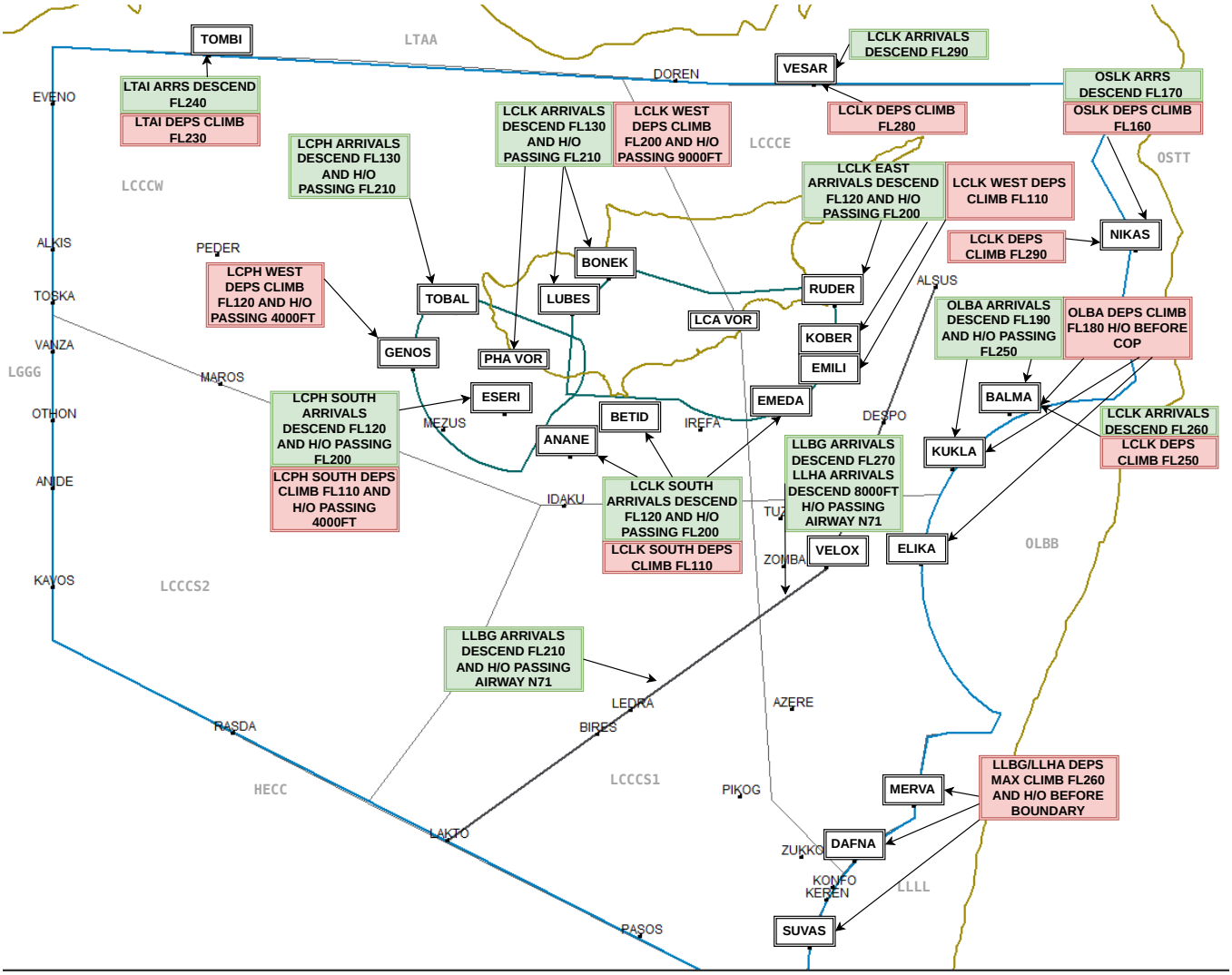
LCCC LOA CHART

v 1.2



STANDING INTERNAL AGREEMENTS	
LCCCS2/S1 WILL DESCEND INBOUND LCLK TRAFFIC FROM RASDA LAKTO PASOS TO FL210 AND HAND OFF THE TRAFFIC TO LCCCWL AS SOON AS PRACTICAL OR OTHERWISE COORDINATED	SOUTHBOUND DEP DCT RASDA LAKTO PASOS ANANE FROM LCLK WILL BE CLEARED BY LCCCWL TO FL200 AND LCCCWL SHALL REQUEST HIGHER OR H/O AS SOON AS PRACTICAL TO LCCCS2/S1
LCCCS2/S1 WILL DESCEND LCPH INBOUND TRAFFIC FROM RASDA LAKTO PASOS SUVAS TO FL210 AND HAND OFF THE TRAFFIC TO LCCCWL AS SOON AS PRACTICAL OR OTHERWISE COORDINATED	SOUTHBOUND DEP DCT RASDA LAKTO PASOS KAVOS FROM LCPH WILL BE CLEARED BY LCCCWL TO FL200 AND LCCCWL SHALL REQUEST HIGHER OR H/O AS SOON AS PRACTICAL TO LCCCS2/S1
INBOUND TRAFFIC TO LCPH VIA VELOX WILL BE CLEARED BY LCCCS1 TO FL220 AND H/O TO LCCCWL. OUTBOUND TRAFFIC TO VELOX SHALL BE CLEARED TO FL210 BY LCCCWL AND REQUEST HIGHER FROM LCCCS1. OUTBOUND/INBOUND TRAFFIC VIA EMEDA SHALL BE UNDER COORDINATION	LCCCS1 SHALL CLIMB UP TO FL320 WITHOUT PRIOR COORDINATION ALL TRAFFIC ENTERING LCCCS2 AIRSPACE. HIGHER SHOULD BE REQUESTED BY LCCS2
