

Madrid ACC (LECM) and Bordeaux ACC (LFBB)

1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Madrid 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
Madrid	Bordeaux	EVEN
Bordeaux	Madrid	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 FIR (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.

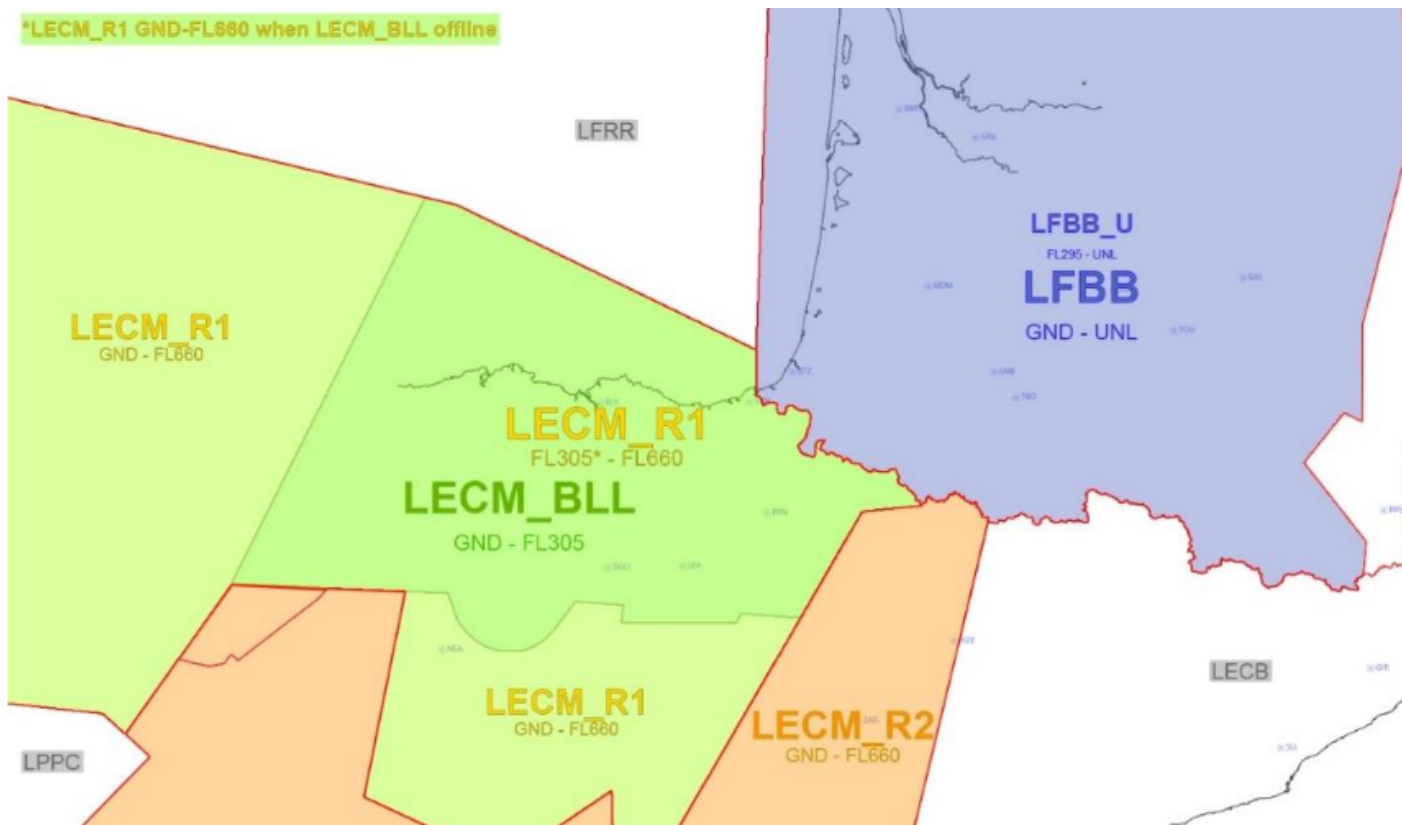
3. ATS Unit Description

The ATC unit in charge of FIR and UIR airspaces under the responsibility of the North-East Madrid ACC is **Madrid Control** and includes three primary sectors: LECM_R1_CTR, LECM_R2_CTR and LECM_BLL_CTR. One additional secondary sector (opened only via NOTAM), LECM_DPI_CTR, covers the eastern part of LECM_R1_CTR. This subsector is not shown on the following chart as it is considered an inactive position.

