

## Topf-Mazeh Rivka

מתן אוריין [orianm@mot.gov.il]  
Wednesday, February 02, 2011 3:10 PM  
אורי אורלב; מוטי שמואלי; Avi Ben-Hur; Ravia-Zadok Yael; יהורם מזרחי; Amman Zir; ליבי בהט;  
zinnar@neto.net.il; zinnarnoam@gmail.com; רמ"ד תעבורה אוירית  
ג'ורא רום; Topf-Mazeh Rivka; yaronw@iaa.gov.il; BoazOr@iaa.gov.il; אודי בר עוז;  
Mike Abrahams; ג'ד רגב; rafaell@iaa.gov.il; rolf@bezeqint.net  
חתימת כתב ההסכמה לניהול תעבורה אוירית בין ישראל וירדן  
נושא: Letter of Agreement concerning ATS Between Jordan and Israel Signed 020211.pdf  
מאת:  
נשלח:  
אל:  
עוֹתֵק:  
קבצים מצורפים:

שלום

לפני מספר ימים התקבל במשרדי רת"א העתק חתום של כתב ההסכמה לנושא ניהול תעבורה אוירית בין ישראל לירדן

מצרף גרסה סרוקה של המסמך בצירוף המכתב הנלווה (עמוד 14)

המסמך נכתב במסגרת פגישות משותפות לשני הצדדים בעמאן בתאריך 31 לאוגוסט 2010 ובמשרדי רת"א בתאריכים 28-29 לנובמבר 2010

תאריך הכניסה לתוקף המקורי (1/1/2011) חלף בשל העיכוב בקבלת הנוסח החתום מהירדנים,

קעת נותר להיערך ליישום השינויים שהוכנסו בנוסח הישן, ובראשם נוהל הטיפול המוקדם למטוסי האיירבס 340 של חברת Royal Jordanian

אורי אורלב - נודה לקבלת תאריך עדכני להפעלת כתב ההסכמה החדש בכל יחידות הנת"א הרלוונטיות ברש"ת (נתב"ג, בקרה צפון, בקרה דרום, אילת)  
לכשיתקבל התאריך יועבר לקולגות בירדן,

בברכה,

|                     |             |
|---------------------|-------------|
| מתן                 | אוריין      |
| תחום תשתיות אויריות |             |
| טלפון במשרד         | 03-9774552  |
| טלפון נייד          | 050-6212823 |
| רשות התעופה האזרחית |             |

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**Letter of Agreement concerning Air Traffic Service**  
**(ATS)**  
**Between the Hashemite Kingdom of Jordan and the**  
**State of Israel**

1. In accordance with the Agreement on Transportation between the Government of the State of Israel and the Government of the Hashemite Kingdom of Jordan, signed on 16 January 1996, the aeronautical authorities of both Parties met in order to reach an agreement on matters of air traffic services (ATS) between the Hashemite Kingdom of Jordan and the State of Israel.

2. As a result of the discussions, which were held in a very friendly atmosphere, the two delegations have reached the following agreement, which will replace Appendixes No. 8A, 8B and 8C of the abovementioned Transportation Agreement, as amended.

**3. Scope**

- 3.1. These procedures are supplementary to the ICAO Standards and recommendation practices in Annex 2 and 11, Procedures for Air navigation Services in Doc. 4444 and Regional Supplementary Procedures in Doc. 7030, as amended.
- 3.2. Any amendment to this letter of agreement will only be by agreement between the respective aeronautical authorities of contracting parties.

**4. General**

- 4.1. RVSM
  - 4.1.1. Amman FIR is RVSM standards compliant
  - 4.1.2. Tel Aviv FIR will be compliant with RVSM standards as from 1/1/2011
  - 4.1.3. All transits between the two states shall be operated accordingly
- 4.2. Renegade Aircraft Procedure - As described in APPENDIX A

**5. Departure and arrival routes overflying Israel FIR to/from Amman FIR**



5.1. Westbound from Amman FIR

5.1.1. "TALMI"- J10- "ADDVA"- BGN-VOR, H1, "DEENA"- "PURLA"- "SUVAS"- "KAROL" traffic proceeding via "VELOX" will fly "PURLA"- "GITLA"- "VELOX".

