1310

ATC Operations Department

LETTER OF AGREEMNT

Effective date: October 01, 2013
Validity: <u>UNTIL FURTHER NOTICE</u>

Between:

Tel Aviv FIR	Cairo FIR
IVAO Israel	IVAO Egypt

About:

Decision about a procedure method of ATC transition and a direct transition between Tel Aviv FIR and Cairo FIR on ATS routes.

Agreed by:

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Accepted by:

LLLL-CH | Daniel Shulga   Mohamed Salamoni | HECC-CH

Introduction

This document had been revised and approved by the Israeli and Egyptian Divisions of IVAO. It's use is **restricted** to IVAO **virtual** flight network. It is **NOT** for real-life use.

The ATC operations departments of the Israeli division and the Egyptian division come-up to an agreement on a direct transition between Tel Aviv FIR and Cairo FIR in following to the amount of flights have been done on tours and online-days between the two airspaces.
The agreement shown here is the first agreement and this document will be updated accordingly - this document contains all information about the agreement between the two divisions.

<u>Changes:</u>
- **17/02/14** – by IL-ADIR (Eden): Redesign of the document and adding some explanations.
- **01/10/13** – by IL-AOC (Omer) & EG-AOC (Amr): establishment of the LOA.

Objective

The aim of this document is to provide an operation basis where the air traffic controllers of the facilities involved can settle the coordination for ensuring the safety between adjacent units.

Assumptions

Cairo FIR borders with Tel-Aviv FIR on the south part of Tel-Aviv FIR where the facility (ACC) named "South Control" is responsible to the area.

The procedure applies to traffics on ATS routes only so "Hagav Control" (ACC for CVFR traffics under 6000ft) which is under "South Control" is **irrelevant**.

The relevant positions information:

- **Cairo Center**
  - 125.300
  - HECC_CTR
  - Entire Cairo FIR.
- **Tel Aviv Control**
  - 121.400
  - LLLL_CTR
  - Entire Tel-Aviv FIR.
- **South Control**
  - 120.900
  - LLSC_CTR
  - Southern part of Israel (southern abeam SIVAK)

RED – Cairo FIR border.
BLUE – Tel Aviv FIR border
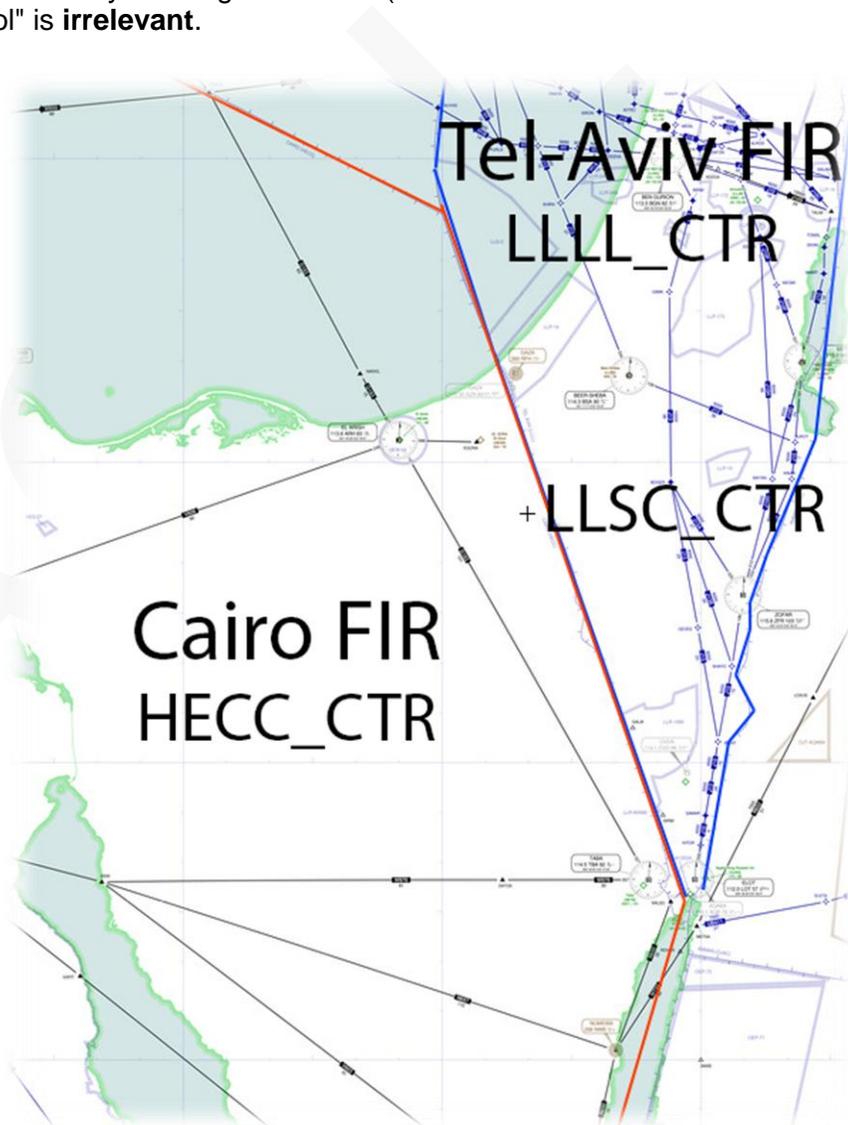
Responsibility

The transfer of communication between "Cario Center" and "South Control" will take place at least two minutes before crossing airspace boundary, ensuring that separations will be guaranteed.

