

# LETTER OF AGREEMENT

between

Portugal vACC

Maghreb vACC

and

Lisboa ACC

Agadir ACC

Effective: 26 December 2024

## 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 Agadir ACC when providing ATS to General Air Traffic (IFR).

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 Agadir ACC, is described in Annex B to this Letter of Agreement.

#### 2.1.2 Agadir ACC

Lateral limits: Casablanca FIR/UIR as described in AIP Maroc.

Vertical limits: SFC – UNL

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

### **3. PROCEDURES**

The procedures to be applied by Lisboa ACC and Agadir 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](#)

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 30 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 26 December 2024, and supersedes all previous versions of this Letter of Agreement between Lisboa ACC and Agadir ACC.

*Lisbon, 03/12/2024*

*Mohammedia, 03/12/2024*

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1096507,  
ACCPT1 vACC Director  
Portugal vACC

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1171306,  
ACCMA1 Director  
Maghreb vACC

*Lisbon, 06/12/2024*

*Montreal, 06/12/2024*

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1110850,  
ACCPT3 Lisboa FIR Operations Director  
Lisboa ACC

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1448616,  
ACCMA2 Deputy Director  
Agadir ACC

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

Effective: 26 December 2024

Revised: 26 December 2024

**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 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.

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

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

**ANNEX B.****Area of Common Interest.**

Effective: 26 December 2024

Revised: 26 December 2024

**B.1. AIRSPACE STRUCTURE AND CLASSIFICATION WITHIN THE AREA OF COMMON INTEREST.****B.1.1. LPPC FIR.**

Area	Vertical limits	Airspace Classification
LPPC FIR OVER HIGH SEAS	UNL – FL055	C
LPPC FIR OVER HIGH SEAS	FL055 – SFC	G

The Area of Common Interest is defined as a buffer of 15 NM from each side of the lateral limits of the AoR.

**B.1.2. GMMM FIR.**

Area	Vertical limits	Airspace Classification
CTA AGADIR	UNL – FL460	G
CTA AGADIR	FL460 – FL195	C
CTA AGADIR	FL195 – SFC	G

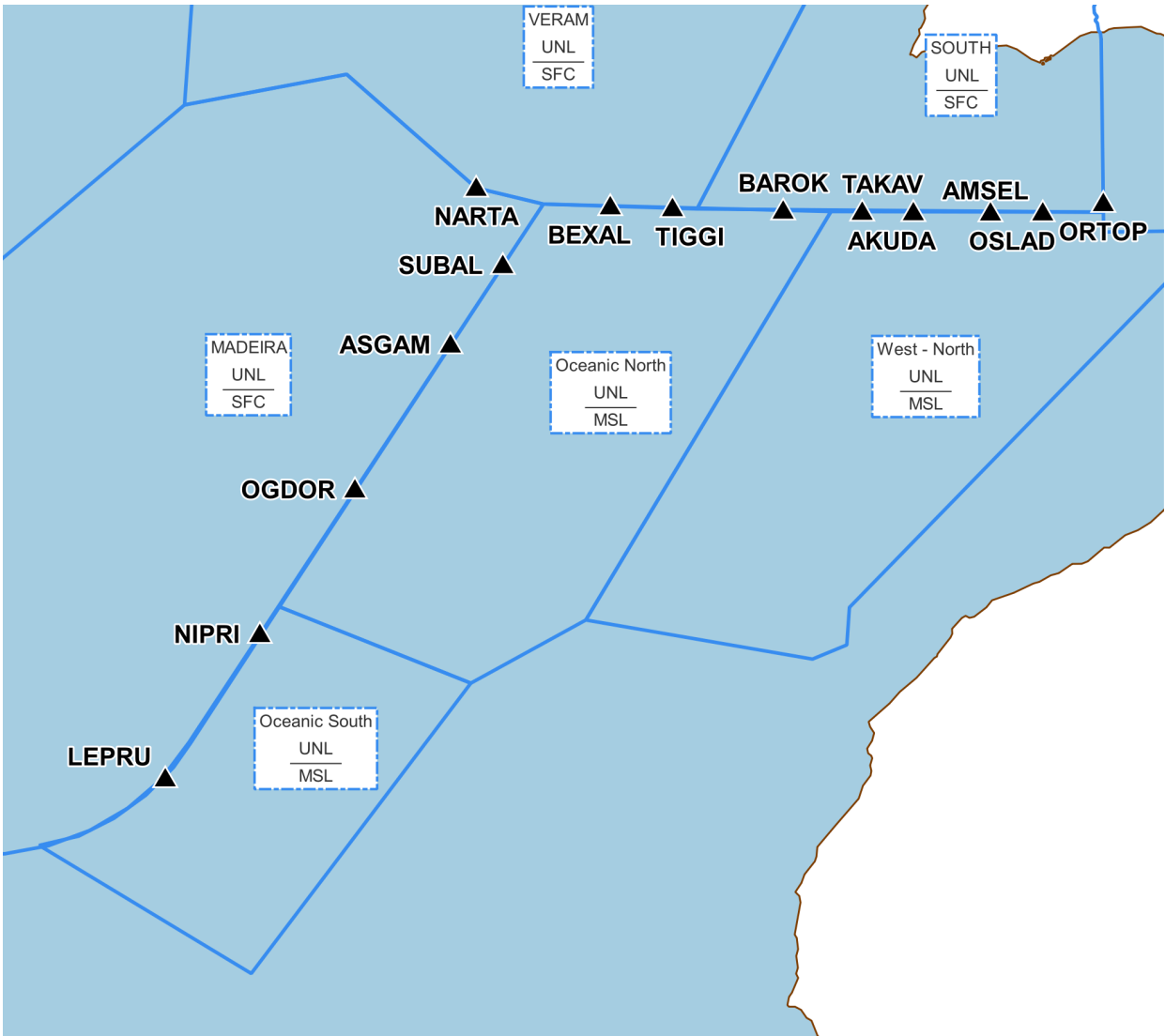
The Area of Common Interest is defined as a buffer of 15 NM from each side of the lateral limits of the AoR.

