IVAO FRANCE

# Letter of Agreement (LoA)

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## **Bordeaux ACC** (LFBB) and **Marseille ACC** (LFMM)

Name: LoA-LFBB-LFMM_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 **Marseille 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

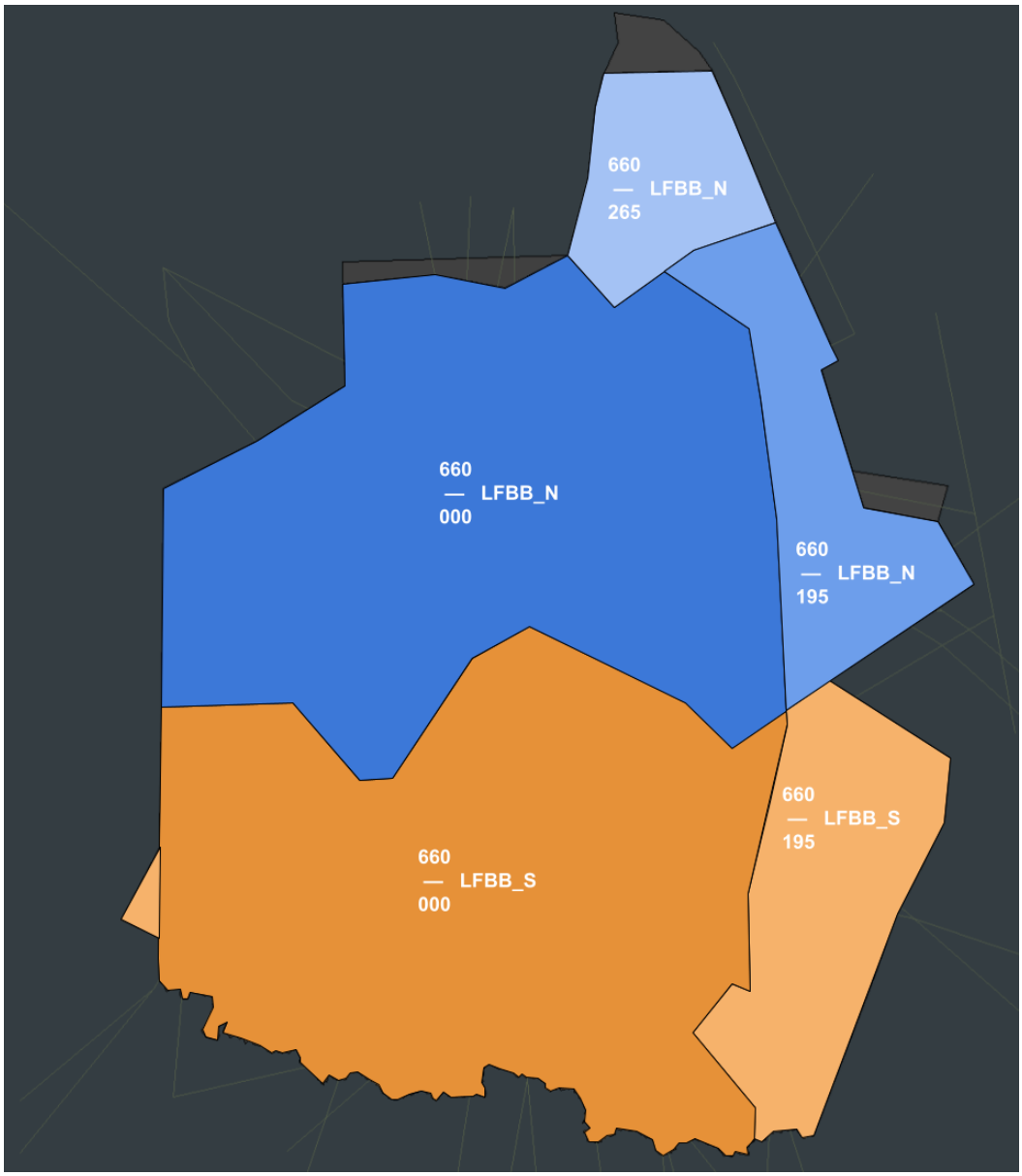
| Area | Vertical Limits | Airspace Classification |
|---|---|---|
| UIR | Above FL660 | G |
| | FL195/FL660 | C |
| FIR | FL115/FL195 | D |
| | AGL-AMSL/FL115 | G outside other classified airspace |

2.1.2. LFMM 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



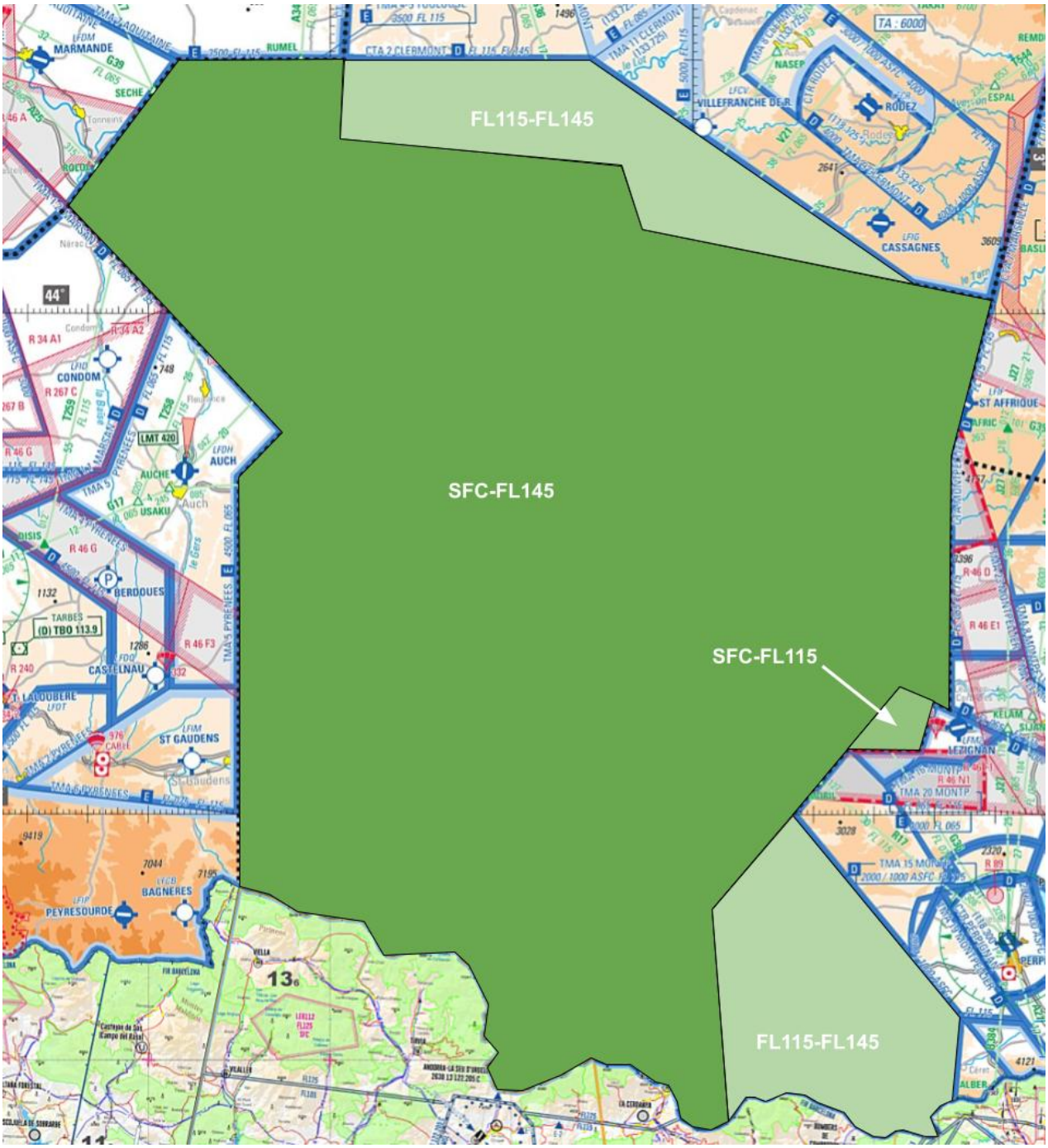

The Bordeaux upper airspace sectorisation is described on the picture above. In the lower airspace, the boundary is the FIR boundary.

