

LETTER OF AGREEMENT

between

vACC Switzerland (LSAS)

and

VACC France

Paris FIR (LFFF)

Marseille FIR (LFMM)

Reims FIR (LFEE)

Version 2.0

2009-05-09

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This Letter of Agreement will be valid as of **2009-06-01**

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CHANGES

Version 2.0

- Changed for transition from Swiss FIR to vACC Switzerland
- General regulations overworked
- Frequency for LFFF_S_CTR added
- Handoff of Control regulations simplified
- Handoff regulations added
- Other corrections

Version 1.6

- Ceiling altitude of LFLL_APP corrected from FL135 to FL155
- Procedure for traffic from and to LFLL changed
- Procedure for traffic to LFLL changed
- Swiss Radar graphics (page 22/23) updated
- Definition of LSGG TMA added in "General regulations"

Version 1.5

- Station LFMM_N_CTR added
- Handoff procedures to France VACC adapted
- Spelling corrections

Version 1.4

- Several small layout, spelling and other errors corrected
- Handoff procedures added for traffic entering into Paris airspace (chapter "ATC positions and handoff procedures")
- Handoff procedure added for traffic entering into Bale airspace (chapter "ATC positions and handoff procedures")
- EPOXI ISEC removed (EPOXI doesn't exist anymore)
- Definition of Paris TMA added
- Terrain specific minimums now expressed in feet
- Arrivals to TMA Lyon via KINES GIGUS AMVAR : handoff to LFLL_APP removed
- Procedure for traffic to Lyon TMA via MILPA changed
- Routing BOBSI MABES RONLA for traffic departing LFLL removed
- Routing DJL DINOX from LFEE now also for traffic to LFLL
- Remark added that SIROD IBABA TUTAX is primary for traffic LSGG-LFPO
- Remarks added that SIROD LISMO DJL is primary for traffic LSGG-LFPG
- Remarks added that traffic to LFPO via GALBI ROMTA DERA shall be rerouted via ROMTA DJL as there is no TINIL SID in LFPO
- HOMBO SID from LFSB removed (HOMBO SID doesn't exist anymore)
- HOC4D changed to HOCxD
- LFLL: STAR MILPA1 changed to MILPA 1G
- KOVAR added to "Departure from Chambery TMA"
- Changes in general regulations
- Handoff procedures to Swiss FIR completely revised
- Added, that Swiss FIR must inform VACC France about handoff procedures, if any other Swiss Radar than LSAS_CTR goes online
- Handoff level for arrivals to LSGG via IRMAR changed to FL220
- Handoff level for arrivals to LFMM via VEVAR changed to FL290

GENERAL REGULATIONS

Both ATS units shall give their best, applying the following regulations.

- **AoR** = Area of Responsibility
- **BoR** = Border of Responsibility
- Both parties shall **keep each other advised of any changes** which may affect the procedures specified in this LoA.
- Both parties shall make sure that their **controllers have understood the procedures** in this LoA and apply them correctly.
- **Transfer of Communication** shall be applied latest 10 NM prior to Handoff of Control. After handoff, traffic is NOT released for climb, descent, turns or changes on speed restrictions unless otherwise specified in the regulations below.
- **Spacing between two aircraft** on same level and same routing crossing BoR shall be at least 10 NM if the speed of the succeeding traffic is equal or less than the speed of the preceding traffic, otherwise at least 15 NM. Spacing deviating from this regulation shall be coordinated.
- All **level restrictions** are maximum levels. Lower level can be assigned at discretion of the responsible controller without any coordination.
- Traffic which is not handed off at a level mentioned in this LOA shall be on an **odd FL when flying southbound** and on an **event FL when flying northbound**.
- Maximal FLs higher than FL390 are not explicitly stated.
- If not otherwise specified, traffic shall be in **level flight when crossing BoR**.
- **↓FLxxx / ↑FLxxx** means „descending / climbing to a specified FL“, without any further restriction. In that case, traffic must NOT be in level flight when crossing BoR.
- For **climbing traffic** higher level may be assigned regardless the regulations above preconditioned that traffic reaches cleared level before crossing BoR.
- **Agreements between controllers** always have higher priority than regulations defined in this LoA.
- A controller from one party shall inform a controller from the other party about the **cancellation of an agreement** if he plans to go offline and the agreement won't be continued by another controller of his own party.
- Chambery TMA = LFLB and LFLP
- Lyon TMA = LFLL and LFLY
- Paris TMA = LFPG and LFPO
- Geneva TMA = LFHN, LSGL, LSGG, LSGP

