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Letter of Agreement (LoA)

Sevilla ACC (GCCC) and Casablanca ACC (GMMM)

Name: LoA-LECS-GMMM-EN
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Version: v2.0.
Validity: Permanent.

Index

1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between Casablanca ACC and Seville 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 (1)
Sevilla	Casablanca	ODD
Casablanca	Sevilla	EVEN

(1)   Exceptions listed in [section 4](#)

Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined in Spain (FRA CELL 1) from FL245 to FL660. However, the use of the traditional ATS route network is compatible with HISPAFRA.

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 Seville airspaces under the responsibility of Seville ACC is Seville Control and consists in one main sector (LECS_CTR) and three secondary sectors (LECS_CEN_CTR, LECS_MAR_CTR, LECS_SEL_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the table below.

> LECS_CTR, LECS_CEN_CTR, LECS_MAR_CTR y LECS_SEL_CTR can be consolidated on one main sector (LECS_CTR).

The ATC unit in charge of Casablanca airspaces under the responsibility of Casablanca ACC is Casablanca Control and consists in one main sector (GMMM_CTR) and three secondary sectors (GMMM_OS_CTR, GMMM_OSW_CTR, GMMM_S_CTR).

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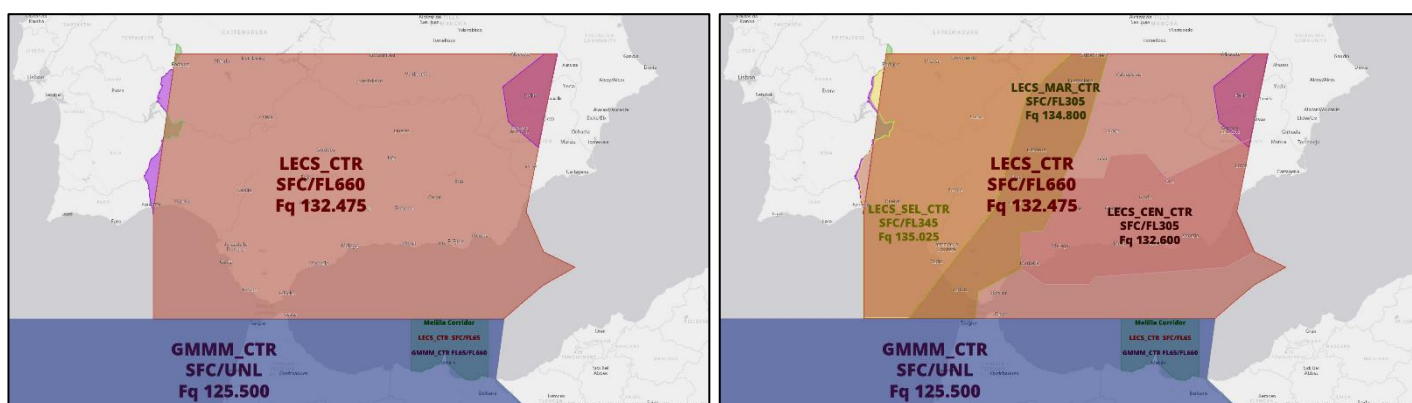
3.1. Sevilla ACC

| ATC Position	Callsign	Frequency	Remarks
Primary sectors			
Sevilla Control	LECS_CTR	132.475	SFC-FL660
Secondary Sectors			
Sevilla Radar (Sector Centre)	LECS_CEN_CTR	132.600	SFC-FL305 (NOTAM req)
Sevilla Radar (Sector Martin)	LECS_MAR_CTR	134.800	SFC-FL305 (NOTAM req)
Sevilla Radar (Sector Sevilla Lower)	LECS_SEL_CTR	135.025	SFC-FL345 (NOTAM req)

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3.2. CASABLANCA ACC

ATC Position	Callsign	Frequency	Remarks
Primary sectors			
Casablanca Control	GMMM_CTR	125.500	SFC-FL660
Secondary Sectors			
Casablanca Control (Oceanic Sector)	GMMM_OS_CTR	124.500	SFC-FL660
Casablanca Control (Oceanic Sector)	GMMM_OSW_CTR	127.800	SFC-FL660
Casablanca Control (South Sector)	GMMM_S_CTR	126.700	SFC-FL660

4. COORDINATION PROCEDURES

Coordination procedures between the ATC under the responsibility of the Sevilla ACC and those under the responsibility of the Casablanca ACC 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.

