



LETTER OF AGREEMENT

Jordan 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 Jordanian 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 Jordanian and Syrian divisions of IVAO.

Document is created by: Aboud Horani – (XM – AOC)



Table of Contents

1	Adjoining Units.....	3
1.1	Jordanian ATS Units Adjoining to Damascus FIR.....	3
1.2	Syrian ATS Units Adjoining to Amman FIR	3
2	Transfer of Control & Communication.....	4
3	Preferred Routes	5
3.1	Routing suggestions for flights entering Amman FIR airspace	5
3.2	Routing suggestions for flights entering Damascus FIR airspace.....	5

1 Adjoining Units

1.1 Jordanian ATS Units Adjoining to Damascus 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: **ZELAF, SOKAN, NAMBO**

1.2 Syrian ATS Units Adjoining to Amman FIR

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

Entry Points to Syrian Airspace are: **ZELAF, SOKAN, NAMBO**

Northbound:

- ◇ Via ZELAF – A412, R785
- ◇ Via SOKAN – UL768
- ◇ Via NAMBO – DCT TAN

Southbound:

- ◇ Via ZELAF – A412, UR785, UM690
- ◇ Via SOKAN – UL768
- ◇ Via NAMBO – UB554

****Important:** Waypoints **BUSRA** and **KAMEL** are **not operational**.

****Important:** Airway **L513** is **closed**. Traffic using **L513** should **divert** to one of the handoff points.

2 Transfer of Control & Communication

IFR Flights entering Amman 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 Amman FIR airspace

- i. ZELAF A412 LUDAN (ARR OJAI&OJAM)
- ii. ZELAF UM690 ULINA DCT METSA (ARR OJAQ)

3.2 Routing suggestions for flights entering Damascus FIR airspace

- i. ZELAF R785 ABBAS G202 SOFIA (ARR OSDI)
- ii. ZELAF R785 KTN (ARR OSAP,OSLK)
- iii. ZELAF R785 ABBAS G202 TAN UL572 DRZ (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 JO and SY ATS units is required and radar services must be provided.

Approved by:

Mohammed Mofarrej
OJAC – CH

Ghaleb Abou Hala
OSTT – CH

Created and Agreed upon:

Tuesday
13/06/2017

** DESIGN INSPIRED BY GR+BU **