

# Barcelona ACC (LECB) and Marseille ACC (LFMM)

## 1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between the **Barcelona ACC**, the **Palma ACC** and the **Marseille ACC** when providing Air Traffic Services (ATS) operating under IFR or VFR flight rules.

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO member providing ATS within an active ATC 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	Marseille	EVEN
Marseille	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 (LFFRAASW) 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.

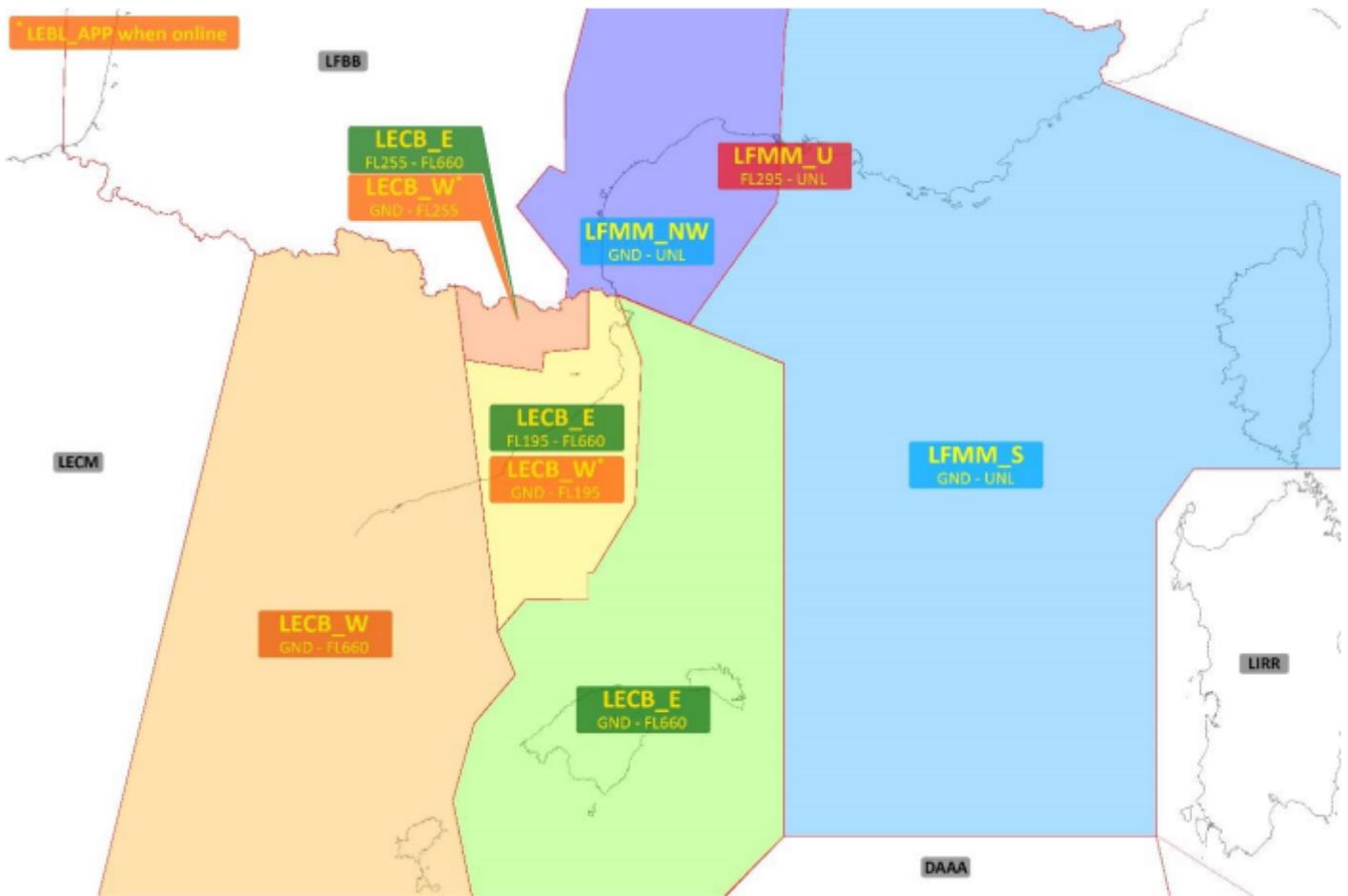
### 3. ATS Unit Description

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\_XAR\_CTR underneath north part of LECB\_E\_CTR, responsible up to FL305; LECB\_DDX\_CTR underneath north part of both LECB\_E\_CTR and LECB\_W\_CTR, up to FL305; and LECP\_MXX\_CTR (*Palma Radar*) overhead Menorca Island, up to FL245. Those three subsectors are not shown on the following chart as they are considered as inactive positions.

