



Letter of Agreement (LoA)

Barcelona ACC (LECB) and Bordeaux ACC (LFBB)

Name: LoA-LECB-LFBB_EN

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1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Barcelona ACC** and **Bordeaux ACC** 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. GENERAL PROCEDURES

Traffic in sequence at the same flight level 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. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Regarding flight levels for transfers between ATC positions:

From	To	Flight Level
Barcelona	Bordeaux	EVEN
Bordeaux	Barcelona	ODD

Free Route Airspace Operations within Spanish airspace (HispaFRA) is defined from FL245 to FL660. However, the use of the traditional ATS route network is available too. Free Route Airspace Operations within some French airspace including Bordeaux UIR (LFRAASW) are defined from FL195 to FL660.

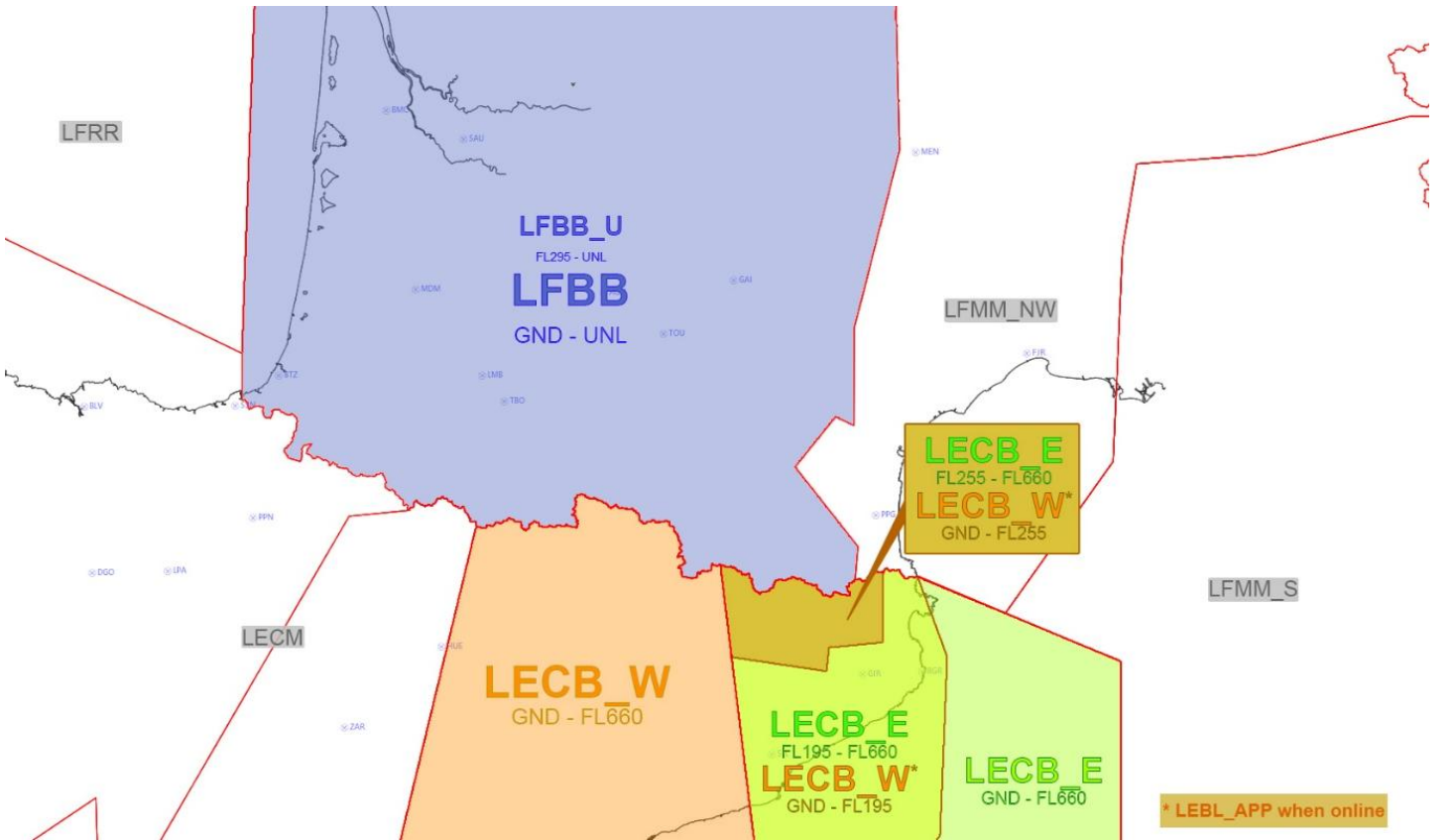
Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

