

Chapter 3 - North control (Tel-Aviv ACC)

3.1 Area of Responsibility

North control (LLLL_CTR) is the North sector of LLLL FIR, covering from the south line of TMA LLBG up to the northern border of the FIR above the coast and above the TMA.

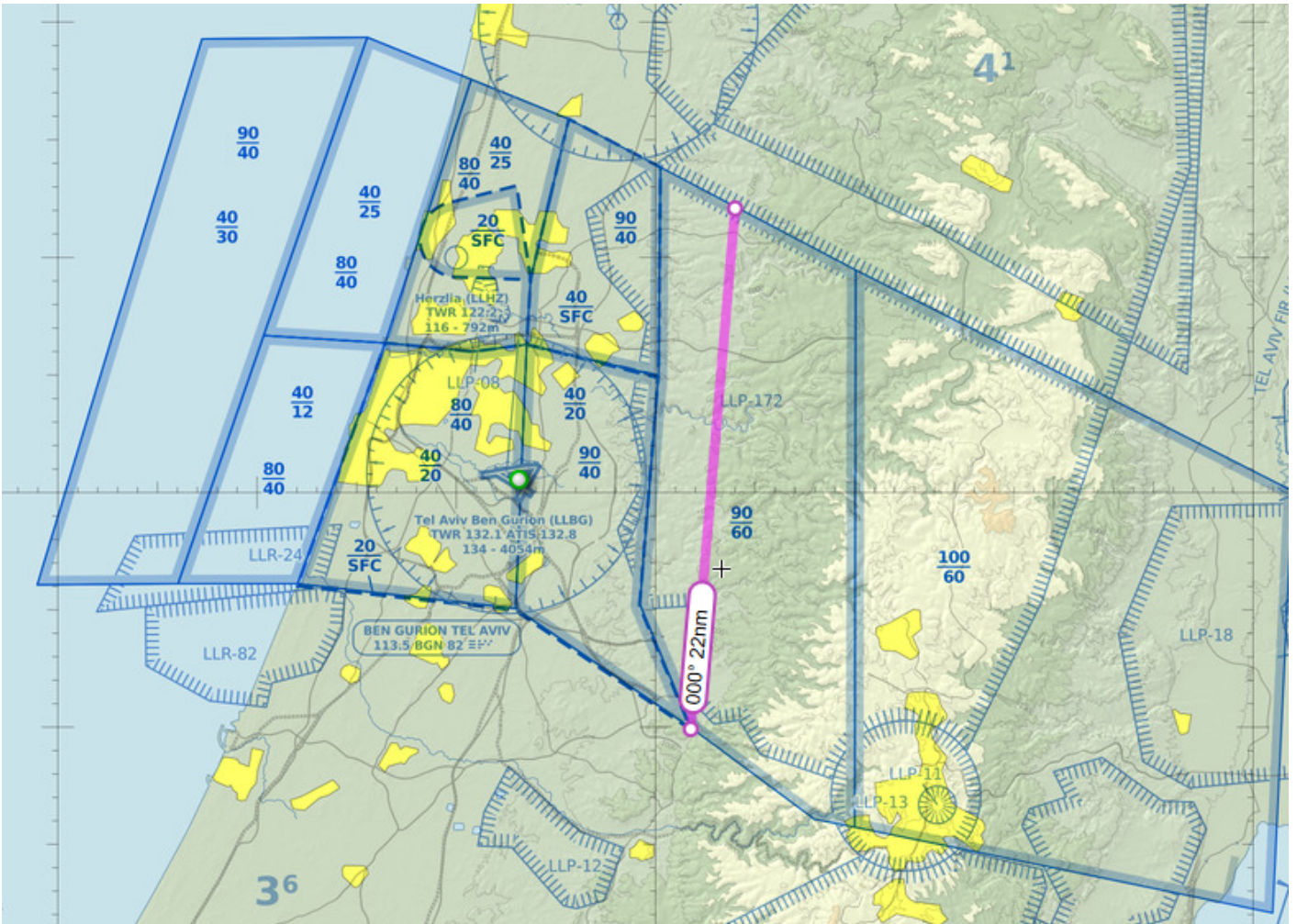
The sector is splitting into 3 main sectors: Inbound to LLBG\LLHA\OJAI (LLLL_A_CTR); outbound of LLBG\LLHA\OJAI (LLLL_D_CTR); Crossing traffic at the sector.

Also, there is an area between N71 airway and zukko, "The triangle which is in deligation."

