

Letter of Agreement

Between Portugal vACC and Spain vACC



Content

1. Introduction	3
2. General Procedures	3
3. Routing	3
4. Sector Layout	4
4.1. Canarias	4
4.2. Portugal	4
4.3. Peninsular Spain	6
4.4. Portugal	6
5. Cruising flight levels	7
6. Transfer points and altitudes	8
6.1. Porto (LPPR)	8
6.2. Faro (LPFR)	9
6.3. Vigo (LEVX)	9
6.4. Santiago (LEST)	9
7. Amendment History	10

1. Introduction

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

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

2. General Procedures

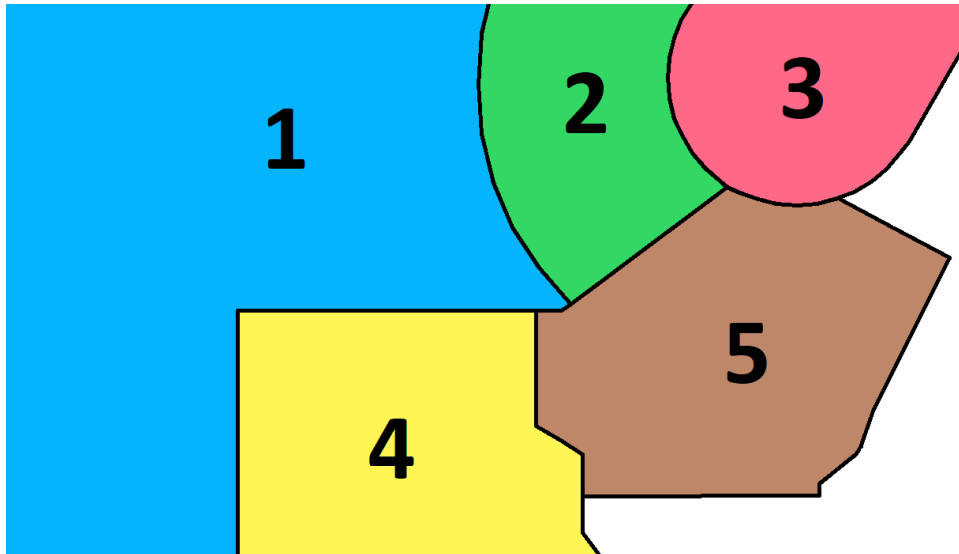
- Traffic shall be transferred to the neighbouring sector 10 NM or 2 min before reaching its boundary.
- Traffic shall be transferred with the following guidelines:
 - 10 NM longitudinal separation.
 - 1000 ft vertical separation.
 - On the appropriate FL.
 - Direct to the coordinated point, if any.
- Except when transfer of control is to be effected, aircraft should not be vectored closer than 5 NM to the border between Lisboa and Madrid / Sevilla airspace.

3. 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.

