Letter of Agreement between Khaleej vACC and Arabian vACC (concerning Bahrain, Doha and Emirates FIRs)

Revision 02 of 2025

13 SEP 2025

Document Control Details

Type	Letter of agreement
Revision	02/2025
Effective date	13 SEP 2025
Prepared by	Suprojit - ACCARB3
Approved by	Majid Bin Theniah - KHLJ1 Suprojit - ACCARB3
Next review due	13 SEP 2026

Record of Revisions

Revision Number	Notes	Effective Date
01/2025	Initial issue	28 JUL 2025
02/2025	Airway redesignation - Y856 to M556	13 SEP 2025

Limitation of Liability

This document has been prepared for use on the VATSIM network only. It should never be used for real world aviation operations. The authors cannot be held liable for any personal injury and/or death from the misuse of this document.

Scope

This document outlines operational agreements made between the Arabian and Khaleej vACC concerning the provision of Air Traffic Services between the Bahrain ACC and Doha and Emirates ACCs. These operational agreements are designed to ensure a smooth provision of ATS and to increase efficiency and improve communications and operations between the relevant ATS units involved.

Table of Contents

Areas of Responsibility:

UAE Radar

Lateral limits: OMAE FIR/UIR as prescribed by the UAE AIP.

Vertical limits: GND-UNL

Doha Control

Lateral limits: OTDF FIR/UIR as prescribed by the Qatari AIP.

