



Letter of Agreement (LoA)

Barcelona ACC (LECB) and Marseille ACC (LFMM)

Name: LoA-LECB-LFMM_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**, **Palma ACC** and **Marseille 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	Marseille	EVEN
Marseille	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.

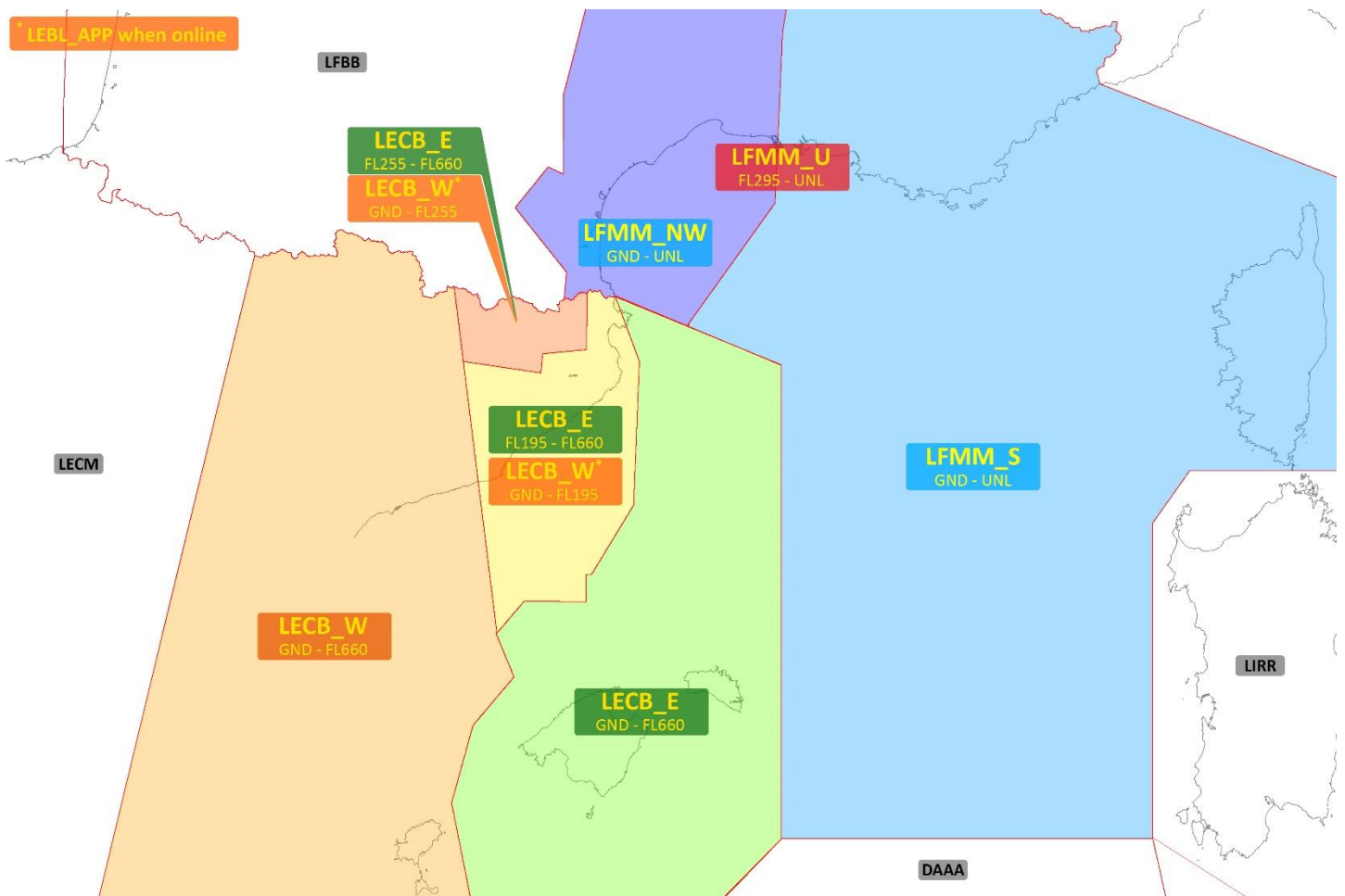
Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

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. Three additional secondary sectors (opened only via NOTAM) lie directly underneath their primary sectors. LECB_XAR_CTR underneath the North part of LECB_E_CTR responsible up to FL305; LECB_DDX_CTR underneath the North part of both LECB_E_CTR and LECB_W_CTR, up to FL305; and LECB_MXX_CTR (*Palma Radar*) overhead Menorca Island, up to FL245. 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_TI_APP is offline.

