

Letter of Agreement between:



**VATSIM Lebanon**  
**vACC**

and



where simulation meets reality

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## Section 1 - Overview of this document

This document was created to assist controllers from Lebanon vACC and Cyprus vACC which is part of the Hellenic vACC on the VATSIM Network.

If you have any questions or concerns, please email the vACC at [staff@vatleb.net](mailto:staff@vatleb.net)

## Section 2 - Document usage

This document is to be used on the VATSIM network only. Lebanon vACC and Hellenic vACC are not responsible for the consequences of using this document in the real-world environment. Also, unauthorized use, copy, distribution is strictly prohibited.

## Section 3 - Definition of the Flight Information Regions

Lebanon vACC controls all the Lebanese airspace while Hellenic vACC controls all the Greek and Cypriot airspace on the VATSIM network. They are responsible to provide Air Traffic Control service in their respective airspaces.

## Section 4 - Applicable FIR ATC units and frequencies

<b>Lebanon vACC</b>		
		
OLBB_CTR	Beirut Radar	119.300MHz
OLBA_APP	Beirut Approach	120.300MHz

<b>Cyprus vACC</b>		
		
LCCC_CTR	Nicosia Radar	129.550MHz
LCCC_E_CTR	Nicosia East	126.300MHz
LCLK_APP	Larnaka Approach	130.200MHz

## Section 5 - Minimum Radar Separation

If planes are radar identified and at the same track and FL, then minimum separation is at least 20 nautical miles for destinations OSDI or OLBA

## Section 6 - Hand offs and Transfers

For planes departing LCCC to OLBB, Nicosia Radar will descend the traffic to FL190 while handing off communication around FL250 to Beirut Radar. If cruising level is below FL190, then communication will be handed to Beirut Radar at least 20 nautical miles from OLBB boundary.

For planes arriving in LCCC from OLBB, Beirut Radar will allow climbs to FL180 then hand off to Nicosia Radar no later than their COPX point from the OLBB airspace.

Flights from Beirut ACC passing through **BALMA** COPX are to Turkey and the rest of European countries.

Flights from Beirut ACC passing through **KUKLA** COPX are to Cyprus, Greece, Italy.

Flights from Beirut ACC passing through **ELIKA** COPX are to Egypt, Saudi Arabia, Kuwait, UAE, Qatar, Oman.

### Overflights between LCCC and OLBB

To provide efficient service to pilots, Nicosia and Beirut ACCs may provide direct-to instructions on the flight segment CAK-VESAR and VESAR-CAK without prior coordination.

## Section 7 - Mandatory Routes between LCCC and OLBB

### Departing flights to

- Larnaca Int'l Airport (LCLK) - FL160 to FL180 - KUKLA M31 REXAL
- Paphos Int'l Airport (LCPH) - FL240 to FL260 - KUKLA M31 DIPOS

### Arrival flights from

- Larnaka Int'l Airport (LCLK) - FL170 to FL190 - REXAL M31 KUKLA
- Paphos Int'l Airport (LCPH) - FL230 to FL250 - DIPOS M31 KUKLA

### Overflights from OSDI entering LCCC

For any flights entering LCCC and overflying OLBB from OSDI, Beirut Radar will allow provide climb instruction up to FL280, if higher is needed, Beirut Radar will coordinate with Nicosia East Sector (LCCC\_E\_CTR), then Nicosia will issue a higher FL to Beirut Radar when practical while subject to traffic.

## Section 8 - Approvals and Notes

This Agreement is effective as of September 20<sup>th</sup>, 2020 and has been duly agreed and signed by the following parties:

Lebanon Virtual Area Control Centre

Cyprus Virtual Area Control Centre