LECM_BLL_CTR, LECM_BDI_CTR, LECM_DPI_CTR can be consolidated in one main sector (LECM_R1_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. Madrid ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Madrid Control	LECM_R1_CTR	135.700	SFC-FL660; FL305-FL660 above LECM_BLL_CTR when active
Madrid Control	LECM_R2_CTR	133.755	SFC-FL660
Madrid Radar	LECM_BLL_CTR	118.275	SFC-FL305
<i>Secondary Sectors</i>			
Madrid Control	LECM_DPI_CTR	132.055	SFC- FL660 (NOTAM req)

3.2. Bordeaux ACC

ATC Position	Callsign	Frequency	Remarks
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Primary Sectors

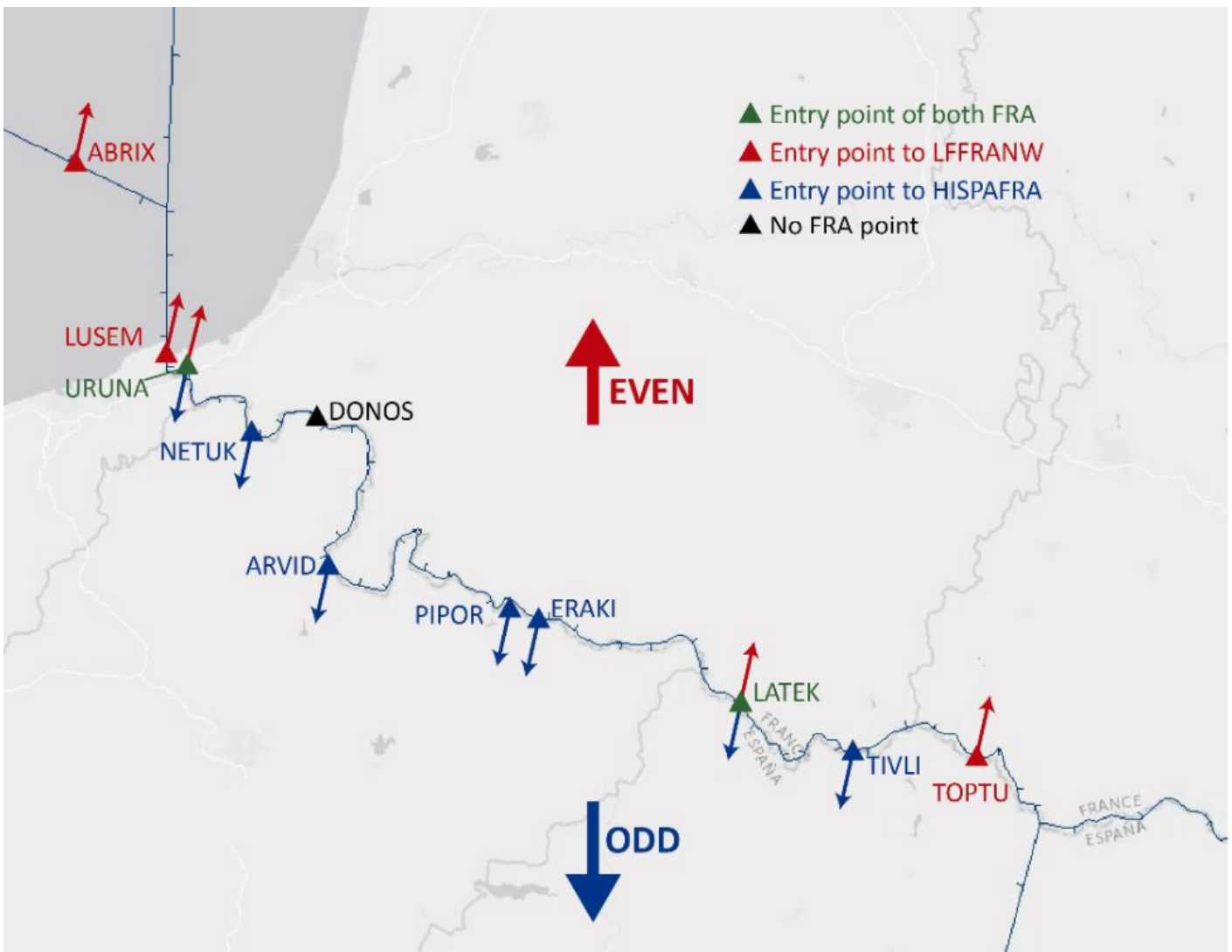
Bordeaux Control	LFBB_CTR	125.105	SFC-UNL; SFC-FL295 if LFBB_U_CTR is active
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Secondary Sectors

Bordeaux Control (Upper)	LFBB_U_CTR	127.675	FL295-UNL
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4. Coordination Procedures

