

# LETTER OF AGREEMENT (LoA)



IVAO Portugal Division (PT)



IVAO Spain Division (ES)

Letter of Agreement (LoA) between

**Madrid ACC** (LECM), **Sevilla ACC** (LECS) and **Lisboa ACC** (LPPC).

Name: LOA-LECM-LECS-LPPC-EN

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Validity: Permanent

**ONLY FOR SIMULATION PURPOSES - NOT VALID FOR REAL OPERATIONS**

# DEFINITIONS AND ABBREVIATIONS

## Definitions

### Area of Responsibility

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services

### Approval Request

A request for deviation of agreed procedures, for traffic climbing/descending or direct to a waypoint.

### Division Flight Level

The flight level dividing two superimposed AoR for the provision of ATS

### Release

#### Release for Climb

An authorization for the accepting sector to climb (a) specific aircraft before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

#### Release for Descent

An authorization for the accepting sector to descend (a) specific aircraft before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

#### Release for Turn

An authorization for the accepting sector to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

Note: The transferring sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit, unless otherwise agreed.

## Abbreviations

AoR – Area of Responsibility  
ACC – Area Control Center  
APP – Approach / Approach ATS Unit  
ATC – Air Traffic Control

FIR – Flight Information Region  
FLA – Flight Level Assignment  
TMA – Terminal Maneuvering Area

COP – Coordination Point  
CTR – Control / Enroute ATS Unit

UIR – Upper Information Region

#### Portugal Sectors:

CEU\* – Lisboa Sector Center Upper  
CEL\* – Lisboa Sector Center Lower

DEU\* – Lisboa Sector Demos Upper  
DEL\* – Lisboa Sector Demos Lower

NOU\* – Lisboa Sector North Upper  
NOL\* – Lisboa Sector North Lower

SOU\* – Lisboa Sector South Upper  
SOL\* – Lisboa Sector South Lower

#### Spain Sectors:

ASU\* - Madrid-Asturias Upper Sector  
ASL\* - Madrid-Asturias Lower Sector

SAN\* – Madrid-Santiago Sector

ZMU\* - Madrid-Zamora Upper Sector  
ZML\* - Madrid-Zamora Lower Sector

TLU\* - Madrid-Toledo Upper Sector  
TLL\* - Madrid-Toledo Lower Sector

Note: Abbreviations marked with an \* are non-ICAO abbreviations

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## 1. PURPOSE

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between **Madrid ACC** (LECM), **Sevilla ACC** (LECS), and **Lisbon ACC** (LPPC) when providing Air Traffic Services (ATS), operating under IFR or VFR.

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 an active ATC position concerned by this LoA.

## 2. GENERAL PROCEDURES

IFR traffics at same level shall be handed over at sequence with a **minimum longitudinal 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 approval nor acknowledgement by receiving sector.

Traffic shall be handed over as soon as practical and minimum ten (10) miles before the limits of airspace. Traffic on vertical movement when approaching the boundary should, whenever possible, be transferred at least 3000 ft before reaching the cleared flight level. 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. The accepting unit will not modify the route, altitude or speed until the traffic is inside his Area of Responsibility (AoR), unless transferring unit releases it.

Flights deviating for any of the conditions laid below are subject to an approval request.

## 3. ATS UNITS DESCRIPTION

### 3.1. MADRID FIR/UIR

The ATC unit in charge of FIR and UIR airspaces under the responsibility of the North, Center Area and South Madrid FIR are **Madrid (LECM)**, and **Sevilla (LECS)** Control and includes three primary Sectors:

- Madrid-Santiago – LECM\_SAN\_CTR
- Madrid-Toledo – LECM\_TLU\_CTR
- Sevilla-East - LECS\_E\_CTR)

and three secondary ones

- Madrid-Asturias – LECM\_ASU\_CTR
- Madrid-Zamora - LECM\_ZMU\_CTR
- Sevilla West - LECS\_W\_CTR

ASU and ZMU may also be divided into two positions each one of them (ASL and ZML).

LECM\_SAN\_CTR and LECM\_ASU\_CTR, ATC units may be collapsed into only one sector (LECM\_SAN\_CTR).

LECM\_TLU\_CTR and LECM\_ZMU\_CTR, ATC units may be collapsed into only one sector (LECM\_TLU\_CTR).

