

Carta de acuerdo con la División Francesa

1. Propósito.

El propósito de esta Carta de Acuerdo es definir los procedimientos de coordinación que aplicarán nuestras dos divisiones cuando estén realizando servicios de Operaciones Especiales.

El contenido de este acuerdo es aprobado por los Departamentos de Operaciones Especiales de ambas divisiones, su aplicación será obligatoria cuando un usuario esté ofreciendo ATS en cualquiera de los puestos mencionados en este documento y cuando vuele como un Vuelo enmarcado dentro de las Operaciones Especiales.

For English version, follow this [link](#)

2. Procedimientos ATC / Pilotos

Los tráficos de Operaciones Especiales y los tránsitos IFR a un mismo nivel deberán mantener una separación horizontal mínima de 10 mn.

Fuera de Áreas Especiales la velocidad máxima será de MACH 0,95 por encima de FL100 y 350KIAS por debajo de FL100 si no afecta al Tráfico Aéreo General.

Todos los vuelos VSOG/Freelances (cazas desarmados, transportes, helicópteros) pueden volar en procedimientos OAT.

Todo VSOG/Freelance puede romper esas restricciones. En caso de que la operación se realice violando las normas del SO o perturbando el GAT, el SOG será el responsable de la operación.

Las áreas restringidas pueden cruzarse siempre que los pilotos utilicen las rutas ATS establecidas en la AIP francesa/española.

Si se aplican restricciones de velocidad, será necesario indicarlo en la etiqueta correspondiente y no requiere aprobación por parte del sector receptor.

Todos los tránsitos deben transferirse libres de conflicto.

En cuanto a las transferencias, el tráfico deberá ser traspasado a la mayor brevedad posible y con un mínimo de diez (10) millas antes de despejar los límites del sector. Además, en el caso de estar en subida, es recomendable traspasarlo 3000 pies antes de llegar al nivel autorizado para hacer una subida continua. La unidad que recibe el tráfico no podrá modificar su ruta, altitud o velocidad hasta que el tráfico se encuentre dentro de su Área de Responsabilidad, a menos que la dependencia que haya trasladado el tráfico lo apruebe. En cuanto a los niveles de vuelo asignados entre dependencias, deben ser:

FROM	TO	FLIGHT LEVEL
LECB_MIL_CTR	LFBW_MIL_CTR	EVEN
LFBW_MIL_CTR	LECB_MIL_CTR	ODD
LECM_MIL_CTR	LFBW_MIL_CTR	EVEN
LFBW_MIL_CTR	LECM_MIL_CTR	ODD

Si no hay controlador militar se realizará la coordinación con los controladores civiles.

3.1. Bases Aéreas Francesas.

La división francesa autoriza al uso de la siguiente base en caso de emergencia o para repostar:

AIRBASE	ICAO	FREQ	OBS.
Mont-de-Marsan Air Base	LFBM	APP: 119.700 MHz TWR: 122.100 MHz	MIL APRON
Saint-Dizier-Robinson Airbase	LFSI	APP: 134.775 MHz TWR: 134.175 MHz GND: 122.100 MHz	MIL APRON
Cognac – Châteaubernard Air Base	LFBG	APP: 132.450 MHz TWR: 120.075 MHz	MIL APRON
Orange-Caritat Airbase	LFMO	APP: 118.925 MHz TWR: 128.950 MHz	MIL APRON

El resto de bases militares estarán disponibles para repostaje, y como alternativo (verificar las SOP locales para su uso).

3.2 Bases Aéreas españolas.

La división española autoriza al uso de las siguientes bases¹:

AIRBASE	ICAO	FREQ	OBS.
IBERIAN PENINSULA			
Zaragoza Air Base	LEZG	Add freq	MIL EAST PLATFORM
BadajozAir Base	LEBZ	Add freq	MIL APRON
San Javier Air Base	LELC	Add freq	MIL APRON
Rota Air Base	LERT	Add freq	Spots 38,39,22,23 Spanish North Platform
CANARY ISLANDS			
Gando Air Base	GCLP	Add freq	MIL APRON

. Los despliegues no podrán ser mayores de una semana

4. Áreas restringidas y peligrosas.

