

LETTER OF AGREEMENT BETWEEN NICOSIA AND ANKARA

Introduction

This letter of agreement (LoA) is made by Turkish Virtual Area Control Center (TRvACC) and Hellenic Virtual Control Center (HvACC), both resident in and active members of Virtual Air Traffic Simulation network herein after referred to as VATSIM.

Aim

The aim of the agreement is to define the FIR/UIR relations between Ankara Control herein after referred to as "LTAA_CTR" and Nicosia Control herein after referred to as "LCCC_CTR".

It is hereby agreed by both parties that strict adherence to this LoA will reinforce the VATSIM spirit and the spirit of cooperation between the nations. Aircraft that do not comply with the rules as set out in this LoA will be violating "controlled airspace and safety of flight regulations". It is known that Cyprus is the sole governing authority over its airspace. Military flights are strictly forbidden between LTAA and LCCC FIRs.

Ankara – Nicosia FIRs/UIRs communications & procedures

A) General

1)LTAA_CTR will notify LCCC_CTR about the aircrafts approaching Nicosia FIR/UIR from Ankara FIR 10 nautical miles before the FIR boundary. LCCC_CTR should be in a position to assume control and provide appropriate traffic separation as soon as aircrafts enter the Nicosia FIR/UIR.

2) LCCC_CTR will notify LTAA_CTR about the aircrafts approaching Ankara FIR/UIR from Nicosia FIR 10 nautical miles before the FIR boundary. LTAA_CTR should be in a position to assume control and provide appropriate traffic separation. as soon as aircrafts enter the Ankara FIR/UIR.

B) Southbound Procedures

1) LTAA_CTR will instruct up to:

- i) TOMBI Intersection (released at ODD level)
- ii) DOREN Intersection (**ONLY** for inbound/outbound traffic to LCEN)
- iii) VESAR Intersection (released at ODD level)

2) At TOMBI, DOREN and VESAR flights will come under the sole control of LCCC_CTR. Aircrafts entering the Nicosia FIR via DOREN should be rerouted via VESAR with the coordination of the next controller. DOREN will only be used for traffic inbound/outbound LCEN. That traffic at DOREN will switch to unicom (122.8) as no radar service provided by LCCC_CTR for LCEN.

C) Northbound Procedures

1) LCCC_CTR will instruct up to:

- i) TOMBI Intersection (released at EVEN level)
- ii) VESAR Intersection (released at EVEN level)

2) At TOMBI and VESAR flights will come under the sole control of LTAA_CTR. Flight plans with DOREN as exit point out of Nicosia FIR should be amended and the aircrafts should be rerouted via VESAR.

D) Unavailability of Control service

LTAA_CTR or LCCC_CTR will terminate the radar services at TOMBI, DOREN, VESAR if the ATC service is not available at the adjoining FIR/UIR.

E) Type of flights allowed.

- 1) Airline flights
- 2) General Aviation flights
- 3) Cargo flights
- 4) Ambulance flights
- 5) Air taxi flights

General Terms

1) FREQUENCIES AND SECTORS

A) Nicosia FIR/UIR

LCCC_CTR (124.200) main frequency

LCCC_WL_CTR (128.075) covering the northern western part of the FIR below FL325 (TOMBI)

LCCC_W_CTR (125.500) covering the northern western part of the FIR GND-UNL. (TOMBI)

LCCC_E_CTR (126.300) covering the northern eastern part of the FIR GND-UNL (VESAR)

B) Ankara FIR/UIR

LTAA_CTR (129.425) main frequency

LTAA_S_CTR (124.075) covering south part of Turkey. (TOMBI, DOREN, VESAR)

2) COORDINATION POINTS AND LEVELS

- **TOMBI**

Traffic from Ankara to Nicosia should be transferred at an ODD level strictly.

Traffic from Nicosia to Ankara should be transferred at an EVEN flight level strictly.

DESTINATION AIRPORT: LTAI

Aircraft should be cleared down to **FL240** and released to LTAI_APP or LTAA_CTR (if LTAI_APP not online)

DEPARTURE AIRPORT: LTAI

Aircraft should be cleared up to **FL230** and released to LCCC_WL_CTR or LCCC_W_CTR or LCCC_CTR (if none of the other stations are online).

- **VESAR**

Traffic from Ankara to Nicosia should be transferred at an ODD level strictly

Traffic from Nicosia to Ankara should be transferred at an EVEN level strictly.

DESTINATION AIRPORT: LCLK

Aircraft should be cleared down to **FL290** and released to LCCC_E_CTR.

DEPARTURE AIRPORT: LCLK

Aircraft should be cleared up to **FL320 (initially FL280)** and released to LTAA_CTR (or LTAA_S_CTR)

The provisions of this agreement shall be construed and interpreted in accordance with the VATSIM Code of Regulations and VATSIM Code of Conduct.

Any dispute arising from this agreement shall be solved amicably by and between TRvACC and HvACC.

This agreement shall be executed in the English language and has been duly agreed and signed on this date of 12/May/2022 by the next parties.

HvACC

TRvACC

ATC Director

Spyros Stavrakis

Navigation Director

Nicosia FIR Director

Gursel Alp

Alexander Nakopoulos