Transition

Direct transition between Tel Aviv FIR and Cairo FIR can be made via NALSO only.
Pilots who want to fly between Tel Aviv FIR and Cairo FIR will be flying via NALSO only without any altitude restriction.

NALSO
N029 32' 00"
E034 53' 00"

Routing:
- **LOT** DCT **NALSO** (below 10000ft)
- **LOT** J10 **NALSO**   (above 10000ft)
- **NALSO** DCT **LOT** (below 10000ft)
- **NALSO** J10 **LOT**   (above 10000ft)
- **NALSO** DCT **TBA**
- **TBA** DCT **NALSO**
- **NALSO** R650\UR650 **NWB**
- **NWB** R650\UR650 **NALSO**

Nearby navigation aids:
- **LOT** (VOR) - 112.000
- **TBA** (VOR) – 114.500
- **TBA** (NDB) - 315.5
- **NWB** (NDB) – 288

Arrivals to LLET (Eilat Airport)

Assumptions
- **Eilat Tower** – 121.800 – LLET_TWR
- **Taba Approach** - 122.450 - HETB_APP
- **Taba Tower** - 120.300 - HETB_TWR

Arrivals to LLET (Eilat Airport) from Cairo FIR must be leveled at FL90 at NALSO.
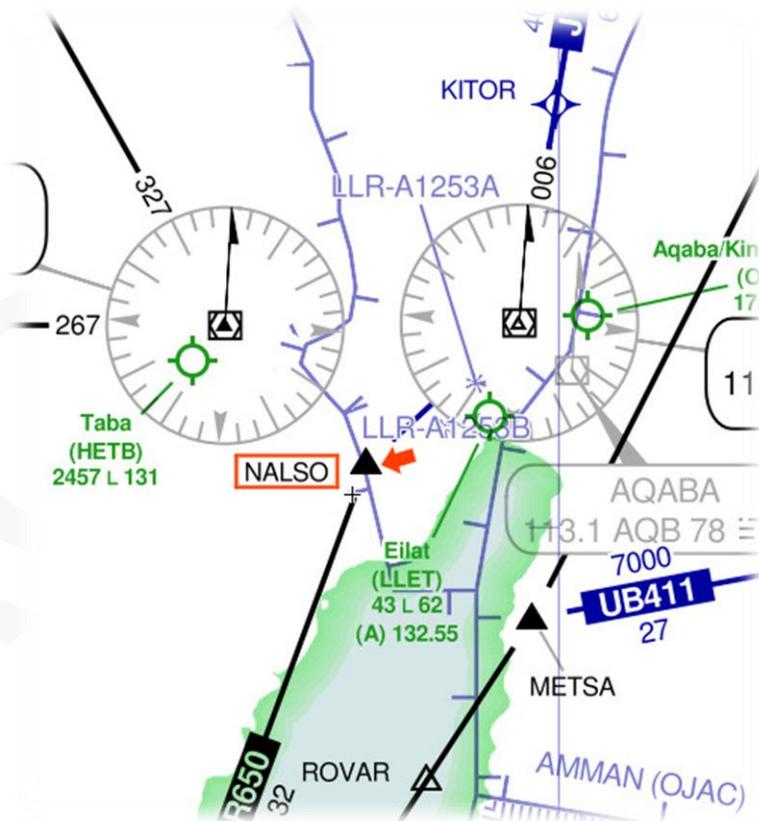Before reaching NALSO, arrivals must be under the control of HETB_TWR or the upper facility such as HETB_APP or HECC_CTR with the priority of Cairo Control.
After NALSO, they must be under the control of LLET_TWR or the upper facilities such as LLSC_CTR/LLLL_CTR with the priority of LLSC_CTR.

