

Letter of Agreement

IVAO – Spain & France Divisions



Name: **LOA-LECM-LFRR_EN**

Date: **22 April 2021**

Version: **v3**

Validity: **permanent**

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**.

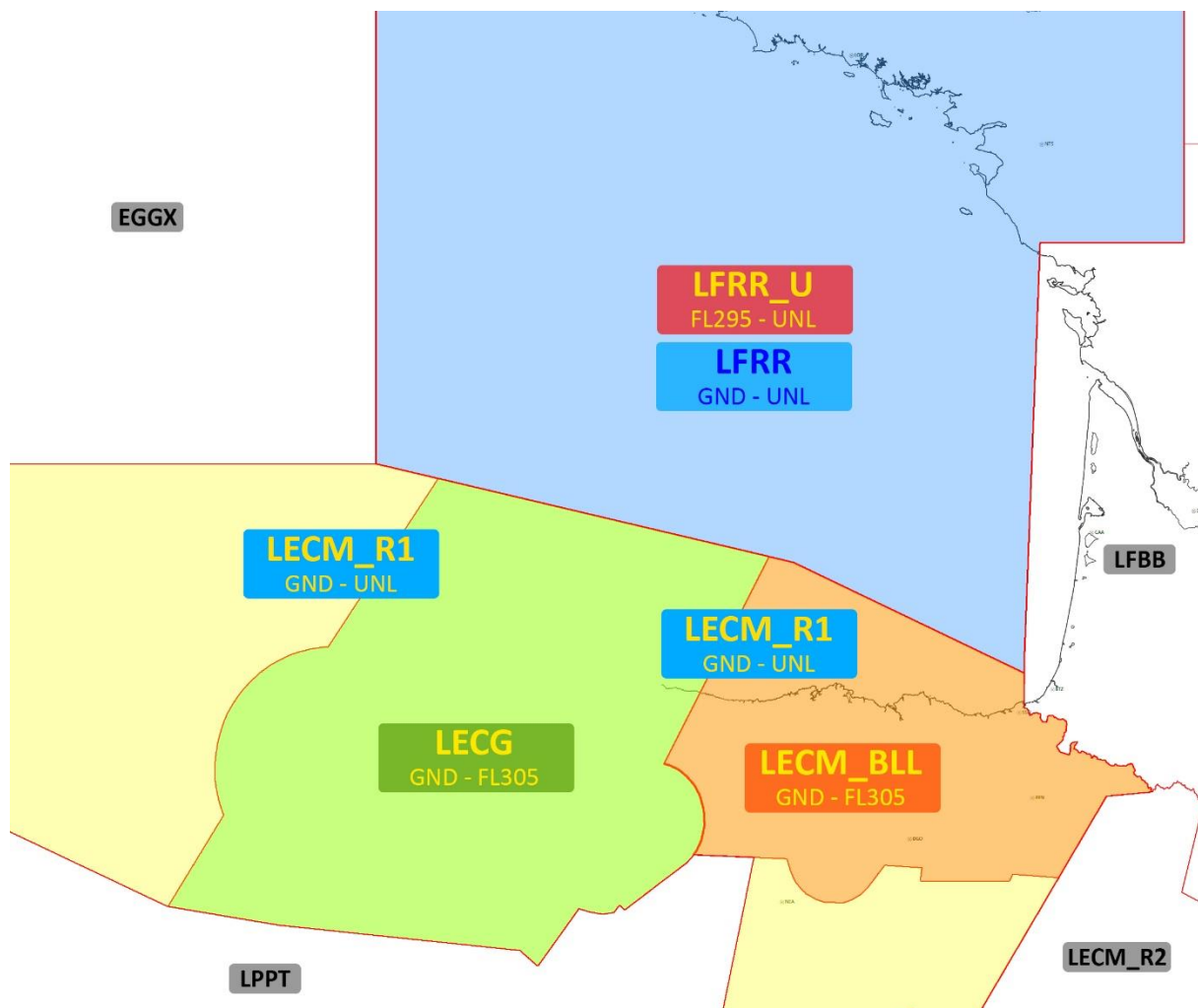
3. ATC units description

The ATS unit in charge of FIR and UIR airspaces under the responsibility of the North-East Madrid ACC is **Madrid Control** and includes three primary sectors : LECM_R1_CTR, LECM_R2_CTR and LECM_BLL_CTR.

The Galicia FIR ATS unit in charge of FIR and UIR airspaces under the responsibility of the North-West Madrid ACC is **Galicia Radar** and includes one primary sector : LECG_CTR.

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

The ATS 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_CTR). This ATC unit may be split into two subsectors (LFRR_CTR and LFRR_U_CTR). 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.

ATC Position	Callsign	Frequency	Remarks
Primary Sectors			
Madrid Control (Cantábrico)	LECM_R1_CTR	135.700	SFC-FL660
Madrid Control (Bilbao Lower sector)	LECM_BLL_CTR	118.275	SFC-FL305
Galicia Radar	LECG_CTR	118.200	SFC-FL305
Primary Sector			
Brest Control	LFRR_CTR	119.825	SFC-UNL
Secondary Sectors			
Brest Control (Upper)	LFRR_U_CTR	129.500	FL295-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
LECM → LFRR			
UN858	FIR Boundary	ABRIX	Even FL – Transfer to LFBB_CTR
UP87		BELEN	
UL14		POPUL	
UP152 UN867 Q42 B42 H867		NENEM	Even FL
UN873 UM601 UN865 G23 R753		DELOG	
UP600 UM30 A5 R107		LOTEE	
UN728 R1		KORUL	

Airway	Transfer point	Direct	Restrictions
LFRR → LECM			
UN867 UP152	FIR Boundary	NENEM	Odd FL
UN864		DELOG	
UZ218		BAKUP	
UN872		ATLEN	
UN480		BALDA	
UN741 UM30 A5		LOTEE	
UT7 UP620 UL722 UN866		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
<u>Departures (LECM → LFRR)</u>			
LEAS LECO LELN LEST LEVX	-	LECG_CTR → LFRR_U_CTR	Even FL
LEBB LEBG LEPP LESO LEVT LEXJ	-	LECM_BLL_CTR → LFRR_U_CTR	
<u>Arrivals (LECM → LFRR)</u>			
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Brest towards Madrid

Airport	SID/STAR	Coordination procedures	Remarks
Departures (LFRR → LECM)			
-			
Arrivals (LFRR → LECM)			
LEAS LECO LELN LEST LEVX	-	LFRR_U_CTR → LECG_CTR	Odd FL
LEBB LEBG LEMD LEPP LESO LETO LEVT LEXJ	-	LFRR_U_CTR → LECM_BLL_CTR	