LETTER OF AGREEMENT

between

Maghreb vACC **VATSIM Spain**

and

Agadir ACC **Canarias ACC**

Effective: **January 22nd 2026**

1. GENERAL

1.1 Purpose

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between the Area Control Centre of AGADIR and the Area Control Centre of CANARIAS when providing ATS to General Air Traffic (IFR/VFR).

These procedures are supplementary to those specified in ICAO, EUROCONTROL and/or National documents.

1.2 Operational Status

Both ATS Units shall keep each other advised of any changes in the operational status of the facilities and navigational aids which may affect the procedures specified in this Letter of Agreement.

2. AREAS OF RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows

2.1.1 AGADIR ACC

Lateral limits: AIP Maroc ENR 2.1.

Vertical limits: AIP Maroc ENR 2.1.

ICAO airspace classification for the area of responsibility of Agadir ACC along the common boundary of the areas of responsibility of Agadir ACC and Canarias ACC, is described in Annex B to this Letter of Agreement.

2.1.2 CANARIAS ACC

Lateral limits: AIP SPAIN ENR 2.1.

Vertical limits: AIP SPAIN ENR 2.1.

ICAO airspace classification for the area of responsibility of Canarias ACC along the common boundary of the areas of responsibility of Agadir ACC and Canarias ACC, is described in Annex B to this Letter of Agreement.

2.2 Areas for Cross Border Provision of ATS

Areas for cross-border provision of ATS defined with coordinating air traffic services units along the common boundary of the areas of responsibility of Agadir ACC and Canarias ACC are described in Annex B to this Letter of Agreement.

2.3 Special Provisions

Not applicable.

3. PROCEDURES

The procedures to be applied by ATS Unit 1 and ATS Unit 2 are detailed in the Annexes to this Letter of Agreement:

Annex A: Definitions and Abbreviations

Annex B: Area of Common Interest

Annex C: Exchange of Flight Data

Annex D: Procedures for Coordination

Annex E: Transfer of Control and Transfer of Communications

Annex F: ATS Surveillance Based Coordination Procedures

Annex G: Supplementary Procedures

Annex H: Checklist of Pages

These procedures shall be promulgated to the operational staff of the ATS units concerned.

4. REVISIONS AND DEVIATIONS

4.1 Revision of the Letter of Agreement

The revision of the present Letter of Agreement, excluding Annexes and their Appendices, requires the mutual written consent of the signatories.

4.2 Revision of the Annexes to the Letter of Agreement

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the representatives of the respective ATS units designated by the respective signatories.

4.3 Temporary Deviations

When necessary, the Supervisors of the ATS units concerned may introduce, by mutual agreement and for a period of time, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

4.4 Incidental Deviations

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

5. CANCELLATION

5.1 Cancellation by mutual agreement

Cancellation of the present Letter of Agreement by mutual written agreement of the respective Approving Authorities may take place at any time.

5.2 Cancellation without mutual agreement

Cancellation of this Letter of Agreement by either Approving Authority is possible at any time, provided that the cancelling party declares in writing its intention to cancel the Letter of Agreement with a minimum pre-notification time of [*period expressed in days]* before the date the cancellation is to take effect.

6. Interpretation and Settlement of Disputes.

Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement, or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to both of them.

Should no agreement be reached, each of the parties shall refer to a higher level of its national aviation administration, to which the dispute shall be submitted for settlement.

7. Validity.

This Letter of Agreement becomes effective, and supersedes all previous versions of this Letter of Agreement between Agadir ACC and Canarias ACC.

Agadir, January 22nd 2026

_____

1267995,
ACCMH1 vACC Director
Maghreb vACC

Gran Canaria, January 22nd 2026

_____

1495376,
ACCSP2 vACC Deputy Director
Spain vACC

Agadir, January 22nd 2026

_____

1238541,
ACCMHX vACC ATC Training Director
Maghreb vACC

Gran Canaria, January 22nd 2026

_____

1513609,
ACCSP57 vACC Documentation Asst.
Spain vACC

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ANNEX A.