AIRSPACE DELEGATION

- The airspace **east** of the line 444747n 064554e (ABM IRMAR) – 453432n 062016e (GEMLA) – 455424n 055836e (OMASI) – 460719n 054243e (NEAR GAMAY) – 461413n 050842e (NEAR LOGNI) – 464226n 051240e (NEAR LUSAR) – 464201n 053556e (NEAR DIPIR) - 465810n 055817e (NEAR ROMTA) – 470359n 061847e (NEAR GILIR) – 470412n 064258e – 470307n 064429e – 471432n 065816e – 471732n 065704e – 472100n 070300e – 472130n 065300e – 473000n 070000e – 472931n 071132e – 472700n 071058e – 472631n 072400e – 472959n 072559e – 472859n 073000e – 473458n 073401e – 473600n 074002e – 474600n 073200e – 481827n 074056e - is **permanently delegated** from LFMM and LFEE to LSAS with exception of Lyon TMA.
- The responsibility for Bale (LFSB) arrival and departure airspace is as follow (decreasing priority):
 1. LFSB_APP (Bale Approach)
 2. LFEE_CTR (Reims Control)
 3. Swiss Radar according to table on page 7.
 4. LFFF_CTR (Paris Control)
- Bale Ground, Tower and Approach can be staffed by controllers of vACC Switzerland and VACC France. All controllers have to check vroute (<http://www.vroute.net>), ServInfo or vACC Switzerland homepage (<http://www.vacc.ch>) prior to make a booking for any of these positions.

ATC POSITIONS AND HANDOFF PROCEDURES

If possible and not otherwise defined in this document, handoff shall be made as follows:

- Relevant ATC stations in France:

LFFF_CTR	Paris Control	128.100	GND – FL245
LFFF_S_CTR	Paris Control	132.100	GND – FL245
LFEE_CTR	Reims Control	128.300	GND – FL245
LFUP_CTR	France Control	130.950	FL245 – UNL
LFMM_N_CTR	Marseille Control	128.320	GND – FL245
LFMM_CTR	Marseille Control	126.150	GND – FL245
LFLL_APP	Lyon Approach	125.800	GND – FL155

- This table shows, which station is responsible for a certain sector, depending on the stations that are online. Proceed as follow to check who is responsible for a certain sector:
 1. Move to the row that contains the altitude at which the aircraft will be handed off in column "Altitude" and the sector into which the aircraft will fly in column "Sector".
 2. Move to the right in this row until a station that is online (or will be online at the relevant time) is found.
 3. The found station is responsible for the sector to be checked.

Altitude	Sector	1 Priority	2 Priority	3 Priority	4 Priority	5 Priority
Above FL245	Reims FIR (LFEE)	LFUP_CTR	LFEE_CTR	LFFF_CTR	EURW_FSS	
	Marseille FIR (LFMM) north of VEVAR	LFUP_CTR	LFMM_N_CTR	LFMM_CTR	LFFF_CTR*	EURW_FSS
	Marseille FIR (LFMM) south of VEVAR	LFUP_CTR	LFMM_CTR	LFFF_CTR*	EURW_FSS	
Below FL245 and above FL155	Reims FIR (LFEE)	LFEE_CTR	LFFF_CTR			
	Marseille FIR (LFMM) north of VEVAR	LFMM_N_CTR	LFMM_CTR	LFFF_CTR*		
	Marseille FIR (LFMM) south of VEVAR	LFMM_CTR	LFFF_CTR*			
Below FL155	TMA Lyon	LFLL_APP	LFMM_N_CTR	LFMM_CTR	LFFF_CTR*	
	Outside TMA Lyon	According regulation FL135-FL245				

* Handoff to LFFF_CTR only if he accepts traffic in LFMM area!

