

# APC | BGN RADAR OPERATING PROCEDURES

## Chapter 1: General Radar instructions

### 1.1 Airspace classifications

1.1.1 The TMA in its entirety below 4000 ft and the LLBG CTR are designated as CLASS D Airspace

1.1.2 Air traffic controllers may provide separation between IFR and VFR/CVFR as common in CLASS C airspace, excluding VFR/CVFR in infrastructure as published in the Israeli AIP; this information shall be provided to the pilot, and, by request, he may receive separation.

1.1.2.1 Traffic information to IFR flight about VFR\CVFR traffic at air infrastructure is designated as Additional Service and as lower priority.

1.1.3 Despite the said in sections 1.1.1-1.1.2.1, there shall be provided radar separation or Reduction (reduction from BGN TWR) between planes in Final Approach to RWY 21/26/30 and traffic in the VFR airway (Helicopter) between "KESEM MAARAV" (ברעם מסק) and "Kefar Daniel" (רפכ) (לאינד) in both directions

### 1.2 Clarification about deviation from standard procedures

In opposition to the written instructions in ICAO documents, when air traffic is sent to APP\SID\STAR after vectors, there is no obligation to instruct the pilot to resume own navigation

### 1.3 The required separation within the TMA area is 3 NM and/or 1000 ft:

1.2.1 In specific operations that separation is approved to be broken (for example: Reduction procedure)

### 1.4 SSR-based radar identification

1.4.1 Planes may be considered identified in the following conditions:

1.4.1.1 The transponder code in the TAG system (Strip) and/or there has been coordination between BGN and adjacent radar unit including SSQ (Transponder) code

1.4.1.1.1 The SSQ code is designated to one plane in the BGN Area of control

1.4.1.2 The flight information, which includes at least the SSQ code and C/S, is shown in the Situational Awareness system (for example, VATSIM RADAR, VATSPY, etc)

1.4.1.3 There is an automatic match between the shown traffic on the scope and the assigned SSQ code assigned

1.4.2 This identification method is approved only when there are no known errors in the coordinated TAG system or the Situational awareness system.

1.4.3 When any doubt regarding the identity of the planes, regular radar identification is required

1.4.4 Mode C verification is required.

## 1.5 Exception from Standard Radar PROCEDURES concerning ILS\LOC approach

1.5.1 Intercept of the localizer shall be not greater than 45 degrees of the approach track

1.5.2 Intercept of the localizer shall be at 7NM or more from the touchdown so it may allow the plane to stabilise on the Final approach track at the Glide path or below.

1.5.2.1 Plane shall not be instructed to intercept the localizer

## 1.6 Declaration of Active approach

1.6.1 Only precision approaches may be declared as an active runway's approach

## 1.7 Interception of RNAV waypoints

1.7.1 RNAV waypoint interception may be performed in a way that will allow flight to the waypoint and with the next turn into the next waypoint at less than 90 degrees (aircraft speed and distance shall fall into consideration)

1.7.2 Interception of RNAV waypoint in approach:

1.7.2.1 The intermediate FIX is the last waypoint for approach interception unless written otherwise in the Runway chapter

1.7.2.2 In ILS\RNP interception, the intermediate FIX will be at 45 degrees or less from the next flight path.

## 1.8 Noise limitation when turning jets after takeoff

1.8.1 The limitation specified in this section does not apply to turbo props and planes departing on SID RIPUD

1.8.2 From 2300 to 0600 local time, turning of eastbound jet traffic for improving efficiency is approved at 6000 ft and above or after passing the coastline to the west

1.9 Non-standard altitude coordination and/or airspace deviation is under the responsibility of the controller whose traffic is under his control

## 1.10 Pilot deviation from clearance

1.10.1 ATC shall provide new/updated clearance after a pilot deviation from old clearance in the following circumstances:

1.10.1.1 Emergency Maneuver

1.10.1.2 TCAS RA maneuver

1.10.1.3 TAWS/GPWS alerts (Terrain avoidance maneuver)

1.10.1.4 Weather avoidance maneuver

## 1.11 Flight in restricted airspace

1.11.1 Controller may approve flight in restricted area in airspace under his control under the following conditions:

1.11.1.1 In areas LLP171 and LLP172 (Aerodrome closing) for any reason

1.11.1.1 In area LLP11 (Temple Mount) for reasons of weather, local flight, police, military (VSOA only), and safety

## 1.12 Flight restriction outside of the TMA boundary

1.12.1 No Plane shall be flown 6000 ft eastbound below ADLOD-ASSIF due to active military training areas; to fly in this area, coordination with PLUTO is required