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 | |
| Bordeaux Control | LFBB_S_CTR | 126.130 | |

2.2.2. Toulouse APP

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

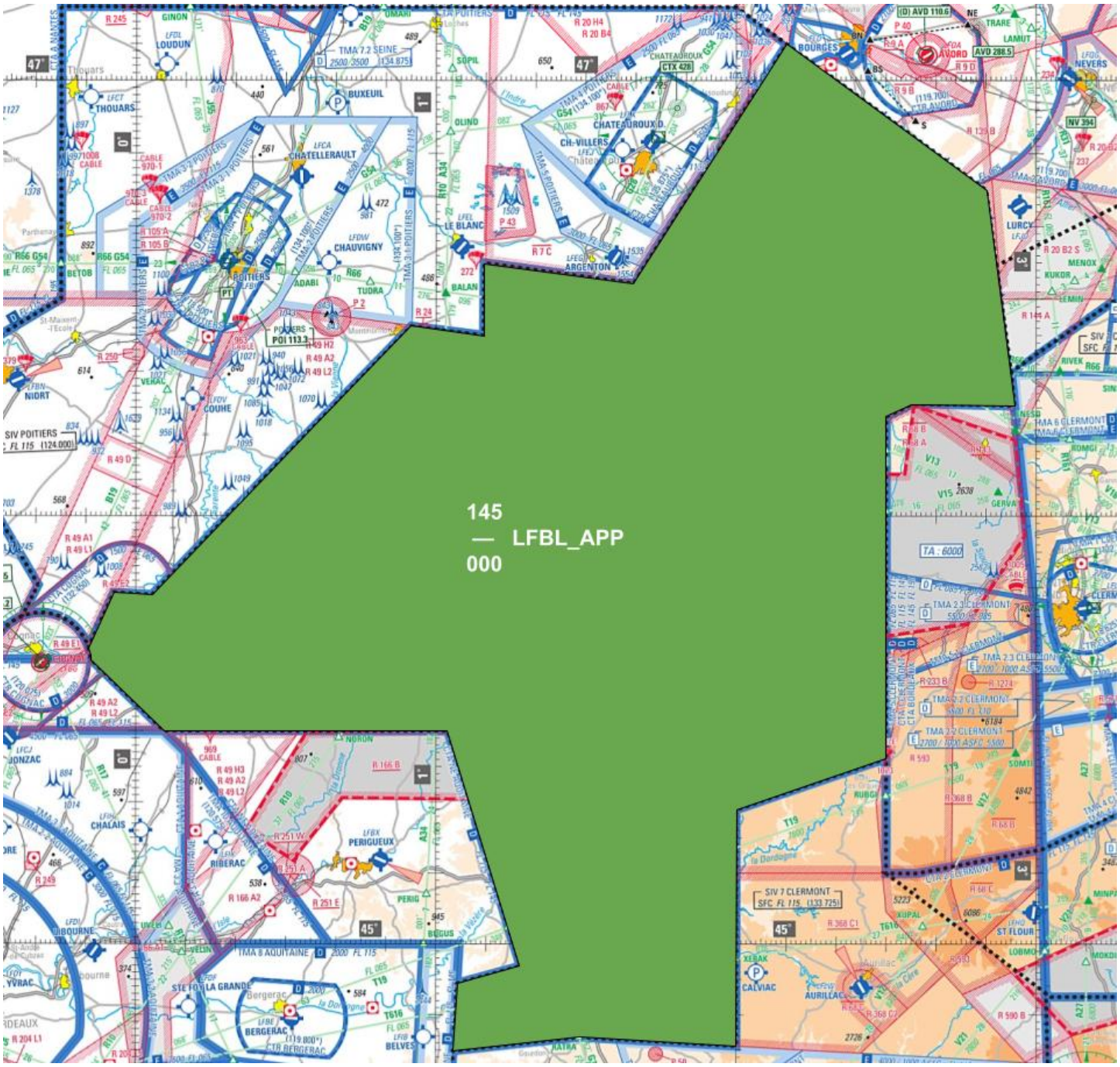



There is only one primary position in charge of Toulouse APP airspace:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Toulouse Approach | LFBO_APP | 129.305 | |

2.2.3. Limoges APP

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

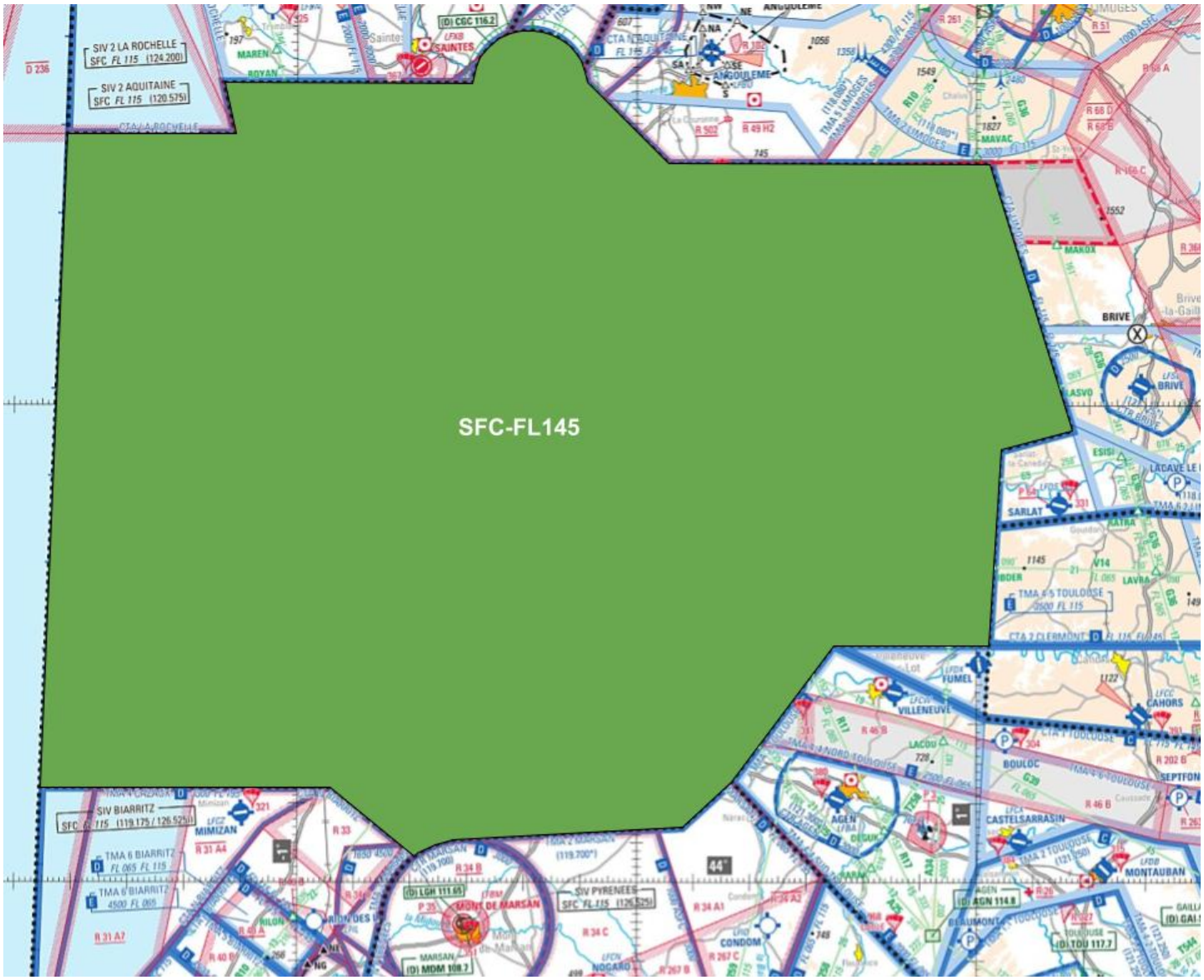



There is only one primary position in charge of Limoges APP airspace:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Limoges Approach | LFBL_APP | 118.080 | |

