

# Letter of Agreement

IVAO – Spain & France Divisions



Name: **LOA-LECM-LFRR\_EN**

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Contrib.: ES-AOC, ES-AOAC, ES-AOA1, FR-AOC, FR-AOAC, LECM-CH, LECM-ST1, LECM-ST2, LECG-CH, LECG-ST1, LFRR-CH, LFRR-ACH

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Object: LoA between the Madrid and Galicia FIR (LECM/LECG) and the Brest FIR (LFRR)

## 1. Purpose

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

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO member providing ATS within and active ATC position concerned by this LOA.

## 2. General procedures

Traffic in sequence 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 neither need 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**.

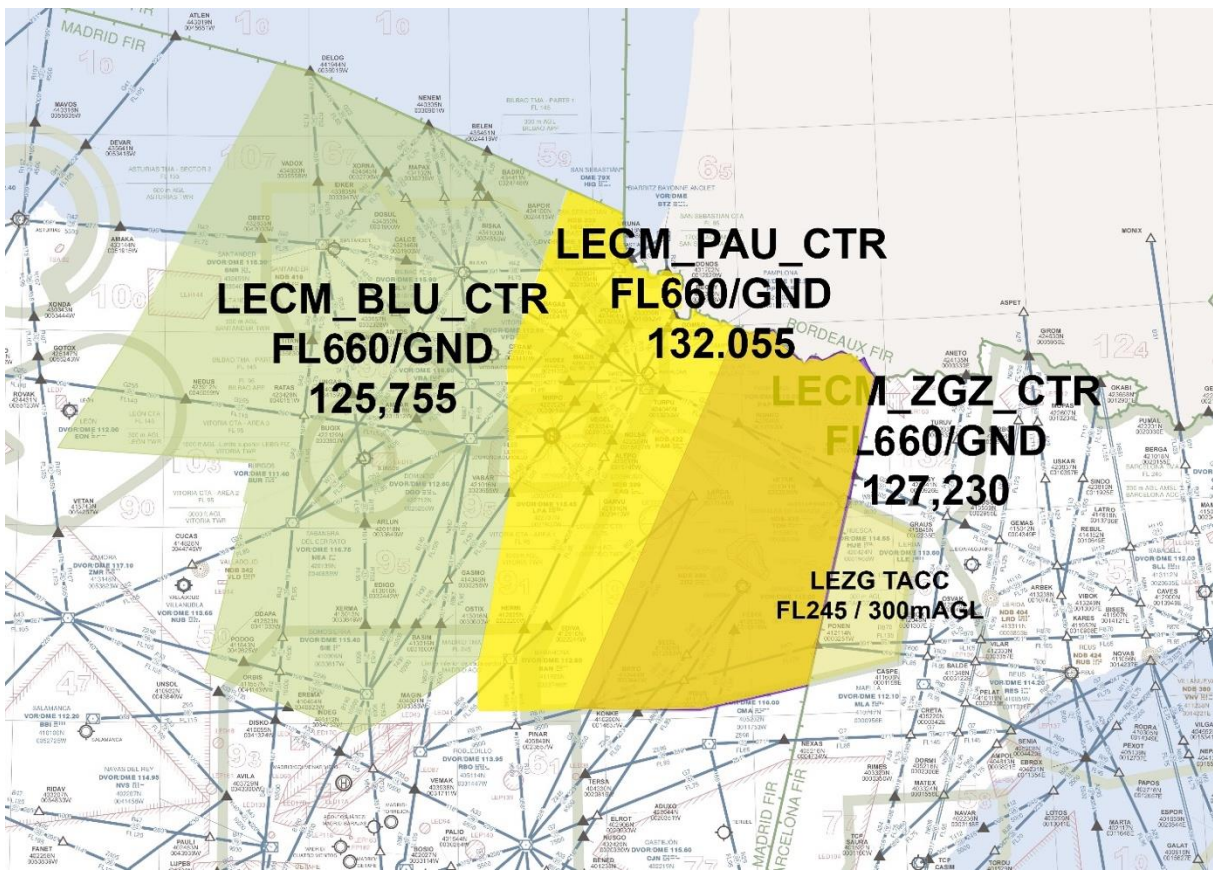
All traffic shall be handed over properly **separated and clear of any conflict**. Unless the receiving ATC unit **issue a clearance** modifying the route, altitude or speed, the **transferring sector remains responsible for separation**.

### 3. ATC units 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 two primary sectors (LECM\_BLU\_CTR and LECM\_PAU\_CTR) and three secondary ones (LECM\_BLL\_CTR, LECM\_PAL\_CTR and LECM\_ZGZ\_CTR). The two primary ATC units may be consolidated into only one sector (LECM\_BLU\_CTR).