Por acuerdo entre IVAO FR e IVAO ES, se pueden utilizar las siguientes áreas restringidas:

Ivao España

Area type, activity, and identification	Conditions of use	Lateral limits	Vertical limits	Activation details
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Restricted area LER63 MURCIA (ACADEMIA GENERAL DEL AIRE)	School and parachuting flights. Before entering the area, make radio contact with SAN JAVIER APP/TWR. ACFT with IFR flight plan with origin/destination MURCIA-San Javier AD or MURCIA/Aeropuerto de la Región de Murcia AD and in contact with the TWR are authorised to enter the area. Aircraft transiting via airways crossing this LER are authorised to enter	385100N0012100W- 380700N 0005200W- 380700N0002800W- 380300N0002300W From this point, following the line parallel to the coast at 12 NM up to 365100N0014000W- 365100N0015000W- 370700N0021000W- 370700N0023200W- 372800N0032100W- 381800N0021600W- 385100N0012100W	AGL/ <u>FL260(1)</u> 2000AGL (1)Upper limit extendible by NOTAM to FL340.	MON - FRI: I 0630- 1630 / V: 0530-1530 SAT - SUN: I 0600 - 1800 / V: 0500-1830 Other activities by NOTAM.
Restricted area LER86A BADAJOZ	Training flighths. For overflight, request clearance from BADAJOZ TWR. All activities by any type of aircraft lacking communication equipment enabling contact with BADAJOZ TWR are prohibited . Aircraft transiting via airways crossing this LER are authorised to enter	390900N0065700W- 390900N0061700W- 383800N0061700W- 383800N0071500W from this point, all along the Spanish- Portuguese border, up to 390700N0070100W- 390900N0065700W.	<u>FL450</u> SFC	V: 0600-1830; I:0700- 1930 Other hours according to training periods, other flights by NOTAM
Restricted area LER86B BADAJOZ	Training flights. For overflight, request clearance from BADAJOZ TWR. All activities by any type of aircraft lacking communication equipment enabling contact with BADAJOZ TWR are prohibited . Aircraft transiting via airways crossing this LER are authorised to enter	395000N0043100W- 384500N0050500W- 383000N0051300W- 383000N0052200W- 374400N0061300W- 380500N0070000W from this point, all along the Spanish- Portuguese border, up to 390700N0071000W- 392500N0062400W- 395000N0043100W.	<u>FL240</u> 5000	V: 0600-1830; I:0700- 1930 Other hours according to training periods, other flights by NOTAM

Restricted area LER86C BADAJOZ	Area designed expressly for supersonic flights by military aircraft: BTN FL370 - UN. Aircraft transiting via airways crossing this LER are authorised to enter	394800N0043800W-380100N0060500W-374900N0062400W-380500N0070000W; from this point, all along the Spanish-Portuguese border, up to 390800N0070800W-392500N0062400W-394800N0043800W.	<u>FL450</u> FL245	V: 0600-1830; I:0700-1930 Other hours according to training periods, other flights by NOTAM
Dangerous Area LED26 ALICANTE ESTE	Manageable area, Air, air-to-air firing and in-flight refuelling exercises.	365524N0000605E-375215N0000633E-383035N0003048E-383530N0004624E-383530N0010638E-381258N0015124E-374334N0020721E-365524N0000605E	<u>UNL</u> SFC	By NOTAM
Dangerous Area LED169 ALBORÁN SUPERIOR	Area designed expressly for supersonic flights by military aircraft only south of parallel 3622N and east of meridian 00400W. Air and in-flight refuelling exercises	355000N0045400W-361224N0043816W-363811N0040344W-363800N0015449W-355000N0020700W-355000N0045400W.	<u>UNL</u> FL150	By NOTAM
Dangerous Area LED171A SIERRA CALDERONA (CASTELLÓN, TERUEL, VALENCIA)	military aircraft training.	394327N0002845W - following an arc of 6 NM radius centred on 393728N0002821W (CTR VALENCIA limit) up to 394141N0002250W-394036N0001932W-394611N0001528W- following an arc of 20 NM radius centred on 392922N 0002854W (TMA VALENCIA limit) up to 394837N0002301W-394327N0002845W.	<u>2000 ft AMSL</u> SFC	MON-FRI: V: 06:00-13:00; I: 07:00-14:00 other schedules announced by NOTAM.
Dangerous Area GCD79E CANASUR (Canarias)	Manageable area. Military aircraft training.	273936N0144257W-272419N0140635W-250606N0154855W-250714N0165543W-251602N0171320W-272150N0154118W-271815N0152312W-272010N0151332W-272746N0145408W-273936N0144257W	<u>UNL</u> 2000 ft AMSL	MON - SUN 0700-1930. Other hours according to training periods, other flights by NOTAM