1.12.2 No plane shall be flown west of the TMA below 5000 ft without coordination with PLUTO (or Apollo)

1.12.3 No plane shall be flown west of the TMA and south of Radial 269 of BGN VOR at any altitude without coordination with PLUTO (Or Apollo) and SOUTH

1.12.4 Plane shall not be flown north of that STAR to runway 21 without coordination with PLUTO or Apollo

1.12.4.1 Traffic to APC FREQ from Tel-Aviv to the STAR will be considered as coordinated with PLUTO (or Apollo). Nevertheless, their track shall not be altered without further coordination with PLUTO

## 1.13 Change of operational status of essential systems for approach or landing

1.13.1 The controller shall inform traffic on approach or joining approach at BGN of the change of status of essential system (for example ILS or repetitive GNSS jamming reports {If implemented})

# Chapter 2: Runway 26

## 2.1 Table of approaches

| Instruction and Limitations                                                                                                                                | Type of approach                | Priority |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------|
| - Loc interception north and east of HADAS-RABIN-GINTU-LASARI line or south of extended centerline 26 Required further coordination with PLUTO (Or Apollo) | ILS                             | 1        |
|                                                                                                                                                            | RNP                             | 2        |
| - No descent below 5000 ft before crossing extended centerline 26 southbound without coordination between APC and TWR                                      | Visual Approach - south pattern | 3        |

|                                                                                                                                                                                                                                                                                                          |                                 |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---|
| <ul style="list-style-type: none"> <li>- No descent below 5000 ft before crossing the line of PARDS to the east without coordination between APC and TWR</li> <li>- The approach shall not be performed without coordination between APP to TMA (due to descending TFC between GEMDA - MESIL)</li> </ul> | Visual Approach - North pattern | 4 |
| <ul style="list-style-type: none"> <li>- Approved for all types of TFC</li> </ul>                                                                                                                                                                                                                        | VFR                             | - |

## 2.2 Approach controller

2.2.1 The APP controller shall inform PLUTO (Or applo) before activation of ILS\RNP and will inform after changing to another approach

2.2.2 Is responsible for arriving Planes from Tel Aviv and from the TMA to BGN

2.2.3 Is responsible for the J11 Airway

## 2.3 Departure controller

2.3.1 Is responsible for departing traffic from LLBG

## 2.4 TMA controller

2.4.1 Is responsible for the CVFR and Helicopter airways north of LLBG

2.4.2 Will coordinate with the APP controller descent to Herzelia in the airway of GEMDA-MESIL

2.4.3 Will forward planes whose Destination is LLBG via GEMDA heading 290 at an altitude of 6000ft

## 2.5 Activation of ILS\RNP

2.5.1 The sectors are demonstrated at APC | ANNEX - ANNEX D: APP-DEP-TMA SECTORS ILS 26

# Chapter 3: Runway 12

## 3.1 Table of Approaches

| Instruction and Limitations                                                                                                   | Type of approach | Priority |
|-------------------------------------------------------------------------------------------------------------------------------|------------------|----------|
| - Interception of the LOC shall be at or above 2300 ft due to MVA limitation                                                  | ILS              | 1        |
|                                                                                                                               | RNP              | 2        |
| - Last position for interception – APP FAF<br>- Minimum altitude for interception – 2500ft                                    | LOC              | 3        |
| <b>PROHIBITED</b>                                                                                                             | Visual Approach  | 4        |
| - Approved for all types of TFC<br>- Planes are required to be instructed "To avoid intrusion into the coastline CVFR airway" | VFR              | -        |

## 3.2 Coordination With Pluto

2.2.1 Due to limitations, any descent with DCT into the approach will be limited to 5000ft outside of the TMA and inside at our discretion; this can be altered with coordination with PLUTO or Apollo about "סיב שולש," which approved descent to 3000ft and allows us to give the descent.