Moreover, LECB\_W\_CTR is responsible for the Barcelona TMAs when LEBL\_T1\_APP is offline.

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.



### 3.1. Barcelona ACC

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

LECP\_MXX\_CTR

120.700

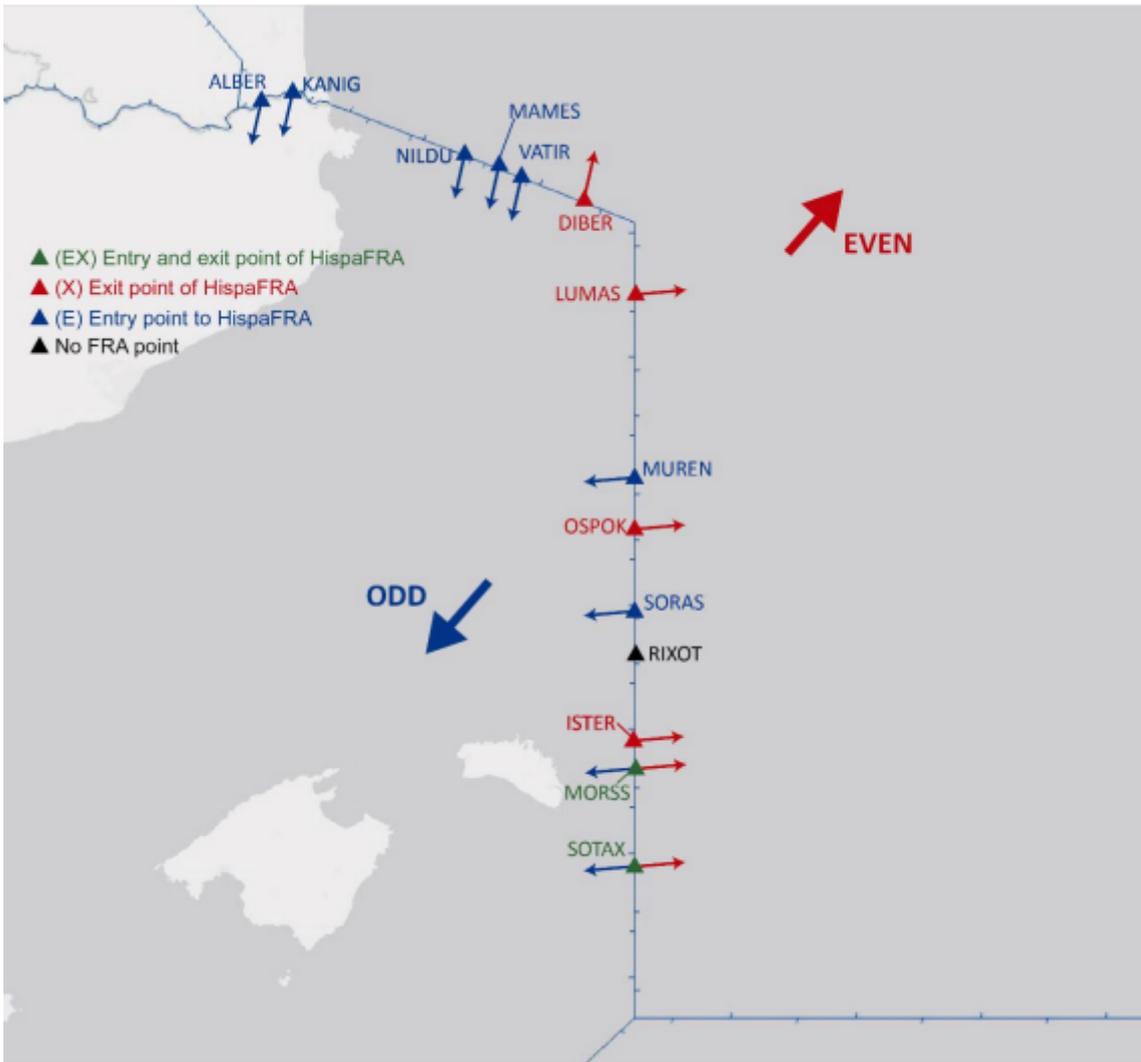
SFC-FL245

## 3.2. Marseille ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Marseille Control (North-West)	LFMM_NW_CTR	123.805	SFC-UNL
Marseille Control (South)	LFMM_S_CTR	126.155	
<i>Secondary Sectors</i>			
Marseille Control (Upper)	LFMM_U_CTR	128.850	FL295-UNL

## 4. Coordination Procedures

Coordination procedures between the ATC under the responsibility of the Barcelona FIR/UIR or Palma TACC, and those under the responsibility of the Marseille 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.

Entry and Exit points are shown here from the perspective of Spanish FRA Cell (HispaFRA).

## 4.1. From Barcelona to Marseille (LECB → LFMM)

Any directs beyond the FIR limit may be coordinated.

Upper airspace routes start at FL195 in Marseille's airspace. Therefore, Barcelona should make sure every traffic is cleared at FL200 or above before a transfer is made to Marseille.

Transfer Point	Route		Receiving Sector	Restrictions
	Airways LECB	HispaFRA		
KANIG	A27 UN855	-	LFMM_NW_CTR	EVEN (for LFMP arrivals)
DIBER	H110 H870 UL110 UN870	X (eXit) FL > 245	LFMM_S_CTR	EVEN
LUMAS	G25 B16 UM985 UN853			
OSPOK	UN725			
ISTER	UN851			
MORSS	A33 UM603			
SOTAX	T100 UT100			