Coordination procedures between the ATC under the responsibility of the Madrid 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 Madrid to Bordeaux (LECM → LFBB)

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

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LECM	HispaFRA	LFFRASW		
ABRIX	UN858	X (eXit) FL>245	E (Entry) FL>195	LFBB_CTR	EVEN FL
LUSEM	UL176				
URUNA	R10 UP181				
TOPTU	UN871				
LATEK	UN955				
DONOS	R299 UM299	-	-		

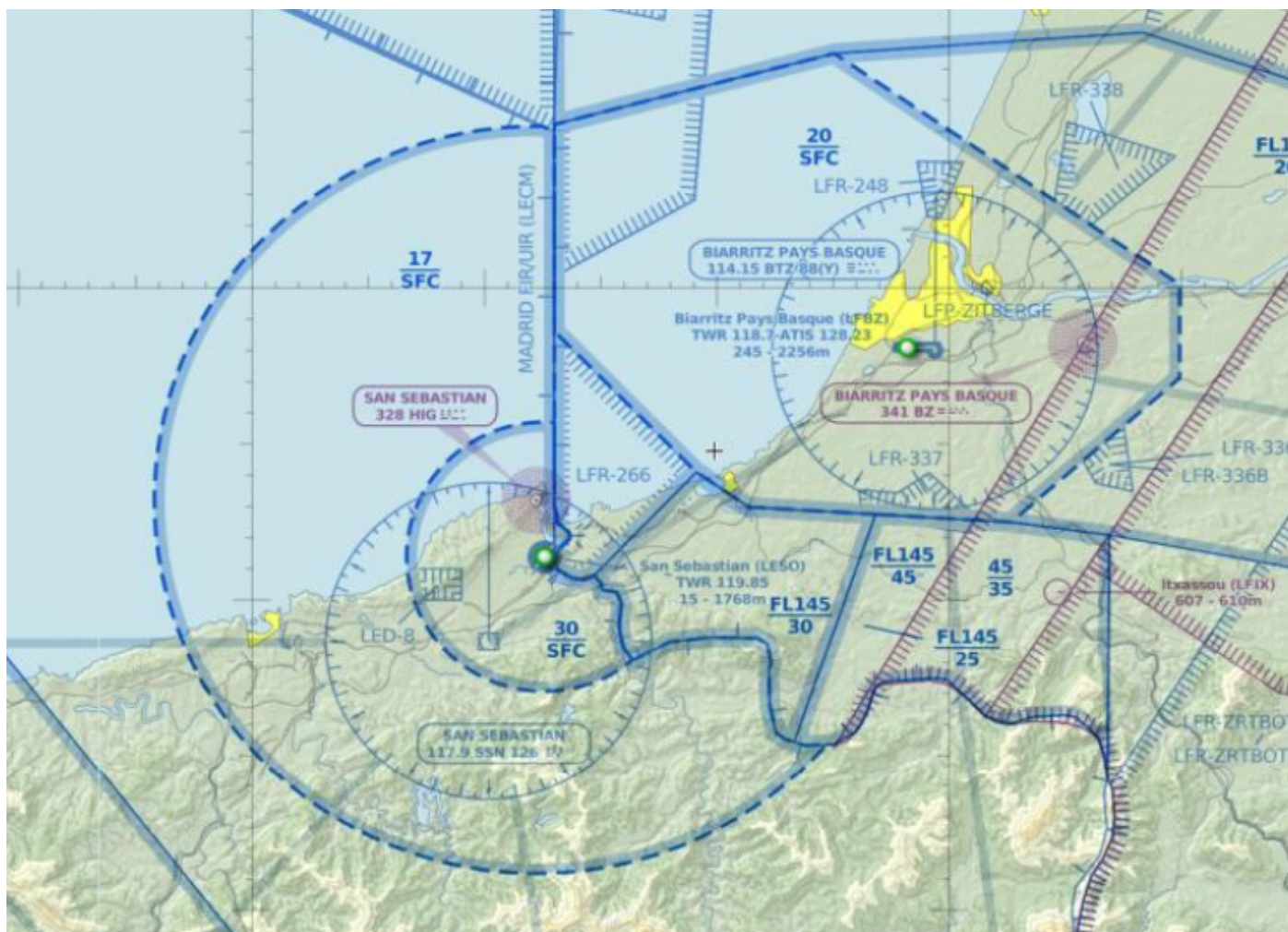
4.2. From Bordeaux to Madrid (LFBB → LECM)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LFBB	LFFRASW	HispaFRA		
TILVI	-	X (eXit) FL>195	E (Entry) FL>245	LECM_R2_CTR	ODD FL

NETUK				
ARVID				
PIPOR	FL>305 LECM_R1_CTR			
ERAKI				
LATEK				
URUNA	FL<305 LECM_BLL_CTR	R10		
DONOS		R299 UM299	-	-

5. ATS Delegation

The airspace corresponding to the restricted zone LF-R-266 (SFC - 2000 ft AMSL) is a conflicting area between the CTR of LESO (SFC - 1700 ft) and the TMA of LFBZ (1500 ft ASFC/2000 ft AMSL - FL145). This is the so-called “special-use airspace” of San Sebastian into French territory where operations are delegated to LESO_TWR.



