

# LETTER OF AGREEMENT

between

Maghreb vACC

VATSIM Spain

and

Casablanca ACC

Canarias ACC

Effective: **December 25th 2025**

## 1. GENERAL

### 1.1 Purpose

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Casablanca ACC and Canarias ACC when providing ATS to General Air Traffic (IFR/VFR) and/or Operational Air Traffic].

These procedures are supplementary to those specified in ICAO, European Union legislation, inter-State or inter air traffic services provider's agreements 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 CASABLANCA ACC

Lateral limits: AIP Maroc ENR 2.1.

Vertical limits: AIP Maroc ENR 2.1.

ICAO airspace classification for the area of responsibility of Casablanca ACC along the common boundary of the areas of responsibility of Casablanca 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 Casablanca 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 Provisions of ATS defined with co-ordinating air traffic services unit along the common boundary of the areas of responsibility of Casablanca ACC and Canarias are described in the Annex B to this letter of Agreement.

## **3. PROCEDURES**

The procedures to be applied by Casablanca ACC and Canarias ACC 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 Co-ordination

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 specified time period, 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 one month 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 on December 25th and supersedes all previous versions of this Letter of Agreement between Casablanca ACC and Canarias ACC.

Casablanca, December 25th 2025

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1267995,  
ACCMH1 vACC Director  
Maghreb vACC

Gran Canaria, December 25th 2025

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1495376,  
ACCSP2 vACC Deputy Director  
Spain vACC

Casablanca, December 25th 2025

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1238541,  
ACCMHX vACC ATC Training Director  
Maghreb vACC

Gran Canaria, December 25th 2025

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1513609,  
ACCSP57 vACC Documentation Asst.  
Spain vACC

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**ANNEX A.****Definitions and Abbreviations.**

Effective: **December 25th 2025**

**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 co-ordination procedures.

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

A geographical location that serves as 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.

<b>ABI*</b>	Advance Boundary Information (OLDI)	<b>GAT*</b>	General Air Traffic
ACI	Area of Common Interest	ICAO	International Civil Aviation Organization
ACT*	Activation Message (OLDI)	IFR	Instrument Flight Rules
AIP	Aeronautical Information Publication	LAM	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	<b>MAC*</b>	Message for Abrogation of Coordination (OLDI)
ATS	Air Traffic Services	MFC*	Multi Frequency Coding (telephone system)
ATSP*	Air Traffic Services Provider	<b>NAN*</b>	Next Authority Notified Message (OLDI)
<b>CBA*</b>	Cross Border Area	NM	Nautical Mile
CDR*	Conditional Route	<b>OAT*</b>	Operational Air Traffic
COP*	Coordination Point	OLDI*	On-Line Data Interchange
CPDLC	Controller-Pilot Data Link Communication	ORCAM	Originating Region Code Assignment Method
<b>DCT</b>	Direct Routing	<b>PAC*</b>	Pre-activation Message (OLDI)
DL*	Division Level	<b>REV*</b>	Revision Message
<b>ETO</b>	Estimated Time Over (significant point)	RTF	Radio Telephony
<b>FDPS</b>	Flight Data Processing System	RVSM	Reduced Vertical Separation Minimum
FIC	Flight Information Centre	<b>SSR</b>	Secondary Surveillance Radar
FIR	Flight Information Region	<b>TSA*</b>	Temporary Segregated Airspace
FMP*	Flow Management Position	<b>UIR</b>	Upper Flight Information Region
FRA*	Free Route Airspace	<b>VFR</b>	Visual Flight Rules

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

## Annex B

### Area of Common Interest.

Effective: **December 25th 2025**

#### A.3. 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 AoRs.

##### A.3.1. CASABLANCA ACC.

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

##### A.3.2. 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.

#### A.4. Sectorisation within the Area of Common Interest.

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



**A.5. Special Areas within the Area of Common Interest.**

Not applicable.

**A.6. Other Areas**

Not applicable.

