

Letter of Agreement between CvACC (LCCC) and VATIL (LLLL)

1. GENERAL

1.1 Purpose and Scope:

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between NICOSIA ACC and TEL AVIV ACC when providing ATS to (GAT) General Air Traffic (IFR/VFR) and Operational Air Traffic (OAT).

The procedures contained in this operational letter of agreement that supplement or detail, when so required, the procedures contained in documents of the two States, ICAO and Eurocontrol shall be applied to all aircraft that cross the common boundary of the Nicosia and Tel Aviv FIRs.

1.2 Operational Status

The two (2) ATS units concerned shall keep each other advised of any changes in the operational status of their facilities and navigational aids, which may affect the procedures specified in this Letter of Agreement. Information concerning the flow of traffic such as weather, overload, navigation aid or any other relevant information shall be passed on to the concerned Unit.



Note: this LOA is in effect ONLY when both stations are online (LCCC & LLLL)

2. AREAS OF RESPONSIBILITY AND DELEGATION OF THE RESPONSIBILITY FOR THE PROVISION OF ATS

2.1 Areas of Responsibility

2.1.1 NICOSIA ACC

Lateral limits: As published in AIP CYPRUS

Vertical limits: As published in AIP CYPRUS

2.1.2 TEL AVIV ACC

Lateral limits: As published in AIP State of ISRAEL

Vertical limits: As published in AIP State of ISRAEL

2.2 Delegation of The Responsibility for The Provision of ATS

Routing: Traffic between Nicosia and Tel Aviv FIRs should route as indicated below, or as coordinated between the controllers in charge (Example: direct DESPO/STEPA/VELOX).

a) Westbound to Nicosia FIR:

- SUVAS-TEZAK
- SUVAS-STEPA

b) Northbound to Nicosia FIR:

- DAFNA-VELOX
- MERVA-DESPO

c) Eastbound to Tel Aviv FIR:

- IDAKU-PIKOG
- LEDRA-PIKOG
- BIRES-PIKOG
- BIRES-KEREN

d) Southbound to Tel Aviv:

- ZOMBA-AZERE
- ZOMBA-MERVA

2.3 Mandatory Air routes

The following routes between LLBG to/from LCLK/LCPH must be followed.

ATC must validate air route based on the approved airways in pilot's flight plan before clearance.

1. **LLBG -> LCLK**: DAFNA W13 VELOX N131 BOSIS
2. **LLBG -> LCLK**: MERVA N131 BOSIS
3. **LLBG -> LCPH**: SUVAS L53 STEPA L550 APLON M32 ESERI
4. **LCLK -> LLBG**: EMEDA DCT TUZIB L189 ZUKKO
5. **LCPH -> LLBG**: ESERI DCT IDAKU L35 PIKOG L609 ZUKKO

3. PROCEDURES FOR COORDINATION

3.1 Tel-Aviv clearance limit outbound flights from LLBG/LLHA to Nicosia FIR

- a. All outbound flights, Tel-Aviv ACC Clearance limits **FL260** or Below
- b. Directs may be given by Tel Aviv ACC to DESPO without prior coordination. any other waypoints require coordination with Nicosia ACC.

3.2 Overflight to Nicosia FIR (West/North bound)

- a. All outbound traffic from OJAI/OJAM/LLER clearance limit is **FL320**
- b. Any other outbound traffic clearance limit is RFL

3.3 Nicosia clearance limit inbound flights to LLBG/LLHA

- a. **Eastbound traffic**: Nicosia ACC shall clear traffic decent to **FL210** before crossing N71 Airway, subject to traffic flow and separation. But no lower than **FL210**
- b. **Southbound traffic**: Nicosia ACC shall clear traffic decent to **FL270** before crossing N71 Airway, subject to traffic flow and separation. But no lower than **FL270**
- c. **Best Practice**: All inbound traffic recommended crossing N71 Airway at **FL310** or below
- d. Two or more aircrafts with less than 20 nm separation at the same direction, will be separated by vertical separation of **2,000 ft** (e.g. first aircraft descending to **FL210**, second aircraft to **FL230**).

3.4 Overflight to LLLL FIR (East/South bound)

- a. All traffic should cross N71 Airway at RFL (**FL330** or above).
 - Traffic below **FL330** must be coordinated with LLLL FIR

4. TRANSFER OF CONTROL AND TRANSFER OF COMMUNICATIONS

4.1 Release Points

Traffic release to Tel-Aviv ACC as soon as crossing [N71](#) Airway.

Westbound: Traffic release to Nicosia ACC no later than waypoint [SUVAS](#)

Northbound: as soon as possible, subject to traffic flow and potential conflicts, but no later than FIR boundaries

4.2 Frequencies:

NICOSIA ACC: NICOSIA Control: [124.2 MHz](#)

TEL AVIV ACC: TEL AVIV Control: [121.4 MHz](#)

4.3 Traffic Transfer

- ✚ All traffic from LLLL FIR to Nicosia FIR should be transferred to **LCCC_CTR**
- ✚ All traffic from LCCC FIR to LLLL FIR should be transferred to **LLLL_CTR**
 - incase **LLLL_CTR** is offline, traffic bound/destination to **LLBG** should be transferred to **LLBG_APP**, following the same procedures as with **LLLL_CTR**
 - Overflight to LLLL FIR would be passed to **LLLL_CTR** only.
Incase **LLLL_CTR** is offline, **LCCC_CTR** will send the aircraft to Unicom when clear of conflict.

5. VALIDITY

This Letter of Agreement becomes effective on the **17th of Nov 2020, time 0000 UTC** and supersedes any previous letters and procedures agreed upon by means of written documents or unwritten arrangements that have been adopted by the two ACC units: NICOSIA ACC and TEL AVIV ACC.