

LETTER OF AGREEMENT

between

VATSIM Spain

Portugal vACC

and

Canarias ACC

Santa Maria OAC

Effective: **January 22nd 2026**

1. GENERAL

1.1 Purpose

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between **Canarias ACC** and **Santa María OAC** 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 Canarias ACC

Lateral limits: see AIP España, ENR 2.1-4

Vertical limits: see AIP España, ENR 2.1-4

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

2.1.2 Santa Maria OAC

Lateral limits: see AIP Portugal, ENR 2.1.5

Vertical limits: see AIP Portugal, ENR 2.1.5

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

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 specified 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 **6 months** 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 Canarias ACC and SANTA MARIA OAC..

Gran Canaria, January 22nd 2026

Santa Maria, January 22nd 2026

1495376 - ACCSP2
vACC Deputy Director
Spain vACC

1096507 - ACCPT1
vACC Director
Portugal vACC

Gran Canaria, January 22nd 2026

Santa Maria, January 22nd 2026

1513609 - ACCSP57
vACC Documentation Asst.
Spain vACC

1058098 - ACCPT3A
Santa Maria FIR Operations Director
Portugal vACC

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 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.

Note: The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

A.1.8.2. Release for Descent.

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

Note: The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

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.

Note: The transferring unit remains responsible for separation within its Area of Responsibility unless otherwise agreed.

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.1.10. Free Route Airspace (FRA)

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

A.2. Abbreviations.

ABI	Advance Boundary Information	ICAO	International Civil Aviation Organization
ACC	Air Control Centre	IFR	Instrument Flight Rules
ACI*	Area of Common Interest		
ACT	Activation Message	LAM	Logical Acknowledge Message
AIP	Aeronautical Information Publication	LoA*	Letter of Agreement
AoR*	Area of Responsibility		
ATC	Air Traffic Control	MEA	Minimum En route Altitude
ATS	Air Traffic Services		
		NM	Nautical Mile
COP*	Coordination Point	OAT*	Operational Air Traffic
CPDLC	Controller-Pilot Datalink Communications	OLDI	On-line Data Interchange
DFL*	Division Flight Level		
ETO	Estimated Time Over Significant Point	REV	Revision Message
		RTF	Radio Telephony
FIC	Flight Information Centre	RVSM	Reduced Vertical Separation Minimum
FIR	Flight Information Region		
FMP*	Flow Management Position	SSR	Secondary Surveillance Radar
FRA	Free Route Airspace		
		UIR	Upper Flight Information Region
GAT	General Air Traffic		
HF	High Frequency	VFR	Visual Flight Rules
		VHF	Very High Frequency
		VCCS*	Voice Communication System

**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.**B.1.1. FIR/UIR Canarias.**

Area	Vertical limits	Airspace Classification
CANARIAS UIR	UNL/FL660	G
CANARIAS UIR	FL660/FL195	C
CANARIAS FIR	FL195/FL145	C
CANARIAS FIR	FL145/SFC/MSL	G

B.1.2. FIR/UIR Santa Maria

Area	Vertical limits	Airspace Classification
SANTA MARIA OCA	GND/MSL /FL55	G
SANTA MARIA OCA	FL55/UNL	A

