

LETTER OF AGREEMENT

Portugal vACC	between	Spain vACC
Lisboa ACC	and	Canarias ACC

Effective: 25 December 2025

1 General.

1.1 Purpose.

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

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 Lisboa ACC.

Lateral limits: Lisboa FIR as described in AIP Portugal.

Vertical limits: SFC – UNL

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

2.1.2 Canarias ACC.

Lateral limits: Canarias FIR/UIR as described in AIP España

Vertical limits: SFC - UNL

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

3 Procedures.

- 3.1 The procedures to be applied by Lisboa 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 Co-ordination Procedures
Annex G: Supplementary Procedures

- 3.2 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, normally the Heads of Operations at the respective units.

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 of the present Letter of Agreement by mutual written agreement of the respective Approving Authorities may take place at any time.
- 5.2 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 30 days before the date the cancellation is to take effect.

6 Interpretation and Settlement of Disputes.

- 6.1 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.
- 6.2 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 25 December 2025, and supersedes the Letter of Agreement between Lisboa ACC and Canarias ACC dated 25 December 2025.

Lisboa, 25 December 2025

1096507,
ACCPT1 vACC Director
Portugal vACC

Canarias, 25 December 2025

1495376,
ACCSP2 vACC Deputy Director
Spain vACC

Lisboa, 25 December 2025

1110850,
ACCPT3 Lisboa FIR Operations Director
Lisboa ACC

Canarias, 25 December 2025

1558357,
ACCSP5 Operations Director
Canarias ACC

Annex A.

Definitions and Abbreviations.

Effective: 25 December 2025
Revised: 25 December 2025

A.1 Definitions.

A.1.1 ATS 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 Division Level (DL).

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

A.1.4 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.1.5 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.1.6 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.1.6.1 RVSM Approved Aircraft.

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

A.1.6.2 RVSM Entry Point.

The first reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after initial entry into EUR RVSM airspace, normally the first reference

point for applying a 300 m (1 000 ft) vertical separation minimum between RVSM approved aircraft.

A.1.6.3 RVSM Exit Point.

The last reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after leaving EUR RVSM airspace, normally the last reference point for applying a 300 m (1 000 ft) vertical separation minimum between RVSM approved aircraft.

A.1.7 **Release.**

A.1.7.1 Release for Climb.

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

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

A.1.7.2 Release for Descent.

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

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

A.1.7.3 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.

Note: The transferring unit/sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

A.1.8 **State Aircraft.**

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

A.2 Abbreviations.

ABI*	Advance Boundary Information (OLDI)	HISPAFRA*	Spanish Free Route Airspace Operations
		ICAO	International Civil Aviation Organization
ACI	Area of Common Interest		
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	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
CPDL C	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	UIR	Upper Flight Information Region
FRA*	Free Route Airspace	VCCS*	Voice Communication Control System
FRAL*	Free Route Airspace Lisboa	VFR	Visual Flight Rules
GAT*	General Air Traffic		

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

Annex B.

Area of Common Interest.

Effective: 25 December 2025

Revised: 25 December 2025

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

B.1.1 LPPC FIR.

Area	Vertical limits	Airspace Classification
LISBOA FIR OVER HIGH SEAS	UNL - FL055	C
	FL055 - SFC	G
FRAL	UNL - FL245	C
Upper Airways	FL245 - FL195	C
Lower Airways	FL195 - FL095	C

B.1.2 GCCC FIR/UIR.

