

VATSIM-UK

and

VATSPA

LETTER OF AGREEMENT

**For the Provision of
Air Traffic Control services
at
Gibraltar Airport**

(RAF Gibraltar – LXGB)

v1.2 – adopted March 2007

STATUS OF GIBRALTAR AS A MILITARY AIRFIELD

Gibraltar is a military airfield open to civilian flights operated by the Royal Air Force.

On 18 September 2006, The Minister of Foreign Affairs and Co-operation of the Kingdom of Spain, Mr Miguel Angel Moratinos, the Minister for Europe of the United Kingdom of Great Britain and Northern Ireland, Mr Geoff Hoon and the Chief Minister of Gibraltar, Mr Peter Caruana issued a formal communiqué of the Trilateral Forum of Dialogue on Gibraltar ("the Forum").

A copy of that communiqué (Annexe 2) may be found at the following link and sets out the terms and agreements in place for the use of the airport at Gibraltar and Air Traffic Control agreements.

<http://www.chronicle.gi/Features/Trilateral%20Forum/Statement.htm>

It is the intention of VATSIM-UK and VATSPA that this partnership agreement exists to promote and encourage pilots from within the VATSIM community to enjoy and benefit from the services that can be offered by UK and Spanish Air Traffic Control at and around Gibraltar.

This document is a Letter of Agreement between VATSIM-UK and VATSPA and forms the flying order book for RAF Gibraltar which all pilots and controllers are expected to comply with.

GENERAL

All IFR traffic originating in either UK or Spanish airspace is to conform to ICAO standard cruising levels, incorporating the implementation of Reduced Vertical Separation Minimum (RVSM), and also to the direction of airways, as published in the respective AIP's.

IFR traffic is limited to airways, as published on the appropriate charts. Operational Air Traffic (OAT) may fly outside of controlled airspace (CAS) within the policies and procedures of the Country as published in the respective AIP's AND subject to air traffic control requirements at that time.

When flying civilian air traffic routes, (civilian airways), aircraft may only be handed off between **LECM / LECS ACC and Gibraltar ATC Tower (LXGB_APP)** as stated in the Trilateral Forum Official Documents, Annex 2, point 9, with prior co-ordination and agreement following the procedures within this Letter of Agreement and as described below.

All aircraft inbound to and outbound from Gibraltar via Spanish airspace, whether operational air traffic or civilian air traffic, must file a flight plan compliant with both UK and Spanish routing and criteria.

Military aircraft of UK origin flying as operational air traffic **must** file "**OPR/BRITMIL OAT**" in their flight plan remarks section.

PROVISION OF AIR TRAFFIC CONTROL SERVICES

Air Traffic Control at Gibraltar is provided by VATSIM-UK in partnership and with the support of VATSPA.

Air Traffic Controllers provide ATC services adherent to the Policies and Procedures of VATSIM-UK and the Military Regional Training Scheme of VATSIM-UK and only as authorised by the Military Operations Director of VATSIM-UK.

Controllers must meet the level of rating required to provide Military Air Traffic Control services. Only Air Traffic Controllers validated and endorsed by the Military Operations Director, or a person named by him to issue such validations and endorsements, are permitted to provide ATC services at Gibraltar following training, validation and an endorsement test.

Members of VATSPA will be able to offer air traffic control services at Gibraltar once approved by the Military Operations Director (VATUKF4) and when registered as a visiting controller within the Military RTS of VATSIM-UK.

Only Tower (TWR), Ground (GND), Talkdown (_P_APP) and Approach (APP) control positions are available to controllers at Gibraltar who hold the appropriate validation or endorsement from the Military RTS of VATSIM-UK. Upper and Lower Airspace control is provided by Spanish ATC within the remit of LECM / LECS ACC Controllers.

MINIMUM SEPARATION CRITERIA TO BE APPLIED TO ALL AIRCRAFT.

In addition to the vertical separation, aircraft travelling in the same direction are also to be separated by a minimum distance of 5 nautical miles while under control of Gibraltar Approach or Gibraltar Tower.

Whilst under LECM / LECS ACC Control separation will be 8nm, according to the Spanish AIP.

The transition altitude is 6000ft.

INBOUND TO GIBRALTAR

ROUTING

All IFR traffic will be required to file, in their flight plan, one of the following arrival routes. An initial point indicated below is required to be included in all flight plans and routes.