**B.2. SECTORISATION WITHIN THE AREA OF COMMON INTEREST.**

The sectorization within the ACI is shown in [Appendix 1 of Annex B](#).

# Appendix 1 of Annex B

## Sectorisation.



Lisboa VERAM sector may be divided into VERAM UPPER and VERAM LOWER, DL FL365.



**ANNEX C.**

**Exchange of Flight Data.**  
(**with automatic** data exchange)

Effective:      26 December 2024

Revised:        26 December 2024

**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 Agadir ACC:

- Automated coordination messages;
- VCCS;
- Private message.

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

Verbal communications shall be conducted in the English language.

**ANNEX D.****Procedures for Co-ordination.**

Effective: 26 December 2024

Revised: 26 December 2024

**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](#)).

**D.1.2. Level**

Flights are expected to be maintaining the coordinated level at the transfer of control point, unless departing from aerodromes close to the border of the AoR, provided that no conflict occurs within the ACI and the flight is cleared to climb to the coordinated level.

**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](#), 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.2. ATS ROUTES, ROUTINGS, 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 Agadir ACC.**

ATS-Route/Routing	COP	Level Allocation	Special Conditions
R72 / R722 / UP600 / UR722	AMSEL	Odd	
	ASGAM	Odd	
UN873 / UZ4 / UZ218 / W8	BAROK	Odd	

G52 / UN872 / UN866 / UZ223	BEXAL	Odd	
	LEPRU	Odd	
	NIPRI	Odd	
	OGDOR	Odd	
R724 / UR724 / UL14	OSLAD	Odd	
	SUBAL	Odd	
	TAKAV	Odd	

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

ATS-Route/Routing	COP	Level Allocation	Special Conditions
UN858 / UZ1 / W13	AKUDA	Even	
R72 / R722 / UR722	AMSEL	Even	
	ASGAM	Even	
	BAROK	Even	
G52 / UN872 / UN866 / UZ18 / UZ223	BEXAL	Even	
	LEPRU	Even	
	NIPRI	Even	
	OGDOR	Even	
R724 / UR724 / UL14	OSLAD	Even	
	SUBAL	Even	
	TAKAV	Even	
	TIGGI	Even	

**ANNEX E.****Transfer of Control and Transfer of Communications.**

Effective: 26 December 2024

Revised: 26 December 2024

**E.1. TRANSFER OF CONTROL.**

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

**E.2. TRANSFER OF COMMUNICATIONS.**

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

*NOTE: Frequencies are specified in [Appendix 1 of Annex G](#).*

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: 26 December 2024

Revised: 06 December 2024

#### F.1. GENERAL.

Transfer of identification and transfer of control between Lisboa ACC and Agadir 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.