LECM\_ASU\_CTR and LECM\_ASL\_CTR units may be collapsed into only one sector (LECM\_ASU\_CTR)

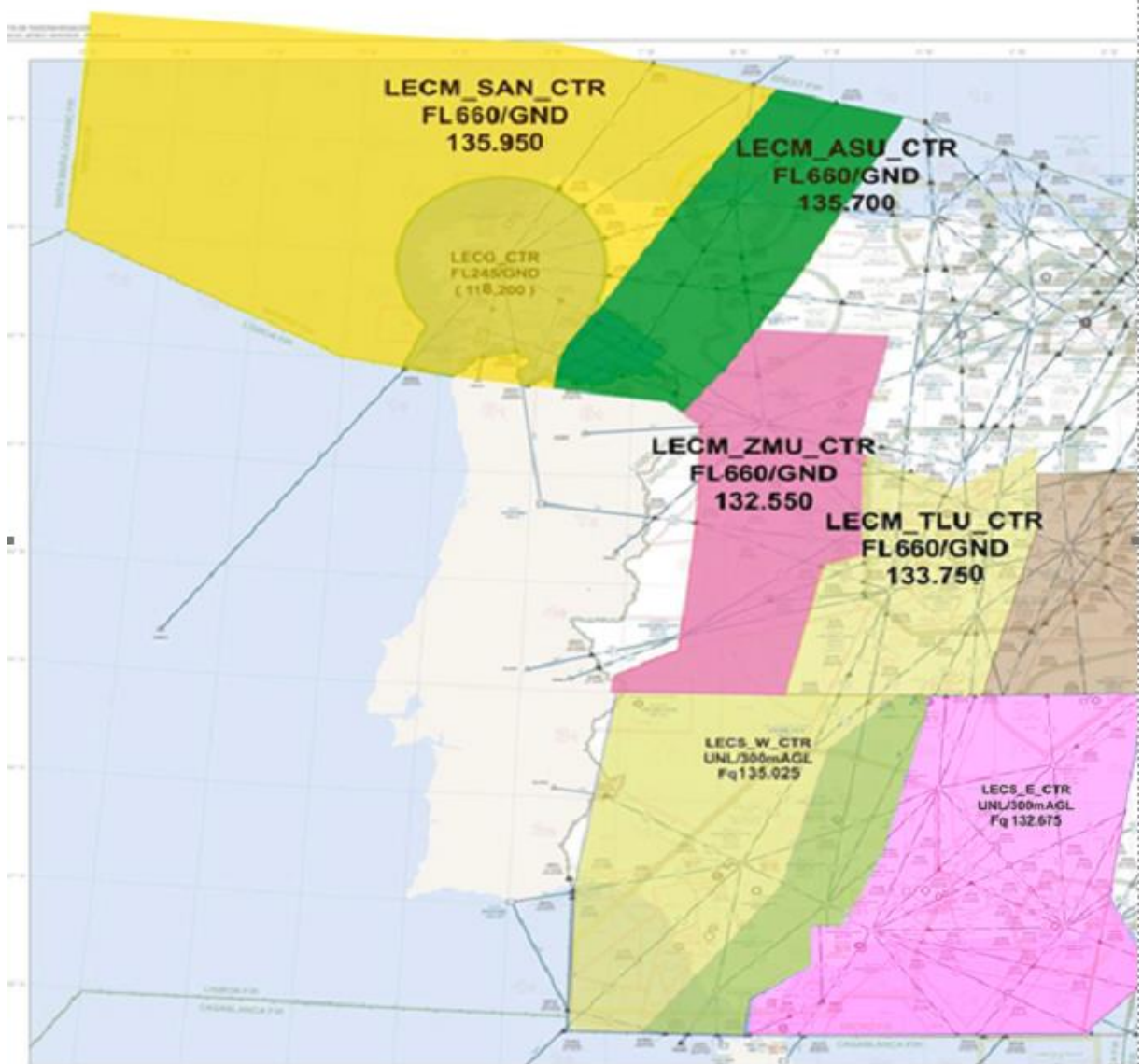
LECM\_ZMU\_CTR and LECM\_ZML\_CTR units may be collapsed into only one sector (LECM\_ZMU\_CTR)

LECS\_E\_CTR and LECS\_W\_CTR, ATC units may be collapsed into only one sector (LECS\_E\_CTR).

#### 3.1.1. GALICIA TMA

LECG\_CTR and LEST\_APP, ATC units may be collapsed into only one unit (LEST\_APP).

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



Madrid FIR/UIR Sectorization

## 3.2. LISBOA FIR

The ATC unit in charge of FIR airspace under the responsibility of Lisbon ACC is Lisboa Control and consists in only one primary collapsed sector configuration – LPPC\_CTR.

### **Lisboa West Sectors** are:

LPPC\_W\_CTR – Covering Demos and Veram Sectors

If required, LPPC\_WL\_CTR might be opened, covering the lower part of the airspace.