- Relevant ATC stations in Switzerland

LSAS_CTR	Main Sector	128.050	
LSAS_D_CTR	DIPIR Sector	134.020	
LSAS_G_CTR	GIGUS Sector	124.020	
LSAS_F_CTR	FRIBOURG Sector	128.900	
LSAS_B_CTR	BERSU Sector	135.670	
LSAS_R_CTR	RILAX Sector	135.150	
LSAS_2_CTR	Upper Northwest Sector	133.620	
LSAS_W_CTR	Upper Southwest Sector	134.320	
EURM_CTR	Maastricht Radar	135.450	
LSGG_APP	Geneva Arrival	131.320	GND-FL150
LSGG_DEP	Geneva Departure	119.520	GND-FL150
LFSB_APP	Bale Approach	119.350	(see "Appendix Graphics")

- For vertical and horizontal limitations of each sector refer to "APPENDIX GRAPHICS" at the end of this LoA.
- This table shows, which station is responsible for a certain sector, depending on the stations that are online. Proceed as follow to check who is responsible for a certain sector:
 - Move to row that contains the ID of the sector to be checked in column "Sector".
 - Move to the right in this row until a station that is online (or will be online at the relevant time) is found.
 - The found station is responsible for the sector to be checked.

Sector	1 Priority	2 Priority	3 Priority	4 Priority	5 Priority	6 Priority
GS	LSAS_G_CTR	LSAS_CTR				
GN	LSAS_D_CTR	LSAS_G_CTR	LSAS_CTR			
GE	LSAS_F_CTR	LSAS_D_CTR	LSAS_G_CTR	LSAS_CTR		
ZW	LSAS_B_CTR	LSAS_CTR				
ZN	LSAS_R_CTR	LSAS_A_CTR	LSAS_CTR			
GUS	LSAS_2_CTR	LSAS_W_CTR	LSAS_U_CTR	See below this table	LSAS_CTR	EURM_CTR
GUN	LSAS_W_CTR	LSAS_U_CTR	See below this table	LSAS_CTR	EURM_CTR	
LSGG TMA	LSGG_DEP	LSGG_APP	According to regulations for sector "GN" or "GS"			
LFSB TMA	LFSB_APP	According regulations for sector ZW	Traffic remains with LFEE_CTR or LFFF_CTR			

- Upper limit of sectors GN, GS and GE will be unlimited if no upper radar is online. However, FIR borders will remain the same as defined in section "Airspace delegation".
- If not otherwise specified in a regulation, handoff shall be made according to this table.

Example: Page 8 – Traffic to Geneva via IRMAR KINES ROCCA GOLEB must be handed over to the controller of Swiss Radar who controls sector GS.

- If any other Swiss Radar than LSAS_CTR comes online, this controller shall contact all France VACC Controllers who are already online and whose area of responsibility borders to his airspace and inform him about which traffic must be handed over to him.

VACC SWITZERLAND ARRIVALS

This section describes valid routings for traffic to specific vACC Switzerland airports. Other routing to those airports shall only be used in coordination among the responsible controllers.

...to LFSB TMA

- **LUL ARPUS ALTIK (UM139, STAR)**

Level: **FL150 at LUL**

Handoff: to LFSB_APP

Release: Descent

Note: Handoff of control when entering LFSB_APP airspace
(refer to Appendix Graphics)

- **MIRGU ARPUS ALTIK (UN852, STAR)**

Level: **FL150 at MIRGU**

Handoff: to LFSB_APP

Release: Descent

Note: Handoff of control when entering LFSB_APP airspace
(refer to Appendix Graphics)