2.2.4 Aquitaine APP

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

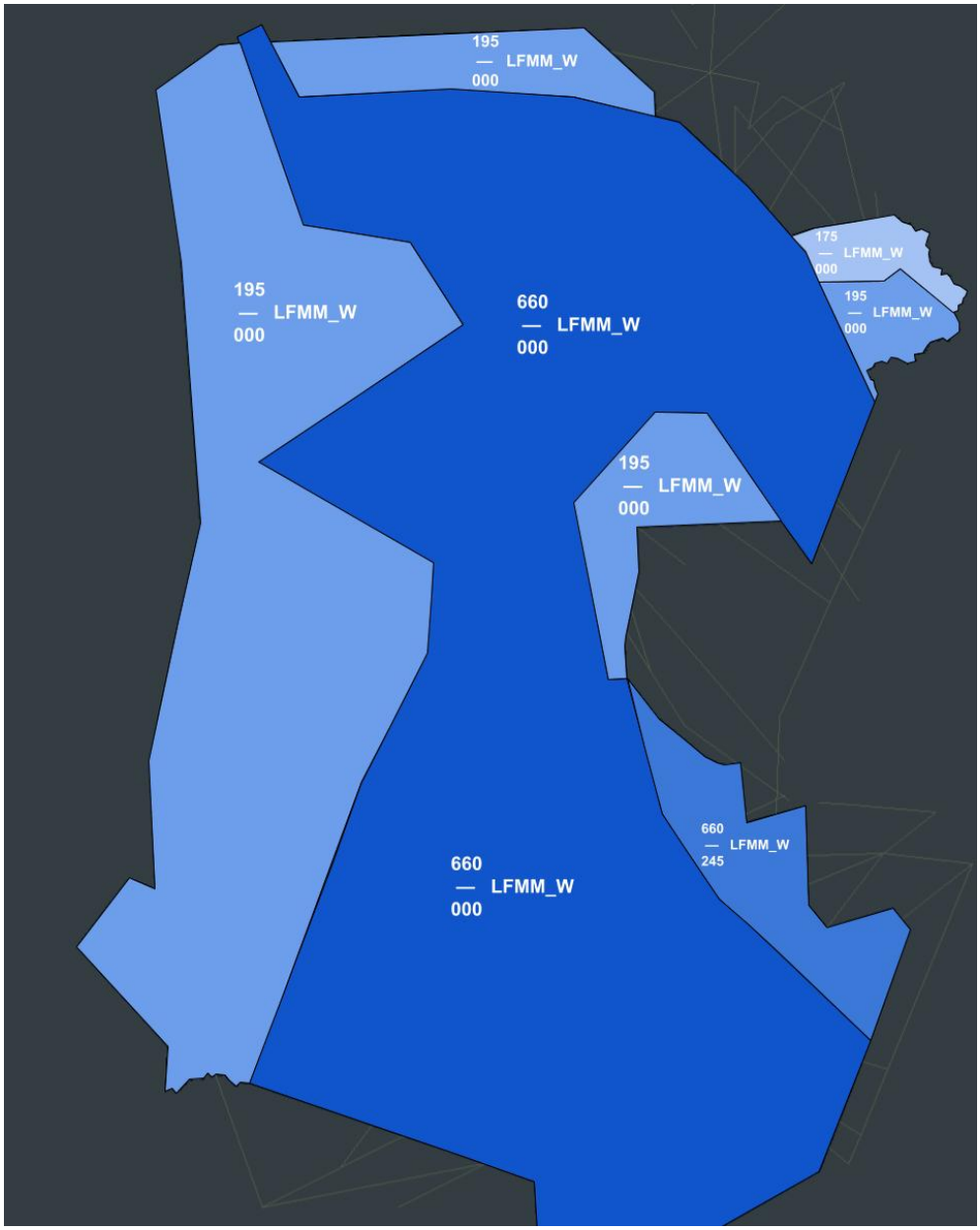



There is only one primary position in charge of Aquitaine APP airspace:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Aquitaine Approach | LFBD_APP | 129.875 | |

