

Letter of Agreement

IVAO – Spain & France Divisions



Name: **LOA-LECB-LFMM_EN**

Date: **22 April 2021**

Version: **v3**

Validity: **permanent**

Contrib.: ES-AOC, ES-AOAC, ES-AOA1, FR-AOC, FR-AOAC,
LECB-CH, LECP-CH, LFMM-CH, LFMM-ACH

Contact: es-atcops@ivao.aero ; fr-atcops@ivao.aero

Object: Letter of Agreement between the Barcelona FIR (LECB), Palma FIR (LECP) and the Marseille FIR (LFMM)

1. Purpose

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

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.

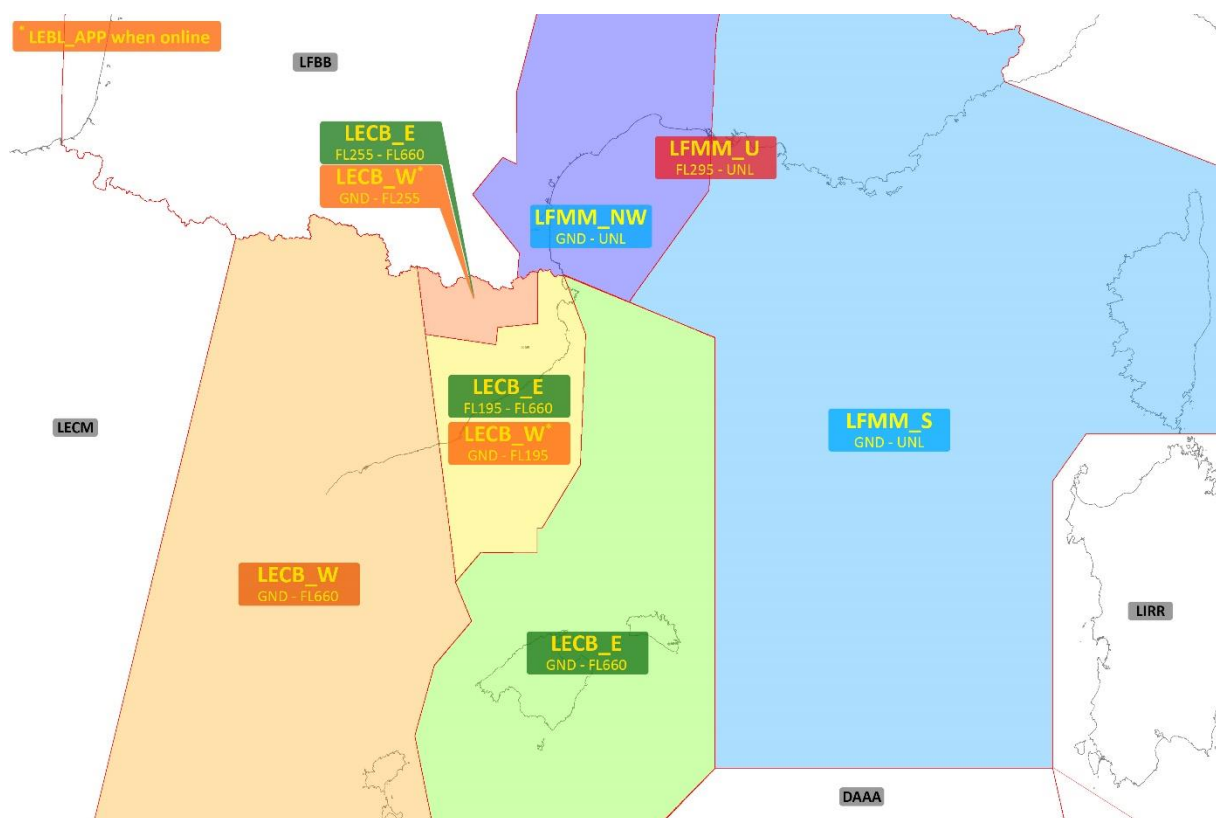
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest ten (10) miles before the airspace limits and 3000 ft before reaching the cleared flight level, ONLY in case of Transferring Point is not defined in this LOA.**

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_XAR_CTR underneath north part of LECB_E_CTR, responsible up to FL305; and LECP_MXX_CTR (*Palma Radar*) overhead Menorca island, up to FL245. 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 ATS unit in charge of FIR and UIR airspaces under the responsibility of Marseille ACC is **Marseille Control** and consists in two primary sectors (LFMM_NW_CTR and LFMM_S_CTR) that can never be grouped into one. These ATC units may be split into three subsectors (LFMM_NW_CTR, LFMM_S_CTR and LFMM_U_CTR). The lateral and vertical boundaries of the airspaces under the responsibility of the two CTR are indicated in the figure and table below.



