

Letter of Agreement between:

VATSPA and Portugal vACC

Effective: 18th of June 2020.

1. INTRODUCTION

1.1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures between the FIRs of Madrid (LECM), Lisboa (LPPC) and Canarias (GCCC) for the Provision of Air Traffic Services.

1.2. Exclusion of Liability

The procedures in this LoA are for use on the VATSIM Network only and should never be adopted for real world use.

1.3. Acknowledgements

Thanks to those that have contributed to creation of this manual:

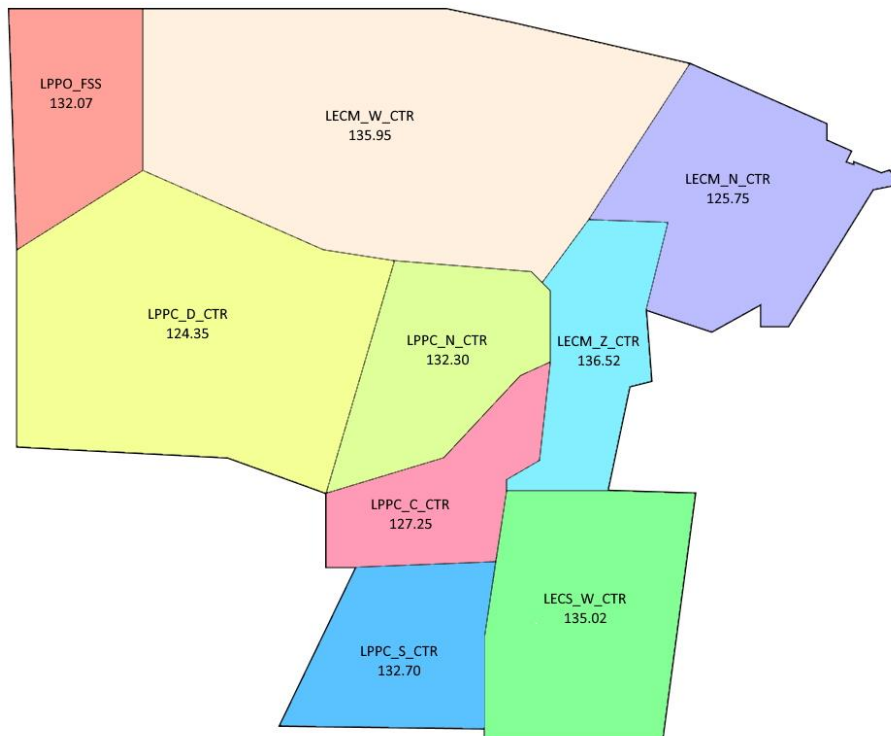
- Bernardo Reis
- Oscar Berenguer

2. GENERAL PROCEDURES

1. Traffic shall be transferred to the adjacent sector 10NM/2MIN before reaching the boundary, as preferred by the controller.
2. Traffic shall be transferred with the following guidelines:
 - a. 10NM longitudinal separation;
 - b. 1000 ft vertical separation;
 - c. on the appropriate FL;
 - d. direct to the coordinated point, if any.

