

LETTER OF AGREEMENT



between
and

V 1.0



Effective: 1st November 2015

1 General.

1.1 Purpose.

The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between Algiers ACC and Tunis ACC when providing ATS to General Air Traffic (IFR/VFR).

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 Letter of Agreement.

2 Areas of Responsibility for the Provision of ATS.

Areas of Responsibility.

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

2.1 Algiers ACC

For Lateral and Vertical Limits see Algiers AIP.

ICAO airspace classification for the area of responsibility of Algiers ACC along the common boundary of the areas of responsibility of Algiers ACC and Tunis ACC, is described in Annex B to this Letter of Agreement.

2.2 Tunis ACC

For Lateral and Vertical Limits see Tunisia AIP.

ICAO airspace classification for the area of responsibility of Tunis ACC along the common boundary of the areas of responsibility of Tunis ACC and Algiers ACC, is described in Annex B to this Letter of Agreement.

3 Procedures.

3.1 The procedures to be applied by Algiers ACC and Tunis 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 members of each division.

4 Revisions and Deviations.

4.1 Revision of the Letter of Agreement.

The revision of the present Letter of Agreement, excluding Annexes and their Appendices, requires the mutual written consent of the division HQ.

4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual written consent of the AOCs or FIR Chiefs of each division.

4.3 Temporary Deviations.

When necessary, concerned members opening the adequate the 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 Letter of Agreement.

5 Cancellation.

5.1 Cancellation of the present Letter of Agreement by mutual agreement of the respective Approving Division may take place at any time.

5.2 Cancellation of this Letter of Agreement by either Approving Division is possible at any time, provided that the cancelling party declares its intention to cancel the Letter of Agreement with a minimum pre-notification time of 60 days before the date the cancellation is to take effect.

6 Validity.

This Letter of Agreement becomes effective on the 1st November 2015.

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DZ-DIR
Seif Eddine AZOUG

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Annex A.

Definitions and Abbreviations.

Effective: 1st November 2015
Revised:

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 Division Level (DL).

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

A.1.3 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.1.7 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.

AIP	Aeronautical Information Publication
AoR	Area of Responsibility
ATC	Air Traffic Control
ATS	Air Traffic Services
COP	Coordination Point
DL	Division Level
ETO	Estimated Time Over Significant Point
FIR	Flight Information Region
GAT	General Air Traffic
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
LoA	Letter of Agreement
NM	Nautical Mile
OAT	Operational Air Traffic
RTF	Radio Telephony
RVSM	Reduced Vertical Separation Minimum
SSR	Secondary Surveillance Radar
UIR	Upper Flight Information Region
VFR	Visual Flight Rules

Annex B.

Area of Common Interest.

Effective: 1st November 2015
Revised:

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

B.1.1 Algiers FIR / UIR

COP	Route in Algiers FIR/UIR	Vertical limits	Airspace Classification
KAWKA	U/G14	FL45 – FL455	Class D
MORJA	U/A411	FL105 – FL455	Class D
DIMAO	U/W254	FL105 – FL455	Class D
TBS	UA31	FL95 – FL460	Class D
	UG864	FL290 – FL455	Class D
	U/V18	FL95 – FL455	Class D
DAFRI	U/V18	FL95 – FL455	Class D:
KRIMA	U/V71	FL45 – FL455	Class E
EBA	U/G362	FL245 – FL455	Class E