- **GTQ (STAR)**

Level: **FL150 35nm after GTQ**

Release: Descent

Handoff: to LFSB_APP

Note: *Clearance limit GTQ.*

France VACC controller shall clear for GTQ 8K arrival

Handoff of control when entering LFSB_APP airspace
(refer to Appendix Graphics)

- **STR (STAR)**

Level: **FL150 at STR**

Release: Descent

Handoff: to LFSB_APP

Note: *Clearance limit STR*

France VACC controller shall clear for STR 8K arrival

Handoff of control when entering LFSB_APP airspace
(refer to Appendix Graphics)

- **DENEL SEDOR (T715, STAR)**

Level: **FL110 at SEDOR**

Handoff: to LFSB_APP

Release: Right turn and descent

Note: *vACC Switzerland controller shall clear for SEDOR 8K arrival*

Handoff of control 12nm before SEDOR and when below FL105

- **BALIR LUMEL (T52, STAR)**

Level: **FL110 at LUMEL**

Release: Turn and descent

Handoff: to LFSB_APP

Note: *vACC Switzerland controller shall clear for LUMEL 8K arrival*

Handoff of control when entering LFSB_APP airspace
(refer to Appendix Graphics)

...to LSGG TMA

- **LTP BELUS CBY (STAR)**

Level: **FL160**

Release: Descent

Handoff: to LSGG_APP

Note: *LTP is clearance limit. France VACC shall either:*
- clear for STAR in coordination with vACC Switzerland or
- clear traffic on the routing BELUS CBY

Please aim for an early handoff!

Handoff of control at BELUS.

- **IRMAR KINES ROCCA GOLEB (UN853, STAR)**

Level: **FL220 at IRMAR**

Release: -

Note: KINES xN/xR STARs available for LSGG.

- **MIRGU AKITO LIRKO (UZ24, STAR)**

Level: **FL230 at AKITO**

Release: Descent after passing AKITO

Note: *Clearance limit AKITO*
France VACC controller shall either:
- clear for STAR in coordination with Swiss Radar or
- clear traffic on the routing AKITO BOLGI

- **DJL LIRKO (STAR)**

Level: **FL190 10nm before LIRKO**

Release: -

Note: *Clearance limit DJL*
French VACC controller shall either:
- clear for STAR in coordination with Swiss Radar or
- clear traffic on the routing DJL LIRKO

- **ATN LUSAR LIRKO (UM975, STAR)**

Level: **FL230 at LUSAR**

Release: -

Note: *Please aim for early handover, clearance limit LUSAR*

...to **LSZB** airport

- **SOPLO OMASI MOLUS (N871, UN871)**
 Level: **FL300 at OMASI**
 Release: -
- **HR/LUL HOC (G4, UG42)**
 Level: **FL160 at HOC**
 Release: -
 Note: Handoff of control 10nm before HOC
- **HR LUMEL LEPLA (W110)**
 Level: **FL150 at LUMEL**
 Release: -
 Note: Handoff of control 1nm after LUMEL
 LFSB TMA below FL145.

...to **LSZG** airport

- **SOPLO OMASI MOLUS (N871, UN871)**
 Level: **FL300 at OMASI**
 Release: -
- **HR/LUL HOC (G4, UG42)**
 Level: **FL160 at HOC**
 Release: -
- **HR LUMEL LEPLA (W110)**
 Level: **FL150 at LUMEL**
 Release: -
 Note: LFSB TMA below FL145.

...to **LSZH** airport

- **TIRSO BLM (UM606, STAR)**
 Level: **FL150 at BLM**
 Release: -
 Note: *Please aim for early handoff, latest 30nm before BLM (clearance limit BLM)*
- **MIRGU BLM (UT407, STAR)**
 Level: **FL150 at BLM**
 Release: -
 Note: *Please aim for early handoff, latest 30nm before BLM (clearance limit BLM)*

...to **LSZR** airport

- **LUL HOC TRA (UG42, L856)**
 Level: **↓FL230 at HOC**
 Release: -
- **LUL HOC DITON (UG42, UL613)**
 Level: **↓FL230 at HOC**
 Release: -

VACC SWITZERLAND DEPARTURES

This section describes valid routings for traffic leaving vACC Switzerland from specific airports. Other routings shall only be used if traffic will cross BoR via a valid route/exit point. In that case, traffic must be in level flight when crossing BoR.