LPPC\_M\_CTR – Covering Madeira Sector

LPPC\_W\_CTR and LPPC\_M\_CTR can be collapsed into one sector, LPPC\_WM\_CTR

### **Lisboa East Sectors** are:

LPPC\_NC\_CTR – covering North and Center Sector

If required, LPPC\_NL\_CTR and LPPC\_CL\_CTR might be opened, covering the lower part of the airspace of the respective sector.

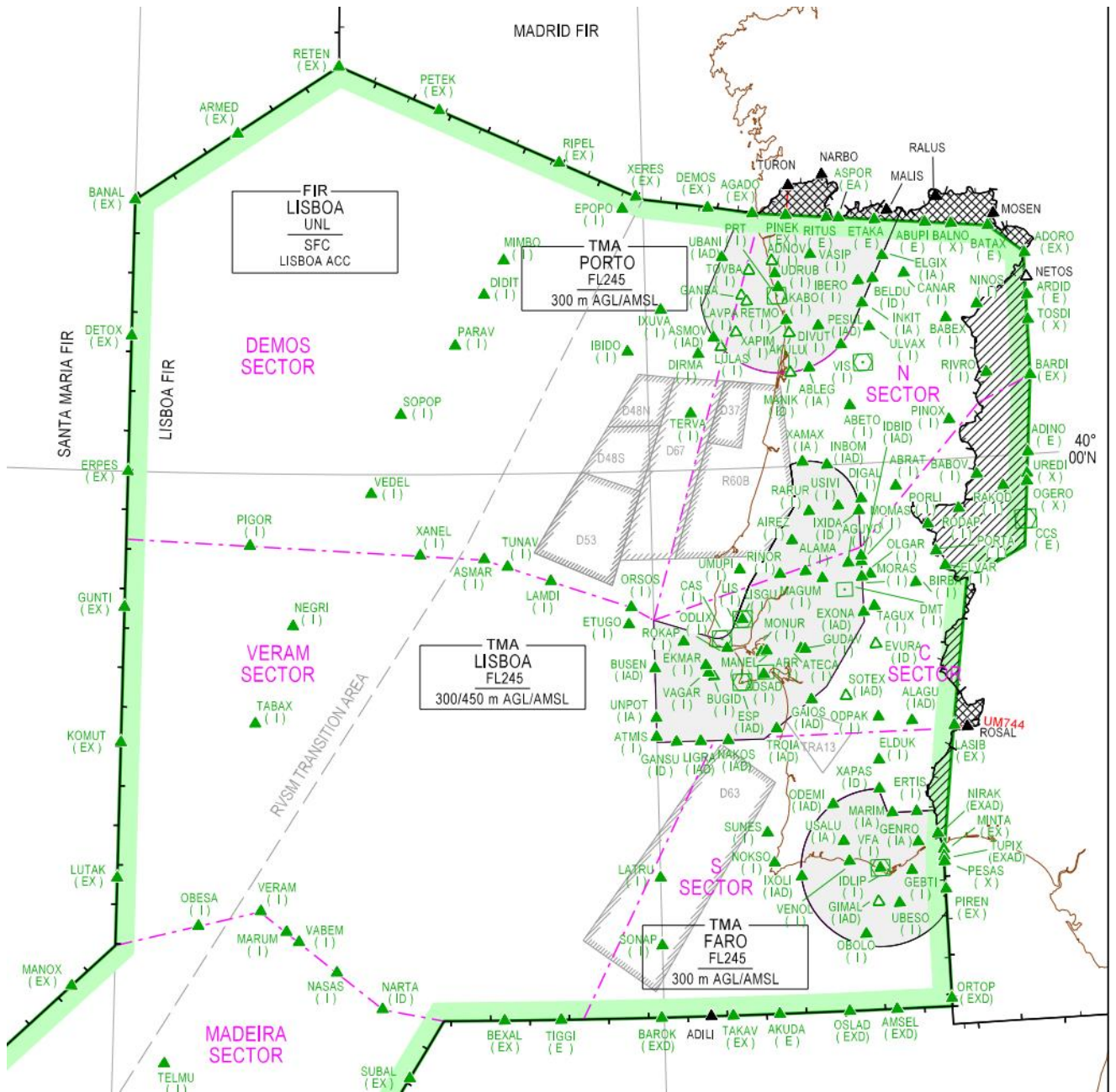
LPPC\_S\_CTR – Covering South Sector

If required, LPPC\_SL\_CTR might be opened, covering the lower part of the airspace.

LPPC\_NC\_CTR and LPPC\_S\_CTR can be collapsed into one sector, LPPC\_E\_CTR

LPPC\_W\_CTR and LPPC\_E\_CTR can be collapsed into one sector, LPPC\_P\_CTR.