Dangerous Area GCD79W CANASUR (Canarias)	Manageable area. Military aircraft training.	274352N0171947W- 274401N0171402W- 272925N0165519W- 272120N0162037W- 272218N0161059W- 252746N0173303W- 261703N0182727W- 273716N0172847W- 274352N0171947W	<u>UNL</u> 2000 ft AMSL	MON - SUN 0700-1930. Other hours according to training periods, other flights by NOTAM
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Ivao Francia

Area type, activity, and identification	Conditions of Use	Lateral limits	Vertical limits	Activation details
LF-D12	Administrator: ATLANTIQUE CCMAR. Activity known on BREST ACC. Specific Defence activities. Combat training. unmanned aircraft flights on State service.	470748N0061029W - 470939N0050339W - 474449N0043133W - 475446N0043000W - 481814N004300W - 482533N0043000W - 484503N0050259W - 484832N0055801W - 484832N0055801W - 482432N0065139W - 480140N0065121W - 475135N0065110W - 472916N0065038W - 470748N0061029W - 474748N0061029W	UNL FL295	TUE - THU 1200 - 2100 UTC SAT - SUN 0600 - 1500 UTC On request outside these slots by NOTAM 24 hours before
LF-D33	Actual activity available on: BREST ACC/UAC. Defence specific activities unmanned aircraft flights on State service.	435439N0024344W - 453122N0022739W - 453122N0022739W - 451734N0025309W - 440444N0030147W - 435826N0025443W - 435439N0024344W - 435439N0024344W	UNL SFC	TUE - THU 1200 - 2100 UTC SAT - SUN 0600 - 1500 UTC On request outside these slots by NOTAM 24 hours before

LF-D31D	<p>Administrator CDC MARSAN.</p> <p>Test flights, Landes test center. Pilot's attention is drawn on the life-threatening nature of activities taking place in this area. Activity known on BORDEAUX ACC/UAC and BREST ACC/FIC/UAC.</p> <p>Machine fire.</p> <p>Shooting and bombardments from planes. Specific defence activities.</p> <p>air-to-air refuelling unmanned aircraft flights on State service.</p>	<p>433458N0014658W -</p> <p>433'58N0014658W -</p> <p>434239N0014658W -</p> <p>434319N0014351W -</p> <p>434320N0014349W -</p> <p>442751N0013300W -</p> <p>443023N0013248W -</p> <p>443256N0013312W -</p> <p>443528N0013300W -</p> <p>443626N0013314W -</p> <p>443744N0013323W -</p> <p>443918N0013315W -</p> <p>445238N0013102W -</p> <p>451843N0012721W -</p> <p>452427N0012719W -</p> <p>452530N0012712W -</p> <p>452647N0012656W -</p> <p>452939N0012655W -</p> <p>453339N0012552W -</p> <p>453339N0015558W -</p> <p>453339N0015558W -</p> <p>435020N0023108W -</p> <p>433458N0014858W -</p> <p>433458N0014658W</p>	<p>UNL</p> <p>SFC</p>	<p>TUE - THU 1200 - 2100 UTC</p> <p>SAT - SUN 0600 - 1500 UTC</p> <p>On request outside these slots by NOTAM 24 hours before</p>
LF-D32	<p>Actual activity available on BREST ACC/UAC.</p> <p>Defence specific activities.</p> <p>unmanned aircraft flights on State service.</p>	<p>435020N0023108W -</p> <p>453339N0015558W -</p> <p>454058N0015327W -</p> <p>454058N0015327W -</p> <p>454200N0020755W -</p> <p>453122N0022739W -</p> <p>435439N0024344W -</p> <p>435020N0023108W -</p> <p>435020N0023108W</p>	<p>UNL</p> <p>SFC</p>	<p>TUE - THU 1200 - 2100 UTC</p> <p>SAT - SUN 0600 - 1500 UTC</p> <p>On request outside these slots by NOTAM 24 hours before</p>
LF-D67	<p>Parts of this area are shared with BASTIA TMA part 4.</p> <p>Dangerous in all flight conditions.</p> <p>Air navigator's attention is drawn on the life-threatening nature of activities taking place in this area.</p> <p>Activity announced on ZARA APP.</p> <p>Not AMC-manageable.</p> <p>Live firing AIR/AIR</p> <p>Air combat training.</p> <p>Unmanned aircraft flights on State service.</p>	<p>411358N0094159E -</p> <p>413401N0104159E -</p> <p>420701N0102558E -</p> <p>421901N0094658E -</p> <p>421759N0094159E -</p> <p>421759N0094159E -</p> <p>411358N0094159E -</p> <p>411358N0094159E</p>	<p>FL430</p> <p>SFC</p>	<p>TUE - THU 1200 - 2100 UTC</p> <p>SAT - SUN 0600 - 1500 UTC</p> <p>On request outside these slots by NOTAM 24 hours before</p>