Definitions and Abbreviations.

Effective: **January 22nd 2026**

A.1. Definitions.

A.1.1. **ATS Unit Area of Responsibility.**

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

A.1.2. **Area of Common Interest.**

A volume of airspace as agreed between 2 ATS Units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic coordination procedures.

A.1.3. **Coordination Point (COP).**

A geographical location that serves as a common reference for the coordination of the transfer conditions of a flight.

A.1.4. **Division Level (DL).**

The level dividing two super-imposed areas of responsibility for the provision of ATS.

A.1.5. **General Air Traffic (GAT).**

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

A.1.6. **Operational Air Traffic (OAT).**

All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

A.1.7. **Reduced Vertical Separation Minimum (RVSM).**

A vertical separation minimum of 300 m (1 000 ft) which is applied between FL 290 and FL 410 inclusive, on the basis of regional air navigation agreements and in accordance with conditions specified therein.

A.1.7.1. RVSM Approved Aircraft**.**

Aircraft that have received State approval for RVSM operations within the EUR RVSM airspace.

A.1.8. **Release.**

A.1.8.1. Release for Climb.

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

A.1.8.2. Release for Descent.

An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

A.1.8.3. Release for Turn.

An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45° before the transfer of control.

A.1.9. **State Aircraft.**

For the purposes of EUR RVSM and 8.33 kHz channel spacing, only aircraft used in military, customs or police services shall qualify as State aircraft.

A.2. Abbreviations.

ABI*	Advance Boundary Information (OLDI)	**G**AT*	General Air Traffic
ACI	Area of Common Interest	**I**CAO	International Civil Aviation Organization
ACT*	Activation Message (OLDI)	IFR	Instrument Flight Rules
AIP	Aeronautical Information Publication	**L**AM	Logical Acknowledge (message type designator)
AMC*	Airspace Management Cell	LoA*	Letter of Agreement
AoR*	Area of Responsibility	LOF*	Logon Forward Message (OLDI)
ATC	Air Traffic Control	MAC*	Message for Abrogation of Coordination (OLDI)
ATS	Air Traffic Services	MFC*	Multi Frequency Coding (telephone system)
ATSP*	Air Traffic Services Provider	NAN*	Next Authority Notified Message (OLDI)
CBA*	Cross Border Area	NM	Nautical Mile
CDR*	Conditional Route	OAT*	Operational Air Traffic
COP*	Coordination Point	OLDI*	On-Line Data Interchange
CPDLC	Controller-Pilot Data Link Communication	ORCAM	Originating Region Code Assignment Method
DCT	Direct Routing	PAC*	Pre-activation Message (OLDI)
DL*	Division Level	REV*	Revision Message
ETO	Estimated Time Over (significant point)	RTF	Radio Telephony
FDPS	Flight Data Processing System	RVSM	Reduced Vertical Separation Minimum
FIC	Flight Information Centre	SSR	Secondary Surveillance Radar
FIR	Flight Information Region	TSA*	Temporary Segregated Airspace
FMP*	Flow Management Position	**U**IR	Upper Flight Information Region
FRA*	Free Route Airspace	VFR	Visual Flight Rules

Note: Abbreviations marked with an * are non-ICAO abbreviations.

ANNEX B.

Area of Common Interest.

Effective: **January 22nd 2026**

B.1. Airspace Structure and Classification within the Area of Common Interest.

The Area of Common Interest (ACI) comprises the portion of airspace adjacent to each respective AoR, extending to 30 NM beyond the boundaries of the concerned AoR.

