

APC | TMA Control

1. Area of responsibility

Check the chapter of APC | Approach\Departure Control

2. Method of control

The TMA controller will ensure the inbound TFC to BGN has current ARRIVAL ATIS INFO

2.1 Roles concerning LLHZ

2.1.1 TMA controller will provide LLHZ DEL with the CLR for Departing traffic into the TMA CTR (For example, BENQO\Working flight, etc.)

2.2 Roles concerning BGN APC

2.2.1 TMA controller will update BGN APC on operating BIRIM (Q30) or ASSIF (T80\84\85)

2.3 BGN DEP-APP Separation

2.3.1 TMA controller will be in charge of any CVFR airway below APC CTR

3. Standing Agreements

3.1 South Control

Minimal Segregation zone: Both South Control and Ben-Gurion will maintain a segregation zone of 2.5 NM from the south border of Ben Gurion TMA (except for J10 airway or transfer of control)

WT separation from the segregation zone: When traffic requires WT radar separation, each station will maintain half the required separation from the South border of Ben Gurion TMA

ASSIF&J10 routing: When the ASSIF shortcut is active, the J10 airway north of the join position of the shortcut will be assumed as a Northbound airway, while the approved shortcut will be assumed as a southbound airway

3.2.1 South to Ben Gurion

Altitude agreement

From	Agreement	Conditions
ASSIF	10,000/8,000 at ASSIF	
AMMIT	10,000/8,000 at SIVAK	

Transfer of control:

Position	Conditions
5NM Before AMMIT	Clear of conflict
10NM Before ASSIF	If "ASSIF Shortcut" is active and there is an entry from ASSIF

STAR allocation: South Control will allocate STAR to Ben Gurion, as explained in ANNEX A. When **no STAR** is available, the South Control may route the traffic with one of the following options:

1. TOMAL - ADLOD
2. ASSIF - ADLOD (If requested by Pilot or from Ben Gurion UNIT) and with the following conditions:
 - a. The route to ASSIF is Clear down to 8000ft
 - b. The traffic will be transferred as soon as possible

3.2.2 Ben Gurion to South

Altitude agreement

From	Agreement	Conditions
LLBG\LLHZ	9,000 ft at TOMAL/ASSIF 8000 ft at BIRIM	*IAS of 250kts * Steady at the requested Altitude

Required Separation:

Two international flights: When two planes are flying southbound for an international flight, they may be transferred with 10 minutes of separation.

Two LLER inbound flights: The two airplanes shall be separated by at least 5 minutes when in the same performance group.

Any other flights:

General	Lateral	Vertical	Other instructions
Following with same or reduced speed from preceding	5NM	No requirement	No need
Following with faster speed from preceding	15NM or greater	No requirement	No need
	Less than 15NM	1000ft or greater	No need
		none	Coordination is required

Transfer of control:

Position	Conditions
TOMAL	Clear of conflict
ASSIF	If "ASSIF Shortcut" is active and Holding Altitude as instructed
BIRIM	If "Q30 Shortcut" is active and Holding Altitude as instructed

3.2 Pluto Control

Minimal Segregation zone: Both Pluto Control and Ben-Gurion will maintain a segregation zone of 2.5 NM from the north border of Ben Gurion TMA

WT separation from the segregation zone: When traffic requires WT radar separation, each station will maintain half the required separation from the North border of Ben Gurion TMA

4. Logon Identification

Standard C\S: LLBG_T_DEP

Relif C\S: LLBG_T_DEP