##### F.2.1. Transfer of aircraft identification between Lisboa ACC and Agadir ACC is normally performed by:

Subject to the surveillance technology available to both units concerned, the transfer of identification should be effected preferably by notification of the aircraft discrete SSR code.

Any change of SSR code by the Agadir ACC may only take place at 5 NM away from the transfer of control point.

The Agadir ACC shall be notified of any observed irregularity in the operation of SSR transponders or ADS-B transmitters.

##### F.2.2. Transfer of aircraft identification between Agadir ACC and Lisboa ACC is normally performed by:

Subject to the surveillance technology available to both units concerned, the transfer of identification should be effected preferably by notification of the aircraft discrete SSR code.

Any change of SSR code by the Lisboa ACC may only take place at 5 NM away from the transfer of control point.

The Lisboa ACC 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.

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.3.1. **Vectoring along common AoR boundary**

Except when transfer of control is to be effected, aircraft should not be vectored closer to the common AoR boundary than 5 NM, except:

- flights between ORTOP and NARTA, in either direction.

The Lisboa ACC shall initiate an approval request with the Agadir ACC for any level change of a flight between ORTOP and NARTA, in either direction.

### F.3.2. **Silent Transfer of Control**

#### F.3.2.1. Flights from Lisboa ACC to Agadir ACC:

Silent transfer of control of flights may be effected provided the minimum distance between successive

Aircraft at the same level about to be transferred is 10 NM and constant or increasing.

The Lisboa ACC shall initiate an approval request with the Agadir ACC for changes of level or vectoring instructions. Changes to speed shall be notified by available means, including relay via aircraft, to the Agadir ACC.

The Agadir ACC may terminate the silent transfer of control at any time, normally with an advance notice of 5 minutes.

#### F.3.2.2. Flights from Agadir ACC to Lisboa ACC:

Silent transfer of control of flights may be effected provided the minimum distance between successive

Aircraft at the same level about to be transferred is 10 NM and constant or increasing.

The Agadir ACC shall initiate an approval request with the Lisboa ACC for changes of level or vectoring instructions. Changes to speed shall be notified by available means, including relay via aircraft, to the Lisboa ACC.

The Lisboa ACC may terminate the silent transfer of control at any time, normally with an advance notice of 5 minutes.

### F.3.3. **Manual Transfer of Control.**

When silent transfer of control is not applicable, including when terminated or suspended, the transfer of control may be effected provided that the minimum distance between the aircraft at the same level does not reduce to less than:

- 7 NM for flights from Lisboa ACC to Agadir ACC;
- 8 NM for flights from Agadir ACC to Lisboa ACC;