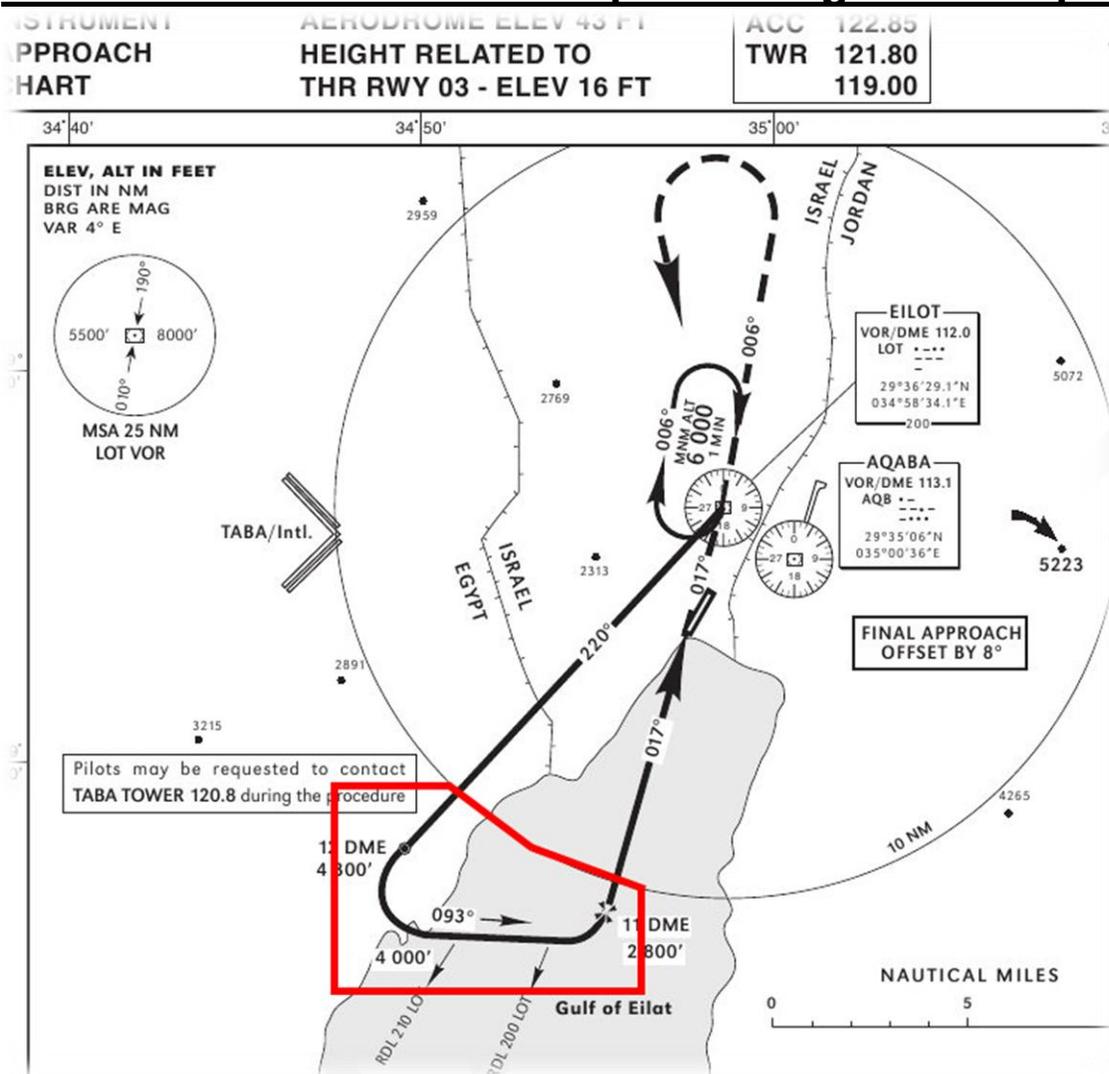Traffics entering Tel-Aviv FIR will be requested to change their squak code and assign to IDENT.
For example:
- ❖ **Pilot:** 4XCGD, With you at NALSO FL90 to land.
- ❖ **LLET_TWR:** 4XCGD Shalom, Eilat Tower. Set SQ 4201 and IDENT.

Approach
- Approaching to Eilat will required VMC conditions due to RNAV and visual approaches available at this moment on the airports charts.
- When entering Tel-Aviv FIR traffics will be switching to QNH supplied by the ATC.

Departures from LLET (Eilat Airport)

Assumptions
- **Eilat Tower** – 121.800 – LLET_TWR
- **Taba Approach** - 122.450 - HETB_APP
- **Taba Tower** - 120.300 - HETB_TWR

Departures from LLET to Cairo FIR must be at NALSO 7000ft AMSL, and transferred to HETB_TWR or HECC_CTR when reaching NALSO.

Departure to NALSO is done via SAMAR1A\SAMAR1B departure route and DCT from LOT to NALSO. (at this moment the route between NALSO to LOT is unnamed, could be change to "J10")

Departure of light aircrafts under VMC conditions can be done via CVFR to NALSO (climbing 7000ft AMSL to NALSO from CVFR position: BEER-ORA) and then under HECC_CTR or HETB_TWR the transition to IFR will be made.

Deviation to Cairo FIR while performing a official procedure

The chart above shows the area where there is a deviation into Cairo FIR while preforming an official approach procedure to runway 03 in Eilat airport. (VOR / DME RWY 03)

When there are traffics at Taba Airport
VOR/DME RWY03 APP at LLET is preformed via HETB_TWR or HECC_CTR when entering the red zone as shown on the chart above. Like in real-life (check the chart above) traffics will be transferred to Taba Tower (120.800) and there is no Taba Tower online they will be transferred to Cairo Center.

Arrivals will be transferred back to LLET_TWR/LLSC_CTR/LLLL_CTR at FAP (LOT197 D11).
- LLET_TWR Should inform HETB_TWR about traffics about to preform VOR/DME RWY03 when traffic is over LOT VOR.
- HETB_TWR can approve to LLET_TWR to control on all traffics preforming VOR/DME RWY03 on the beginning of the ATC session.