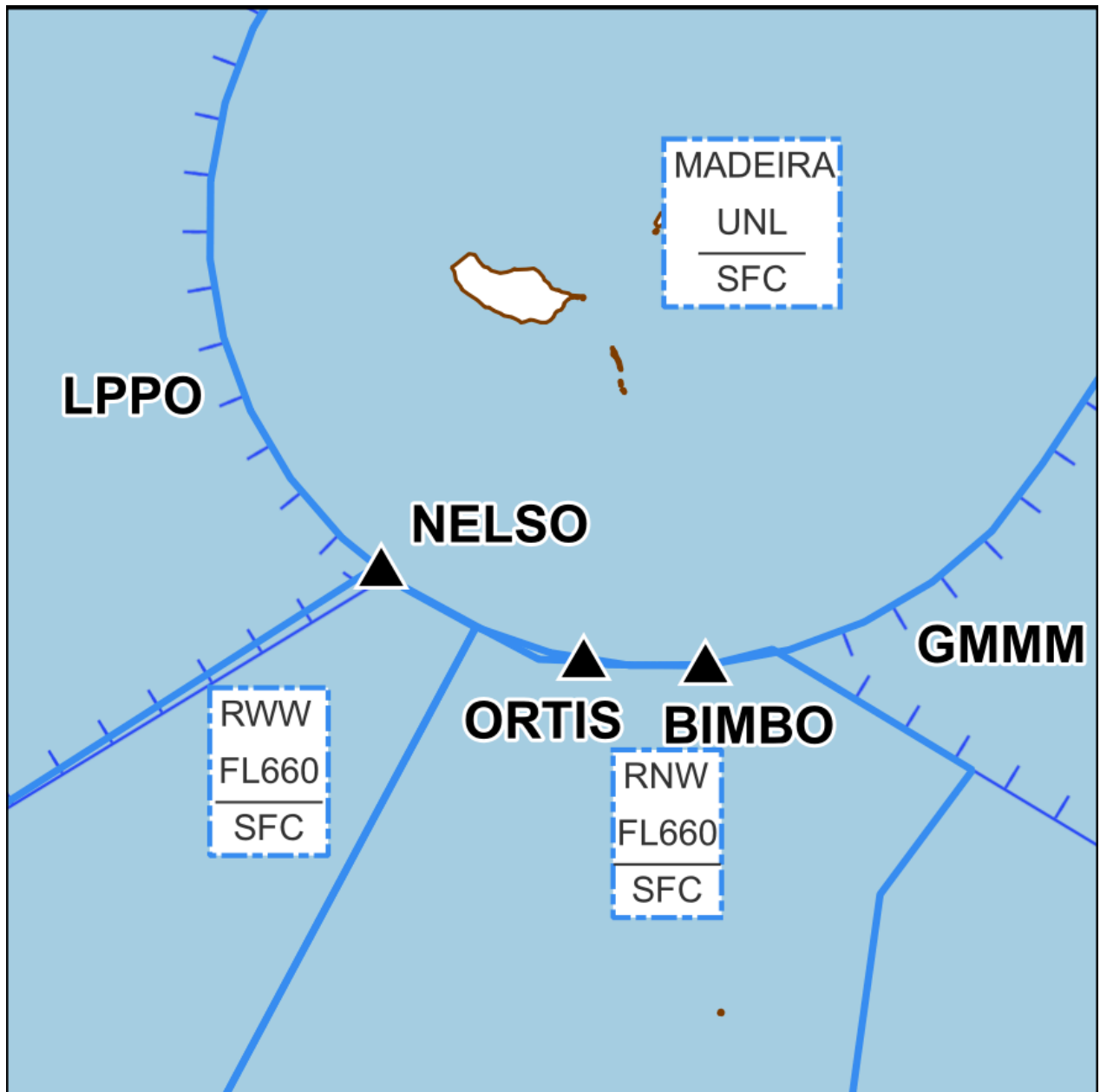
Area	Vertical limits	Airspace Classification
UIR	UNL - FL660	G
	FL660 - FL195	C
FIR	FL195 - FL145	C
	FL145 - SFC	G
HISPAFRA Cell 2	FL660 - FL305	C
Airways	FL660 - FL145	C
	FL145 - MEA	D

B.2 Sectorisation.

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

Appendix 1 of Annex B

Sectorisation.



Annex C.

Exchange of Flight Data. (with automatic data exchange)

Effective: 25 December 2025
Revised: 25 December 2025

C.1 General.

C.1.1 Current Flight Plan Data.

