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

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

Raffael Walther
vACC Switzerland
Leader Operation

Patrick Fuchez
vACC France
Director VACC France

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 LFLS 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 LFLS removed
- Routing DJL DINOX from LFEE now also for traffic to LFLS
- 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 DERAK 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
- LFLS: 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 LFMN 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

HANDOFF REGULATIONS

This section contains regulations for handoff procedures from vACC Switzerland to VACC France or vice versa. Both are further referred to as “unit”.

Handoff rate: *Number handoffs per time (can also be zero)*

An aircraft to be transferred from one unit to the other shall be kept in the airspace of the transferring unit until one of the following conditions applies:

- The handoff was accepted by the accepting unit
- At least 10 minutes have passed since the handoff request and none of the regulations bellow applies.
- The accepting unit did not accept the previous handoff request and this previous handoff request had been made less than 10 minutes ago.

A unit can order a maximum handoff rate during a maximum of 30 minutes. It remains effective until either the time has expired or it was cancelled by the unit who had requested it. The other unit shall strictly stick to such an order.

In all case, both units shall monitor the traffic situation in the other unit. If necessary, a unit shall on own discretion establish suitable measures to relieve the other unit. This can be for example a lower handoff rate or an alternative routing for some flights.

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:
  1. Move to row that contains the ID of the sector to be checked 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.

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 boarders 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 BALSI (SID)**
  Level: ↑**FL190**
  Release: Climb
  Note: Handoff of control 10nm before BALSI

- **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 DERAK (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 DERAK (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 Chambery 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	

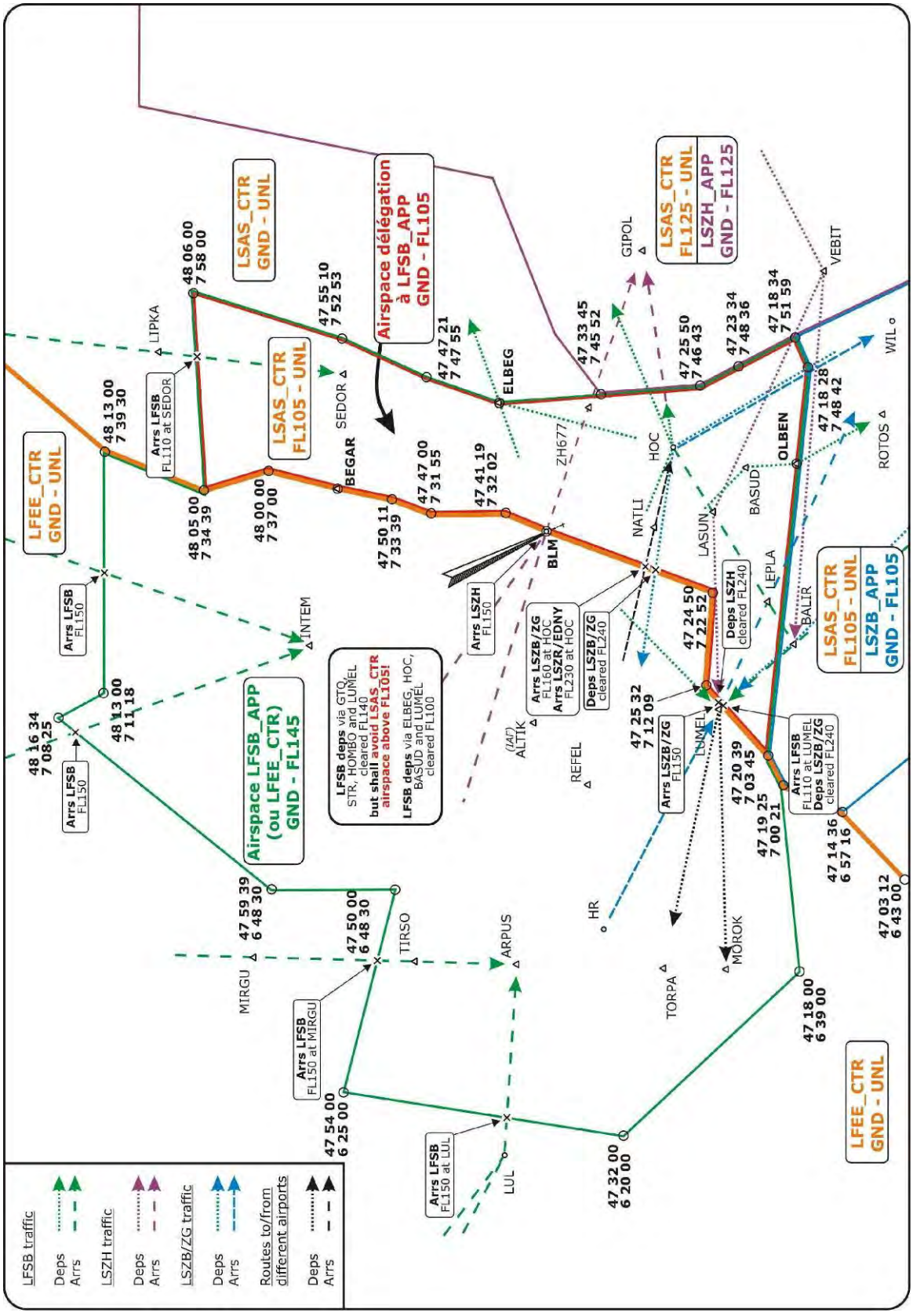
Direction of flights from Paris/Reims/Marseille FIR to vACC Switzerland

