

Letter of Agreement

IVAO – Division France



Name: **LOA-FR-LFBB-LFFF_EN**

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Contributors: FR-AOC, FR-AOAC

LFBB-CH, LFBB-ACH, LFFF-CH, LFFF-ACH

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Object: LoA between the Bordeaux FIR (LFBB) and the Paris FIR (LFMM)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the ATC units and the coordination procedures to be applied between the **Bordeaux FIR** and the **Paris FIR** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rule.

The content of the agreement is approved by the concerned FIR Chiefs, the FR-TD and the FR-HQ 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**.

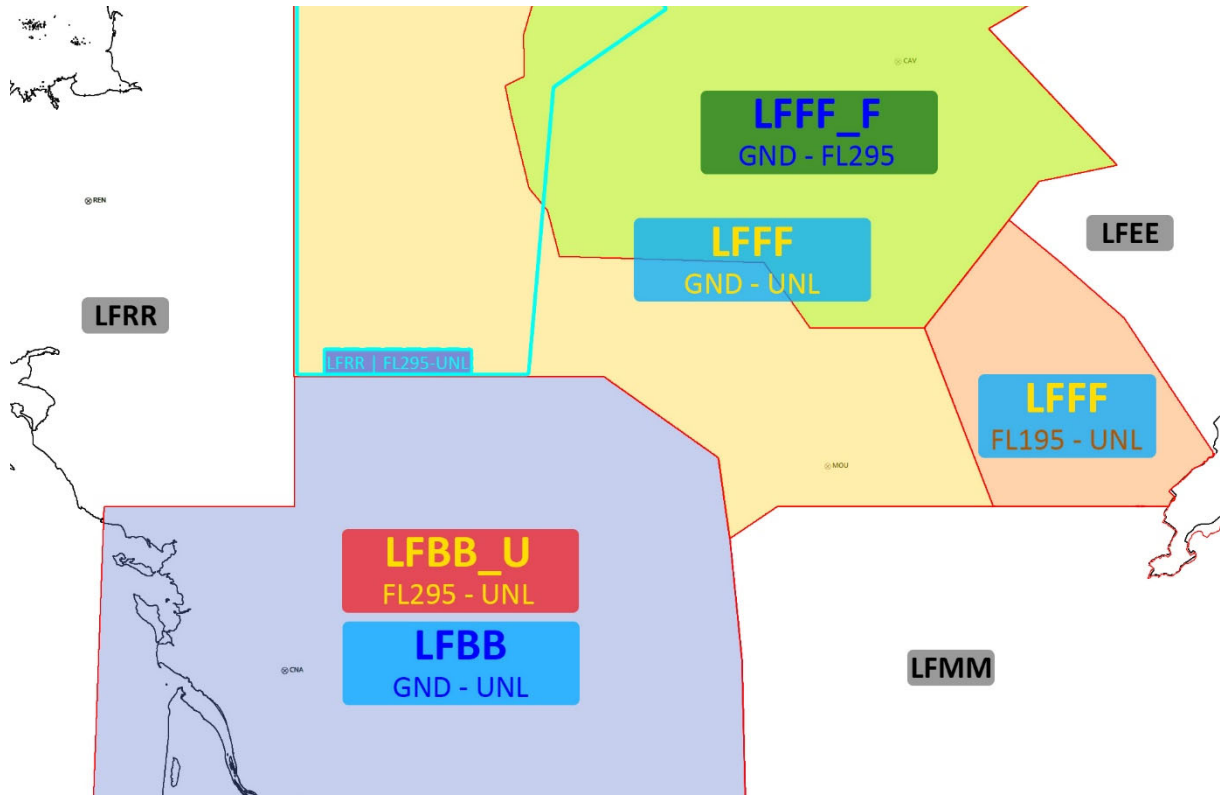
Traffic in sequence shall be handed over properly **separated and clear of any conflict**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

3. ATC units description

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Bordeaux ACC is **Bordeaux Control** and consists in only one primary sector (LFBB_CTR). This ATC unit may be split into two 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 ATC unit in charge of FIR and UIR airspaces under the responsibility of Paris ACC is **Paris Control** and consists in two primary sectors (LFFF_CTR and LFFF_F_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.