Whenever a Lower Sector is split from the Upper Sector, Division Flight Level is 365.



Lisboa FIR Sectorization



### 3.3. FREQUENCY ALLOCATION AND SECTOR ARRANGEMENTS

The radio communication frequencies associated to the ACC positions are indicated below. In the case LECM\_ASL\_CTR, Lisboa Control (North), Lisboa Control (Center) and Lisboa Control (South) are active, specific coordination will be assessed by the concerned AOC Departments).

#### 3.3.1. MADRID FIR/UIR (LECM)

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sectors</b>			
<b>Madrid Control (Santiago Upper Sector)</b>	LECM_SAN_CTR	135.950	SFC-FL660
<b>Madrid Control (Toledo Upper Sector)</b>	LECM_TLU_CTR	133.750	SFC-FL660
<b>Sevilla Control (Sevilla East Sector)</b>	LECS_E_CTR	132.675	300m-UNL
<b>Secondary Sectors</b>			
<b>Madrid Control (Zamora Upper Sector)</b>	LECM_ZMU_CTR	132.550	FL325-FL660
<b>Madrid Control (Zamora Lower Sector)</b>	LECM_ZML_CTR	136.525	MSL-FL325
<b>Madrid Control (Asturias Upper Sector)</b>	LECM_ASU_CTR	135.700	FL345-FL660 (if LECM_SAN_CTR connected)
<b>Madrid Control (Asturias lower Sector)</b>	LECM_ASL_CTR	126.675	SFC-FL345
<b>Sevilla Control (West Sector)</b>	LECS_W_CTR	135.025	300m-UNL
<b>TMA Sectors</b>			
<b>Galicia Control (Galicia Sector)</b>	LECG_CTR	118.200	FL155-FL245
<b>Santiago Approach</b>	LEST_APP	120.200	Below FL155

#### **Summary for transfers:**

Listed in order of priority

Galicia TMA (<FL245):

LEST\_APP (*LECG\_CTR\** >FL155) / LECM\_SAN\_CTR

Madrid-Santiago (SAN) Sector:

LECM\_SAN\_CTR

Madrid-Asturias (ASU/ASL) Sector:

*LECM\_ASU\_CTR\** (*LECM\_ASL\_CTR\**, <FL345) / LECM\_SAN\_CTR

Madrid-Zamora (ZMU/ZML) Sector:

*LECM\_ZMU\_CTR\** (*LECM\_ZML\_CTR\**, <FL325) / LECM\_TLU\_CTR

Madrid-Sevilla West Sector:

LECS\_W\_CTR / LECS\_E\_CTR

*\*Units shown in cursive are not usually opened (only with NOTAM)*



### 3.3.2. LISBOA FIR/UIR (LPPC)

ATC Position	Callsign	Frequency	Remarks
<b>Primary Sectors</b>			
<b>Lisboa Control</b>	LPPC_CTR	130.900	FL95 (FL55 over high seas)-UNL
<b>Secondary Sectors</b>			
<b>Lisboa Control (Continental)</b>	LPPC_P_CTR	130.900	FL95 (FL55 over high seas)-UNL
<b>Lisboa Control (Lisboa East)</b>	LPPC_E_CTR	127.255	FL95-UNL
<b>Lisboa Control (Lisboa North&amp;Center)</b>	LPPC_NC_CTR	134.855	FL95-UNL
<b>Lisboa Control (Lisboa South)</b>	LPPC_S_CTR	132.705	FL95-UNL
<b>Lisboa Control (West)</b>	LPPC_W_CTR	124.350	FL55-UNL
<b>Lisboa Control (West and Madeira)</b>	LPPC_WM_CTR	124.350	FL55-UNL
<b>Tertiary Sectors</b>			
<b>Lisboa Control (North Lower)</b>	LPPC_NL_CTR	132.305	FL95-FL365
<b>Lisboa Control (Center Lower)</b>	LPPC_CL_CTR	136.030	FL95-FL365
<b>Lisboa Control (South Lower)</b>	LPPC_SL_CTR	125.550	FL95-FL365
<b>Lisboa Control (West Lower)</b>	LPPC_WL_CTR	131.325	FL55-FL365
<b>TMA Sectors</b>			
<b>Porto Approach</b>	LPPR_APP	120.910	1000ft AMSL – FL115
<b>Faro Approach</b>	LPPR_APP	119.405	1000ft AMSL – FL115