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 GRAPHICS

Situation around LFSB Airspace



SWISS RADAR - SECTORS BELOW FL245

Geneva Sectors

North
ID: GN
Primary station: LSAS_D_CTR
Primary frequency: 134.020

East
ID:
Primary station: LSAS_
Primary frequency:

South
ID: GS
Primary station: LSAS_G_CTR
Primary frequency: 124.220

Zurich Sectors

North
ID: ZN
Primary station: LSAS_R_CTR
Primary frequency: 135.150

East
ID: ZE
Primary station: LSAS_A_CTR
Primary frequency: 133.900

South
ID: ZS
Primary station: LSAS_CTR
Primary frequency: 128.050

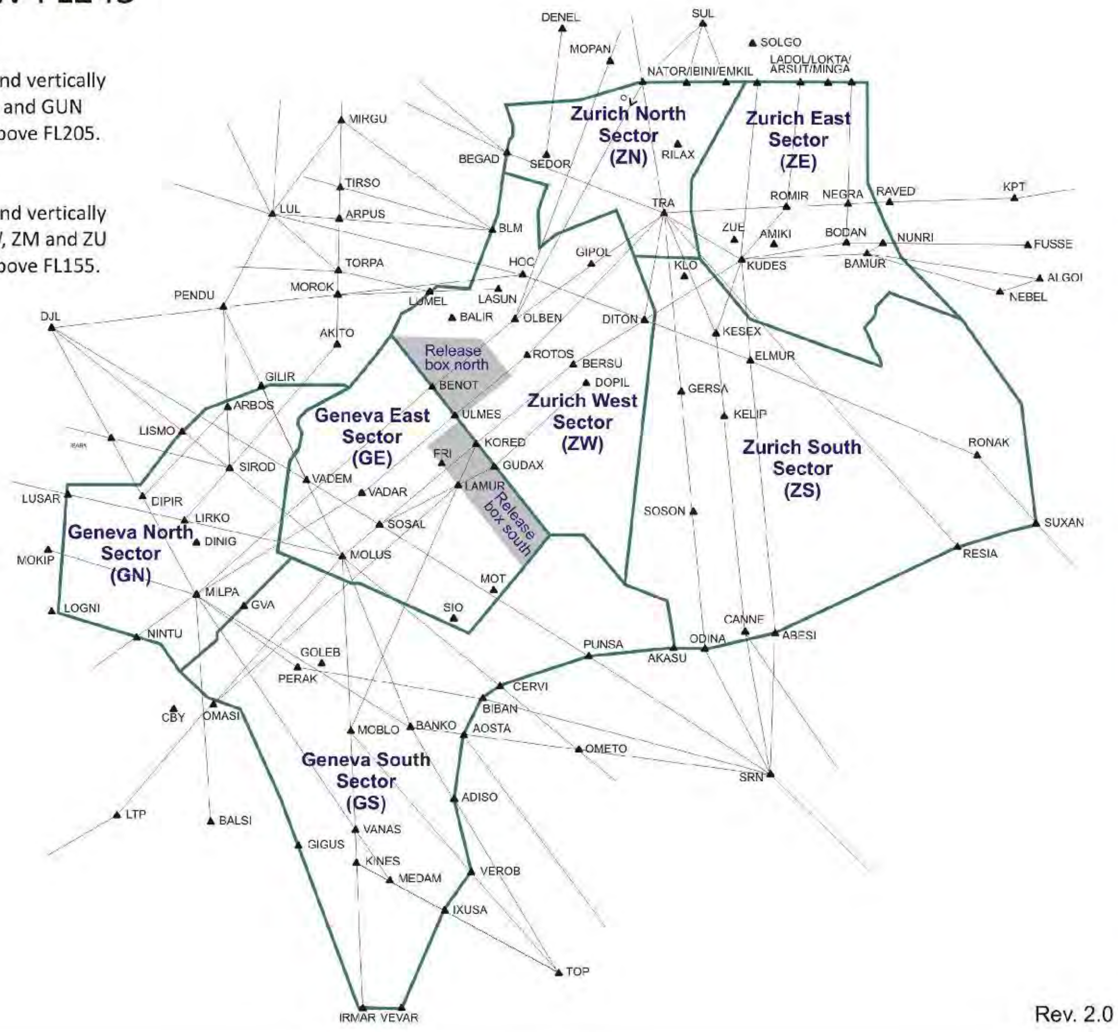
West
ID: ZW
Primary station: LSAS_B_CTR
Primary frequency: 135.670