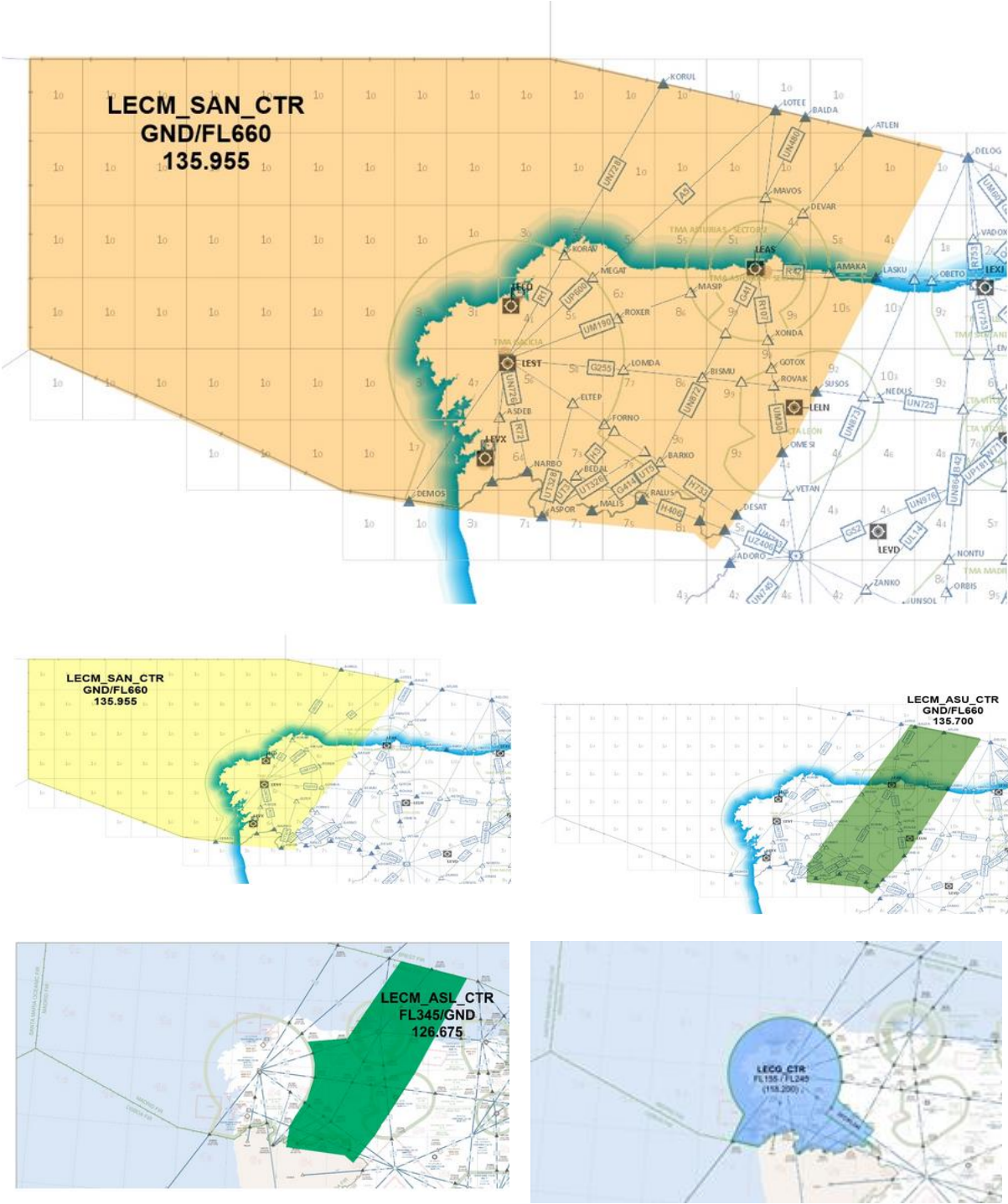
The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the figure and table below.

