

**LETTER OF AGREEMENT
BETWEEN SEVILLA ACC
AND GIBRALTAR ATC**

REVISION 2022/05 - EFFECTIVE 19 MAY 2022

Letter of Agreement – Sevilla ACC and Gibraltar ATC – Revision 2022/05

Effective 19 MAY 2022

DISTRIBUTION AND SCOPE

This letter of agreement (LoA) outlines the agreements between VATSIM UK and VATSPA for the provision of Air Traffic Control services at RAF Gibraltar.

EXCLUSION OF LIABILITY

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AMENDMENT HISTORY

Revision	Effective Date	Notes
2022/05	19 May 2022	Updated LECM sectorisation
2021/07	15 July 2021	Complete re-write and information update.
1	01 March 2007	First Publication

VALIDITY

This Letter of Agreement becomes effective 15 July 2021 (AIRAC 2021/07).

Agreed by:

- Jack Edwards – VATSIM UK – Operations Department
- Roger Puig – VATSPA – Operations Department
- Kieran Hardern – VATSIM UK – Operations Director
- Toni Monner – VATSPA – Director of Operations

SECTION 1 GENERAL

This LoA defines the co-ordination and hand over procedures to be applied between Gibraltar ATC and Sevilla ACC when providing Air Traffic Services. These procedures are supplementary to those specified in ICAO, VATSIM Regulations, inter-Division or inter virtual air traffic services provider's agreements and/or National documents.

If a translated version of this Letter of Agreement is available in any other language, when there is a difference in interpretation, the English version shall be the overriding authority.

SECTION 2 AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Airspace Structure and Classification within the Area of Common Interest

2.1.1 Sevilla ACC

Lateral limits: The limits of the area of responsibility correspond to the boundary of Madrid FIR as published in the AIP of the Kingdom of Spain.

Vertical limits: Up to FL660

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
Sevilla TMA	1000ft – FL145	E
Sevilla TMA	FL145 – FL245	C
Madrid UIR	FL245-FL660	C
Madrid UIR	FL660+	G

2.1.2 Gibraltar ATC

Lateral limits: The limits of the area of responsibility corresponding to the boundary of TMA Sevilla Area 4 and Area 5 as published in the AIP of the Kingdom of Spain.

Vertical limits: Up to FL245

Airspace Structure and Classification

Area	Vertical Limits	Airspace Classification
TMA Sevilla 4	1000ft-FL245	G
TMA Sevilla 5	1000ft-FL90	D

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2.2 Sectorisation

2.2.1 Sevilla ACC Sectors

The coverage priority (left to right) for Sevilla ACC at the interface with Gibraltar ATC is as follows:

LECS_CTR 133.350 MHz	LECM_ALL_CTR 133.750 MHz
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Note: Eurocontrol West (EURW-S_CTR) controls all Sevilla airspace above FL245 in the absence of local ATC.

2.2.2 Gibraltar ATC

Note: Although Gibraltar lies within the Madrid FIR it is not covered top-down by any CTR position.

2.2.2.1 Gibraltar Radar

LXGB_APP 123.300 MHz

Note: Gibraltar Radar is classified as a military approach position and therefore requires the VATSIM UK Military Approach (APC) endorsement to control.

2.2.2.2 Gibraltar Talkdown

LXGB_P_APP 130.400 MHz

Note: Gibraltar Talkdown is classified as a military talkdown position and therefore requires the VATSIM UK Military Approach (APC) endorsement, but does not require the talkdown (PAR) endorsement as PARs are not available at RAF Gibraltar.

2.2.2.3 Gibraltar Tower

LXGB_TWR 131.200 MHz

Note: Gibraltar Tower is classified as a military tower position and therefore requires the VATSIM UK Military Ground/Tower (ADC) endorsement to control.

SECTION 3 PROCEDURES FOR CO-ORDINATION

3.1 General Conditions for Acceptance of Flights

- a) Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route.
- b) Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by use of verbal co-ordination.
- c) If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- d) For any proposed deviation from the conditions specified in this LoA (e.g. COP, route or level) the transferring unit shall initiate an Approval Request using the appropriate software tool.
- e) The accepting ATS unit shall not notify the transferring ATS unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

3.2 ATS-Routes, Co-ordination Points and Level Allocation

Available ATS-routes, COPs to be used, and level allocation to be applied are described in the tables below.

Traffic is not typically transferred between Sevilla ACC and Gibraltar ATC in the cruise portion of flight therefore level allocation on airways is not relevant for this agreement.

3.2.1 Transfer of Control and Communication

3.2.1.1 Arriving Traffic to LXGB

IFR Aircraft inbound to Gibraltar should contact Gibraltar Radar to receive the current weather, runway in use, any met warnings, and any other relevant information.