#### **Summary for transfers:**

Listed in order of priority

#### Lisboa West Sectors (Demos & Veram):

LPPC\_W\_CTR (LPPC\_WL\_CTR <FL365) / LPPC\_P\_CTR / LPPC\_CTR

#### Lisboa East Sectors:

##### Lisboa North Sector:

LPPC\_NC\_CTR (LPPC\_NL\_CTR <FL365) / LPPC\_E\_CTR / LPPC\_P\_CTR / LPPC\_CTR

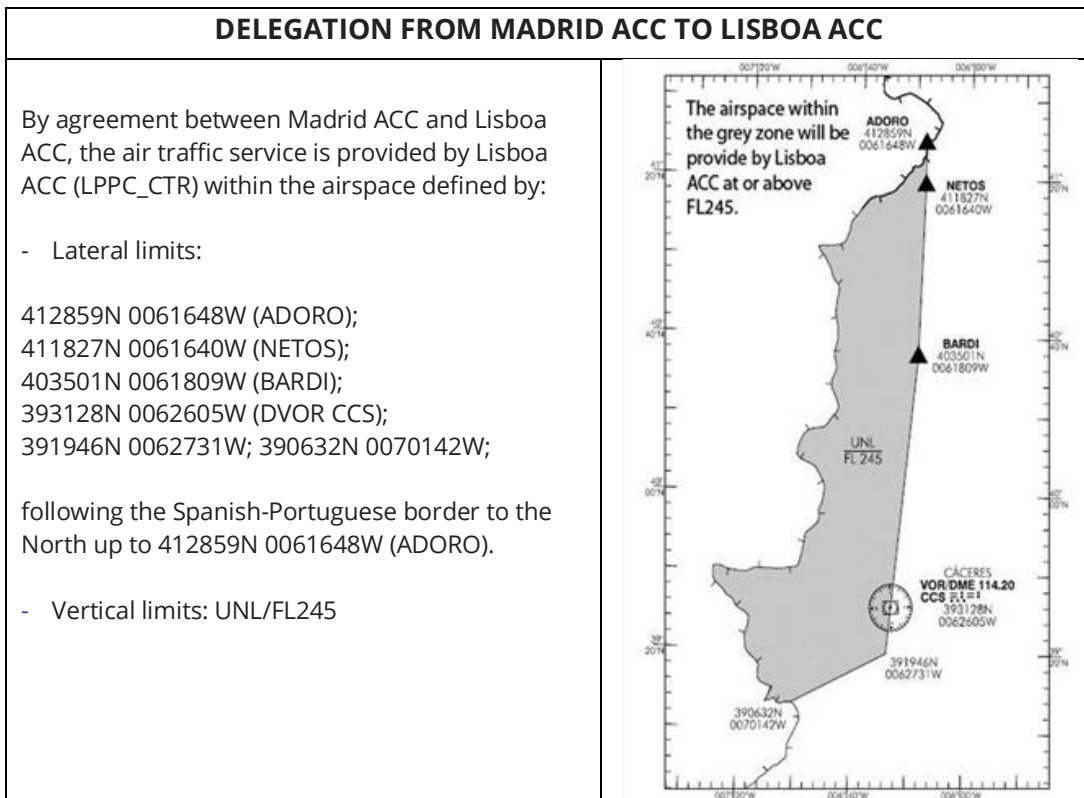
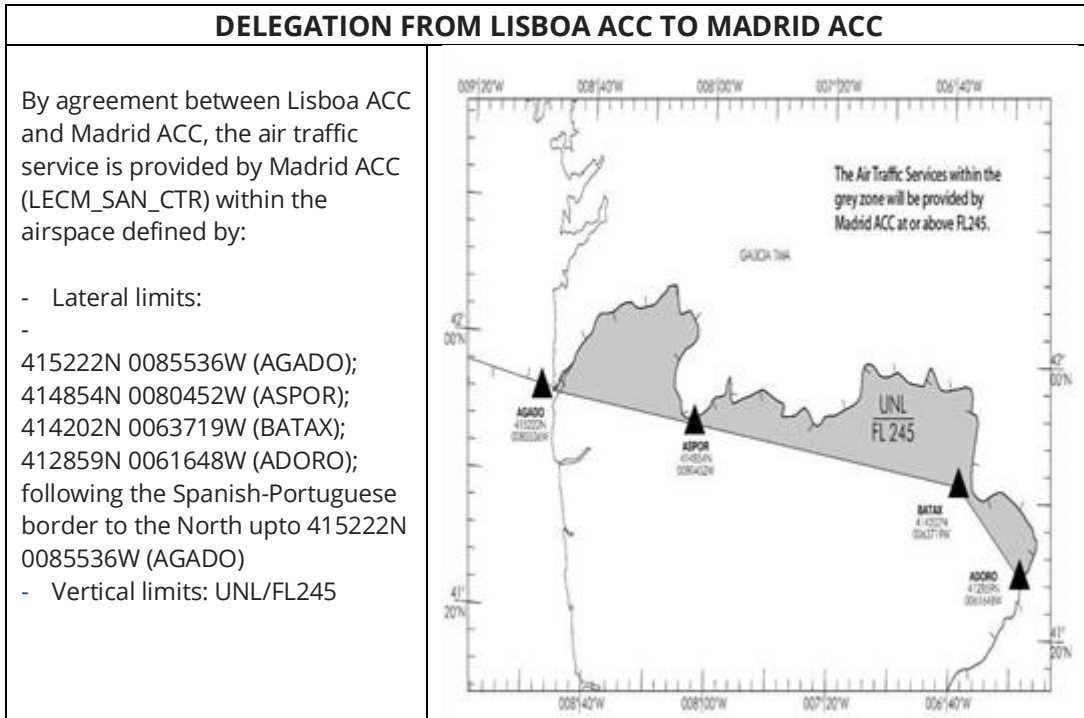
##### Lisboa Center Sector:

LPPC\_NC\_CTR (LPPC\_CL\_CTR <FL365) / LPPC\_E\_CTR / LPPC\_P\_CTR / LPPC\_CTR

##### Lisboa South Sector:

LPPC\_S\_CTR (LPPC\_SL\_CTR <FL365) / LPPC\_E\_CTR / LPPC\_P\_CTR / LPPC\_CTR

## 4. AIRSPACE DELEGATIONS



### DELEGATION FROM LISBOA ACC TO SEVILLA ACC

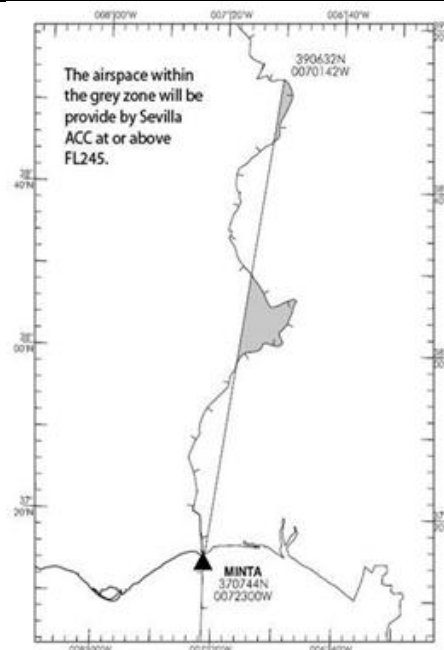
By agreement between Lisboa ACC and Sevilla ACC, the air Traffic service is provided by Sevilla ACC (LECS\_E\_CTR) within the airspace defined by:

- Lateral limits:

Airspace located east of the line defined by the following coordinates:  
390632N 0070142W; 370744N 0072300W (MINTA).

following the Spanish-Portuguese border to the North up to 412859N 0061648W (ADORO).

- Vertical limits: UNL/FL245



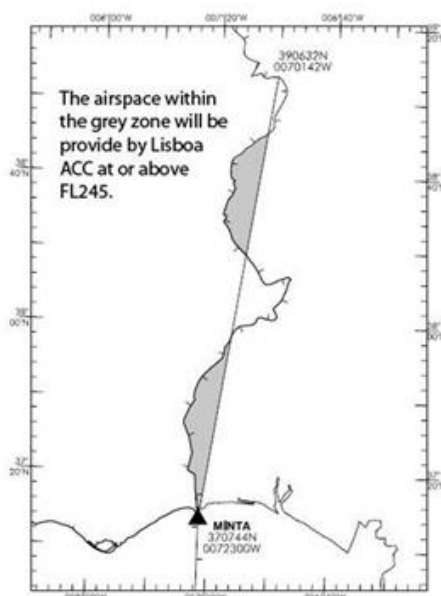
### DELEGATION FROM SEVILLA ACC TO LISBOA ACC

By agreement between Sevilla ACC and Lisboa ACC, the air traffic service is provided by Lisboa ACC (LPPC\_CTR) within the airspace defined by:

- Lateral limits:

Spanish airspace located west of the line defined by the following coordinates:  
390632N 0070142W; 370744N 0072300W (MINTA).