LECM MAIN PRIMARY SECTORS



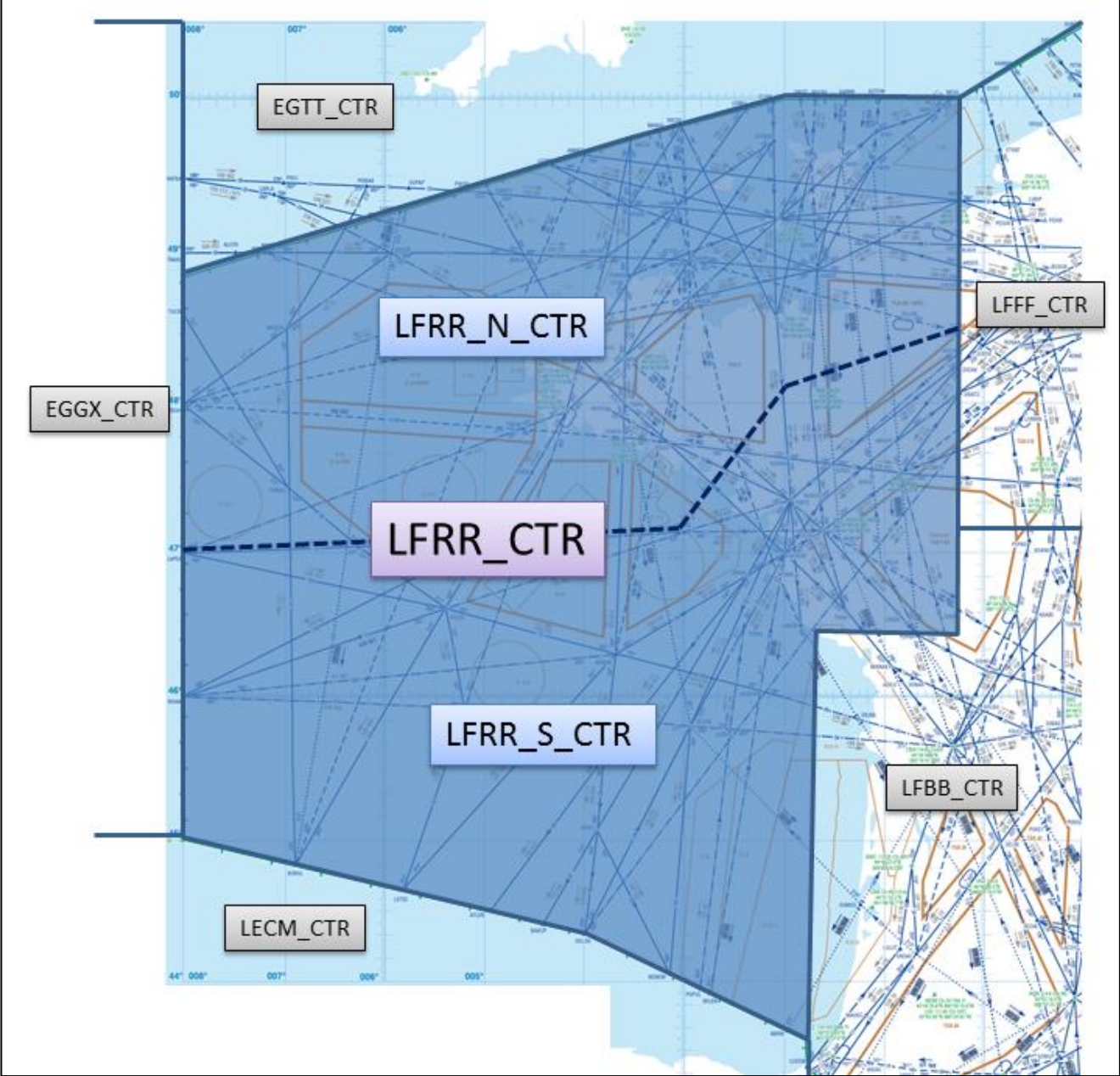
The Galicia FIR ATC unit in charge of FIR and UIR airspaces under the responsibility of the North-West Madrid ACC is **Madrid Control** and includes two primary sectors (LECM\_SAN\_CTR and LECM\_ASU\_CTR) and two secondary sectors (LECM\_ASL\_CTR and LECG\_CTR). The two primary ATC units may be consolidated into only one sector (LECM\_SAN\_CTR).

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



The ATC unit in charge of FIR and UIR airspaces under the responsibility of Brest ACC is **Brest Control** and consists in only one primary sector (LFRR\_CTRL).

This ATC unit may be split into two subsectors (LFRR\_N\_CTRL and LFRR\_S\_CTRL). The lateral and vertical boundaries of the airspace under the responsibility of the CTR are indicated in the figure and table below.



The radio communication frequencies associated to the ACC positions are indicated below. Only LECM\_BLU\_CTR, LECM\_SAN\_CTR and LECM\_ASU\_CTR are relevant in the framework of this LoA. In the case LECM\_BLL\_CTR and/or LECM\_ASL\_CTR are active, specific coordination procedure will be assessed by the concerned AO Departments.