2.2.5. LFMM ACC

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

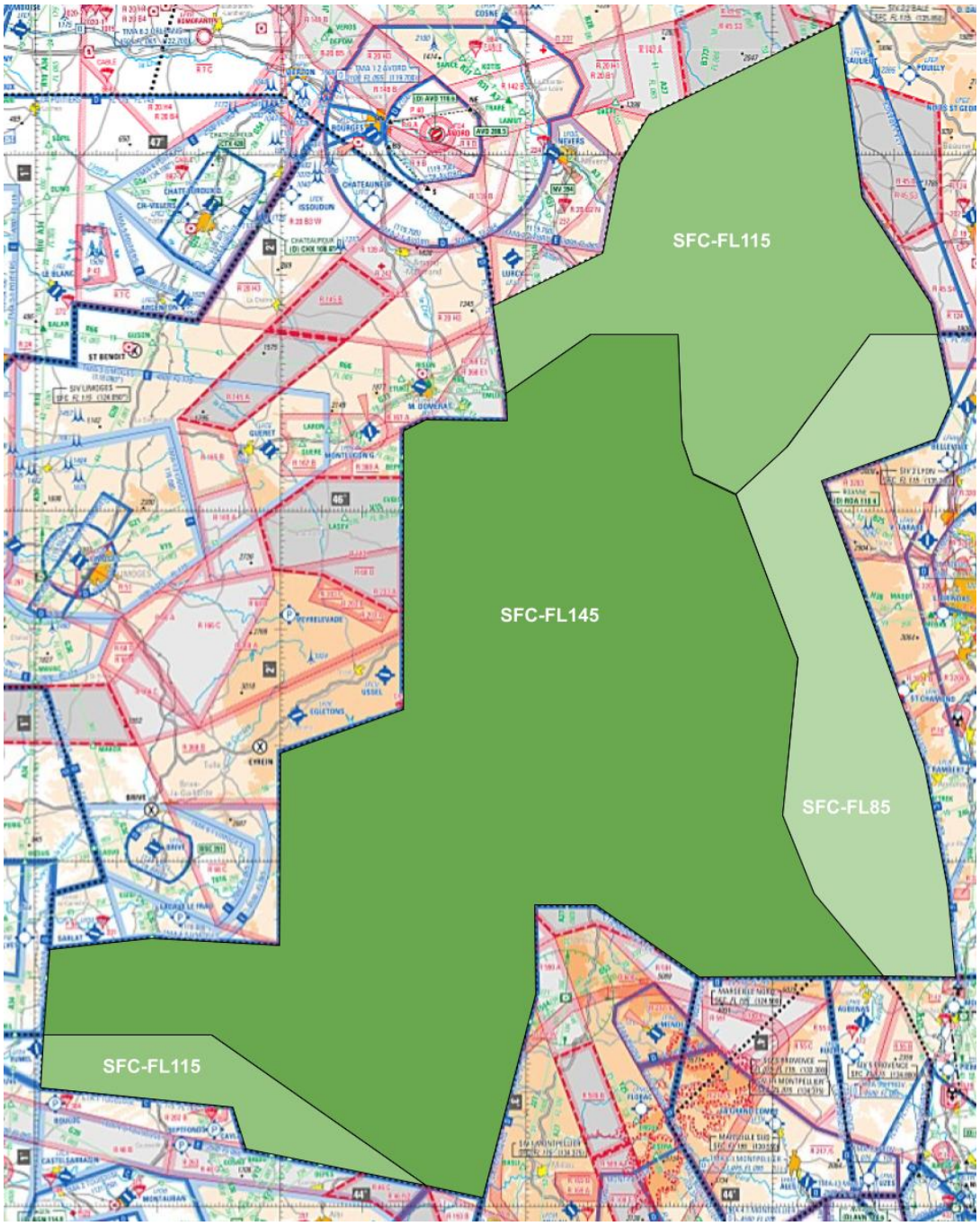



Marseille ACC positions concerned by this LoA are the following:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Marseille Control | LFMM_CTR | 128.850 | |
| Secondary Sectors | | | |
| Marseille Control | LFMM_W_CTR | 132.365 | |

2.2.6. Clermont APP

Clermont APP is responsible for the provision of ATS in the North-West part of Marseille FIR from SFC to FL145.

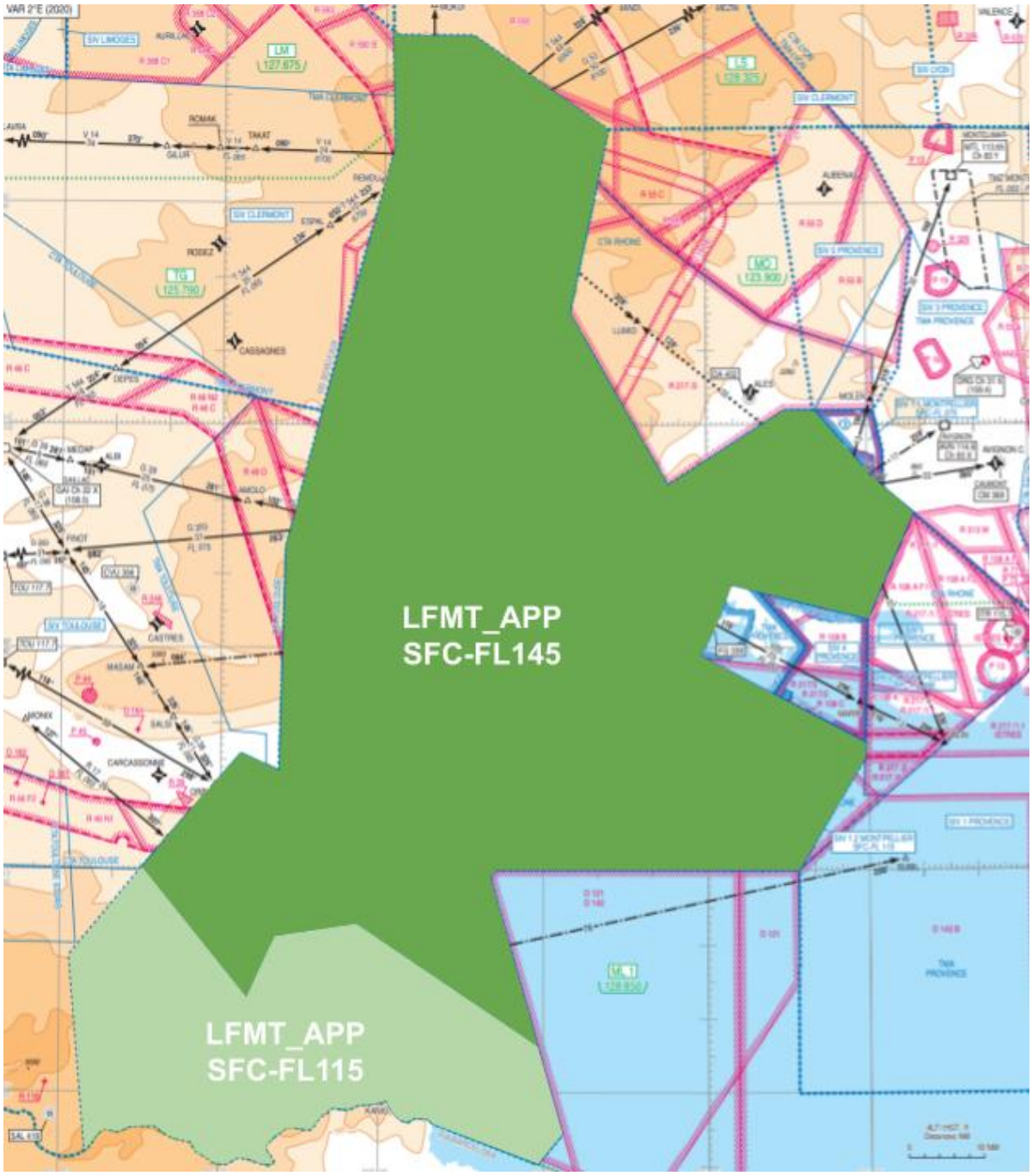



There is only one primary position in charge of Clermont APP airspace:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Clermont Approach | LFLC_APP | 122.225 | |

2.2.7. Montpellier APP

Montpellier APP is responsible for the provision of ATS in the South-West part of Marseille FIR from SFC to FL145.



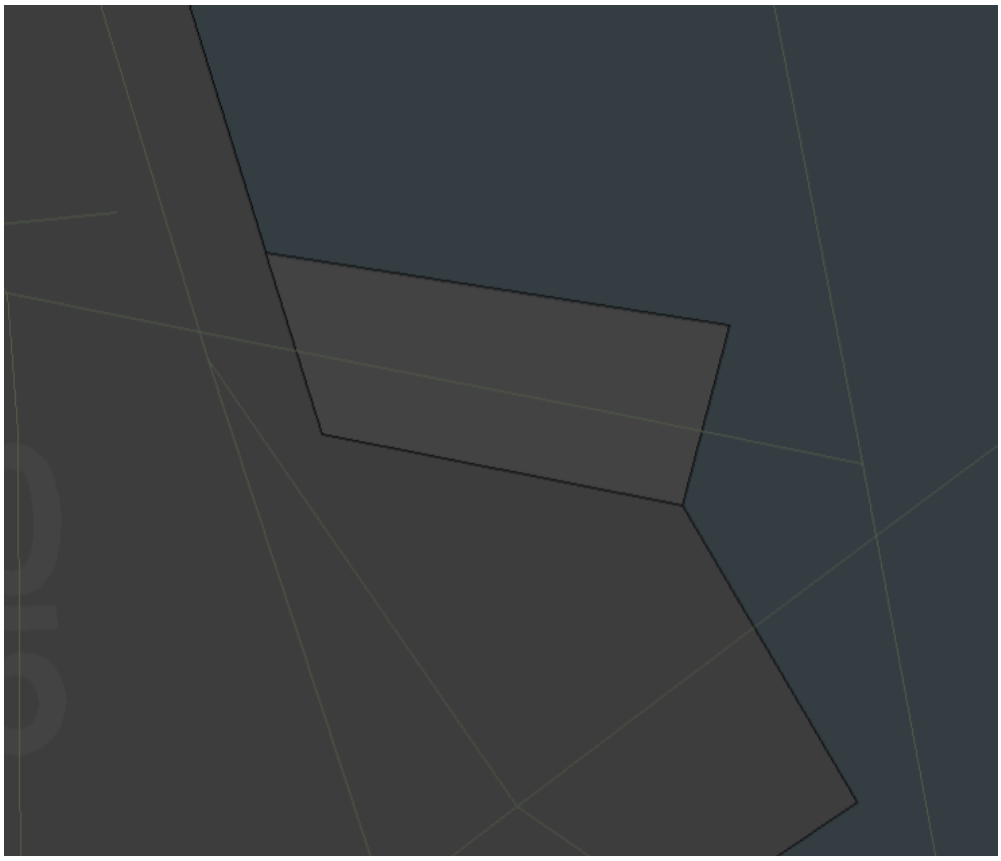

There is only one primary position in charge of Montpellier APP airspace:

| Position | Identifier | Frequency | Remarks |
|---|---|---|---|
| Primary Sectors | | | |
| Montpellier Approach | LFMT_APP | 131.055 | |

## 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 FL245 to FL285 in order to continue the climb for Lyon Area departures.

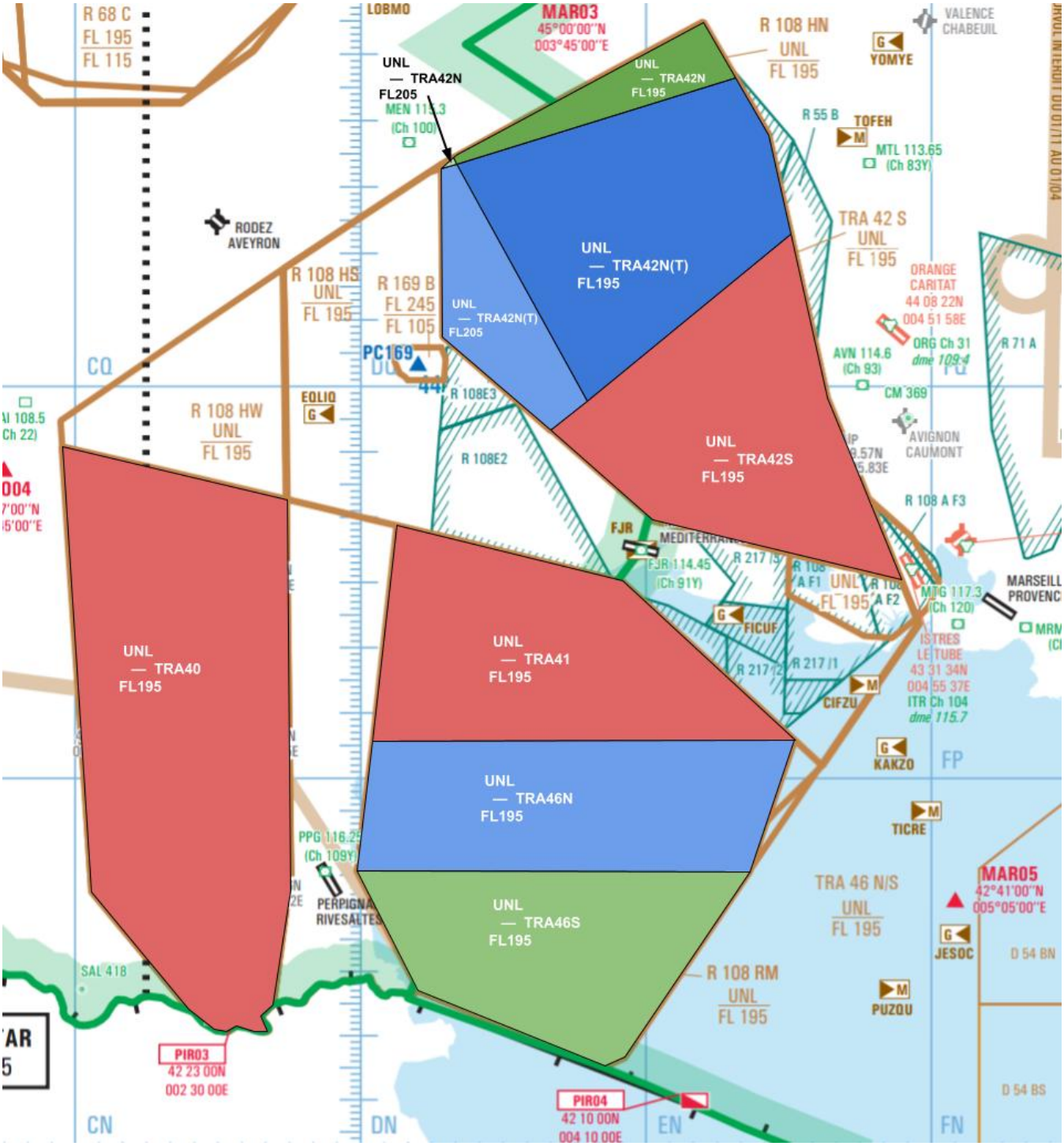


This area is defined by the following coordinates :

45°58’44”N , 003°35’21”E – 45°53’05”N , 004°18’38”E – 45°41’22”N , 004°13’46”E – 45°46’40”N , 003°40’08”E

2.3.2. TRA40 TRA41 TRA42 TRA46

These areas are described on the picture below. Bordeaux ACC and Marseille ACC shall keep each other informed of the activity of the areas.




In case of TRA40 activity, direct routings via YACIM are no longer available.
Departures from LFBO via PPG will be coordinated to Marseille as they should maintain FL190 below the active area.

