

LETTER OF AGREEMENT (LoA)



IVAO Spanish Division (ES)



IVAO Moroccan Division (MA)

Letter of Agreement between **Sevilla ACC** (LECS)
and **Casablanca ACC** (GMMM)

Name: LoA-LECS-GMMM-EN

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ONLY FOR SIMULATION PURPOSES

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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 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.

2. GENERAL PROCEDURES

Traffic in sequence shall be handed 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 3000ft 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. Concerning the flight levels assigned between units, they must be:

- LECS_CTR → GMMM_CTR, ODD level.
- GMMM_CTR → LECS_CTR, EVEN level.

3. ATC UNITS 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). The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in table below.

3.1. SEVILLA ACC

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

3.2. CASABLANCA ACC

Position ATC	Callsign	Frequency	Observations
Primary Sector			
Casablanca Control	GMMM_CTR	125.500	SFC-FL660
Secondary Sectors			
Casablanca Control (Sector East)	GMMM_E_CTR	125.100	SFC-FL660

4. COORDINATIONS

Coordination procedures between the ATC under the responsibility of the Seville 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.

Transfer point	Note	Observations
ADKIM		Bidirectional (South: ODD/North: EVEN)
ADUBI		Unidirectional (North: EVEN)
BAMBA		Bidirectional (South: ODD/North: EVEN)
BARPA		Bidirectional (South: ODD/North: EVEN)
BERUM		Bidirectional UN933 (South: ODD/North: EVEN) Bidirectional UN860 (South: EVEN/North: ODD)
ESAMI		Bidirectional (South: ODD/North: EVEN)
GALTO		Bidirectional (South: ODD/North: EVEN)
KORIS		Unidirectional (South: ODD)
KORNO		Unidirectional (South: ODD)
LINTO		Bidirectional (South: ODD/North: EVEN)
PEKOP	95 < FL < 145	Bidirectional (South: ODD/North: EVEN)
PODES		Bidirectional (South: ODD/North: EVEN)
RUNAX		Unidirectional (South: ODD)

5. ATS DELEGATION

ATS DELEGATION FROM CABABLANCA ACC TO SEVILLA ACC	
<p>Within the Casablanca ATS the provision of ATS in accordance with the airspace classification is performed by Sevilla ACC within the following area(s):</p> <p>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</p> <p>Vertical Limits: SFC-FL65</p> <p>Airspace classification: G</p>	<p>The map illustrates the geographical boundaries of the ATS delegation. A green shaded area at the top represents the 'LECS_CTR' (SFC / FL660). Below it, a purple shaded area represents the 'CORREDOR DE MELILLA' (DELEGADO A SEVILLA SFC / FL065 (GOLF)). A blue shaded area represents the 'SOBREVUELO POR CASABLANCA UIR' (FL065 / FL660). The map also shows the 'GMMM_CTR' (SFC / FL660) area. Key locations marked include Melilla, Nasir, Berkané, and Alvia.</p>

6. DEPARTURES AND ARRIVALS

6.1. ARRIVALS TO TANGER AD

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

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

6.2. DEPARTURES OF TANGER AD

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

6.3. ARRIVALS TO MELILLA AD

ATC	STAR	Procedure	Observations
GMMM_CTR	-	GMMM_CTR → LECS_CTR	FL070 (1)

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

6.4. DEPARTURES OF MELILLA AD

ATC	SID	Procedure	Observations
LECS_CTR	-	LECS_CTR → GMMM_CTR	FL060 (1)

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

7. CONTRIBUTION

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