5.1.2. Westbound from Amman, between TALMI and DEENA  
12000 ft.

5.2. Eastbound to Amman FIR

5.2.1. "SOLIN " -  
"RIMON" -"SIRON" -J19-"IZHAR"- "ZAFON"- "SALAM".

5.2.2. Eastbound to Amman, between SIRON and SALAM  
11000 ft.

5.3. Climb and Descend Over flying Procedures

5.3.1. Whenever possible - aircraft will receive approval for climbing and descending to their desired altitude

5.3.2.

5.3.3.

Regularly (which will apply to a minimum of 70% of the time)  
Climb and decent with no restrictions.

5.3.4. Due to Israel's circumstances, in the remaining maximum 30% of the time in a regular work week, the following air routes will be used:

5.3.4.1. Westbound - 12000 feet QNH

5.3.4.2. Eastbound - 11000 feet QNH

NOTE: If possible, even in these time slots climbing and descending will be approved as in Paragraph 5.3.3

6. **Coordination and Procedures Between Tel Aviv ACC and AMMAN TACC**

6.1. General



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6.1.1. These coordination procedures assist the air traffic controllers to exercise their duties in respect to the flow and the safety of the aircraft within the area of responsibility.

6.1.2. The procedures will allow sufficient time to permit flow of information and necessary coordination measures to be taken between the two control units concerned.

6.1.3. Any information concerning the flow of air traffic such as weather, radar, navigation aids or other should be passed to the concerned unit.

## 6.2. Delegation of airspace

6.2.1. The primary responsibility for the control of air traffic remains with the controller in whose airspace the aircraft are operating until the time the aircraft cross the boundary of that airspace.

6.2.2. When control of one or more aircraft is exercised under delegation of airspace by other control center, the accepting controller in communication with an aircraft not yet having reached the entry points to his airspace shall not alter the clearance and SSR code of such aircraft without the prior approval of the transferring unit.

Note: traffic westbound released from AMMAN TACC to TEL-AVIV CONTROL may get clearance to climb to higher level than 12000 thousand feet without prior coordination.

## 6.3. Entry points

6.3.1. Entry points will be FIR boundary, westbound and eastbound. All estimates for in/outbound traffic will be given in reference to the points designated, as defined in both AIPs.

## 6.4. Common control boundary

6.4.1. The common control boundary between the adjacent areas of responsibility for Amman TACC and Tel Aviv ACC is the national boundaries between the two countries.



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6.5. Separation minima

6.5.1. Longitudinal: (same cruising level and track)  
Radar - 10 NM provided the leading aircraft maintain a speed which is faster/increasing than the succeeding aircraft.

6.5.2. Procedural time separation:

6.5.2.1. 10 minutes, or

6.5.2.2. 5 minutes providing leading aircraft is at least  
20KTS faster (IAS).

6.5.3. In case of radar failure in the accepting unit, procedural separation shall be applied to the aircraft on crossing FIR.

6.6. Outbound traffic from Amman FIR

6.6.1. Validity of flight - A flight plan must be submitted at least 60 minutes before Expected Off Block Time (EOBT) and in the event of a delay of 30 minutes or more in the excess of EOBT the flight plan shall be amended or a new flight plan shall be submitted.

6.6.2. SSR codes allocation - Departing traffic will be assigned SSR codes allocated in advance from Tel Aviv ACC upon AMMAN TACC request.

6.6.3. AMMAN CONTROL shall issue a start up clearance IN REFERENCE WITH 6.6.1. AND 6.6.2.

6.6.4. AMMAN TACC shall verify that departing over flying traffic shall cross the point "MOUAB" 11000 ft or above climbing to 12000 ft or assigned level, to position "TALMI" .

6.6.5. Transatlantic traffic of A340

6.6.5.1. Royal Jordanian transatlantic flights operated by A340 series aircraft alone, may be cleared to cross "MOUAB" at or above 9,000'. This clearance shall require prior coordination between the two units 10 minutes before take-off.

6.6.5.2. The clearance shall be subject to traffic situation and shall be issued only if traffic permits.

6.6.5.3. This procedure will be limited for two (2) flights during the day time and one (1) flight during the night time. Traffic will be released to Tel Aviv ACC.



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6.6.5.4. Note: If flight cannot comply with the procedure above, and by prior coordination traffic may continue to "OSAMA" 8000' and "SALAM" 9000'.

