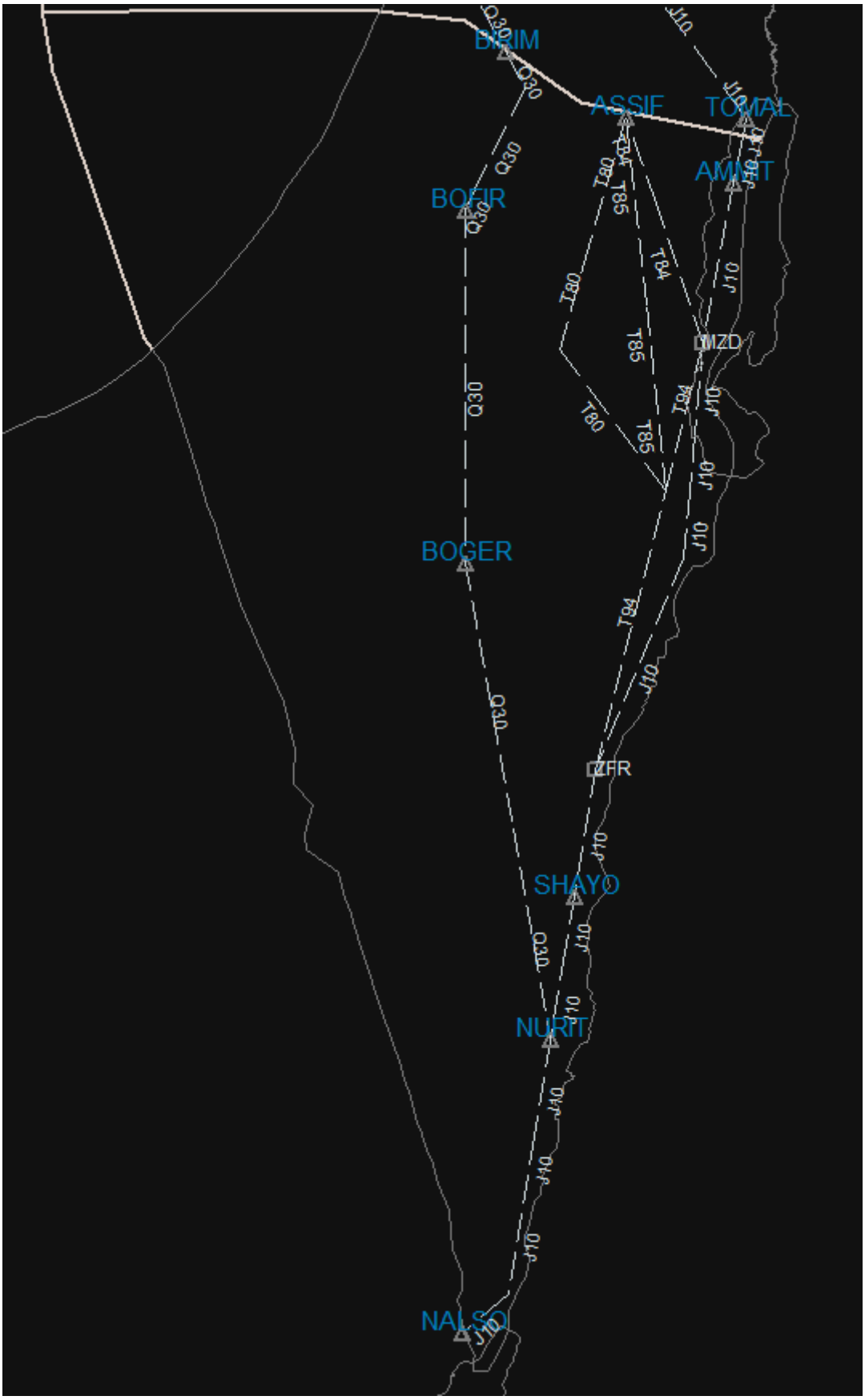
Chapter 2 - South control

2.1 Area of Responsibility

South control (LLSC_CTR) is the south sector of LLLL FIR, covering from the south line of TMA LLBG down to Eilat city.
Also in this sector are seven AF bases and a few uncontrolled airstrips. The sector is going from ground level to unlimited (if mil-certified, if not until FL370).

The sector splits mainly into Flights over the ATS route (mainly at the J10 airway, etc.) The parent unit, as shown above, is LLSC_CTR.



2.1.1 Sector Frequency

South control is operating on 120.900

2.2 General Operating Procedures

2.2.1 Common ATS traffic routing

The main traffic is either northbound or southbound, with little to no east-westbound. The traffic normally passes through the J10 airway. In the sector are some shortcuts which may be approved under the following conditions

Range	Condition for approval	Pre-Approval condition	Identification
ZFR-MZD	none, approved and plannable	Filed in FPL	**T94**
BIRIM - NURIT	1. Friday/Saturday 2. No military traffic active within the Q30 range Or 1. Approval from "Apollo"\"Shanon" MIL-ACC	vIAF flight (VSOA remark)	**Q30**
ASSIF-OBAKO	1. Clear the area within the shortcut airway with no military traffic active (TSA Area 8) Or 1. Approval from "applo"\"Shanon" if connected	CDR 2 – ONLY BY ATC	T85
ASSIF-OBAKO			T80
ASSIF-MZD			T84

Remark: The bold identification may indicate the most preferred shortcuts for traffic management

2.2.2 Route restrictions

Due to a high amount of traffic in the vicinity of the south sector, most of the airways are limited to the upper limit of FL370 and the lower limit of 5000 to 6000ft.