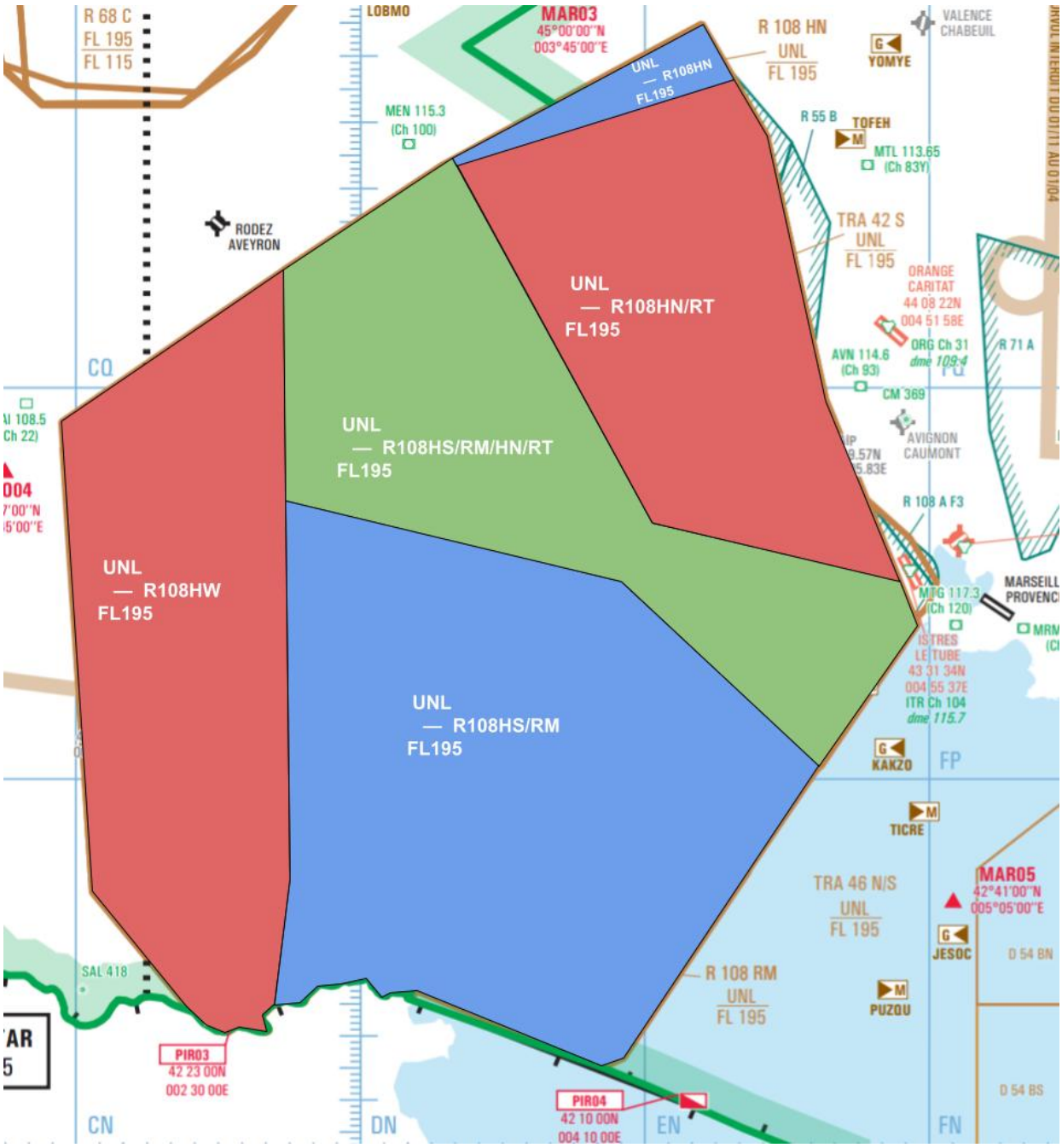
In case of TRA42N/NT activity, arrivals to LFMI and LFTW shall be transferred at FL200 levelled by MEN on route MEN-ESERA.
Arrivals for LFMT shall be transferred at FL200 levelled by MEN on route MEN-LEKLA or MEN-ESERA (depending on R169B)

In case of TRA42S activity, arrivals to LFMI and LFTW shall be transferred at FL200 levelled by MEN.

In case of TRA41 and/or 46, routes via PEQEF and YACIM are no longer available.

2.3.3. R108

These areas are described on the picture below. Bordeaux ACC and Marseille ACC shall keep each other informed of the activity of the areas.

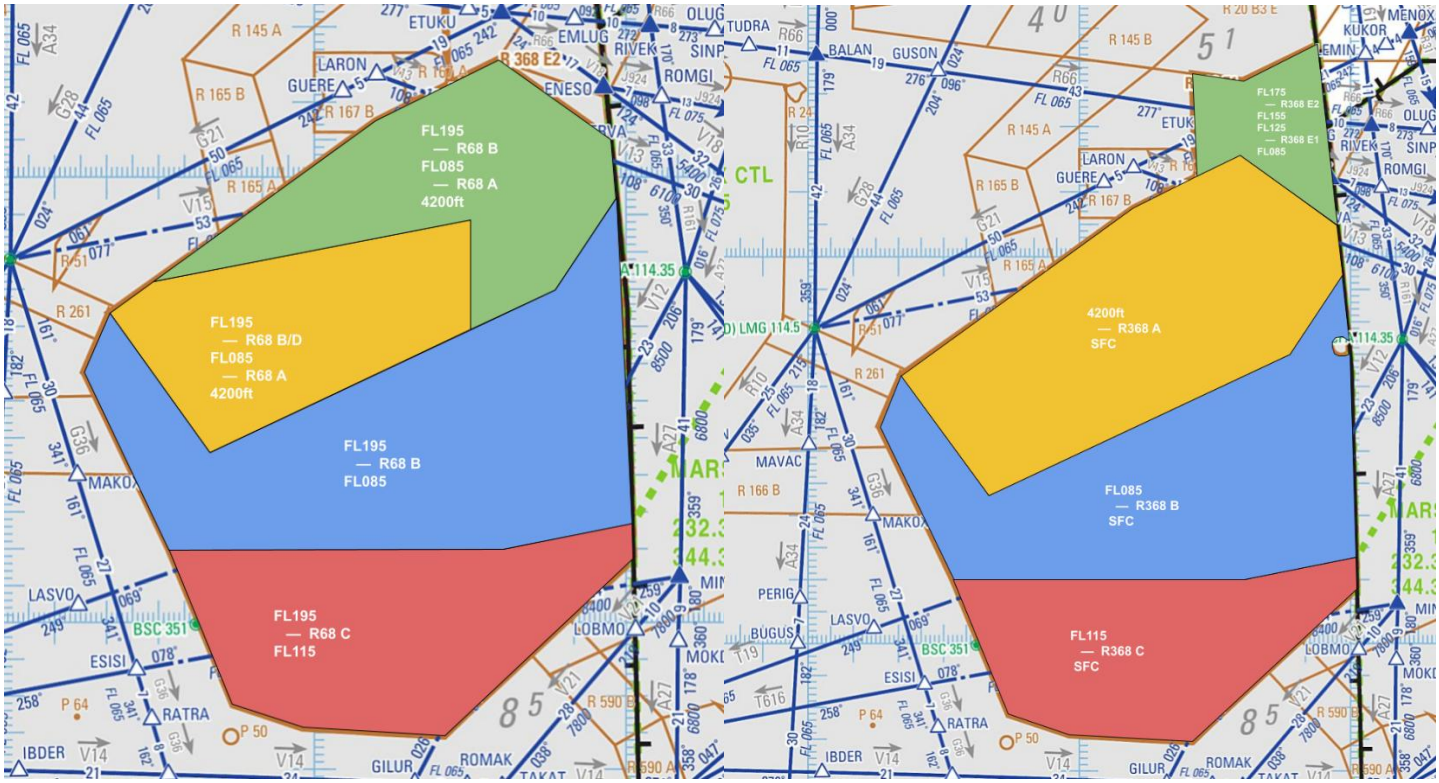



In case of R108 activity, only flights planned through the zone are allowed to enter it without prior coordination.

If Marseille ACC or Bordeaux ACC clears a non-planned flight through the area, the ACC that initiated the area penetration should have coordinated the flight with the military entity and shall inform the other ACC of the made coordination.

2.3.4. R68 R368

These areas are described on the picture below. Bordeaux ACC, Marseille ACC, Limoges APP and Clermont APP shall keep each other informed of the activity of the areas.




When these areas are active, flights planned through the area shall be tactically rerouted via LAVRA-TAKAT-MINPA in the south or ENESO-RISUN-LMG in the north. When R368-E are active, the flight shall be coordinated at a FL available according to the activity.

LFLC arrivals/departures planned via GERVA are rerouted via RISUN and coordinated between Limoges and Clermont APP.

LFLC arrivals/departures planned via SOMTI are rerouted via MINPA. Arrivals via MINPA are directly transferred from Bordeaux ACC to Clermont APP. Departures via MINPA are transferred from Clermont APP to Marseille ACC to Bordeaux ACC.

