French vACC

VATSIM SPAIN

LETTER OF AGREEMENT

BETWEEN

THE FRENCH vACC

&

SPAIN vACC

V25.08/01

Change Log

Revision	Amendments
2508/01	New LoA

Distribution and Scope

This Letter of Agreement (LoA) outlines the agreements between the French vACC and SPANISH vACC to provide air traffic services regarding standards of cross-border ATS procedures.

Exclusion of Liability

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Letter of Agreement

Between:

Bordeaux
LFBB

And

Barcelona
LECB

Effective: 07th August 2025

SECTION 1| GENERAL

1.1 Purpose

This Agreement establishes coordination procedures for cross-border ATC between the French ACC and Spanish ACC when providing ATS to General Air Traffic (IFR). These procedures supplement those specified in ICAO, VATSIM Regulations, inter-division agreements, and national documents. The English version will have authority in case of differences in interpretation.

The FIRs concerned are:

- LFBB Bordeaux;
- LECB Barcelona.

1.2 Operational Status

Both ATS units shall advise each other of any changes in the operational status of their facilities and navigational aids that may affect the procedures specified in this Letter of Agreement.

1.3 Validity

This Letter of Agreement becomes effective on 07th August 2025 (AIRAC 2508)

SECTION 2| AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Areas of Responsibility

Lateral limits and vertical limits of the respective areas of responsibility are as follows:

2.1.1 LECB

Lateral Limits: The lateral boundaries of Barcelona FIR/UIR as published in AIP Spain ENR 2.1.

Vertical limits: Up to FL 660

Airspace Structure

FIR	GND/AMSL	FL195
UIR	FL195	UNL

ICAO airspace classification for the area of responsibility of LECB along the common boundary of the areas of responsibility of LECB and LFBB, is described in Annex B to this Letter of Agreement.

2.1.2 LFBB

Lateral Limits: The limits of the area of responsibility correspond to the boundary of Bordeaux UIR as published in the French AIP.

Vertical limits: Up to FL 660

Airspace Structure

FIR	GND/AMSL	FL195
UIR	FL195	UNL

ICAO airspace classification for the area of responsibility of LFBB along the common boundary of the areas of responsibility of LFBB and LECB is described in Annex B to this Letter of Agreement.