2.2.2 ATS controlling restrictions

Due to a small maneuver area within the J10 corridor, the controller may **not** vector any traffic; instead, the controller **MAY** give direct instructions to any FIX over the route/sector.
Vectors shall be the last resort in any situation for IFR traffic

2.2.2 Initial Route Clearance and transfer of control (IFR)

South control shall issue route clearance (including STARs) in accordance with GEN 1.1. See Annex A for a list of

STARs, and as required in Chapter 2.3

2.3 Standing Agreements

2.3.1 Tel-Aviv (LLLL)

Separation: Each transfer of control will be with at least 10NM of separation between two planes with the same performance. If the lateral separation cannot be accomplished, a vertical separation of 1000ft (and steady) is required.

Altitude hold: When control is transferred to Tel Aviv while the traffic is on J10 airway, Tel-Aviv will transfer the traffic when holding coordinated altitude until leaving the said airway.

2.3.1.1 From Tel Aviv to South control

Altitude agreement

To	Agreement	Conditions
LLER\LLOV	29,000 ft at SIVAK	20NM lateral separation (RWY19) 30NM lateral separation (RWY01)
LLNV	19,000 ft at SIVAK	

Transfer of control

Position	Conditions
DONAG	
SIVAK	
ASSIF	If "ASSIF Shortcut" is active

2.3.1.2 From South to Tel Aviv control

Altitude agreement

From	Agreement	Conditions
LLER\LLOV	28,000 ft at TOMAL	Reporting 10 minutes in advance of transfer
LLNV	12,000 ft at TOMAL	

Transfer of control

Position	Conditions
YOLCO	
SIVAK	

2.3.2 Ben Gurion (LLBG)

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

WT separation from the segregation zone: When traffic that 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

2.3.2.1 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

2.3.2.2 Ben Gurion to South

Altitude agreement

From	Agreement	Conditions
LLBG\LLHZ	9,000 ft at TOMAL/ASSIF 8000 ft at BIRIM	*IAS of 250kts *Stedy 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 precciding	5NM	No requirement	No need
Following with faster speed from precciding	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

2.3.3 Nevatim (LLNV)

2.3.3.1 Nevatim to South

Altitude agreement

From	Agreement	Conditions
MZD (Northbound)	↑6000 at MZD	
KINAR (Southbound)	↑7000 at KINAR	

Transfer of control

Position	Conditions
10NM Before ENOKO	Clear of conflict

2.3.3.2 South to Nevatim

Altitude agreement

From	Agreement	Transfer
South of KINAR	6,000 ft at MALUQ	
North of MZD	6000 ft at MZD	

Transfer of control

Position	Conditions
2NM south of SUKOT	From the south
MZD	From the north

STAR allocation: South control may not allocate any STAR to Nevatim

2.3.3 Eilat (LLER)

STAR allocation: South control will allocate STAR to Eilat, as explained in ANNEX A.

2.3.3.1 From Eilat to South

Altitude agreement:

From	Agreement	Conditions
LLER SID	↑5000ft	RWY01
	↑8000ft	RWY19

Transfer of control:

Position	Conditions
Airborne passing 3500ft	RWY 01 in use
Facing North	RWY19 in use

2.3.3.2 From South to Eilat

Altitude agreement:

From	Agreement	Conditions
SHANI	6000ft at NURIT	RWY01
	6000ft at ESHEL	ADIVI-APP RWY01
	5000ft at NURIT	RWY19

Transfer of control:

Position	Conditions
SHANI	

Approval of RNP-VIS (ADIVI\NURIT): May be approved for Israeli airline only with the request of the flight crew **ONLY**

2.4 Coordination and Procedures with Adjacent Units, Sectors, and Airfields

2.4.1 Tel Aviv

- **Inbound traffic to Nevatim:** Should be coordinated to be transferred TOMAL at a steady altitude of 17,000ft
- **Inbound Traffic to SIVAK**: Tel Aviv may be reported in advance of 10 minutes before crossing SIVAK
- **Outbound Traffic From Nevatim:** South may coordinate climbing to 14,000ft

2.4.2 Ben Gurion

- Crossing SIVAK at 6000ft may be coordinated (For traffic entering LLBG_TMA)
- Entry to South from BIRIM may be coordinated and will be approved at an altitude of 8,000ft only

2.4.3 Nevation

- **Release of departing traffic:** Nevatim is required to request release from South control twice for each traffic, once 5 minutes before departure and once 1 minute before departure

2.4.4 Shanon\Hagav\Appolo

When active, the following coordinations are required

- Each holding pattern on J10 airway will need to be approved via MIL-control
- Each climb before entering J10 airway will need to be approved via MIL-control
- Each departure from LLRM will be coordinated with South control
  The best practise is to approve ZFR\KINAR (due to active airways)

2.5 En-route Holding Procedures

MZD Hold

When a high amount of traffic is inbound to LLBG\OJAI, and the LLBG_APP is not yet able to receive it South control may use this hold to regulate the traffic and give better separation

VOR hold, 1.5- minute legs	**MZD**
001°	**Axis**
Left hand	**Direction**
10,000-37,000	**Holding Altitude**
Maximum 240 kts IAS	**Speed**

ZFR Hold

When the time separation to LLER is too tight, this pattern and the next one may be used for sequencing

VOR hold, 1.5- minute legs	**ZFR**
199°	**Axis**
Right hand	**Direction**
6,000-34,000	**Holding Altitude**
Maximum 265 kts IAS	**Speed**

Shayo Hold

The second holding is used to moderate LLER traffic, lower in priority due to RNAV requirement and a higher lower limit that will require a steep descent.

RNAV hold, 1.5- minute legs	**SHAYO**
185°	**Axis**
Right hand	**Direction**
10,000-37,000	**Holding Altitude**
Maximum 265 kts IAS	**Speed**

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