- Vertical limits: UNL/FL245



## 5. COORDINATION PROCEDURES

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

### 5.1. FLIGHTS FROM MADRID FIR/UIR TO LISBOA FIR

#### 5.1.1. FROM MADRID-SANTIAGO TO LISBOA WEST SECTORS

##### Overflights

Flight Level allocation: Odd semi-circular cruising levels

	Notes
<b>RETEN</b>	
<b>PETEK</b>	
<b>RIPEL</b>	
<b>XERES</b>	
<b>DEMOS</b>	
<b>AGADO</b>	

##### Departures

- Not applicable -

##### Arrivals

- Not applicable -

#### 5.1.2. FROM MADRID-SANTIAGO AND ASTURIAS TO LISBOA EAST SECTORS

##### Overflights

Flight Level allocation: Odd semi-circular cruising levels

COP	Notes
<b>PINEK</b>	
<b>RITUS</b>	
<b>ASPOR</b>	
<b>ETAKA</b>	
<b>ABUPI</b>	
<b>MOSEN</b>	< FL245
<b>BATAX</b>	> FL245

##### Departures

- Not applicable -

##### Arrivals

- Not applicable -

### 5.1.3. FROM GALICIA TMA TO LISBOA WEST SECTORS

#### Overflights

Flight Level allocation: Odd semi-circular cruising levels

COP	Notes
<b>DEMOS</b>	

#### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LEST</b>	DEMOS	max. FL230	Lisboa/Demos shall consider the departures climbing out of FL100
<b>LEVX</b>			Lisboa/Demos shall consider the departures climbing out of FL95

#### Arrivals

- Not applicable -

### 5.1.4. FROM GALICIA TMA TO LISBOA EAST SECTORS

#### Overflights

Flight Level allocation: Odd semi-circular cruising levels

COP	Notes
<b>TURON</b>	
<b>NARBO</b>	
<b>ASPOR</b>	
<b>MALIS</b>	
<b>RALUS</b>	

#### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LEVX</b>	NARBO	max. FL240	Lisboa/North shall consider the departures climbing out of FL105, released by Porto TMA

#### Arrivals

Destination	COP	Flight Level Allocation	Notes
<b>LPPR</b>	ASPOR MALIS	FL160	Handed over to Lisboa/North FL250 or below, descending to FL160

Note 1 – In case RWY 17 in use at Porto, Galicia TMA will endeavor to hand over traffic as low as possible

Note 2 – Lisboa North Sector may delegate the arrivals directly to Porto TMA

#### 5.1.4.1. FROM GALICIA TMA TO PORTO TMA

##### Overflights

Flight Level allocation: Odd semi-circular cruising levels

COP	Notes
<b>TURON</b>	
<b>NARBO</b>	
<b>ASPOR</b>	
<b>MALIS</b>	

##### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LEVX</b>	NARBO	-	Released by Porto TMA to Lisboa/North

##### Arrivals

Destination	COP	Flight Level Allocation	Notes
<b>LPPR</b>	ASPOR MALIS	FL120	Handed over to Porto Approach FL200 or below, descending to FL120

Note 1 – Only to be used if arrivals are delegated to Porto TMA by Lisboa North Sector

### 5.1.5. FROM MADRID-ZAMORA TO LISBOA EAST SECTORS

#### Overflights

Flight Level allocation: Odd semi-circular cruising levels when track between 180 and 270  
Even semi-circular cruising levels when track between 271 and 360

COP	Notes
ADORO	
ARDID	> FL245
NINOS	< FL245
RIVRO	< FL245
BARDI	> FL245
ADINO	> FL245
OGERO	> FL245
CCS	> FL245
PORLI	< FL245
PORTA	< FL245
ELVAR	< FL245

#### Departures

- Not applicable -

#### Arrivals

- Not applicable -

### 5.1.6. FROM SEVILLA WEST TO LISBOA EAST SECTORS

#### Overflights

Flight Level allocation: Odd semi-circular cruising levels when track between 180 and 270  
Even semi-circular cruising levels when track between 271 and 360

COP	Notes
ROSAL	< FL245
LASIB	> FL245
NIRAK	
MINTA	
TUPIX	
PIREN	
ORTOP	



Departures

Departure	COP	Flight Level Allocation	Notes
LEZL	MINTA	Max FL270	Lisboa/South shall consider the departures climbing out of FL150 Clearance to a higher flight level subject to prior consent of Lisboa/South

Arrivals

Destination	COP	Flight Level Allocation	Notes
LPFR	-	-	Traffics should be transferred to FARO directly if FARO APP is connected. See 5.1.6.1 arrivals to FARO

5.1.6.1.FROM SEVILLA WEST SECTOR TO FARO TMA

Overflights

Flight Level allocation: Check Notes

COP	Notes
MINTA	<u>Odd</u> Flight Level
PIREN	<u>Even</u> Flight Level

Departures

- Not applicable -

Arrivals

Destination	COP	Flight Level Allocation	Notes
LPFR	NIRAK	FL90	Handed over to Faro Approach FL110 or below, descending to FL90 Released by Sevilla for descend and left turn
	TUPIX		