6.6.6. Airborne/estimate for entry point - Amman shall pass airborne times upon departure and estimates for FIR boundary.

6.6.7. Release point - Amman shall release departing traffic to Tel-Aviv unit not later than the FIR boundary or as otherwise coordinated.

6.6.8. Identification:

6.6.8.1. All flights shall contact Tel Aviv, as soon as possible, after takeoff for identification. Positive identification shall be performed including instruction to squawk IDENT.

6.6.9. Contact point for identification - shall be effected not later than 15 NM before position "TALMI". Tower controller shall remind departing traffic to call Tel Aviv control for identification

6.7. Inbound traffic to Amman FIR

6.7.1. Tel Aviv ACC shall pass to Amman TACC information regarding inbound traffic as soon as possible, not less than 10 minutes before entering Amman FIR. Information to be included;

- Call-Sign
- Destination
- Altitude
- ETA for entry point to Amman FIR

6.7.2. Change in the information listed under paragraph 6.7.1 shall be passed to Amman TACC.

6.7.3. Clearance limit will be AMN VOR

6.7.4. Release point - Tel Aviv shall Release ARRIVING traffic to Amman not later than the FIR boundary eastbound according to both AIPs.



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6.7.5. SSR code allocation arriving traffic to AMMAN FIR will maintain code allocated by Nicosia Control. If code is not allocated by Nicosia Control: arriving traffic to Amman FIR will be assigned SSR codes allocated by AMMAN TACC for each aircraft individually upon receiving ETA from TEL-AVIV ACC. This code will be from block code: 04XX

6.8. Traffic Between Amman and Ben-Gurion Airports

6.8.1. Traffic from Amman Airport westbound for landing at Ben-Gurion Airport

6.8.1.1. Shall be directed via SALAM (At 8000 feet QNH) - ETHAN - MANOT - RONEY (At 6000 feet QNH) - BGN-VOR

6.8.2. Traffic from Ben-Gurion Airport eastbound for landing at Amman Airport

6.8.2.1. Shall be directed via BGN-VOR - DEENA - JAFFA (At 9000 or 7000 feet QNH) - BGN-VOR - Direct SALAM (At 9000 or 7000 feet QNH)

6.9. Traffic Between Eilat and Aqaba Airports

6.9.1. By prior coordination, Eilat ATC/Aqaba ATC will verify the appropriate RWY in use in the corresponding aerodrome.

6.9.2. By prior coordination and if wind and traffic permit, aircraft may be allowed to use a runway other than the runway in use at the destination airport.

6.9.3. Coordination procedure between Eilat and Aqaba

6.9.3.1. Validity of Flight Plan - normal procedures to be used.

6.9.3.2. Start up clearance - has to be coordinated between the two control towers.

6.9.3.3. SSR code allocation - has to be coordinated between the two control towers.

6.9.3.4. Traffic release - shall be coordinated between the two units, and not later than the international border.

6.9.3.5. Traffic will be released for takeoff by approval of the accepting unit.

6.9.4. Security



6.9.4.1. All flights will contact by telephone the Israeli Security Center before starting up. Tower controller shall verify this action with pilot prior to start up clearance.

6.9.5. IFR Traffic Between Eilat and Aqaba Airports

6.9.5.1. Traffic from Aqaba Airport to Eilat Airport

6.9.5.1.1. When RWY 19 in use at Aqaba (Eilat operating on RWY 21): After takeoff traffic shall climb to altitude 2800 feet QNH on airway Radial 194 from AQB-VOR until 10.0 DME. Then traffic will turn right to intercept Radial 017 from LOT-VOR for VOR/DME Approach to runway 03 as published in Israel AIP, circle to land on runway 21 at Eilat

6.9.5.1.2. When RWY 01 in use at Aqaba (Eilat operating on RWY 03): After takeoff traffic shall follow RAHMA RWY 01 Departure. After passing BAKIR turn right to LOT-VOR and follow ATC instruction to enter the holding pattern or intercept Radial 220 for the VOR/DME Approach RWY 03 Eilat, as published in Israel AIP.