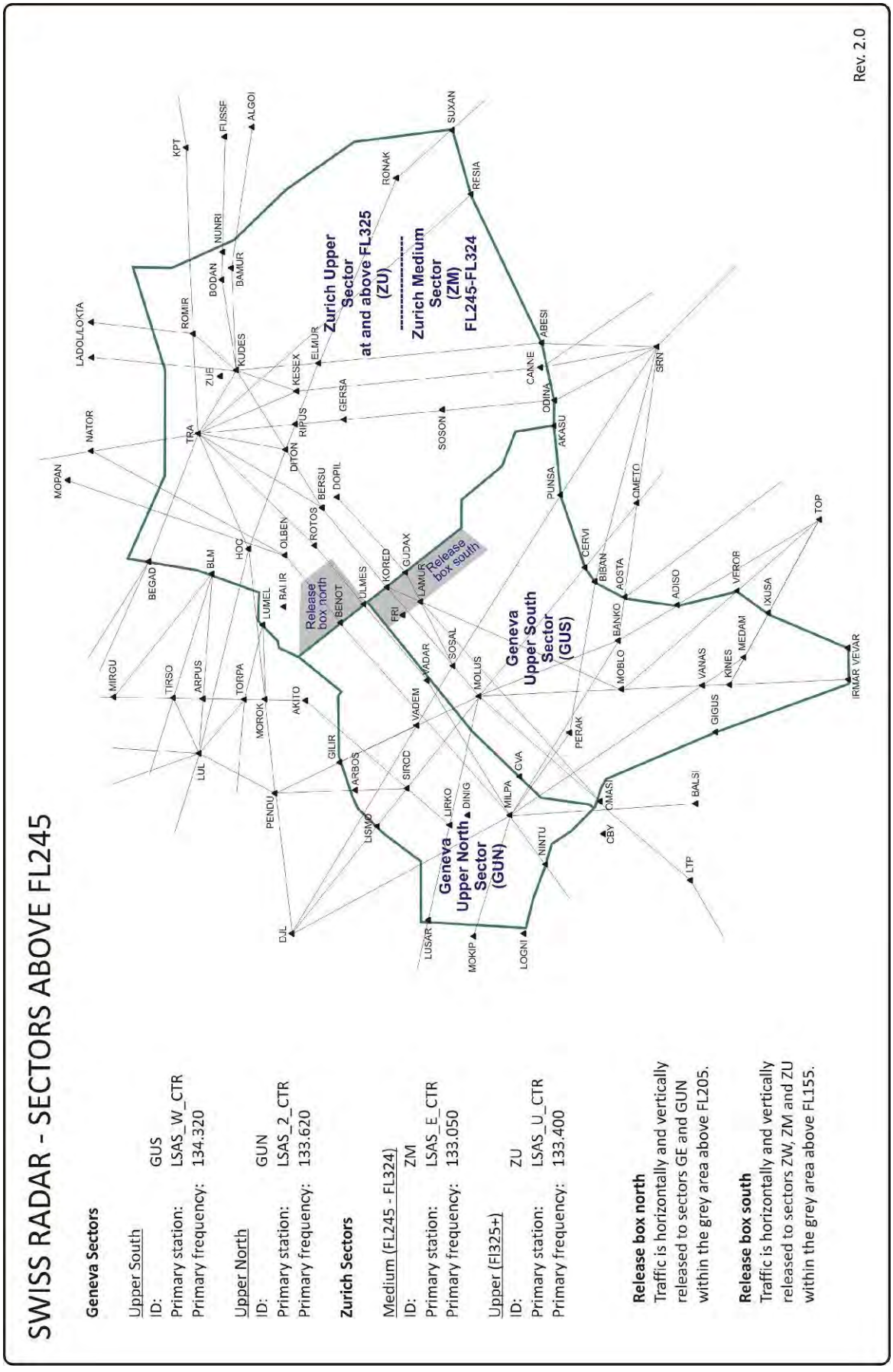
Release box north

Traffic is horizontally and vertically released to sectors GE and GUN within the grey area above FL205.

Release box south

Traffic is horizontally and vertically released to sectors ZW, ZM and ZU within the grey area above FL155.




SWISS RADAR - SECTORS ABOVE FL245
Rev. 2.0
Geneva Sectors
Upper South
ID: GUS
Primary station: LSAS_W_CTR
Primary frequency: 134.320
Upper North
ID: GUN
Primary station: LSAS_2_CTR
Primary frequency: 133.620
Zurich Sectors
Medium (FL245 - FL324)
ID: ZM
Primary station: LSAS_E_CTR
Primary frequency: 133.050
Upper (Fl325+)
ID: ZU
Primary station: LSAS_U_CTR
Primary frequency: 133.400
Release box north
Traffic is horizontally and vertically released to sectors GE and GUN within the grey area above FL205.