Figure 1 – LECB Area Below FL195

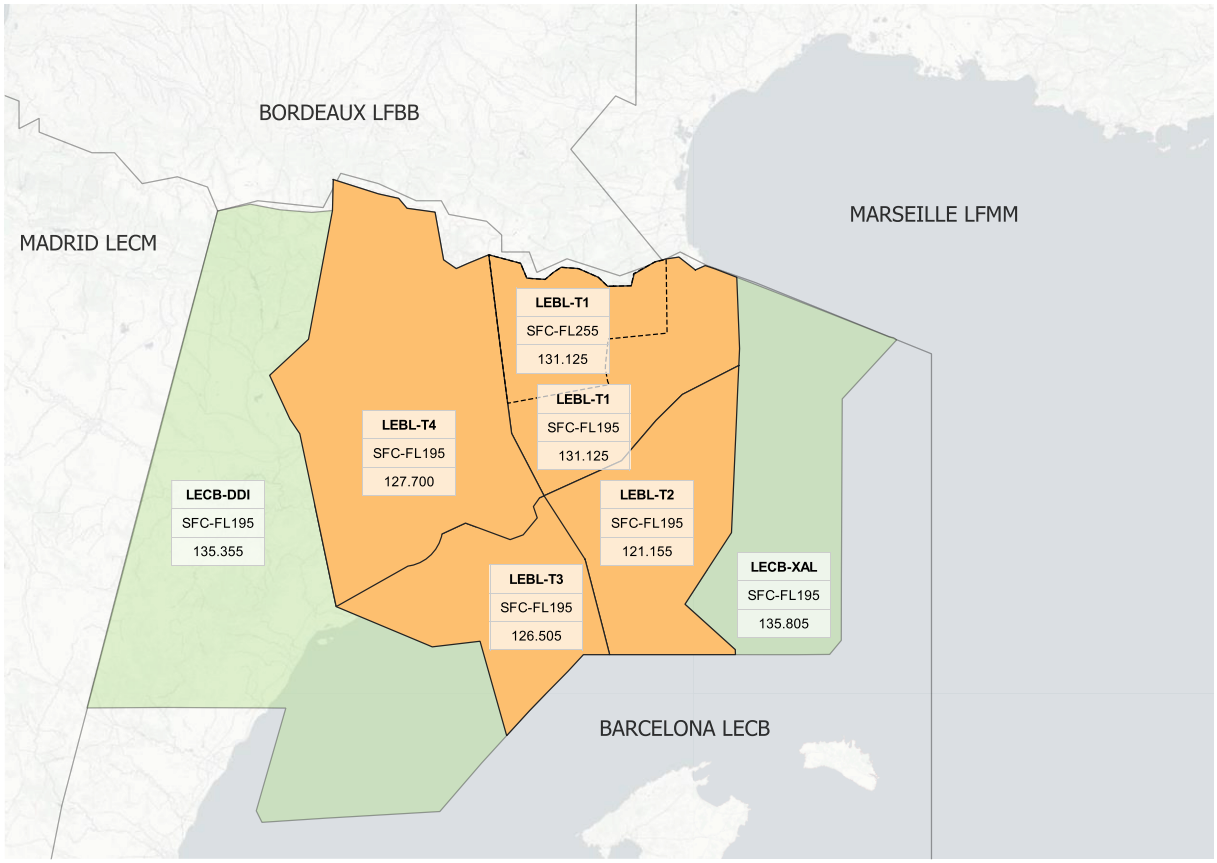

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Figure 2 – LECB Area Middle Below FL305:

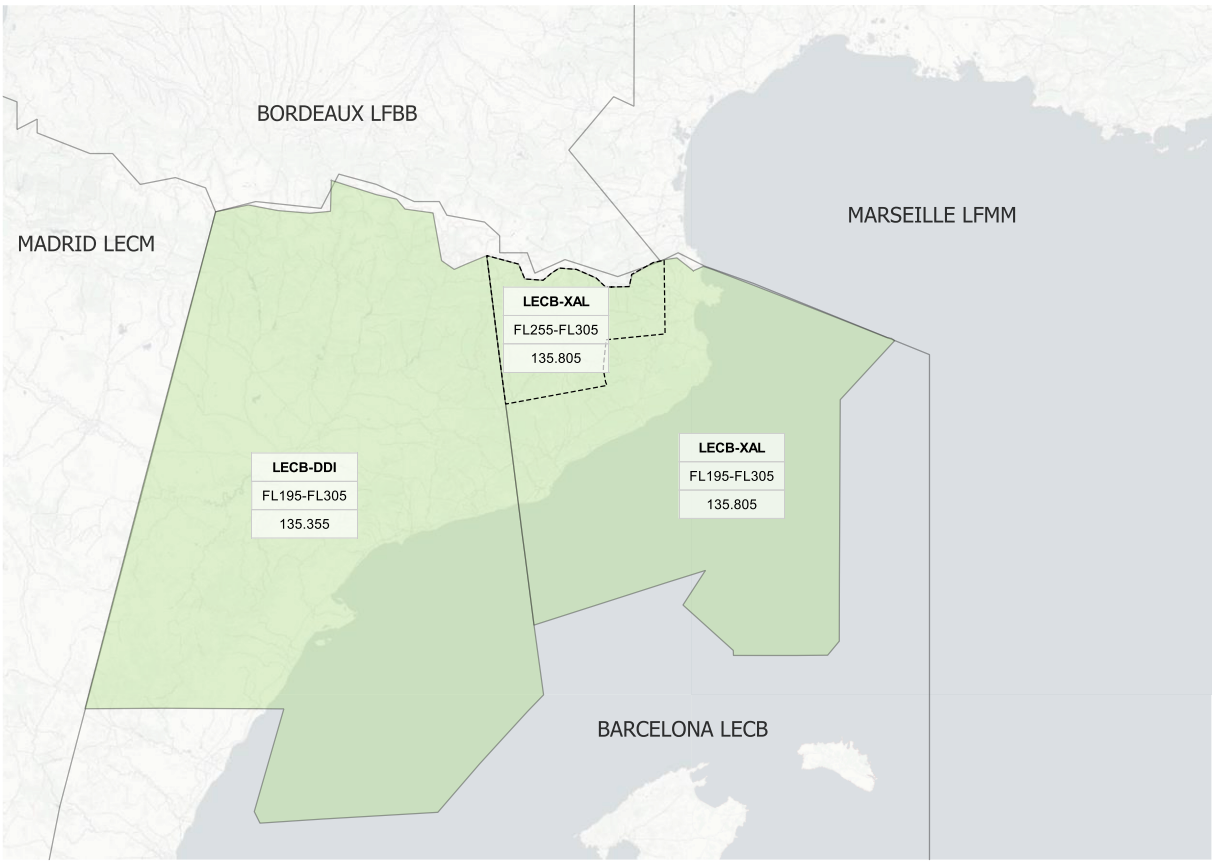


Figure 3 – LECB Area High Above FL305:

