



Letter of Agreement (LoA)

Bordeaux ACC (LFBB) and Paris ACC (LFFF)

Name: LoA-LFBB-LFFF_EN

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INDEX

1.	Purpose	2
2.	Areas of Responsibility.....	2
2.1.	Airspace structure and classification within the Area of Common Interest.....	2
2.1.1.	LFBB FIR/UIR	2
2.1.2.	LFFF FIR/UIR	2
2.2.	Sectorisation within the Area of Common Interest.....	3
2.2.1.	LFBB ACC.....	3
2.2.2.	Poitiers APP	4
2.2.3.	Limoges APP.....	5
2.2.3.	LFFF ACC	6
2.2.4.	Seine APP	7
2.3.	Special Areas within the Area of Common Interest	8
2.3.1.	Area delegated to Bordeaux ACC.....	8
2.3.1.	TRA 10.....	9
2.3.2.	R7C.....	10
3.	Procedures for Coordination	11
3.1.	General Conditions for Acceptance of Flights	11
3.2.	ATS-Routes, DCTs, Co-Ordination Points and Level Allocation.....	12
3.2.1.	Flights from LFBB ACC to LFFF ACC.....	12
3.2.2.	Flights from LFFF ACC to LFBB ACC.....	13
3.2.3.	Flights from LFFF ACC to Poitiers APP.....	14
3.2.4.	Flights from Poitiers APP to LFFF ACC.....	14
3.2.5.	Flights from LFFF ACC to Limoges APP.....	14
3.2.6.	Flights from Limoges APP to LFFF ACC.....	14
3.2.7.	Flights from Seine APP to Poitiers APP	14
3.2.8.	Flights from Poitiers APP to Seine APP.....	14
4.	Contributions	15
5.	Changelog.....	15

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Bordeaux ACC** and **Paris 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. LFBB FIR/UIR

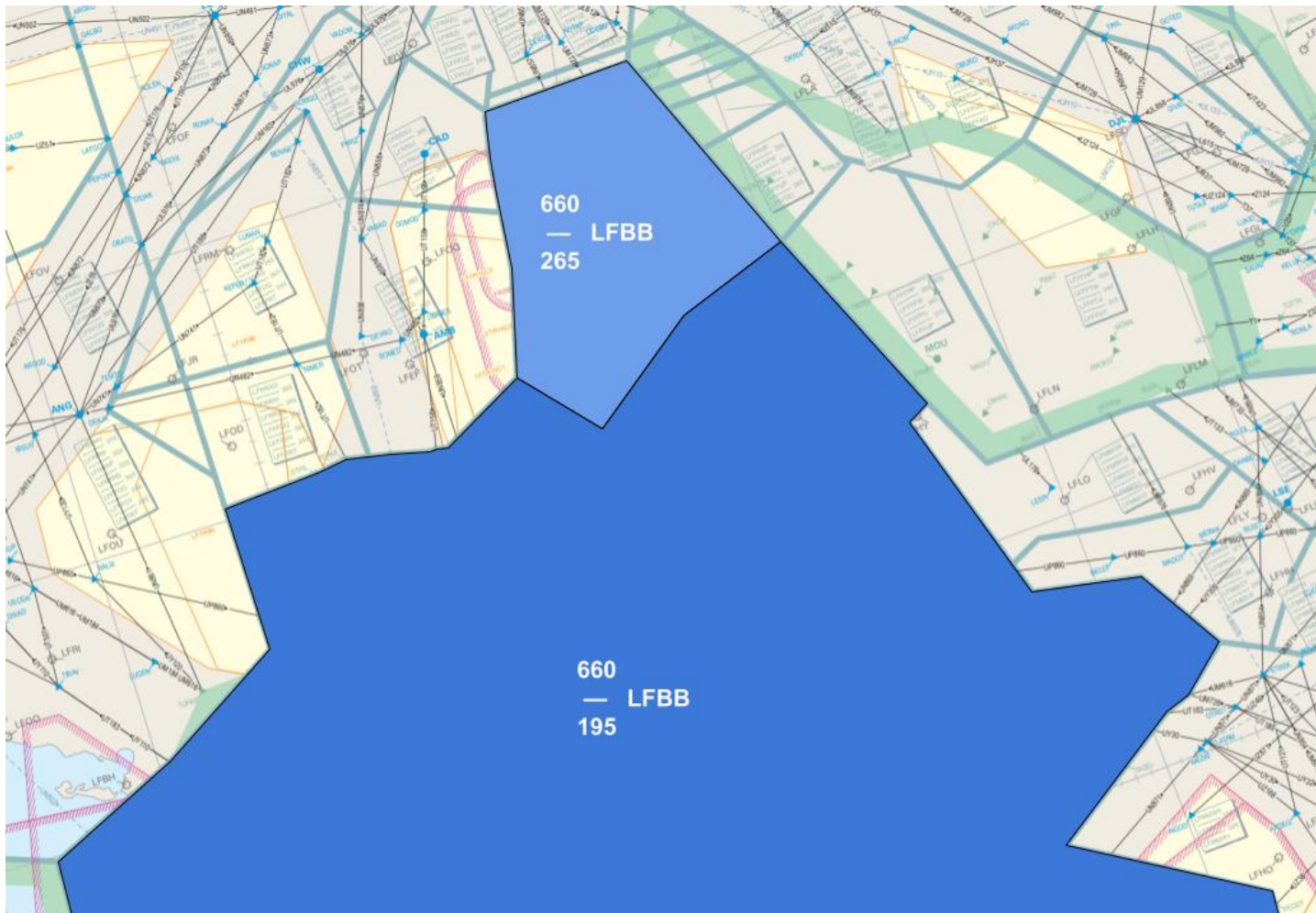
Area	Vertical Limits	Airspace Classification
UIR	Above FL660	G
	FL195/FL660	C
FIR	FL115/FL195	D
	AGL-AMSL/FL115	G outside other classified airspace

