

## LETTER OF AGREEMENT

between



Lebanon

and



Syria

Effective: 15<sup>th</sup> June 2017

Version: 0.1

### 1 General

#### 1.1 Purpose

The purpose of this Letter of Agreement (LoA) is to define the co-ordination procedures to be applied between Beirut Area Control Center (ACC) and Damascus ACC when providing Air Traffic Service (ATS) to General (IFR/VFR) and/or Commercial Air Traffic.

These procedures are supplementary to those specified in IVAO Regulations, and ATS providers.

#### 1.2 Operational Status

Both ATS units 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 LoA.

### 2 Areas of Responsibility for the Provision of ATS

#### 2.1 Areas of Responsibility

The lateral and vertical limits of the respective areas of responsibility are as follows:

Note: See paragraph 2.1.1 / 2.1.2.

##### 2.1.1 Beirut ACC

Lateral limits: 34°38'00" N 035°57'00" E then along the Lebanon/Syria borders, as well as Lebanon/Palestine borders to 33°06'00" N 034°53'00" E – joining and following at 12 NM from sea-shore line semi-arc at a radius of 45 NM centered on 33°48'27"N 035°29'10"E and ending 34°33'10"N 035°35'48"E – 34°38'00"N 035°43'00"E then back to the starting point.

Vertical limits: SFC – FL460

ICAO airspace classification for the area of responsibility of Beirut ACC along the common boundary of the areas of responsibility of Beirut ACC and Damascus ACC, is described in Annex B to this LoA.

#### 2.1.2 Damascus ACC

Lateral limits: Alongside the Syrian/Lebanese borders along the Syrian borders to the borders of Turkey. Then extending 10nm from the coastline and continues at 10nm from coastline until the Lebanese borders.

Vertical limits: SFC - UNL

ICAO airspace classification for the area of responsibility of Beirut ACC along the common boundary of the areas of responsibility of Beirut ACC and Damascus ACC, is described in Annex B to this LoA.

### **3 Procedures**

3.1 The procedures to be applied by Beirut ACC and Damascus ACC are detailed in the Annexes to this Letter of Agreement:

Annex A: Definitions and Abbreviations

Annex B: Area of Common Interest

Annex C: Procedures for Co-ordination

Annex D: Transfer of Control and Transfer of Communications

3.2 These procedures shall be promulgated to the operational staff of the ATS units concerned.

### **4 Revisions and Deviations**

#### **4.1 Revision of the Letter of Agreement**

The revision of the current LoA, excluding Annexes and their Appendices, requires the mutual written consent of the XM-AOC or XM-AOAC.

#### **4.2 Revision of the Annexes to the Letter of Agreement**

The revision of Annexes to the present LoA requires the mutual written consent of the XM-AOC or XM-AOAC.

#### **4.3 Temporary Deviations**

When necessary, concerned members opening the adequate ATC position may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present LoA.

#### **4.4 Incidental Deviations**

Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgment to ensure the safety and efficiency of air traffic.

**5 Cancellation**

- 5.1 Cancellation of the present LoA by mutual agreement of the respective approving Authorities may take place at any time.
- 5.2 Cancellation of this LoA by either Approving Division is possible at any time, provided that the cancelling party declares its intention to cancel the LoA with a minimum pre-notification time of 30 Days before the date the cancellation is to take effect.

**6 Interpretation and Settlement of Disputes**

- 6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement, or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to both of them.
- 6.2 Should no agreement be reached, each of the parties shall refer to a higher level of its National Aviation Administration, to which the dispute shall be submitted for settlement.

**7 Validity**

This Letter of Agreement becomes effective between Lebanon and Syria on the 15<sup>th</sup> of JUNE 2017

13<sup>th</sup> of June 2017

13<sup>th</sup> of June 2017

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George Hamaty  
OLBB Chief

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Galeb Abou Hala  
OSTT Chief

## Annex A.

### Definitions and Abbreviations.

Effective: 15<sup>th</sup> of June 2017

Revised: 13<sup>th</sup> of June 2017

#### A.1 Definitions

##### A.1.1 ATS Area of Responsibility

An airspace of defined dimensions where a sole ATS unit has responsibility for providing air traffic services.

##### A.1.2 Area of Common Interest

A volume of airspace as agreed between 2 ATS Units, extending into the adjacent/subjacent Areas of Responsibility, within which airspace structure and related activities may have an impact on air traffic co-ordination procedures.

##### A.1.3 Division Level (DL)

The level dividing two super-imposed areas of responsibility for the provision of ATS.

