals to LFMT via MARRI with RFL>95 are transferred descending to FL100 on route MARRI. If RFL<95, it is transferred at its even RFL (60 or 80).

Arrivals to LFTW via MARRI and CM shall be coordinated by Provence to determine the transfer Flight Level.

Arrivals to LFTW via MOLEN are transferred at FL080 if RFL>75, if RFL<75 the traffic shall be coordinated to determine the transfer Flight Level.

2.3.12. Flights between Provence APP and Nice APP

Flights from Provence to Nice with RFL<115 are transferred on route to ODEGA. Arrivals to LFMN LFMD LFTZ are transferred at FL90 or at RFL if below, departures from LFML LFMA LFMQ via LUC are transferred at FL90 or at RFL if below.

Flights from Nice to Provence with RFL<115 are transferred on route to LANKO. Arrivals to LFML LFMA LFMQ are transferred at FL100 or at RFL if below. Departures from LFMN LFMD LFTZ are transferred at FL100 or at RFL if below.

3.2.13. Flights between Nice APP and Ajaccio APP

Flights between Ajaccio and Nice are transferred on airways M622 or M623, at an odd Flight Level from Nice to Ajaccio and at an even Flight Level from Ajaccio to Nice.

In case of LF-D54 C activity, traffic planned via VAREK shall be rerouted via LONSU.

3.2.14. Flights between Nice APP and Bastia APP

Traffic from Nice to Bastia are transferred on airways A3 G374 P856 at an odd Flight Level.

Traffic from Bastia to Nice are transferred on airways A3 A32 G374 at an even Flight Level.

Airway A32 is only available for non-RNAV traffic.

Airway G374 from Bastia to Nice is only available above FL135.

Departures from LFKC with RFL>145 have an 8% climb gradient restriction until FL150 in order to avoid Nice airspace. If a traffic is not able to comply with this restriction, Bastia shall initiate a coordination to Nice APP to determine a transfer is required, if so, Nice will give Bastia a transfer Flight Level.

3.2.15 Flights between Ajaccio APP and Bastia APP

Flights transferred from one approach to the other shall de coordinated to determine the Transfer Flight Level.

Arrivals to LFKJ LFKF via TORTU with RFL>145 are transferred by Marseille ACC to Ajaccio APP. A coordination shall be initiated by Ajaccio to continue the descend in Bastia airspace, Bastia will give the lowest Flight Level available.

When a Flight Level is coordinated between Ajaccio and Bastia, both controllers shall take into account the most penalising QNH and the Minimum Vectoring Altitude of both APP.

4. Contributions

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

5. Changelog

Version	Date	Changes
V12.0	19/03/2026	- New Format - Conditions of exchange - LFMM ACC airspace
V12.1	16/04/2026	- Airspace modification at Clermont/Montpellier interface - Release box creation between Clermont and Montpellier - Transfer conditions associated with airspace restructuration of Clermont and Montpellier - Minor corrections (typo errors)