2.1.2. LFFF FIR/UIR

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

2.2. Sectorisation within the Area of Common Interest

2.2.1. LFBB ACC



The Bordeaux upper airspace sectorisation is described on the picture above. In the lower airspace, the boundary is the FIR boundary.

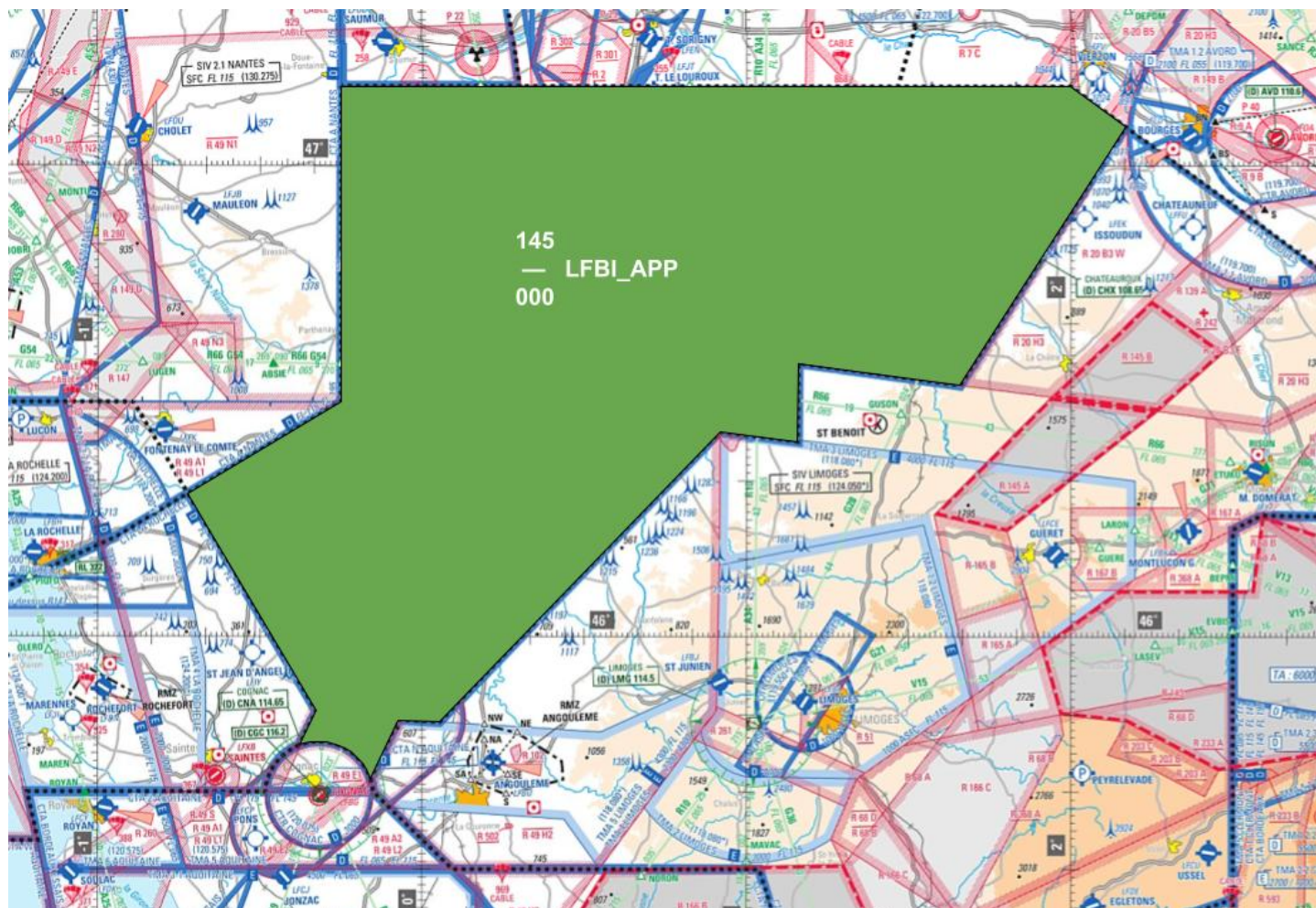
The positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Bordeaux Control	LFBB_CTR	130.230	
Secondary Sectors			
Bordeaux Control	LFBB_N_CTR	134.255	

