

Letter of Agreement

IVAO – Spain & France Divisions



Name: **LOA-LECM-LFBB_EN**

Date: **02 June 2021**

Version: **v2**

Validity: **permanent**

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

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Object: LoA between the Madrid FIR (LECM) 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 **Madrid 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.

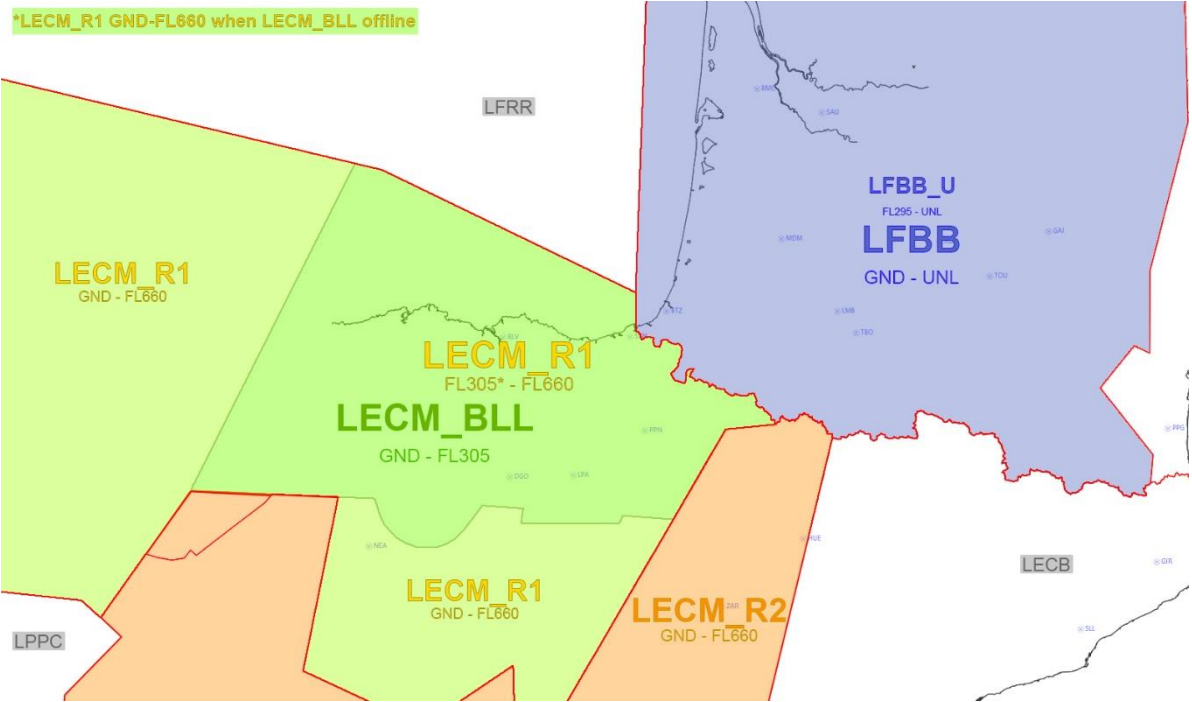
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level** and, in case the transfer point is not defined within this LOA, **at latest ten (10) miles before the airspace limits**.

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 the North-East Madrid ACC is **Madrid Control** and includes three primary sectors : LECM_R1_CTR, LECM_R2_CTR and LECM_BLL_CTR. 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.

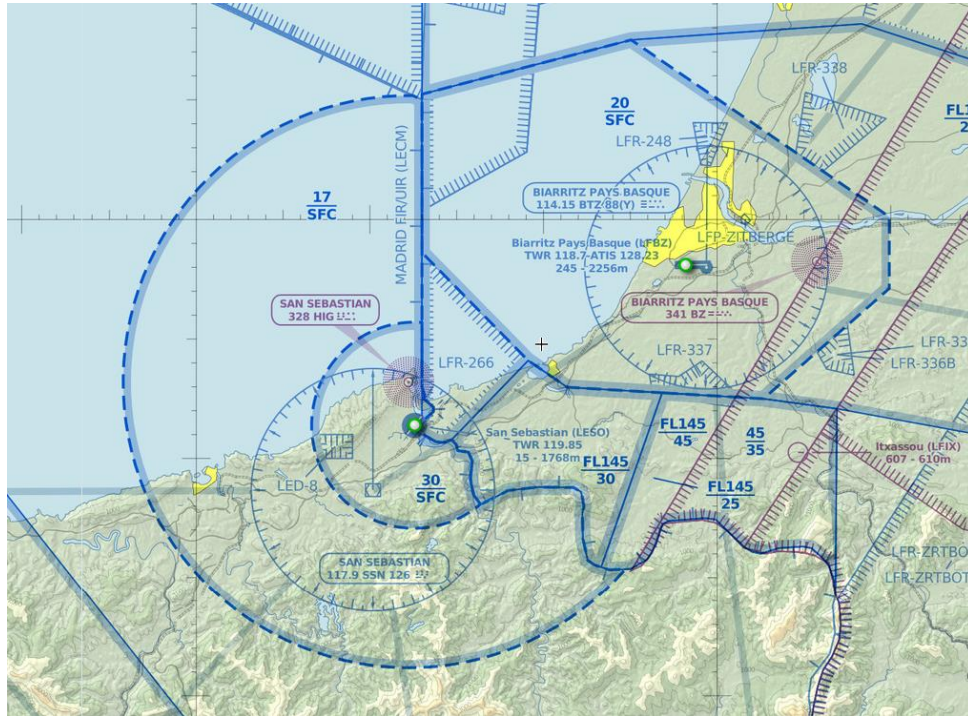


The radio communication frequencies associated to the ACC positions are indicated below.