LF-TSA 34 N	Possible activation H24. Activation schedules stated in France AUP. Activity available on BORDEAUX UAC. Combat training. Defence specific activities. Unmanned aircraft State operations. Entry: IFR: Avoidance mandatory throughout activity.	442313N0002400E - 444629N0000231E - 444629N0000231E - 443625N0001311W - 442313N0002400E - 442313N0002400E	UNL FL245	TUE - THU 1200 - 2100 UTC SAT - SUN 0600 - 1500 UTC On request outside these slots by NOTAM 24 hours before
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LF-TSA 34 A	<p>Possible activation H24.</p> <p>Activation schedules stated in France AUP.</p> <p>Activity available on BORDEAUX UAC.</p> <p>Combat training.</p> <p>Defence specific activities.</p> <p>Unmanned aircraft State operations.</p> <p>Entry:</p> <p>IFR: Avoidance mandatory throughout activity.</p>	<p>425609N0004409W -</p> <p>434116N0002255E -</p> <p>440018N0003307E -</p> <p>442313N0002400E -</p> <p>443625N0001311W -</p> <p>443625N0001311W -</p> <p>431615N0012822W -</p> <p>431623N0012806W -</p> <p>431559N0012618W -</p> <p>431601N0012537W -</p> <p>431624N0012447W -</p> <p>431500N0012244W -</p> <p>431440N0012254W -</p> <p>431402N0012235W -</p> <p>431317N0012303W -</p> <p>431252N0012250W -</p> <p>431139N0012311W -</p> <p>431120N0012258W -</p> <p>431039N0012407W -</p> <p>430923N0012407W -</p> <p>430857N0012459W -</p> <p>430834N0012434W -</p> <p>430742N0012451W -</p> <p>430730N0012527W -</p> <p>430701N0012538W -</p> <p>430640N0012634W -</p> <p>430627N0012626W -</p> <p>430535N0012811W -</p> <p>430512N0012823W -</p> <p>430444N0012815W -</p> <p>430246N0012628W -</p> <p>430140N0012114W -</p> <p>430314N0012034W -</p> <p>430423N0012038W -</p> <p>430451N0012023W -</p> <p>430526N0012045W -</p> <p>430628N0011956W -</p> <p>430645N0011916W -</p> <p>430705N0011612W -</p> <p>430532N0011759W -</p> <p>430409N0011835W -</p> <p>430349N0011715W -</p> <p>430318N0011615W -</p> <p>430238N0011548W -</p> <p>430233N0011451W -</p> <p>430319N0011345W -</p> <p>430157N0011051W -</p> <p>430215N0011026W -</p> <p>430206N0010951W -</p> <p>430132N0010843W -</p> <p>430027N0010830W -</p> <p>430030N0010801W -</p> <p>430128N0010655W -</p> <p>430126N0010641W -</p> <p>430052N0010607W -</p> <p>430042N0010502W -</p> <p>430009N0010510W -</p> <p>425952N0010421W -</p> <p>425931N0010135W -</p> <p>425942N0010100W -</p> <p>425920N0010023W -</p> <p>425831N0005948W -</p>	<p>UNL</p> <p>FL195</p>	<p>TUE - THU 1200 - 2100 UTC</p> <p>SAT - SUN 0600 - 1500 UTC</p> <p>On request outside these slots by NOTAM 24 hours before</p>
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LOW LEVEL NETWORK	LOW LEVEL NETWORK MANUAL	LOW LEVEL NETWORK ACTIVATION MESSAGE	3000ft ASFC SFC	TUE - THU 0600 - 2200 UTC Only active on these slots.
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5. Procedimientos para pilotos

5.1. Pilotos que operan en Francia

Se solicita a los pilotos que operen en el Espacio Aéreo y Aeropuertos franceses conocer la siguiente documentación:

1. [SO Order](#)
2. [French SO Rules](#)
3. [French MilAIP](#)

5.2. Pilotos que operan en España

Se solicita a los pilotos que operen en el Espacio Aéreo y Aeropuertos españoles conocer la siguiente documentación:

1. SO Order.
2. AIP española.
3. RCAO español.

6. Créditos

Este documento ha sido escrito en coordinación entre el Departamento de Operaciones Especiales de Francia y España.

7. Control de cambios

1.0 Documento final