

Letter of Agreement

IVAO – Spain & France Divisions



Name: **LOA-LECB-LFBB_EN**

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Validity: **permanent**

Contrib.: ES-AOC, ES-AOAC, FR-AOC, FR-AOAC,
LECB-CH, LECB-ACH, LECB-CHA1, LFBB-CH, LFBB-ACH

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Object: LoA between the Barcelona FIR (LECB) and the Bordeaux FIR (LFBB)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between the **Barcelona FIR** and the **Bordeaux FIR** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rule.

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO member providing ATS within and active ATC position concerned by this LoA.

2. General procedures

Traffic in sequence shall be handed over with **minimum spacing of 10 NM**. This separation must be **constant** (aircrafts restrained to the same speed) **or increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither need approval nor acknowledgement by receiving sector.

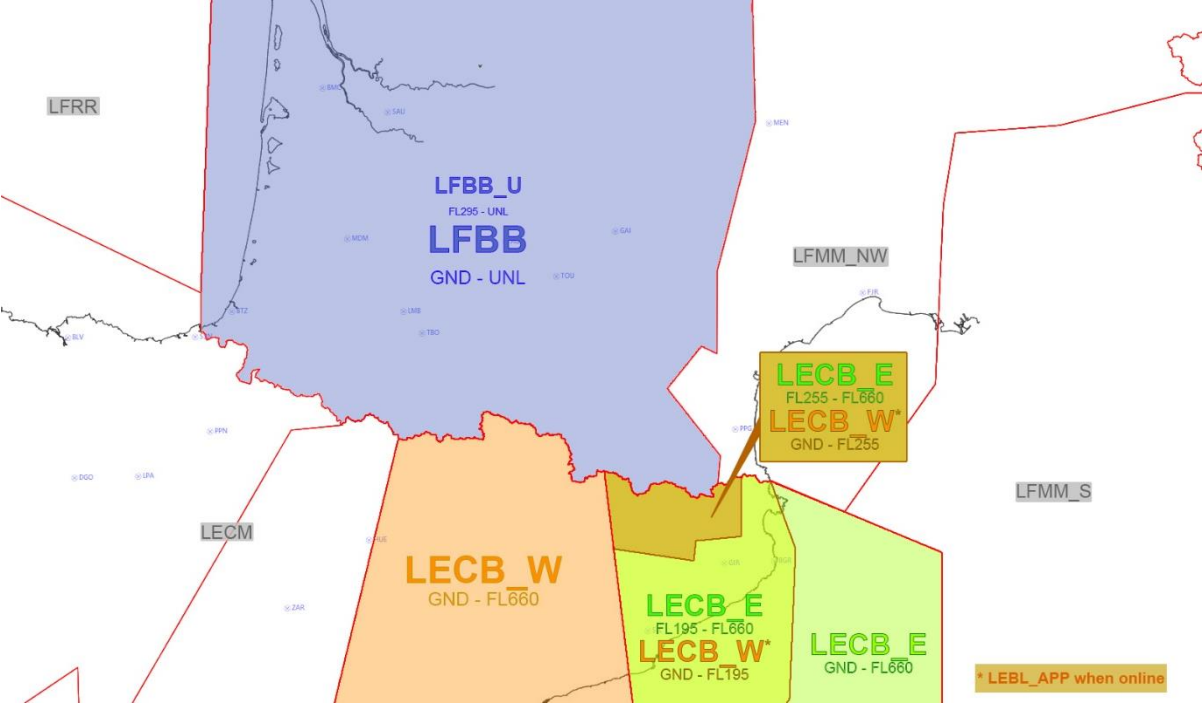
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level** and, in case the transfer point is not defined within this LOA, **at latest ten (10) miles before the airspace limits**.

Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

3. ATC units description

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Barcelona ACC is **Barcelona Control** and includes two primary sectors (LECB_W_CTR and LECB_E_CTR). Two additional secondary sectors (opened only via NOTAM) lie directly underneath their primary sectors. LECB_DDI_CTR underneath LECB_W_CTR, responsible up to FL305. LECB_XAR_CTR underneath LECB_E_CTR responsible up to FL305. Those two subsectors are not shown on the following chart as they are considered as inactive positions. Moreover, LECB_W_CTR is responsible of the Barcelona TMAs when LEBL_T1_APP is offline. The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the figure and table below.

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Bordeaux ACC is **Bordeaux Control** and consists in only one primary sector (LFBB_CTR). This ATC unit may be split into two different subsectors (LFBB_CTR and LFBB_U_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the figure and table below.



The radio communication frequencies associated to the ACC positions are indicated below.

ATC Position	Callsign	Frequency	Remarks
Primary Sectors			
Barcelona Control (Levante)	LECB_W_CTR	134.680	SFC-FL660 ; FL305-FL660 if LECB_DDI_CTR is active
Barcelona Control (Mediterráneo)	LECB_E_CTR	135.355	SFC-FL660 ; FL305-FL660 if LECB_XAR_CTR is active
Secondary Sectors			
Barcelona Control (DDI)	LECB_DDI_CTR	135.805	GND/FL195-FL305
Barcelona Control (XAR)	LECB_XAR_CTR	133.030	FL195-FL305
Primary Sector			
Bordeaux Control	LFBB_CTR	125.105	SFC-UNL ; SFC-FL295 if LFBB_U_CTR is active
Secondary Sectors			
Bordeaux Control (Upper)	LFBB_U_CTR	127.675	FL295-UNL

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Barcelona FIR and those under the responsibility of the Bordeaux FIR are defined as follows. They represent a general framework that does not replace the coordination between ATC. Any coordination procedure not mentioned in this LoA must be established on a case-by-case basis.

4.1 En-route coordination

Coordination procedures between Barcelona ACC and Bordeaux ACC are defined as follows.

A Direct further than the FIR Boundary must be coordinated.

Upper Airspace Airways start at FL195 in Bordeaux Control's airspace. Barcelona has to pay attention to clear all outgoing traffics above FL200 before transferring to Bordeaux.

Route	Transfer point	Cleared DCT	Restrictions
LECB → LFBB			
A29	FIR Boundary	GIROM	-
UN608	FIR Boundary	GIROM	-
UN860		ANETO	-
UN861 UT113		OKABI	-
UN863		ASPET	-
UT210		NATPI	-
LFBB → LECB			
B31	FIR Boundary	PUMAL	-
UN13	ROCAN	IBRAP	-
UN859		PUMAL	-
UN727		GEANT	-
UN860	FIR Boundary	ANETO	-
UN862		PERDU	-

4.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows:

Barcelona towards Bordeaux

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LECB → LFBB)			
LEGE	GEANT	LEBL_T1_APP → LFBB_CTR (DCT GEANT FL190)	If only LECB_W_CTR is active: DCT GEANT FL240
Arrivals (LECB → LFBB)			
LFBO	ASPET	LECB_W_CTR → LFBO_APP (DCT ASPET descending FL150)	-

Bordeaux towards Barcelona

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LFBB → LECB)			
LFBO	PUMAL	LFBB_CTR → LECB_W_CTR (DCT PUMAL climbing FL260)	-
Arrivals (LFBB → LECB)			
LEBL LERS	PUMAL	LFBB_CTR → LEBL_T1_APP (DCT PUMAL descending FL230)	Cross PUMAL FL250 or below