



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** 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. Areas of Responsibility

2.1. Airspace structure and classification within the Area of Common Interest

2.1.1. LECB FIR/UIR

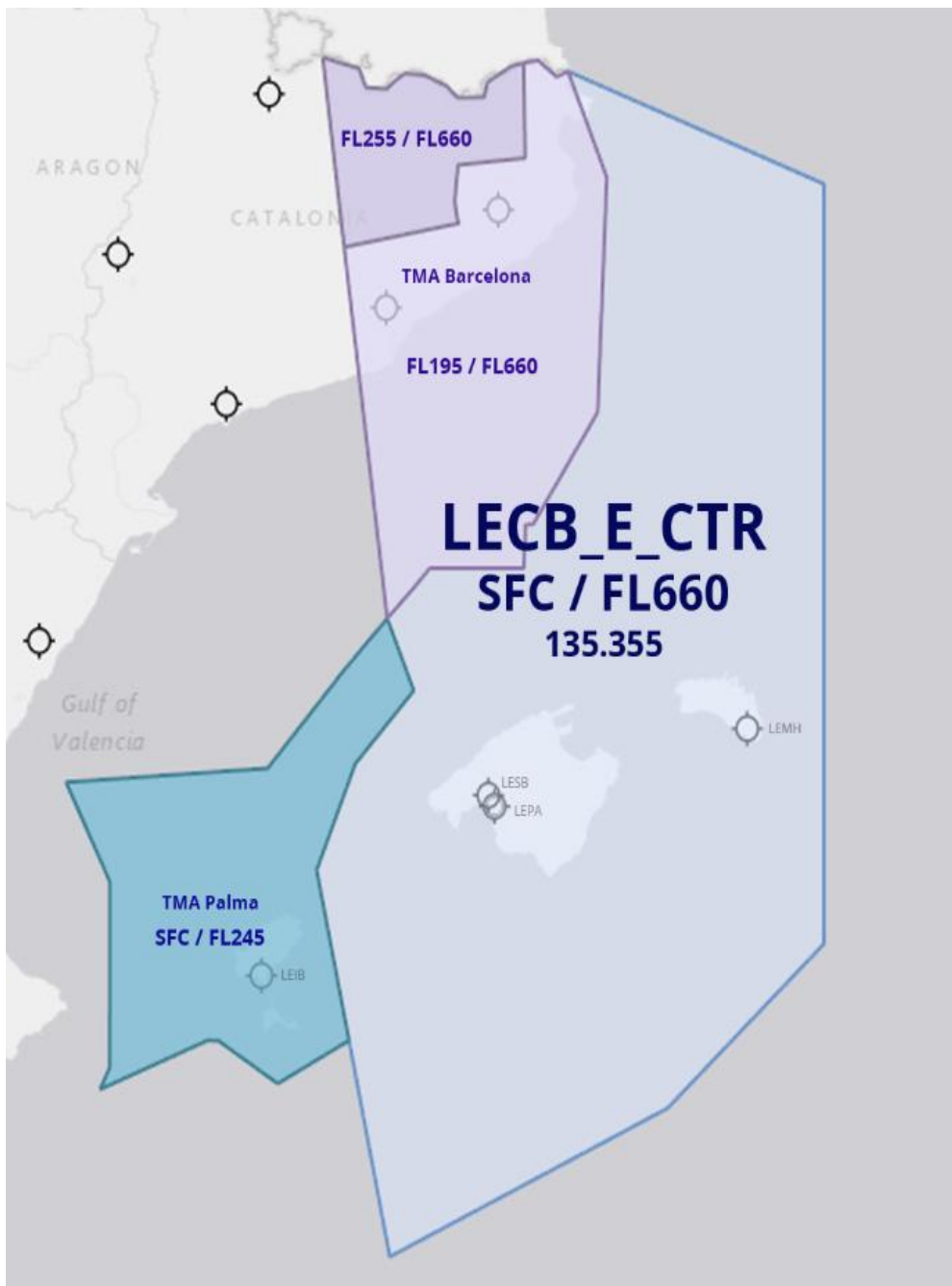
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL145/FL195	C
	AGL-AMSL/FL145	G (D in airway)