B.1.1. AGADIR ACC

Area	Vertical limits	Airspace Classification
Agadir ACC	FL460/UNL	G
	FL195/FL460	C
	MSL/FL195	G
	MEA/FL195(AWY)	E

B.1.2. CANARIAS ACC

Area	Vertical limits	Airspace Classification
UIR	FL660/UNL	G
	FL195/FL660	C
FIR	FL145/FL195	C
	SFC/FL145	G
Airways	FL145/FL660	C
	MEA FL095/FL145	D
	Advisory Routes MEA FL095//FL195	F

Note: ATS route within an airspace of higher classification (A, B, C or D) shall adopt the classification of the mentioned airspace.

B.2. Sectorisation within the Area of Common Interest.

The sectorisation within the ACI is shown in Appendix 1 of Annex B.

B.3. Special Areas within the Area of Common Interest.

Not applicable.

B.4. Other Areas

Not applicable.

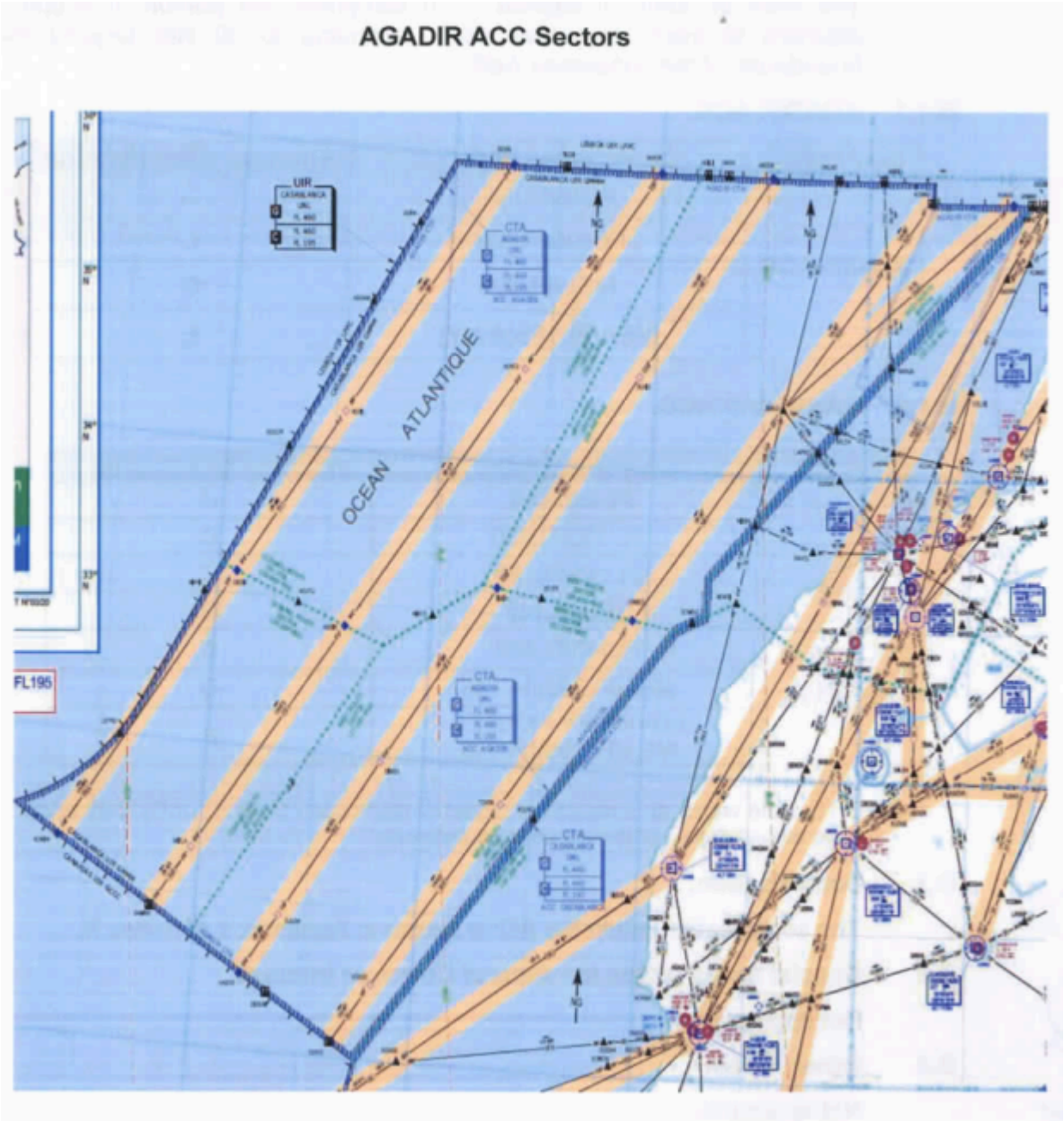
B.5. Non-published Coordination Points

Not applicable.

Appendix 1 of Annex B

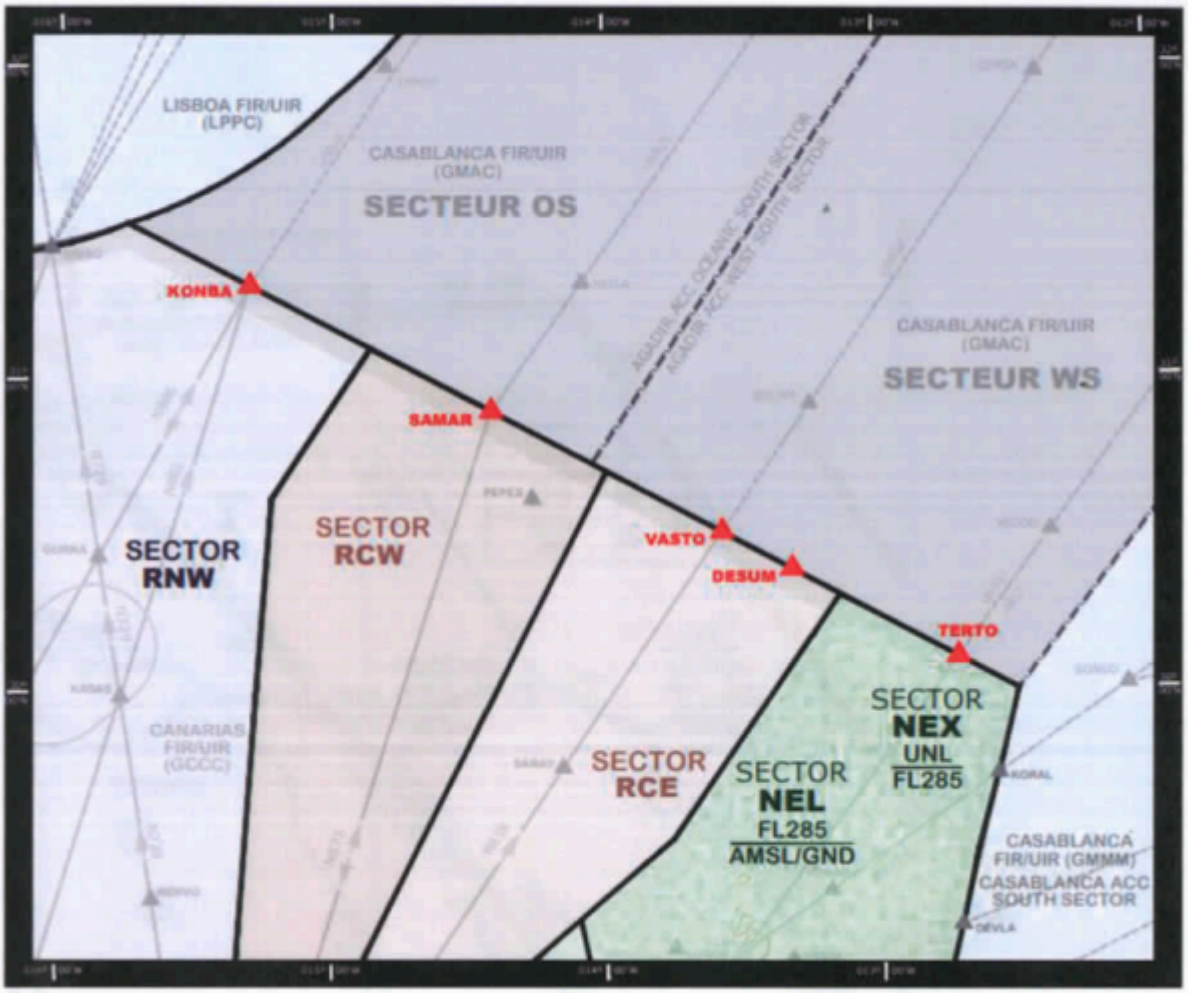
Sectorisation.