## 5.2. FLIGHTS FROM LISBOA FIR TO MADRID FIR/UIR

### 5.2.1. FROM LISBOA WEST TO MADRID SANTIAGO SECTORS

#### Overflights

Flight Level allocation: Even semi-circular cruising levels

COP	Notes
RETEN	
PETEK	
RIPEL	
XERES	
DEMOS	
AGADO	

#### Departures

- Not applicable -

#### Arrivals

- Not applicable -

### 5.2.2. FROM LISBOA WEST SECTORS TO GALICIA TMA

#### Overflights

Flight Level allocation: Even semi-circular cruising levels

COP	Notes
AGADO	

#### Departures

- Not applicable -

#### Arrivals

Destination	COP	Flight Level Allocation	Notes
LEVX	AGADO	FL160	Handed over to LECG_CTR FL240 or below, descending to FL160

### 5.2.3. FROM LISBOA EAST SECTORS TO GALICIA TMA

#### Overflights

Flight Level allocation: Even semi-circular cruising levels

COP	Notes
<b>TURON</b>	

#### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LPPR</b>	TURON	-	Released for Climb up to FL170 by Lisboa/North

#### Arrivals

Destination	COP	Flight Level Allocation	Notes
<b>LEVX</b>	TURON	FL160	Handed over to LECG_CTR FL240 or below, descending to FL160
<b>LEST</b>		FL180	Handed over to LECG_CTR FL240 or below, descending to FL180

### 5.2.3.1. FROM PORTO TMA TO GALICIA TMA

#### Overflights

Flight Level allocation: Even semi-circular cruising levels

COP	Notes
<b>TURON</b>	

#### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LPPR</b>	TURON	FL110	LECG_CTR shall consider the departures climbing

NOTE 1 – In case of Conventional departure, FLA between FL60 or FL110, according to cruise Flight Level

#### Arrivals

- Not applicable -

## 5.2.4. FROM LISBOA EAST TO MADRID-SANTIAGO AND ASTURIAS SECTORS

### Overflights

Flight Level allocation: Even semi-circular cruising levels

COP	Notes
<b>PINEK</b>	Madrid-Santiago Sector
<b>ASPOR</b>	
<b>BALNO</b>	Madrid-Asturias Sector

### Departures

- Not applicable -

### Arrivals

- Not applicable -

## 5.2.5. FROM LISBOA EAST TO MADRID-ZAMORA SECTORS

### Overflights

Flight Level allocation: Even semi-circular cruising levels when track between 360 and 090  
Odd semi-circular cruising levels when track between 091 and 180

COP	Notes
<b>ADORO</b>	
<b>TOSDI</b>	> FL245
<b>RIVRO</b>	< FL245
<b>BARDI</b>	> FL245
<b>URED</b>	> FL245
<b>OGERO</b>	> FL245
<b>PORLI</b>	< FL245
<b>PORTA</b>	< FL245
<b>ELVAR</b>	< FL245

### Departures

- Not applicable -

### Arrivals

- Not applicable -

## 5.2.6. FROM LISBOA EAST TO SEVILLA WEST SECTORS

### Overflights

Flight Level allocation: Even semi-circular cruising levels when track between 360 and 090  
Odd semi-circular cruising levels when track between 091 and 180

COP	Notes
<b>ROSAL</b>	< FL245
<b>LASIB</b>	> FL245
<b>NIRAK</b>	
<b>MINTA</b>	
<b>TUPIX</b>	
<b>PESAS</b>	
<b>PIREN</b>	
<b>ORTOP</b>	

### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LPFR</b>	NIRAK	-	Released for Climb up to FL140 by Lisboa/South
	TUPIX		

### Arrivals

Destination	COP	Flight Level Allocation	Notes
<b>LEZL</b>	ROSAL	FL210	Handed over to LECS_W_CTR FL240 or below, descending to FL210
	MINTA		

## 5.2.6.1.FROM FARO TMA TO SEVILLA WEST SECTOR

### Overflights

Flight Level allocation: Check Notes

COP	Notes
<b>MINTA</b>	<u>Even</u> Flight Level
<b>PIREN</b>	<u>Odd</u> Flight Level

### Departures

Departure	COP	Flight Level Allocation	Notes
<b>LPFR</b>	NIRAK	FL110	Released for Climb up to FL140 by Lisboa/South Sevilla West shall consider the departures climbing
	TUPIX		

### Arrivals

- Not applicable -

## 6. CONTRIBUTORS

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