...from LFSB TMA

- **GTQ / STR / LUMEL (SID)**
 Level: ↑FL140
 Release: Climb and turn
- **Traffic departing via ELBEG, BASUD and HOC**
 Only if TMA LFSB is controlled by a vACC Switzerland controller: These departures shall not climb above FL145 until they have reached the lateral limit of LSAS airspace in order to avoid LFEE airspace.
- **ELBEG / BASUD / HOC (SID)**
 Level: ↑FL100
 Release: Climb and turn
- **HOCxD - TRA**
 Traffic on this SID continuing to TRASADINGEN (TRA) might cross LSZH TMA. For this reason, such flights shall be coordinated with Zurich Arrival prior to departure.
- **Traffic to LSZH TMA**
 Traffic from LFSB to LSZH shall not climb above FL100 in order to avoid Swiss Radar airspace.

...from LSGG TMA

- **PAS ARGIS DEPUL LSE (SID, G5)**
 Level: ↑FL190
 Release: Climb
- **PAS BALSJ (SID)**
 Level: ↑FL190
 Release: Climb
 Note: Handoff of control 10nm before BALSJ
- **SIROD IBABA TUTAX (Z124, UZ124)**
 Level: ↑FL240
 Release: -
 Note: SIROD SIDs available for LSGG.
- **SIROD LISMO DJL (A1, UH10)**
 Level: ↑FL240
 Release: -
 Note: SIROD SIDs available for LSGG.
- **DIPIR IBABA DJL (B37, UB37)**
 Level: ↑FL240
 Release: -
 Note: DIPIR SIDs available for LSGG.

- **SIROD ARBOS PENDU (SID, UL47)**
 Level: **↑FL240**
 Release: -
 Note: ARBOS and SIROD SIDs available for LSGG

- **DIPIR ARBOS PENDU (SID, UV25, UL47)**
 Level: **↑FL240**
 Release: -
 Note: DIPIR SIDs available for LSGG

...from **LSZB** airport

- **BALIR /LASUN LUMEL MOROK (Z59 / UN176)**
 Level: **↑FL240**
 Release: Climb

...from **LSZG** airport

- **BALIR / LASUN LUMEL MOROK (Z59 / UN176)**
 Level: **↑FL240**
 Release: Climb

...from **LSZH TMA**

- **LASUN LUMEL TORPA (UT10)**
 Level: **↑FL240**
 Release: Climb

- **LASUN LUMEL MOROK (UN176)**
 Level: **↑FL240**
 Release: Climb

LFFF/LFEE/LFMM FIR ARRIVALS

This section describes valid routings for traffic leaving vACC Switzerland to airports in LFFF, LFEE or LFMM FIR. Other routings shall only be used in coordination among the responsible controllers.

...to Chambery TMA

- **SALEV COLLO (STAR)**
 Level: **FL80 at SALEV**
 Release: Descent, left turn and speed reduction after SALEV
 Handoff: to LFLL_APP
 Note: *vACC Switzerland controller shall clear for SALEV 5R STAR
 SALEV 5Y (LFLP) can be assigned in coordination with LFLL_APP.*
 If runway 05 is in use in LSGG traffic to LFLB and LFLP needs to be integrated into approach sequence to LSGG.

- **KINES GIGUS AMVAR (Z40, UZ40)**
 Level: **FL200 at GIGUS**
 Release: -
 Note: *Not below 18'000ft due to terrain*

...from LFFF airspace with destination in Chambery TMA

- **ATN LUSAR LIRKO**
 Level: **FL230 at LUSAR**
 Release: -

...from LFEE airspace with destination in Lyon TMA or to LFLS

- **DJL DINOX (A1, UH10)**
 Level: **FL270 at LISMO**
 Release: -

...to LFLS airport

- **MILPA OTKOL RUNOM (STAR)**
 Level: **↓FL100 at OTKOL**
 Release: Descent (after MILPA)
 Handoff: to LFLL_APP
 Note: *vACC Switzerland controller shall clear for MILPA 1G STAR*
 Traffic is handled by LSGG_DEP, if it proceeds below FL160 before MILPA.
 Handoff of control after BALAG for traffic above FL135 and 5nm after MILPA for traffic below FL135.