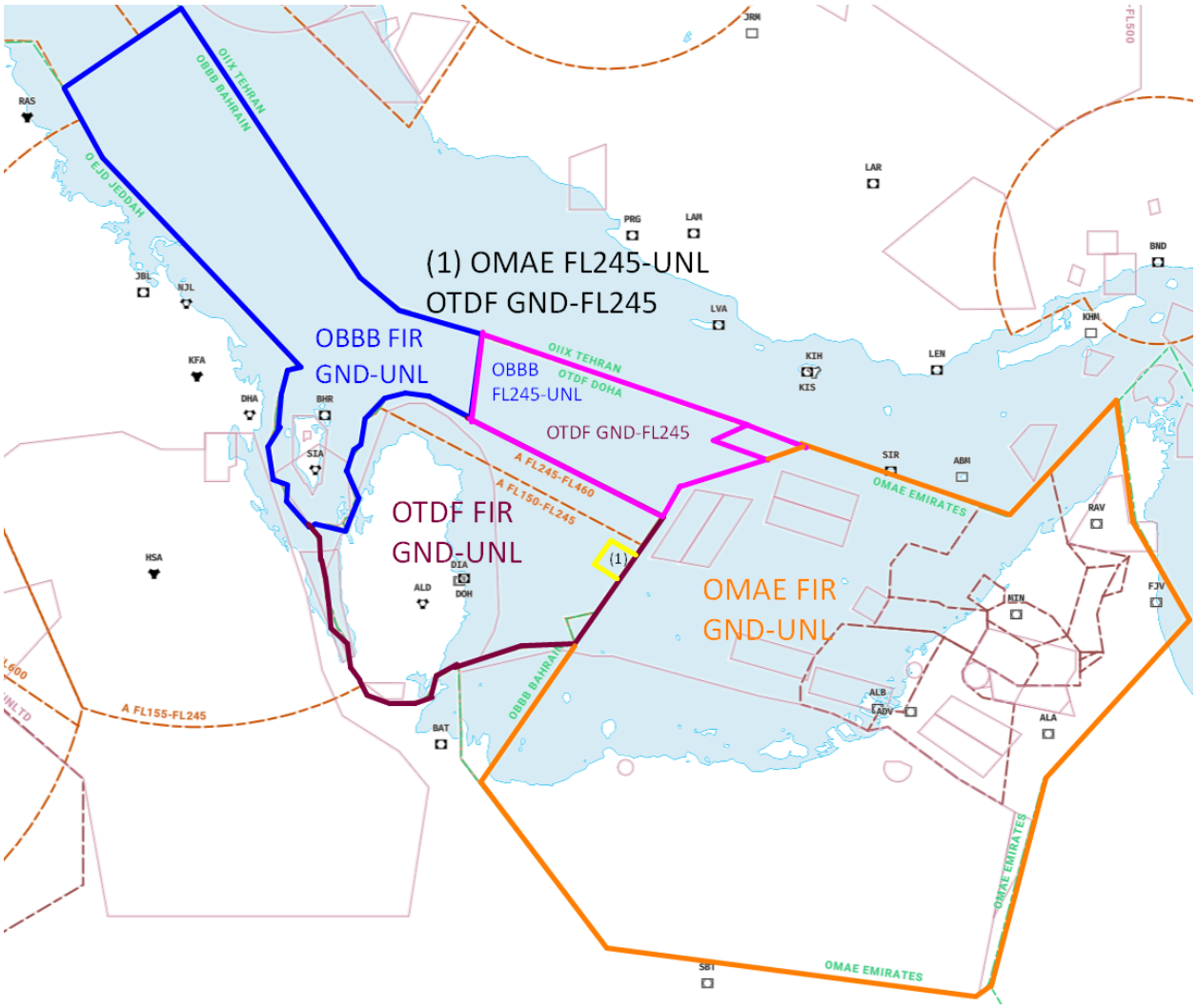
Vertical limits: GND-UNL

Bahrain Radar

Lateral limits: OBBB FIR/UIR as prescribed by the Bahraini AIP.

Vertical limits: GND-UNL

Sectorisation:



Cross Border Provision of ATS:

Coastal Area

Within the Doha FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from Doha Radar to Bahrain Radar within the coastal area, above FL245.

TOMSO-DEGSO Box

Within the Doha and Bahrain FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from Bahrain Radar to UAE Radar in the TOMSO-DEGSO area, above FL245.

DANOB P559 BORUK

Within the Bahrain FIR the responsibility for the provision of ATS in accordance with the airspace classification has been delegated from Bahrain Radar to Doha Radar on airway P559 between waypoint DANOB and BORUK, below FL245.

Communications:

UAE Radar

OMAE_1_CTR (ACC North/Bandbox): 132.150
OMAE_2_CTR (ACC Alpha): 128.250
OMAE_3_CTR (ACC Central): 124.375
OMAE_5_CTR (ACC Bravo): 125.925
OMAE_S_CTR (ACC South): 119.325
OMAE_W_CTR (ACC West): 119.300
OMAE_G_CTR (ACC Golf): 120.525
OMAE_L_CTR (ACC Lima): 129.500

Doha Control

OTDF_1_CTR (Doha Control North): 135.725
OTDF_2_CTR (Doha COntrol South): 132.975

Doha Radar

DOH_R1_APP (Doha Radar): 119.725

Bahrain Radar

OBBB_1_CTR (Central Super/Bandbox): 127.525
OBBB_2_CTR (East): 132.125
OBBB_3_CTR (East Low): 132.850
OBBB_CH_CTR (Central High): 124.300
OBBB_CL_CTR (Central Low): 122.300

Bahrain Approach

OBBI_APP: 127.850

Procedures for Transfer of Control and Communications:

Unless otherwise coordinated,transfer of communications and subsequent control between the above adjacent units shall occur in accordance with this letter of agreement and in accordance with the relevant sectorisation programmed in the Aero-Nav sector database, subsequently programmed in respective FIR sector files.

Cross-sector General Procedures:

COPs to be used and flight level allocation to be applied, unless otherwise coordinated between adjacent units.

Unless specified hereunder descending aircraft must be transferred, sequenced by a minimum distance of 10 NM in-trail, constant or increasing, unless otherwise coordinated between adjacent units.

Climbing aircraft

UAE Radar to Bahrain Radar

UAE Radar must ensure that climbing aircraft with COP ALPOB (L768) and TUMAK (L602/M600) cross waypoints ITMUB and ORLUP respectively, at FL260 or above, cleared to their requested flight level, such that they are able to achieve level cruise by RAMKI and ALTOM respectively. Unless these aircraft will cruise at the same flight level, there is no miles-in-trail separation requirement, as long as standard ICAO minimum radar separation criteria are met and positive separation is assured.

Doha Radar to Bahrain Radar

Doha Radar must ensure that climbing aircraft with COP TULUB (B457) and LUBET (L934) (OTHH/BD departures) cross these respective COPs at FL180 or above, cleared to FL260. Climbing aircraft via TULUB are released for further climb in OTDF airspace.

Bahrain Radar to Doha Radar

Bahrain Radar must ensure that departing traffic via airway P559 (OBBI departures via SODAK-TOMSO) with requested flight level (RFL) FL250 and above be cleared to FL190 to be level at DANOB and be transferred to Doha Radar for further climb. FL210 and FL230 are available as COPX levels after coordination, provided traffic is able to achieve level flight by DANOB.

These departures are subsequently released by Bahrain Radar to Doha Radar for further climb to FL240, before being transferred to Bahrain Radar.

