



Letter of Agreement (LoA)

Sevilla ACC (LECM) and Lisboa ACC (LPPC)

Name: LoA-LECS-LPPC-EN

Date: April 21, 2022.

Version: v2.0.

Validity: Permanent.

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1. PURPOSE

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

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

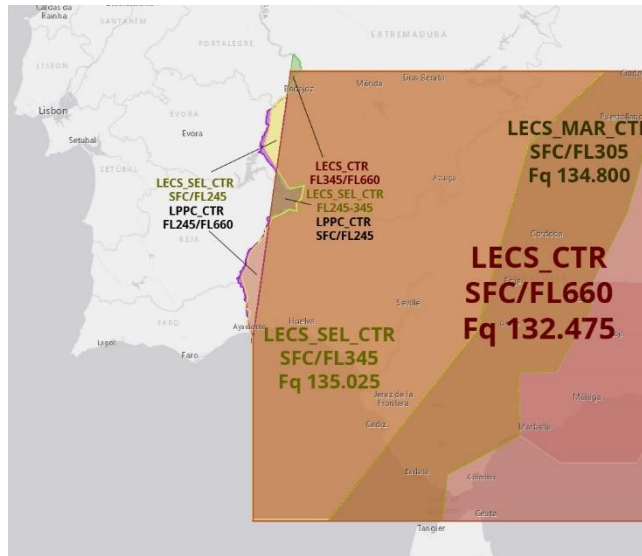
Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined in Spain (FRA CELL 1) from FL245 to FL660. However, the use of the traditional ATS route network is compatible with HISPAFRA.

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

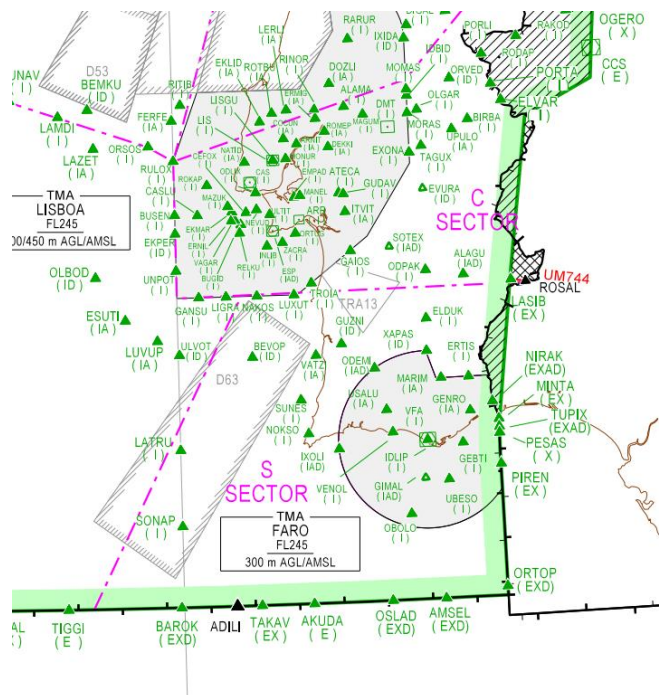
The ATC unit in charge of Madrid airspaces under the responsibility of Sevilla ACC is Sevilla Control and the relevant sectors for this LoA consist in one primary sectors (LECS_CTR) and one secondary sector (LECS_SEL_CTR).

LECS_SEL_CTR can be consolidated into a single sector (LECS_CTR).



The ATC unit in charge of Portugal airspaces under the responsibility of Lisboa ACC is Lisboa Control and the relevant sectors for this LoA consist in five main sector (LPPC_CTR, LPPC_P_CTR, LPPC_E_CTR, LPPC_NC_CTR and LPPC_S_CTR) and two secondary sectors (LPPC_CL_CTR and LPPC_SL_CTR).

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



FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

3.1. Sevilla ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary sectors</i>			
Sevilla Control	LECS_CTR	132.475	SFC-FL660
<i>Secondary Sectors</i>			
Sevilla Radar (Sevilla Lower)	LECS_SEL_CTR	135.025	SFC-FL345(req. NOTAM)

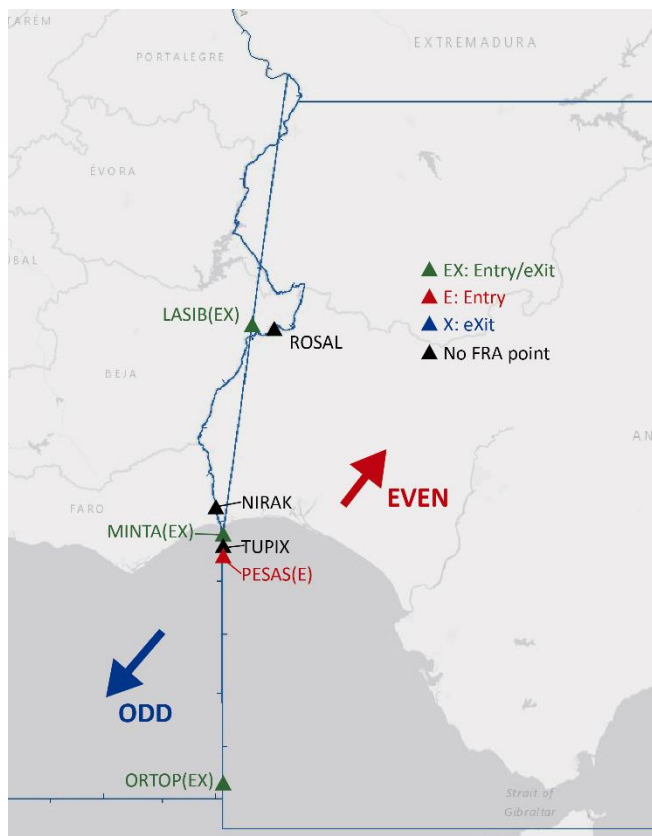
3.2. LISBOA ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary sectors</i>			
Lisboa Control	LPPC_CTR	130.900	SFC-FL660
Lisboa Control (continental - W+E)	LPPC_P_CTR	130.900	SFC-FL660
Lisboa Control (East - NC+S)	LPPC_E_CTR	127.255	SFC-FL660
Lisboa Control (North and Center)	LPPC_NC_CTR	134.855	SFC-FL660
Lisboa Control (South)	LPPC_S_CTR	132.705	
<i>Secondary Sectors</i>			
Lisboa Radar (Center Lower)	LPPC_CL_CTR	136.030	SFC-365
Lisboa Radar (South Lower)	LPPC_SL_CTR	125.550	SFC-365
<i>Faro TMA</i>			
Faro Approach	LPFR_APP	119.405	SFC-FL245