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2.2.2. Poitiers APP

Poitiers APP Area of Responsibility is depicted by the picture below from SFC to FL145.



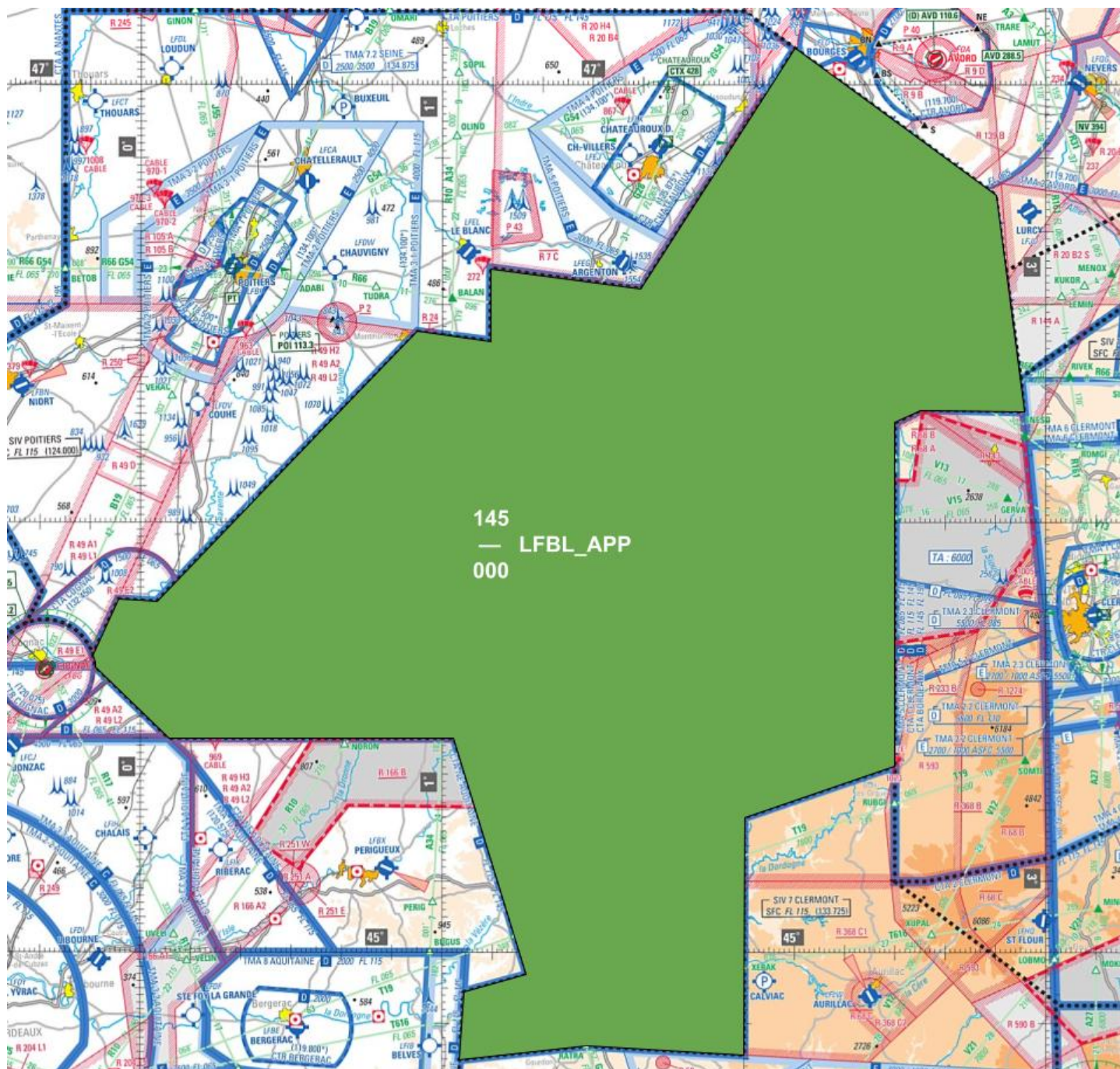
There is only one primary position in charge of Poitiers APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Poitiers Approach	LFBI_APP	134.100	