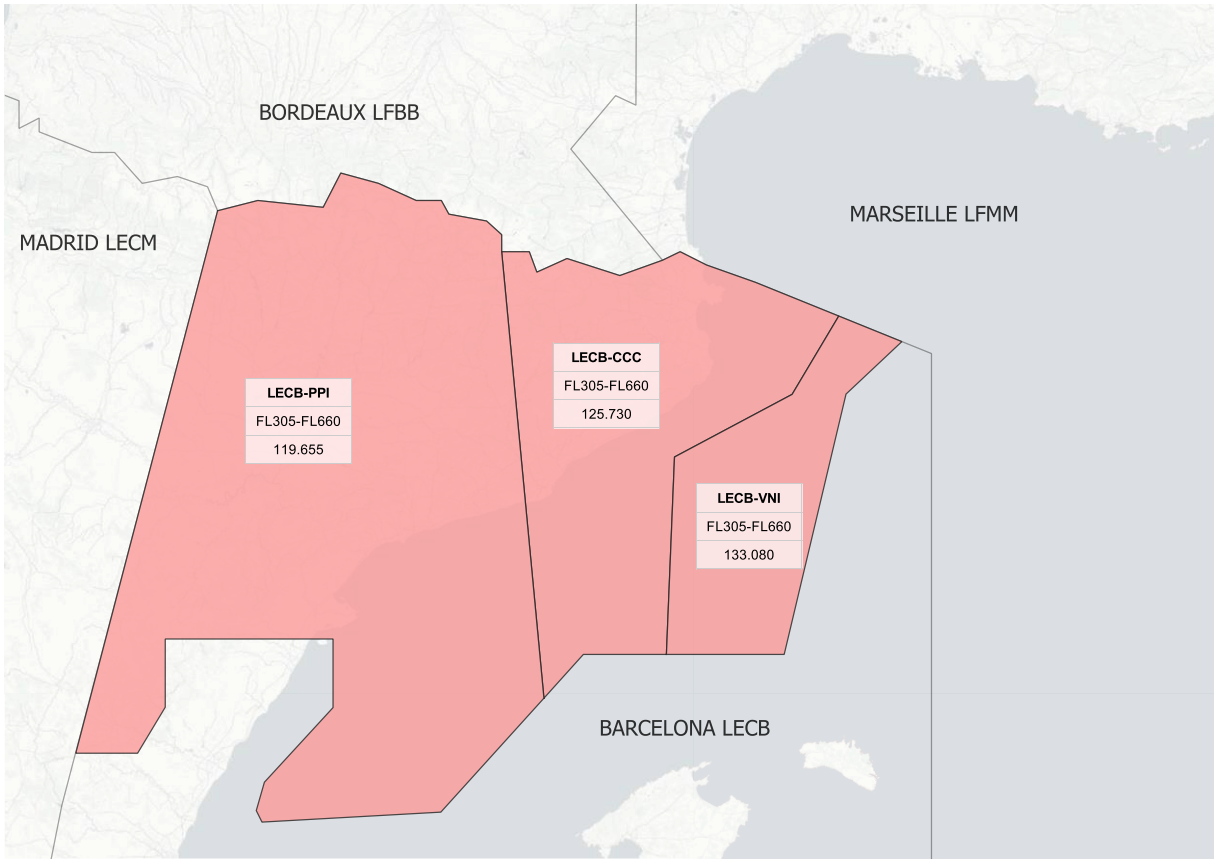


Figure 4 – LFBB Area Low:

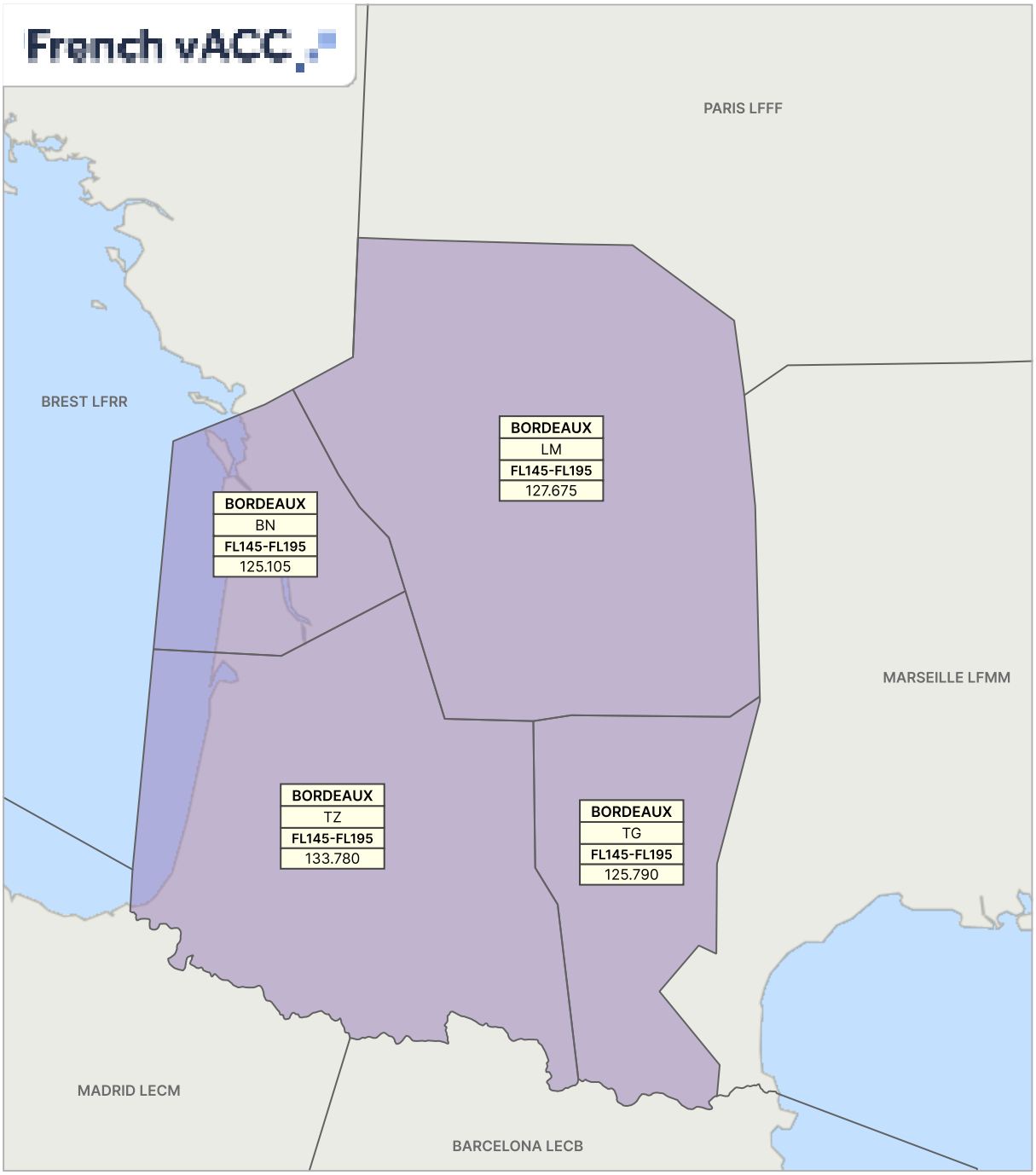
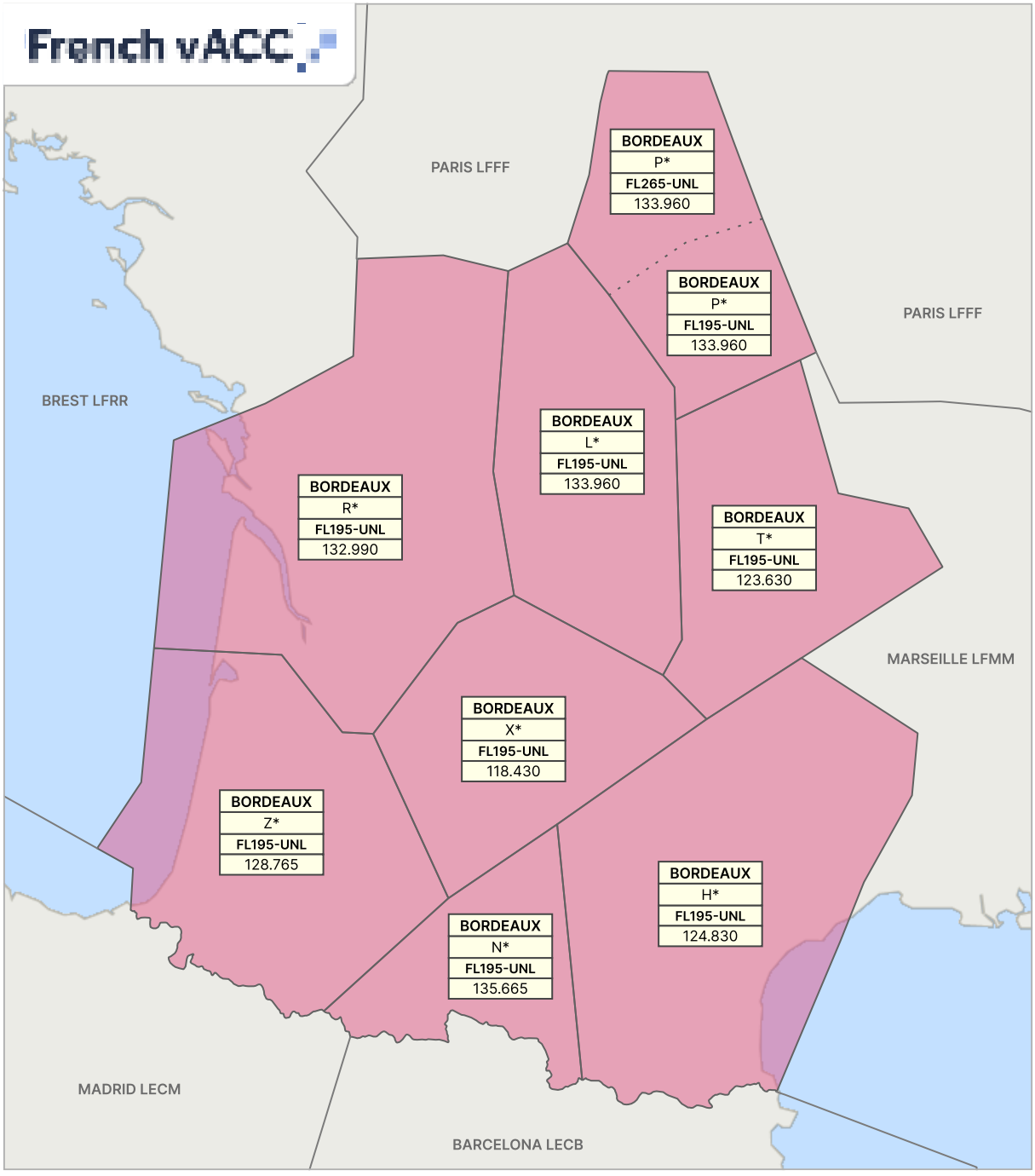


