?Ben Gurion

- GEN | General Operating Instructions
- APC | Approach Control

GEN | General Operating Instructions

CHAPTER 1 Altimeter Setting Procedures

1.1 Altimeter Setting Procedures

1.1.1 Departing Aircraft

Departing aircraft should state the ATIS INFO letter on first contact with GND. It should be issued by the GND controller. Aircraft should be informed of any subsequent change to the QNH at the earliest opportunity.

1.1.2 Arriving / Transiting Aircraft

At or below the Transition Altitude, an aircraft's vertical position will be controlled by reference to the Ben Gurion QNH. Aircraft will be issued the QNH once cleared to descend to an altitude by Tel Aviv or Ben Gurion APP. Aircraft should be informed of any subsequent change to the QNH at the earliest opportunity.

1.1.3 Transition Altitude/Level

The Transition Altitude (in the LLLL FIR) is 18,000 feet AMSL **ABOVE THE SEA.**
When flying above land, the transition altitude is set to 35,000ft.

> **Note:** From here on, unless otherwise specified, vertical references are measured in ft are to be assumed as altitudes AMSL.

CHAPTER 2 All Weather Operations

2.1 Low Visibility Procedures (LVP)

2.1.1 Enforcement

Pilots will be informed when these procedures are in operation by ATIS or by R/T.

ATC Low Visibility Procedures must be applied when the RVR is less than 800m (or visibility below 1200 meters).

2.1.2 Runway Visual Range (RVR)

The RVR is measured at three points along each runway: at the touchdown zone, mid-point, and stop-end. The minimum RVR that can be measured is 50 m, and the maximum is 1500 m.

Only the touchdown zone RVR value is published in METARs; the remaining two RVR values are ‘unknown’ to VATSIM network controllers. When LVP is in force, pilots should be informed of the reported RVR and any subsequent updates.

CHAPTER 3 Description of Airfield

3.1 Aerodrome Geographical Data

LLBG	**ICAO Code**
LON: 320034N LAT: 0345308E	**Aerodrome Reference Point (ARP)**
400 M from THR 30	
134 ft AMSL	**Elevation**
18,000ft AMSL (SEA) // 35,000ft AMSL (LAN)	**Transition Altitude**
2000ft (West), 5000ft (East)	**Safety Altitude**

3.2 ATC Communication Facilities

3.2.1 Aerodrome Control (ADC)

Callsign	Logon Callsign	Abbreviation	Frequency (MHz)
Ben-Gurion Departure Information	LLBG_D_ATIS	ATIS DEP	132.800
Ben-Gurion Arrival Information	LLBG_A_ATIS	ATIS ARR	132.500
Ben-Gurion Clearance	LLBG_DEL	DEL	121.550
Ben-Gurion Ground	LLBG_E_GND	GND East	121.950
Ben-Gurion Ground	LLBG_W_GND	GND West	121.750
Ben-Gurion Tower Arrival	LLBG_A_TWR	TWR ARR	132.100
Ben-Gurion Tower Departure	LLBG_D_TWR	TWR DEP	134.600

> **Note:** When AIR is split (and in the absence of an ADC Supervisor), AIR South shall operate as the ADC Supervisor and is responsible for overall aerodrome operations and executive coordination with external units.

3.2.1 Approach Control (APC)

Callsign	Logon Callsign	Abbreviation	Frequency (MHz)
Ben-Gurion Approach	LLBG_D_APP	DEP	120.500
Ben-Gurion Approach	LLBG_A_APP	APP	131.100
Ben-Gurion TMA	LLBG_T_APP	TMA	119.500

3.3 Logon Order

3.3.1 Aerodrome Control

TWR DEP is the primary tower and should be opened in the first instance. Before TWR is split, RWY 21 must be in use, and there must not be a single RWY OP active.

GND West is the primary position, and after that, GND East may open, and only then BGN DEL.

3.3.2 Approach Control

DEP may be staffed at any time.
ARR may open only when DEP is staffed, when RWY 21 is in use for ARR, and when there is no single RWY OP.

TMA is last in priority to be staffed

3.4 Radio Navigation and Landing Aids

Type	Identifier	Frequency (MHz)
ILS 21	BN	109.700
ILS 30	BD	111.900
ILS 12	BG	110.300
ILS 26	BA	108.700
ILS 08	BC	110.900

CHAPTER 4 Use of Runways

4.1 Preferential Runway System

Runway 26 is the preferred runway for departure.

