



Letter of Agreement (LoA)

Bordeaux ACC (LFBB) and Paris ACC (LFFF)

Name: LoA-LFBB-LFFF_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 **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

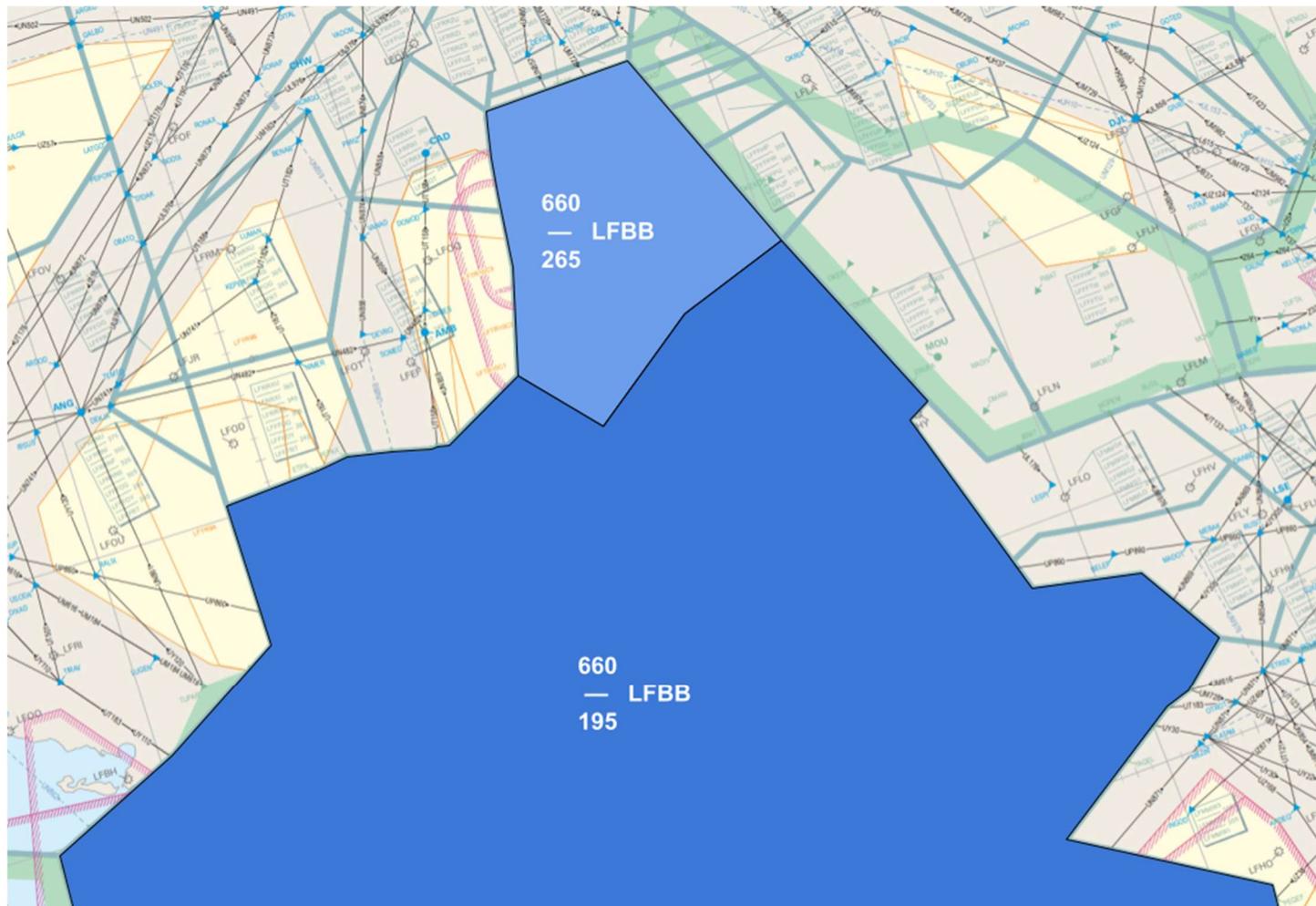
| Area | Vertical Limits | Airspace Classification |
|------|-----------------|-------------------------------------|
| UIR | Above FL660 | G |
| | FL195/FL660 | C |
| FIR | FL115/FL195 | D |
| | AGL-AMSL/FL115 | G outside other classified airspace |

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.