2.2.2 Best practice is to avoid DCT into the approach when this is not approved by ACC

## 3.3 The sectors are demonstrated at APC | ANNEX:

ANNEX E: APP-DEP-TMA SECTORS 08/08 OR 26/12 OR 12/12 OR South approach to 30

# Chapter 4: Runway 30

## 4.1 Table of Approaches

| Instruction and Limitations | Type of approach | Priority |
|-----------------------------|------------------|----------|
|-----------------------------|------------------|----------|

|                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                  |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|---|
| <ul style="list-style-type: none"> <li>- ROSSO IS the last waypoint to intercept the RNAV section of the approach</li> <li>- The LOC may be intercepted from the north or east</li> <li>- Descent below 6000ft east of RABIN-GINTU-SHIRA requires further coordination with Pluto (Or Apollo)</li> </ul>                                                       | BG304 -ILS                                                                                                                       | 1 |
| <ul style="list-style-type: none"> <li>- BG301 is the last waypoint for interception</li> <li>- Descent below 6000ft eastbound of ROMIE-BG301-HADAS requires further coordination with Pluto (Or Apollo)</li> </ul>                                                                                                                                            | BG304 RNP Z                                                                                                                      | 2 |
| <ul style="list-style-type: none"> <li>- ROMIE App shall not be the active one</li> <li>- ROMIE APP: <ul style="list-style-type: none"> <li>• BG301 is the last waypoint for interception</li> </ul> </li> <li>- Visual Approach <ul style="list-style-type: none"> <li>• There shall be coordination between APP, TMA, and TWR tel-nof</li> </ul> </li> </ul> | When RNP-Z is in use, a plane that is unable to perform RNP will perform ROMIE or Visual approach directly\via pattern\BG304 ILS |   |
| <ul style="list-style-type: none"> <li>- GAVRI is the last waypoint to intercept the Procedure</li> <li>- Interception south of GAVRI-REBDO line shall require coordination with South and Tel Nof (if online)</li> </ul>                                                                                                                                      | RNP X                                                                                                                            | 3 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                               |                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|------------------|
| <ul style="list-style-type: none"> <li>- Those approaches shall not be the active approach</li> <li>- GAVRI approach: <ul style="list-style-type: none"> <li>• GAVRI is the last waypoint for interception</li> </ul> </li> <li>- Visual approach: <ul style="list-style-type: none"> <li>• Descent below 5000ft shall not be approved without coordination between APP and TWR as an exception to planes flying eastbound and passed the intersection of 26/12</li> </ul> </li> </ul> | <p>When RNP-X is in use, a plane that is unable to perform RNP will perform GAVRI or Visual approach directly/via pattern</p> |                  |
| <ul style="list-style-type: none"> <li>- Approved for all TFC</li> <li>- <b>PROHIBITED</b></li> <li>- LOC interception from the south is approved <ul style="list-style-type: none"> <li>• LOC interception from the south may cross Pluto\South\Tel Nof airspaces</li> <li>• Coordination is required (if online) when interception from the south</li> </ul> </li> </ul>                                                                                                             | <p>VFR<br/>LIMKO ILS</p>                                                                                                      | Other approaches |

## 4.2 Approach controller

4.2.1 Will advise Tel Nof TWR (If online) 10 min before use of RNP-X or GAVRI and inform when finishing the use

4.2.2 Will advise Pluto (or Apollo) before use of ILS\RNP-Z\RNP-X\GAVRI and inform when finishing the use

## 4.3 Required separation from Tel-Aviv ACC

4.3.1 Between preceding plane performing BG304 ILS to BG304 RNP Z - 25NM

4.3.2 Between preceding plane performing BG304 ILS to RNP X or GAVRI - 30NM

## 4.4 Activation of RNP-Z or ILS30

4.4.1 The sectors are demonstrated at APC | ANNEX: ANNEX B and ANNEX C

### 4.4.2 Approach controller (APP)

4.4.2.1 Responsible for J11 airway

4.4.2.2 Responsible for joining planes arriving from Tel-Aviv ACC and from TMA airspace to land at LLBG

4.4.2.3 When RNP Z is in use, will coordinate with the TMA controller for planes that are performing ILS

4.4.2.4 RNP-X and GAVRI shall not be cleared before approval from Tel Nof (If connected)

### 4.4.3 TMA controller

4.4.3.1 Responsible for CVFR and Helicopters north of LLBG

4.4.3.2 When RNP Z or ILS is in use, unless coordinated elsewhere with the APP controller, it will integrate traffic destined to BGN into STAR no later than GINTO descending to 7000ft