Runway 21 is the preferred runway for arrival during the day, but due to Noise abatement procidures & winds, there is a rotation between RWY30, RWY21, and RWY12.

At night, RWY12 is the preferred runway for ARR due to noise-abatement procedures

Backwind at or above 5KTS shall initiate a change of active ARR runway.

4.2 Change of Runway Configuration

When there is a change of runway configuration, TWR DEP shall initiate contact with DEP to agree on a last arrival and time for the runway change. DEP shall confirm with all APC stations about the change of configuration.

Based on this time, TWR DEP shall coordinate with GND\DEL as to the last departure. GND\DEL will re-clear any previously cleared aircraft that will now depart on the new runway.

TWR DEP shall inform DEP of the intended last 3 (if appropriate) departures before, and the first departure after, the runway change (callsign and routing).

DEP will inform TWR DEP when the runway change is completed.

4.3 Use of the Non-Duty Runway

Aircraft can land on the departure runway if technical or safety reasons preclude using the nominated arrival runway or to try and avoid a missed approach.

Opposite-direction departures and approaches are not permitted except in an emergency.

APC | Approach Control

Chapter 1: Area of Responsibility and Sector Organisation:

1.1 General

In this section, the following conventions for the naming of the Ben Gurion Group sector positions is adopted:

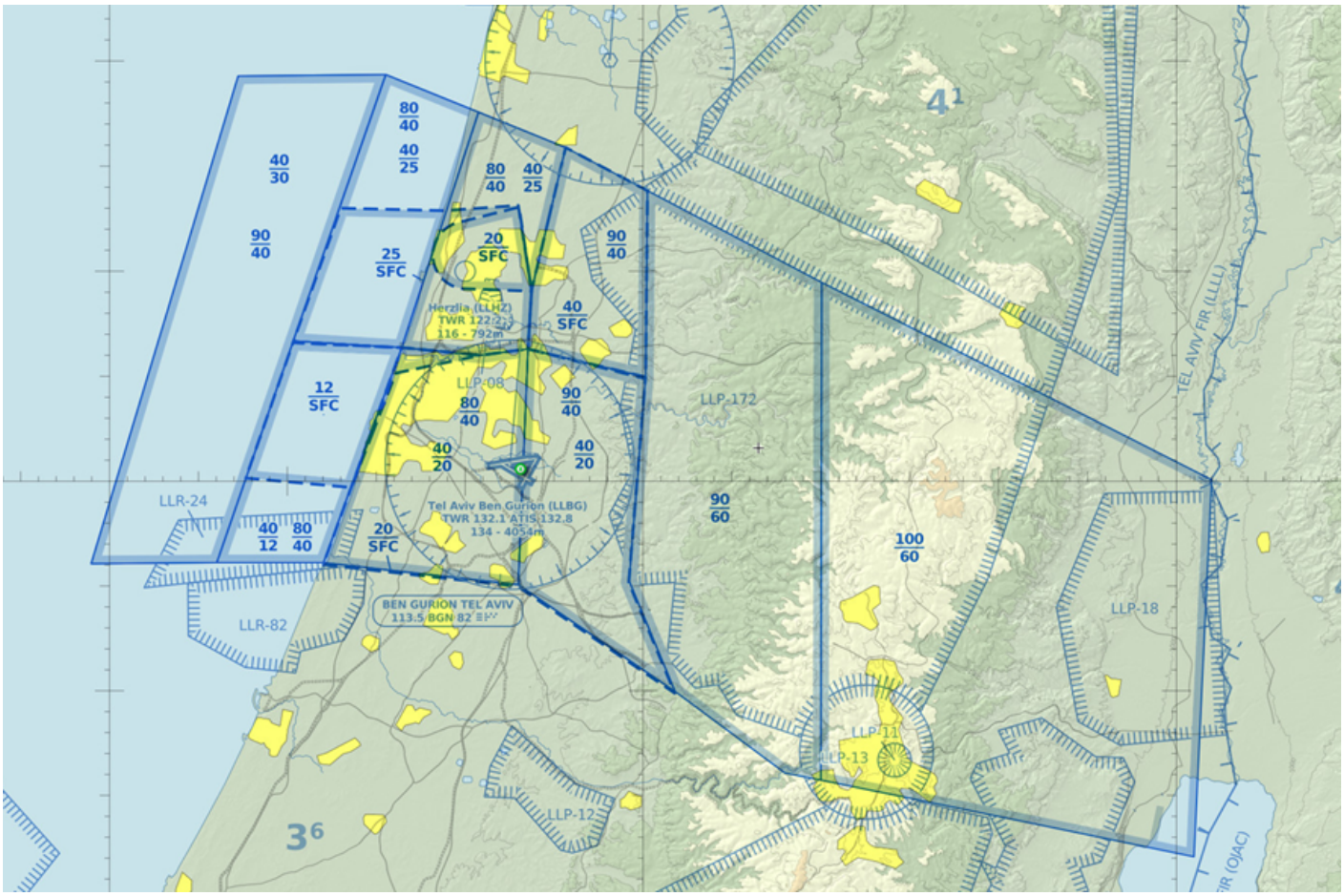
A or D - Departure or arrival

T - TMA Controller

1.1.1 Area of Responsibility

The primary area of responsibility for Ben Gurion Approach is the Ben Gurion Terminal Movement Area (TMA). The TMA is defined as a Terminal Control Area centered around the aerodrome, utilised by the approach controller to safely sequence and manoeuvre arriving, departing, and transiting aircraft.

- **Vertical Limits:** The TMA extends from the specified lower limits up to a maximum altitude of 10,000 feet AMSL at its peak.
- **Airspace Boundaries:** The TMA altitudes are strictly defined to separate different airspace jurisdictions. Below the TMA, the airspace accommodates local aerodromes and CVFR routes. Above the TMA lies the airspace of Tel Aviv Control (LLLL_CTR) and military (IAF) sectors. Controllers must exercise caution to ensure aircraft do not exceed the vertical limits of the TMA.