Current flight plan data shall be kept updated and representative of the current trajectory of the flight.

C.1.2 Revisions.

Changes to the co-ordinated levels within 3 minutes of the ETO for the transfer of control point are subject to an Approval Request.

C.2 Means of Communications and their Use.

C.2.1 Equipment.

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

- Automated coordination messages;
- Private message.

C.2.2 Verbal Co-ordination.

Verbal communications shall be conducted in the English language.

Annex D.

Procedures for Co-ordination.

Effective: 25 December 2025

Revised: 25 December 2025

D.1 General Conditions for Acceptance of Flights.

- D.1.1 Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the conditions specified for the relevant route (see paragraph D.2).
- D.1.2 Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point.
- D.1.3 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 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 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.

D.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.

D.2.1 Flights from Lisboa ACC to Canarias ACC.

ATS-Route	COP	Level Allocation	Special Conditions
FRAL ATS Routes	ORTIS	Odd	
	NELSO	All	

D.2.2 Flights from Canarias ACC to Lisboa ACC.

ATS-Route	COP	Level Allocation	Special Conditions
HISPAFRA Cell 2 ATS Routes	BIMBO	Even	

D.3 VFR flights

Both Units shall keep each other advised on any known relevant VFR flight.

Annex E.

Transfer of Control and Transfer of Communications.

Effective: 25 December 2025

Revised: 25 December 2025

E.1 Transfer of Control.

The transfer of control takes place at the AoR-boundary.

E.2 Transfer of Communications.

The transfer of communications shall take place not later than the transfer of control point, and not sooner than 5 minutes before the transfer of control and as specified, unless otherwise co-ordinated.

When Controller-Pilot Data Link Communications (CPDLC) is used in both ATS units, the transfer of CPDLC shall commence concurrently with the transfer of voice communications.

Annex F.

ATS Surveillance Based Co-ordination Procedures.

Effective: 25 December 2025

Revised: 25 December 2025

F.1 General.

- F.1.1 Transfer of identification and transfer of control between Lisboa ACC and Canarias ACC will be subject to the serviceability of the respective surveillance systems.
- F.1.2 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.

- F.2.1 Transfer of aircraft identification between Lisboa ACC and Canarias ACC is normally performed by notification of the aircraft discrete SSR code.
- F.2.3 Any change of SSR code by the accepting ATS Unit may only take place after the transfer of control point.
- F.2.4 The accepting ATS Unit shall be notified of any observed irregularity in the operation of SSR transponders or ADS-B transmitters.

F.3 Transfer of Control.

- F.3.1 If it becomes necessary to reduce or suspend transfers of control, a 5 minutes prior notification shall be observed, except in emergency situations.
- F.3.2 If the downstream sector has notified that it is closing, will close at a certain time, or is “breaking” (.break function active), transfers should instead be done to the sector that will substitute it, or UNICOM, starting at 5 minutes before the announced time of closing, or immediately otherwise.
- F.3.3 Except when transfer of control is to be effected, aircraft should not be vectored closer to the common AoR boundary than 10 NM.
- F.3.4 **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 between successive aircraft about to be transferred is 10 NM and constant or increasing.

- F.3.4.1 The transferring controller shall inform the accepting controller of any level, speed or vectoring instructions given to aircraft prior to its transfer and which modify its anticipated flight progress at the point of transfer.

Note: 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.