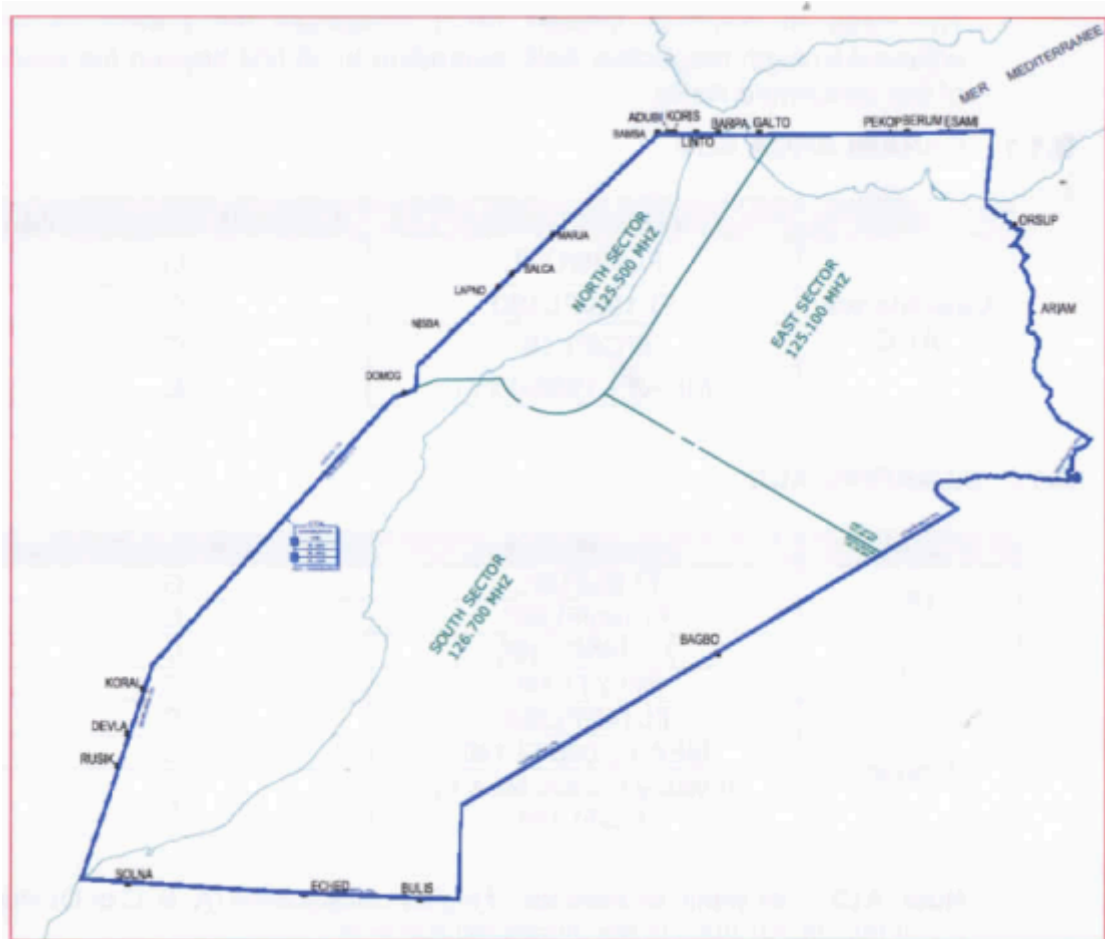
**A.7. Non-published Coordination Points.**

Not applicable.

