



Letter of Agreement (LoA)

Madrid ACC (LECM) and Brest ACC (LFRR)

Name: LoA-LECM-LFRR_EN

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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** and **Brest ACC** when providing Air Traffic Services (ATS) under IFR or VFR flight rules.

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 at the same flight level 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.

Traffic in sequence shall be handed over properly separated and clear of any conflict. The receiving ATC unit cannot issue a clearance modifying the traffic's route, altitude, or speed (unless by direct coordination between ATC units) until it enters his sector and therefore leaves the area of responsibility from the transferring ATC unit, which remains responsible for separation.

Regarding flight levels for transfers between ATC positions:

From	To	Flight Level
Madrid	Brest	EVEN
Brest	Madrid	ODD

Free Route Airspace Operations within Spanish airspace (HispaFRA) is defined from FL245 to FL660. However, the use of the traditional ATS route network is available too. Free Route Airspace Operations within some French airspace including Bordeaux UIR (LFFRAASW) are defined from FL195 to FL660.

Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility of routing via published intermediate significant points, without reference to the ATS route network.

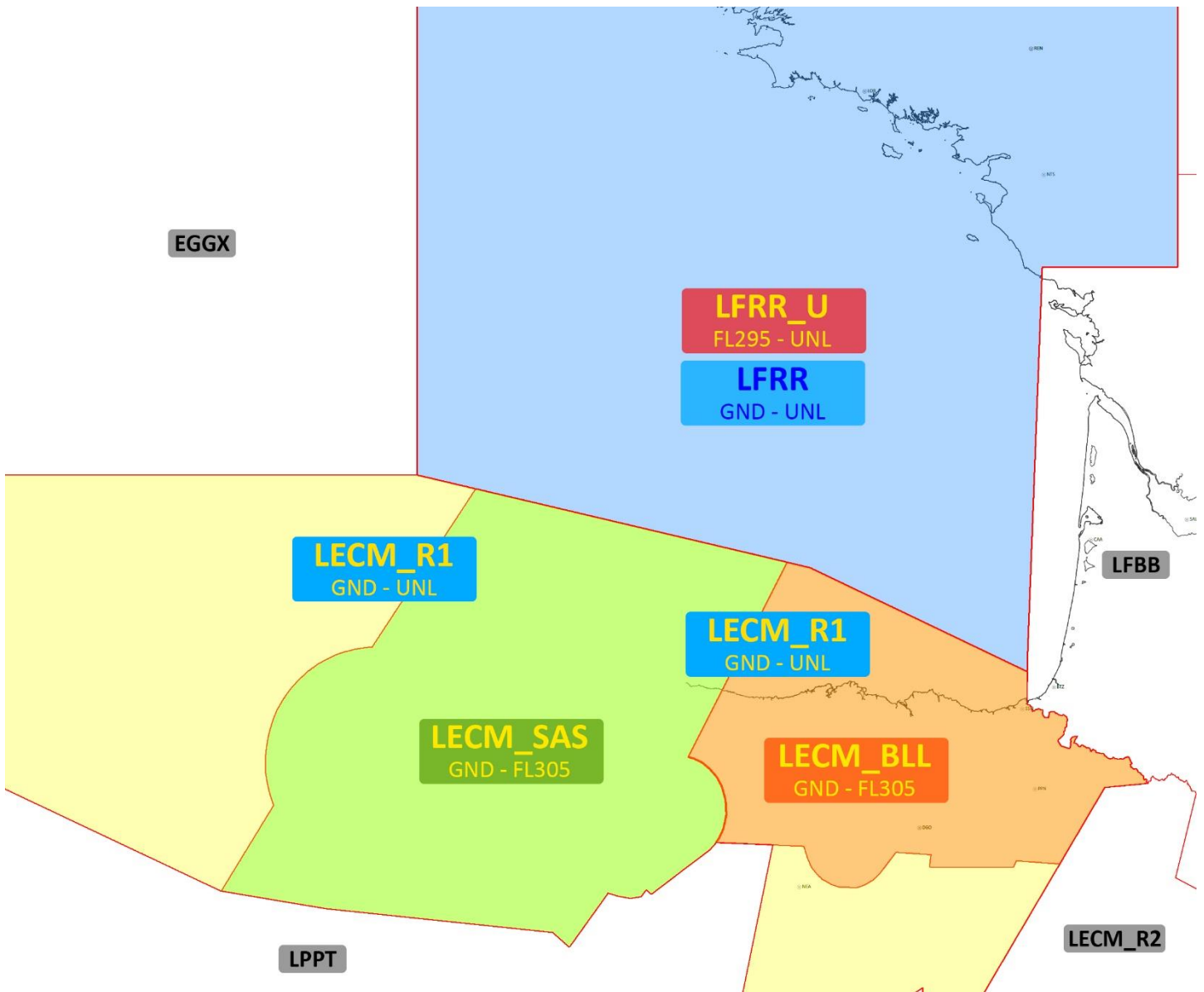
3. ATS UNIT DESCRIPTION

The ATC unit in charge of the airspaces under the responsibility of the North-East Madrid ACC is **Madrid Control** and includes four primary sectors : LECM_R1_CTR, LECM_R2_CTR, LECM_BLL_CTR and LECM_SAS_CTR. One additional secondary sectors (opened only via NOTAM), LECM_BDI_CTR, covers the eastern part of LECM_R1_CTR. This subsector is not shown on the following chart as it is considered as an inactive position.

LECM_BLL_CTR, LECM_BDI_CTR and LECM_DPI_CTR can be consolidated in one main sector (LECM_R1_CTR).

The ATC unit in charge of the 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 different subsectors : LFBB_CTR and LFBB_U_CTR.

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



FOR SIMULATION USE ONLY - NOT VALID FOR REAL OPERATIONS

3.1. MADRID ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Madrid Control	LECM_R1_CTR	135.700	SFC-FL660; FL305-FL660 above LECM_BLL_CTR when active
Madrid Radar	LECM_BLL_CTR	118.275	SFC-FL305
Madrid Radar	LECM_SAS_CTR	118.200	SFC-FL305
<i>Secondary Sectors</i>			
Madrid Control	LECM_BDI_CTR	125.755	SFC-FL660 (via NOTAM)

3.2. BREST ACC

ATC Position	Callsign	Frequency	Remarks
<i>Primary Sectors</i>			
Brest Control	LFRR_CTR	119.825	SFC-UNL; SFC-FL295 if LFRR_U_CTR is active
<i>Secondary Sectors</i>			
Brest Control	LFRR_U_CTR	129.500	FL295-UNL