This is the point of handover from LECM / LECS ACC to Gibraltar controllers, or (depending on the airspace and workload at the time), the point at which Gibraltar APP will accept control from Spanish ATC.

Handover of aircraft inbound to Gibraltar is to take place as soon as is practicable, out of conflict but no later than the initial points indicated below at the Flight Levels indicated below.

This is an accepted agreement between LECM / LECS ACC and Gibraltar ATC Tower Controllers unless locally agreed ad hoc arrangements are needed due to the exigencies of ATC at that time.

Therefore all aircraft inbound to Gibraltar are to ensure that their flight plan is filed following a suitable routing as below :-

ARRIVING FROM	ARRIVAL	ROUTING	INITIAL POINT	FLIGHT LEVEL AT INITIAL POINT
NORTH WEST	CHARL	VFA CHARL	West and clear of AWY R10 Handover after VFA	Descending to coordinated level usually FL70
WEST	CHARL	FL 250 at KORIS VFA CHARL	West and clear of AWY R10 Handover after VFA	Descending to coordinated level usually FL70
SOUTH WEST	CHARL	CBA - BARIS - TNG - CHARL Note that TNG is within GMMM airspace therefore handover from will be after BARPA	Handover after BARPA	Descending to coordinated level usually FL70
SOUTH	CHARL	BARIS - TTN - CHARL Note that TTN is within GMMM airspace. therefore handover from will be after GALTO	Handover after GALTO once traffic has cleared AWY B28	Descending to coordinated level usually FL70
	ALPHA	BARIS - TTN - GALTO - ALPHA	Handover after GALTO once traffic has cleared AWY B28	Descending to coordinated level usually FL70
SOUTH EAST	ALPHA	ALM - TTN - GALTO - ALPHA	Handover after GALTO once traffic has cleared AWY B28	Descending to coordinated level usually FL70
EAST	ALPHA	PIMOS - ALPHA	Handover by PIMOS when no traffic or once cleared of AWY B28	Descending to coordinated level usually FL70

ARRIVING FROM	ARRIVAL	ROUTING	INITIAL POINT	FLIGHT LEVEL AT INITIAL POINT
NORTH EAST	ALPHA	AMR – MGA – PIMOS ALPHA (or AMR DCT PIMOS)	Handover by PIMOS when no traffic or once cleared of AWY B28	Descending to coordinated level usually FL70
	ALPHA	MGA – PIMOS – ALPHA	PIMOS when no traffic or once cleared of AWY B28	Descending to coordinated level usually FL70
NORTH	ALPHA	SVL – MAR – PIMOS – ALPHA or SVL – VJF – 36N – ALPHA	PIMOS when no traffic or once cleared of AWY B28 or VJF West and clear of AWY R10	Descending to coordinated level usually FL70
		CRISA – MAR – PIMOS – ALPHA (This is the most commonly used route for traffic to LXGB arriving from the north).	PIMOS when no traffic or once cleared of AWY B28	Descending to coordinated level usually FL70

There are two approach intersections used at Gibraltar – CHARL and ALPHA. Dependant upon the runway in use, aircraft will be vectored to an approach for runway 09 or runway 27.

Aircraft inbound to CHARL will be descended to be at or above 4000ft at CHARL.

Aircraft inbound to ALPHA will be descended to be at or above 3000ft at ALPHA.

MISSED APPROACH PROCEDURES

RWY 09 – Continue runway heading climbing to altitude 3900 ft. Turn RIGHT passing 1900 ft onto 120 degrees.

RWY 27 – Continue runway heading climbing to altitude 3900 ft. Turn LEFT passing 1900 ft onto 180 degrees.

Aircraft are all times to remain clear of restricted areas until coordination has been agreed and handover accepted between Spanish ATC and the Gibraltar ATC Tower Controller, (LXGB_APP).

OUTBOUND FROM GIBRALTAR

ROUTING

All IFR traffic will be required to file, in their flight plan, one of the following departure routes. Aircraft are to fly these routes until instructed otherwise and are not to enter Spanish airspace until hand off has been coordinated and agreed between Gibraltar ATC Tower (LXGB_APP) and LECM / LECS ACC.