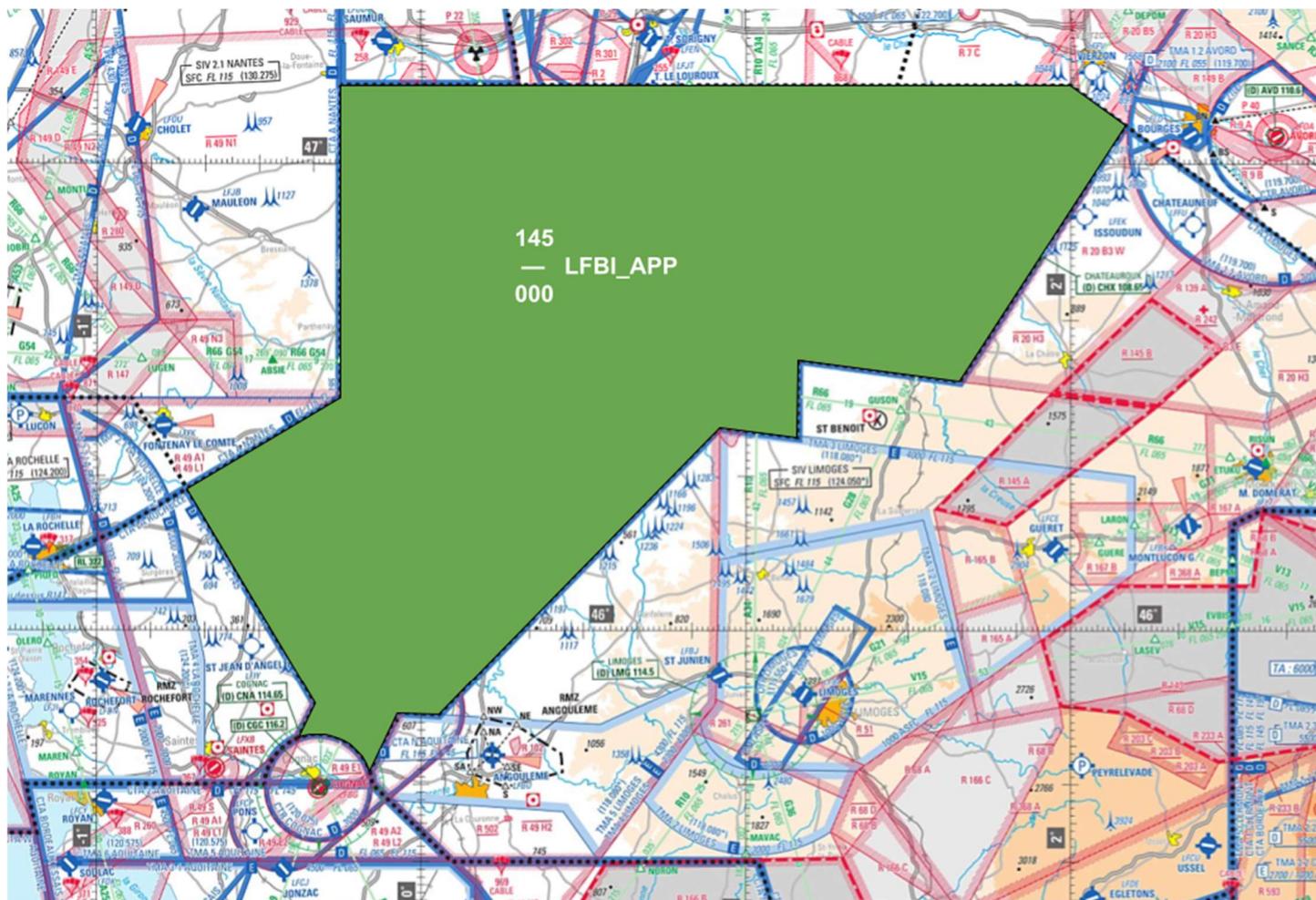
The positions concerned by this LoA are the following:

| Position | Identifier | Frequency | Remarks |
|-------------------|-------------|-----------|---------|
| Primary Sectors | | | |
| Bordeaux Control | LFBB_CTRL | 130.230 | |
| Secondary Sectors | | | |
| Bordeaux Control | LFBB_N_CTRL | 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.



