



LETTER OF AGREEMENT

Jordan and Iraq

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 Jordanian and Iraqi 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 Jordanian and Iraqi divisions of IVAO.

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1 Adjoining Units

1.1 Jordanian ATS Units Adjoining to Baghdad FIR

IVAO ID	Frequency	Call Sign	Remarks
OJAC_CTR	128.500	Amman Control	Entire Amman ACC
OJAC_E_CTR	132.525	Amman Control	East Sector

Entry Points to Jordanian Airspace are: **PASIP**

1.2 Iraqi ATS Units Adjoining to Amman FIR

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

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

Eastbound:

- ◇ Via PASIP – L200

Westbound:

- ◇ Via PASIP – L200

2 Transfer of Control & Communication

IFR Flights entering Amman FIR or Baghdad 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 Amman FIR airspace

- i. PASIP L200 LUDAN (ARR OJAI&OJAM)
- ii. PASIP L200 ORNAL UM690 ULINA (ARR OJAQ)

3.2 Routing suggestions for flights entering Baghdad FIR airspace

- i. PASIP L200 SILBO (ARR ORBI)
- ii. PASIP L200 GIBUX R652 MUTAG L417 VUSEB (ARR ORER)
- iii. PASIP L200 GIBUX R652 DAVAS (ARR ORSU)
- iv. PASIP L200 SILBO M203 ILMAP UP975 PEBAD (ARR ORMM)

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 JO and IQ ATS units is required and radar services must be provided.

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**** DESIGN INSPIRED BY GR+BU ****