ATC Position	Callsign	Frequency	Remarks
Primary Sectors			
Madrid Control (Cantábrico)	LECM_R1_CTR	135.700	SFC-FL660 ; FL305-FL660 above LECM_BLL_CTR when active
Madrid Control (Interior)	LECM_R2_CTR	133.755	SFC-FL660
Madrid Control (Bilbao Lower sector)	LECM_BLL_CTR	118.275	SFC-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. Airspace delegations

The airspace corresponding to the restricted zone LF-R-266 (SFC - 2000 ft AMSL) is a conflicting area between the CTR of LESO (SFC - 1700 ft) and the TMA of LFBZ (1500 ft ASFC/2000 ft AMSL - FL145). This is the so-called “special-use airspace” of San Sebastian into French territory where operations are delegated to LESO_TWR.



LFR-266: Special use restricted airspace delegated to LESO

Whenever LFBZ_APP (and/or LFBZ_CTR) is active, **the approach ATC services are provided by LFBZ_APP for LESO departures inbound BTZ and arrivals from OSGOT or BTZ (VOR APP RWY22).**

Whenever LECM_BLL_CTR (or LECM_R1_CTR) is active and LFBZ_APP and LFBZ_CTR are inactive, the approach ATC services are provided by LECM_BLL_CTR, for both LESO departures and arrivals.

In all cases, **LFBZ_APP (and/or LFBZ_CTR) are never supposed to provide tower ATC services at LESO.**

All VFR traffic entering inside the LF-R-266 zone will be transferred stable at 1000 ft AMSL.

Given the delegation of this airspace, each departure (RWY04) and arrival (RWY22) of LESO must be coordinated between the adjacent ATC units.

5. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Madrid 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.

5.1 En-route coordination

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

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

Route	Transfer point	Cleared DCT	Restrictions	
LECM → LFBB				
R10	FIR Boundary	BTZ	-	
R299			-	
UL176	FIR Boundary	LUSEM	-	
UN858		ABRIX	-	
UN871		TOPTU	-	
UT429			-	
UP181		BTZ	-	
LFBB → LECM				
R10	FIR Boundary	SSN	-	
R299		BEGUY	-	
UN10	FIR Boundary	PPN	-	
UN857			-	
UL866			-	
UN976			-	
UN995			-	
UM299			-	
UN869			TIVLI	-
UP181			SSN	-

5.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows. It is recalled that whenever a TWR or APP units indicated below are inactive, they should be replaced by the higher ATC active unit (for example, if LESO_TWR is inactive, the coordination procedure applies to LECM_BLL_CTR). Moreover, whenever the LECM_BLL_CTR is consolidated into LECM_R1_CTR, the same coordination procedures apply to LECM_R1_CTR.

Madrid towards Bordeaux

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LECM → LFBB)			
LEBB	SSN	LECM_BLL_CTR → LFBB_CTR (DCT SSN FL150 min)	-
LEPP	GOMSO	If FL<145: LECM_BLL_CTR → LFBZ_APP (DCT GOMSO) If FL>145: LECM_BLL_CTR → LFBB_CTR (DCT GOMSO)	-
LESO	BTZ	LESO_TWR → LFBZ_APP (passing 2000 ft)	Refer to section 4 for airspace delegation details and specific coordination procedures
	BLV	Only from RWY 04	
	CEGAM PPN	LESO_TWR → LFBZ_APP (passing 2000 ft) LFBZ_APP → LECM_BLL_CTR (leaving TMA)	
Arrivals (LECM → LFBB)			
LFBO	TOPTU	LECM_BLL_CTR → LFBB_CTR (DCT TOPTU FL280)	-
LFBP LFBT	BTZ	LECM_BLL_CTR → LFBB_CTR (DCT BTZ FL180)	-
LFBZ	DONOS	LECM_BLL_CTR → LFBZ_APP (DCT GOMSO FL150)	-

Bordeaux towards Madrid

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LFBB → LECM)			
LFBO	TIVLI LATEK	LFBB_CTR → LECM_BLL_CTR/LECM_R1_CTR (DCT LATEK) LFBB_CTR → LECM_R2_CTR (DCT TIVLI)	-
LFBZ	DONOS SSN	LFBZ_APP → LECM_BLL_CTR (DCT DONOS/SSN FL140)	-
Arrivals (LFBB → LECM)			
LEBB	CEGAM	LFBB_CTR → LECM_BLL_CTR	FL230 at FIR Boundary via BTZ FL270 at FIR Boundary via PPN
LEPP	-	LFBB_CTR → LECM_BLL_CTR (DCT PPN FL110)	-
LESO	VOR 22	LFBZ_APP issues the approach clearance ¹ down to 3000 ft and transfers to LESO_TWR passing 2000 ft	Refer to section 4 for airspace delegation details and specific coordination procedures

¹ The chart of the VOR 22 approach is available [here](#).