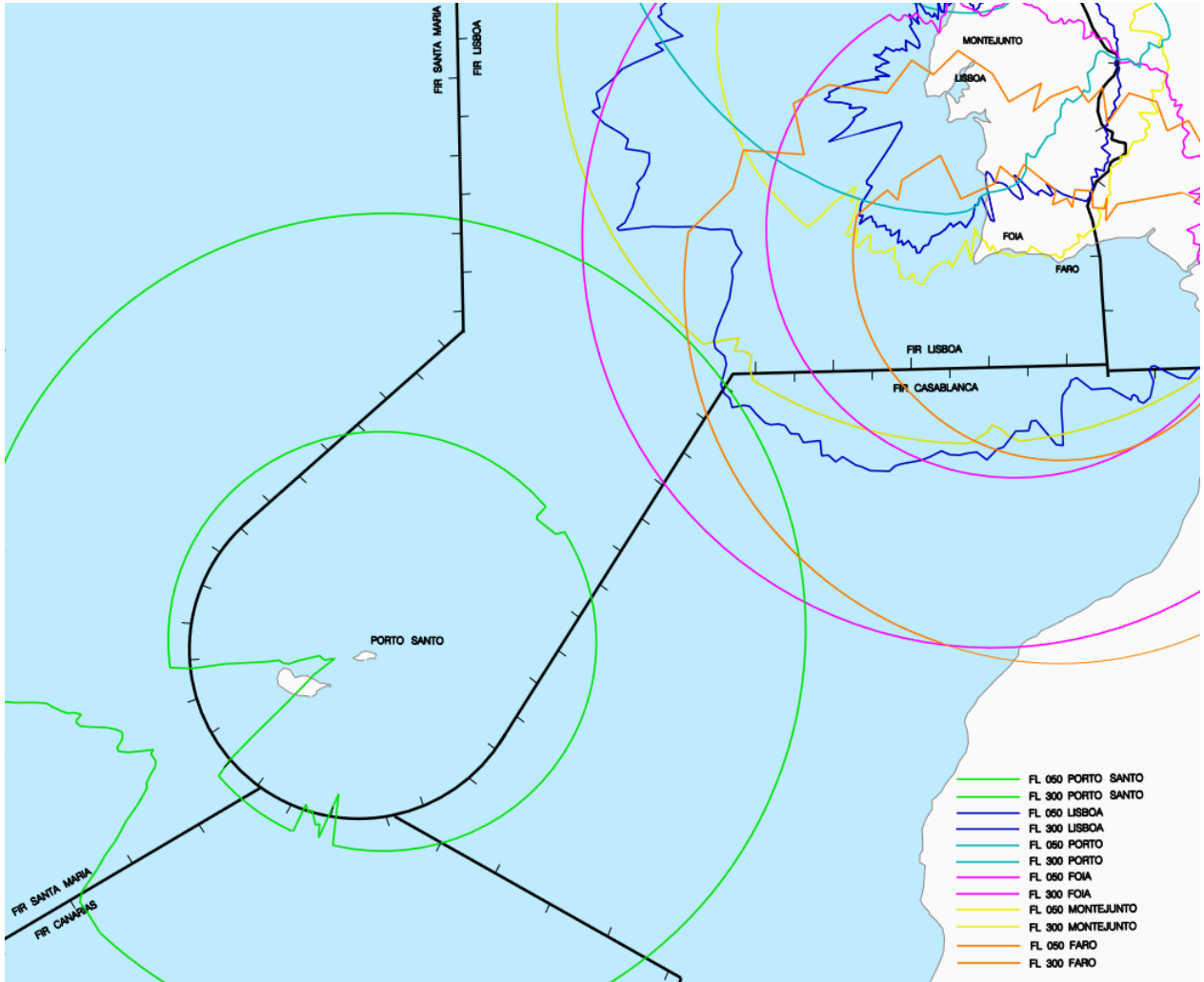
And:

- identification has been transferred to or has been established directly by the accepting controller;
- the accepting controller is informed of any level, speed or vectoring instructions applicable to the aircraft at the point of transfer;
- communication with the aircraft is retained by the transferring controller until the accepting controller has agreed to assume responsibility for providing ATS surveillance service to the aircraft. Thereafter, the aircraft should be instructed to change over to the appropriate frequency and from that point is the responsibility of the accepting controller.