On VATSIM, single pilot operations can make using two radios simultaneously quite difficult. Sevilla ACC shall endeavour to facilitate temporary frequency changes to Gibraltar Radar where required to allow receipt of the above information.

3.2.1.1.1 Verbal Estimates

On the VATSIM network, data is commonly exchanged between controllers electronically, therefore prior notification of arriving traffic by passing verbal estimates is normally not required. However, when required by Gibraltar ATC, Sevilla ACC shall provide arrival estimates at least 10 minutes prior to the coordination point.

The following information shall also be included:

- Callsign
- COP
- SSR Code
- ETA for COP
- Cleared Flight Level
- Any other applicable information

Gibraltar ATC shall read this information back in full.

3.2.1.1.2 Arrivals via PIMOS

Arriving traffic to LXGB shall be transferred at FL90 if cruise level is above FL85. Successive inbounds shall be transferred at FL90, 10 NM in trail, constant or increasing. Aircraft must be transferred in sufficient time for contact to be established before reaching PIMOS so that heading or holding instructions may be passed.

Coordination Point	Transfer of Control & Communications	Agreed FL
PIMOS	PIMOS	FL90

Note: Arriving traffic transferred prior to the coordination point is released for descent and turns.

PIMOS Contingency Procedure (Arrivals)

During events on VATSIM, traffic levels can exceed the normal capacity of LXGB. Exceptionally, holding at PIMOS and suspension of the standing agreement for inbounds may be required due to airfield capacity. Normally, each inbound not operating in accordance with the standing agreement would require individual coordination. On VATSIM, the following procedure is agreed to reduce the amount of individual coordination required.

Gibraltar Radar must coordinate with Sevilla ACC to activate this procedure as required using the phrase:

“PIMOS contingency procedure”.

Subsequent arriving traffic to LXGB must be transferred **level separated** (lowest FL90), 10 NM in trail, constant or increasing to facilitate possible holding. Traffic is still released for descent and turns on transfer of communications.

Note: Initially, when using the contingency procedure, holding may not be required.

Gibraltar ATC must notify Sevilla ACC when holding at PIMOS begins and subsequent arriving aircraft to LXGB must be provided with PIMOS hold details and instructions to hold at PIMOS by Sevilla ACC.

“H/PIMOS” should be entered in the scratchpad of arriving traffic once holding details and instructions have been acknowledged by the receiving aircraft.

Note: The PIMOS hold details described below **are not published** - aircraft must be notified of the details of the hold over R/T if holding is required.

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The following hold permits aircraft to proceed directly onto either the RNP Approach (Civil) for Runway 09 or 27.

Holding Area	Inbound Course	Direction of Turn	Holding Speed
PIMOS	235°	LEFT	ICAO Standard

Sevilla ACC shall delegate FL90-FL110 in the PIMOS hold to Gibraltar ATC to facilitate sequencing of arriving traffic. Arriving traffic is released for turns (to leave the hold) at FL90 and below.

Traffic holding at FL120 and above shall be retained by Sevilla ACC.

Note: The PIMOS contingency procedure also modifies the standing agreement for outbound traffic via PIMOS (see [PIMOS Contingency Procedure \(Departures\)](#)).

3.2.1.1.3 Arrivals via LINTO

Arriving traffic to LXGB shall be transferred at a level coordinated between Sevilla and Gibraltar ATC. This traffic is released for turns and descent on transfer.

3.2.1.2 Departing Traffic From LXGB

Prior to departure, Gibraltar ATC will obtain an enroute clearance from Sevilla ACC. Sevilla ACC will provide Gibraltar ATC with:

- ATC route clearance
- SSR code
- any other information that may affect the departing traffic

A release must be obtained for each departure from Sevilla ACC. Releases expire after 3 minutes. Traffic is transferred according to the coordinated clearance and is released for climb on transfer.

Coordination Point	Transfer of Control & Communications	Agreed FL
PIMOS	PIMOS	FL80
LINTO	LINTO	FL90

PIMOS Contingency Procedure (Departures)

During events on VATSIM, traffic levels can exceed the normal capacity of LXGB. Exceptionally, holding at PIMOS and suspension of the standing agreements for outbound traffic may be required.