Effective: **January 22nd 2026**



FRA AGADIR ACC Sectors
(From 22h00 to 06h00)

CANARIAS ACC Sectors



ANNEX C.

Exchange of Flight Data.

Effective: **January 22nd 2026**

C.1. General.

C.1.1. Basic Flight Plans

Basic Flight Plan Data should normally be available at both ATS Units.

C.1.2. Current Flight Plan Data

If the accepting ATS unit does not have basic flight plan data available, additional information may be requested from the transferring ATS unit to supplement the information in the ACT message or in the verbal estimate.

C.1.3. Revisions.

Any significant revisions to the flight data are to be transmitted to the accepting ATS unit.

Time differences of **3 minutes or more** are to be exchanged.

Changes to the coordinated levels within **10 minutes of the ETO** for the transfer of control point are subject to an approval request.

C.1.4. Approval Requests.

Whenever the minimum time of 10 minutes for a verbal estimate, coordination shall be initiated.

C.2. Means of Communications and their Use.

C.2.1. Equipment.

The following lines are available between Agadir ACC and Canarias ACC:

Line Type	*Amount*	*Additional Information*
VCCS	As needed	Main coordination line.
Text message	As needed	Optional

C.2.2. Verbal Coordination.

Exchange of flight plan data, estimates and control messages by voice shall be carried out in accordance with the following tables:

C.2.2.1. Messages from Canarias ACC to Agadir ACC

Sector	COPs	Message	Position
West South	**VASTO DESUM TERTO**	Flight Plan Data Estimates Control Messages Expedite Clearances Approval Requests Revisions	VCCS Data line via text
Oceanic South	**KONBA SAMAR**		

C.2.2.2. Messages from Agadir ACC to Canarias ACC

Sector/COPs	Message	Position	Extension
NEX (NORTHEAST) NEL (NOTHEAST LOWER)*	**TERTO**	Flight Plan Data Estimates Control Messages Expedite Clearances, Approval Requests Revisions Flight Plan Data Other Coordination	VCCS Data line via text
NW (NORTHWEST	**KONBA SAMAR**		

- ***Notes:***
  - NEX sector FL290 or above.
  - NEL sector FL280 or below and including traffic destination GCRR descending to FL250.

C.3. Failure of Ground/Ground Voice Communications.

C.3.1. **Fall-Back Procedures for Coordination.**

In case of failure of the direct lines between the coordinating partners, coordination may be effected via:

a) Alternative coordination tools.

b) Auto-transfer;

c) Discord:

C.3.2. **Alternate Fall-Back Procedures for Coordination.**

In case of communications failure where the alternatives described in paragraph C.3.1 above are not available or practicable, pilots shall be instructed, at least 5 minutes prior to the transfer of control point, to pass flight data on the appropriate frequency of the accepting ATS unit for the purpose of obtaining an ATC entry clearance from the accepting ATS unit.

If the accepting ATS unit cannot issue an entry clearance to the pilot upon his initial contact, the pilot shall be instructed to inform the transferring ATS unit accordingly via RTF.

The transferring ATS unit shall hold the aircraft within its AoR and after a minimum of 10 minutes instruct the pilot to re-establish RTF contact with the accepting ATS unit.

