



GIBRALTAR LETTER OF AGREEMENT

This LoA was created on 1st August 2019, revised on 31st May 2021 and its validity is permanent.

PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **LXGB AD** and **Seville FIR** when providing Air Traffic Services (ATS) under IFR or VFR flight rule.

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.

GENERAL PROCEDURES

Traffic in sequence shall be handled over with **minimum longitudinal spacing of 10NM**. This separation must be **constant** (aircraft with same speed) or **increasing** (succeeding aircraft is not faster). Coordination of speed control should be granted via entries in radar labels and does neither need approval nor acknowledgment by receiving sector.

Traffic shall be handed over **as soon as practicable** and, whenever possible, **at latest 2000ft 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**. **Unless** the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.



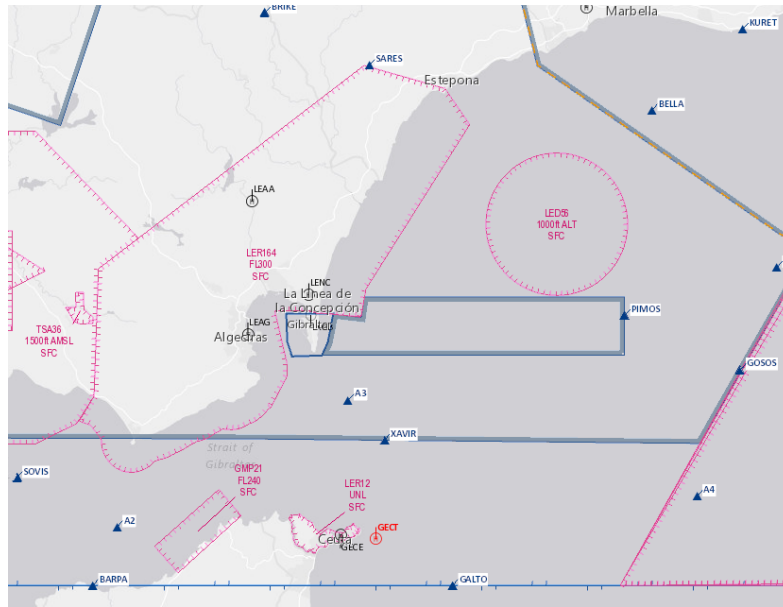
Callsign	ATC Position	Frequency	Remarks
Primary Sectors			
Sevilla Control	LECS_CTR	132.475	MSL – FL660
Secondary Sectors			
Sevilla Radar	LECS_CEN_CTR	132.600	MSL - FL305
Sevilla Radar	LECS_MAR_CTR	134.800	MSL – FL305
Sevilla Radar	LECS_SEL_CTR	135.025	MSL – FL345
Sevilla Approach	LEZL_APT_APP	120.800	GND – FL205
Malaga Approach	LEMG_E_APP	118.450	1000ft AGL – FL145
Malaga Approach	LEMG_W_APP	123.850	1000ft AGL – FL145

Coordination procedures between the ATC under the responsibility of the Seville FIR and those under the responsibility of the Gibraltar AD 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.

AREA OF INTEREST

Gibraltar is surrounded by the LER164 which is restricted from SFL to FL300. Therefore, traffic cannot enter in this area without approval from the corresponding authority.

To avoid overflying LER164, arriving traffic to runway 09 should be positioned on a right hand circuit and traffic departing from runway 27 should be instructed to turn left once airborne.



COORDINATION OF DEPARTURES AND ARRIVALS

DEPARTURE PROCEDURES

Aircraft may depart Gibraltar by **PIMOS**, **AMPIR** or **LINTO**, as standard.

Gibraltar ATC will coordinate all departing traffic with Sevilla ACC (Sevilla ACC will inform Sevilla Approach about departing traffic to LINTO and AMPIR). Sevilla ACC will then provide Gibraltar ATC with the necessary departure clearance (departure waypoint, SSR code and initial climb). A release must be requested from Sevilla ACC by Gibraltar ATC **no more than three minutes before departure**. Sevilla ACC will then release the aircraft. **This release becomes invalid after 3 minutes if the aircraft is not airborne.**

- **If Gibraltar Tower is online:** all aircraft shall be handed off to Sevilla ACC after departure.
- **If Gibraltar Tower is offline but Gibraltar Radar is online:** after departure, all aircraft shall be handed off to Sevilla ACC before FL90 (or the coordinated level) and before PIMOS, AMPIR or LINTO. If no inbound traffic Radar can ask Tower to transfer directly to Sevilla.
- **NOTES:**
 - **Departing aircraft to PIMOS will be handed off to LECS_CTR.**
 - **Departing aircraft to AMPIR and LINTO will be handed off to LEZL_APT_APP. If LEZL_APT_APP is offline, traffic will be handed off to LECS_SEL_CTR and if LECS_SEL_CTR is also offline, departing will be handed off to LECS_CTR.**



PIMOS DEPARTURES

Controllers and aircraft should expect a minimum climb of FL80 for departure to PIMOS from Sevilla ACC due to the terrain surrounding the aerodrome.

Aircraft should expect to be cleared to depart and after noise abatement, direct on track PIMOS. Transfer to LECS_CTR.

LINTO AND AMPIR DEPARTURES

Controllers and aircraft should expect each departure to have a different level assigned by Sevilla ACC (minimum climb of FL80).

Aircraft should expect to be cleared to depart and after noise abatement, direct on track LINTO or AMPIR. Transfer to Sevilla Approach (LEZL_APT_APP).

Departures via LINTO and AMPIR southbound will be transferred by Sevilla APP (LEZL_APT_APP) to Casablanca ACC 10nm inbound LINTO. However, with prior coordination between Gibraltar APP Sevilla APP and Casablanca, Gibraltar may transfer traffic directly to Casablanca ACC 10nm inbound LINTO at FL150 or below.

ARRIVAL PROCEDURES

Arrival procedures to LXGB will depend on the airway:

- **West or North-West via UT100 and R10:** LECS clears for SOVIS arrival and descent to FL90 Transfer to LXGB over SOVIS.
- **North/North-East via MGA VOR:** LECS clears for PIMOS arrival and descend to FL90 [due MEA FL85]. Transfer to LXGB over PIMOS.

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