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2.2.3. Limoges APP

Limoges APP Area of Responsibility is depicted by the picture below from SFC to FL145.



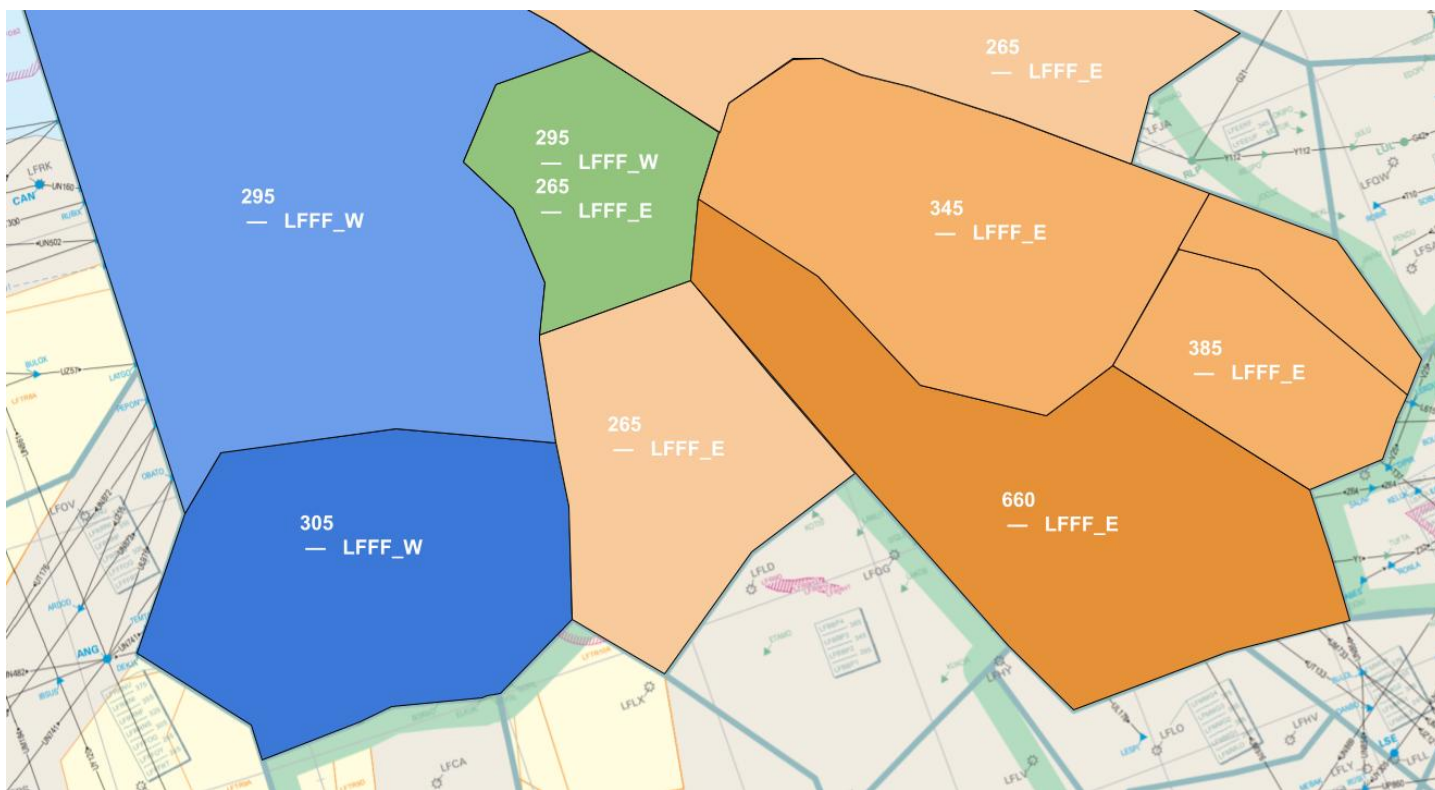
There is only one primary position in charge of Limoges APP airspace:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Limoges Approach	LFBL_APP	118.080	