Figure 4 – LFBB Area High:



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SECTION 3| PROCEDURES FOR COORDINATION

3.1 General Conditions for Acceptance of Flight

i. Flights will be coordinated using the designated coordination point (COP) and in compliance with the specified altitude levels for the relevant route.

ii. At the transfer of control point, all flights are expected to maintain the coordinated flight level unless explicit climb or descent instructions have been provided through coordination.

iii. Should the receiving ATS unit be unable to accept a flight following the specified conditions, it must communicate its inability and outline the specific conditions under which the flight will be accepted.

iv. In the event of any proposed deviation from the specified conditions in this Letter of Agreement (e.g. change in operational control procedures, route, or altitude), the transferring unit must initiate an approval request using the appropriate software tool.

v. The accepting ATS unit shall accept the electronic transfer of the aircraft on establishing communications with the transferred aircraft. The Accepting Unit shall notify the transferring Unit if communication with the plane is not established as expected.

3.2 ATS Routes, Coordination Points and Level Allocation

The tables below describe the available ATS routes, COPs, and level allocation to be applied. Upon transfer, IFR aircraft are to conform to ICAO standard cruising levels (or agreed levels if these are different) except as outlined below, incorporating the implementation of Reduced Vertical Separation Minima (RVSM) and also to the direction of ATS routes as published in the relevant AIP.

3.3 Transfer of Control and Communication

i. Unless otherwise specified in the table below, the transfer of communication shall occur at or before the relevant point of entry on the boundary of the air navigation service area. It is important to note that Instrument Flight Rules (IFR) traffic is restricted to airways as published on the appropriate charts.

ii. Off-route aircraft transfers between specified areas require prior coordination and agreement at least 5 minutes before the boundary crossing. If off-route traffic cannot be accommodated, it must adhere to the existing airways pattern for rerouting.

iii. Aircraft should be transferred no later than 3 minutes before crossing the boundary or earlier if indicated. Upon transfer, unless an alternative arrangement is agreed upon, aircraft can continue climbing to their requested flight level, provided they are already in the ascent phase. The lateral standard en-route separation minimum has been set at five nautical miles.

iv. Silent handoffs (SHO) are a standard protocol. The originating sector should not await digital confirmation of the flight before transferring the frequency to the pilot. The receiving sector will assume responsibility for the flight upon the pilot's check-in on the frequency. Adjacent sectors will try to inform each other in good time if they go offline so no more flights are passed.

SECTION 4| ATS SURVEILLANCE BASED ON COORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

a) Transfer of aircraft identification between Spanish ACC and Bordeaux ACC is typically performed by transfer of the aircraft tag.
b) Mode S identification, and explicitly SSR code 1000, shall be the preferred method of identification provided the capacity of the aircraft.
c) When discrete SSR codes are used for identification transfer, they shall be assigned in accordance with ORCAM or other VATSIM network-defined ranges.

4.2 Radar Coordination Procedures

4.2.1 General

The transfer of radar identification and control between Barcelona ACC and Bordeaux ACC will depend on the equipment used by controllers and the VATSIM data network being in working order for necessary information exchange. Additionally, there should be two-way communication between the two facilities. If it is necessary to reduce or suspend transfers of control, a 5-minute prior notification should be given, except in emergencies.

4.2.2 Transfer of Radar Control

Transfer of radar control can be arranged after prior coordination, ensuring a minimum separation of 5 NM between the aircraft.