This procedure shall be repeated until an onward clearance has been obtained from the accepting ATS Unit or an alternative clearance has been agreed with the pilot in command.

ANNEX D.

Procedures for Coordination.

Effective: **January 22nd 2026**

D.1. General Conditions for Acceptance of Flights.

D.1.1. **Reference Location**

Coordination of flights should take place by reference to the COP and in accordance with the conditions specified for the relevant ATS route or routing (see paragraphs D.2 and D.3).

D.1.2. **Level**

Flights are expected to be maintaining the coordinated level at the transfer of control point unless:climb or descend conditions have been clearly stated by use of crossing conditions by verbal or textual coordination, except if otherwise described in paragraphs D.2. or D.3.

D.1.3. **Accepting ATS unit conditions**

If the accepting ATS unit cannot accept the control of a flight on the terms proposed by the transferring unit in accordance with the conditions specified in D.2 or D.3, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.

D.1.4. **Approval requests**

For any proposed deviation from the conditions specified in this Annex (e.g. COP, route or level) the transferring unit shall initiate an Approval Request.

D.1.5. **Transfer of air-ground communications**

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 ATS unit shall notify the transferring ATS unit in the event that communication with the aircraft is not established as expected.

D.1.6. **8.33 kHz Channel spacing procedure**

Except for UHF-equipped State aircraft, both ATS Units shall ensure that all aircraft not equipped with 8.33 kHz channel spacing equipment are coordinated to operate below

- For Canarias (FL195).
- For Agadir (FL245)

The transferring ATS unit shall initiate an approval request for UHF-equipped exempted State aircraft before clearing these aircraft to enter the AoR of the accepting ATS unit.

D.2. FRA DCTs, ATS-Routes, Coordination Points and Level Allocation

Available ATS-routes, COPs to be used and level allocation to be applied, unless otherwise described in paragraph D.3, are described in the tables below.

D.2.1. **Flights from Agadir ACC to Canarias ACC**

ATS Route or DCT	COP/TCP	Flight Level Allocation	Special Condition
A857-UN857	**TERTO**	**ODD Flight Levels**	**10 NM separation (Note 1, Note 2, Note 3)**
UN873	**SAMAR**	**ODD Flight Levels**	**10NM separation (Note 1)**
UN866	**KONBA**	**ODD Flight Levels**	**10NM separation (Note 1)**

- ***Notes:***
  - Always provided that the speed of the first traffic is equal to or faster than the subsequent.
  - Traffic at FL280 or below (including traffic destination GCRR) shall be transferred at Frequency of NEL Sector and traffic at FL290 or above at frequency of NEX sector.
  - Traffic destination GCRR via TERTO can be vectored or cleared direct to PEPOM descending to **FL250** in trail with a minimum spacing of **10 NM** and speed control applied, this traffic should not cross the common border more than **15 NM west of TERTO**.

D.2.2. **Flights from Canarias ACC to Agadir ACC**

ATS Route or DCT	COP/TCP	Flight Level Allocation	Special Condition
N858	**VASTO**	**EVEN Flight Levels**	**10NM separation (Note 1)**
N873	**SAMAR**		**10NM separation (Note 1)**
N866	**KONBA**		**10NM separation (Note 1)**
NIL	**DESUM**		**10NM separation (Note 1, Note 2)**

- ***Notes:***
  - Always provided that the speed of the first aircraft is equal or faster than the subsequent.
  - Traffic departing from GCRR via DESUM shall not be cleared to climb above FL320.

D.3. Special Procedures.

In cases where RVSM will be suspended. Both Canarias ACC and Agadir ACC shall coordinate with regard to the flight levels appropriate for the transfer of traffic. Both ACC shall also coordinate applicable sector capacities with each other, as appropriate.

D.4. Coordination of Status of Special Areas in the Area of Common Interest.