## 4.2. From Marseille to Barcelona (LFMM → LECB)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LFMM	LFFRASW	HispaFRA		
ALBER	B384	X (eXit) FL>195	E (Entry) FL>245	LECB_E_CTR	ODD FL
KANIG	A27				
NILDU	UN975	-			
MAMES	UN852 UY38				
MUREN	M601 UM601				

SORAS	UN850		
SOTAX	UM871		
MORSS	Z924 M603		
RIXOT	UT250	-	ODD FL DEST LEPA ≤FL230 exact RIXOT UT250 - FL to be coordinated

## 5. Departures and Arrivals

### 5.1. Arrivals to Perpignan AD (LFMP)

ATC	STAR	Procedure	Remarks
LEBL_T1_APP	KANIG	LEBL_T1_APP → LFMP_APP (or LFMT_APP)	Descending FL110 (LFMT_APP has responsibility of LFMP_APP when LFMP_APP is closed)

### 5.2. Derpartures from Perpignan AD (LFMP)

ATC	SID	Procedure	Remarks
LFMP_APP (or LFMT_APP)	BGR	LFMP_APP (or LFMT_APP) → LEBL_T1_APP (or LECB_W_CTR)	Climbing FL150

### 5.3. Arrivals to Barcelona AD (LEBL)

ATC	STAR	Procedure	Remarks
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LFMM\_NW\_CTR

ALBER

LFMM\_NW\_CTR →  
LEBL\_T1\_APP (or  
LECB\_W\_CTR)Descending FL210  
Cross ALBER FL250 or  
below

## 5.4. Arrivals to Girona AD (LEGE)

ATC	STAR	Procedure	Remarks
LFMM_S_CTR	KANIG	LFMM_S_CTR → LEBL_T1_APP (or LECB_W_CTR)	Descending FL120

## 5.5. Arrivals to Perpignan AD (LFMP)

ATC	STAR	Procedure	Remarks
LFMM_S_CTR	RIXOT MORSS	LFMM_S_CTR → LECB_E_CTR	Exact FL to be coordinated Cross RIXOT/MORSS at FL230 or below

# 6. CONTRIBUTIONS

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

# 7. CHANGELOG

Version	Date	Changes
6.0	21/4/2022	New format Implementation of Free Route Airspace in Spain (HISPAFRA) Arrivals to Barcelona (FL210). Arrivals to Girona (FL120). Arrivals to Palma TACC.