

# Barcelona ACC (LECB), Sevilla ACC (LECS) and Alger ACC (DAAA)

## 1. Purpose

The purpose of this Letter of Agreement is to define coordination procedures to be applied between Alger ACC (DAAA) Sevilla (LECS) and Barcelona ACC (LECB) when providing Air Traffic Services (ATS) to traffic operating under IFR or VFR.

The content of the agreement is approved by the concerned ATC Operation Department and FIR Chiefs and its application is mandatory for all IVAO members providing ATS within and active ATC 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 not need neither 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 (1)
Barcelona/Sevilla	Alger	ODD
Alger	Barcelona/Sevilla	EVEN

(1) Exceptions listed in [section 4](#)

Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined in Spain (FRA CELL 1) from FL245 to FL660. However, the use of the traditional ATS route network is compatible with HISPAFRA.

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

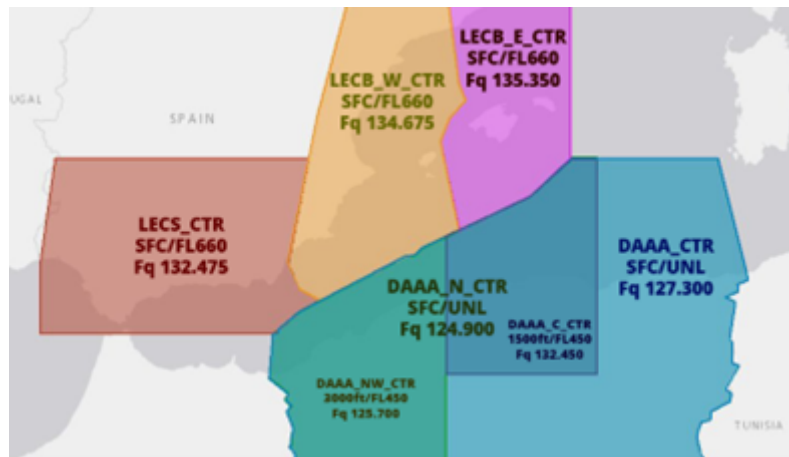
The ATC unit in charge of FIR and UIR airspaces under the responsibility of Barcelona ACC is Barcelona Control and includes two independent primary sectors (LECB\_W\_CTR and LECB\_E\_CTR) and three secondary sectors not adjacent to Alger FIR and irrelevant to this LoA.

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Sevilla ACC is Sevilla Control and consists in only one primary sector (LECS\_CTR) and three secondary sectors not adjacent to Alger FIR and irrelevant to this LoA.

The ATC unit in charge of FIR and UIR airspaces under the responsibility of Alger ACC is Maghreb Control and consists in two primary sector (DAAA\_CTR and DAAA\_N\_CTR) which may be split into seven different sectors. Two of those secondary sectors are adjacent to Barcelona FIR (DAAA\_NW\_CTR, DAAA\_C\_CTR).

DAAA\_NW\_CTR, DAAA\_C\_CTR can be consolidated into a single sector (DAAA\_N\_CTR) and DAAA\_NW\_CTR, DAAA\_C\_CTR and DAAA\_N\_CTR can be consolidated into a single sector (DAAA\_CTR).

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



### 3.1. Barcelona ACC

ATC Position	Callsign	Frequency	Remarks
Primary sectors			
Barcelona Control (West)	LECB_W_CTR	134.980	SFC-FL660
Barcelona Control (East)	LECB_E_CTR	135.355	SFC-FL660

### 3.2. Sevilla ACC

ATC Position	Callsign	Frequency	Remarks
Primary sectors			
Sevilla Control	LECS_CTR	132.475	SFC-FL660

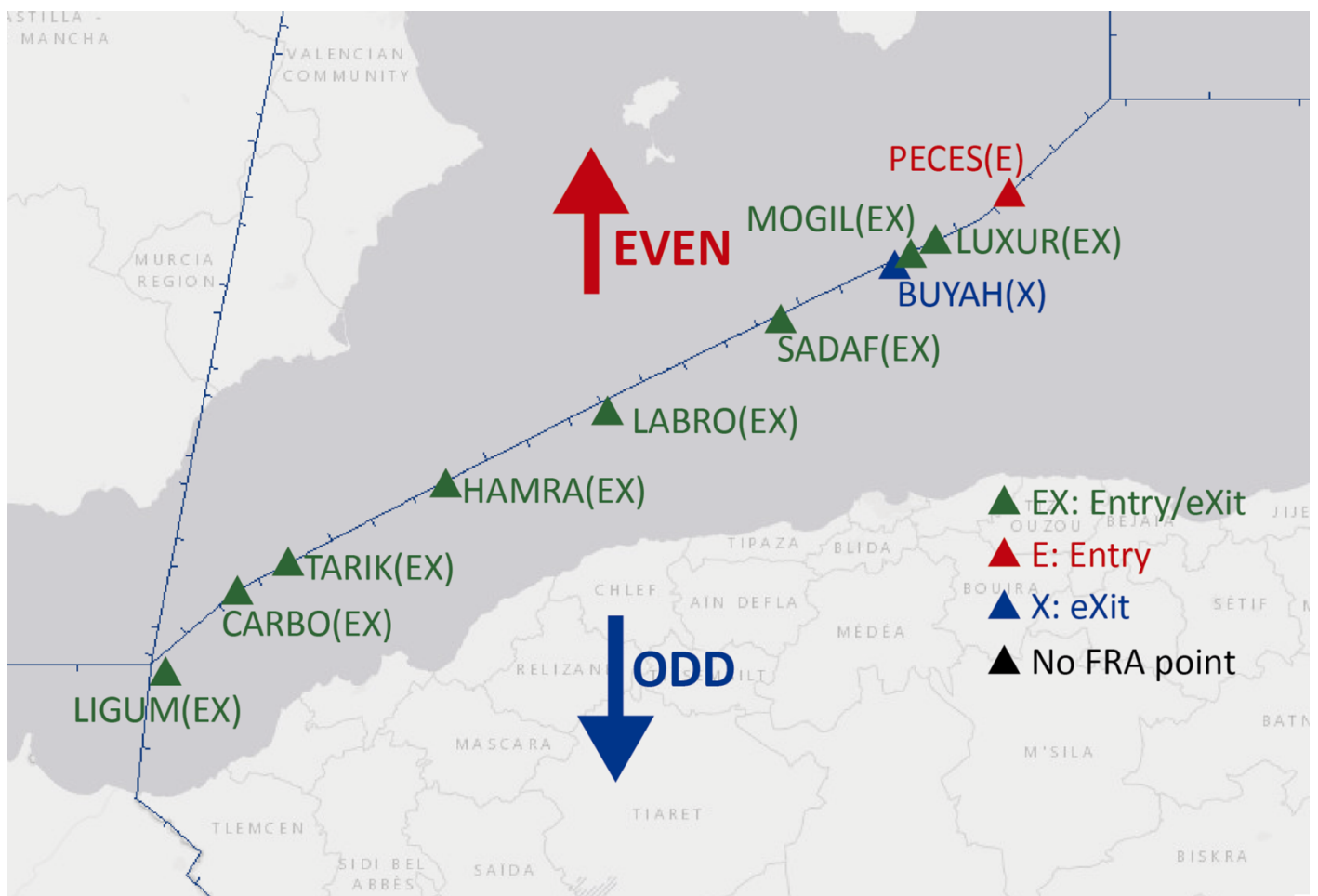
### 3.3. Alger ACC

ATC Position	Callsign	Frequency	Remarks
Primary sectors			
Maghreb Control	DAAA_CTR	127.300	SFC - UNL
Maghreb Control (Nord)	DAAA_N_CTR	124.900	SFC - UNL

Maghreb Control (Nord Ouest)	DAAA_NW_CTR	125.700	3000ft - FL450
Maghreb Control (Centre)	DAAA_C_CTR	132.450	1500ft - FL450

## 4. Coordination Procedures

Coordination procedures between the ATC of Barcelona ACC, Sevilla ACC and Alger 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.



DAAA, LECB and LECS controllers should know that a traffic will enter its airspace at least 5 NM before, by radar contact and/or coordination with the counterpart.

FRA Horizontal 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.

Entry and Exit points are shown here from the perspective of the Spanish FRA Cell.

## 4.1. From Barcelona to Alger (LECB → DAAA)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (2)		
HAMRA	UA34 A34	X (eXit)  FL>245	DAAA_NW_CTR	ODD Traffic to DAOO (3)
LABRO	UA6 A6 UA31 A31			ODD
SADAF	UA29 A29 UG30 G30		DAAA_C_CTR	
BUYAH	UA27 A27 UN855			
MOGIL	UB31, B31			
LUXUR	UM134			

(2) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

(3) Traffic with destination Oran (DAOO) should be granted a descent by LECB\_W\_CTR, in coordination with DAAA.

## 4.2. From Sevilla to Alger (LECS → DAAA)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (2)		
LIGUM	UB738	X (eXit)  FL>245	DAAA_NW_CTR	ODD
CARBO	UM744			
TARIK	UA44 A44			

(2) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

## 4.3. From Alger to Barcelona (DAAA → LECB)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (2)		
HAMRA	UN608	E (Entry)  FL>245	LECB_W_CTR	EVEN
LABRO	UL150 UL129 A31			
SADAF	UL45 N856 UN861 G30		LECB_E_CTR	EVEN
MOGIL	UN859			EVEN Traffic to LEPA (4)
LUXUR	UM134			ODD
PECES	UN853 B16			EVEN

(2) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

(4) Traffic with destination Palma (LEPA) should be granted a descent by DAAA, to FL280 or below.

## 4.4. From Alger to Sevilla (DAAA → LECS)

Transfer Point	Route		Receiving Sector	Flight Level
	Airways	HISPAFRA (2)		
LIGUM	UL195	E (Entry)  FL>245	LECS_CTR	EVEN

CARBO	UM744
TARIK	UM192 A44

(2) Free Route Airspace Operations within Spanish airspace (HISPAFRA) is defined from FL245 to FL660

## 5. Contributions

This document has been drafted in coordination between the ATC Operations Department of Spain and Algiers, Barcelona FIR and Sevilla FIR.

## 6. Changelog

Version	Date	Changes
2.0	21/4/2022	New format Implementation of Free Route Airspace in Spain (HISPAFRA)