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sectors</b>			
<b>Madrid Control (Bilbao Upper sector)</b>	LECM_BLU_CTR	125.755	SFC-FL660; FL345-FL660 if LECM_BLL_CTR is active
<b>Madrid Control (Pamplona Upper sector)</b>	LECM_PAU_CTR	132.055	SFC-FL660; FL345-FL660 if LECM_PAL_CTR is active Only if LECM_BLU_CTR is active
<b>Madrid Control (Santiago sector)</b>	LECM_SAN_CTR	135.955	SFC-FL660; FL345-FL660 if LECM_ASU_CTR is active
<b>Madrid Control (Asturias Upper sector)</b>	LECM_ASU_CTR	135.700	SFC-FL660; FL345-FL660 if LECM_SAN_CTR is active
<b>Secondary Sectors</b>			
<b>Madrid Control (Bilbao Lower sector)</b>	LECM_BLL_CTR	118.275	SFC-FL345 Only activated by NOTAM
<b>Madrid Control (Pamplona Lower sector)</b>	LECM_PAL_CTR	124.875	SFC-FL345 Only activated by NOTAM
<b>Madrid Control (Zaragoza sector)</b>	LECM_ZGZ_CTR	127.230	SFC-FL660 Only activated by NOTAM
<b>Madrid Control (Asturias Lower sector)</b>	LECM_ASL_CTR	126.675	SFC-FL345 Only activated by NOTAM
<b>Galicia Control (Galicia sector)</b>	LECG_CTR	118.200	FL115-FL245 Only activated by NOTAM & if LEST_APP is active
<b>Primary Sector</b>			
<b>Brest Control</b>	LFRR_CTR	119.825	SFC-UNL
<b>Secondary Sectors</b>			
<b>Brest Control (North)</b>	LFRR_N_CTR	119.825	SFC-UNL
<b>Brest Control (South)</b>	LFRR_S_CTR	129.500	SFC-UNL

## 4. Coordination procedures

Coordination procedures between the ATC under the responsibility of the Madrid and those under the responsibility of the Brest FIR 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.

Any directs beyond the FIR limit may be coordinated.

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

Brest should also make sure they clear traffic to descend below FL140 when a switch to a Low airspace route occurs after FIR border.

### 4.1 En-route coordination

Coordination procedures between Madrid ACC and Brest ACC are defined as follows.

Airway	Transfer point	Direct	Restrictions
<b>LECM_BLU (PAU_CTR) → LFRR</b>			
UN858	ABRIX	ABRIX	<i>EVEN FL</i>

Airway	Transfer Point	Direct	Restrictions
<b>LECM_BLU → LFRR</b>			
UP87	BELEN	BELEN	<i>EVEN FL</i>
UL14	POPUL	POPUL	
UP152 UN867 Q42 B42 H867	NENEM	NENEM	
UN873 UM601 UN865 G23 R753	DELOG	DELOG	

Airway	Transfer Point	Direct	Restrictions
<b>LECM_SAN_CTR → LFRR</b>			
UP600 UM30 A5 R107	LOTEE	LOTEE	<i>EVEN FL</i>
UN728 R1	KORUL	KORUL	

Airway	Transfer Point	Direct	Restrictions
<b>LFRR → LECM_BLU</b>			
UN867 UP152	NENEM	NENEM	<i>ODD FL</i>
UN864	DELOG	DELOG	

Airway	Transfer Point	Direct	Restrictions
<b>LFRR → LECM_SAN (ASU_CTR)</b>			
UZ218	BAKUP	BAKUP	<i>ODD FL</i>
UN872	ATLEN	ATLEN	
UN480	BALDA	BALDA	

Airway	Transfer Point	Direct	Restrictions
<b>LFRR → LECM_SAN_CTR</b>			
UN741 UM30 A5	LOTEE	LOTEE	<i>ODD FL</i>
UT7 UP620 UL722 UN866	KORUL	KORUL	

## 4.2 Coordination of departures and arrivals

Coordination procedures for the departure/arrival traffic management are defined as follows.

### Madrid towards Brest

Airport	SID/STAR	Coordination procedures	Remarks
<b>Departures (LECM → LFRR)</b>			
LEAS LECO LELN LEST LEVX	-	LECM_SAN_CTR → LFRR_CTR (DCT LOTEE or KORUL cleared at FL300 max)	Even FL
LEBB LEBG LEPP LESO LEVT LEXJ	-	LECM_BLU_CTR → LFRR_CTR (DCT BELOG, DELOG or NENEM cleared at FL300 max)	
<b>Arrivals (LECM → LFRR)</b>			
LFRR	EPIXO	LECM_SAN_CTR → LFRR_CTR (cleared DCT EPIXO at FL300 max abeam LOTEE and not descending)	Traffics via UN741 can be cleared route LOTEE - EPIXO

### Brest towards Madrid

Airport	SID/STAR	Coordination procedures	Remarks
<b>Departures (LFRR → LECM)</b>			
-			
<b>Arrivals (LFRR → LECM)</b>			
LEAS LECO LELN LEST LEVX	-	LFRR_CTR → LECM_SAN_CTR (DCT BAKUP, ATLEN, LOTEE or KORUL cleared at FL290 max)	Odd FL
LEBB LEBG LEMD LEPP LESO LETO LEVT LEXJ	-	LFRR_CTR → LECM_BLU_CTR (DCT BELOG, DELOG or NENEM cleared at FL290 max)	