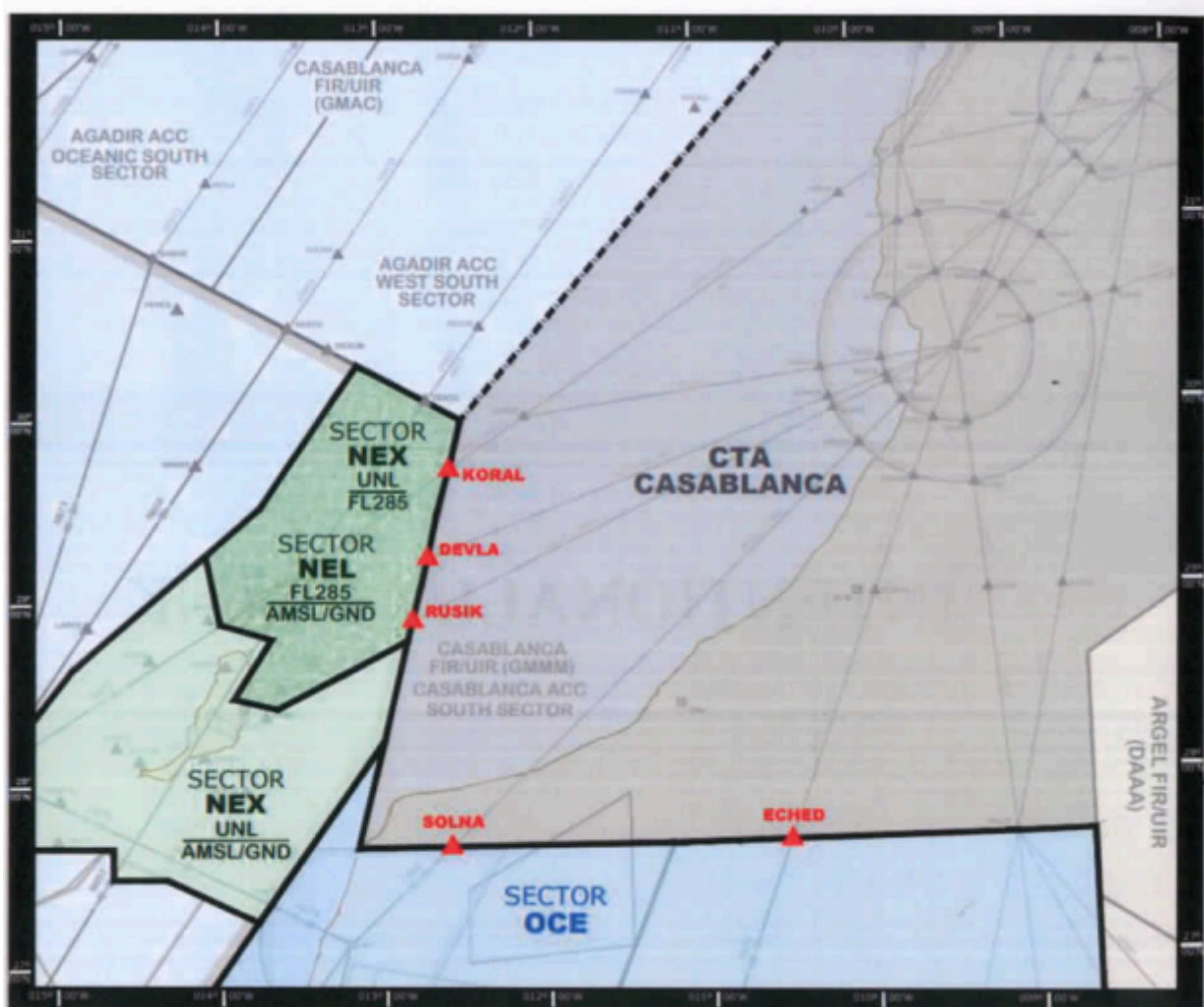
## Appendix 1 of Annex B

### Sectorisation.

#### Casablanca ACC Sectors.



## Canarias ACC Sectors



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## Annex C

### Exchange of Flight Data.

Effective: **December 25th 2025**

#### 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

Messages including current flight plan data, shall be forwarded by the transferring ATS unit to the accepting ATS unit either by automatic data exchange or by VCCS and/or text message to the appropriate sector/position.

##### C.1.2.1. Verbal Estimates.

A verbal estimate shall be passed to the appropriate sector at the accepting ATS unit **at least 10 minutes** prior, but **not earlier than 30 minutes before** the aircraft is estimated to pass the transfer of control point.

A verbal estimate shall contain:

a) Callsign.

**Note:** To indicate that the flight plan is available, the accepting ATS unit should state the aircraft type and the destination after having received its callsign.

b) SSR code:

**Note:** Normally, the notification of a SSR code indicates that the selection of that code by the aircraft was verified.

c) ETO for the appropriate COP as laid down in Annex D to this LoA.

d) Cleared level, specifying climb or descent conditions if applicable, at the transfer of control point.

Requested level if different from cleared level.

e) Other information, if applicable.

Normally, verbal estimates will not be passed in parallel with ACT messages. In all cases, verbally passed data shall take precedence over data exchanged automatically.

- When an automated message pertaining to a non-RVSM approved aircraft does not contain the filed flight plan information relevant to RVSM operations, the transferring ATS Unit shall supplement the verbal estimate to the accepting ATS Unit, using the phrase "NEGATIVE RVSM" or "NEGATIVE RVSM STATE AIRCRAFT", as applicable.
- When an RVSM approved aircraft is unable to continue to meet the vertical navigation accuracy required to operate within the EUR RVSM airspace, the transferring Centre shall inform the accepting Centre of that information by verbally supplementing the associated coordination message(s), using the term "UNABLE RVSM DUE EQUIPMENT" or "UNABLE RVSM DUE TURBULENCE", as applicable.