6.9.5.2. Traffic from Eilat Airport to Aqaba Airport

6.9.5.2.1. When RWY 21 in use at Eilat (Aqaba operating on RWY 19): After takeoff traffic shall follow SID SAMAR 1B until 2500 feet QNH, and continue climb to 3200 feet QNH south bound heading 190 until 10.0 DME from VOR-LOT. Traffic shall turn left to intercept VOR/DME ILS Approach RWY 01 Aqaba then circle to land on runway 19 at Aqaba as published in Jordan AIP.

6.9.5.2.2. When RWY 03 in use at Eilat (Aqaba operating on RWY 01): After takeoff traffic shall follow SID SAMAR 1A climbing to 6300 feet QNH, upon crossing 4000 feet QNH traffic shall turn left to LOT-VOR, After passing LOT-VOR traffic shall turn left (maximum speed 180 Kts IAS during turn) and intercept Radial 194 from AQB-VOR for VOR/DME ILS Approach RWY 01 at Aqaba as published in Jordan AIP.

6.9.6. VFR Traffic Between Eilat and Aqaba Airports



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6.9.6.1. Traffic from Aqaba Airport to Eilat Airport

6.9.6.1.1. When RWY 19 in use at Aqaba (Eilat operating on RWY 21): After T/O maintain on R/W HDG climbing to 2000 feet QNH.  
After passing the coast line by 2 NM turn right to join right hand downwind R/W 21 at Eilat.

6.9.6.1.2. When RWY 01 in use at Aqaba (Eilat operating on RWY 03): After T/O maintain on R/W HDG climbing 1000 feet QNH Turn left before reaching 3 NM of R/W end, and climb to 2000 feet to join left hand downwind R/W 03 at Eilat.

6.9.6.2. Traffic from Eilat Airport to Aqaba Airport

6.9.6.2.1. When RWY 21 in use at Eilat (Aqaba operating on RWY 19): Climb on assigned departure heading, maintain 2000', then turn RIGHT to cross over the city of EILAT (at the downwind RWY 21 heading), proceed 3 nm after passing abeam AQABA threshold RWY 19, turn RIGHT and follow AQABA ATC instructions.

6.9.6.2.2. When RWY 03 in use at Eilat (Aqaba operating on RWY 01): Climb left turn to cross over the city of EILAT, maintain 2000' (at the downwind RWY 03 heading), proceed for 2 nm off coast line, thence turn LEFT and follow AQABA ATC instructions.

6.9.7. Mutual transfer of information regarding operation of instrument procedures in Eilat and Aqaba - TBD

6.10. ATS direct speech line voice link failure

6.10.1. In case of direct speech line failure, procedural separation shall be applied to aircraft on crossing position FIR boundary westbound and eastbound (Paragraph 6.5.1).

6.10.2. Control units shall advise aircraft as soon as possible to contact the respective unit to pass estimate time to the entry point, altitude and SSR code. This contact should be effected as soon as possible:



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- 6.10.2.1. For westbound traffic from Amman FIR to Tel Aviv FIR, 10 minutes before reaching Tel Aviv FIR. For traffic departing from Queen Alia or Marka airports, after departure from Amman westbound, as soon as practical.
- 6.10.2.2. For eastbound traffic from Tel Aviv FIR to Amman FIR, 10 minutes before reaching Amman FIR. For traffic departing from Ben Gurion airport, after departure from Ben Gurion westbound, as soon as practical.
- 6.10.3. Traffic shall not cross position 15 NM east of TALMI westbound without establishing radio contact for coordination with Tel Aviv ACC.
- 6.10.4. Paragraphs 6.2.2, 6.6.1, 6.6.4, 6.6.7, 6.6.8, 6.7.3, 6.8.2, shall be implemented as prescribed.
- 6.10.5. Upon approval of supervisors of both control units, using non direct telephone line as described in paragraph 6.9, may be used for coordination purposes.