B.1.2 Tunis FIR / UIR

COP	Route in Tunis FIR/UIR	Vertical limits	Airspace Classification
SAKET	UW302	FL95 – FL460	<p>Class A FL245 – FL460</p> <p>Class D Route vertical limit - FL195</p> <p>Class G Below route vertical limit and above FL460</p>
KAWKA	UG729	FL285 – FL460	
	UM126	FL285 – FL460	
TALEL	UV286	FL245 – FL460	
MORJA	U/A411	FL65 – FL460	
	UM978	FL245 – FL460	
DIMAO	UW254	FL105 – FL460	
SONED	UW868	FL290 – FL460	
	UP868	FL290 – FL460	
TBS	U/A856	FL95 – FL460	
	U/G623	FL95 – FL460	
	U/G864	FL95 – FL460	
	U/R783	FL105 – FL460	
	U/V18	FL95 – FL460	
	UG655	FL245 – FL460	
	U/M725	FL155 – FL460	
	U/P128	FL155 – FL460	
	U/M980	FL155 – FL460	
	UP143	FL245 – FL460	
DAFRI	U/V18	FL95 – FL460	
KRIMA/ELO	U/V71	FL95 – FL460	
EBA	U/W411 (*)	FL95 – FL460	
	U/G869 (*)	FL95 – FL460	
	V191 (*)	FL95 – FL460	
	V237	FL95 – FL460	
	UG362	FL245 – FL460	

(*) : Class F between FL95 and FL245

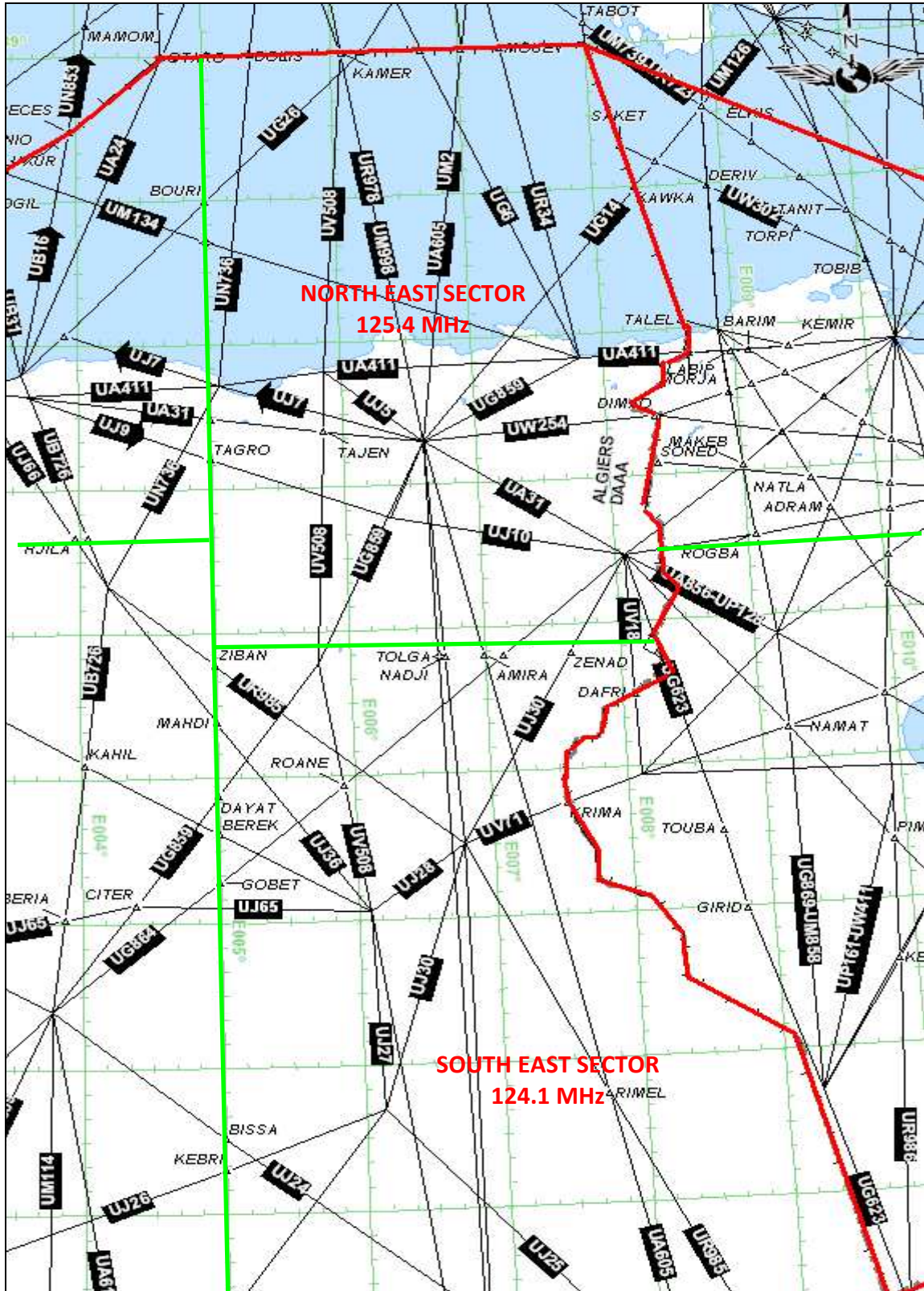
B.2 Sectorisation.