3.2.1 Route Restrictions

General	Pre-Approval condition	Explanation	Range
OVR 28-29	Approval (If connected) From MIL-Control	Clear of conflict	TALMI L53 SUVAS ZUKKO N134 SALAM
OVR 35 -UNL	Approval (If connected) From MIL-Control	Clear of conflict	TALMI L53 SUVAS ZUKKO N134 SALAM
SID PATZAEI	Coordination from MIL-CONTROL	When activated from MIL-Control 14000ft-16000ft East Block of TMA	Maintain 12,000ft for inbound from AMMAN to LLLL
NAT SHORCUP	none	Approval per traffic from MIL-control	Lateral crossing MERVA H14 NAT Z91 SALAM
9K-13K	none	Request for closure from military control	Coastline -> TAPUZ
YAM	V-LARA without requests	Area is clear	MERVA
Jordanian East	Coordination from MIL-CONTROL	Request for closure from military control	11000ft-15,000ft
Jordanian West	Coordination from MIL-CONTROL		14,000ft-16,000ft

Figure 1: East-West Jordanian closure



3.3 Standing Agreements

3.3.1 Haifa (LLHA)

3.3.1.1 from Haifa to Tel-Aviv

Altitude agreement:

From	Agreement	Conditions
GALIM	↑ 3000ft at GALIM to 5000ft	Clear of conflict (Option A)
	5000ft at GALIM	Clear of conflict (Option B)

Transfer of control:

Position	Conditions
GALIM	Steady and clear of conflict

3.3.1.2 from Tel-Aviv to Haifa

Altitude agreement:

From	Agreement	Conditions
GALIM	5000ft at GALIM	Clear of conflict

Transfer of control:

Position	Conditions
10NM Before GALIM	↓ 5000ft

3.3.2 Ben Gurion (LLBG)

3.3.2.1 From Ben Gurion to Tel-Aviv

STAR allocation: Tel Aviv control will allocate STAR to Ben Gurion, as explained in ANNEX A.

Altitude agreement:

From	Agreement	Conditions
LLBG SID	↑ 8000ft	Clear of conflict

Transfer of control:

Position	Conditions
Airborne passing 3500ft	VIA SID

3.3.2.2 From Tel-Aviv to Ben Gurion

Altitude agreement:

TO	Agreement	Conditions
LLBG	↓ 5000ft	RWY26/21/12/08

Transfer of control:

Position	Conditions
2NM before AMMOS	RWY26/30/21
2NM before PURLA	RWY08
2NM before NINET	RWY12

3.3.3 South Control

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.

3.3.3.1 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

3.3.3.2 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	

3.3.4 Pluto

Inbound to LLHA: There are 4 main ways to enter Haifa, as will be coordinated with PLUTO
Pluto shall perform tactical clearances to avoid conflict.

- Option A: YAM is **open**, and the Sea military corridor is **open**: Entry via GALIM 3000ft
- Option B: YAM is **open**, and the Sea military corridor is **active**: Entry via GALIM 5000ft
- Option c: YAM is **active**, and the Sea military corridor is **closed**: Entry via GALIM 3000ft and MERVA 5000ft
- Option c: YAM is **active**, and the Sea military corridor is **active**: Entry via GALIM 5000ft and MERVA 5000ft

3.3.4 Nicosia

3.3.4.1 From Tel Aviv to Nicosia

Altitude agreement

Conditions	Agreement	From
	Clearance limit FL260 or below	LLBG / LLHA
	Clearance limit FL320	OJAI / OJAM / LLER / LLNV
	Clearance limit is RFL	Any other outbound

Transfer of control

Conditions	Position
Westbound traffic release	SUVAS
Northbound traffic release	FIR Boundaries

3.3.4.2 From Nicosia to Tel Aviv

Altitude agreement

Conditions	Agreement	From
(LLBG\LLER)	↓ FL210 (No lower than FL210)	Eastbound
(LLBG\LLER)	↓ FL270 (No lower than FL270)	Southbound
	↓ 8000ft (No lower than 8000ft)	LLHA Inbound
	RFL (FL330 or above)	Overflight

Transfer of control

Conditions	Position
Traffic is released to Tel-Aviv ACC as soon as crossing	Crossing N71 Airway

Note: All traffic from Nicosia FIR to LLLL FIR should be transferred to LLLL_CTR (or LLLL_E_CTR for overflights if LLLL_CTR is offline. If both offline, LLBG_APP for arrivals. If all offline, Unicom).