2.1.2. LFMM FIR/UIR

Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D except in LTA
	AGL-AMSL/FL115	G outside other classified airspace

2.2. Sectorisation within the Area of Common Interest

2.2.1. LECB ACC

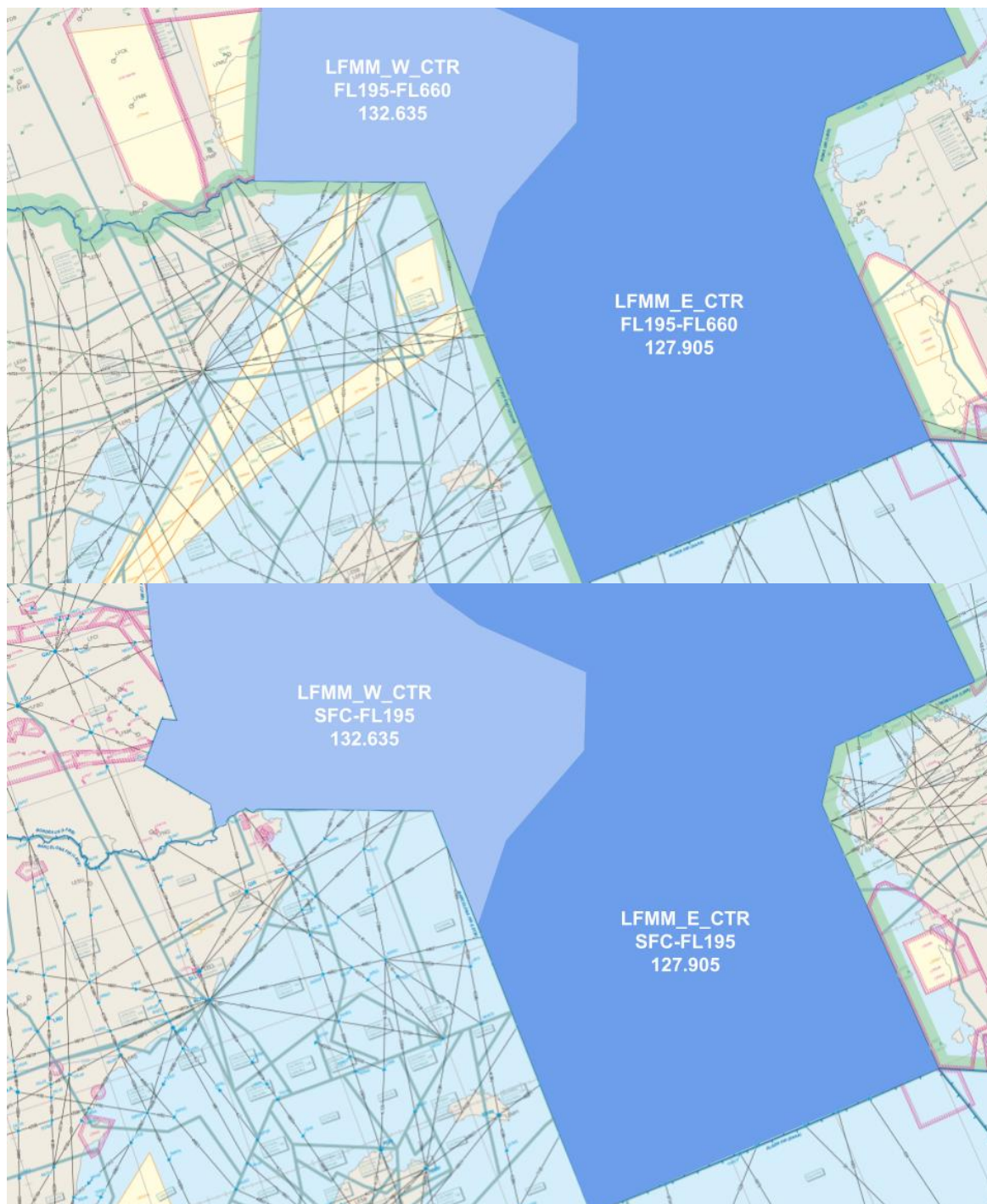


The Barcelona ACC airspace is described on the pictures above.
 The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Barcelona Control (E)	LECB_E_CTR	135.355	SFC-FL660