## 7. Communication Frequencies

### 7.1. Radio Frequencies:

- 7.2. Tel Aviv control
- 7.2.1. Primary - 121.40 Mhz
- 7.2.2. Secondary - 132.05 Mhz
- 7.3. Tel Aviv Identification
- 7.3.1. Primary - 124.30 Mhz
- 7.3.2. Secondary - 118.80 Mhz
- 7.4. Eilat Airport
- 7.4.1. Primary - 121.80 Mhz
- 7.4.2. Secondary - 119.00 Mhz

King Hussein (Aqaba) A.P. 118.10 Tower, 119.20 Aqaba Approach  
 BEN GURION - TMA Primary - 119.50  
 BEN GURION - TMA Secondary - 120.50  
 AMMAN TACC - Primary 128.90  
 AMMAN TACC - Secondary 128.30  
 Emergency frequency .....121.5 Mhz

### 7.5. Telephone Numbers:

|     | Amman TACC                   | Tel Aviv ACC                 | Eilat TWR    | Aqaba TWR    | Ben Gurion<br>TMA |
|-----|------------------------------|------------------------------|--------------|--------------|-------------------|
| ATC | +96264451630<br>+96264451693 | +97246980210<br>+97246926318 | +97286363804 | +96232031424 | +97239758110      |
| Fax | +96264451667                 | +97246980737                 | +97286363835 | +96232012398 |                   |



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|            |              |  |              |              |  |
|------------|--------------|--|--------------|--------------|--|
| Supervisor | +96264451672 |  | +97286363804 | +96232031424 |  |
|------------|--------------|--|--------------|--------------|--|

Israel South Control ACC.....Tel. +97286588215  
Israel South Control ACC.....Fax. +97286586795

## **8. Communication Requirements**

### **8.1. Direct Speech Link**

- 8.1.1. The Parties agree to maintain direct speech link between Amman TACC and Tel Aviv ACC.
- 8.1.2. The Parties agree to maintain direct speech link between Amman TACC and Ben Gurion TMA.
- 8.1.3. The Parties agree to maintain direct speech link between Amman TACC and South Control ACC.
- 8.1.4. The Parties agree to maintain direct speech link between King Hussein (Aqaba) ATC and Eilat ATC.
- 8.1.5. The Parties shall bear the cost of the implementation of the direct speech link within their area of responsibility.

### **8.2. A F T N**

- 8.2.1. The Parties agree to maintain a direct AFTN link between Amman and Ben-Gurion Communication Centers.

## **9. Civil Aviation Security Requirements**

- 9.1. The Parties reaffirm their acceptance of ICAO standards and recommendations, Jordanian and Israeli AIP.
- 9.2. This Letter of Agreement for overflying applies only to civilian airlines of both Parties.
- 9.3. No explosives, weapons, aerial cameras or any military active or passive equipment will be permitted.
- 9.4. Special security procedures will be implemented for the special flights between the two countries.





- 9.5. Approval of flights originating in a country not having diplomatic relations with the state of Israel will be given specifically per flight.

**10. Alternate Airports:**

- 10.1. The Parties agree to permit the usage of their airports as alternatives according to AIP.

**11. Commercial Flights:** the Parties agree upon mutual rights of usage for overflying their FIR's commercial flights, on reciprocal bases.

**12. Coordination of diversion of traffic from J10/J10U to R652:**

- 12.1. When there are limitations in the southern part of Israel it is required in order to maintain the acceptable level of safety that civilian traffic be diverted from the J10 and J10U to an alternate route
- 12.2. This effects both domestic and international flights from Tel Aviv Sde-Dov and Ben-Gurion to Eilat or to the airways south of Eilat and vice-versa.
- 12.3. A formal letter to Jordan CARC will be sent by CAAI at least 1 Month prior to the limitation, for approval request. the letter will include the exact dates of the limitation, and alternate dates if available.
- 12.4. The letter will be addressed to Jordan's CEO of CARC.
- 12.5. An answer will be issued by CARC at least 5 working days prior to the starting date of the limitation.
- 12.6. Routes to be used to traffic departing Ben Gurion or Sde-Dov to Eilat or for international flights south of Eilat - VIA Route R652

**12.6.1. Coordination Procedures: TBD**

- 12.6.2. Departing traffic from Ben Gurion / Sde Dov Airport will operate according the approved "SID SALAM" Traffic shall precede position "SALAM".

- 12.6.3. **South bound** traffic departing Ben Gurion TMA to Amman TACC will cross SALAM at Alt. 9000 feet QNH or 7000 feet QNH. **North bound** traffic to Tel Aviv FIR will cross SALAM at Alt. 10000 feet QNH or 8000 feet QNH (unless otherwise coordinated by both ACC units).