- **KINES GIGUS AMVAR (Z40, UZ40)**
 Level: **FL200 at GIGUS**
 Release: -
 Note: *Not below 18'000ft due to terrain*

- **ARGIS LSE**
 Level: **FL110 at ARGIS**
 Release: -
 Handoff: to LFLL_APP

...to Lyon TMA

- **KINES GIGUS AMVAR (Z40, UZ40)**
 Level: **FL200 at GIGUS**
 Release: -
 Note: *Not below 18'000ft due to terrain*

- **MILPA OTKOL RUNOM (STAR)**
 Level: **↓FL100 at OTKOL**
 Release: Descent (after MILPA)
 Handoff: to LFLL_APP
 Note: *vACC Switzerland controller shall clear for MILPA 1 STAR*
 Traffic is handled by LSGG_DEP, if it proceeds below FL160 before MILPA.
 Handoff of control if traffic is below FL135 after 5nm after MILPA but latest after BALAG.

...to LFMN airport

- **MEDAM VEVAR GAPDO (STAR)**
 Level: **FL290 at VEVAR**
 Release: Descent (after passing 6nm inbound VEVAR)
 Note: *Please aim for an early handover to LFMM_CTR, latest 30nm before VEVAR (clearance limit VEVAR)*

...to PARIS TMA

- **LASUN LUMEL MOROK (UN176, G434)**
 Level: -
 Release: -

- **HOC ABARI MOROK (UL856)**
 Level: -
 Release: -

- **VADEM ROMTA DJL (UL153)**
 Level: -
 Release: -

- **GALBI ROMTA DERAQ (UM982)**
 Level: -
 Release: Traffic to LFPO shall be rerouted via ROMTA DJL as there is not TINIL SID in LFPO.

- **SIROD LISMO DJL (A1, UH10)**
 Level: -
 Release: -
 Note: Primary for departures from LSGG to LFPG

- **SIROD IBABA TUTAX (Z124, UZ124)**
 Level: -
 Release: -
 Note: Primary for departures from LSGG to LFPO
Please aim for early handoff, clearance limit TUTAX

- **KELUK DIPIR IBABA (B37, UB37)**
 Level: -
 Release: -

...to LFOB airport

- **LASUN LUMEL MOROK (UN176, G434)**
Level: -
Release: -
- **HOC ABARI MOROK (UL856)**
Level: -
Release: -
- **VADEM ROMTA DJL (UL153)**
Level: -
Release: -
- **GALBI ROMTA DERAQ (UM982)**
Level: -
Release: -
- **SIROD LISMO DJL (A1, UH10)**
Level: -
Release: -
- **SIROD IBABA TUTAX (Z124, UZ124)**
Level: -
Release: -
Note: *Please aim for early handoff, clearance limit TUTAX*
- **KELUK DIPIR IBABA (B37, UB37)**
Level: -
Release: -

...to LFST airport

- **SIROD ARBOS PENDU (UL47)**
Level: **FL300 at PENDU**
Release: -
- **VADEM GILIR PENDU (UN853)**
Level: **FL300 at PENDU**
Release: -
- **MOPAN DENEL LUPEN (T711, Y711)**
Level : **FL120 at DENEL**
Release : Descent after DENEL
Handoff: to LFST_APP
Note: Coordination with EDFF might be necessary as traffic crosses EDFF airspace between DENEL and LUPEN.
Handoff of control at DENEL
Please aim for an early handover, clearance limit LUPEN

LFFF/LFEE/LFMM FIR DEPARTURES

This section describes valid routings for traffic entering vACC Switzerland from specific airports in LFFF, LFEE or LFMM FIR. Other routings shall only be used if traffic will cross BoR via a valid route/entry point. In that case, traffic must be in level flight when crossing BoR.