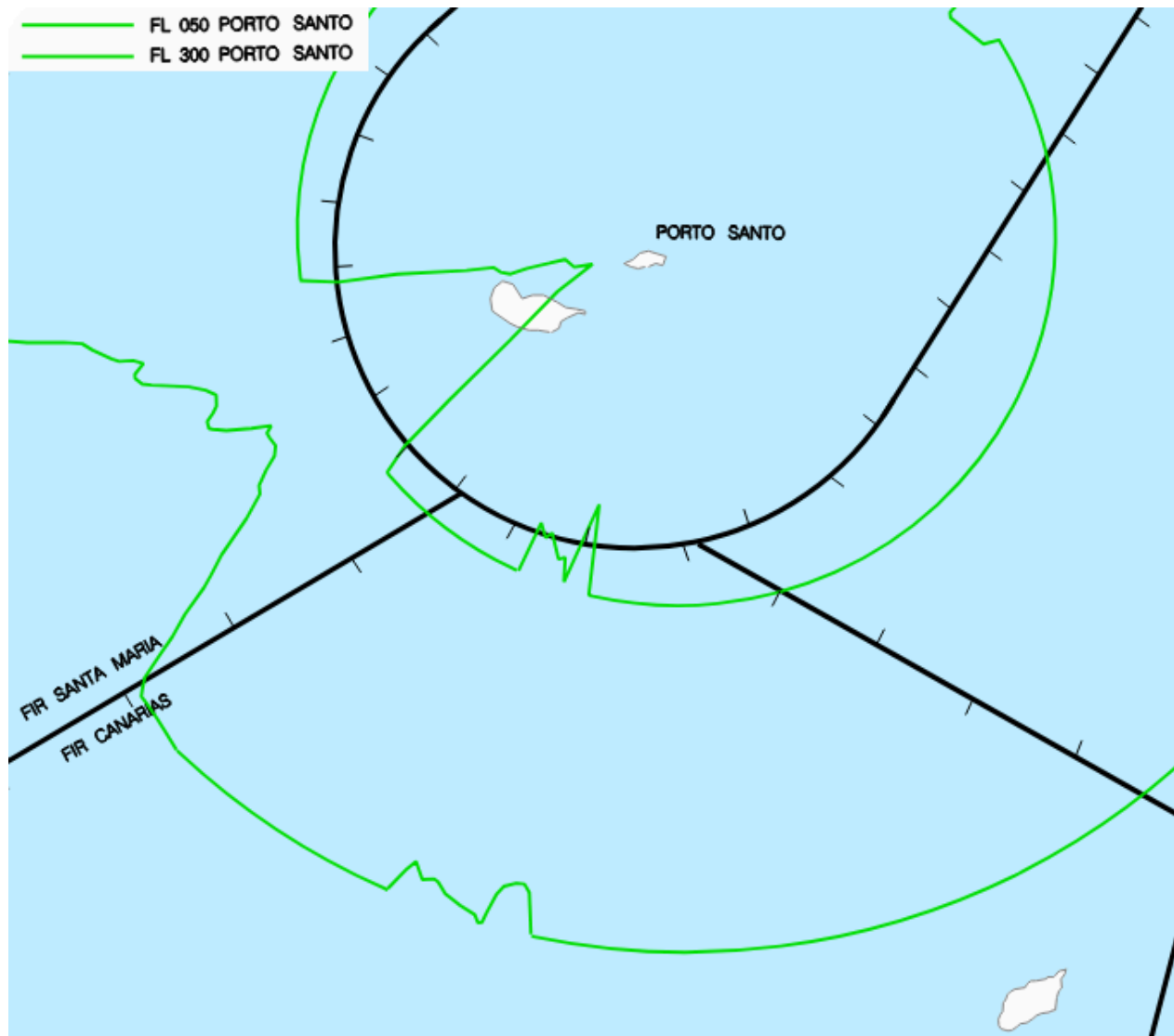
- F.3.4.2 The accepting controller may terminate the silent transfer of control at any time, normally with an advance notice of 5 minutes.

F.4 Reduced Longitudinal Separation.

- F.4.1 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.

