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[1] and TEL AVIV ACC[2] when providing ATS to GAT[3] and OAT[4].

   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 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 the concerned Unit.

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[1] LCCC_CTR
[2] LLLL_CTR
[3] General Air Traffic
[4] Operational Air Traffic

2. Geographical **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 – VELOX/DESPO

c) Eastbound to Tel Aviv FIR:
- IDAKU – PIKOG
- LEDRA – PIKOG
- BIRES- PIKOG
- BIRES – KEREN[5]

d) Southbound to Tel Aviv FIR:
- ZOMBA – AZERE
- ZOMBA - MERVA[6]

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[5] Intended for TFC crossing LLLL FIR (Over ben Gurion at high altitude)
[6] Intended for TFC Inbound to LLHA/LLIB or crossing LLLL FIR (Over ben Gurion at high altitude)

3. **Procedures for coronations**

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

a. All outbounds flights, Tel-Aviv ACC Clerance limits FL260 or Below
b. Directs may be given by Tel Aviv ACC to <u>VELOX</u> 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/LLNV clearance limit is FL320
b. Any other outbound traffic clearance limit is RFL

3.3 Nicosia clearance limit Inbound flights to LLBG/LLHA/LLER

a. **Eastbound traffic:** Nicosia ACC shall clear traffic decent to FL210 before crossing <u>N71</u> 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 <u>N71</u> Airway, subject to traffic flow and separation. But no lower than FL270
c. **LLHA:** Nicosia ACC shall clear traffic decent to 8000ft before crossing <u>70NM before MERVA</u>[7], subject to traffic flow and separation. But no lower than 8000ft
d. **Best Practice:** All inbound traffic recommended crossing <u>N71</u> Airway FL310 or below
e. Two or more aircrafts with less than 15NM 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)
f. **Overflow**: In the condition that Tel-Aviv ACC declares overflow, the default practice shall be giving hold as published in the positions of **AZERE**[8] and **PIKOG**[9] between FL210 to FL340 While remaining under Nicosia ACC, the traffic will be transferred to Tel-Aviv ACC after leaving the hold.

3.4 Overflight to LLLL FIR (East/South bound)

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

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[7] The vicinity of VELOX/ZOMBA/DESPO.
[8] Right hold, Inbound: 172, 1.5 min, max IAS 300kts.
[9] Left hold, Inbound: 123, 1.5 min, max IAS 300kts.

4. Transfer of Control & Communication

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: 124.200 MHz
Nicosia South ACC: 124.200 MHz
Nicosia East ACC: 126.300 MHz

Tel Aviv ACC: 121.400 MHz
Tel Aviv Enroute ACC: 132.025 MHz[10]

4.3 Traffic Transfer

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

5. Validity

Last review: Febuary 9, 2026 – Revision 1.3

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[10] Overflight only