Letter of Agreement

IVAO – Division France

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Object: LoA between the Bordeaux FIR (LFBB) and the Marseille 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 **Marseille 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, 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.

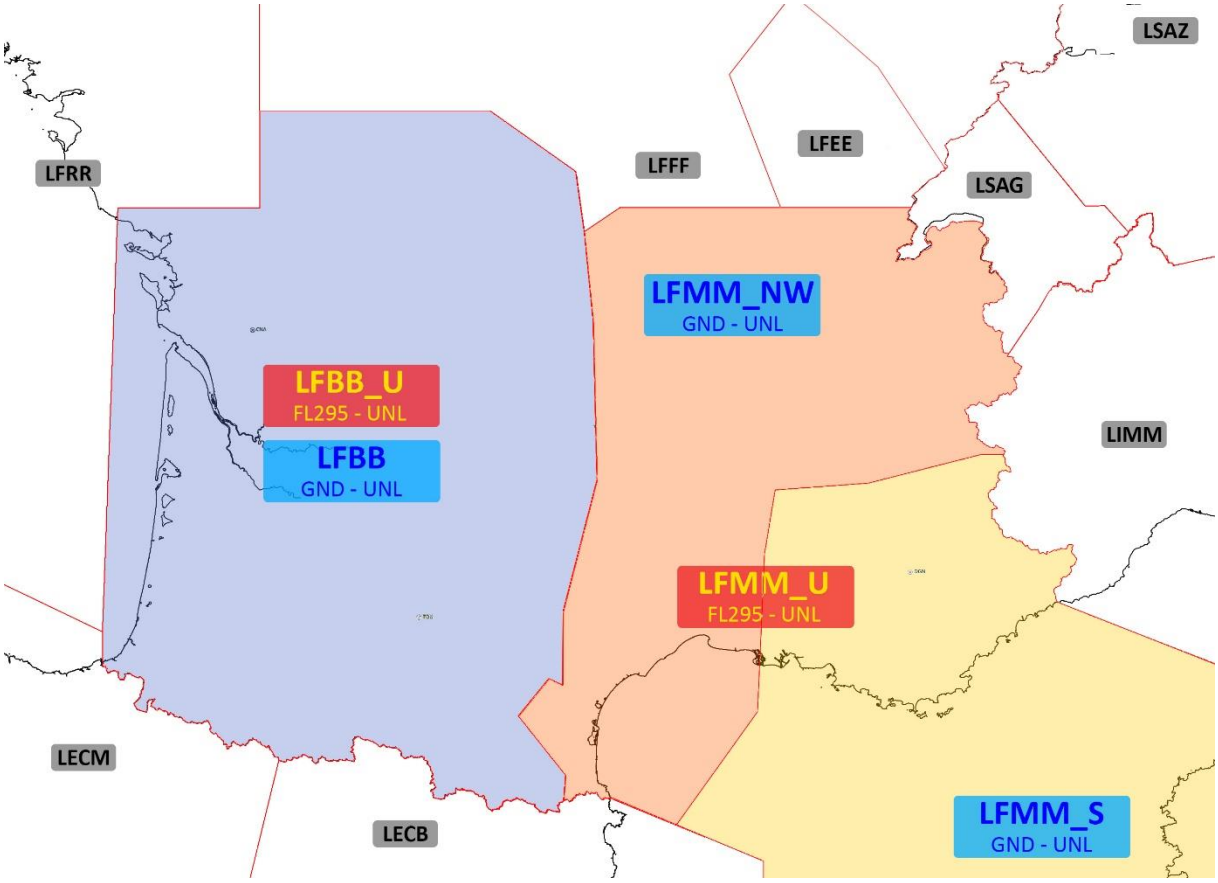
Traffic shall be handed over **as soon as practical** and, whenever possible, **at latest 3000 ft before reaching the cleared flight level**.

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 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 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 Sectors			
Bordeaux Control (Upper)	LFBB_U_CTR	127.675	FL295-UNL
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 Upper	LFMM_U_CTR	128.850	FL295-UNL

4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Bordeaux FIR 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 Bordeaux ACC and Marseille North-West ACC are defined as follows.

