



# LETTER OF AGREEMENT

Iraq and Syria

The information provided in this document is only to be used inside the IVAO network.

The scope of this document is to help and standardize the coordination between Iraqi and Syrian Controllers in the network of IVAO.

It doesn't represent the actual operations in real life and it's intended to be used only within the IVAO network

It has been created with the participation and cooperation of Iraqi and Syrian divisions of IVAO.

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## 1 Adjoining Units

### 1.1 Iraqi ATS Units Adjoining to Damascus FIR

IVAO ID	Frequency	Call Sign	Remarks
ORBB_CTR	129.100	Baghdad Control	Entire Baghdad ACC

Entry Points to Iraqi Airspace are: **MODIK**

### 1.2 Syrian ATS Units Adjoining to Baghdad FIR

IVAO ID	Frequency	Call Sign	Remarks
OSTT_CTR	121.300	Damascus Radar	Entire Damascus ACC

Entry Points to Syrian Airspace are: **MODIK**

**Eastbound:**

- ◇ Via MODIK – G202

**Westbound:**

- ◇ Via MODIK – G202

## 2 Transfer of Control & Communication

IFR Flights entering Baghdad FIR or Damascus FIR airspace, should be transferred over to the available ATS Unit (see § 1.1 and § 1.2).

The transfer of control should be made **approaching** the entry point. Change in frequency should not be made before the transfer of control.

IFR flights within ATS routes transiting should be allocated with even FL when westbound and odd FL when eastbound.

Route shortcut clearances should be given after coordination with the available and affected ATS units.

### 3 Preferred Routes

The following routes are not obligatory, although we totally suggest using them for maximum real world simulation.

Depending on the traffic condition, a controller may request a specific route to be given by the available ATS unit. This should include the type of traffic to which the route applies (Destination or Origin. etc.) and the corresponding route.

#### 3.1 Routing suggestions for flights entering Baghdad FIR airspace

- i. MODIK G202 PUSTO ( ARR ORBI )
- ii. MODIK G202 RAPLU R652 MUTAG ( ARR ORSU&ORER )
- iii. MODIK G202 PISTO M203 ILMAP ( ARR ORMM )

#### 3.2 Routing suggestions for flights entering Damascus FIR airspace

- i. MODIK G202 SOFIA ( ARR OSDI )
- ii. MODIK G202 ABBAS R785 KTN ( ARR OSAP,OSLK )
- iii. MODIK G202 TAN UL572 HAS ( ARR OSKL )

Flights under VFR should remain 1000ft bellow the MEA when inside published ATS corridors and above 1000ft AGL. For VFR flights requesting level/altitude of flight outside the above restrictions, coordination between IQ and SY ATS units is required and radar services must be provided.

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