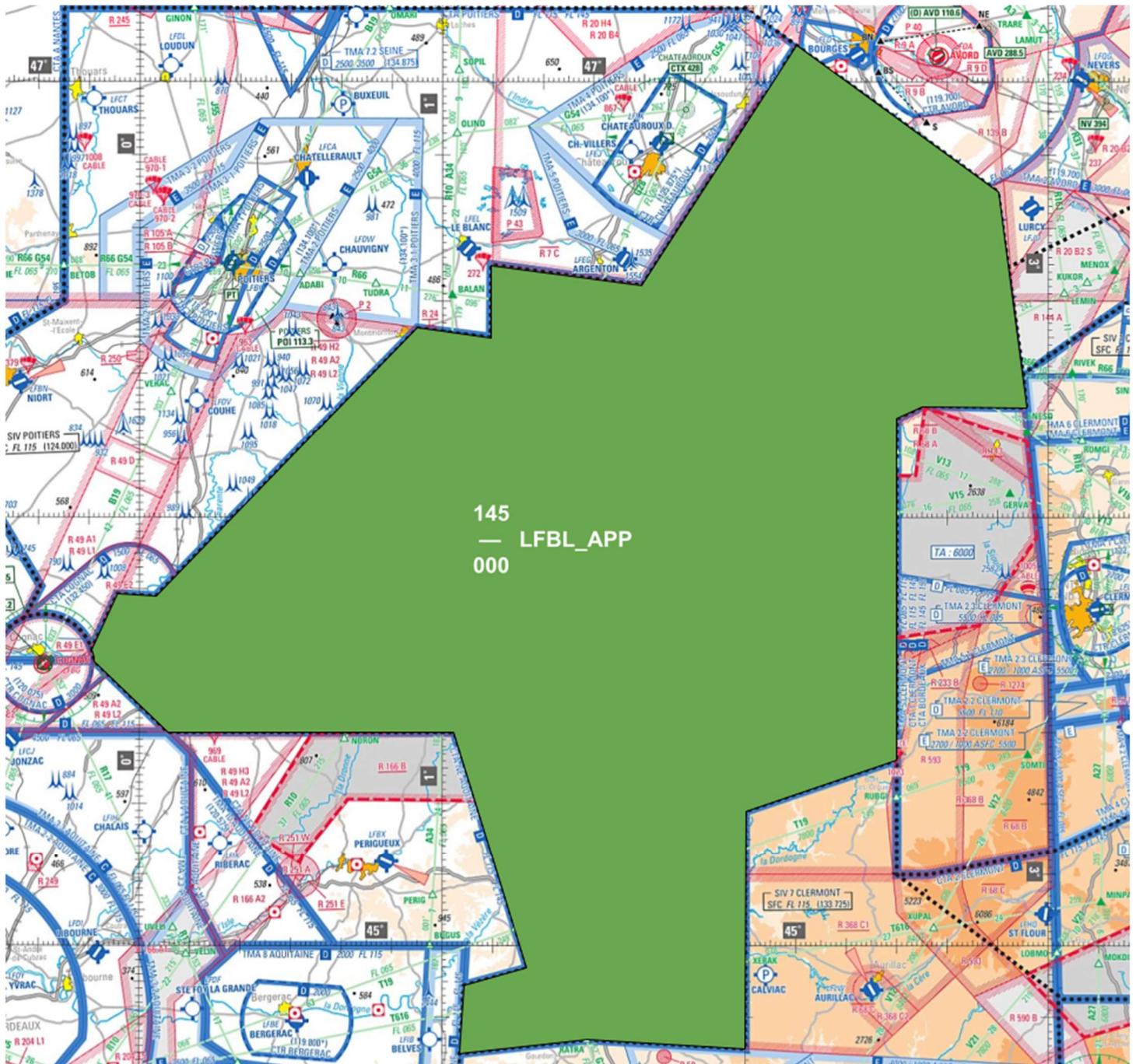
There is only one primary position in charge of Poitiers APP airspace:

| 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.



