



## Letter of Agreement (LoA)

---

Barcelona ACC (LECB) and Bordeaux ACC (LFBB)

Name: LoA-LECB-LFBB-EN

Date: April 21, 2022.

Version: v5.0.

Validity: Permanent.

# Index

1. PURPOSE .....	2
2. GENERAL PROCEDURES .....	2
3. ATS UNIT DESCRIPTION .....	3
3.1. Barcelona ACC .....	4
3.2. Bordeaux ACC.....	4
4. COORDINATION PROCEDURES .....	5
4.1. FROM BARCELONA TO BORDEAUX (LECB → LFBB) .....	5
4.2. FROM BORDEAUX TO BARCELONA (LFBB → LECB) .....	6
5. DEPARTURES AND ARRIVALS .....	6
5.1. DEPARTURES FROM GIRONA AD (LEGE) .....	6
5.2. ARRIVALS TO TOULOUSE-BLAGNAC AD (LFBO) .....	6
5.3. DEPARTURES FROM TOULOUSE-BLAGNAC AD (LFBO).....	6
5.4. ARRIVALS TO BARCELONA AND REUS AD (LEBL, LERS) .....	6
6. CONTRIBUTIONS .....	7
7. CHANGELOG.....	7

## 1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Barcelona ACC** and **Bordeaux 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. GENERAL PROCEDURES

Traffic in sequence at the same flight level 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 not need neither 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** and in case the transfer point is not defined within this LoA, at latest ten (10) miles before the airspace limits.

Traffic in sequence shall be handed over properly separated and clear of any conflict. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Regarding flight levels for transfers between ATC positions:

From	To	Flight Level
Barcelona	Bordeaux	EVEN
Bordeaux	Barcelona	ODD

Free Route Airspace Operations within Spanish airspace (HispaFRA) is defined from FL245 to FL660. However, the use of the traditional ATS route network is available too. Free Route Airspace Operations within some French airspace including Bordeaux UIR (LFRAASW) are defined from FL195 to FL660.

Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

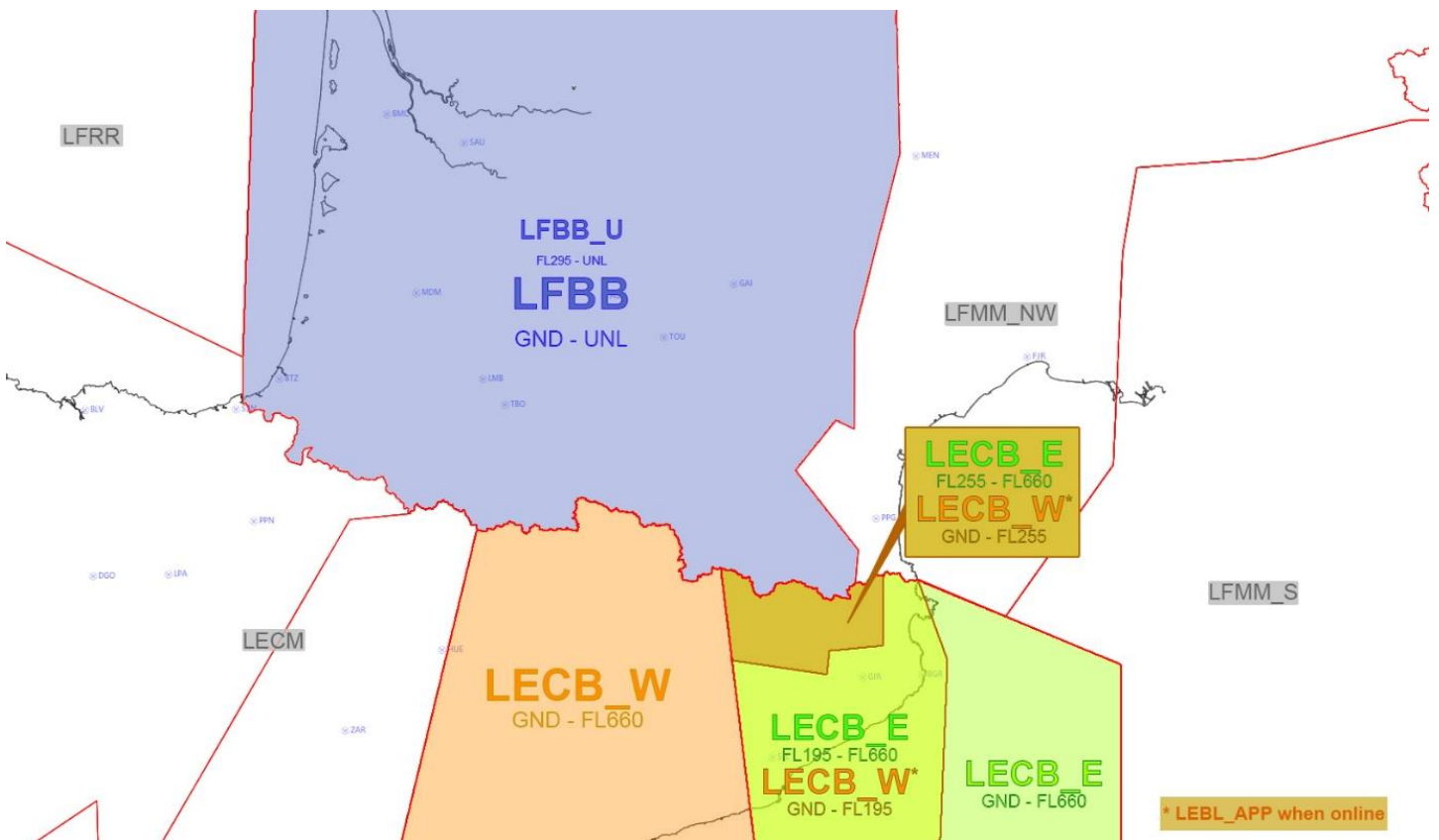
### 3. ATS UNIT DESCRIPTION

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Barcelona ACC is **Barcelona Control** and includes two primary sectors (LECB\_W\_CTR and LECB\_E\_CTR). Three additional secondary sectors (opened only via NOTAM) lie directly underneath their primary sectors. LECB\_DDI\_CTR underneath LECB\_W\_CTR, responsible up to FL305; LECB\_XAR\_CTR underneath LECB\_E\_CTR responsible up to FL305. Those subsectors are not shown on the following chart as they are considered as inactive positions. Moreover, LECB\_W\_CTR is responsible for the Barcelona TMA when LEBL\_TI\_APP is offline.

LECB\_DDI\_CTR, LECB\_XAR\_CTR can be consolidated in one main sector (LECM\_DDX\_CTR).

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 different 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 lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the images and tables below.



### 3.1. Barcelona ACC

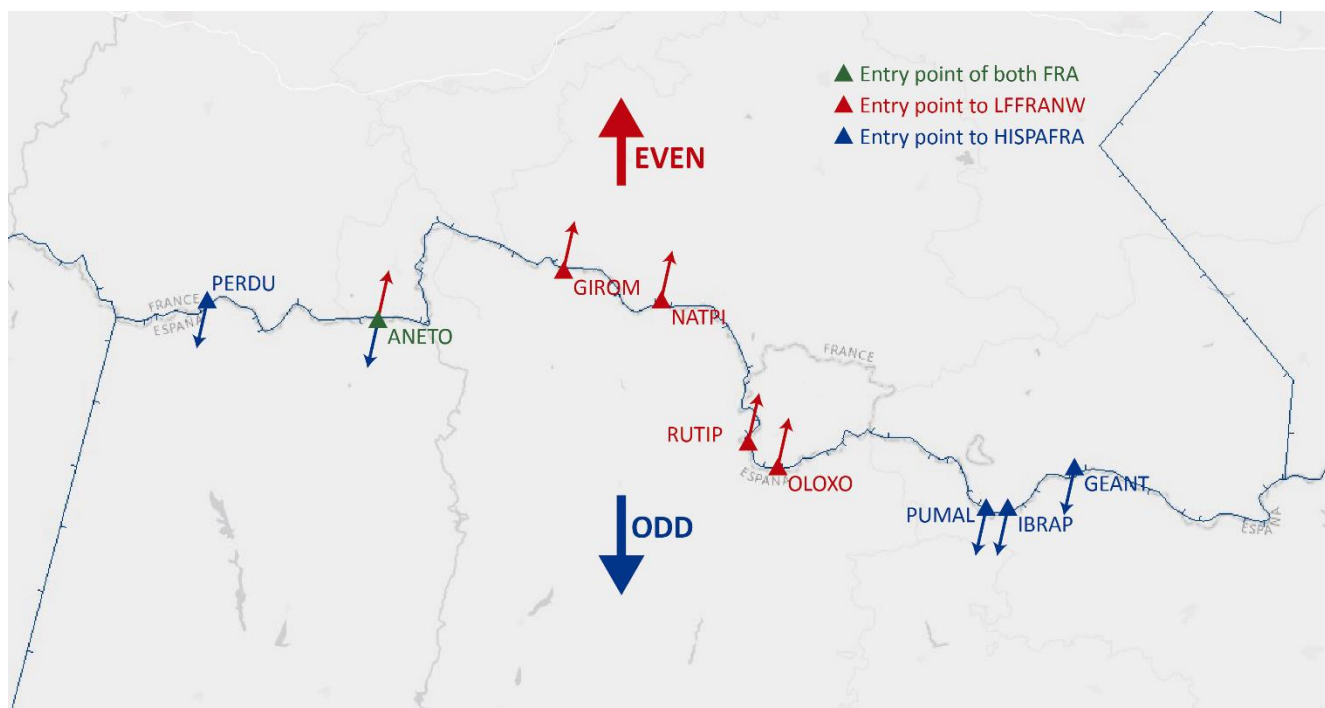
ATC Position	Callsign	Frequency	Remarks
<i>Primary sectors</i>			
Barcelona Control	LECB_W_CTR	134.680	SFC-FL660 ; FL305-FL660 if LECB_DDI_CTR is active
Barcelona Control	LECB_E_CTR	135.355	SFC-FL660 ; FL305-FL660 if LECB_XAR_CTR is active
<i>Secondary Sectors</i>			
Barcelona Radar	LECB_DDI_CTR	135.805	SFC/FL195-FL305
Barcelona Radar	LECB_XAR_CTR	133.030	SFC/FL195-FL305
Barcelona Radar	LECB_DDI_CTR	132.580	SFC/FL195-FL305