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2.2.3. LFMM ACC



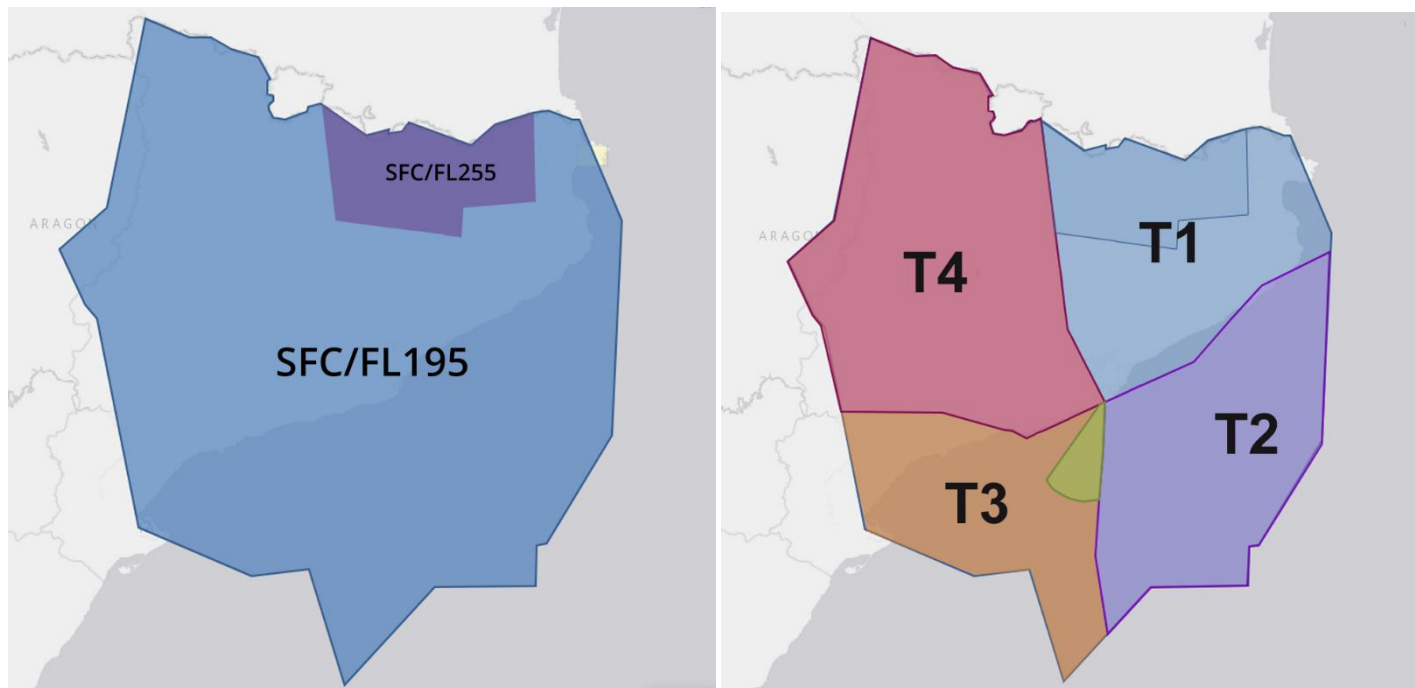
The Marseille ACC airspace is described on the picture above.

The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Marseille Control (East)	LFMM_E_CTR	127.905	
Marseille Control (West)	LFMM_W_CTR	132.635	

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2.2.3. LEBL APP



The Barcelona APP airspace is described on the pictures above.