Spacing & Overflow Agreements:

- **Separation:** Two or more aircraft with less than 15NM separation at the same direction will be separated by vertical separation of 2,000 ft.
- **Overflow:** If Tel-Aviv ACC declares overflow, Nicosia will hold traffic between FL210 to FL340 at **AZERE** (Right, Inbd 172, 1.5 min, max IAS 300kts) or **PIKOG** (Left, Inbd 123, 1.5 min, max IAS 300kts). Transfer of control occurs only *after* leaving the hold.

3.3.5 Amaan

- All traffic shall hold cleared altitude 5NM Prior to transfer [unless said otherwise]
- All traffic shall be separated with lateral separation of 10NM at least unless maintaining vertical separation.
- When transfer of control is performed the traffic shall be with 45 deg of clear area until entering the receiving units' airspace
- Transfer of control will be 5NM before SALAM while holding cleared altitude

3.3.5.1 From Tel Aviv to Amman

Inbound	Altitude	Condition
SALAM (enroute)	FL360 or above	
	28,000ft ALT holding	
OJAI	15,000-11,000	<ul style="list-style-type: none">• Depends on traffic at LLLL airspace• Until SALAM the traffic shall maintain LLBG-QNH

3.3.5.2 From Amman to Tel Aviv

Inbound	Altitude	Condition
MOUAB	FL350 or above	
Departing TRFC	12,000ft at MOUAB Cleared ↑ 14,000 Higher levels maybe coordinated especially when 08's OJAI ops or 06 OJAM ops in use. Maximum allowable is per ATC (usually FL280)	

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

3.4.1 Haifa (LLHA)

Departing from LLHA:

- Before start-up clearance, LLHA will request SSQ code for the departing traffic
- Haifa will request RELEASE (10 min) from Tel-Aviv

Inbound to LLHA:

- Tel-Aviv will update Haifa more than 4 min prior to arrival about the ETA to position GALIM
- Tel-Aviv will update Haifa if the inbound traffic is **unable** to cancel IFR.

3.4.2 Ben Gurion (LLBG)

3.4.3 South (LLSC)

- **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

3.4.4 Pluto (LLPT)

- Each flight departing from PLUTO airspace toward Tel-Aviv airspace shall be coordinated in advance

3.4.4 Nicosia (LCCC)

Departing from Tel-Aviv (Outbound to Nicosia):

- **Direct Routings:** Tel Aviv ACC is authorized to give direct routing to **VELOX** without prior coordination.
- **Coordination Requirement:** Direct routings to **any other waypoints** require prior coordination with NICOSIA ACC.

Inbound to Tel-Aviv (Overflights from Nicosia):

- **Altitude Coordination:** Overflight traffic (East/South bound) that needs to cross N71 Airway **below FL330** must be coordinated in advance with LLLL FIR.

General Routing Procedures:

- Traffic between Nicosia and Tel Aviv FIRs should route via the standard directional waypoints (Westbound: SUVAS-TEZAK/STEPA | Northbound: DAFNA/MERVA-VELOX/DESPO | Eastbound: IDAKU/LEDRA/BIRES-PIKOG/KEREN | Southbound: ZOMBA-AZERE/MERVA) **unless coordinated otherwise** between the controllers in charge.

3.3.5 Amaan

- If traffic is unable to hold cleared altitude 5NM before transfer of control the adjacent unit shall be updated
- Inbound to Amman ACC (Enroute): Any traffic crossing below FL350 shall be coordinated

- Inbound to Tel Aviv ACC (Enroute): Any traffic crossing below FL360 shall be coordinated [Except for FL280]
 - FL280 may be closed due to MIL corridor, in this case Tel Aviv ACC will update Amman ACC with 10 min prior for closure. In that situation the block altitude of FL280 need to be coordinated.

3.5 En-route Holding Procedures

AZERE Hold

One of the two main holding patterns within the "Triangle" area

RNAV hold, 1.5- minute legs	AZERE
172°	Axis
Right hand	Direction
21,000-34,000	Holding Altitude
Maximum 300 kts IAS	Speed

PIKOG Hold

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

RNAV hold, 1.5- minute legs	PIKOG
123°	Axis
Left hand	Direction
21,000-34,000	Holding Altitude
Maximum 300 kts IAS	Speed

Revision #6

Created 2026-05-12 16:09:15 UTC by Yuval

Updated 2026-05-14 20:20:41 UTC by Yuval