3. ATS UNIT DESCRIPTION

The ATC unit in charge of the 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 FL325; LECB_XAL_CTR underneath LECB_E_CTR responsible up to FL325. Those subsectors are not shown on the following chart as they are considered as inactive positions. Moreover, LECB_W_CTR is responsible for the Barcelona TMAs when LEBL_T1_APP is offline.

LECB_DDI_CTR, LECB_XAR_CTR can be consolidated in one main sector (LECB_DDX_CTR).

The ATC unit in charge of the 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.



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3.1. Barcelona ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Barcelona Control	LECB_W_CTR	134.680	SFC-FL660; FL305-FL660 if LECB_DDI_CTR is active
Barcelona Control	LECB_E_CTR	135.355	SFC-FL660; FL305-FL660 if LECB_XAR_CTR is active
<i>Secondary Sectors</i>			
Barcelona Control	LECB_DDI_CTR	135.805	SFC/FL195-FL325
Barcelona Control	LECB_XAL_CTR	133.030	SFC/FL195-FL325
Barcelona Control	LECB_DDX_CTR	132.580	SFC/FL195-FL325

3.2. Bordeaux ACC

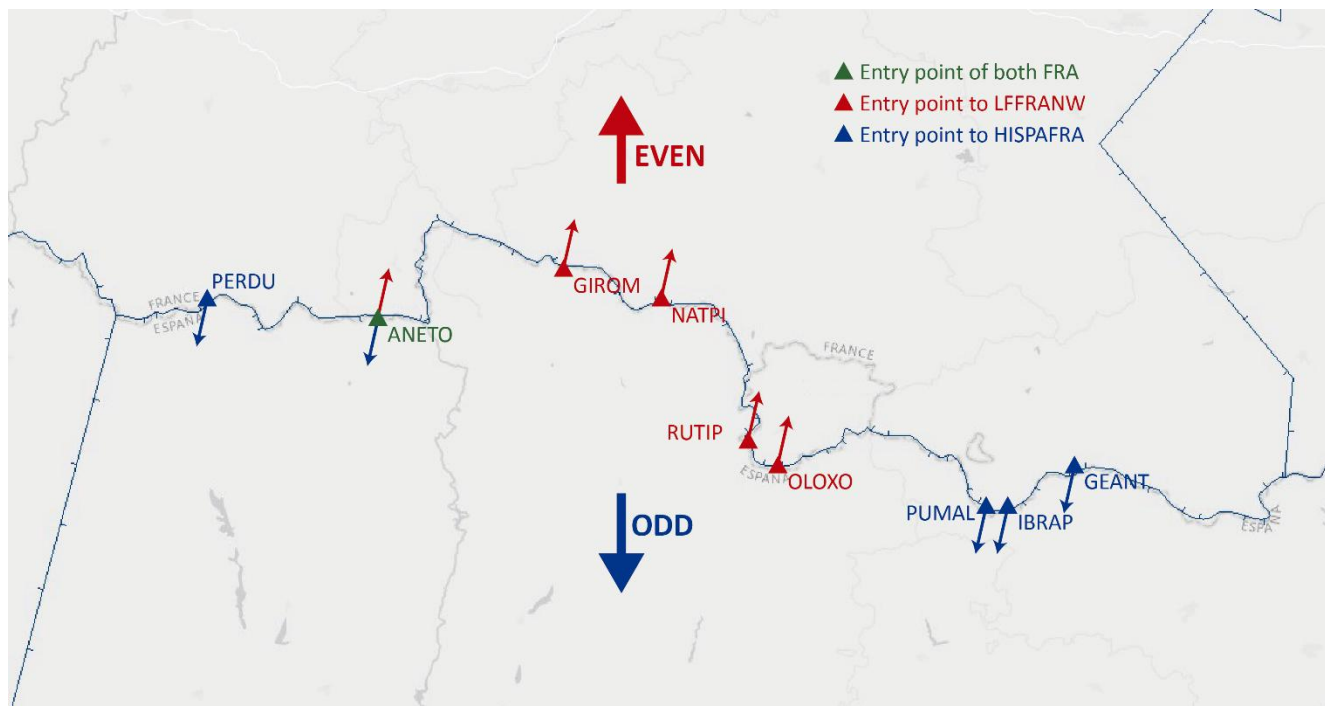
ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Bordeaux Control	LFBB_CTR	125.105	SFC-UNL; SFC-FL295 if LFBB_U_CTR is active
<i>Secondary Sectors</i>			
Bordeaux Control	LFBB_U_CTR	127.675	FL295-UNL

4. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC under the responsibility of the Barcelona ACC and those under the responsibility of the Bordeaux ACC 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.

A Direct further than the FIR Boundary must be coordinated.

Bordeaux’s UTA starts at FL195. Barcelona must clear all outbound traffics at FL200 or above before handing them off to Bordeaux.



An Entry Point (E) is a published significant point on the horizontal boundary of the Free Route Airspace **from which** FRA operations are permitted, while an Exit Point (X) is a point **to which** FRA operations are permitted.

4.1. FROM BARCELONA TO BORDEAUX (LECB → LFBB)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LECB	HispafRA	LFFRASW		
ANETO	N860	X (eXit) FL>245	E (Entry) FL>195	LFBB_CTR	EVEN FL
GIROM	N608 N863				
RUTIP	T113				
OLOXO	N861				
NATPI	-				

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4.2. FROM BORDEAUX TO BARCELONA (LFBB → LECB)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LFBB	LFFRASW	HispaFRA		
PERDU	-	X (eXit) FL>195	E (Entry) FL>245	LECB_W_CTR	ODD FL
ANETO	-				
IBRAP					
GEANT				LECB_E_CTR	
PUMAL	B31				

5. COORDINATION PROCEDURES – DEP & ARR

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

It is recalled that whenever TWR or APP units indicated below are inactive, they should be replaced by the higher ATC active unit (for example, if LEBL_TI_APP is inactive, the coordination procedures apply to LECB_W_CTR).

5.1. DEPARTURES FROM GIRONA AD (LEGE)

ATC	SID	Procedure	Remarks
LEBL_TI_APP	GEANT	LEBL_TI_APP → LFBB_CTR	DCT GEANT FL190 If only LECB_W_CTR is active: DCT GEANT FL240

5.2. ARRIVALS TO TOULOUSE-BLAGNAC AD (LFBO)

ATC	STAR	Procedure	Remarks
LEBL_TI_APP	ASPET	LECB_W_CTR → LFBO_APP	DCT ASPET descending FL150

5.3. DEPARTURES FROM TOULOUSE-BLAGNAC AD (LFBO)

ATC	SID	Procedure	Remarks
LFBB_CTR	GAUDE RIBOU	LFBB_CTR → LECB_W_CTR	DCT ANETO climbing >FL250 DCT PUMAL climbing FL260

5.4. ARRIVALS TO BARCELONA AND REUS AD (LEBL, LERS)

ATC	STAR	Procedure	Remarks
LFBB_CTR	PUMAL	LFBB_CTR → LEBL_TI_APP	DCT PUMAL descending FL230 Cross PUMAL FL250 or below

6. CONTRIBUTIONS

This document has been drafted in coordination between the ATC Operations Department of Spain and France and Barcelona FIR staff and Bordeaux FIR staff.

7. CHANGELOG

Version	Date	Changes
5.0	21/4/2022	<ul style="list-style-type: none">- New format- Implementation of Free Route Airspace in Spain (HISPAFRA)
6.0	15/12/2024	<ul style="list-style-type: none">- Update of LECB_DDI/ LECB_DDX/ LECB_XAL AoR (up to FL325)- Update of Routes leading to coordination fixes- Update of departure coordination from LFBO