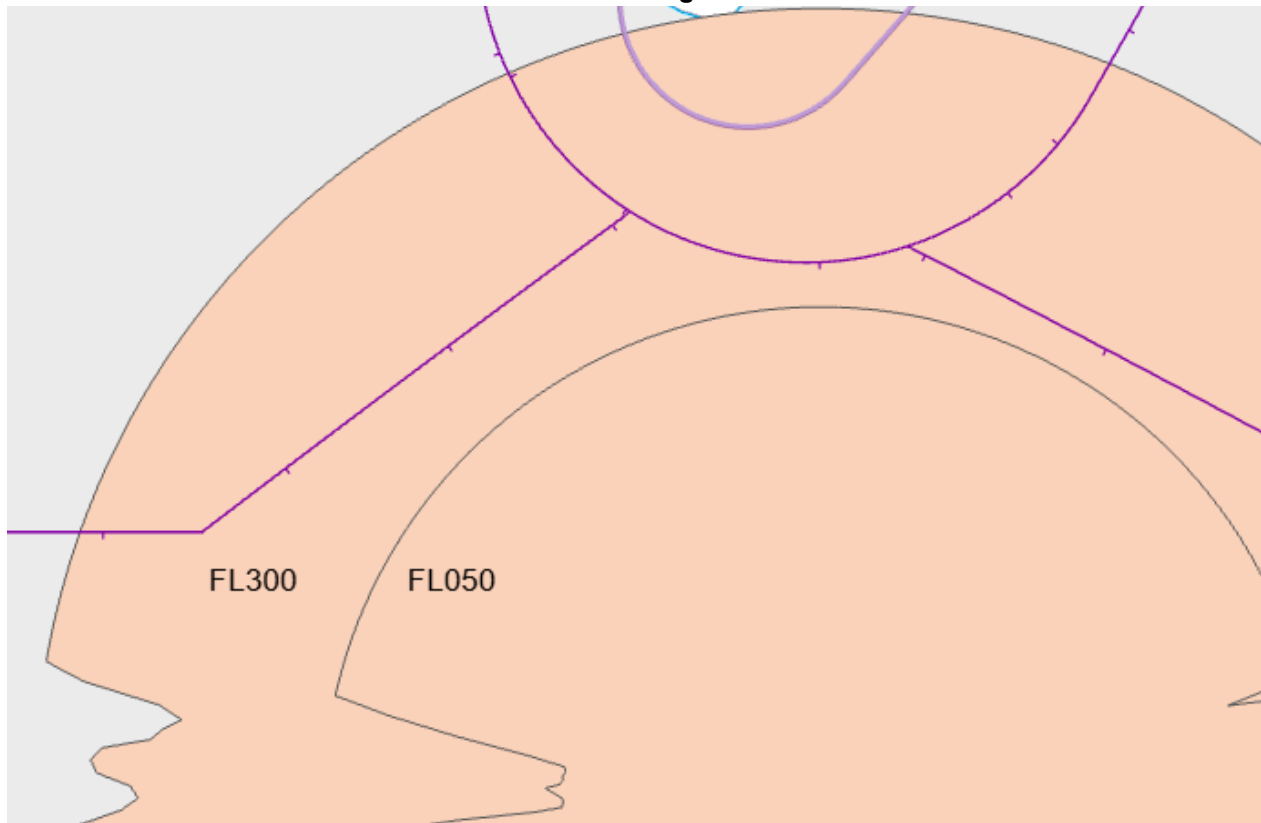
Appendix 1 to Annex F.

ATS Surveillance Coverage - Lisboa FIR



Appendix 2 to Annex F.

ATS Surveillance Coverage - Canarias FIR



Annex G.**Supplementary Procedures**

Effective: 25 December 2025
Revised: 25 December 2025

G.1. SECTOR OWNERSHIP

Sector ownership is defined in Appendix 1 of Annex G. When multiple positions are connected, the sector shall be owned by the position higher in the table.

**Appendix 1 to Annex G.
Sector Ownership.****Lisboa ACC**

Sector	Position	Frequency	CPDLC logon
MADEIRA SECTOR	LPPC_I_CTR	132.255	LPZI
	LPPC_O_CTR	128.900	LPZD
	LPPC_CTR	132.850	LPPC

Canarias ACC

Sector	Position	Frequency	CPDLC logon
RWW and RNW	GCCC_RW3_CTR	126.500	CRW3
	GCCC_R6_CTR	123.650	CCR6