One should note that an airspace delegation exists between the Paris FIR and the Brest FIR, which corresponds to the cyan blue border in the figure below and is defined within the LoA between the two FIR. Whenever Paris Control and Brest Control are active, this airspace sector is delegated to Brest Control from FL295 up to UNL. This delegation is also valid, within the same vertical boundaries, whenever Brest Control is active while Paris Control is not. Whenever Brest Control is inactive, this airspace sector is not anymore delegated and is controlled by Paris Control from SFC up to UNL.



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

ATC Position	Callsign	Frequency	Remarks
Primary Sector			
Bordeaux Control	LFBB_CTR	125.105	SFC-UNL
Secondary Sector			
Bordeaux Control (Upper)	LFBB_U_CTR	127.675	FL295-UNL
Primary Sectors			
Paris Control	LFFF_CTR	128.100	SFC-UNL LFRR open : W (SFC-FL295)
Paris Control (CCT)	LFFF_F_CTR	135.405	SFC-FL295

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Bordeaux FIR and those under the responsibility of the Paris 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 Bordeaux ACC and Paris ACC are defined as follows.

Route	Transfer point	Cleared DCT	Restrictions
LFBB_CTR → LFFF_CTR			
A34	FIR Boundary	AMB	-
B19			
G21		MOU	
J55		LUTIL	
R10		AMB	
LFFRASW		ETPIL*	
		PEPAX	
		BOKNO	
		ELKUK*	
		BEVOL	
		ENUPA	
LFFF_CTR → LFBB_CTR			
A34	FIR Boundary	OLINO	-
B19		POI	
G21		RISUN	
G54		CTX	
J55		POI	
R10		OLINO	
UN859	FIR Boundary	SOPIL	-
UN858		BOKNO	
LFFRAC		GUERE	FPL via SIQLE-LAKOB-GUERE
		RISUN	FPL via SIQLE-LAKOB-KUKOR-RISUN
		RISUN	FPL via ENUPA-KUKOR-RISUN
DCT		ETPIL*	-
		PEPAX*	
		ELKUK*	
AGOPA		Last FIX inside FIR	Ex: ARKIP, ARNAV, ARMAL
DISAK			Ex: ARKIP, ARNAV, DEPOM, DIRMO
ERIXU	ETAMO	-	

* “Fuel Saving” routes, scarcely plannable

4.2 Coordination of departures and arrivals

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

Bordeaux towards Paris

AD	STAR	Coordination procedures	Remarks
Arrivals (LFFF → LFBB)			
LFBI	OMARI GINON OLINO	LFFF_CTR → LFBI_APP cleared FL150	Anticipated transfer to allow the descent
LFLEX	VEROS OLINO	LFFF_CTR → LFBI_APP cleared FL150	

Paris towards Bordeaux

AD	STAR	Coordination procedures	Remarks
Arrivals (LFBB → LFFF)			
LFPB	KOVAK KEPER	Cleared DCT KOVAK or KEPER (FL240 over KEPER) Inform the pilot of STAR 9E (facing East) or 9W (facing West)	Manage the descent to avoid an intermediate transfer to Brest Control
LFPG	KOVAK KEPER	Cleared DCT KOVAK or KEPER Inform the pilot of STAR 9E (facing East) or 9W (facing West)	
LFPO	AMB NIMER	Cleared DCT AMB (FL260) or NIMER Inform the pilot of STAR 9E (facing East) or 9W (facing West)	
LFOB LFPT	PEXIR	BOKNO FL280 max	
LFOT	-	LFBB_CTR → LFPM_APP (DCT TUR FL120)	