B.2. Sectorisation

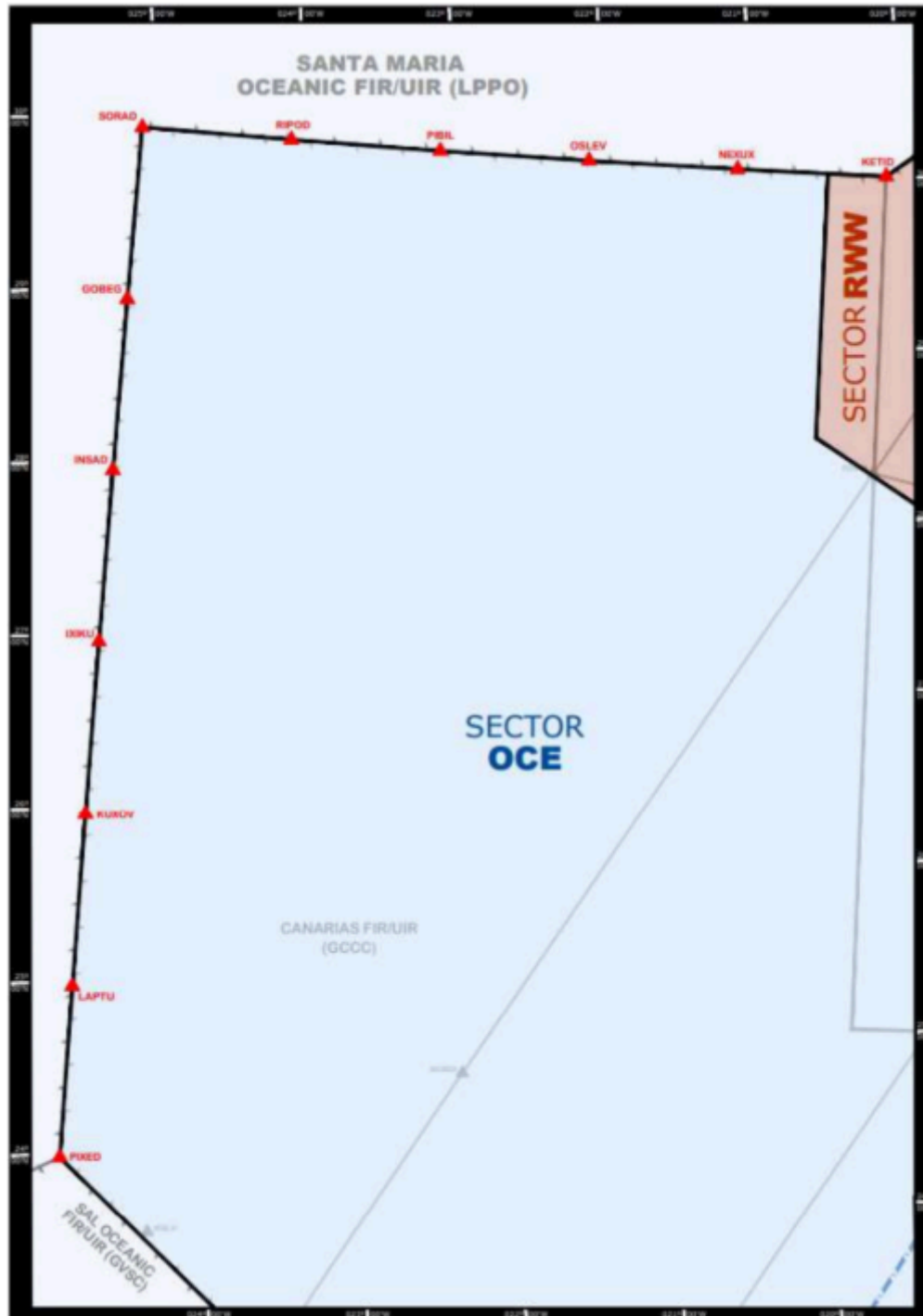
The sectorisation within the ACI is shown in Appendix 1 and 2 of Annex B.

B.3. ACI

The ACI is defined by 30 NM from the common boundary.