4. COORDINATION PROCEDURES

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

4.1. FROM SEVILLA TO LISBOA (LECM → LPPC)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (4)		
LASIB(2)	UM744	X (eXit) FL>245	LPPC_C_CTR	EVEN
MINTA	R47 UN747		LPPC_S_CTR	ODD
ORTOP	A5 UN726			EVEN
ROSAL(3)	A44 UM744	-	LPPC_C_CTR	EVEN
NIRAK(3)	Y136			
TUPIX(3)	Y135			

(2) FL>245

(3) FL<245

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

4.2. FROM LISBOA TO SEVILLA (LPPC → LECM)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (7)		
LASIB(5)	UM744	E (Entry) FL>245	LECS_CTR	ODD
MINTA	R47 UN747			EVEN
PESAS	UN858			
ORTOP	A5 / UN726			
ROSAL(6)	A44 UM744	-		ODD
NIRAK(6)	Y136			
TUPIX(6)	Y135			

(5) FL>245

(6) FL<245

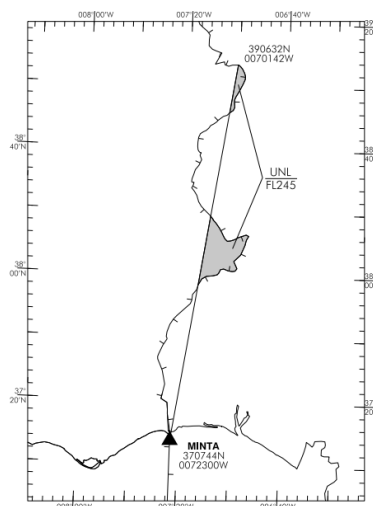
(7) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

5. ATS DELEGATION

5.1.1 ATS DELEGATION FROM LISBOA ACC TO SEVILLA ACC

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

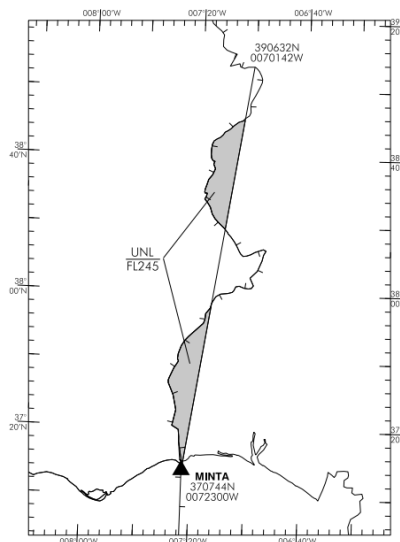
- Lateral Limits: Airspace located east of the line defined by the following coordinates: 390632N 0070142W; 370744N 0072300W (MINTA).
- Vertical Limits: FL245-UNL



5.1.2 ATS DELEGATION FROM SEVILLA ACC TO LISBOA ACC

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

- Lateral Limits: Spanish airspace located west of the line defined by the following coordinates: 390632N 0070142W; 370744N 0072300W (MINTA).
- Vertical Limits: FL245-UNL



6. DEPARTURES AND ARRIVALS

6.1. ARRIVALS TO SEVILLA AD

ATC	STAR	Procedure	Remarks
LECS_CTR	ROSAL MINTA	LPPC_C_CTR → LECS_CTR	ODD, Max FL330

6.2. ARRIVALS TO FARO AD

ATC	SID	Procedure	Remarks
LECS_CTR	NIRAK(8) TUPIX(9)	LECS_CTR → LPPR_APP	FL190 (10)

(8) To be used in case of RWY 28 in use, assign STAR NIRAK 6A

(9) To be used in case of RWY 10 in use, assign STAR TUPIX 6C

(10) Note 3 – Traffic is released for descend and left turn. FL 190 or lower cruising level, Faro APP needs to be informed

6.3. DEPARTURES FROM FARO AD

ATC	SID	Procedure	Remarks
LPFR_APP	NIRAK TUPIX	LPPR_APP → LECS_CTR	FL180 (11)

(11) Sevilla shall consider the departures climbing, released for further climb up to FL 240, clear of known traffic. FL 180 or lower cruising level, Sevilla needs to be informed.

7. CONTRIBUTIONS

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

8. CHANGELOG

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