- **Top-Down Responsibilities:**
  - **Tel Aviv traingle Airspace:** When Tel Aviv Control (LLLL_CTR) is offline, Ben Gurion Approach assumes responsibility for the Tel Aviv maritime airspace, strictly limited to traffic departing from or arriving at Ben Gurion
  - **Herzliya (LLHZ):** When Herzliya Tower or Pluto Control are offline, Ben Gurion Approach assumes top-down control over Herzliya aerodrome.



1.2 Function

BGN radar position provides services as specified in Israel AIP part "א", sections 1, 7, 5, 2, 3, for both IFR and CVFR traffic within controlled airspace.

1.2.1 Responsibility of Approach controllers (D\A APP)

1.2.1.1 D APP

- Receiving departing aircraft from Aerodrome Control (ADC) and controlling them until transfer of control to the appropriate radar/en-route sector.
- Provided Runway 21 is not in use, receiving arriving traffic from the radar sector and managing the sequence and radar vectoring to the active approach.
- Coordinating with ADC regarding the required Minimum Arrival Interval (MAI) and Minimum

1.2.1.2 A APP

- Providing radar vectors or managing the sequence for ILS, Visual, or RNP approaches for Runway 21.
- Coordinating with ADC regarding the required separation between aircraft on Runway 21.

1.2.2 Responsibility of TMA controllers (T APP)

- Sequencing, separating, and managing the TMA airspace for crossing or departing traffic.
- Managing Herzliya aerodrome (LLHZ) and all low-level traffic.
- Sequencing and separating traffic arriving from the east into the main arrival sequence.

1.3 BGN RADAR Bandbox/Splitting Procedures

1.3.1 Opening Order

D-APP may be staffed at all times

A-APP may be staffed only when RWY21 is in use for arrival and while there is no single RWY ops active

T-APP may be staffed after A-APP\D-APP split, or after the opening of D-APP, when RWY21 is not in use.

1.3.2 Procedure for Bandboxing/Splitting D APP and A APP

Chapter 2: Radar Directors – General Operational Procedures:

Chapter 3: Inbound Procedures:

Chapter 4: Procedures for Intermediate and Final Approach:

Chapter 5: Outbound Procedures:

Chapter 6: Holding & Emergencies: