

# Sevilla ACC (GCCCC) and Casablanca ACC (GMMM)

## 1. Purpose

The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between Casablanca ACC and Seville 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 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) |
|------------|------------|------------------|
| Sevilla    | Casablanca | ODD              |
| Casablanca | 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.

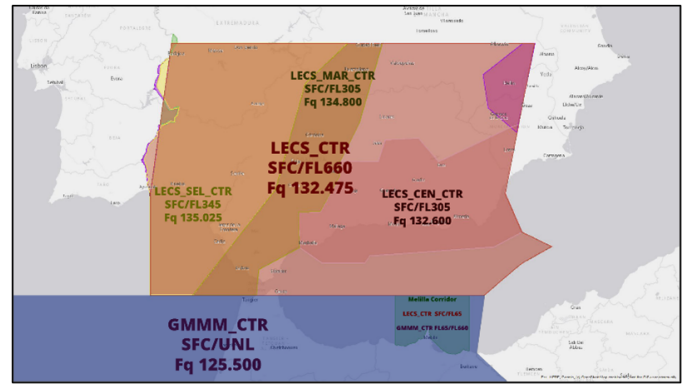
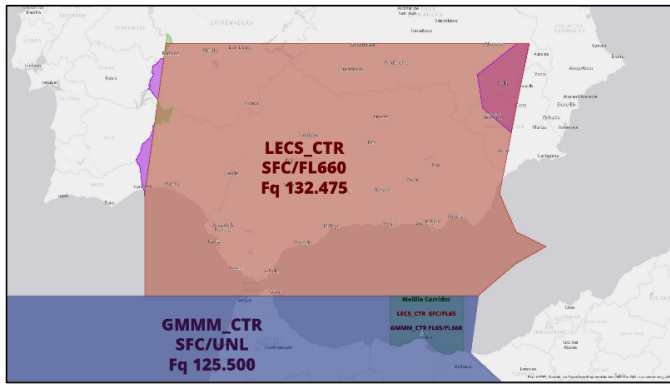
### 3. ATS Unit Description

The ATC unit in charge of Seville airspaces under the responsibility of Seville ACC is Seville Control and consists in one main sector (LECS\_CTR) and three secondary sectors (LECS\_CEN\_CTR, LECS\_MAR\_CTR, LECS\_SEL\_CTR). The lateral and vertical boundaries of the airspace under the responsibility of the ACC are indicated in the table below.

LECS\_CTR, LECS\_CEN\_CTR, LECS\_MAR\_CTR y LECS\_SEL\_CTR can be consolidated on one main sector (LECS\_CTR).

The ATC unit in charge of Casablanca airspaces under the responsibility of Casablanca ACC is Casablanca Control and consists in one main sector (GMMM\_CTR) and three secondary sectors (GMMM\_OS\_CTR, GMMM\_OSW\_CTR, GMMM\_S\_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. Sevilla ACC

| ATC Position                         | Callsign     | Frequency | Remarks               |
|--------------------------------------|--------------|-----------|-----------------------|
| <i>Primary sectors</i>               |              |           |                       |
| Sevilla Control                      | LECS_CTR     | 132.475   | SFC-FL660             |
| <i>Secondary Sectors</i>             |              |           |                       |
| Sevilla Radar (Sector Centre)        | LECS_CEN_CTR | 132.600   | SFC-FL305 (NOTAM req) |
| Sevilla Radar (Sector Martin)        | LECS_MAR_CTR | 134.800   | SFC-FL305 (NOTAM req) |
| Sevilla Radar (Sector Sevilla Lower) | LECS_SEL_CTR | 135.025   | SFC-FL345 (NOTAM req) |

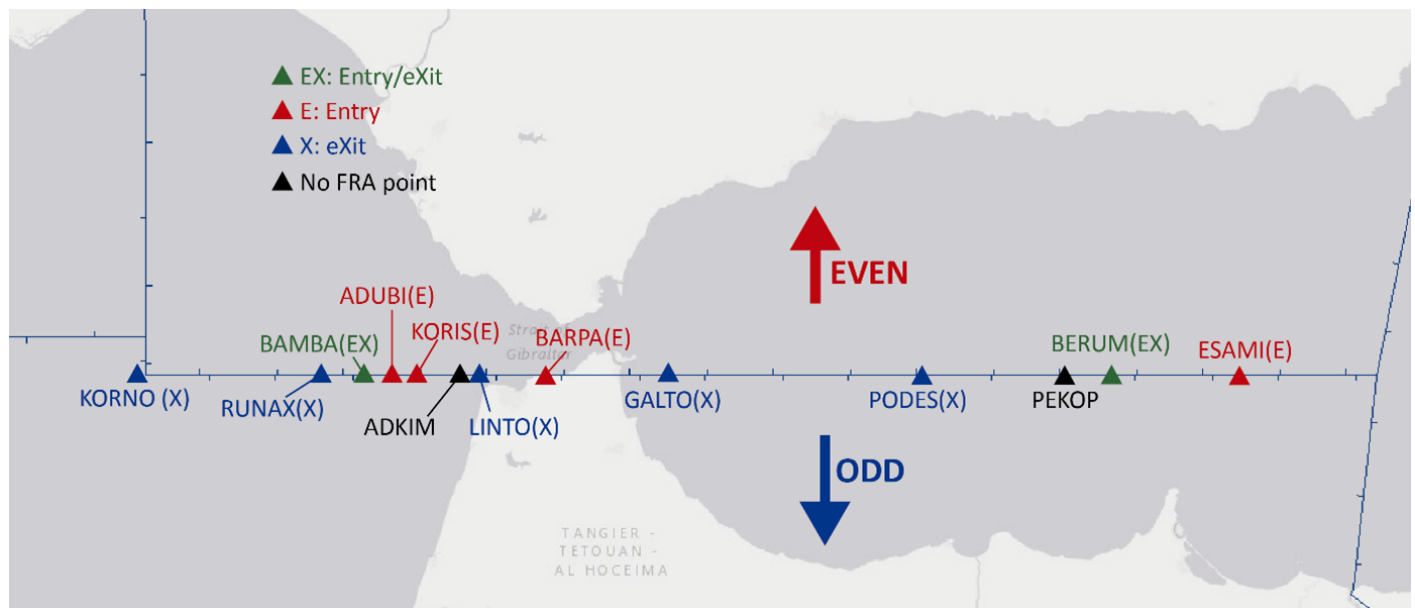
## 3.2. Casablanca ACC

| ATC Position                        | Callsign     | Frequency | Remarks   |
|-------------------------------------|--------------|-----------|-----------|
| <i>Primary sectors</i>              |              |           |           |
| Casablanca Control                  | GMMM_CTR     | 125.500   | SFC-FL660 |
| <i>Secondary Sectors</i>            |              |           |           |
| Casablanca Control (Oceanic Sector) | GMMM_OS_CTR  | 124.500   | SFC-FL660 |
| Casablanca Control (Oceanic Sector) | GMMM_OSW_CTR | 127.800   | SFC-FL660 |
| Casablanca Control (South Sector)   | GMMM_S_CTR   | 126.700   | SFC-FL660 |

# 4. Coordination Procedures

Coordination procedures between the ATC under the responsibility of the Sevilla ACC and those under the responsibility of the Casablanca 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.

Both units shall keep each other advised about relevant VFR flights.



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 Spanish FRA Cell (LECS ACC).

## 4.1. From Sevilla to Casablanca (LECS → GMMM)

| Transfer Point | Route      |              | Receiving Sector | Flight Level |
|----------------|------------|--------------|------------------|--------------|
|                | Airways    | HISPAFRA (2) |                  |              |
| ADKIM          | H53 UZ53   | -            | GMMM_CTR         | ODD          |
| ESAMI          | H372 UM372 |              |                  |              |
| BARPA          | UM985      |              |                  |              |

|       |                          |                        |   |
|-------|--------------------------|------------------------|---|
| KORIS | G5 UL27                  | X (eXit)<br><br>FL>245 | UN493, G850 & UL58<br>ODD<br>UN860 EVEN |
| PEKOP | A301                     |                        |   |
| BAMBA | UN726                    |                        |   |
| BERUM | G850 UL58 UN493<br>UN860 |                        |   |
| GALTO | B11 UM143 UN869          |                        |   |
| KORNO | A857 UN857               |                        |   |
| LINTO | R10 UN10                 |                        |   |
| PODES | UM999                    |                        |   |
| RUNAX | UL82                     |                        |   |

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

## 4.2. From Casablanca to Sevilla (GMMM → LECS)

| Transfer Point | Route                    |                         | Receiving Sector | Flight Level                          |  |
|----------------|--------------------------|-------------------------|------------------|---------------------------------------|--|
|                | Airways                  | HISPAFRA (2)            |                  |                                       |  |
| ADKIM          | H53 UZ53                 | -                       | LECS_MAR_CTR     | EVEN                                  |  |
| GALTO          | B11 UM143 UN869          |                         | LECS_CTR         |                                       |  |
| LINTO          | R10 UN10                 |                         | LECS_MAR_CTR     |                                       |  |
| PODES          | UM999                    |                         | LECS_CTR         |                                       |  |
| ADUBI          | UN871                    | E (Entry)<br><br>FL>245 | LECS_MAR_CTR     | UN493, G850 UL58<br>EVEN<br>UN860 ODD |  |
| BAMBA          | UN726                    |                         |                  |                                       |  |
| BARPA          | UM985                    |                         |                  |                                       |  |
| BERUM          | G850 UL58 UN493<br>UN860 |                         | LECS_CTR         | EVEN                                  |  |
| ESAMI          | H372 UM372               |                         |                  |                                       |  |
| KORIS          | G5 UL27                  |                         | LECS_MAR_CTR     |                                       |  |

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

# 5. ATS Delegation

## 5.1 ATS Delegation from Casablanca ACC to Sevilla ACC

Within the Casablanca ATS the provision of ATS in accordance with the airspace classification is performed by Sevilla ACC within the following area(s):

- Lateral Limits: 355000N 0022000W along meridian 0022000W to intercept Morocco coastline, following the coast and Melilla boundary to intersect meridian 0033000W, to point 355000N 0033000W and back to 355000N 0022000W
- Vertical Limits: SFC-FL65
- Airspace classification: G



# 6. Departures and Arrivals

## 6.1. Arrivals to Tanger AD

| ATC      | STAR (2)       | Procedure                         | Remarks                  |
|----------|----------------|-----------------------------------|--------------------------|
| LECS_CTR | ADKIM<br>LAMAD | LECS_CTR → GMMT_APP<br>(GMMM_CTR) | FL110 with STAR assigned |

(2) GMMT\_APP (GMMM\_CTR) inform LECS\_CTR about the runway in use as well as the STAR to be assigned to the arrivals.

## 6.2. Departures from Tanger AD

| ATC      | SID                     | Procedure                         | Remarks |
|----------|-------------------------|-----------------------------------|---------|
| GMTT_APP | BARPA<br>LAMAD<br>ABIRO | GMTT_APP (GMMM_CTR) →<br>LECS_CTR | FL100   |

## 6.3. Arrivals to Melilla AD

| ATC      | STAR | Procedure           | Remarks   |
|----------|------|---------------------|-----------|
| GMMM_CTR | -    | GMMM_CTR → LECS_CTR | FL070 (3) |

(3) GMMM\_CTR can coordinate with LECS\_CTR to give a DCT to MIA for NDB approach or IXIRI for the VOR approach.

## 6.4. DEPARTURES FROM MELILLA AD

| ATC      | SID | Procedure           | Remarks   |
|----------|-----|---------------------|-----------|
| LECS_CTR | -   | LECS_CTR → GMMM_CTR | FL060 (4) |

(4) LECS\_CTR can coordinate with GMMM\_CTR to give a DCT to the first point of the route.

# 7. Contributions

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

# 8. Changelog

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