Handover of aircraft outbound from Gibraltar is to take place as soon as is practical, out of conflict within the following Standard Instrument Departures. This is an accepted agreement between LECM / LECS ACC and Gibraltar ATC Tower (LXGB_APP) controllers unless locally agreed ad hoc arrangements are needed due to the exigencies of ATC at that time.

Therefore all aircraft outbound from Gibraltar are to ensure that their flight plan is filed to include and flown on one of the routings as below :-

DEPARTING TO	DEPARTURE RUNWAY	ROUTING
WEST	27	CLIMB TO 6000ft. On passing 1900ft turn LEFT heading direct to VICTR then direct to CHARL
	09	CLIMB TO 6000ft on runway heading. On passing 4000ft turn RIGHT heading direct to BRAVO then direct to CHARL
NORTH	27	CLIMB TO 6000ft. On passing 1900ft turn LEFT heading direct to VICTR then direct to CHARL
	09	CLIMB TO 6000ft on runway heading. On passing 1900ft turn RIGHT heading direct to PIMOS
EAST	27	CLIMB TO 3000ft. On passing 1900ft turn LEFT heading direct to VICTR then direct to GALTO
	09	CLIMB TO 6000ft on runway heading. On passing 1900ft turn RIGHT heading direct to PIMOS
SOUTH	27	CLIMB TO 3000ft. On passing 1900ft turn LEFT heading direct to VICTR then direct to GALTO
	09	CLIMB TO 6000ft on runway heading. On passing 4000ft turn RIGHT heading direct to ALPHA then direct to GALTO

All aircraft are to fly the above departures accurately due to the terrain around Gibraltar and to ensure conflict does not occur between outbound / inbound aircraft.

Aircraft are all times to remain clear of Spanish airspace and restricted areas until coordination has been agreed and handover accepted between Spanish ATC and the Gibraltar ATC Tower (LXGB_APP) controller.

PROCESS

Gibraltar Ground / Tower issues departure clearance to the aircraft and requests release from **Gibraltar ATC Tower** (LXGB_APP). Pushback, engine start and taxi may be approved.

Gibraltar ATC Tower (LXGB_APP) requests release of the aircraft from **Spanish Air Traffic Control** (LECM / LECS ACC) and notes any restrictions / climb out issued. (Spanish ATC may offer a further climb above the SID's as above).

Gibraltar ATC Tower (LXGB_APP) **informs Gibraltar Ground / Tower** that the aircraft is released. Once airborne, the aircraft is handed off to **Gibraltar ATC Tower** (LXGB_APP) who will then issue any further instructions as agreed with LECM / LECS ACC.

HAND OFF TO SPANISH ATC

Gibraltar ATC Tower (LXGB_APP) will hand off aircraft to **Spanish Air Traffic Control** (LECM / LECS ACC) as expeditiously as possible where they ARE NOT IN CONFLICT WITH INBOUND AIRCRAFT or other aircraft under LXGB control but always before crossing 5nm W of airway R10, unless prior coordination is made in advance. Where conflict could exist, controllers should endeavour to hand off the aircraft at the latest by the SID waypoints as indicated below :-

DEPARTING TO	DEPARTURE RUNWAY	CLIMBING TO CLEARED ALTITUDE / LEVEL
WEST	27	CHARL 6000ft
	09	CHARL 6000ft
NORTH	27	CHARL 6000ft
	09	<u>Before</u> PIMOS 6000ft
EAST	27	<u>Before</u> GALTO 3000ft
	09	<u>Before</u> PIMOS 6000ft
SOUTH	27	<u>Before</u> GALTO 6000ft
	09	<u>Before</u> GALTO 6000ft

This Letter of Agreement is set in place and effective from :-

v1.2

March 2007

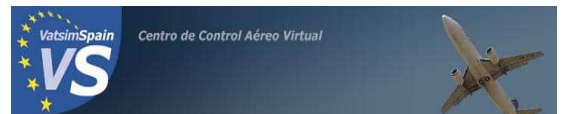
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Special thanks are recorded for all involved in the creation of this Letter of Agreement.

The time and conscientious contribution to this partnership has been achieved in a very short space of time, the benefits of which, will last far much longer to the benefit of VATSIM members, Controllers and Pilots alike...

In no particular order :-

Pepe Morales
Chris Norman
Gordon J Pownall
Antonio Martin