# 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 LFMM ACC

| Transfer | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| BB_N -> MM_W | LABAL | FL200 (level by LABAL) | ARR LFLL LFLY LFLS | |
| | TIS | Odd | | |
| | | FL370 | ARR LIM* (except LIMJ) LSZ* | |
| | | FL290 | ARR LSAG CTA LSGG TMA | 3.2.1.1. |
| | | FL250 (released FL200) | ARR LFLB LFLP | |
| | | FL200 | ARR LFMH LFLU | |
| | LERGA - NOQAS | Odd | | 3.2.1.4. |
| | LERGA - OTROT | Odd | | 3.2.1.4. |
| | | FL330 | ARR LFML LFMQ (ML QFU 31) | 3.2.1.3. |
| | LERGA - LATAM | Odd | | |
| | | FL330 | ARR LFMA | |
| | | FL290 | ARR LFML LFMQ (ML QFU 13) LFMY | 3.2.1.3. |
| | | FL230 | ARR LFMV LFMO | |
| | MINPA<br>GERVA<br>SOMTI<br>ENESO | Even<br>Odd<br>Even<br>Odd | FL190 max | |
| BB_S -> MM_W | NINUN | Even | | |
| | | FL380 | ARR LSZ* (except LSZH LSZR) LSM* (except LSMP LSMD) LFSB LFGA | |
| | | FL340 | DEP LFBO<br>ARR LSGC LSGK LSGS LSMP | |
| | | FL320 | ARR LFGJ LFSD | |
| | | FL300 | ARR LSGG TMA | 3.2.1.1. |
| | | FL260 | ARR LFLL LFLY LFLS LFLU LFLB LFLP LFLJ LFHV | |
| | | FL200 | ARR LFMH | |
| | MEN | FL200 | ARR LFMT | 3.2.1.2. |
| | AFRIC | FL200 | ARR LFMT LFMU | |
| | NEKTA | FL200 | ARR LFMP LEGE | |
| | FJR | Odd | | |
| | | FL350 | DEP LFBO LFBF LFBR<br>ARR LFMN LFMC LFMD LFTZ | |
| | | FL330 | ARR LFTH LFTF | |
| | | FL200 | ARR LFML LFMA LFMQ LFMY LFMI LFTW LFMV LFMO | |

| | | | | |
|---|---|---|---|---|
| | PPG | FL200 | ARR LEGE | |
| | AFRIC<br>ORBIL<br>MEN | Odd<br>Even<br>Odd | FL190 max | |

3.2.1.1.
LSAG CTA = LSGC LSGS LSGK LSMP
LSGG TMA = LSGG LSGL LSGP LFLI LFHN

3.2.1.2.
Arrivals to LFMT shall be levelled at FL200 by MEN in case of TRA42 activity.
The STAR for LFMT arrivals is MEN nT when LF-R169B is not active and MEN nE if the area is active.

3.2.1.3.
Arrivals to LFML and LFMQ are coordinated according to the runway configuration at LFML. Marseille shall advise Bordeaux of the runway in use. In case of runway change, Marseille will inform Bordeaux of the first/last arrival in the new/old configuration.

3.2.1.4.
Bordeaux ACC is responsible for the compatibility of flights on routes TOZOT-OTROT and NOQAS-OTROT.

3.2.2. Flights from LFMM ACC to LFBB ACC

| Transfer | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| MM_W -> BB_N | TIS | Even | | |
| | | FL340 | ARR LFBL LFBU LFLX | |
| | | FL300 | DEP LSGG TMA LFLP LFLB | 3.2.2.1. |
| | | FL240 | DEP LFLL LFLY LFLS | 3.2.2.3. |
| | | FL190 | DEP LFLU with RFL>195 | |
| | REPSI | Odd | | 3.2.2.4. |
| | | FL310 | DEP LFLB LFLP | |
| | | FL270 | ARR LFCR | |
| | | FL240 | DEP LFLL LFLY LFLS | |
| | | FL190 | DEP LFMH | |
| | ESIDA | Odd | | 3.2.2.4. |
| | | FL330 | DEP LFGJ | |
| | | FL310 | DEP LSGG TMA | 3.2.2.1. |
| | NOQAS | Even | | 3.2.2.5. |
| | | FL340 | ARR LFBL LFBU LFLX | |
| | | FL320 | DEP LFMA | |
| | | FL300 | DEP LFMY | |
| | | FL260 | DEP LFMV LFMO | |
| | | FL190 | DEP LFLU with RFL>195 | |
| | TOZOT | FL320 | DEP LFML LFMQ (ML QFU 13) | 3.2.2.5. |
| | LIQID | FL320 | DEP LFML LFMQ (ML QFU 31) | 3.2.2.5. |
| | MINPA | FL190 | DEP LFLC with LF-R68 active | |
| MM_W -> BB_S | PEQEF | Odd | Only ARR Barcelona Group LFMP | 3.2.2.1.<br>3.2.2.2. |
| | | FL330 | DEP LSGG TMA LSAG CTA | 3.2.2.1. |
| | | FL290 | DEP LFLL LFLY LFLU LFLS LFLB LFLP | |
| | FJR | Even | | |
| | | FL340 | ARR LFBO LFBF LFBR | |
| | | FL280 | DEP LFML LFMQ LFMY LFMA | |
| | BRUSC | Even | | |
| | | FL190 | DEP LFMT LFMI LFTW LFMV LFMO | |
| | | FL180 | DEP LFMU | |
| | ORBIL | Even | | |
| | | FL180 | DEP LFMP | |
| | KELAM | FL190 | DEP LFMT | |

3.2.2.1.
LSGG TMA = LSGG LSGL LSGP LFLI LFHN
LSAG CTA = LSGC LSGS LSGK LSMP
Barcelona Group = LEBL LEDA LEGE LERS LELL

3.2.2.2.
PEQEF is only available on weekends, nights and holidays (activity of TRA 42)

3.2.2.3.
These flights are released for climb to FL280 inside the release box (cf. 2.3.1.)

3.2.2.4.
Marseille ACC is responsible for the compatibility of flights on routes REPSI-LERGA and ESIDA-LERGA.

3.2.2.5.
Marseille ACC is responsible for the compatibility of flights on routes LIQID-LERGA, TOZOT-LERGA and NOQAS-LERGA.

3.2.3. Flights from LFBB ACC to Clermont APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| | ESISI | FL150 | ARR LFCR | |
| | ROMAK | | ARR LFCR LFLW | |
| | GERVA/SOMTI/ MINPA | | ARR LFLC | 3.2.3.4. |
| | XUPAL | | ARR LFLW | |
| | LAVRA | | ARR LFLW LFSL | |
| | XERAK | | ARR LFSL | |

3.2.3.1.

Arrivals to LFCC via LAVRA are coordinated between Limoges APP and Clermont APP.

Arrivals to LFCC via AULON, NARAK and LACOU are coordinated between Toulouse APP and Clermont APP.

3.2.3.2.

Clermont APP shall inform LFBB ACC of the runway in use at LFCR. Arrivals to LFCR via BASLI, MINPA and MEN shall avoid LFBB ACC airspace. Arrivals to LFCR via GAI are coordinated between Toulouse APP and Clermont APP.

3.2.3.3.

Arrivals to LFHY, LFLN, LFLO and LFLV via RISUN are coordinated between Limoges APP and Clermont APP.

3.2.3.4.

If LF-R68 A, B, C and D are inactive, arrivals to LFLC are transferred on course to GERVA or SOMTI, they must expect FL140 max at GERVA or SOMTI. If LF-R68 A, B, C or D is active, arrivals are transferred via RISUN or MINPA. Arrivals via RISUN are coordinated between Limoges APP and Clermont APP.

3.2.3.5.

Arrivals to LFLW via GAI are coordinated between Toulouse APP and Clermont APP.

Arrivals to LFLW via XERAK are coordinated between Limoges APP and Clermont APP.