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2.2.3. LFFF ACC

The French upper airspace at the interface between Bordeaux and Paris is described on the picture below. In the lower airspace, the boundary between Paris ACC and Bordeaux ACC is the FIR boundary.



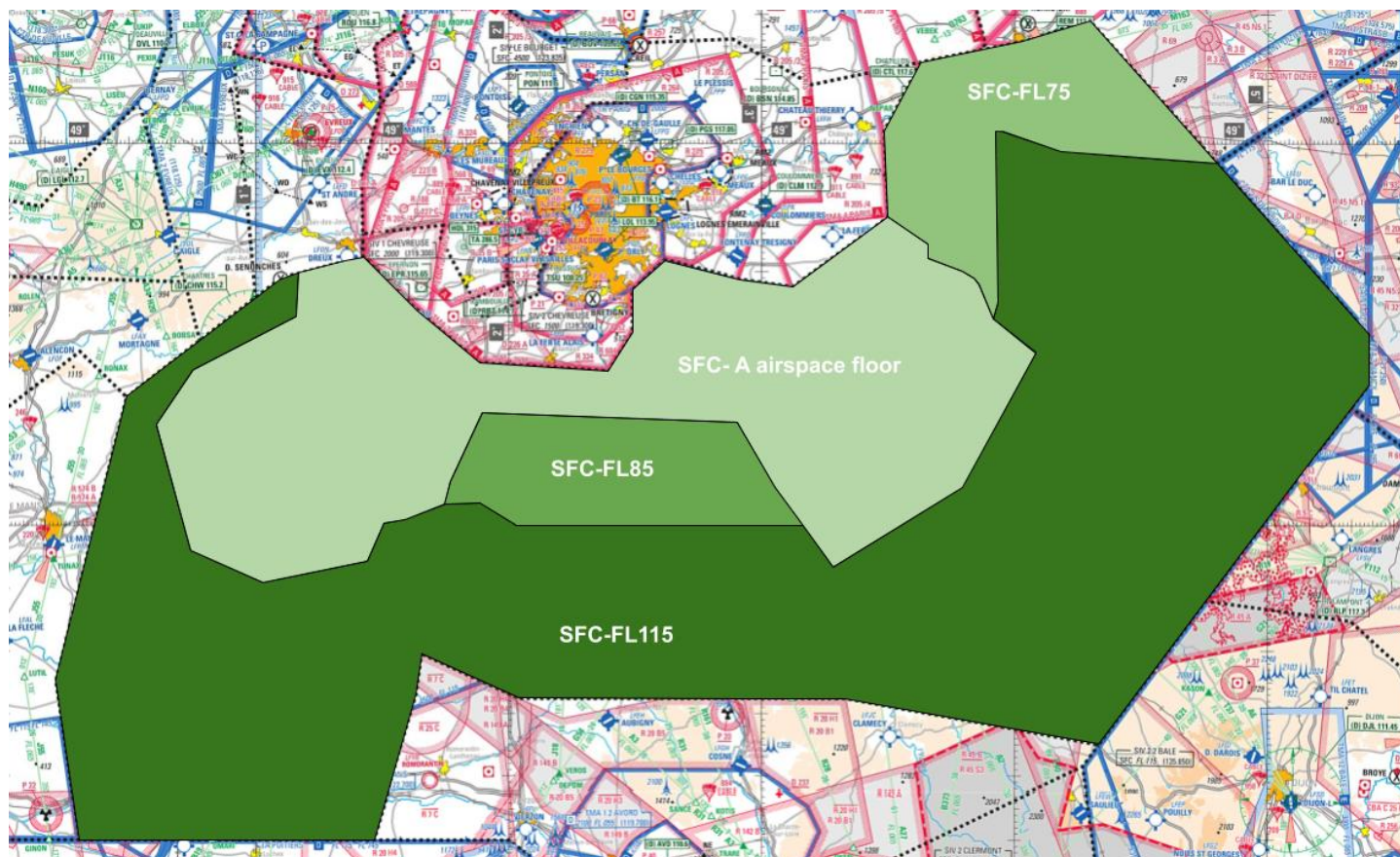
Paris ACC positions concerned by this LoA are the following:

Position	Identifier	Frequency	Remarks
Primary Sectors			
Paris Control	LFFF_CTR	120.955	
Secondary Sectors			
Paris Control	LFFF_W_CTR	124.850	
Paris Control	LFFF_E_CTR	132.100	

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2.2.4. Seine APP

Seine APP is responsible for the provision of ATS in the south part of Paris FIR from SFC to FL115.



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

Position	Identifier	Frequency	Remarks
Primary Sectors			
Seine Approach	LFPM_APP	118.050	

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2.3. Special Areas within the Area of Common Interest

2.3.1. Area delegated to Bordeaux ACC

The release box described on the picture below is permanently delegated to Bordeaux ACC from FL265 to FL295 in order to allow continuous climb for Paris departures.

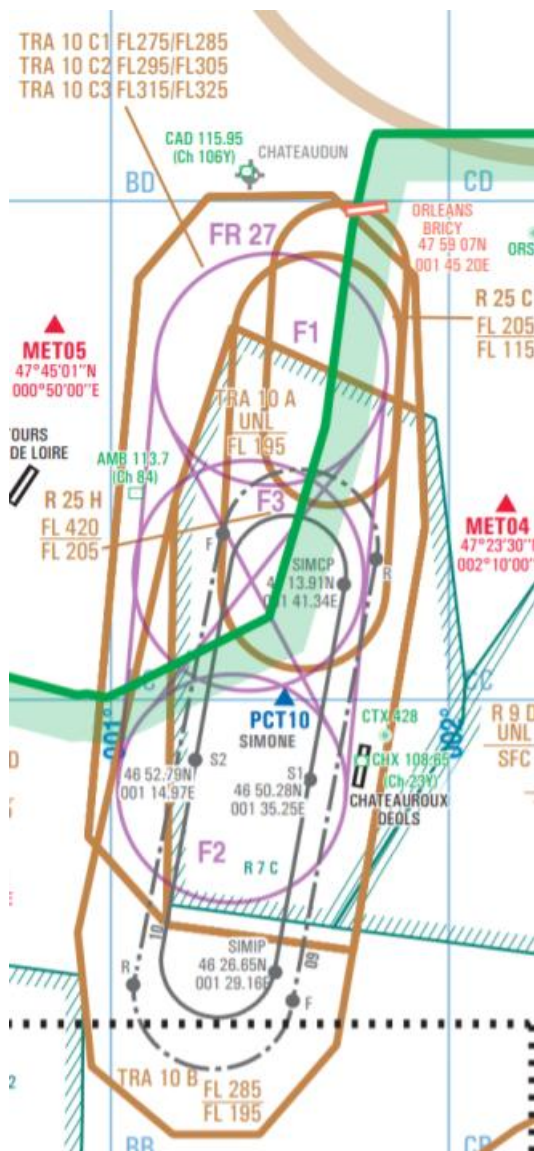


This area is defined by the following coordinates :

48°27'16"N , 001°52'49"E – 48°24'30"N , 002°15'19"E – 48°13'58"N , 002°31'02"E – 48°08'00"N , 002°36'36"E – 48°08'00"N ,
001°46'56"E – 48°17'49"N , 001°53'50"E – 48°27'16"N , 001°52'49"E

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2.3.1. TRA 10



The TRA 10 area is described on the left picture.

In case of activity, Paris ACC shall transfer flights on VANAD-AMB-SOPIL route at a compatible Flight Level according to the area activity. These flights shall be transferred not later than AMB.