Both units shall keep each other advised about relevant VFR flights.
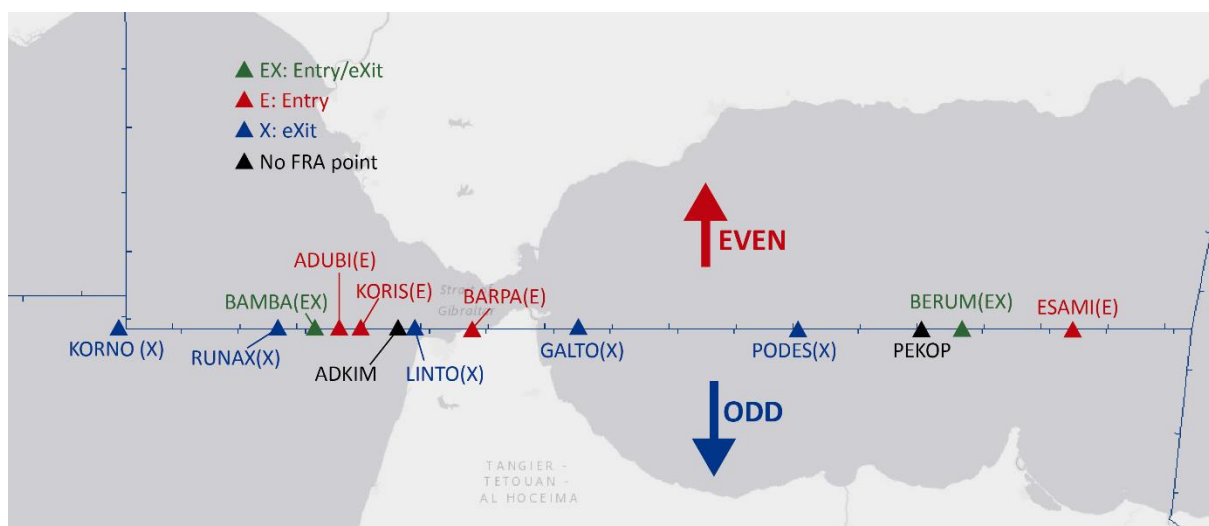
FRA Horizontal Entry Point (E) is a published Significant Point on the horizontal boundary of the Free Route Airspace from which FRA operations are permitted while an Exit Point (X) is a Point to which FRA operations are permitted.

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

4.1. FROM SEVILLA TO CASABLANCA (LECS → GMMM)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (2)		
ADKIM	H53 UZ53	-	GMMM_CTR	ODD
ESAMI	H372 UM372			
BARPA	UM985			
KORIS	G5 UL27			
PEKOP	A301			
BAMBA	UN726	X (eXit) FL>245		UN493, G850 & UL58 ODD UN860 EVEN
BERUM	G850 UL58 UN493 UN860			
GALTO	B11 UM143 UN869			ODD
KORNO	A857 UN857			
LINTO	R10 UN10			
PODES	UM999			
RUNAX	UL82			

(2) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

4.2. FROM CASABLANCA TO SEVILLA (GMMM → LECS)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (2)		
ADKIM	H53 UZ53	-	LECS_MAR_CTR	EVEN
GALTO	B11 UM143 UN869		LECS_CTR	
LINTO	R10 UN10		LECS_MAR_CTR	
PODES	UM999		LECS_CTR	
ADUBI	UN871	E (Entry) FL>245	LECS_MAR_CTR	
BAMBA	UN726			
BARPA	UM985		LECS_CTR	
BERUM	G850 UL58 UN493 UN860			UN493, G850 UL58 EVEN UN860 ODD
ESAMI	H372 UM372			EVEN
KORIS	G5 UL27		LECS_MAR_CTR	

(2) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

5. ATS DELEGATION

5.1.1 ATS DELEGATION FROM CABABLANCA ACC TO SEVILLA ACC

Within the Casablanca ATS the provision of ATS in accordance with the airspace classification is performed by Sevilla ACC within the following area(s):

- Lateral Limits: 355000N 0022000W along meridian 0022000W to intercept Morocco coastline, following the coast and Melilla boundary to intersect meridian 0033000W, to point 355000N 0033000W and back to 355000N 0022000W
- Vertical Limits: SFC-FL65
- Airspace classification: G

6. DEPARTURES AND ARRIVALS

6.1. ARRIVALS TO TANGER AD

ATC	STAR (2)	Procedure	Remarks
LECS_CTR	ADKIM LAMAD	LECS_CTR → GMTT_APP (GMMM_CTR)	FL110 with STAR assigned

(2) GMMT_APP (GMMM_CTR) inform LECS_CTR about the runway in use as well as the STAR to be assigned to the arrivals.

6.2. DEPARTURES FROM TANGER AD

ATC	SID	Procedure	Remarks
GMTT_APP	BARPA LAMAD ABIRO	GMTT_APP (GMMM_CTR) → LECS_CTR	FL100

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6.3. ARRIVALS TO MELILLA AD

ATC	STAR	Procedure	Remarks
GMMM_CTR	-	GMMM_CTR → LECS_CTR	FL070 (3)

(3) GMMM_CTR can coordinate with LECS_CTR to give a DCT to MIA for NDB approach or IXIRI for the VOR approach.

6.3. DEPARTURES FROM MELILLA AD

ATC	SID	Procedure	Remarks
LECS_CTR	-	LECS_CTR → GMMM_CTR	FL060 (4)

(4) LECS_CTR can coordinate with GMMM_CTR to give a DCT to the first point of the route.

7. CONTRIBUTIONS

This document has been drafted in coordination between the ATC Operations Department of Spain and Morocco and Sevilla FIR.

8. CHANGELOG

Version	Date	Changes
2.0	21/4/2022	New format Implementation of Free Route Airspace in Spain (HISPAFRA)