3. SECTOR LAYOUT

3.1. Peninsula

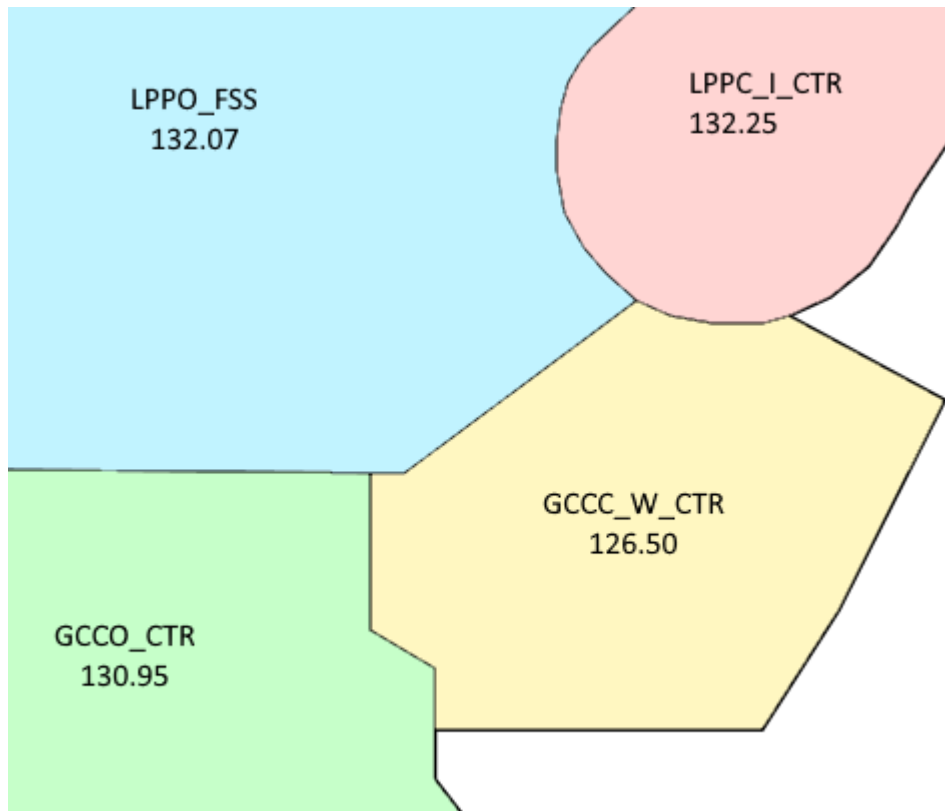


NOTE: Below FL245 the horizontal limit between LECM and LPPC is the national border.

3.1.1. SECTOR ALLOCATION

- LPPC_CTR (125.55) -> Covers entire Lisboa FIR.
- LPPC_W_CTR (131.32) -> Covers LPPC_D_CTR
- LPPC_E_CTR (136.025) -> Covers LPPC_N+C+S_CTR
- LECM_CTR (133.75) -> Covers entire Madrid FIR
- LECM_M_CTR (132.97) -> Covers Madrid FIR except Sevilla
- LECM_C_CTR (133.20) -> Covers LECM_Z_CTR
- LECM_N_CTR (125.75)-> Covers LECM_W_CTR
- LECS_CTR (133.35) -> Covers LECS_W_CTR

3.2. Madeira and the Canary Islands



3.1.2. SECTOR ALLOCATION

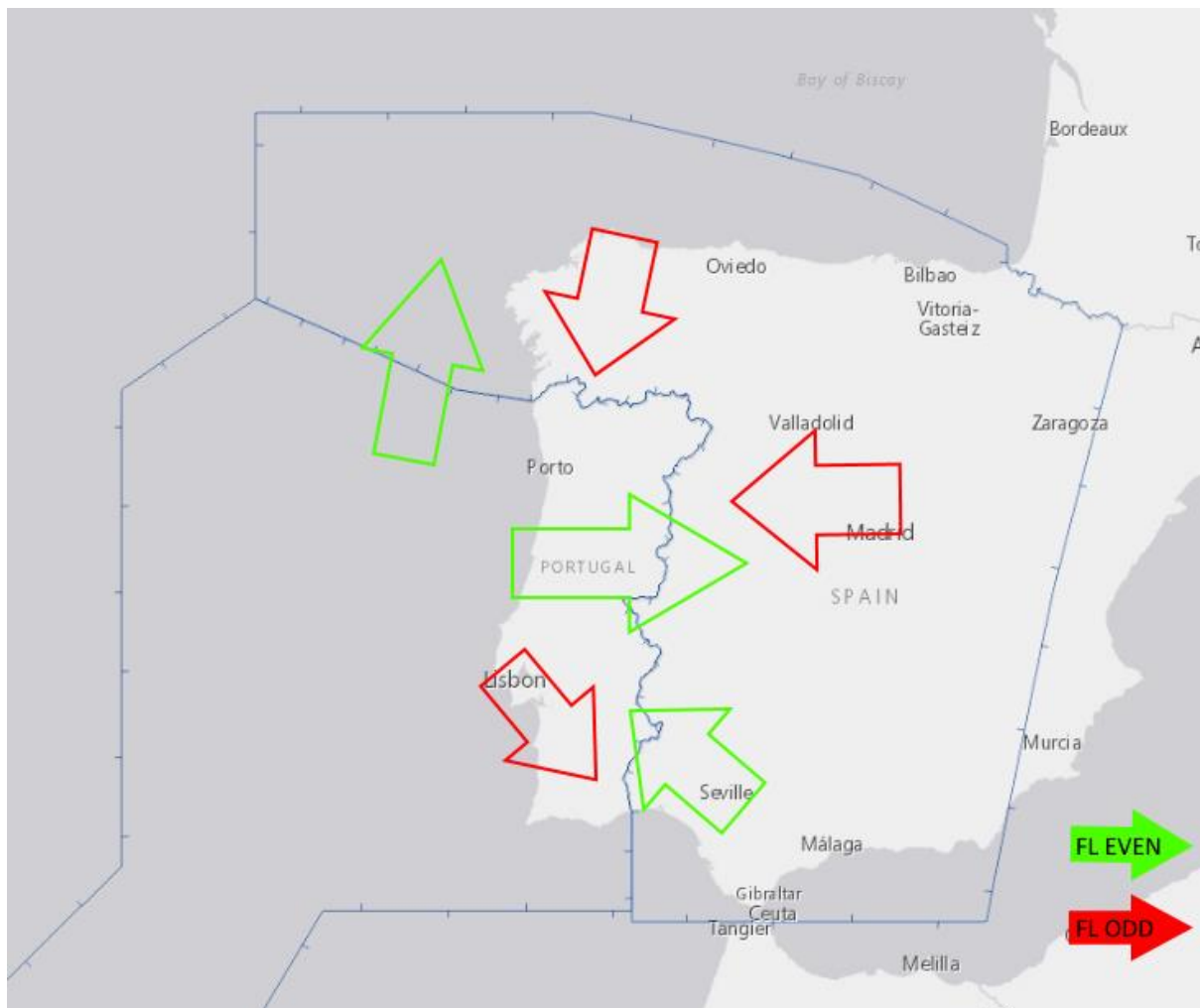
- LPPC_CTR (125.55) -> Covers entire Lisboa FIR.
- LPPC_W_CTR (131.32) -> Covers LPPC_I_CTR
- GCCC_CTR (129.10) -> Covers the entire Canarias FIR (Including oceanic)
- GCCC_I_CTR (123.65) -> Covers the Canarias FIR except the oceanic sector