- When an aircraft is experiencing an in-flight contingency which impacts on RVSM operations, the transferring Centre shall verbally supplement associated coordination message(s) to the accepting Centre with description of the cause of the contingency (e.g. communications failure).

#### C.1.2.2. Failure of Automatic Data Exchange.

In the event of a failure which prevents the automatic transfer of data, the Controllers shall immediately decide to revert to the verbal exchange of estimates. After recovery from a system failure, the Supervisors shall agree as to when they will revert to automatic data exchange.

#### C.1.3. **Non-availability of Basic 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 or a verbal estimate.

Such additional information includes:

- Whether the aircraft is RVSM approved; and
- For non-RVSM approved aircraft, whether the aircraft is a State aircraft.
- Type of aircraft, DEP and DEST.
- Whether the aircraft is 8,33KHz channel spacing capability equipped

#### C.1.4. **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.

Changed to the co-ordinated levels within **10 minutes of the ETO for the TCP** are subject to of Approval Request

#### C.1.5. **Approval Requests**

Whenever the minimum time of ten (10) minutes for a verbal estimate cannot be met, either an expedite clearance request or an approval shall be initiated

### C.2. **Means of Communications and their Use.**

#### C.2.1. **Equipment.**

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

<i>Line Type</i>	<i>Amount</i>	<i>Additional Information</i>
VCCS	As needed	Main coordination line.
Text message	As needed	optional

#### C.2.2. **Verbal Co-ordination.**

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

#### C.2.2.1. Messages from Canarias ACC to Casablanca ACC.

Sector/COPs	Message	Tool
COPs	Flight Plan Data and Estimates	VCCS Data line via text
<b>KORAL</b> <b>SOLNA</b> <b>ECHED</b>	Control Messages, Expedite Clearances, Approval Requests and Revisions Surveillance Co-ordination Flight Plan Data and other Co-ordination	

#### C.2.2.2. From Casablanca ACC to Canarias ACC.

Sector/COPs	Message	Position	Extension
<b>NEX</b> <b>(NORTHEAST)</b> <b>NEL</b> <b>(NOTHEAST LOWER)</b>	<b>DEVLA</b> <b>RUSIK</b>	Flight Plan Data Estimates Control Messages Expedite Clearances, Approval Requests	VCCS Data line via text
<b>OCE</b> <b>(OCEANIC SECTOR)</b>	<b>SOLNA</b> <b>ECHED</b>	Revisions Flight Plan Data Other Coordination	

- **Notes:**

- NEX sector FL290 or above.
- NEL sector FL280 or below and including traffic destination GCRR and GCFV descending to FL210.

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

#### C.3.1. Fall-Back Procedures for Co-ordination.

In case of failure of the direct lines between the co-ordinating partners, co-ordination may be effected via:

- Alternative coordination tools.
- Auto-transfer;
- Discord:

#### C.3.2. Alternate Fall-Back Procedures for Co-ordination.

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 Co-ordination.**

Effective: **December 25th 2025**

**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 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.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 Casablanca (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, DCTs and COPs to be used and flight level allocation to be applied, unless otherwise described in paragraph D.3. are described in the following tables.

#### D.2.1. Flights from CASABLANCA ACC to ATS CANARIAS ACC.

ATS Route or DCT	COP/TCP	Flight Level Allocation	Special condition
G/UG850	DEVLA	ODD Flight Levels	10NM separation (note 1, note 2)
G849/UN869	RUSIK		10NM separation (note 1, note 3)
A/UA600	SOLNA		10 NM separation (note 1, note 4)
R/UR975	ECHED		10 minutes separation Below FL245

- **Note 1:** Always provided that the speed of the first traffic is equal to or faster than the subsequent.
- **Note 2:** Traffic destination **GCRR** via **DEVLA** will be descending to **FL210** without prior coordination, and transferred to NEL sector Frequency (see table in chapter E.3).
- **Note 3:** Traffic destination **GCFV** via **RUSIK** will be descending to **FL210** without prior coordination and transferred to NEL sector Frequency (see table in chapter E.3).
- **Note 4:** Verbal Coordination for traffic destination **GMMML** via **SOLNA**.