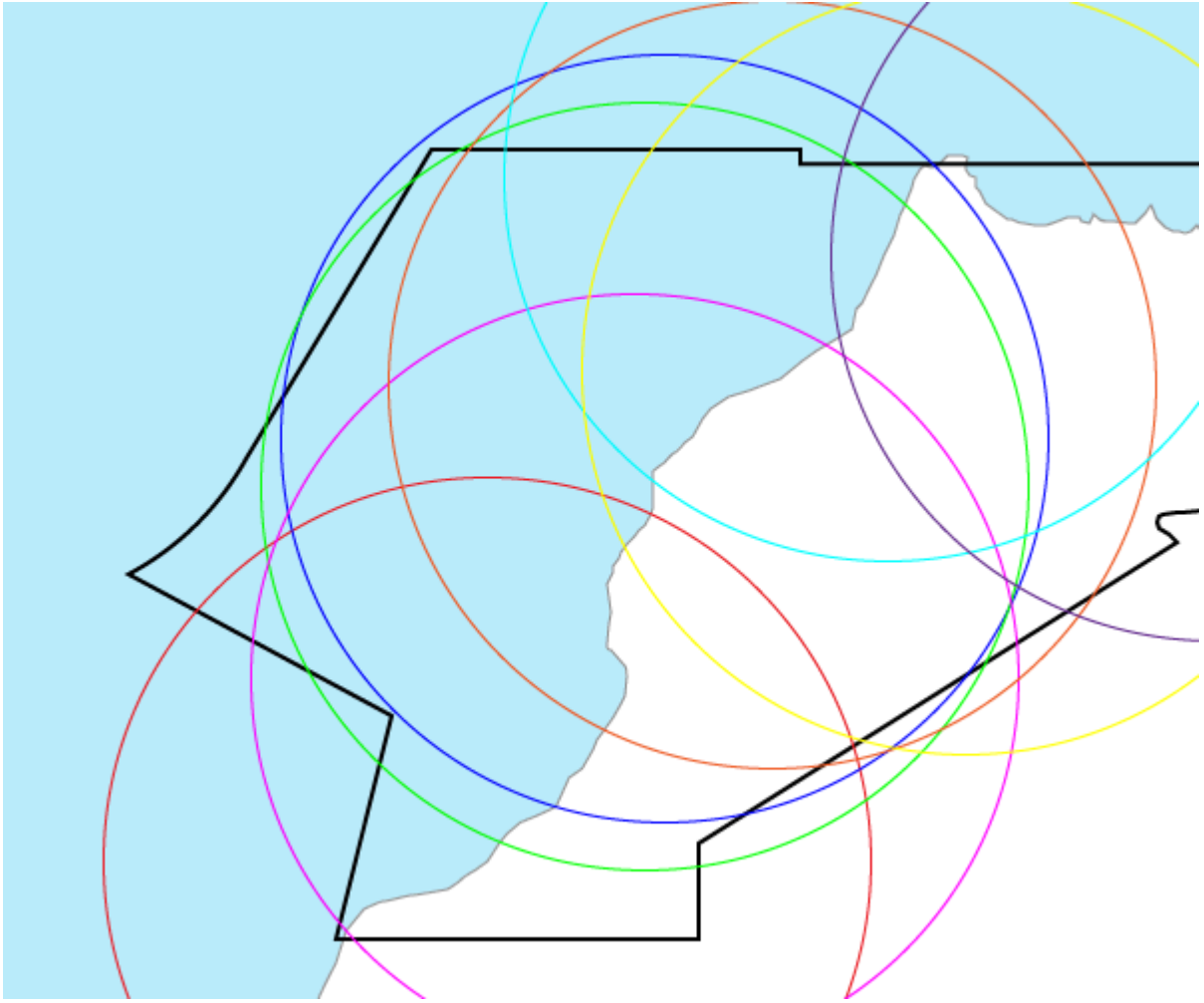
## Appendix 1 to Annex F.

### ATS Surveillance Coverage in the Area of Common Interest.

#### Lisboa ACC ATS Surveillance coverage.



**Agadir ACC ATS Surveillance coverage.**





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

Effective: 26 December 2024

Revised: 26 December 2024

**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
SOUTH SECTOR UPPER	LPPC_S_CTR	132.705	LPZS
	LPPC_CTR	125.550	LPPC
	LPPC_E_CTR	132.850	LPZE
SOUTH SECTOR LOWER	LPPC_S_CTR	132.705	LPZS
	LPPC_CTR	125.550	LPPC
	LPPC_E_CTR	132.850	LPZE
VERAM SECTOR UPPER	LPPC_WU_CTR	128.900	LPZD
	LPPC_D_CTR	124.350	LPWU
	LPPC_W_CTR	131.325	LPZW
	LPPC_CTR	125.550	LPPC
VERAM SECTOR LOWER	LPPC_D_CTR	128.900	LPZD
	LPPC_W_CTR	131.325	LPZW
	LPPC_CTR	125.550	LPPC
MADEIRA SECTOR	LPPC_I_CTR	132.255	LPZI
	LPPC_W_CTR	131.325	LPZW
	LPPC_CTR	125.550	LPPC

#### Agadir ACC

Sector	Position	Frequency	CPDLC logon
Oceanic North Sector	GMAC_ON_CTR	136.000	GMON
	GMAC_O_CTR	124.550	GMAO
	GMAC_CTR	131.500	GMAC
Oceanic South Sector	GMAC_OS_CTR	124.500	GMOS
	GMAC_O_CTR	124.550	GMAO
	GMAC_CTR	131.500	GMAC

West - North Sector	GMAC_WN_CTR	128.800	GMWN
	GMAC_W_CTR	128.850	GMAW
	GMAC_CTR	131.500	GMAC