Both ATS units shall keep each other advised on any changes of the activation times of CDRs and of activation times for the following special areas defined in the area of common interest:

D.5. FRA (Free Route Airspace) Operations

The FRA is implemented within Agadir CTA from 22h00 to 06h00 UTC between FL195 and FL460. The FRA is implemented within Canarias ACC (H24) between FL305 and FL660. FRA procedures are published in the AIP and RAD. Within MORFRA and HISPAFRA, the significant points at the common UIR boundary are considered as FRA horizontal entry/exit points

D.6. VFR flights

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

D.7. FRA significant points in the common UIR boundary

Morocco AIP

FRA Significant Point		
From Agadir CTA to Canarias FIR	EXIT(X)	TERTO, SAMAR, KONBA
From Canarias FIR to Agadir CTA	ENTRY(E)	VASTO, DESUM, SAMAR, KONBA

Spain AIP

FRA Significant Point		
From Agadir CTA to Canarias FIR	ENTRY(E)	TERTO
From Canarias FIR to Agadir CTA	EXIT(X)	VASTO, DESUM
From Canarias FIR/CTA and Agadir FIR/CTA to Canarias FIR/CTA and Agadir FIR/CTA	ENTRY AND EXIT(XE)	SAMAR, KONBA

ANNEX E.

Transfer of Control and Transfer of Communications.

Effective: **January 22nd 2026**

E.1. Transfer of Control.

The transfer of control takes place at the AoR-boundary, unless otherwise specified in paragraph E.3.

E.2. Transfer of Communications.

The transfer of communications shall take place not later than the transfer of control and as specified in paragraph E.3. unless otherwise coordinated.

E.3. Specific Points for Transfer of Control and Transfer of Communications.

ATS-Route or DCT	Transfer of Control Point	Transfer of Communications	
	COPs	To Canarias ACC	To Agadir ACC
N857	TERTO	129.1 MHz (1) Back up: 123.650 MHz	128.8 MHz Back up 131.500 MHz (4) 131.925 Mhz (5)
		128.975 MHz (2) Back up: 123.650 MHz (3)	
N858	VASTO	Not applicable	128.8 MHz Back up 131.500 MHz (4) 131.925 MHz (5)
N873	SAMAR	130.950 MHz Back up: 123.650 MHz (3)	124.5 MHz Back up 131.500 MHz (4) 131.925 Mhz (5)
N866	KONBA	126.5 MHz Back up: 123.650 MHz (3)	124.5 MHz Back up 131.500 MHz (4) 131.925 Mhz (5)
	DESUM	Not applicable	124.5 MHz (4) (5)

- (1) For Traffic above FL285.
- (2) For Traffic below FL285 (included traffic destination GCRR/GCFV)
- (3) Canarias Control frequency encompassing R6 volume.
- (4) Agadir Control frequency encompassing all GMAC volume. (131.500 MHz)
- (5) Casablanca Radar encompassing all GMMM volume (131.925 MHz).

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ANNEX F.

ATS Surveillance Based Coordination Procedures.

Effective: **January 22nd 2026**

F.1. General.

Transfer of identification and transfer of control between **Agadir ACC** and **Canarias ACC** is subject to the serviceability of the respective surveillance systems and two-way direct speech facilities between the controller working positions.

In case of any doubt about the identity of an aircraft, nothing in the provisions of this Annex prevents the use of other methods for the identification of an aircraft.

F.2. Transfer of Aircraft Identification.

Transfer of aircraft identification between Agadir ACC and Canarias ACC is normally performed by SSR code.

When discrete SSR codes are used for transfer for identification, they shall be assigned in accordance with ORCAM.

Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.

The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders.

F.3. Transfer of Control.

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

F.3.1. Vectoring along common AoR boundary

Except when transfer of control is to be effected, aircraft shall not be vectored closer than **5NM** from the limit of the airspace for which the radar controller is responsible, unless prior coordination between both Centres is effected.