...from Chambery TMA

- **MOLUS/KELUK/KOVAR/CBY or PAS (SIDs)**
 Level: ↑FL90
 Release: -
 Handoff: to LSGG_DEP

 Handoff of control:
 - MOLUS SID: abeam SALEV
 - KELUK, KOVAR, CBY or PAS SID: abeam or at CBY.

Departures via LTP, DANBO, MEBAK, MURRO and ROMAM do not need to be handed off to vACC Switzerland but traffic shall cross BELUS or abeam at or below FL110 in order to avoid TMA LSGG.

...from LFLS airport

- **BELUS (SID)**
 Level: ↑FL100
 Release: Climb
 Handoff: Destination LSGG TMA: LSGG_APP
 Otherwise: LSGG_DEP

- **SOPLO (SID)**
 Level: ↑FL100
 Release: Climb
 Handoff: Destination LSGG TMA: LSGG_APP
 Otherwise: LSGG_DEP

- **VIRIE (SID)**
 Level: ↑FL110
 Release: Climb
 Handoff: Destination LSGG TMA: LSGG_APP
 Otherwise: LSGG_DEP

 Note: The VIRIE SID is usually only used for traffic with destination LFLB/LFLP. In that case, traffic shall be cleared to FL80 only in order to avoid Geneva TMA and stay with France VACC during the whole flight. If traffic enters LSGG TMA handoff of control 2nm inbound VIRIE.

- **RISOR ASLEG/GEMLA (SID)**
 Level: ↑FL150
 Release: Climb

...from Lyon TMA

- **BELUS (SID)**

Level: ↑FL100

Release: Climb

Handoff: LSGG_DEP

- **RISOR ASLEG/GEMLA (SID)**

Level: ↑FL150

Release: Climb

- **VIRIE (SID)**

Level: ↑FL110

Release: Climb

Handoff: LSGG_DEP

Note: The VIRIE SID is usually only used for traffic with destination LFLB/LFLP. In that case, traffic shall be cleared to FL80 only in order to avoid Geneva TMA and stay with France VACC during the whole flight. If traffic enters LSGG TMA handoff of control 2nm inbound VIRIE.

- **MABES RONLA (SID, UJ32)**

Level: ↑FL190

Release: Climb

Handoff of control at RONLA if traffic is below FL135 (TMA LSGG)

- **SIROD ARBOS PENDU (UL47)**

Level: ↑FL280

Release: Climb

ARRIVALS TO OTHER FIRs

This section describes valid routings for traffic to airports which are neither in LFFF, LFEE or LFMM FIR nor in vACC Switzerland. Other routings shall only be used in coordination among the responsible controllers.

...to EDNY airport

- **LUL HOC TRA (UG42, L856)**
Level: ↓FL230 at HOC
Release: -
- **LUL HOC DITON (UG42, UL613)**
Level: ↓FL230 at HOC
Release: -

DEPARTURES FROM OTHER FIRs

This section describes valid routings for traffic leaving or entering vACC Switzerland which departed from airports which are neither in LFFF, LFEE or LFMM FIR nor in vACC Switzerland. Other routings shall only be used if traffic will cross BoR via a valid route/entry point. In that case, traffic must be in level flight when crossing BoR.