The sectorisation within the area of common interest is shown in Appendix 1 of Annex B.

Appendix 1 of Annex B

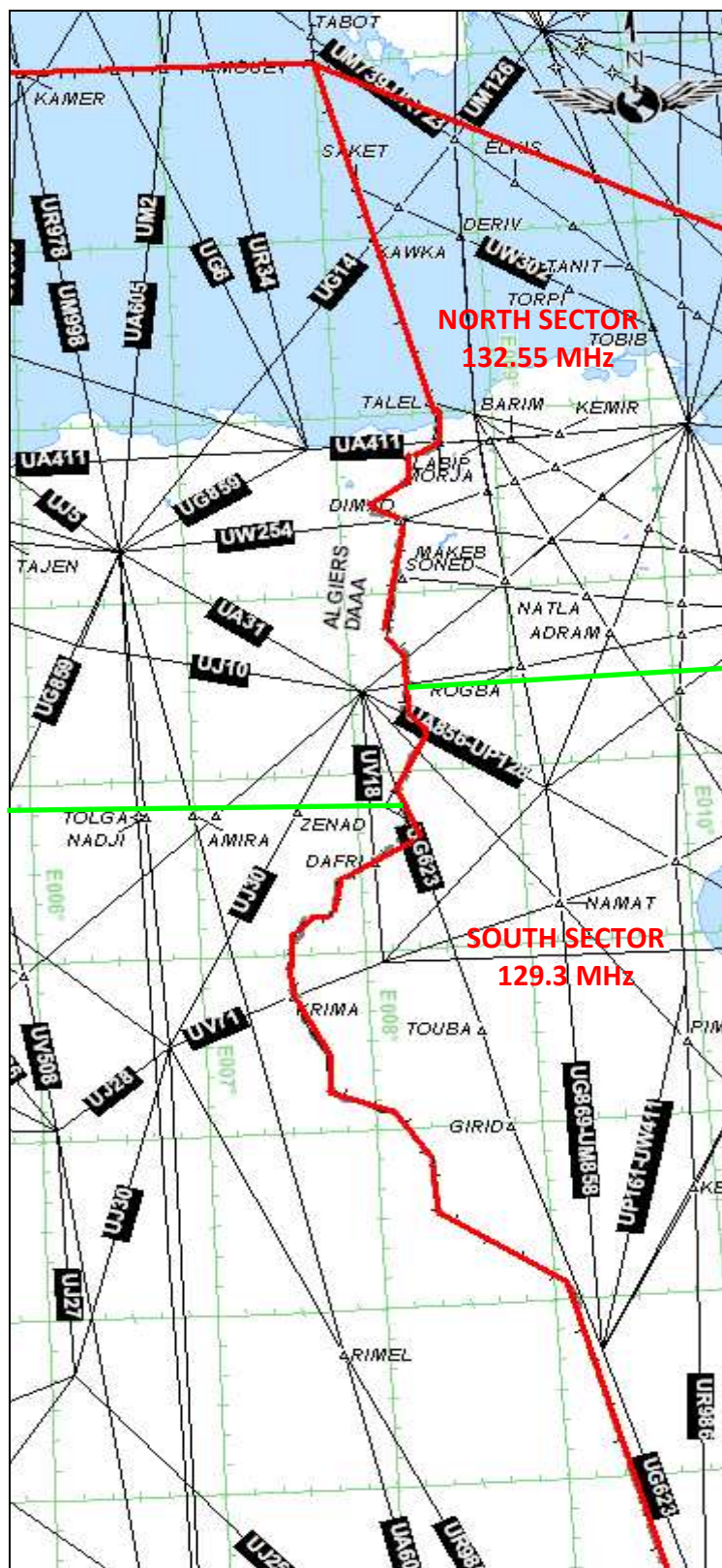
Sectorisation within Algiers ACC

Sectors: **NORTH EAST / SOUTH EAST**



Appendix 1 of Annex B

Sectorisation within Tunis ACC
Sectors: **NORTH / SOUTH**



Annex C.

Procedures for Co-ordination.

Effective: 1st November 2015
 Revised:

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 para 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 para 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 Algiers ACC to Tunis ACC

ATS-Route	COP	Level Allocation	Special Conditions
U/A411	MORJA	ODD	FL250 or above for DTTA arrivals FL110 or above For DTKA arrivals <hr style="border-top: 1px dashed black;"/> FL130 or below For DABB departures
U/V18	DAFRI	ODD	FL130 or above for DTTZ arrivals
U/V71	KRIMA	ODD	FL130 or above for DTTZ arrivals <hr style="border-top: 1px dashed black;"/> FL150 or below For DAUO departures

Note. For consecutive arrivals which are not longitudinally separated, the next available level to be coordinated with Tunis ACC should be at 2000 ft intervals above the standard level and at ODD levels only.

C.2.2 Flights from Tunis ACC to Algiers ACC

ATS-Route	COP	Level Allocation	Special Conditions
U/A411	MORJA	EVEN	FL240 or below for DTTA departures FL100 or below For DTKA departures
			FL140 or above For DABB arrivals
U/V18	DAFRI	EVEN	FL120 or below for DTTZ departures
U/V71	KRIMA	EVEN	FL120 or below for DTTZ departures
			FL160 or above For DAUO arrivals

Note. For consecutive departures which are not longitudinally separated, the next available level to be coordinated with Algiers ACC should be at 2000 ft intervals below the standard level and at ODD levels only.

C.3 VFR flights.