3.2.4. Flights from Clermont APP to LFBB ACC

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| | ESISI MINPA | FL140 | DEP LFCR | |
| | ROMAK | | DEP LFCR LFLW | |
| | GERVA SOMTI | | DEP LFLC | 3.2.4.4. |
| | LAVRA | | DEP LFLW LFSL | |
| | XUPAL | | DEP LFLW | |
| | MEN | | DEP LFCI | |
| | XERAK | | DEP LFSL | |

3.2.4.1.

Departures from LFCC are coordinated between Clermont APP and Limoges APP via PERIG and LAVRA, between Clermont APP and Toulouse APP via AULON, NARAK, GAI, AGN and LACOU.

3.2.4.2.

Departures from LFCR via GAI are coordinated between Clermont APP and Limoges APP. Departures from LFCR via BASLI and MEN shall avoid LFBB ACC airspace.

3.2.4.3.

Departures from LFHY, LFLN, LFLO and LFLV via RISUN are coordinated between Clermont APP and Limoges APP.

3.2.4.4.

If LF-R68 A, B, C and D are inactive, LFLC departures are transferred on course to GERVA or SOMTI. If LF-R68 A, B, C or D is active, LFLC departures are transferred via RISUN or MINPA, traffics via RISUN are coordinated between Clermont APP and Limoges APP, traffics via MINPA are first transferred to LFMM_W_CTR (cf. 3.2.2.).

3.2.4.5.

Departures from LFLW via ESISI are coordinated between Clermont APP and Limoges APP. Departures from LFLW via MEN shall avoid LFBB ACC airspace.

3.2.5. Flights from Aquitaine APP to Clermont APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| V14 OBLOC-IBDER-LAVRA | IBDER | Odd | Transit with RFL<145 | |

3.2.6. Flights from Clermont APP to Aquitaine APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| V14 LAVRA-IBDER-OBLOC | IBDER | Even | Transit with RFL<145 | |

3.2.7. Flights from Toulouse APP to Clermont APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| G36 GAI-AULON-LAVRA | AULON | Even | Transits with RFL<145 | |
| V12 GAI-GILUR | BIBDO | Even | Transits with RFL<145 | |
| V21 GAI-TAKAT | TOBVO | Even | Transits with RFL<145 | |
| T544 GAI-DEPES-ESPAL | DEPES | Even | Transits with RFL<145 | |
| | GAI or ROMAK | On coordination | ARR LFCR | |
| | MEN | On coordination | DEP LFCI and LFCK RFL<145 | |
| | AULON NARAK LACOU | On coordination | ARR LFCC | |

3.2.8. Flights from Clermont APP to Toulouse APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| G36 LAVRA -AULON-GAI | AULON | Odd | Transits with RFL<145 | |
| V12 GILUR-GAI | BIBDO | Odd | Transits with RFL<145 | |
| V21 TAKAT-GAI | TOBVO | Odd | Transits with RFL<145 | |
| T544 ESPAL-DEPES-GAI | DEPES | Odd | Transits with RFL<145 | |
| | GAI | On coordination | DEP LFCR | |
| | NARAK | On coordination | ARR LFBO with RFL<145 | |
| | MEN | On coordination | ARR LFCI and LFCK RFL<145 | |
| | First FPL point in Toulouse SIV | On coordination | DEP LFCC | |

3.2.9. Flights from Limoges APP to Clermont APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| G21 RISUN-LEMIN | RISUN | Even | Transit with RFL<115 | |

| | | | | |
|---|---|---|---|---|
| V18 RISUN-ENESO | RISUN | Odd | Transit with RFL<145 | |
| V13 LARON-GERVA | BEPMI | Odd | Transit with RFL<145 | 3.2.9.1. |
| V15 LMG-GERVA | EVBIS | Odd | Transit with RFL<145 | 3.2.9.1. |
| R66 RISUN-RIVEK | RISUN | Odd | Transit with RFL<145 | |
| T19 OBLOC-SOMTI | RUBGI | Even | Transit with RFL<145 | 3.2.9.1. |
| T616 ESISI-XUPAL | XERAK | Even | Transit with RFL<145 | 3.2.9.1. |
| G36 ESISI-LAVRA | RATRA | Odd | Transit with RFL<145 | |
| | RISUN | On coordination | ARR LFLC (R68 active)<br>ARR LFHY LFLN LFLO LFLV | |
| | XERAK | On coordination | DEP LFSL, ARR LFLW | |
| | RATRA | On coordination | DEP LFSL, ARR LFCC | |

3.2.9.1.
When LF-R68 A, B, C or D is active, this route is no longer available.

3.2.10. Flights from Clermont APP to Limoges APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| G21 LEMIN-RISUN | LEMIN | Odd | Transit with RFL<115 | |
| V18 ENESO-RISUN | ENESO | Even | Transit with RFL<145 | |
| V13 GERVA-LARON | BEPMI | Even | Transit with RFL<145 | 3.2.10.1. |
| V15 GERVA-LMG | EVBIS | Even | Transit with RFL<145 | 3.2.10.1. |
| R66 RIVEK-RISUN | RIVEK | Even | Transit with RFL<145 | |
| T19 SOMTI-OBLOC | RUBGI | Odd | Transit with RFL<145 | 3.2.10.1. |
| T616 XUPAL-ESISI | XERAK | Odd | Transit with RFL<145 | 3.2.10.1. |
| G36 LAVRA-ESISI | RATRA | Even | Transit with RFL<145 | |
| | RISUN | On coordination | DEP LFLC (R68 active)<br>DEP LFHY LFLN LFLO LFLV | |
| | XERAK | On coordination | ARR LFSL, DEP LFLW | |
| | RATRA | On coordination | ARR LFSL, DEP LFCC | |

3.2.10.1.
When LF-R68 A, B, C or D is active, this route is no longer available.

3.2.11. Flights from Toulouse APP to Montpellier APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| G39 GAI-AFRIC-FJR<br>G393 TOU-AFRIC-FJR | AFRIC | Odd | Transit with RFL<145 | |
| | | On coordination | DEP LFCI LFCK | 3.2.11.1. |
| G36 GAI-ORBIL-PPG | ORBIL | Odd | Transit with RFL<145 | |
| R17 TOU-MORIL-PPG | MORIL | Odd | Transit with RFL<145 | |

3.2.11.1.
These flights shall be transferred at FL140 maximum to avoid LFBB ACC airspace.

3.2.11.2.

Flights departing from LFMK via FJR or PPG shall be coordinated to Montpellier APP no later than before take-off.

3.2.12. Flights from Montpellier APP to Toulouse APP

| ATS-Route or DCT | COP | Flight Level Allocation | Special Conditions | Reference |
|---|---|---|---|---|
| G39 AFRIC-GAI | AFRIC | Even | Transit with RFL<145 | |
| | | On coordination | ARR LFCI LFCK | 3.2.12.1. |
| G36 PPG-ORBIL-GAI | ORBIL | Even | Transit with RFL<145 | |
| R17 PPG-MORIL-TOU | MORIL | Even | Transit with RFL<145 | |

3.2.12.1.

Arrivals to LFCI and LFCK shall be transferred at FL140 or below in order to avoid LFBB ACC airspace.

3.2.12.2.

Arrivals to LFMK via FJR and ORBIL shall be transferred at a Flight Level coordinated with Toulouse APP.

# 4. Contributions

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

# 5. Changelog

| Version | Date | Changes |
|---|---|---|
| V7.0 | 19/03/2026 | - New Format<br>- Conditions of exchange<br>- LFMM ACC airspace<br>- LFBB ACC airspace |
| V7.1 | 22/04/2026 | - COP modification for traffic from LFBB ACC to LFMM ACC via LERGA |