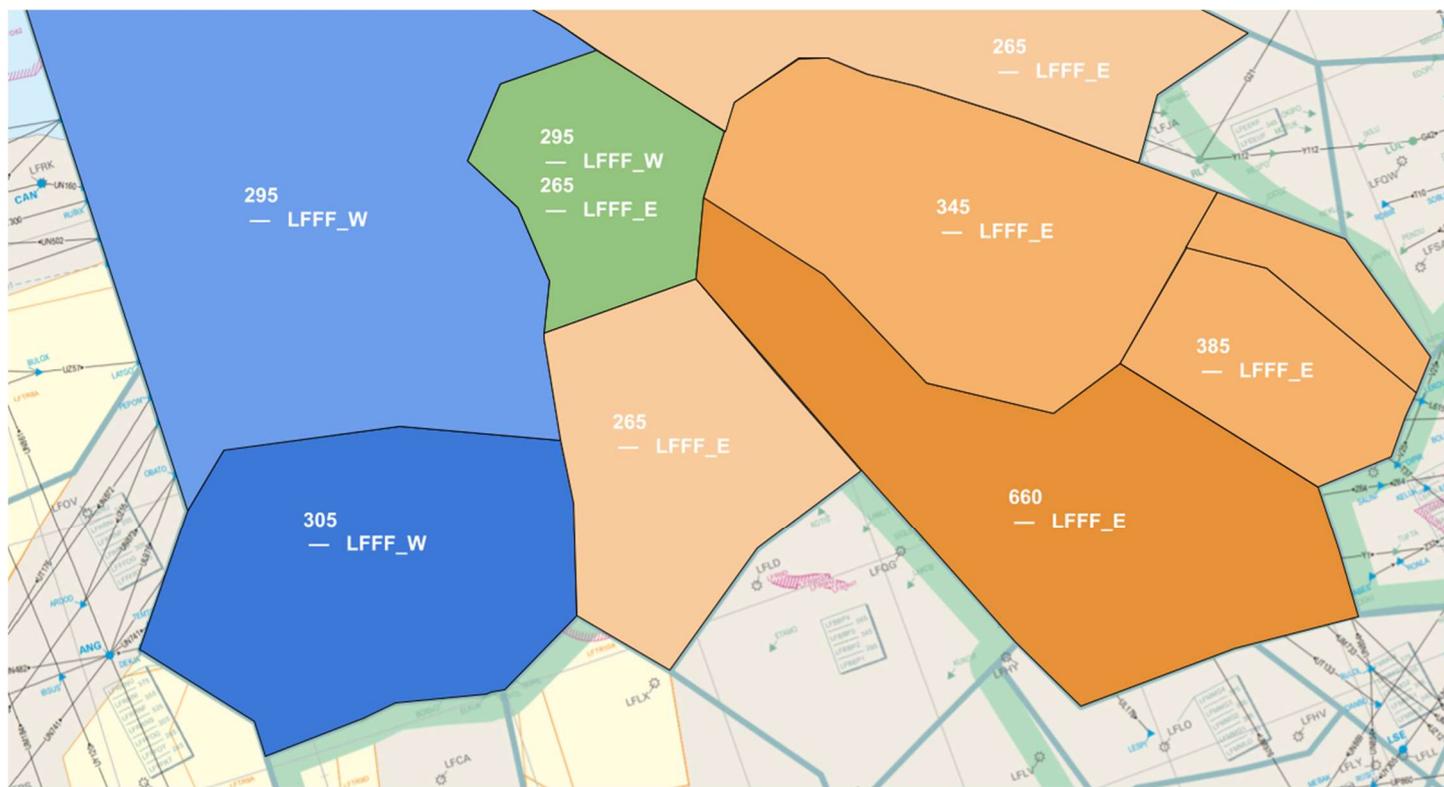
There is only one primary position in charge of Limoges APP airspace:

| 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.