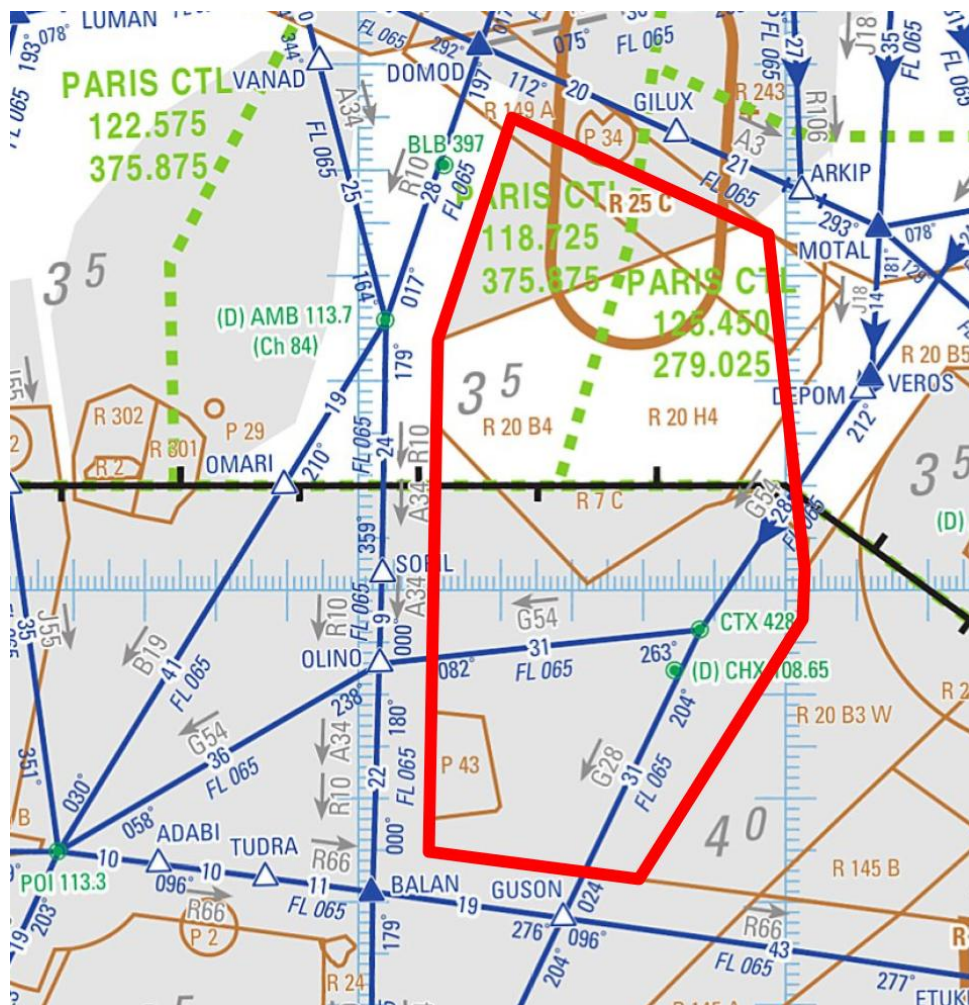
If required, and after coordination with Bordeaux ACC, flights can be rerouted via VANAD-BOKNO.

Traffics via ARKIP-ARNAV-LMG interfering with the area may be tactically rerouted via ARKIP-ARMAL-ARTAX-BEBIX after coordination to avoid the area.

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2.3.2. R7C

The R7C area is described on the picture below.



In case of activity, Paris ACC is responsible for coordinating the flight with the military entity responsible for its activity (RAKI by default). Then Paris ACC will inform Bordeaux ACC of the made coordination.

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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.

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 LFBB ACC to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A34, R10	FIR boundary	Even		3.2.1.1.
		FL190	ARR LFRM	
		FL160	ARR LFOQ	
B19	OMARI	Even		3.2.1.1.
G21	LEMIN	Even		
J55	GINON	FL105 or below		3.2.1.3.
FRA	PEPAX	FL300 (FL290/270)	ARR LFPG LFPB only	3.2.1.2.
	BOKNO	FL300	ARR LFOE LFOH LFOP LFRG LFOB LFPT LFRK LFRC LFAQ	
		FL260	DEP LFBL	
	BEVOL	FL280 (FL260)	ARR LFPO LFPN LFPV	3.2.1.2.
		FL200	ARR LFPM LFOC LFOJ LFOZ LFAI	
	ENUPA	FL220 max		
FL200		ARR LFOK LFQA LFQB LFLA LFGJ LFSD		

3.2.1.1.