4.2.3 Silent Transfer of Control (Silent Handover)

Transfer of control may take place by means of a Silent Handover (that is, without prior coordination) provided that:

i. If the aircraft concerned are following the same route, they are spaced by a minimum of 7 NM, constant or increasing.
ii. If the aircraft concerned is on converging FRA directs, then at the point of transfer, the aircraft has at least 7 NM planned lateral separation for a minimum of 10 NM beyond the common boundary.
iii. The transferring controller places any speed control or coordinated vectoring instructions in the tag and instructs aircraft to report these on first contact with the receiving controller.
iv. The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by the Standing Agreement prior to the transfer of communications.

4.3 Silent Transfer of Control (Silent Handover)

Reduced minimum longitudinal separation of 3 minutes and exemption from radar handover may be applied between aircraft on the same or crossing tracks, at the same level, climbing, or descending. The transferring unit, in each case, must radar monitor the separation and ensure that the actual distance between aircraft is no less than 10 nautical miles.

4.3.1 Radar Separation

The following radar separation minima are to be applied in Nautical Miles:

- Barcelona ACC: 5 NM
- Bordeaux ACC: 5 NM

Annex A

Definitions and Abbreviations.

Effective: 07th August 2025

A.1. Definitions.

A.1.1. Reduced Vertical Separation Minimum (RVSM).

A vertical separation of at least 300 m (1000 ft) is applied between FL 290 and FL 410, based on regional air navigation agreements and following conditions specified therein.

A.1.1.1. RVSM Approved Aircraft.

Aircraft that have received State approval for RVSM operations within the EUR RVSM airspace.

A.1.2. Release

A.1.2.1. Release for Climb, Descent and Turns

i. An authorisation for the accepting unit to climb (a) specific aircraft before the transfer of control.
ii. An authorisation for the accepting unit to descend (a) specific aircraft before the transfer of control.
iii. An authorisation for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45 º before the transfer of control.

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ANNEX B

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Procedures for Coordination

B1. LECB ATS-Routes, Coordination Points & Level Allocation to LFBB

COP	Level Allocation	Special Conditions
ANETO	FL260 max (even levels)	Only for traffic departing LEZG/HC
GIROM	Even levels	Levelled traffic released for turns
	FL340 max	LFBD/BA ARR except for LEBL/RS DEP
	FL300	LEBL/RS DEP with LFBA ARR
	FL200	Except LFBA ARR
	FL240 or RFL (if lower)	LEDA/LESU DEP Released for turns
RUTIP	Even levels	Levelled traffic released for turns
	↗ FL300 or RFL (if lower)	LERS DEP Released to turn within sector (horizontal) limits
OLOXO	Even levels	Levelled traffic are released for turns
	↗ FL240 or RFL (if lower)	LESU DEP Released for turns
	↗ FL300 or RFL (if lower)	LEBL DEP Released for turns
GEANT	↗ FL200	LEGE DEP Only RFL above FL195
NATPI	↗ FL320 or RFL (if lower) (Even levels)	LEBL or LERS departures. Released for turns

B.1.1 Discrepancy in airspace structure
ANETO, OLOXO, RUTIP, NATPI and GEANT: there is no ATS-route in LFBB FIR (i.e. below FL195)

B.1.2.
MAMUK-OLOXO, SINDO-RUTIP, MOPAS/BARBO-GIROM or SIDs OLOXO/NATPI for **LEBL** departures or SID NATPI for **LERS** departures:

B.1.2.1. Departures on one (1) single transfer point:
If there is more than one departure with less than 10 NM or 10NM decreasing between them, the first one will be transferred, climbing to FL320 and the second to FL300. If LECB_PPI_CTR or LECB_RW_CTR sector needs to level a flight lower than FL300, LECB_PPI_CTR or LECB_RW_CTR sector will coordinate both maintained level and requested level by the flight to N1 sector.

B.1.3.
Flights on two different transfer points, GIROM and NATPI, NATPI and RUTIP or NATPI and OLOXO can be sent without coordination at the same flight level, providing:
B.1.3(a) Favourable weather conditions (absence of thunderstorms, turbulence),
B.1.3(b) The minimum lateral separation is 10 NM, constant or increasing.
B.1.3(c) Otherwise, GIROM and NATPI, NATPI and RUTIP, NATPI and OLOXO will be considered as a single transfer point.