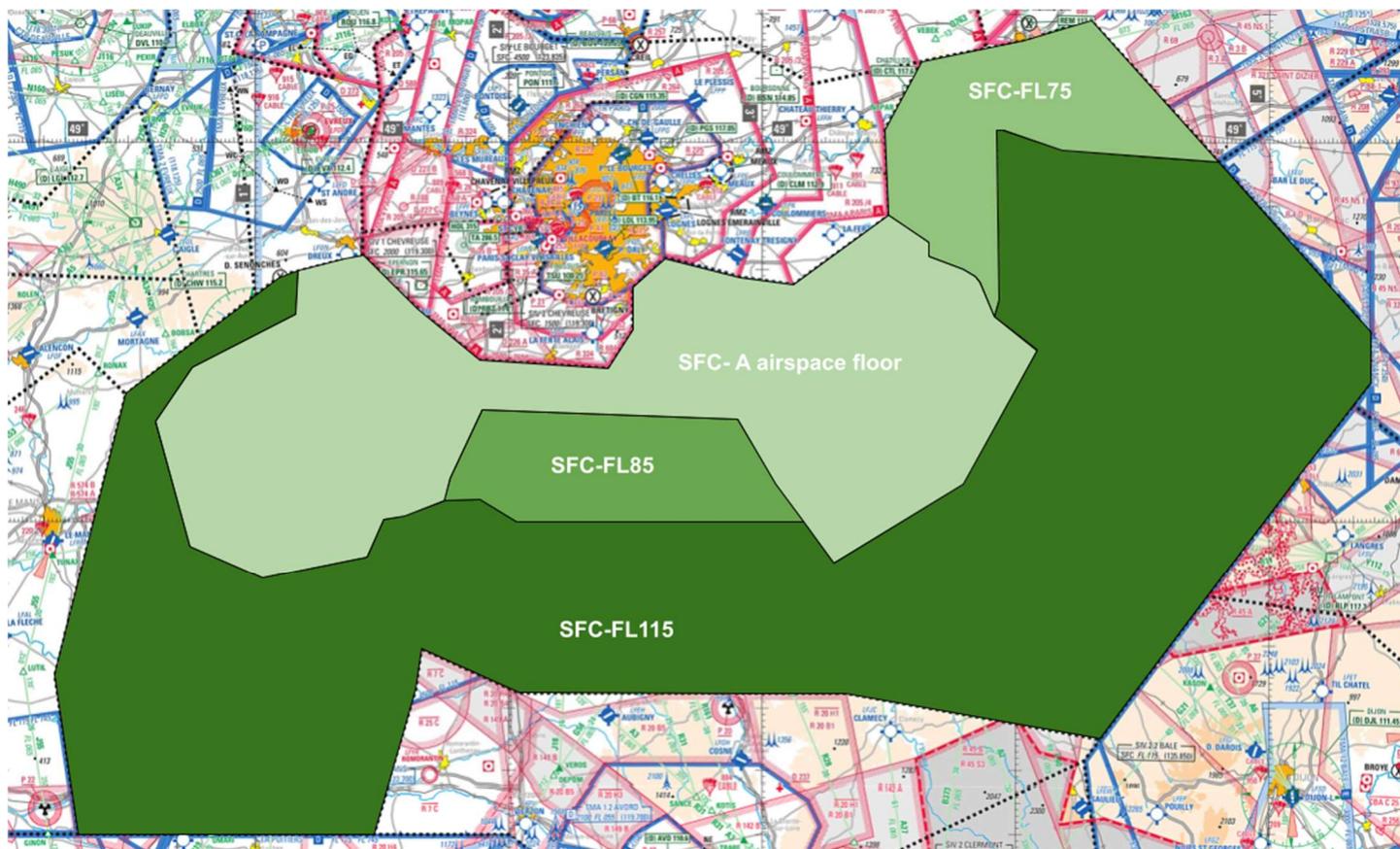
Paris ACC positions concerned by this LoA are the following:

| 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.