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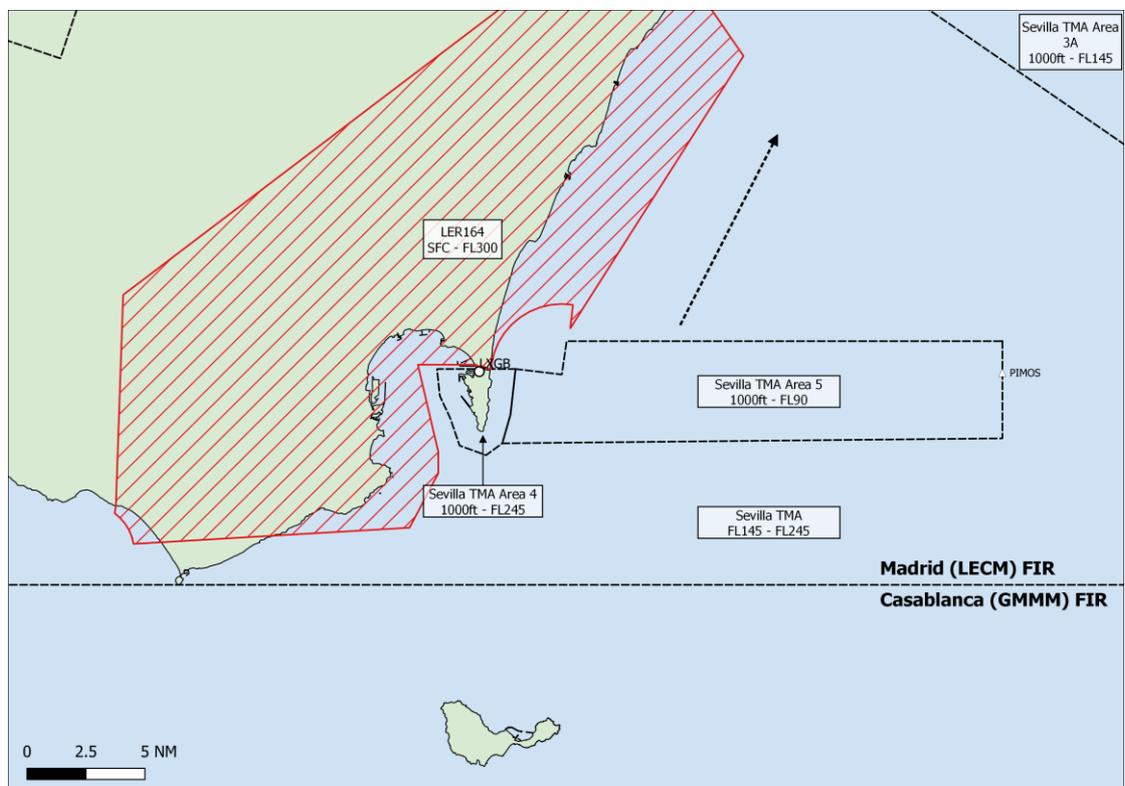
If the PIMOS contingency procedure has been activated (see [PIMOS Contingency Procedure \(Arrivals\)](#)), the standing agreement for departing traffic via PIMOS is modified as follows:

For departing northbound traffic with COP PIMOS, traffic must be transferred to Sevilla ACC:

- On a north-easterly heading,
- Climbing FL80;
- North of the 09/27 extended centreline;
- Min. 5NM west of the PIMOS hold;
- Clear of LER164 Restricted area.

Traffic transferred on a radar heading in accordance with this agreement is released for climb and turns on transfer of communications.

Figure 1 – Departures from LXGB with PIMOS Contingency Procedure Activated



SECTION 4 ATS SURVEILLANCE BASED CO-ORDINATION PROCEDURES

4.1 Transfer of Aircraft Identification

- a) Transfer of aircraft identification between Gibraltar ATC and Sevilla ATC is normally performed by transfer of the radar label.
- b) When discrete SSR codes are used for transfer of identification, they shall be assigned in accordance with ORCAM.
- c) Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
- d) The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.

4.2 Radar Co-ordination Procedures

4.2.1 General

Transfer of radar identification and transfer of radar control between Gibraltar ATC and Sevilla ATC will be subject to the serviceability of respective equipment used by controllers and the VATSIM data network sufficient for necessary information exchange. Additionally, two-way communication between the two facilities should be possible.

If it becomes necessary to reduce or suspend transfers of control, a 5-minute prior notification shall be observed, except in emergency situations.

4.2.2 Transfer of Radar Control

Transfer of radar control may be effected, after prior coordination, provided the minimum separation between the aircraft does not fall below 5 NM.

4.2.3 Transfer of Communications.

The transfer of communications shall take place not later than 5 NM, and not sooner than 5 minutes before the transfer of control point.

4.3 Separation Minima

4.3.1 Radar Separation

The following radar separation minima are to be applied:

- Gibraltar ATC: 5 NM
- Sevilla ACC: 5 NM