4. Sector Layout



4.1. Canarias

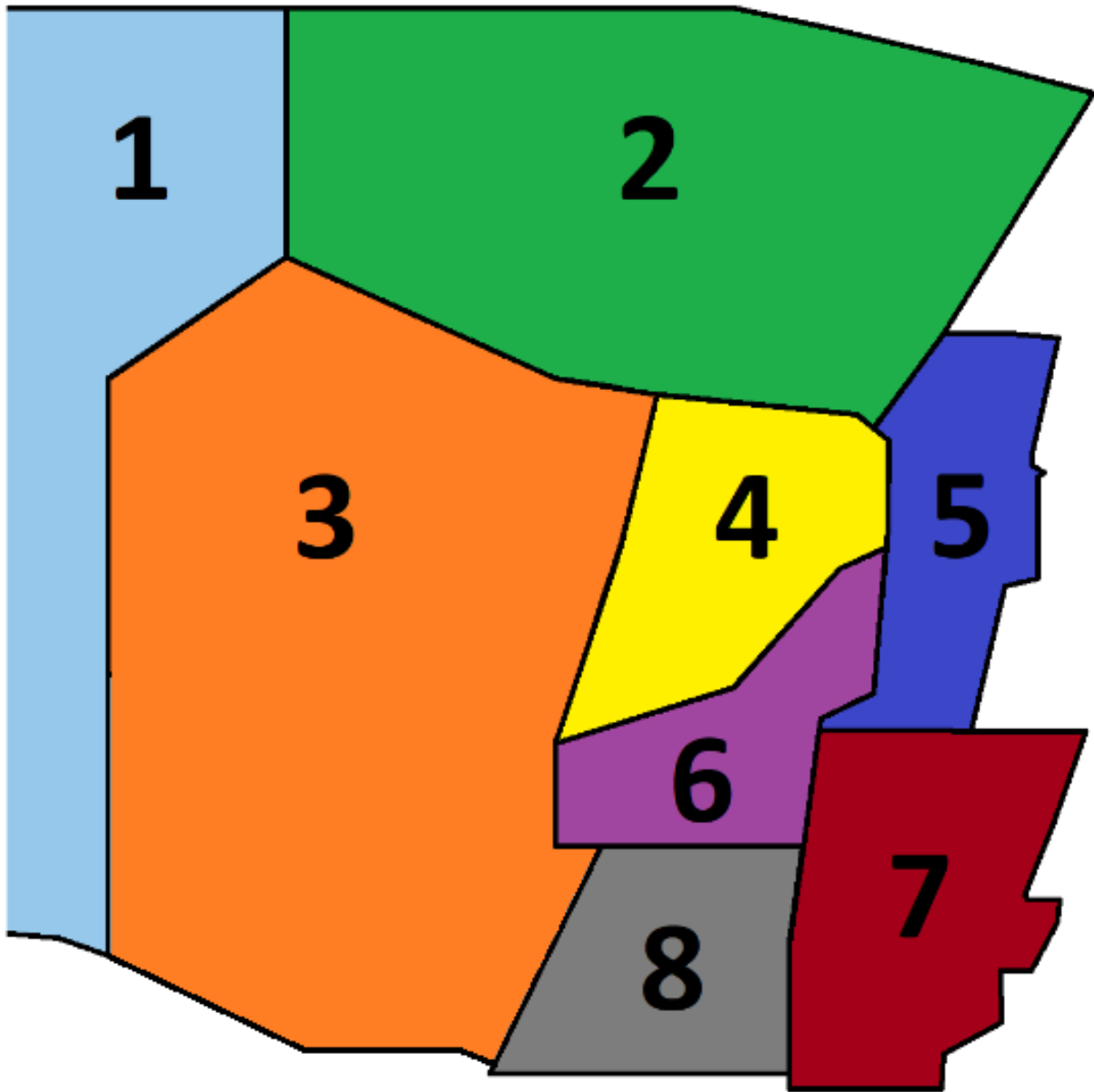
Position	Name	Frequency	Sector
GCCC_RW3_CTR	Canarias Control	126.500	5
GCCC_R6_CTR	Canarias Control	123.650	5
GCCO_CTR	Canarias Radio	130.950 - 8861 kHz	4

Check Canarias sectors in the following link: [sectors](#)

4.2. Portugal

Position	Name	Frequency	Sector
LPPC_I_CTR	Lisboa Control	132.255	3
LPPC_W_CTR	Lisboa Control	131.325	3
LPPC_CTR	Lisboa Control	125.550	3
LPPO_CTR	Santa Maria Radar	132.150	2
LPPO_1_FSS	Santa Maria Radio	124.850 - 5598 kHz	1 (SFC - FL365) and 2
LPPO_2_FSS	Santa Maria Radio	132.000 - 13306 kHz	1 (FL365 - UNL)
LPPO_FSS	Santa Maria Radio	132.075 - 8825 kHz	1 and 2

The positions that are above in the table have priority over those that are below



Below FL245 the horizontal limit between LECM/LECS and LPPC is the national border