### 3.2. Bordeaux ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary sectors</i>			
Bordeaux Control	LFBB_CTR	125.105	SFC-UNL; SFC-FL295 if LFBB_U_CTR is active
<i>Secondary Sectors</i>			
Bordeaux Control (Upper)	LFBB_U_CTR	127.675	FL295-UNL

## 4. COORDINATION PROCEDURES

Coordination procedures between the ATC under the responsibility of the Barcelona FIR/UIR and those under the responsibility of the Bordeaux FIR/UIR 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.



FRA Horizontal Entry Point (E) is a published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are permitted while an Exit Point (X) is a Point to which FRA operations are permitted.

### 4.1. FROM BARCELONA TO BORDEAUX (LECB → LFBB)

A Direct further than the FIR Boundary must be coordinated.

Upper Airspace Airways start at FL195 in Bordeaux Control's airspace. Barcelona has to pay attention to clear all outgoing traffic above FL200 before transferring to Bordeaux

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LECB	HispaFRA	LFFRASW		
ANETO	UN860	X (eXit) FL>245	E (Entry) FL>195	LFBB_CTR	EVEN FL
GIROM	A29 UN608				
RUTIP	UT113				
OLOXO	UN861				
NATPI	-				

FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

## 4.2. FROM BORDEAUX TO BARCELONA (LFBB → LECB)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LFBB	LFFRASW	HispaFRA		
PERDU	-	X (eXit) FL>195	E (Entry) FL>245	LECB_W_CTR	ODD FL
ANETO	-				
IBRAP	-				
GEANT	-				
PUMAL	B31			LECB_E_CTR	

## 5. DEPARTURES AND ARRIVALS

Coordination procedures for the departure/arrival traffic management are defined as follows. It is recalled that whenever TWR or APP units indicated below are inactive, they should be replaced by the higher ATC active unit (for example, if LEBL\_T1\_APP is inactive, the coordination procedure applies to LECB\_W\_CTR).

### 5.1. DEPARTURES FROM GIRONA AD (LEGE)

ATC	SID	Procedure	Remarks
LEBL_T1_APP	GEANT	LEBL_T1_APP → LFBB_CTR	DCT GEANT FL190 If only LECB_W_CTR is active: DCT GEANT FL240

### 5.2. ARRIVALS TO TOULOUSE-BLAGNAC AD (LFBO)

ATC	STAR	Procedure	Remarks
LEBL_T1_APP	ASPET	LECB_W_CTR → LFBO_APP	DCT ASPET descending FL150

### 5.3. DEPARTURES FROM TOULOUSE-BLAGNAC AD (LFBO)

ATC	STAR	Procedure	Remarks
LFBB_CTR	PUMAL	LFBB_CTR → LECB_W_CTR	DCT PUMAL climbing FL260

### 5.4. ARRIVALS TO BARCELONA AND REUS AD (LEBL, LERS)

ATC	STAR	Procedure	Remarks
LFBB_CTR	PUMAL	LFBB_CTR → LEBL_T1_APP	DCT PUMAL descending FL230 Cross PUMAL FL250 or below

## 6. CONTRIBUTIONS

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

## 7. CHANGELOG

Version	Date	Changes
5.0	21/4/2022	New format Implementation of Free Route Airspace in Spain (HISPAFRA)