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- 12.6.4. Traffic shall proceed from position "SALAM" to AMN VOR then - on published routes to position BAKIR - LOT VOR.
- 12.6.5. International traffic to the south will proceed on route R652 to position "METSA".
- 12.6.6. Traffic will change frequency to Aqaba Control according to the ATS route chart or as directed by AMMAN ACC.
- 12.6.7. Aqaba Control shall coordinate clearances with Eilat Control Tower for each flight destined to land at Eilat A.P.
- 12.6.8. SSR CODE Allocation -
- 12.6.8.1. South bound Traffic shall be assigned SSR Code Allocation in advance by Amman TACC. Code allocation method will follow Para. 6.7.5.
- 12.6.8.2. North bound traffic from Eilat shall be assigned SSR Code Allocation in advance by Ben Gurion. Code allocation shall be coordinated in advance between Amman TACC and Ben Gurion, passed to Eilat Tower by King Hussein (Aqaba) tower.
- 12.6.9. Release points - will be the FIR boundary.
- 12.6.10. Aircraft to Eilat will proceed from position "BAKIR", by the approval of Aqaba Control, DCT to LOT VOR at minimum altitude of 7000 feet, or as coordinated.
- 12.6.11. Aqaba Control shall release traffic to Eilat Tower at the FIR boundary or as coordinated between the two control units.
- 12.7. Departing Traffic from Eilat northbound
- 12.7.1. Coordination Procedures:
- 12.7.1.1. Eilat Tower shall request start - up and ATC clearance from Aqaba Approach.
- 12.7.1.2. Aqaba Approach will include any restrictions to the coordinated clearance before passing the ATC clearance to Eilat Tower.
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12.7.1.3. Release point: Eilat Tower shall release departing traffic at FIR boundary to Aqaba Control or as coordinated.

12.7.1.4. Traffic joining position "SALAM" must contact Tel Aviv ACC for preliminary identification. This contact must be effected at least 10 NM east of position SALAM.

**12.7.2. Departure Procedures:**

12.7.2.1. Departing from RWY 03: After take - off proceeds straight ahead climbing 2000 feet QNH, or as directed by ATC, thence - Turn right to intercept Aqaba SID ARABA (RWY 01) climbing to the assigned level.

12.7.2.2. Departing from RWY 21: After take - off proceed straight ahead climbing 2000 feet QNH, or as directed by ATC, thence - Turn left to intercept Aqaba SID PETRA (RWY 19) climbing to the assigned Level.

**12.8. International flights from the south To Tel Aviv FIR**

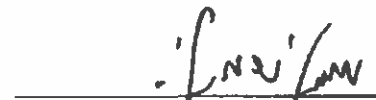
12.8.1. International traffic from the south will proceed from position METSA via route R 652 northbound to QTR VOR Via Amman TMA to position SALAM.

13. The present Letter of Agreement shall enter into force on the date of its signature.

Signed at ISRAEL on 29 Nov. 2010.



Nayef Irshaid Al Marshood  
Director of Air Traffic Management  
Civil Aviation Regularity Commission  
Jordan



Moti Shmueli  
Director of Aviation Infrastructures Division  
Civil Aviation Authority  
Israel

The Hashemite Kingdom Of Jordan  
Civil Aviation Regulatory Commission



المملكة الأردنية الهاشمية  
هيئة تنظيم الطيران المدني

Ref. : 24/1/30/ 77

الرقم :

Date : 9 /1/2011

التاريخ :

**Mr. Giora ROMM**  
**Director General of Civil Aviation Authority**  
**Fax: +972 3977 4599**  
**State of Israel**

**Dear Mr. ROMM,**

Kindly find attached the Letter of Agreement signed from our side.

We stress, however, that it is our understating that Appendixes No. 8A, 8B, and 8C of the Agreement on Transportation between the Government of the Hashemite Kingdom of Jordan and the Government of the State of Israel signed on 16 January 1996 was only to cover a transitional period until signing an ASA between them, and that since an ASA was concluded between the Hashemite Kingdom of Jordan and the State of Israel, this Letter of Agreement containing the arrangements for ATS between the Hashemite Kingdom of Jordan and the State of Israel is concluded by the aeronautical authorities of both sides in their capacity to agree on such procedures.

We would appreciate it if you can confirm that you share this understating with us.

Sincerely yours,

**Eng. Amer Hajarat**  
**Deputy Chief Commissioner**