4.3. Peninsular Spain

Position	Name	Frequency	Sector
LECM_SAI_CTR	Madrid Control	135.955	2
LECM_R1_CTR	Madrid Control	125.755	2
LECM_ZMI_CTR	Madrid Control	136.525	5
LECM_R2_CTR	Madrid Control	133.200	5
LECM_CTR	Madrid Control	132.980	2 and 5
LECS_NCS_CTR	Sevilla Control	132.675	7
LECS_CTR	Sevilla Control	133.350	7
LECM_ALL_CTR	Madrid Control	133.755	2, 5 and 7

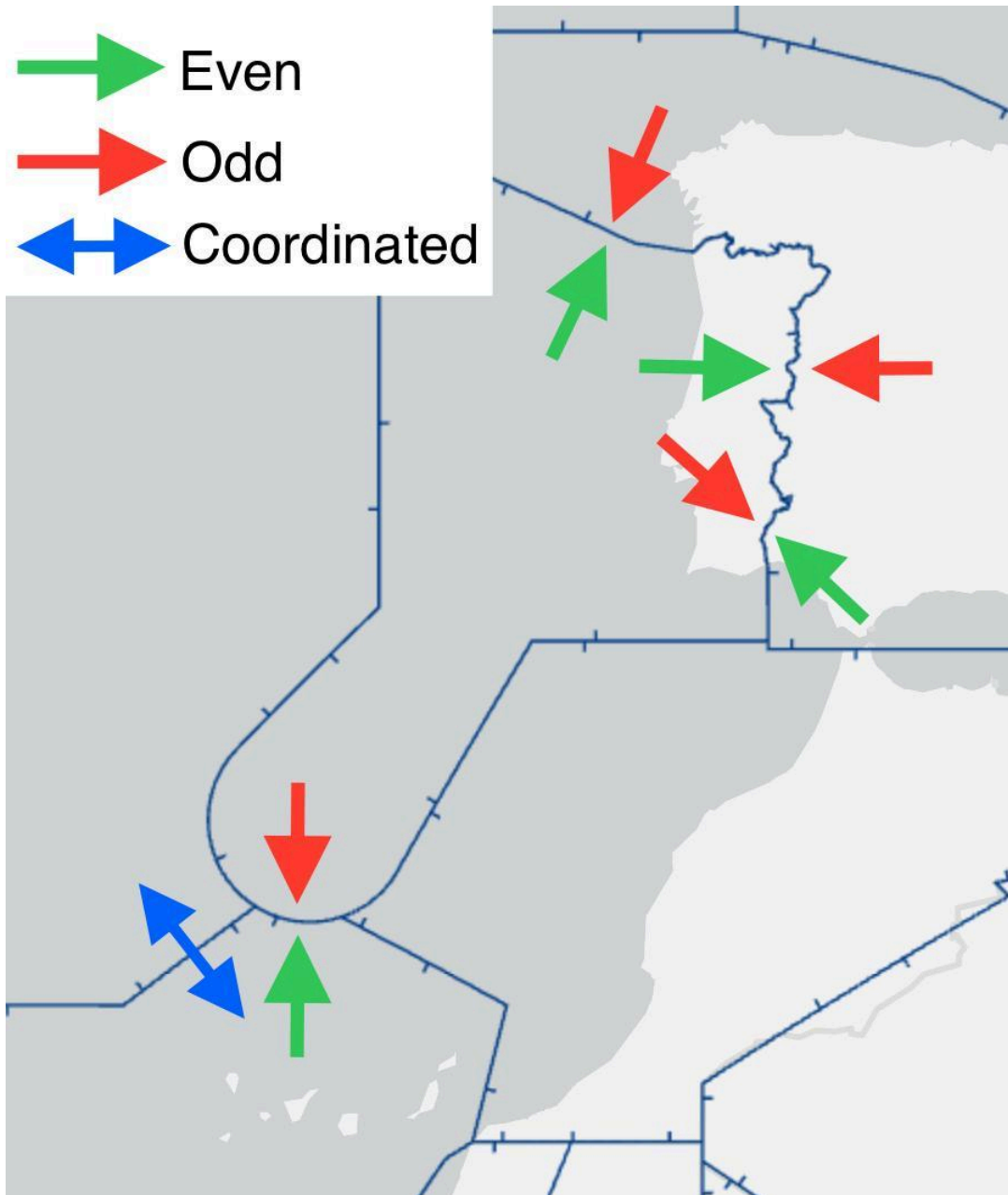
Check Spain sectors in the following link: [sectors](#)