TRAFFIC INBOUND OLBA PASSING OVER LCA , LCCCW SHALL NOT DESCEND SUCH TRAFFIC BELOW FL330 BEFORE LCA VOR. LCCCE IS RESPONSIBLE FOR FURTHER DESCENT. WHEN LCCCEL (EAST LOW) SECTOR IS ONLINE THEN LCCCW SHALL CLEAR THE TRAFFIC TO DESCEND FL310 AS SOON AS CROSSES LCA VOR AND THEN H/O TO LCCCEL.	TRAFFIC INBOUND LTAI,LTBS,LGRP SHALL CROSS MAROS FL320. THIS IS IN FORCE ONLY WHEN LCCCWL (WEST LOW) SECTOR IS ONLINE.
LCCCEL SHALL CLEAR TRAFFIC OUTBOUND OLBA MOVING WESTBOUND UP TO FL300 WITHOUT COORDINATION. FOR HIGHER SHALL COORDINATE WITH LCCCW OR LCCWL. IN CASE THE FINAL LEVEL IS HIGHER THAN FL300 AND CAN BE REACHED BEFORE LCCCE SECTOR BORDERS THEN NO COORDINATION SHALL BE INITIATED.	LCCCE SHALL CLIMB THE OUTBOUND OLBA TRAFFIC MOVING SOUTHBOUND TO FL290 AND H/O THE TRAFFIC TO LCCCS1
LCCCS1 SHALL DESCEND THE INBOUND OLBA TRAFFIC TO FL300 AND H/O THE TRAFFIC TO LCCCEL	WHEN RWY 22 IS ACTIVE AT LCLK, TRAFFIC FROM TOMBI/EVENO/ALKIS/TOSKA SHOULD BE ROUTED VIA BONEK AND DEPARTURES SHOULD BE CLEARED VIA PHA WHEN RWY 04 IS ACTIVE AT LCLK TRAFFIC FROM TOMBI/EVENO/ALKIS/TOSKA SHOULD BE ROUTED VIA PHA AND DEPARTURES SHOULD BE CLEARED VIA BONEK
THE DIRECT ROUTE VESAR-RUDER SHOULD BE AVOIDED. ONLY UNDER COORDINATION BETWEEN LCLK_APP AND LCCCEL	THE ONLY RESPONSIBLE SECTOR TO DESCEND TRAFFIC INBOUND LLBG IS LCCCS1

SECTORS	FREQUENCIES
LCCC	124.205
LCCCW	125.505
LCCCWL	128.080
LCCCS1	128.605
LCCCS2	129.555
LCCCE	126.305
LCCCEL	127.080

FOR FLIGHT SIMULATION USE ONLY