Route	Transfer Point	Cleared DCT	Restrictions
LFBB_CTR → LFMM_NW_CTR			
G5 **V14**	FIR Boundary	MEN	-
R17 **G36**		PPG	
G39 **G393**		AFRIC	
R66		RIVEK	
T616 **V21**		MINPA	
V12		CFA	
V18 **V13**		TIS	
LFFRASW	FIR Boundary	LABAL	-
		TIS	
		LERGA	
		NINUN	
		FJR	
		YACIM	
		PPG	

Route	Transfer Point	Cleared DCT	Restrictions
LFMM_NW_CTR → LFBB_CTR			
G39	FIR Boundary	AMOLO	-
G393		AFRIC	
G5		ESPAL	
G36		ORBIL	
R17		MORIL	
R66		RISUN	
T616		XUPAL	
V14		TAKAT	
V12		SOMTI	
V21		TAKAT	
V13		GERVA	
V18		RISUN	
UM616	FIR Boundary	LERGA	-
UN869			
UY305			
UT183			
UP860		TIS	
UT21		YACIM	
UY25		FJR	
UM731			
UL127			

4.2 Coordination of departures and arrivals

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

Bordeaux towards Marseille

FIS	SID/STAR	Coordination procedures	Remarks
Departures (LFBB → LFMM)			
LFCI **LFCK**	AFRIC	LFBO_APP → LFMM_NW_CTR (DCT AFRIC FL140 max)	-
LFMK	FJR ZR PPG	LFBO_APP → LFMM_NW_CTR (DCT FJR/ZR/PPG FL120 max)	
Arrivals (LFBB → LFMM)			
LFLC	GERVA RISUN MINPA SOMTI	LFBB_CTR → LFLC_APP (descending FL150 max)	-
LFCR	AULON BISBI ESISI GAI	LFBB_CTR → LFLC_APP (descending FL150 max)	Whenever Clermont Approach is not active, Bordeaux Control will transfer trafics to Marseille Control
LFLL	ARSOM CFA LABAL TIS	LFBB_CTR → LFMM_NW_CTR (descending FL190 max)	Whenever Marseille Control is not active, Bordeaux Control will transfer trafics to Lyon Approach descending FL190
LFMP	KELAM ORBIL	LFBB_CTR → LFMT_ APP (descending FL150 max)	-
LFMT	MEN BRUSC KELAM	LFBB_CTR → LFMT_ APP (descending FL150 max)	

Marseille towards Bordeaux

FIS	SID/STAR	Coordination procedures	Remarks
Departures (LFMM → LFBB)			
LFLC	GERVA RISUN SOMTI	LFLC_APP → LFBB_CTR (DCT GERVA/RISUN/SOMTI FL140 max)	-
LFMP	ORBIL	LFMT_ APP → LFBB_CTR (DCT ORBIL FL140 max)	-
LFMT	BRUSC MASAM	LFMT_ APP → LFBB_CTR (DCT BRUSC/MASAM FL140 max)	-
LFMU	AFRIC	LFMT_ APP → LFBB_CTR (DCT AFRIC FL140 max)	
LFCR	AB ESISI GAI NETRO	LFLC_APP → LFBB_CTR (DCT AB, ESISI, GAI, NETRO FL140 max)	Whenever Clermont Approach is not connected, Marseille Control manages Rodez
Arrivals (LFMM → LFBB)			
LFBO	ORBIL AFRIC	LFMM_NW_CTR → LFBO_APP (DCT ADIMO FL150 max)	-
	MEN NARAK	LFMM_NW_CTR → LFBB_CTR (DCT NARAK FL250 max)	
LFCI	MEN AFRIC	LFMM_NW_CTR → LFBO_APP (descending FL150 max)	
LFCK	MEN AFRIC	LFMM_NW_CTR → LFBO_APP (descending FL150 max)	
LFMK	FJR ORBIL ZR	LFMM_NW_CTR → LFBO_APP (descending FL150 max)	

4.2 Handling of Rodez Airport (LFCR)

Rodez is situated under TMAs belonging to Clermont. On IVAO the airport is normally handled by LFLC_APP.

When LFLC_APP is not active but LFMM_NW_CTR and LFBB_CTR are active, LFMM_NW_CTR becomes responsible of the SIV of Clermont (ceiling : FL145) by delegation. Therefore, he also becomes responsible of Rodez.

Coordination is necessary between LFMM_NW_CTR and LFBB_CTR for the Western departures of Rodez so that Bordeaux can anticipate them in his airspace.

If neither LFLC_APP and LFMM_NW_CTR are active, LFBB_CTR becomes responsible of Rodez airport and its associated airspaces within the limit of the sector of LFBB_CTR.