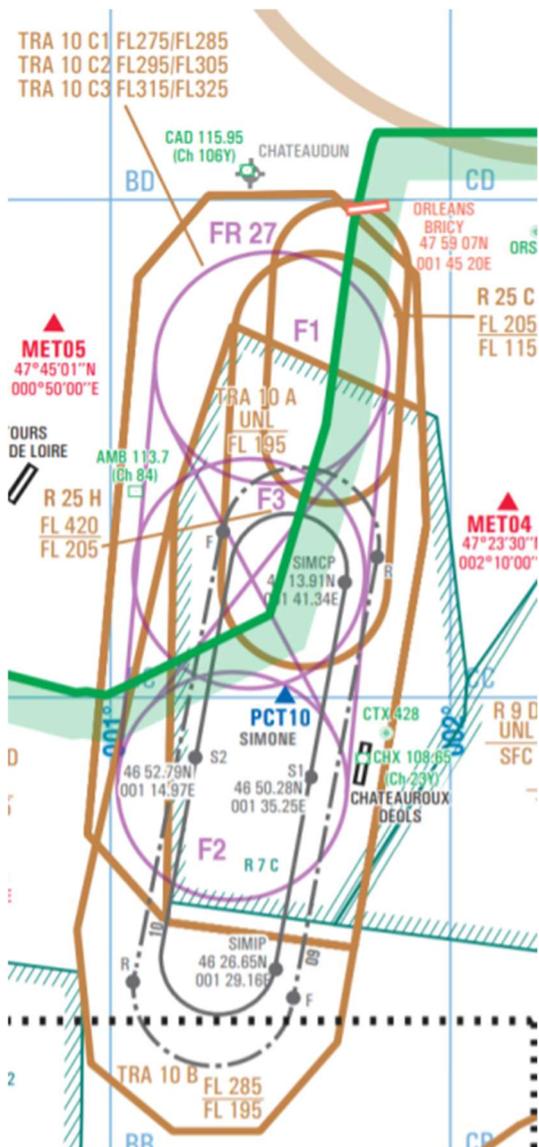


This area is defined by the following coordinates :

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.

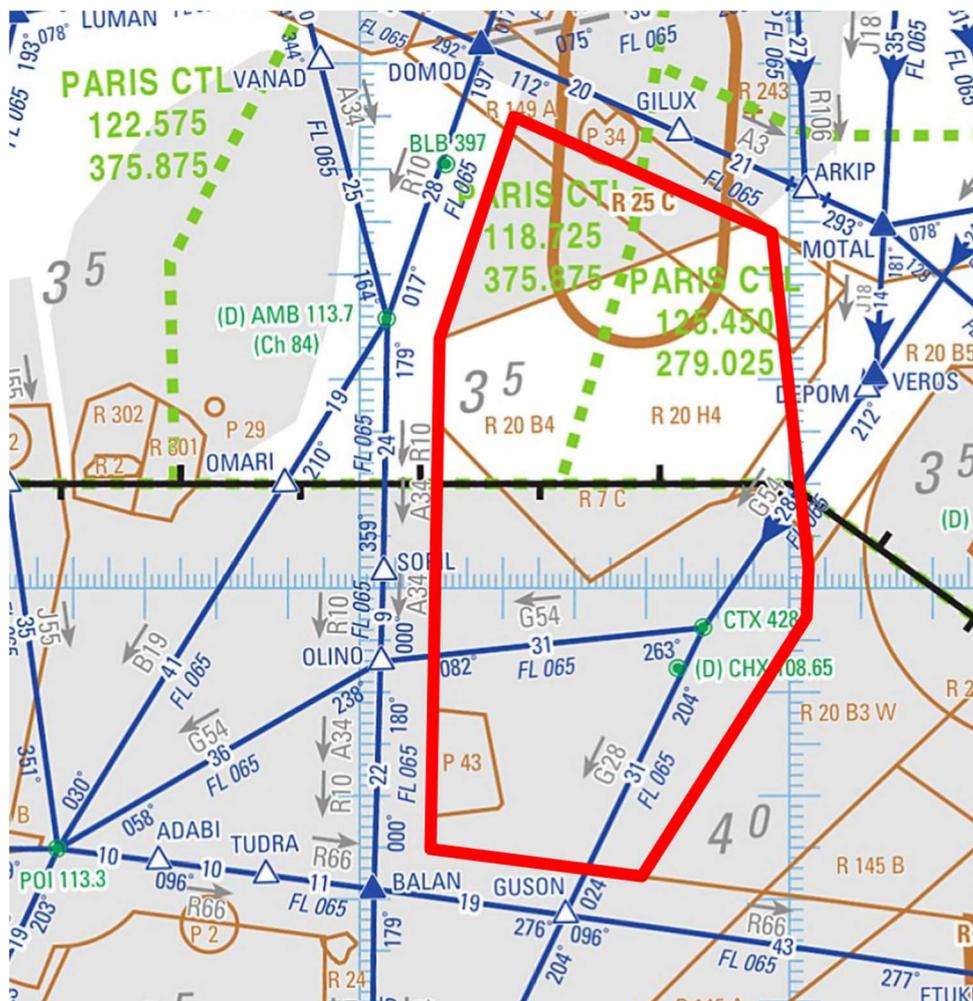
If required, and after coordination with Bordeaux ACC, flights can be rerouted via VANAD-BOKNO.

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.

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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 | |

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 |