The ATC unit in charge of the airspaces under the responsibility of Marseille ACC is **Marseille Control** and consists in two primary sectors : LFMM_NW_CTR and LFMM_S_CTR. These ATC units may be split into three different subsectors : LFMM_NW_CTR, LFMM_S_CTR and LFMM_U_CTR.

The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the figure and table below.



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 Radar	LECB_XAR_CTR	133.030	SFC/FL195-FL305
Barcelona Radar	LECB_DDX_CTR	132.580	SFC/FL195-FL305
Palma Radar	LECP_MXX_CTR	120.700	SFC-FL245

3.2. MARSEILLE ACC

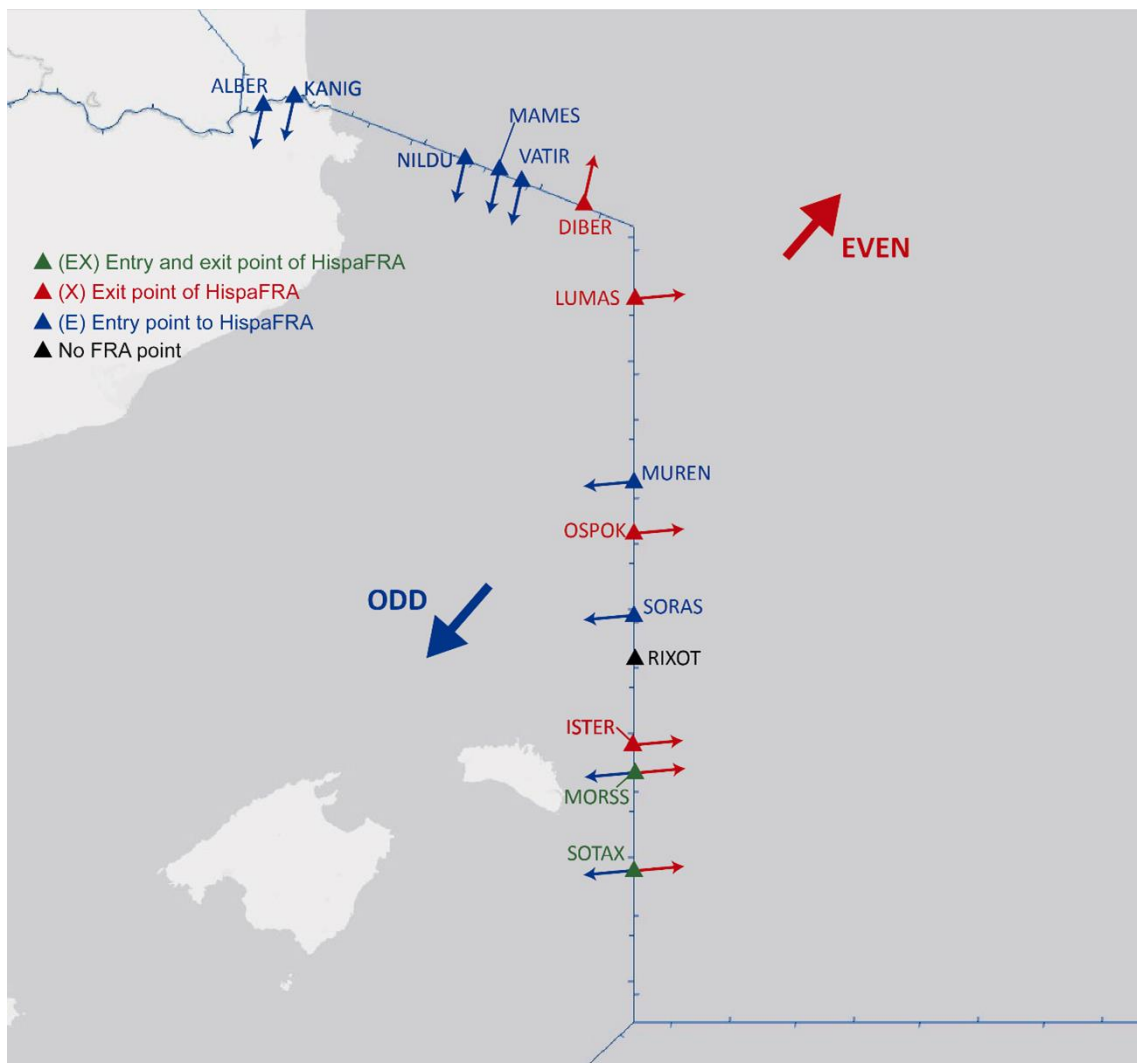
ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Marseille Control	LFMM_NW_CTR	123.805	SFC-UNL; SFC-FL295 if LFMM_U_CTR is active
Marseille Control	LFMM_S_CTR	126.155	SFC-UNL; SFC-FL295 if LFMM_U_CTR is active
<i>Secondary Sectors</i>			
Marseille Control	LFMM_U_CTR	128.850	FL295-UNL