Whenever LFBZ_APP (and/or LFBZ_CTR) is active, **the approach ATC services are provided by LFBZ_APP for LESO departures inbound BTZ and arrivals from OSGOT or BTZ (VOR/RNP APP RWY22)**. The preferred approach to be used is the RNP Y for RWY22.

Whenever LESO_TWR (or LECM_BLL_CTR/LECM_R1_CTR) is active and LFBZ_APP and LFBZ_CTR are inactive, the approach ATC services are provided by LESO_TWR, for both LESO departures and arrivals.

In all cases, **LFBZ_APP (and/or LFBZ_CTR) are never supposed to provide tower ATC services at LESO.**

All VFR traffic entering inside the LF-R-266 zone will be transferred stable at 1000 ft AMSL.

Given the delegation of this airspace, each departure (RWY04) and arrival (RWY22) of LESO must be coordinated between the adjacent ATC units.

6. 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 LESO_TWR is inactive, the coordination procedure applies to LECM_BLL_CTR). Moreover, whenever the LECM_BLL_CTR is consolidated into LECM_R1_CTR, the same coordination procedures apply to LECM_R1_CTR.

6.1. Departures from LECM

Airport	SID	Procedure	Remarks
LEBB	SSN	LECM_BLL_CTR → LFBB_CTR	FL150 minimum
LEPP LERJ	-	RFL < 145: LECM_BLL_CTR → LFBZ_APP	RFL
		RFL > 145: LECM_BLL_CTR → LFBB_CTR	Climbing to FL160
LESO	BTZ	LESO_TWR → LFBZ_APP (passing 2000 ft)	-
	BLV CEGAM PPN	Only from RWY 04 LESO_TWR → LFBZ_APP (passing 2000 ft) LFBZ_APP → LECM_BLL_CTR (leaving TMA)	Refer to section 4 for airspace delegation details and specific coordination procedures
LEBB	-	LECM_BLL_CTR → LFBB_CTR	via URUNA/LUSEM climbing to FL220
LEXJ			via URUNA/LUSEM climbing to FL260
LEZG		LECM_R2_CTR → LFBB_CTR	via TOPTU climbing to FL280

6.2. Arrivals to LFBB

Airport	SID	Procedure	Remarks
LFBO	TOPTU	LECM_BLL_CTR → LFBB_CTR	DCT TOPTU FL280
LFBP LFBT	BTZ		DCT BTZ FL180
LFBZ	DONOS	LECM_BLL_CTR → LFBZ_APP	DCT GOMSO FL150

6.3. Departures from LFBB

Airport	SID	Procedure	Remarks
LFBO	TILVI	LFBB_CTR → LECM_R2_CTR	DCT TILVI
	LATEK	LFBB_CTR → LECM_R1_CTR	DCT LATEK
LFBZ	DONOS SSN	LFBZ_APP → LECM_BLL_CTR	DCT DONOS/SSN FL140

6.4. Arrivals to LECM

Airport	STAR	Procedure	Remarks
LEPP	-	LFBB_CTR → LECM_BLL_CTR	via URUNA descending to FL170
LEVT LEBB	-	LFBB_CTR → LECM_BLL_CTR	via URUNA descending to FL230 via PPN descending to FL270
LEXJ	-	LFBB_CTR → LECM_BLL_CTR	via URUNA/PPN Descending to FL270
LESO	SSN	LFBZ_APP issues the approach clearance down to 3000 ft and transfers to LESO_TWR passing 2000 ft	Refer to section 5 for airspace delegation details and specific coordination procedures
LEZG	-	LFBB_CTR → LECM_R2_CTR	via TIVLI at FL310 or below
		LFBB_CTR → LECM_R1_CTR	via PPN at FL330

The chart for the RNP-22 approach is available [here](#) and the chart of the VOR 22 approach is available [here](#).

7. Contributions

This document has been drafted in coordination between the ATC Operations Department of Spain and France and

8. Changelog

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