B.1.4. Via RUTIP/OLOXO: traffic must be sent on LFBB frequency over at the latest:
B.1.4(a) LEBL departure: over OLOXO
B.1.4(b) LERS departure: over RUTIP
B.1.4(c) Overflights: over OLOXO

B.1.5. Horizontal release TBC

Levelled traffic via GIROM, RUTIP, OLOXO, and DEPS from LEBL/RS via NATPI are released for turns within (30 NM south of GIROM); otherwise, coordination is required (see Appendix 1.4, Annex B).

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ANNEX C

VATSIM SPAIN

Procedures for Coordination

C1. LFBB ATS-Routes, Coordination Points & Level Allocation to LECB

COP	Flight Level Allocation	Special Conditions	
PERDU	Odd Levels		
ANETO	FL250	LEDA ARR	
	FL270 max	LEZH/LEHC ARR	
	FL250 max	LEDA/LESU ARR	
	FL310	LFBO/BP/BT/BR/BF/MK DEP	
PUMAL	Odd levels	LEIB ARR released for descent to FL310 after ROCAN	
	FL290 max	LEMH ARR	
	FL250 max	LEPA ARR	
	↘ FL230	LEBL/LERS/LEDA/LELL ARR	
	↘ FL190	LESU ARR	
	Levelled at FL310 or RFL (if below)	LFBO DEP	
IBRAP	Odd Levels	LEPA ARR transferred over ROCAN and released for descent to FL310 after ROCAN	
ALBER	↘ FL210	Only for	LEBL/LELL/LEDA /LESU ARR
	↘ FL230		LERS ARR
	Odd levels		LEPA ARR
KANIG	Odd levels		
	↗ FL290	LFMT DEP	
GEANT	Odd levels	LEMH/LESL ARR. Released for descent to FL310 after ROCAN	

C.1.1. Discrepancy in airspace structure:

C.1.1(a) PERDU: there is no ATS-route in LECB FIR (below FL215)

C.1.1(b) ANETO, IBRAP, GEANT: there is no ATS-route in LFBB FIR (i.e. below FL195)

C.1.1(c) ALBER, KANIG: Levels below FL195 are in LFMM FIR

C.1.2 PERDU-POSSY and ANETO-TURUV-LOBAR are not available for traffic destination LEBL, LERS, LELL, LEGE and LEPA, LEIB or LEMH.

C.1.3. Tracks exiting LFBB via PERDU and ANETO are considered single axes.

C.1.4. LFBO/BP/BT/BF/BR/MK departure: If flights **can't reach FL310** at the boundary, the possible reached **odd level is coordinated,** and the flight is transferred levelled to LECB_CCC_CTR or LECB_RE_CTR sector via PUMAL and to LECB_PPI_CTR or LECB_RW_CTR sector via ANETO.

C.1.5. Via PUMAL traffic destination LEPA only allowed below FL 255, traffic with destination LEMH only allowed below FL295.

C.1.6. LEBL, LELL, LEDA, LESU arrivals crossing the boundary at FL250 or below:

C.1.6(a) PUMAL: The simultaneous arrivals to LEBL will be transferred descending FL230, 10NM between them with no coordination (8NM with coordination)

C.1.6(b) ALBER: The simultaneous arrivals to LEBL/LELL/LEDA/LESU will be transferred descending FL210, 10NM between them with no coordination (8NM with coordination)

C.1.6(c) Maximum speed 300 Kts

C.1.6(d) If there are less than 8 NM between 2 successive arrivals, they will be transferred by LFBB at different levels (first the lowest) and FL transmitted in the aircraft label CFL. A third consecutive arrival will be transferred at the same FL as the second arrival, maintaining longitudinal separation of at least 8NM with the second arrival. Or it may be cleared to the same FL as the first arrival, maintaining a longitudinal separation of at least 10NM from the second arrival.

C.1.7. KANIG

ATS-route and DCT are not available for traffic with a destination LEPA.