#### D.2.2. Flights from CANARIAS ACC to CASABLANCA ACC.

ATS Route or DCT	COP/TCP	Flight Level Allocation	Special Condition
N871	KORAL	EVEN FLIGHT LEVELS	10 NM separation (note 1, note 2)
L660	SOLNA		10NM separation (note 1)
T975	ECHED		10 minutes separation FL145/FL245

- **Note 1:** Always provided that the speed of the traffic is equal to or faster than the subsequent.
- **Note 2:** Traffic via KORAL will be climbing to even Flight Level coordinated via VCCS or text data line.

#### D.3. Special Procedures.

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

#### D.4. Co-ordination 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 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. FRA significant points in the common UIR boundary**

Morocco AIP

FRA Significant Point		
From Casablanca CTA to Canarias FIR	EXIT(X)	
From Canarias FIR to Casablanca CTA	ENTRY(E)	

Spain AIP

FRA Significant Point		
From Casablanca CTA to Canarias FIR	ENTRY(E)	RUSIK
From Canarias FIR to Casablanca CTA	EXIT(X)	KORAL
From Canarias FIR/CTA and Casablanca FIR/CTA to Canarias FIR/CTA and Casablanca FIR/CTA	ENTRY AND EXIT(XE)	SOLNA

## **D.7. 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 Status of Special Areas in the Area of Common Interest.

## **D.8. VFR flights**

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

**ANNEX E.****Transfer of Control and Transfer of Communications.**Effective: **December 25th 2025****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	
Casablanca ACC	Canarias ACC	COP	Canarias ACC	Casablanca ACC
UN871	<b>N871</b>	KORAL	Not applicable	126.7 MHz Back up: 131.925 MHz
G/UG850	—	DEVLA	128.975 MHz Back up: 123.650 MHz	Not applicable
G849/UN869	—	RUSIK	129.1 MHz (1) 128.975 MHz (2) Back up 123.650 MHz	Not applicable
A600/UL660	<b>L660</b>	SOLNA	133.0 MHz	Not applicable
UT975	<b>T975</b>	ECHED	133.0 MHz	126.7 MHz Back up 131.925 MHz

- (1) For Traffic above FL285
- (2) For Traffic below FL285 (included traffic destination GCRR/GCFV)

Whenever the accepting unit has not received the required report from an aircraft over the COP, it shall inform the transferring unit so that appropriate measures are agreed.

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**ANNEX F.****ATS Surveillance Based Co-ordination Procedures.**

Effective: **December 25th 2025**

**F.1. General.**

Transfer of identification and transfer of control between **Casablanca ACC** and **Canarias ACC** will be 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 **Casablanca ACC** and **Canarias ACC** is normally performed by SSR code.

With discrete SSR codes used for transfer of identification, they shall be assigned as requested and coordinated.

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.

- **Transfer of Control**

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

**F.2.1. Vectoring along common AoR boundary**

Except when transfer of radar is to be effected, aircraft shall not be vectored closer than **10NM** from the limit of the airspace for which the radar controller is responsible, unless prior coordination between both Centers is effected

**F.3. Transfer of Control without systematic use of the bi-directional speech facilities (Silent Transfer of Control):** transfer of control may be effected without systematic use of bi-directional speech facilities provided the minimum distance of **10 NM**.**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.

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**ANNEX G****Supplementary Procedures**

Effective: **December 25th 2025**

**G.1. Coordination with Casablanca ACC related to GMML and GMMH TWRs****G. 1. 1. Clearance departures:**

Casablanca ACC will relay from Canarias ACC the clearance departures to aircraft from the mentioned airports proceeding northbound, southbound or random.

**G. 1. 2. Arrivals**

Canarias ACC will inform Casablanca ACC, the estimates to GMML and GMMH in order to be relayed to the TWRs.

**G 2. Procedural Separation**

The following separation shall be applied:

**G.2.1** Longitudinal separation minima 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.2.2.** When the 10 minutes longitudinal separation minimum 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: **December 25th 2025**

Page	Date	Page	Date	Page	Date
1	25/12/25	B4	25/12/25	E1	25/12/25
2	25/12/25	B5	25/12/25	E2	25/12/25
3	25/12/25	C1	25/12/25	F1	25/12/25
A1	25/12/25	C2	25/12/25	F2	25/12/25
A2	25/12/25	C3	25/12/25	G1	25/12/25
A3	25/12/25	C4	25/12/25	G2	25/12/25
B1	25/12/25	D1	25/12/25		
B2	25/12/25	D2	25/12/25		
B3	25/12/25	D3	25/12/25		