F.3.2. Transfer of Control without systematic use of the bi-directional speech facilities (SilentTransfer of Control)

- Transfer of control may be effected without systematic of bi-directional speech facilities provided the minimum distance (constant or increasing) between successive aircraft about to be transferred is **10NM** constant or increasing.
- The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to the aircraft prior to its transfer and which modify its anticipated flight progress at the point of transfer.
- When using Mach-number speed control, pilots concerned shall be instructed to report their assigned Mach number to the accepting ATS Unit upon initial contact.

F.4. Reduced Longitudinal Separation.

Transfer of control of the aircraft on the same track or crossing tracks, whether at the same level, climbing or descending, may be effected provided that a minimum longitudinal separation of **3 minutes** exists between aircraft, the relevant aircraft are continuously flight path monitored and the transferring ATS Unit has ensured that the actual distance between the aircraft does not reduce to less than **20 NM**.

- The provisions above should be considered by the parties involved as alternative conditions for the transfer of control when the standardized conditions for the application of transfer of control are not met. In particular, these can be considered for situations when either the operational conditions (e.g., the distance between successive aircraft is not constant or increasing) or some technical conditions cannot be met (temporary failure or degradation of the bidirectional speech facilities).
    - Reference: ICAO EUR Regional Supplementary Procedures, Doc 7030/5 -EUR par 6.2.2.1.
- In the case where Agadir ACC or Canarias ACC is experiencing radar failure, procedural control separation minima shall be applied. These minima as well as the coordination procedures are contained in the Annex G.

Annex G

Supplementary Procedures

Effective:**January 22nd 2026**

G 1. Procedural Separation

The following separation shall be applied:

G.1.1 Longitudinal separation mínima with Mach number technique based on time.

Turbojet aircraft shall adhere to the Mach number approved by ATC and shall request ATC approval before making any changes thereto. If it is essential to make an immediate temporary change in the Mach number (e.g. Due to turbulence). ATC shall be notified as soon as possible that such a change has been made.

If it is not feasible, due to aircraft performance, to maintain the last assigned Mach number during en-route climbs and descents, pilots of aircraft concerned shall advise ATC at the time of the climb/descent request.

Provided that:

a) The aircraft.concerned have reported over the same reporting point and follow the same track or continuously diverging tracks until some other form

of separation is provided; or

b) If the aircraft have not reported over the same reporting point and it is possible to ensure, by radar or other means, that the appropriated time interval will exist at the common point from which they either follow the same track or continuously diverting tracks;

When Mach-number technique is applied, minimum longitudinal separation between turbojet aircraft on the same track, whether in the same level, climbing or descending flight shall be:

i) 10 minutes; or

ii) Between 9 and 5 minutes inclusive, provided:

The preceding aircraft is maintaining a Mach number greater than the following aircraft in accordance with the following table:

- 9 minutes, if the preceding aircraft is Mach 0.02 faster than the following aircraft;
- 8 minutes, if the preceding aircraft is Mach 0.03 faster than the following aircraft;
- 7 minutes, if the preceding aircraft is Mach 0.04 faster than the following aircraft;
- 6 minutes, if the preceding aircraft is Mach 0.05 faster than the following aircraft;
- 5 minutes, if the preceding aircraft is Mach 0.06 faster than the following aircraft.

G.1.2. When the 10 minutes longitudinal separation mínimum with Mach number technique is applied, the preceding aircraft shall maintain a Mach number equal to or greater than that maintained by the following aircraft.

Annex H

Checklist of Pages.

Effective: **January 22nd 2026**

Page	Date	Page	Date	Page	Date
1	22/01/26	B3	22/01/26	E1	22/01/26
2	22/01/26	B4	22/01/26	E2	22/01/26
3	22/01/26	B5	22/01/26	F1	22/01/26
4	22/01/26	C1	22/01/26	F2	22/01/26
A1	22/01/26	C2	22/01/26	G1	22/01/26
A2	22/01/26	C3	22/01/26		
A3	22/01/26	D1	22/01/26		
B1	22/01/26	D2	22/01/26		
B2	22/01/26	D3	22/01/26		