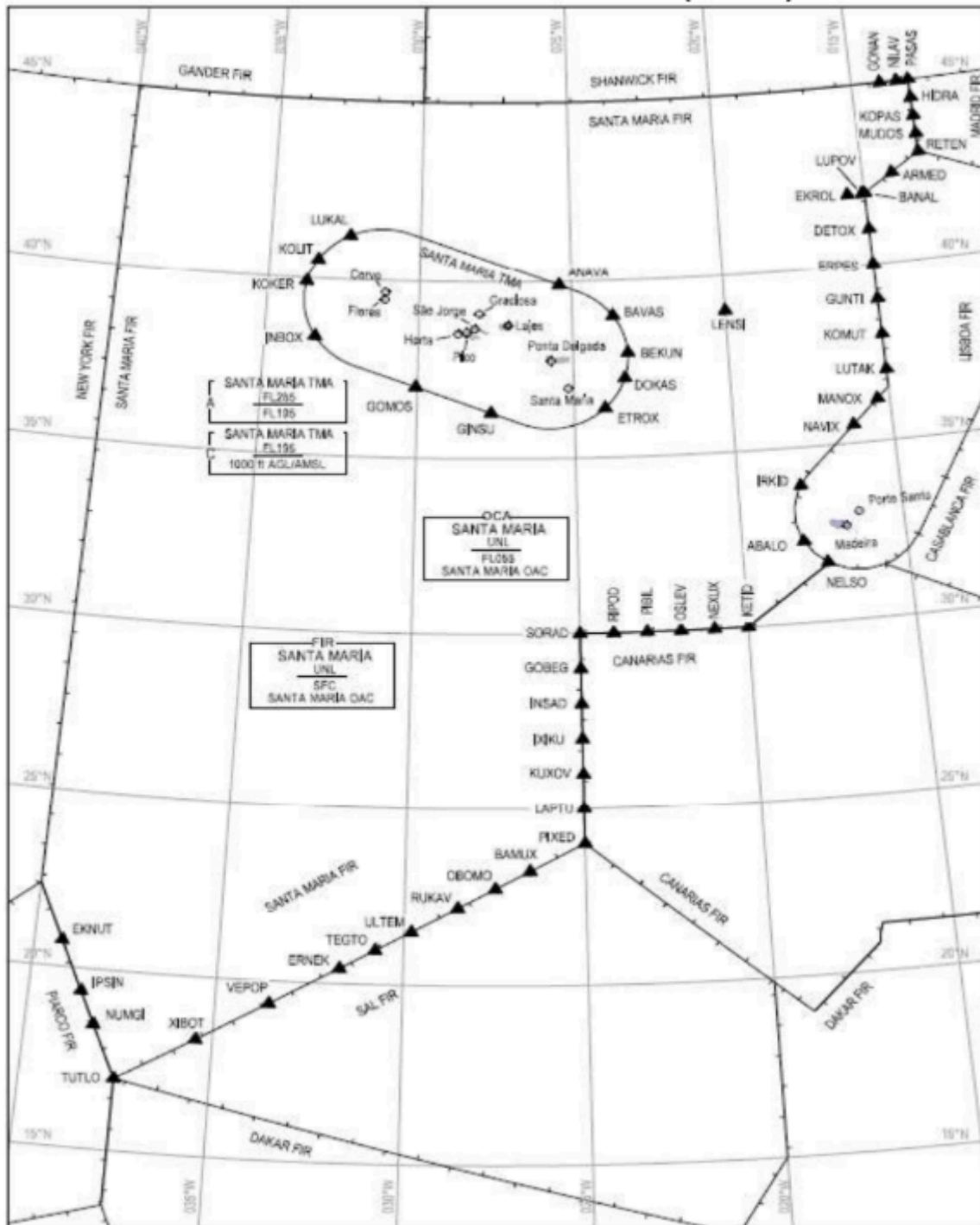
Appendix 1 of Annex B

Canarias ACC
FIR/UIR ACI



Appendix 2 of Annex B

Santa Maria OAC AIR TRAFFIC SYSTEM SANTA MARIA OCEANIC FIR (LPPO)



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 Centres.

C.1.2. Current Flight Plan Data

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

C.1.2.1. Automatic Data Exchange

Messages are exchanged between the two ATS units automatically. System Coordination is possible, and replaces verbal coordination.

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 cannot be met, verbal coordination shall be initiated.

C.2. Means of Communications and their Use.

C.2.1. Equipment.

The following lines are available between Santa Maria OCA and Canarias ACC:

<i>Line Type</i>	<i>Amount</i>	<i>Additional Information</i>
VCCS	1	Main coordination line
Text message	1	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 SANTA MARIA OAC

Receiving Sector /COPS	Message	Position	Extension
SANTA MARIA OCA SECTOR	Flight Plan Data Estimates Control Messages Expedite Clearance Requests Revisions	OCA	VCCS Data line via text
KETID, NEXUX, OSLEV, PIBIL, RIPOD, SORAD, GOBEG, INSAD, IXIKU, KUXOV, LAPTU, PIXED, boundary line.			

C.2.2.2. Messages from SANTA MARIA OAC to CANARIAS ACC

Receiving Sector /COPS	Message	Position	Extension
OCEANIC SECTOR	Flight Plan Data Estimates Control Messages Expedite Clearance Requests Revisions	According to sectorization	VCCS Data line via text
KETID, NEXUX, OSLEV, PIBIL, RIPOD, SORAD, GOBEG, INSAD, IXIKU, KUXOV, LAPTU, PIXED, boundary line.			

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 10 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. Coordination of flights shall take place by reference to the COP for the relevant route and in accordance with the appropriate flight levels specified for the relevant route.
- D.1.2. Flights shall be maintaining the coordinated flights level at the transfer of control point unless climb or descent conditions have been clearly stated by use of crossing conditions by verbal coordination.
- 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 or route) a verbal coordination will be required from the transferring unit.
- 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.

D.2. DCTs, Coordination Points.

Available DCTs and COPs to be used and flight level allocation to be applied, unless otherwise described in paragraph D.3, are described in the table below.