Exchange of flight data on VFR flights between Tunis ACC and Algiers ACC shall be conducted verbally or by texting 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 Algiers ACC and Tunis 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 Algiers / Tunis 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 (DTTC_CTR or DAAA _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™ with Air Traffic Controllers is now made a lot easier with this new web based tool: the IVAO Intercom. The main goal is to simplify and speed up the traffic flow coordination between the controllers all around by having a voice intercom system, with multiple frequencies.

To access to the application click [HERE](#)

C.4.2 Text co-ordination: COMMBox private Chat

Use the private chat text screens in your ATC client program (IVAC).

The content of the co-ordination message shall consider the following data:

- ▶ Call-sign
- ▶ CFL
- ▶ ETO COP or FIR boundary
- ▶ SSR code

Annex D.

Transfer of Control and Transfer of Communications. HAND OFF

Effective: 1st November 2015

Revised:

D.1 Transfer of Control.

The transfer of control 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.

D.2.1 Frequencies from Tunis ACC to Algiers ACC

For traffic via: KAWKA, MORJA, DIMAO, TBS, DAFRI, KRIMA, EBA	Primary frequency: 125.400 MHz	Algiers ACC NORTH EAST Sector
For traffic via: KRIMA, EBA	Primary frequency: 124.100 MHz	Algiers ACC South EAST Sector

NB : Members shall always check for the frequencies of the adjacent ATC sectors

D.2.2 Frequencies from Algiers ACC to Tunis ACC

For traffic via: KAWKA, MORJA, DIMAO, TBS (north bound)	Primary frequency: 132.550 MHz	Tunis ACC NORTH Sector
For traffic via: TBS (south bound), DAFRI, KRIMA, EBA	Primary frequency: 129.3 MHz	Tunis ACC SOUTH Sector (when DTTC_S_CTR is on line)

NB : Members shall always check for the frequencies of the adjacent ATC sectors