TRANSFER OF CONTROL POINTS

This lists show the handoff of control on the different in- and outbound routings. **Handoff of control has nothing to do with F4 Handoff!**

Direction of flights from vACC Switzerland to Paris/Reims/Marseille FIR

Route	Handoff below FL195	Handoff above FL195	Remark
A1	LISMO	n/a	
A242	3nm after TIRSO	n/a	Only if traffic is below FL145 (LFSB TMA) and LFEE is not online. Otherwise, handoff occurs earlier on another airway.
B16	BELUS	n/a	Crossing LSGG APP airspace below FL195
G4	Below FL145: 3nm before LUL, otherwise: 10nm after HOC	n/a	
G434	1nm before LUMEL	n/a	LFSB TMA below FL145. Primary for departures from LSZH or LFSB
G5	ARGIS	n/a	Crossing LSGG APP airspace below FL195
R226	6nm before RISOR	n/a	Crossing LSGG APP airspace below FL195
T10	SOBLI	n/a	Only if traffic is below FL145 (LFSB TMA) and LFEE is not online. Otherwise, handoff occurs earlier.
T12	MEDIM	n/a	Only if traffic is below FL145 (LFSB TMA) and LFEE is not online. Otherwise, handoff occurs earlier on another airway.
T52	1nm before LUMEL	n/a	TMA LFSB below FL145. Primary for departures from LSZH TMA
W110	1nm before LUMEL	n/a	TMA LFSB below FL145. Primary for departures LSZB or LSZG.
(U)B37	IBABA	IBABA	Released for turn after DIPIR
UH10	n/a	LISMO	Primary for departures from Geneva area
UL153	n/a	ROMTA	
UL47	n/a	ARBOS	
UL613	n/a	10nm after HOC	Opposite airway UG42
UL856	n/a	11nm after HOC	
UN176	n/a	0.7nm before LUMEL	
UN852	n/a	6.1nm south of GIRKU	
UN869	n/a	NINTU	
UM729	n/a	6.8nm before TUROM	
UM982	n/a	ROMTA	
UP860	GIGUS	GIGUS	
UY24	VEVAR	VEVAR	
(U)Z124	IBABA	IBABA	Released for turn 15nm before IBABA
(U)Z40	GIGUS	GIGUS	Primary for arrivals to Lyon and Chambéry TMA and departures from LFLJ
V40	3nm before LUL	n/a	Only if traffic is below FL145 (LFSB TMA) and LFEE is not online. Otherwise, handoff occurs earlier on another airway.
Z59	1nm before LUMEL	n/a	
Z66	ARGIS	n/a	

Direction of flights from Paris/Reims/Marseille FIR to vACC Switzerland

Route	Handoff below FL195	Handoff above FL195	Remark
A1	30nm after DJL	n/a	
A242	3nm before TIRSO	n/a	Only if traffic is below FL145 (LFSB TMA) and LFEE is not online. Otherwise, handoff occurs later on another airway. Primary for arrival to LFSB, LSZB or LSZG
B16	BELUS	n/a	Crossing LSGG APP airspace below FL195
B37	IBABA	n/a	
G4	Below FL145: 3nm after LUL, otherwise: 10nm before HOC	n/a	
G42	3nm after LUL		Only if traffic is below FL145 (LFSB TMA) and LFEE is not online. Otherwise, handoff occurs later on another airway.
G5	Below FL155: ARGIS, otherwise: 8nm after ARGIS	n/a	Crossing LSGG APP airspace below FL155
T14	abeam AKITO	n/a	Primary for departures from LFSB
W110	1nm after LUMEL	n/a	TMA LFSB below FL145. Primary for arrivals to LSZB and LSZG.
UN852	n/a	abeam AKITO	
UN853	n/a	IRMAR	
UG42	n/a	10nm before HOC	Opposite airway UL613
(U)J32	Below FL145: RONLA, otherwise: 11nm after RONLA	5nm before MABES	UJ32 starts at MABES. Primary for departures from LFLL/LS/LU/LY.
UL612	n/a	2.6nm after MOKIP	
UM975	n/a	LUSAR	
UT407	n/a	BLM	Primary for arrivals to LSZH
(U)T45	RISOR	2.8nm after	Primary for departures from LFLL/LS/LU/LY. Crossing LSGG APP airspace below FL195
(U)T47	GEMLA	GEMLA	Primary for departures from LFLL/LS/LU /LY
UY11	n/a	ROBEX	
UZ241	n/a	IRMAR	

n/a = airway is not available on this altitude

APPENDIX X GRAPHICS

Situation around LFSB Airspace