In case traffic is able to cross waypoint DANOB at or above FL250, these departures are fully released to OBBB in OTDF airspace, meaning OBBB may keep control and communications of these aircraft, provided they meet the above crossing restrictions.

In case OTDF control is not online, OBBB may retain control of traffic, provided the aforementioned level restrictions are enforced.

Bahrain Approach to Doha Radar

Climbing aircraft via B457 TULUB from OBBI must cross TULUB at 11,000ft MSL or below. Climbing aircraft via B457 TULUB from OEDF must cross TULUB at FL150 or below. These aircraft are released to OTDF for further climb, provided they remain clear of other surrounding traffic.

Descending aircraft

Bahrain Radar to Doha Radar

OTHH/BD inbounds:

- GIRMO - FL210 - Traffic to reach FL210 by GIRMO, FL230 is also available as a coordinated level
- LUBET - FL290 - Traffic to reach FL290 by LUBET. FL270 is available after coordination.

OMAA inbounds via GESIT shall cross the boundary at level cruise, with increasing separation if this is possible. This is not a requirement but a starting point to allow for sequencing in Doha airspace.

Bahrain Radar to UAE Radar

DEGSO/TOMSO Box
Arriving traffic into Northern UAE airports (OMDB/OMDW/OMSJ) must be transferred at COPs DEGSO and TOMSO at FL310. These aircraft are released for further descent to UAE Radar.

For traffic at or above FL250, they shall be transferred over to OMAE North (OMAE_1_CTR), and traffic at FL240 and below shall be handed over to OMAE West (OMAE_W_CTR).

Alternate Airway Clearances
For traffic with filed routing via M677, they may be issued alternate route clearance via P559 and vice versa, to facilitate continuous climbs or descents. In this case, the route clearances issued shall be as follows:

Traffic landing OMDB:
P559 VUTEB
M677 VUTEB

Traffic landing at OMSJ:
P559 KIVUS L305 EMOTA R784 GONVI
M677 ITBUL L305 EMOTA R784 GONVI

Traffic landing at OMDW from 0300 to 1559 UTC
P559 AMBOV Q322 DATOB
M677 ITBUL Q322 DATOB
Traffic landing at OMDW from 1600 to 0259 UTC
M677 LUDAM G666 ELOVU
P559 KIVUS G666 ELOVU

When utilising alternate airway clearances, OBBB shall introduce some speed control in order to facilitate sequencing by OMAE. Aircraft shall be established on the parallel airway by DEGSO/TOMSO as appropriate

Traffic via N556
Arrivals to OBBI and OEDF via airway N556 (ORMID-ALKAN-OBROS) must cross ALKAN at FL240 or below, to avoid OBBB delegated airspace after ALKAN. OBBI arrivals must then be cleared to FL160, to cross by OBROS, whereas OEDF arrivals must be cleared to FL180 to cross by OBROS, before being transferred to Bahrain Radar for further descent.

In case traffic is unable to reach FL160/180 by OBROS due to crossing traffic within the Doha CTA, they shall be released to Bahrain for descent at FL220 level at OBROS.

Traffic via A453
Arrivals to OEDF via airway A453 (MIDSI-SOLOB) shall be released to Bahrain for further descent in level flight at FL200 by ALMOK.

In case OTDF is offline, traffic on N556 may be handed from OMAE directly to OBBB, workload permitting, complying with all aforementioned level restrictions.

LUBET Delegation of Separation

In case of conflict near the boundary between climbing and descending aircraft in the LUBET area, the two neighbouring units shall coordinate to establish which unit will provide the separation and establish an appropriate delegation of separation. In this case, provisional vertical separation between climbing and descending aircraft must be applied by both sectors until all aircraft involved in the delegation are established on the frequency of the unit providing separation. Appropriate releases for turns, directs, climbs and/or descents shall be established.

Transit Aircraft

For traffic with filed routing via M677, they may be issued alternate route clearance via P559 and vice versa, to facilitate continuous climbs or descents. In this case, the alternate route clearances issued shall be as follows:

P559 AMBOV Q322 LOVEM
M677 LOVEM

Aircraft shall be established on the parallel airway by DEGSO/TOMSO as appropriate.

Other traffic

- OTHH/BD departures via RAGAS and DASUT remain in Doha airspace and exit at max FL230.
- Fights from OTHH/BD must file TULUB B457 KINID and remain at 10,000ft specifically.
  Flights from OBBI to OTHH/BD must file ASTAD N318 HAYYA and remain at 11,000ft specifically.
  Caution must be exercised with these flights when they occur simultaneously, as they cross on the same bi-directional airway.