4. COORDINATION PROCEDURES – EN ROUTE

Coordination procedures between the ATC under the responsibility of the Barcelona ACC, Palma TACC and those under the responsibility of the Marseille 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.

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



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.

Entry and Exit points are shown here from the perspective of Spanish FRA cell (HispaFRA).

4.1. FROM BARCELONA TO MARSEILLE (LECB → LFMM)

Transfer Point	Route		Receiving Sector	Restrictions
	Airways LECB	HispaFRA		
KANIG	A27 UN855	-	LFMM_NW_CTR	EVEN (for LFMP arrivals)
DIBER	H110 H870 UL110 UN870	X (eXit) FL>245	LFMM_S_CTR	EVEN
LUMAS	G25 B16 UM985 UN853			
OSPOK	UN725			
ISTER	UN851			
MORSS	A33 UM603			
SOTAX	T100 UT100			

4.2. FROM MARSEILLE TO BARCELONA (LFMM → LECB)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LFMM	LFFRASW	HispaFRA		
ALBER	B384	X (eXit) FL>195	E (Entry) FL>245	LECB_E_CTR	ODD FL
KANIG	A27				
NILDU	UN975				
MAMES	G7 N86 UM984				
VATIR	UN852 UY38				
MUREN	M601 UM601				
SORAS	UN850				
SOTAX	UM871	-	-	-	-
MORSS	Z924 M603 UZ924				
RIXOT	UT250				

5. COORDINATION PROCEDURES – DEP & ARR

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

5.1. ARRIVALS TO PERPIGNAN AD (LFMP)

ATC	SID	Procedure	Remarks
LEBL_T1_APP	KANIG	LEBL_T1_APP → LFMP_APP (or LFMT_APP)	Descending FL110 (LFMT_APP has responsibility of LFMP_APP when LFMP_APP is closed)

5.2. DEPARTURES FROM PERPIGNAN AD (LFMP)

ATC	STAR	Procedure	Remarks
LFMP_APP (or LFMT_APP)	BGR	LFMP_APP (or LFMT_APP) → LEBL_T1_APP (or LECB_W_CTR)	Climbing FL150

5.3. ARRIVALS TO BARCELONA AD (LEBL)

ATC	STAR	Procedure	Remarks
LFMM_NW_CTR	ALBER	LFMM_NW_CTR → LEBL_T1_APP (or LECB_W_CTR)	Descending FL210 Cross ALBER FL250 or below

5.4. ARRIVALS TO GIRONA AD (LEGE)

ATC	STAR	Procedure	Remarks
LFMM_S_CTR	KANIG	LFMM_S_CTR → LEBL_T1_APP (or LECB_W_CTR)	Descending FL120

5.5. ARRIVALS TO PALMA TACC (LEPA, LEMH, LEIB)

ATC	STAR	Procedure	Remarks
LFMM_S_CTR	RIXOT MORSS	LFMM_S_CTR → LECB_E_CTR	Exact FL to be coordinated Cross RIXOT/MORSS at FL230 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 Marseille 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)- Arrivals to Barcelona (FL210). Arrivals to Girona (FL120). Arrivals to Palma TACC.