VATIL JorvACC LOA

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Letter of Agreement (LOA)

Between: Amman ACC (JOVACC / OJAC) And: Tel Aviv ACC (VATIL / LLLL)

Updated: As of 14 May 2026.

Effective Date: 15 May 2026

JOVACC VATSIM Jordan

Source: AIP ISRAEL (ENR 1.5, ENR 2.1) and applicable Jordan AIP/SUP (Rev 2509/Sep 2025) material as current.

1. General

1.1 Purpose

Defines ATS coordination between Amman ACC and Tel Aviv ACC for IFR/VFR traffic crossing the common FIR boundary.

1.2 Applicability

Applies to all aircraft crossing between the Amman FIR and Tel Aviv FIR when both ATS units are operational.

Operational status (navaids outages, weather, FPL issues, restrictions) that affects ATS provision shall be coordinated immediately.

2. FIR Areas & ATS Airspace

2.1 FIR Boundaries

Tel Aviv FIR

Lateral + vertical limits are as defined in ISRAEL AIP ENR 2.1:

Full FIR from UNL to GND

- Airspace classifications: A, C, D as published.

Amman FIR

As published in JORDAN AIP (ENR sections).

2.2 Mandatory Reporting/Entry Points

Flights entering Tel Aviv FIR from Amman FIR shall use published entry reporting points:

- RALNA or OSAMA waypoints for Tel Aviv Inbounds.
- MUVIN or TALMI waypoints for Tel Aviv overflights departing from the Amman FIR.

Flights entering Amman FIR from Tel Aviv FIR shall use published entry reporting points:

- SALAM or RALNA waypoints for Amman Inbounds.
- OSAMA SALAM RALNA and or MUVIN/TALMI waypoints for Amman overflights departing from the Tel Aviv FIR.

Note: Entry via other points is prohibited unless explicitly cleared by ATC.

3. Standing agreements

3.1 Tel Aviv ACC -- Amman ACC

- ➤ All traffic shall hold cleared altitude 5NM Prior to transfer [unless said otherwise]
- ➤ All traffic shall be separated with lateral separation of 10NM at least unless maintain vertical separation.

- ➤ When transfer of control is performed the traffic shall be with 45 deg of clear area until entering receiving units' airspace.

3.1.1 Tel Aviv ACC to Amman ACC

Inbound	Altitude	Condition
SALAM (enroute)	FL360 or above	
SALAM (enroute)	28,000ft ALT holding	
OJAI	15,000-11,000	➤ Depends on traffic at LLLL airspace ➤ Until SALAM the traffic shall maintain LLBG-QNH

3.1.2 Amman ACC to Tel Aviv ACC

Inbound	Altitude Condition
MOUAB	FL350 or above
Departing TRFC	12,000ft at MOUAB Cleared 14,000 Higher levels maybe coordinated especially when 08's OJAI ops or 06 OJAM ops in use. Maximum allowable is per ATC (usually FL280)

3.2 Ben Gurion -- Amman ACC

- ➤ All traffic shall hold cleared altitude 5NM Prior to transfer [unless said otherwise]
- ➤ All traffic shall be separated with lateral separation of 10NM at least unless maintain vertical separation.
- ➤ When transfer of control is performed the traffic shall be with 45 deg of clear area until entering receiving units' airspace.

3.2.1 Ben Gurion to Amman ACC

Inbound	Altitude	Condition
OJAI/OJAM	11,000ft at SALAM and 9,000ft at RALNA	The inbound traffic shall descend on LLBG QNH until LLLL FIR boundary. Handoff to OJAI should be within 5nm of SALAM and no later.

Inbound	Altitude	Condition
Overflies of Amman TMA	Maximum 9000ft at SALAM	Enter SALAM at 9000ft and no higher unless coordinated. Higher Altitude is subject to Amman ACC approval

3.2.2 Amman ACC to Ben Gurion

Inbound	Altitude	Condition
LLBG	10,000ft/8,000ft at OSAMA	The inbound traffic shall descend on Amman/OJAC QNH

4. Coordination and Procedures with Adjacent Units

4.1 Ben Gurion - Amman ACC

- ➤ If traffic is unable to hold cleared altitude 5NM before transfer of control the adjacent unit shall be updated
- ➤ Inbound to LLBG: OSAMA at 6000ft shall be coordinated as soon as possible (at least 5 min prior to the position)

4.2 Tel Aviv - Amman ACC

- ➤ If traffic is unable to hold cleared altitude 5NM before transfer of control the adjacent unit shall be updated
- ➤ Inbound to Amman ACC (Enroute): Any traffic crossing below FL350 shall be coordinated
- ➤ Inbound to Tel Aviv ACC (Enroute): Any traffic crossing below FL360 shall be coordinated [Except for FL280]
  FL280 may be closed due to MIL corridor, in this case Tel Aviv ACC will update Amman ACC with 10 min prior for closure. In that situation the block altitude of FL280 need to be coordinated.

5. Frequencies

Tel Aviv ACC:

Identification	FREQ	Transfer\Reason
LLLL_CTR (Bandbox)	121.400	
LLLL_D_CTR	122.950	Departing traffic from OJAI
LLLL_A_CTR	121.400	Inbound traffic to OJAI
LLLL E CTR	132.025	Enroute traffic
LLBG_D_APP (Bandbox)	120.500	Arriving to LLBG\LLHA\Low altitude enroute flights
LLBG_A_APP	131.100	Shall be coordinated in start of shift, acting as LLBG_APP
LLBG_T_APP	119.500	

Amman ACC:

Identification	FREQ	Transfer\Reason
AMM APP	128.900	All inbounds to Amman TMA including OJAI and OJAM Departures from Tel Aviv towards the east
OJAC_CTR	128.500	When AMM APP is offline, OJAC will assume its responsibilities, therefore traffic will be handed off to OJAC in case of AMM APP being offline All other overflying traffic with not a destination set as OJAI/OJAM shall be transferred to Amman Control given their altitude/FL is below FL250.

6. Airspace & Altimetry Considerations

- RVSM: Applicable within Tel Aviv FIR between FL290 and FL410 per ICAO EUR procedures.

- Flight levels and altitude blocks: Follow published AIP route altitude restrictions and chilling levels for each airway/point as amended.

7. Validity & Amendments

- This LOA reflects the most recent AIP information available (as of 14 May 2026). It supersedes earlier local agreements and NOTAM-derived procedures, but must be verified operationally with AIP and NOTAM.

Signed:

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