##### A.1.4 General Air Traffic (GAT).

All flights which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

##### A.1.5 Operational Air Traffic (OAT)

All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

##### A.1.6 Reduced Vertical Separation Minimum (RVSM)

A vertical separation minimum of 300 m (1 000 ft) which is applied between FL 290 and FL 410 inclusive, on the basis of regional air navigation agreements and in accordance with conditions specified therein.

###### A.1.6.1 RVSM Approved Aircraft

Aircraft that have received State approval for RVSM operations within the XM RVSM airspace.

###### A.1.6.2 RVSM Entry Point

The first reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after initial entry into XM RVSM airspace, normally the first reference point for applying a 300 m (1 000 ft) vertical separation minimum between RVSM approved aircraft.

### A.1.6.3 RVSM Exit Point

The last reporting point over which an aircraft passes or is expected to pass immediately before, upon, or immediately after leaving XM RVSM airspace, normally the last reference point for applying a 300 m (1 000 ft) vertical separation minimum between RVSM approved aircraft.

## A.1.7 **Release**

### A.1.7.1 Release for Climb

An authorization for the accepting unit to climb (a) specific aircraft before the transfer of control.

Note: The transferring Unit/Sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

### A.1.7.2 Release for Descent

An authorization for the accepting unit to descend (a) specific aircraft before the transfer of control.

Note: The transferring Unit/Sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

### A.1.7.3 Release for Turn

An authorization for the accepting unit to turn (a) specific aircraft away from the current flight path by not more than 45 ° before the transfer of control.

Note: The transferring Unit/Sector remains responsible within its Area of Responsibility for separation between the transferred aircraft and other aircraft unknown to the accepting unit/sector, unless otherwise agreed.

## A.2 Abbreviations

<b>ABI</b>	Advance Boundary Information	<b>LAM</b>	Logical Acknowledge (Message Type Designator)
<b>ACI*</b>	Area of Common Interest	<b>LoA*</b>	Letter of Agreement
<b>ACT</b>	Activation Message	<b>LOF*</b>	Logon Forward Message (OLDI)
<b>AIP</b>	Aeronautical Information Publication	<b>MAC*</b>	Message for Abrogation of Coordination (OLDI)
<b>AMC*</b>	Airspace Management Cell	<b>MFC*</b>	Multi Frequency Coding (telephone system)
<b>AoR*</b>	Area of Responsibility	<b>NAN*</b>	Next Authority Notified Message (OLDI)
<b>ATC</b>	Air Traffic Control	<b>NM</b>	Nautical Mile
<b>ATS</b>	Air Traffic Services	<b>OAT*</b>	Operational Air Traffic
<b>ATSP*</b>	Air Traffic Services Provider	<b>OLDI</b>	On-line Data Interchange
<b>CBA*</b>	Cross Border Area	<b>ORCAM</b>	Originating Region Code Assignment Method
<b>CDR*</b>	Conditional Route	<b>PAC*</b>	Pre-activation Message (OLDI)
<b>COP*</b>	Coordination Point	<b>REV*</b>	Revision Message
<b>CPDLC</b>	Controller-Pilot Data Link Communications	<b>RTF</b>	Radio Telephony
<b>DL*</b>	Division Level	<b>RVSM</b>	Reduced Vertical Separation Minimum
<b>ETO</b>	Estimated Time Over Significant Point	<b>SSR</b>	Secondary Surveillance Radar
<b>FDPS</b>	Flight Data Processing System	<b>TSA*</b>	Temporary Segregated Airspace
<b>FIC</b>	Flight Information Centre	<b>UIR</b>	Upper Flight Information Region
<b>FIR</b>	Flight Information Region	<b>VFR</b>	Visual Flight Rules
<b>FMP*</b>	Flow Management Position		
<b>GAT*</b>	General Air Traffic		
<b>ICAO</b>	International Civil Aviation Organization		
<b>IFR</b>	Instrument Flight Rules		

Note: Abbreviations marked with an \* are non-ICAO abbreviations.

## Annex B

### Area of Common Interest

Effective: 15<sup>th</sup> of June 2017

Revised: 13<sup>th</sup> of June 2017

#### B.1 Airspace Structure and Classification within the Area of Common Interest

##### B.1.1 Beirut FIR

COP	Route in Beirut FIR/UIR	Vertical Limits	Airspace Classification
LEBOR	UR655	FL195 – FL460	Class A
LATEB	UN310	FL195 – FL460	Class A
	UP300	FL195 – FL460	

##### B.1.2 Damascus FIR

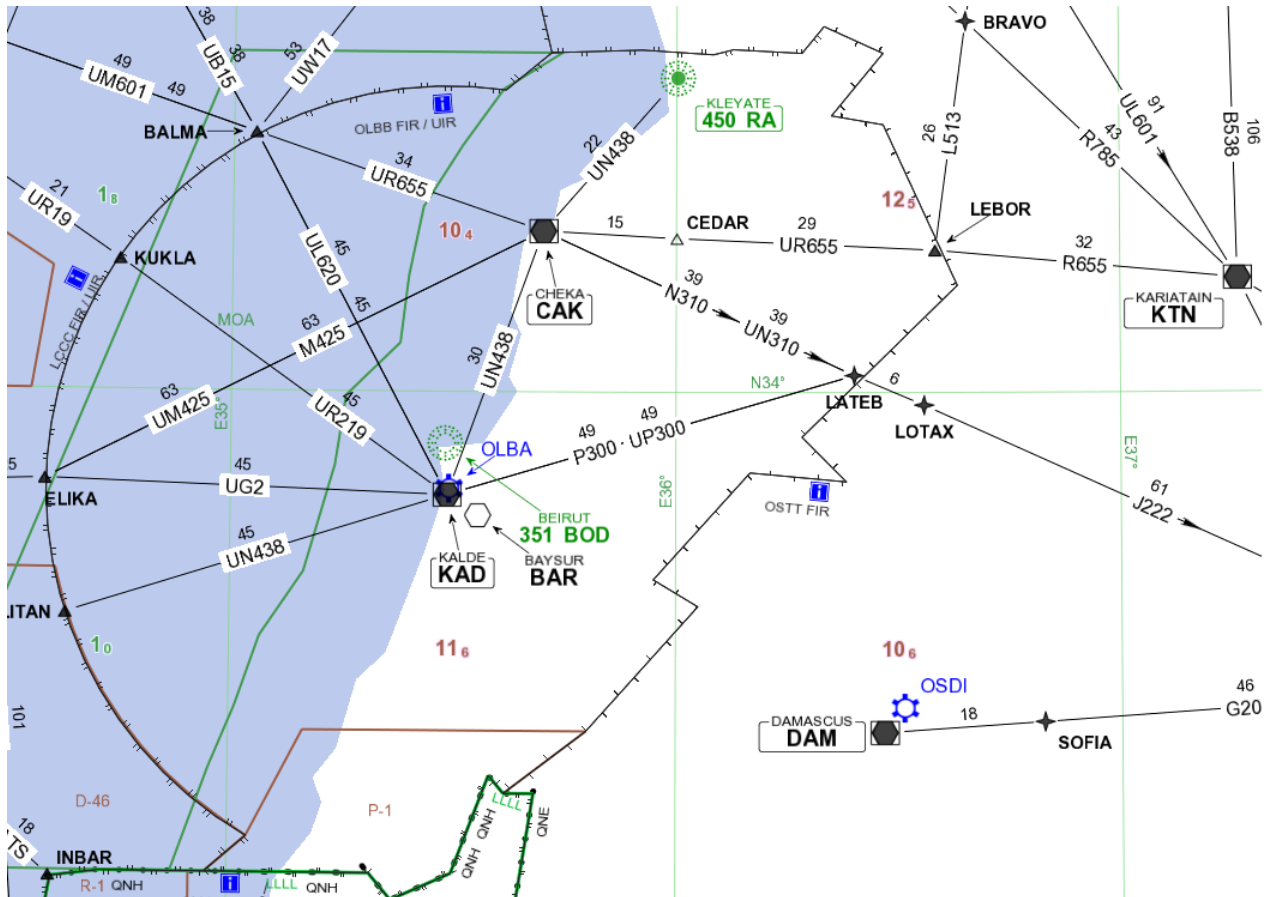
COP	Route in Damascus FIR/UIR	Vertical Limits	Airspace Classification
LEBOR	R655	FL250 – UNL	Class A
	L513	FL240 – UNL	Class A
LATEB	J222	FL290 – UNL	Class A

#### B.2 Sectorization

The sectorization within the ACI is shown in Appendix 1 of Annex B.

### Appendix 1 of Annex B

Sectorization within Beirut ACC & Damascus ACC





## Annex C<sup>1</sup>

### Procedures for Co-ordination

Effective: 15<sup>th</sup> of June 2017

Revised: 13<sup>th</sup> of June 2017

#### C.1 General Conditions for Acceptance of Flights

- C.1.1 Co-ordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route (see paragraph C.2).
- C.1.2 Flights shall be considered to be maintaining the co-ordinated level at the transfer of control point unless climb or descent conditions have been clearly stated by verbal/text co-ordination, except if otherwise described in paragraph C.2.
- C.1.3 If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted.
- C.1.4 For any proposed deviation from the conditions specified in this Annex (e.g. COP, route or level) the transferring Unit shall initiate an Approval Request.
- C.1.5 The accepting ATS unit shall not notify the transferring ATS unit that it has established ground-air communications with the transferred aircraft unless specifically requested to do so. The Accepting Unit shall notify the transferring Unit in the event that communication with the aircraft is not established as expected.

#### C.2 ATS-Routes, Co-ordination Points and Level Allocation

Available ATS-routes, COPs to be used and level allocation to be applied, are described in the tables below.

##### C.2.1 Flights from Beirut ACC to Damascus ACC

ATS-Route	COP	Level Allocation	Special Conditions
UR655	LEBOR	ODD	- At or above FL 240 for departures from Beirut* - Not below FL 240 for arrivals to OSDI
UN310	LATEB	ODD	- At or above FL 290 for departures from Beirut*
UP300		ODD	

\* Secondary airports in Beirut FIR such as; Kleyate (OLKA) or Rayak AB (OLRA) follow the same restrictions

##### C.2.2 Flights From Damascus ACC to Beirut ACC

ATS-Route	COP	Level Allocation	Special Conditions
R655	LEBOR	EVEN	- At or above FL240 for departures from OSDI -Not below FL 240 for arrivals to Beirut*
L513		EVEN	- At or above FL240 for departures from OSDI -Not below FL 240 for arrivals to Beirut*

\* Secondary airports in Beirut FIR such as; Kleyate (OLKA) or Rayak AB (OLRA) follow the same restrictions

### C.3 VFR Flights

Exchange of flight data on VFR flights between Beirut ACC and Damascus ACC shall be conducted verbally or by text and should include the following:

- Call-Sign
- VFR
- Type of Aircraft
- Departure and Destination Aerodrome
- CFL
- ETO COP or FIR boundary
- SSR Code

- C.3.1 VFR flights are not permitted in the AoR of Beirut ACC and Damascus ACC above FL195.
- C.3.2 VFR flights operating within controlled airspace should, in so far as practical, be coordinated in accordance with the established COPs specified in para. C.2.1 and C2.2.
- C.3.3 Coordination of known VFR traffic operating outside controlled airspace should be conducted by exchanging the ETO Beirut / Damascus FIR boundary and the established time of arrival at destination.

### C.4 Verbal/Text Co-ordination

*Reminder: IVAO R&R*

5.3.6 - Handoffs of aircraft between controllers should be done using the transfer feature in the controlling software. Transfers may first be coordinated via private chat or using the IVAO™ Intercom.

Active Members on duties at any of the ATC positions (OLBB\_CTR or OSTT\_CTR) have two ways to co-ordinate their traffic for the next accepting unit

- C.4.1 Verbal co-ordination: INTERCOM  
Voice communication through Skype™ &/or TS3 with Air Traffic Controllers is now made a lot easier with this new web based tool: the IVAO Intercom. The main goal of the INTECOM is to simplify and facilitate the traffic flow coordination between the adjacent and nearby controllers by having a Voice Intercommunication System, with multiple frequencies.
- C.4.2 Text co-ordination: COMMBox Private Chat  
Use the private chat text screens in your ATC client program (IVAC/IVAC2). The content of the co-ordination message shall consider the following data:
  - Call-sign
  - CFL
  - ETO COP or FIR boundary
  - SSR code

### C.5 Direct Course

- C.5.1 Deviation off-route an approved flight plan for a direct waypoint, should be coordinated in accordance with any approved method as outlined in C.4 with the active sector subject to the flow of traffic. Approval will granted accordingly.

## Annex D

### Transfer of Control and Transfer of Communications HANDOFF

Effective: 15<sup>th</sup> of June 2017

Revised: 13<sup>th</sup> of June 2017

#### D.1 Transfer of Control

The transfer of control takes place at the COPs on the AoR-boundary.

#### D.2 Transfer of Communications

The transfer of communications shall take place not later than the transfer of control, unless otherwise coordinated.

When Controller-Pilot Data Link Communications (CPDLC) is used in both ATS units, the transfer of CPDLC shall commence concurrently with the transfer of voice communications.

##### D.2.1 Frequencies from Beirut ACC to Damascus ACC

<u>For Traffic Via:</u>  <b>LEBOR</b>  <b>LATEB</b>	Primary Frequency: <b>121.300 MHz</b>	Damascus ACC Sector
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##### D.2.2 Frequencies from Damascus ACC to Beirut ACC

<u>For Traffic Via:</u>  <b>LEBOR</b>	Primary Frequency: <b>119.300 MHz</b>	Beirut ACC Sector
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