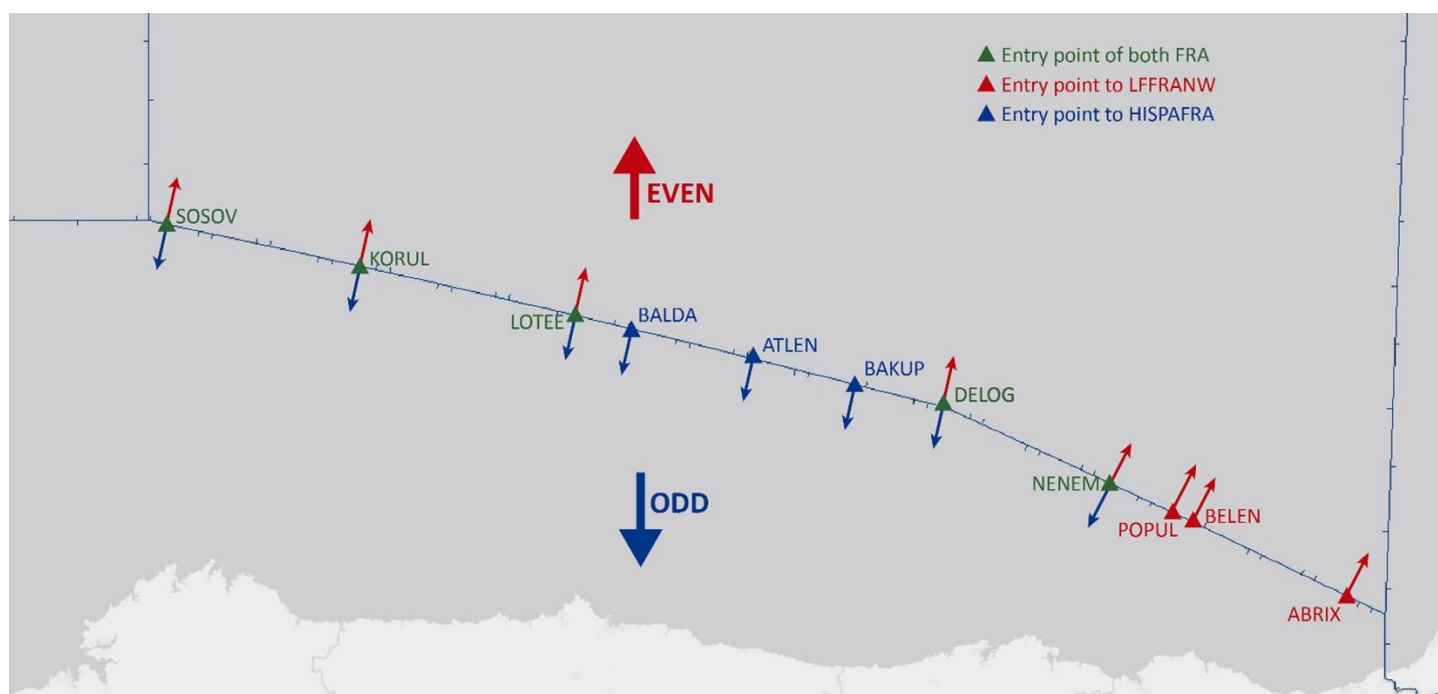
4. COORDINATION PROCEDURES – EN ROUTE

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

A Direct further than the FIR Boundary must be coordinated.

Brest's UTA starts at FL195. Madrid must clear all outbound traffics at FL200 or above before handing them off to Brest

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



An Entry Point (E) is a published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are permitted, while an Exit Point (X) is a point to which FRA operations are permitted.

4.1. FROM MADRID TO BREST (LECM → LFRR)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LECM	HispaFRA	LFFRASW		
ABRIX	UN858	X (eXit) FL>245	E (Entry) FL>195	LFBB_CTR	EVEN FL
BELEN	UP87				
POPUL	UL14				
NENEM	UPI52 UN867 Q42 B42 H867				
DELOG	UN873 UM601 UN865 G23 R753				
LOTEE	UP600 UM30 A5 R107				
KORUL	UN728 R1				
SOSOV	-				

4.2. FROM BREST TO MADRID (LFRR → LECM)

Transfer Point	Route			Receiving Sector	Restrictions
	Airways LFRR	LFFRASW	HispaFRA		
LOTEE	A5	X (eXit) FL>195	E (Entry) FL>245	LECM_RI_CTR	ODD FL
NENEM					
DELOG					
BAKUP					
ATLEN	-				
BALDA					
KORUL					
SOSOV					

5. COORDINATION PROCEDURES – DEP & ARR

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

5.1. ARRIVALS TO ASTURIAS AD (LEAS)

ATC	STAR	Procedure	Remarks
LFRR_CTR	-	LFRR_CTR → LECM_SAS_CTR	Descending to FL210

5.2. DEPARTURES FROM ASTURIAS AD (LEAS)

ATC	SID	Procedure	Remarks
LECM_SAS_CTR	-	LECM_SAS_CTR → LFRR_CTR	Climbing to FL200

5.3. ARRIVALS TO SANTANDER, BILBAO, VITORIA AD (LEXJ, LEBB, LEVT)

ATC	STAR	Procedure	Remarks
LFRR_CTR	-	LFRR_CTR → LECM_BLL_CTR	Descending to FL210

5.4. DEPARTURES FROM SANTANDER, BILBAO, VITORIA AD (LEXJ, LEBB, LEVT)

ATC	SID	Procedure	Remarks
LECM_BLL_CTR	-	LECM_BLL_CTR → LFRR_CTR	Climbing to FL200

6. CONTRIBUTIONS

This document has been drafted in coordination between the ATC Operations Department of Spain and France and Madrid FIR staff and Brest FIR staff.

7. CHANGELOG

Version	Date	Changes
7.0	21/4/2022	<ul style="list-style-type: none">- New format- Implementation of Free Route Airspace in Spain (HISPAFRA)