Release box south
Traffic is horizontally and vertically released to sectors ZW, ZM and ZU within the grey area above FL155.
Zurich Upper Sector at and above FL325 (ZU)
Zurich Medium Sector (ZM) FL245-FL324
Geneva Upper North Sector (GUN)
Geneva Upper South Sector (GUS)
Release box north
Release box south
KPT
FLISSE
ALGOI
SUXAN
RONAK
RESIA
LADOLI
ROMIR
NUNRI
BODAN
BAMUR
KUDES
ZUE
ELMUR
KESEX
ABESI
CANNE
SRN
ODINA
GERSA
RIPUS
DITON
SOSON
AKASU
NATOR
TRA
MOPAN
BERSU
DOPIL
ROTOS
PUNSA
CERVI
OMETO
BEGAD
BLM
HOG
OLBEN
LUMEL
BALIR
BENOT
ULMES
KORED
GUDAX
LAMUR
FRI
BISAN
AOSTA
ADISO
TOP
VROR
IXUSA
MIRGU
TIRSO
ARPUS
TORPA
MOROK
AKITO
VADAR
SOSAL
MOLUS
BANKO
MOBLO
VANAS
KINES
MEDAM
IRMAR
VEVAR
LUL
GILIR
VADEM
PERAK
GIGUS
PENDU
ARBOS
SIROD
LIRKO
DINIG
MILPA
GVA
OMASI
BALSI
LSMO
CBY
NINTU
LTP
DJL
LUSAR
MOKIP
LOGNI