The ATS positions concerned by the present LoA are:

ATC Position	Callsign	Frequency	Remarks
Primary Sectors			
Barcelona Control (Mediterráneo)	LECB_E_CTR	135.355	SFC-FL660
Barcelona Control (Levante)	LECB_W_CTR	134.680	SFC-FL660
Secondary Sectors			
Barcelona Control (XAR)	LECB_XAR_CTR	133.030	FL195-FL305
Palma Radar (MXX)	LECP_MXX_CTR	120.700	SFC-FL245
Primary Sectors			
Marseille Control (North-West)	LFMM_NW_CTR	123.805	SFC-UNL
Marseille Control (South)	LFMM_S_CTR	126.155	SFC-UNL
Secondary Sector			
Marseille Control (Upper)	LFMM_U_CTR	128.850	FL295-UNL

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Barcelona FIR or Palma TACC, and those under the responsibility of the Marseille 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 Marseille ACC are defined as follows.

Any directs beyond the FIR limit may be coordinated.

Upper airspaces routes start at FL195 in Marseille's airspace. Therefore, Barcelona should make sure every traffic is cleared at FL200 or above before a transfer is made to Marseille.

Route	Transfer point	Cleared DCT	Restrictions
LECB → LFMM			
A27	FIR Boundary	KANIG	EVEN FL
H110		DIBER	EVEN FL
H870			
G25		LUMAS	EVEN FL
B16			
-		OSPOK	EVEN FL
A33		MORSS	EVEN FL
T100		SOTAX	EVEN FL
UN855	FIR Boundary	KANIG	EVEN FL. Used for arrivals in LFMP
UN870		DIBER	EVEN FL
UL110			
UM985		LUMAS	EVEN FL
UN853			
UN725		OSPOK	EVEN FL
UN851		ISTER	EVEN FL
UM603		MORSS	EVEN FL
UM871			
UT100		SOTAX	EVEN FL

Route	Transfer point	Cleared DCT	Restrictions	
LFMM → LECB				
B384	FIR Boundary	ALBER	ODD FL	
A27		KANIG	ODD FL	
G7		MAMES		ODD FL
N86				
B16		LUMAS	ODD FL	
M601		MUREN	ODD FL	
Z924/M603		MORSS	ODD FL	
UP84	FIR Boundary	ALBER	ODD FL	
UN855		KANIG	ODD FL	
UY27		VEVUT		ODD FL
UT18				
UN975		NILDU	ODD FL	
UM984		MAMES	ODD FL	
UN852		VATIR		ODD FL
UY38				
UM601		MUREN	ODD FL	
UN850		SORAS	ODD FL	
UT250		RIXOT	ODD FL // DEST LEPA ≤FL230 exact FL to be coordinated	
UN851		ISTER	ODD FL	
UZ924		MORSS	ODD FL // DEST LEPA ≤FL230 exact FL to be coordinated	
UM871		SOTAX	ODD FL	

4.2 Coordination of departures and arrivals

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

Barcelona towards Marseille

ATC	SID/STAR	Coordination procedures	Remarks
Arrivals (LECB → LFMM)			
LFMP	KANIG	LEBL_T1_APP → LFMP_APP or LFMT_APP (Cleared FL110)	LFMT_APP has responsibility of LFMP_APP when LFMP_APP is closed.
LEMH LEPA	ISTER MORSS		≥FL120 at MORSS

Marseille towards Barcelona

ATC	SID/STAR	Coordination procedures	Remarks
Arrivals (LFMM → LECB)			
LEBL	ALBER	LFMM_NW_CTR → LECB_W_CTR or LEBL_T1_APP	≤FL250 at ALBER Min. FL070
LEGE	KANIG	LFMM_S_CTR → LECB_W_CTR or LEBL_T1_APP	≤FL150 at KANIG
LEIB	RIXOT MORSS	LFMM_S_CTR → LECB_E_CTR	≤FL230 at RIXOT and MORSS LFMM shall coordinate a FL
LEMH	RIXOT MORSS	LFMM_S_CTR → LECB_E_CTR	≤FL190 at RIXOT and MORSS LFMM shall coordinate a FL
LEPA	RIXOT MORSS	LFMM_S_CTR → LECB_E_CTR	≤FL230 at RIXOT and MORSS LFMM shall coordinate a FL
ATC	SID/STAR	Coordination procedures	Remarks
Departures (LFMM → LECB)			
LFMP	BAGUR (BGR)	LFMP_APP or LFMT_APP → LEBL_T1_APP or LECB_W_CTR (cleared FL 150)	-