4. Routing

Upper airspace in Lisbon FIR is free route. Airways will not be used, in consequence any traffic routing from Lisbon FIR to Madrid FIR will fly a random route until reaching the boundary between the two FIRs. From that point onwards it will fly on an AIRWAY.

Delegation of Madrid FIR to Galicia free route airspace: pilots transiting through Galicia can continue to fly free route.

5. Flight Levels



Flights going from LECM to LPPC, except UM744 -> FL ODD

Flights going from LPPC to LECM, except UM744, UZ5 and UN726 -> FL EVEN

Flights going from GCCC to LPPC -> FL EVEN

Flights going from LPPC to GCCC, except UN741 -> FL ODD

6. Transfer points and altitudes

Early handoffs are appreciated and shall be aimed for always when traffic permits.

The following tables may serve as guidance:

6.1. LPPR

6.1.1. Arrivals

ENTRY POINT	RWY 35 (Preferential)	RWY 17	TRANSFER POINT
ASPOR	FL250	FL160	10nm prior ASPOR to Porto APP
MALIS	FL250	FL160	10nm prior MALIS to Porto APP

Arrivals to Porto through ADORO shall be descended to FL330 by Madrid

Departures from Porto through ADORO shall be climbed to FL 320 by Lisbon

Departures from Porto via TURON will be climbed to FL240 and transferred to Madrid

6.2. LPFR

6.2.1. Arrivals

ENTRY POINT	RWY 28 (Preferential)	RWY 10	TRANSFER POINT
NIRAK	FL100	N/A	10nm prior NIRAK to Faro APP
TUPIX	N/A	FL200	10nm prior TUPIX to Faro APP

6.3. LEVX

6.3.1. Arrivals

	RWY 19 (Preferential)	RWY 01	TRANSFER POINT
AGADO	FL140	FL140	10nm prior AGADO
TURON	FL100	FL100	10nm prior TURON


6.4. LEST

6.4.1. Arrivals

	RWY 17 (Preferential)	RWY 35	TRANSFER POINT
TURON	FL140	FL140	10nm prior TURON

7. Validity

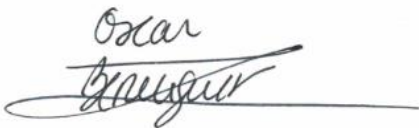
This Letter of Agreement becomes effective the 28th of June 2020 (AIRAC 2020/07), and supersedes the Letter of Agreement between Spain and Portugal dated 31st July 2007.



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