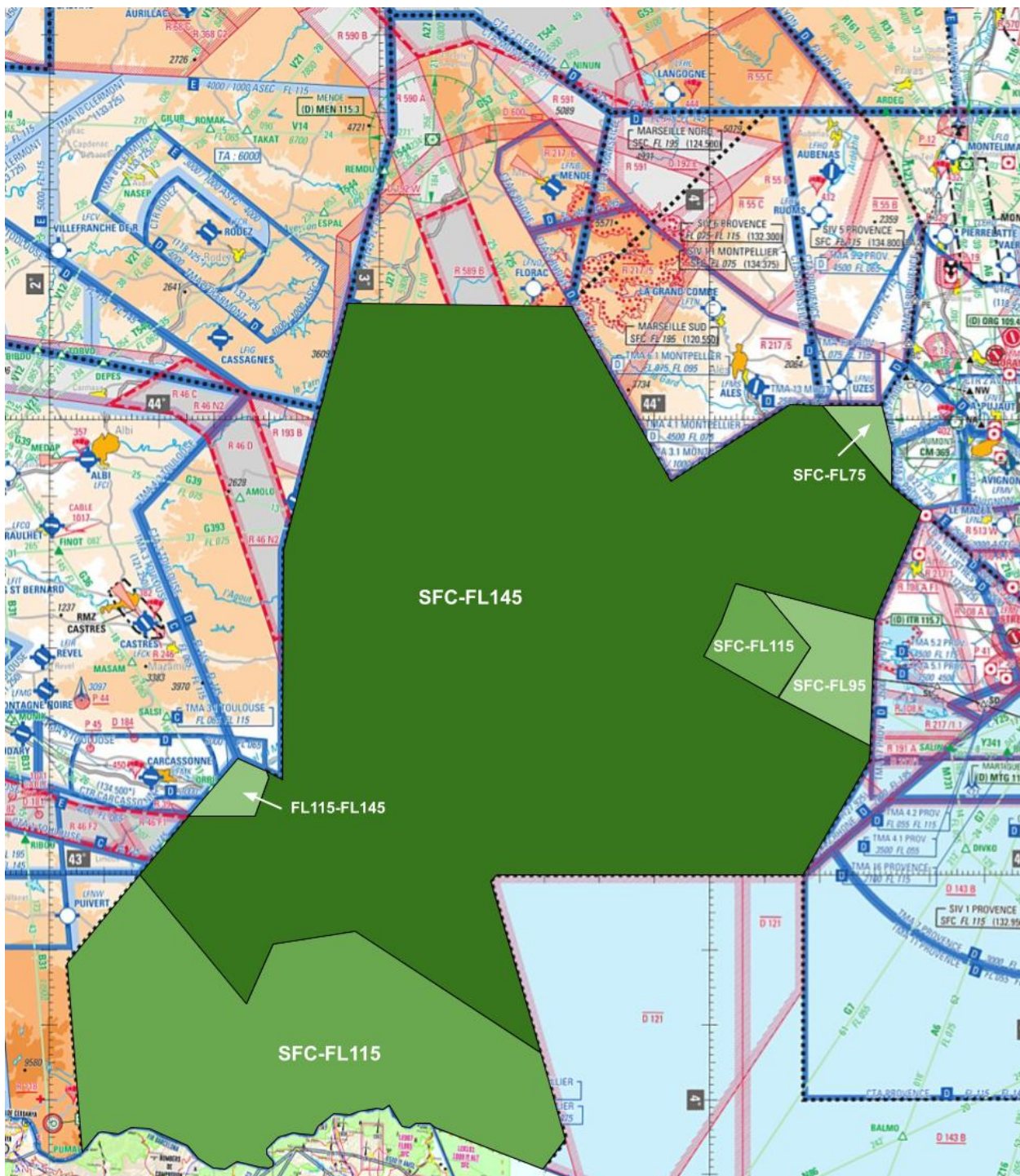
The positions concerned by this LOA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Barcelona Approach (T1)	LEBL_T1_APP	131.125	SFC-FL195
Barcelona Approach (T2)	LEBL_T2_APP	121.155	SFC-FL195

When T2 is not open, T1 manages the whole Barcelona APP airspace.

When Barcelona APP is not online, its airspace is managed by LECB_W_CTR (134.680).

2.2.4. LFMT APP



There is only one primary position in charge of Montpellier APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Montpellier Approach	LFMT_APP	131.055	

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2.3. Special Areas within the Area of Common Interest

NIL

3. Procedures for Coordination

3.1. General Conditions for Acceptance of Flights

Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified in paragraph 3.2.

Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by either the LoA conditions or a text/verbal coordination.

If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified in the LoA, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

For any proposed deviation from the conditions specified in 3.2 (COP, route, FL), the transferring unit shall initiate an approval request.

Traffics shall be transferred as soon as possible, clear of any conflicting traffic, not later than 10Nm before the boundary.

Silent Radar Handover are possible with a minimal separation of 10Nm and required if the longitudinal separation is less than 20Nm. In that case, the transferring ATS unit shall assign speeds/Mach numbers to both aircraft, the speed of the number one needs to be greater or equal to the speed of the second. Pilots shall report their assigned speed to the receiving ATS unit at the first contact.

3.2. ATS-Routes, DCTs, Co-Ordination Points and Level Allocation

3.2.1. Flights from LECB ACC to LFMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
N855 KANIG A27	KANIG	Even	RFL<185	3.2.1.1.
		FL130	DEP LEGE	
N/UN870, L110, FRA	DIBER	Even		3.2.1.2.
		FL340	ARR Nice Group	
		FL300	DEP Barcelona Group ARR Montpellier Group, Provence Group, Toulon Group	
		FL280	DEP LEGE	
M985, N853, FRA	LUMAS	Even		3.2.1.2.
		FL300	ARR Montpellier Group, Provence Group, Toulon Group, Nice Group	
N725, FRA	OSPOK	Even		
N/UN851, FRA M603, FRA	ISTER MORSS	Even		
		FL340	DEP LEPA	
UM871, FRA	SOTAX	Even		

3.2.1.1.

DEP LEGE with RFL<185. These traffics shall cross KANIG at FL125 or above. If unable, LECB ACC must coordinate with LFMT APP and advise LFMM ACC.

3.2.1.2.

Nice Group = LFMN LFMD LFTZ LFMF

Barcelona Group = LEBL LEDA LERS LELL

Montpellier Group = LFMT LFMU LFNG

Provence Group = LFML LFMA LFMO LFMQ LFMV LFMY LFNE LFNF LFNT LFHO LFME LFMI LFMS LFTW

Toulon Group = LFTH LFMC LFTF

3.2.2. Flights from LFMM ACC to LECB ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
B384	ALBER	Odd		3.2.2.1.
A27 KANIG N855	KANIG	Odd		3.2.2.1.
		FL120	ARR LEGE	
G7, N86, UM984, UN975, FRA	MAMES	Odd		
		FL290	ARR LERS LEDA	
		FL270	ARR LEBL LELL	
		FL150	ARR LEGE	
UN975, FRA	NILDU	Odd		
		FL290	ARR LERS LEDA	
		FL270	ARR LEBL LELL	
UN852, UY38, FRA	VATIR	Odd		
M601, FRA	MUREN	Odd		
		FL290	ARR LEBL LEGE LELL LEDA LFMP	3.2.2.2.
FRA	SORAS	Odd		
		FL330	ARR LEIB	
M603, FRA	MORSS	Odd		3.2.2.3.
FRA	SOTAX	Odd		
FRA	ISTER	Odd		3.2.2.3.

3.2.2.1.

Traffics on climb via ALBER or KANIG with RFL>195 will not be transferred by Marseille ACC to Barcelona before sector boundary to avoid an ingress in Bordeaux ACC airspace.

3.2.2.2.

These traffics need to be levelled by ELVOP.

3.2.2.3.

Marseille ACC is responsible for providing separation between traffics converging to MHN from ISTER and MORSS.

3.2.3. Flights from LECP ACC to LFMM ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
MHN-ISTER-LUNOR	ISTER	Even		
MHN-MORSS-RIPAL	MORSS	FL180	DEP LEMH	

3.2.4. Flights from LFMM ACC to LECP ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
BALEN-MAXOS-RIXOT	RIXOT	Odd		
		FL230	ARR LEIB LEPA	
		FL190	ARR LEMH	
RIPAL-MORSS-MHN	MORSS	Odd		
		FL230	ARR LEPA	
		FL190	ARR LEMH	

3.2.5. Flights from LECB ACC to LFMT APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A27 BGR-KANIG-PPG	KANIG	Even<FL100		

3.2.6. Flights from LFMT APP to LECB ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A27 PPG-KANIG-BGR	KANIG	Odd<FL110		
B384 PPG-ALBER-GIR	ALBER	Odd<FL110		
BGR4S/N SID from LFMP	FIR boundary	FL110		

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4. 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.

5. Changelog

Version	Date	Changes
V7.0	20/04/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFMM ACC airspace