4.4.3.3 Will route traffic destined to LLHZ to NAT VOR in coordination with Pluto (or Apollo)

4.4.3.3.1 If the Traffic approves descent to LLHZ in the TMA controller, it will be coordinated with the APP controller

## Chapter 5: Runway 21

5.1 Interception of approaches from the east to RWY 21 will be in coordination with Pluto (Or Apollo)

5.2 Coordination with Pluto will include the required distance to the northern boundary of the TMA to perform the interception

5.3 Coordination ILS26 with Pluto is allowing for ILS21 from the east as published in the AIP and LOC interception from the east if it is within the corridor of ILS26

5.4 Verification that no "BERESHIT"(תישארב) is active in the area required to perform interception is required

### 5.5 Table of Approaches

| Instruction and Limitations                                                                                                       | Type of approach                                                                      | Priority |
|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------|
| <b>ILS:</b><br>- Minimum altitude for ILS interception is 2500ft<br><b>RNP Y</b><br>- NAMIM Is the last waypoint for interception | ILS\RNP Y                                                                             | 1        |
| - NAMIM shall not be declared as the active approach<br>- NAMIM is the last waypoint for interception                             | When RNP-Y is in use, a plane that is unable to perform RNP will perform NAMIM or ILS |          |
| - The minimum altitude for LOC interception is 2500ft                                                                             | LOC                                                                                   | 2        |
| - <b>PROHIBITED</b>                                                                                                               | Visual Approach                                                                       | -        |
| - Approved for all TFC                                                                                                            | VFR                                                                                   | 3        |

## 5.6 APP Controller

5.6.1 Will inform Pluto before activating RWY 21 for landings and inform when changing configuration

5.6.2 Responsible for J11 Airway

5.6.3 Responsible for integrating traffic arriving from Tel-Aviv ACC and from BGN TMA destination to LLBG

5.6.4 When giving vectors for intercept from the west, minimum altitude of 3500ft until BETYO to the east (in this condition, the plane is facing east)

## 5.7 DEP Controller

5.7.1 Responsible for the departing Traffic from BGN

## 5.8 TMA Controller

5.8.1 Sectors, as shown in the annex

5.8.2 Responsible for the CVFR and Helicopter airways north to LLBG

5.8.3 Will coordinate with APP descent to LLHZ in the GEMDA-MESIL airway

5.8.4 Will route planes with destination of LLBG from GEMDA at heading 290 at 6000ft

## 5.9 The sectors are demonstrated at APC | ANNEX - Annex A: APP-DEP-TMA SECTORS ILS 21

5.10 For checklists (switch into/from 26/21 or integrating up to 3 planes on runway 30) see annexes F G H

## Chapter 6: Runway 08

6.1 When RWY08 is activated, the sector of 08-PIE will transfer automatically to APP

6.2 Arrival on runway 08 for Emergency or weather is approved when no other runway is available

6.3 When runway 08 is in use, parachuting in Palmahim is not approved (VSOA activity)

### 6.4 Approach controller

6.4.1 Shall inform Palmahim (LLPL\LL59) and Pluto (Or Apollo or South) 15 minutes prior to use of RWY08 and at the end of use of runway 08 for landing. The controller may not clear for the approach before said approval from said units (if online)

6.4.1.1 If Palmahim Coast is active for mil use IRL, the operation of RWY08 is not approved

6.4.2 The ILS shall not be intercepted from the south.

### 6.5 Table of Approaches

| Instruction and Limitations                                               | Type of approach | Priority |
|---------------------------------------------------------------------------|------------------|----------|
| - Shall be coordinated and approved from South\Palmahim\Pluto (Or Apollo) | ILS              | 1        |
| - Shall be coordinated and approved from South\Palmahim\Pluto (Or Apollo) | RNP              | 2        |
| <b>PROHIBITED</b>                                                         | RNAV\VISUAL      | 4        |

|                                                                                                                                                                       |     |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|
| <ul style="list-style-type: none"><li>- Approved for all types of TFC</li><li>- Planes are required to be instructed "To avoid final leg of more than 3NM "</li></ul> | VFR | - |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|

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