

# VATIL - CVACC || LOA

## Letter of Agreement between CvACC (LCCC) and VATIL (LLLL)

### General

#### 1.1 Purpose and Scope:

The purpose of this Letter of Agreement is to define the coordination procedures to be applied between NICOSIA ACC[1] and TEL AVIV ACC[2] when providing ATS to GAT[3] and OAT[4].

The procedures contained in this operational letter of agreement that supplement or detail, when so required, the procedures contained in documents of the two States, ICAO and Eurocontrol shall be applied to all aircraft that cross the common boundary of the Nicosia and Tel Aviv FIRs.

#### 1.2 Operational Status

The two ATS units concerned 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 Letter of Agreement. Information concerning the flow of traffic such as weather, overload, navigation aid or any other relevant information shall be passed on the concerned Unit.

## **Geographical responsibility for the provision of ATS.**

### **2.1 Areas of responsibility**

#### **2.1.1 NICOSIA ACC**

Lateral limits: As published in AIP CYPRUS

Vertical limits: As published in AIP CYPRUS

#### **2.1.2 TEL AVIV ACC**

Lateral limits: As published in AIP State of ISRAEL

Vertical limits: As published in AIP State of ISRAEL

### **2.2 Delegation of The responsibility for The Provision of ATS**

**Routing:** Traffic between Nicosia and Tel Aviv FIRs should route as indicated below, or as coordinated between the controllers in charge

(Example: direct DESPO/STEPA/VELOX).

a) Westbound to Nicosia FIR:

- SUVAS - TEZAK
- SUVAS - STEPA

b) Northbound to Nicosia FIR:

- DAFNA - VELOX
- MERVA - VELOX/DESPO

c) Eastbound to Tel Aviv FIR:

- IDAKU - PIKOG
- LEDRA - PIKOG
- BIRES- PIKOG
- BIRES - KEREN<sup>[5]</sup>

d) Southbound to Tel Aviv FIR:

- ZOMBA - AZERE
- ZOMBA - MERVA<sup>[6]</sup>

## **Procedures for coronations**

### **3.1 Tel-Aviv clearance limit outbound flight from LLBG/LLHA to Nicosia FIR**

- a. All outbounds flights, Tel-Aviv ACC Clearance limits **FL260** or Below

- b. Directs may be given by Tel Aviv ACC to VELOX without prior coordination, any other waypoints require coordination with NICOSIA ACC.

### 3.2 Overflight to Nicosia FIR (West/North bound)

- a. All outbound traffic from OJAI/OJAM/LLER/LLNV clearance limit is **FL320**
- b. Any other outbound traffic clearance limit is RFL

### 3.3 Nicosia clearance limit Inbound flights to LLBG/LLHA/LLER

- a. **Eastbound traffic:** Nicosia ACC shall clear traffic decent to **FL210** before crossing N71 Airway, subject to traffic flow and separation. But no lower than **FL210**
- b. **Southbound traffic:** Nicosia ACC shall clear traffic decent to **FL270** before crossing N71 Airway, subject to traffic flow and separation. But no lower than **FL270**
- c. **LLHA:** Nicosia ACC shall clear traffic decent to **8000ft** before crossing 70NM before MERVA[7], subject to traffic flow and separation. But no lower than **8000ft**
- d. **Best Practice:** All inbound traffic recommended crossing N71 Airway **FL310** or below
- e. Two or more aircrafts with less than 15NM separation at the same direction, will be separated by vertical separation of **2,000 ft** (e.g. first aircraft descending to **FL210**, second aircraft to **FL230**)
- f. **Overflow:** In the condition that Tel-Aviv ACC declares overflow, the default practice shall be giving hold as published in the positions of **AZERE [8]** and **PIKOG[9]** between **FL210** to **FL340** While remaining under Nicosia ACC, the traffic will be transferred to Tel-Aviv ACC after leaving the hold.

### 3.4 Overflight to LLLL FIR (East/South bound)

- a. All traffic should cross N71 Airway at RFL (**FL330** or above).
  - Traffic below **FL330** must be coordinated with LLLL FIR

## Transfer of Control & Communication

## 4.1 Release Points

Traffic release to Tel-Aviv ACC as soon as crossing [N71](#) Airway.

**Westbound:** Traffic release to Nicosia ACC no later than waypoint [SUVAS](#)

**Northbound:** As soon as possible, subject to traffic flow and potential conflicts, but no later than FIR boundaries.

## 4.2 Frequencies:

**Nicosia ACC:** 124.200 [MHz](#)

**Nicosia South ACC:** 124.200 [MHz](#)

**Nicosia East ACC:** 126.300 [MHz](#)

**Tel Aviv ACC:** 121.400 [MHz](#)

**Tel Aviv Enroute ACC:** 132.025 [MHz](#)[10]

## 4.3 Traffic Transfer

- \* All traffic from LLLL FIR to Nicosia FIR should be transferred to **LCCC\_CTR**
- \* All traffic from Nicosia FIR to LLLL FIR should be transferred to **LLLL\_CTR**
  - In case LLLL\_CTR is offline, traffic bound/destination to LLBG should be transferred to **LLBG\_APP**, following the same

procedures as with **LLLL\_CTR**, following the same procedures as with **LLLL\_CTR**

- Overflight to LLLL FIR would be passed to **LLLL\_CTR** or **LLLL\_E\_CTR** only. In case these units are offline, **LCCC\_CTR** will send the aircraft to Unicom when clear of conflict.

## Validity

**Last review: February 9, 2026 - Revision 1.3**

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[1] LCCC\_CTR

[2] LLLL\_CTR

[3] General Air Traffic

[4] Operational Air Traffic

[5] Intended for TFC crossing LLLL FIR (Over ben Gurion at high altitude)

[6] Intended for TFC Inbound to LLHA/LLIB or crossing LLLL FIR (Over ben Gurion at high altitude)

[7] The vicinity of VELOX/ZOMBA/DESPO.

[8] Right hold, Inbound: 172, 1.5 min, max IAS 300kts.

[9] Left hold, Inbound: 123, 1.5 min, max IAS 300kts.

[10] Overflight only

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