- D.2.1. Flights from CANARIAS ACC to SANTA MARIA OAC and from SANTA MARIA OAC to CANARIAS ACC

DCT	COP	Flight Level Allocation
HISPAFRA Cell 2 (Above FL305) DCT RAD APP04 LPPO FIR — <i>INCLUDING FIR/UIR BOUNDARY LINE (Even and Odd levels)</i>	KETID	Even and Odd levels
	NEXUX	Even and Odd levels
	OSLEV	Even and Odd levels
	PIBIL	Even and Odd levels
	RIPOD	Even and Odd levels
	SORAD	N/A
	GOBEG	Even and Odd levels
	INSAD	Even and Odd levels
	IXIKU	Even and Odd levels
	KUXOV	Even and Odd levels
	LAPTU	Even and Odd levels
	PIXED	N/A

D.3. Special Procedures

- D.3.1. In cases where RVSM will be suspended, the Centre suspending RVSM shall coordinate with adjacent Centre the flight levels appropriate for the transfer of traffic. The Centre suspending RVSM shall also coordinate applicable sector capacities with adjacent Centres, as appropriate (see Annex H for full details).
- D.3.2. Santa Maria is exempted to send information to Canarias related to aircraft crossing the ACI in the vicinity of SORAD and not entering Canarias airspace.

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.

Frequencies or channels.

CANARIAS ACC	SANTA MARIA OAC
119.300 MHz	HF 13306 KHz

AFN LOGON and CPDLC termination

As CPDLC is the primary means for A/G communications therefore, alongside with voice transfer procedures, AFN LOGON transfer shall be applied and CPDLC terminated by the transferring unit.

CANARIAS ACC	SANTA MARIA OAC
<ul style="list-style-type: none"> Automatic AFN forward (LOGON LPPO) prior to boundary Confirmation on LPPO as NDA Manual CPDLC termination with GCCO prior to Point of Transfer 	<ul style="list-style-type: none"> Automatic AFN forward (LOGON GCCO) prior to boundary. Confirmation on GCCO as NDA. Automatic CPDLC termination with LPPO 3 minutes prior to Point of Transfer

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

ATS-Route	Transfer of Control Point and Communications Points	
	CANARIAS ACC to SANTA MARIA OAC	SANTA MARIA OAC to CANARIAS ACC
N/A	KETID, NEXUX, OSLEV, PIBIL RIPOD, SORAD, GOBEG, INSAD, IXIKU, KUXOV, LAPTU, PIXED, boundary line.	KETID, NEXUX, OSLEV, PIBIL RIPOD, SORAD, GOBEG, INSAD, IXIKU, KUXOV, LAPTU, PIXED, boundary line.

ANNEX F.**ATS Surveillance Based Coordination Procedures.**

Effective: **January 22nd 2026**

F.1. SSR Code Assignment

NOT APPLICABLE.

F.2. Radar Coordination Procedures**F.2.1. General.**

NOT APPLICABLE.

F.2.2. Transfer of Radar Control

NOT APPLICABLE.

F.2.3. Silent Transfer of Radar Control.

NOT APPLICABLE.

F.3. Reduced Longitudinal SeparationSanta Maria OCA

At Santa Maria OCA, PBS minima applies, with a longitudinal separation of 14NM, constant or increasing. If Canarias ACC is not able to guarantee that separation, different Flight Levels shall be coordinated

Canarias ACC

NOT APPLICABLE.

ANNEX G.

Supplementary Procedures

Effective: **January 22nd 2026**

G.1. Flow Control Procedures

NOT APPLICABLE.

G.2. Procedural Separation

Santa Maria OCA

NOT APPLICABLE

Canarias ACC

Operators at both Canarias ACC and Santa Maria OCA must bear in mind that Canarias ACC requires a mandatory procedural separation of **10 minutes**, as this is the minimum that must be maintained by the Canarias controller in its oceanic sector.

Santa Maria OCA Controllers shall comply with the time based technique described on point G.3, or coordinated different Flight Levels.

G.3. 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.

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: **January 22nd 2026**

Page	Date	Page	Date	Page	Date
1	22/01/26	C1	22/01/26	H1	22/01/26
2	22/01/26	C2	22/01/26		
3	22/01/26	C3	22/01/26		
A1	22/01/26	D1	22/01/26		
A2	22/01/26	D2	22/01/26		
A3	22/01/26	E1	22/01/26		
B1	22/01/26	F1	22/01/26		
B2	22/01/26	G1	22/01/26		
B3	22/01/26	G2	22/01/26		