4.4. Portugal

Position	Name	Frequency	Sector
LPPC_D_CTR	Lisboa Control	128.900	3
LPPC_W_CTR	Lisboa Control	131.325	3
LPPC_WU_CTR	Lisboa Control	124.350	3 (FL345 - UNL)
LPPC_CU_CTR	Lisboa Control	134.855	6 (FL345 - UNL)
LPPC_NU_CTR	Lisboa Control	127.255	4 and 6 (FL345 - UNL)
LPPC_N_CTR	Lisboa Control	132.305	4
LPPC_C_CTR	Lisboa Control	136.030	6
LPPC_S_CTR	Lisboa Control	132.705	8
LPPC_E_CTR	Lisboa Control	132.850	4, 6 and 8
LPPC_CTR	Lisboa Control	125.550	3, 4, 6 and 8
LPPO_1_FSS	Santa Maria Radio	124.850	1 (SFC - FL365)
LPPO_2_FSS	Santa Maria Radio	132.000	1 (FL365 - UNL)
LPPO_FSS	Santa Maria Radio	132.075	1

The positions that are above in the table have priority over those that are below

5. Cruising flight levels



Flights via UN741 may fly at an even or odd level.

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. Porto (LPPR)

Arrivals:

Via	RWY 35 (preferential)	RWY 17	Transfer Point	Remarks
ASPOR	ASPOR 6C	ASPOR 3T	10 NM before ASPOR	Cross FL250 20NM before ASPOR
MALIS	MAILS 5C	MALIS 5T	10 NM before MALIS	Cross FL250 20NM before MALIS

- Arrivals via ASPOR or MALIS shall be cleared for the STAR and transferred from LECG_APP to LPPR_U_APP or LPPR_APP on descent to FL130.
- 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, or RFL if lower, and transferred to Madrid, or Santiago if RFL is lower than 155.

6.2. Faro (LPFR)

Arrivals:

Via	RWY 28 (preferential)	RWY 10	Transfer Point
NIRAK	NIRAK 7A / FL100	N/A	10 NM before NIRAK to LPFR_APP
TUPIX	N/A	TUPIX 7C / FL130	10 NM before TUPIX to LPFR_APP

- Arrivals via NIRAK or TUPIX shall be cleared for the STAR by Sevilla or Madrid.
- Departures from Faro via NIRAK or TUPIX will be climbed to FL240, or RFL if lower, and transferred to Sevilla.

6.3. Vigo (LEVX)

Arrivals:

Via	RWY 19 (preferential)	RWY 01	Transfer Point
AGADO	FL140	FL140	10 NM before AGADO to LEST_APP
TURON	FL100	FL100	10 NM before TURON to LEST_APP

6.4. Santiago (LEST)

Arrivals:

Via	RWY 17 (preferential)	RWY 35	Transfer Point
TURON	FL140	FL140	10 NM before TURON to LEST_APP

7. Amendment History

Revision	Effective Date	Notes
1	31 July 2007	First publication.
2	28 June 2020	Update.
3	2 November 2023	Format, logos, names, sectors positions and procedures updated.
4	29 January 2024	Updated agreed levels, sector map and frequencies. Added limitation to vectoring close to borders and arrival instructions.
5	13 February 20204	Corrects LPPC_CU_CTR sector coverage.

This document has been created through collaborative efforts between the ATC Operations Departments of Spain vACC and Portugal vACC. It has undergone thorough review and received approval from:

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