Bordeaux ACC is responsible for the compatibility of traffics converging to AMB via POI-AMB and LMG-AMB.

3.2.1.2.

Bordeaux may use FL290 and FL270 via PEPAX and FL260 via BEVOL in case of non-compatible traffics (propeller and jet for example) after coordination.

3.2.1.3.

Traffics with destination LFJR via POI-GINON shall be transferred by Poitiers to Nantes below FL145. These fights shall not enter Paris ACC airspace.

3.2.2. Flights from LFFF ACC to LFBB ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A34, R10	FIR boundary	Odd		
		FL190	ARR LFBH LFBL LFBN LFBU	
B19	OMARI	Odd		
G54	VEROS	Odd		
G21	RISUN	Odd		3.2.1.1.
UL152 UN859	SOPIL	Odd		
UN858	BOKNO	Odd FL270 max		3.2.1.2.
UN857 UM728	DISAK KETEX	Odd		3.2.1.3.
SID AGOPA SID ERIXU SID LATRA	UIR boundary	FL260	DEP LFPG LFPB LFPT LFOB	3.2.1.4.
		FL250	DEP LFPO LFPN LFPV	
FRA MOU-ENUPA	ENUPA	Odd FL230 max		
FRA AVLON-SIQLE	SIQLE	FL260	Only DEP LFOK LFLA LFQA LFQB	

3.2.1.1.

Bordeaux ACC is responsible for the compatibility at RISUN of traffics from Paris on LEMIN-RISUN and traffics from Marseille on SINPO-RISUN.

3.2.1.2.

The route VANAD-BOKNO is only available to avoid the TRA 10 B activity.

3.2.1.3.

Traffics with destination LFLC and LFLV via RESMI-KOTAP-KETEX-KOTIS with RFL below FL265 shall not enter Bordeaux ACC airspace. If the RFL is above FL265, this flight at FL270 to be levelled abeam KUSEK. These flights have a level restriction at FL190 at KOTIS.

Paris ACC is responsible for the compatibility of traffics via VEULE/RESMI to DEKOD/KOTAP.

In case of saturation of FL270 and FL290, Paris ACC may use FL280 after coordination with Bordeaux ACC.

Traffics with destination LFLX LFQG LFOA LFLD via RESMI shall not enter Bordeaux airspace.

3.2.1.4.

Any direct further than AGOPA, ERIXU, LATRA requires prior coordination. Paris ACC shall transfer traffics on the same route sequenced.

If Bordeaux needs to maintain a traffic at FL250, a coordination will be made.

Simultaneous departures on different SIDs shall be transferred at the same time. Traffics are released for further climb and turns within the release box and Paris East airspace.

3.2.3. Flights from LFFF ACC to Poitiers APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A34, R10 B19	FIR boundary OMARI	Odd		
		FL140 max on coord.	ARR LFBI LFLX via AMB	
G54	FIR boundary	Odd		
		FL070	ARR LFLX	

3.2.4. Flights from Poitiers APP to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A34, R10 B19	FIR boundary OMARI	Even		
		FL140 max on coord.	DEP LFBI LFLX via AMB	

3.2.5. Flights from LFFF ACC to Limoges APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G21	FIR boundary	Odd		
		FL140 max on coord.	ARR LFBK	

3.2.5.1.

Limoges APP is responsible for the compatibility at RISUN between traffics coming from Paris ACC via LEMIN and Clermont APP via SINPO between FL120 and FL140.

3.2.6. Flights from Limoges APP to LFFF ACC

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
G21	FIR boundary	Even		
		FL140 max on coord.	DEP LFBK	

3.2.7. Flights from Seine APP to Poitiers APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A34, R10 B19	FIR boundary OMARI	Odd		
		FL110 max on coord.	DEP LFOT	

3.2.8. Flights from Poitiers APP to Seine APP

ATS-Route or DCT	COP	Flight Level Allocation	Special Conditions	Reference
A34, R10 B19	FIR boundary OMARI	Even		
		FL110 max on coord.	ARR LFOT	

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4. Contributions

This document has been drafted in coordination between the ATC Operations Department of France division and Bordeaux FIR staff and Paris FIR staff.

5. Changelog

Version	Date	Changes
v7.0	19/03/2026	<ul style="list-style-type: none">- New Format- Conditions of exchange- LFFF ACC airspace- LFBB ACC airspace