

GEN | BGN ADC <-> BGN APC LoA

1. Method

1.1 Directioning after takeoff or go-around

1.1.1 Shall be given to the plane as clearance before departure/go-around or after departure/go-around

1.1.1.1 The heading will be given by the TWR controller with the instruction of the APC controller

1.1.1.1.1 If the heading is given for safety reasons, the TWR controller will do so at his discretion and update the APC controller about the details of the clearance as soon as possible.

1.1.1.2 Directioning is approved in the following situations:

1.1.1.2.1 Safety

1.1.1.2.2 Weather bypassing

1.1.1.2.3 Bypassing of non-RNAV-capable plane

1.1.1.2.4 Optimize routing of prop-based planes, business jets, and helicopters

1.1.1.2.5 Optimize routing of regional traffic.

1.1.1.2.6 Go Around

1.1.2 Conditions for Directioning

1.1.2.1 When departing from RWY 30 or 26, the left turn will be limited to 1000ft

1.1.2.2 When departing from RWY 30 or 26, the right turn will be limited to 600ft

1.1.2.3 When departing from RWY 08, 12, or 08, the right turn will be limited to 1000ft

1.1.2.4 When departing from RWY 08, 12, or 08, the left turn will be limited to 600ft

1.1.2.5 When the visibility is 5 km or more, and the ceiling is 1,600 ft or greater

1.1.2.5.1 The turn is approved from each runway and to each sector

1.1.2.6 When the visibility is less than 5 km or/and the ceiling is below 1,600 ft

1.1.2.6.1 The directioning is approved when departing/Go-Around from runway 30 or 26 only.

1.1.2.6.2 The turn from the extended centerline (of the DEP RWY) to the right until heading 330

1.2 Release

1.2.1 TWR will request a release from DEP before the departure of the plane.

1.2.1.1 Section 1.3 specifies the types of traffic that require a release before departure

1.2.2 TWR may take off traffic that got a release under the following conditions:

1.2.2.1 Wake turbulence (WT) limitations are followed (Further information at ADC sections)

1.2.2.2 Section 1.3 is followed - Minimum separation between planes departing to APC and at section 1.6 Responsibilities of following separation

1.2.2.3 Maintaining legal separation as published in (DOC 444 - Chapter 7 - Procedures for Aerodrome control service, section 7.9.12 - separation of departing aircraft, Section 7.9.3 Take-off clearance)

1.3 Stop Automatic Release, Automatic Release

1.3.1 The aerodrome shall be managed either in Stop Automatic Release or in Automatic Release

1.3.2 Unless APC advises otherwise to TWR, the aerodrome will be managed in Automatic Release in the following configurations: 08/08, 12/12, 26/12, 26/21, 26/26, 26/30, 30/30.

1.3.3 In the condition of Automatic Release, no Release is required for departing planes to APC except for:

1.3.3.1 Plane with different IFR (ALTITUDE and/or SID and/or after takeoff vectors) from the clearances written in section 1.12 Clearance Prior Taxi

1.3.3.2 Plane with VFR for climb above 2000 ft'

1.3.3.3 Plane departing with its preceding plane slower than it, a prop plane, or a plane that didn't follow SID.

1.3.3.3.1 If the preceding plane crossed the coastline or crossed 4000 ft, there is no requirement to request release from APC

1.3.3.4 Plane with clearance for heavy takeoff (See section 1.3.3.3.1)

1.3.3.5 Bedek flight

1.3.3.6 Plane that departs from "non-active" runway, except that the rule is for a plane departing from 30 when the airport is active at 26\30 configuration

1.3.3.7 The first plane departing after change of runway for departures

1.3.3.7.1 If 10 minutes have passed since the change of departure runway, no release is required

1.3.3.8 Plane departing on SID RIPUD when runway 21 is in use for landing or when RNP-X\ILS via LIMKO is in use

1.3.3.9 International flight going to south ACC with separation lower than required in the LOA (10 min for same destination, 5 min for LLER)

1.3.3.10 In the condition of Stop automatic release, a Release is required before departure of each aircraft unless instructed otherwise by APC

1.3.3.11 Transfer between the operational modes will be via broadcast of AR/SAR on the ATC channel or via VACS message (APC to TWR)

1.3.3.12 APC may exclude certain flights from Stop automatic or resume automatic (For example: Stop automatic release for IFR only \ Aircrafts with SID DAFNA)

1.4 Minimum separation between two departing Traffic to APC from the same RWY unless approved otherwise by APC

1.4.1 Runway 26: 2NM from runway threshold unless following section 1.4.5 of this protocol

1.4.1.1 Under section 1.5.2, Runway 26 and Runway 30 shall be considered as the same runway

1.4.2 Runway 12: 2NM from runway threshold and preceding aircraft crossing 2500 ft while climbing

1.4.3 Runway 08: Crossed final of runway 30

1.4.4 If two departing aircraft from runway 26 or 30 in a row and both received SID DAFNA\MERVA: 3NM from runway threshold

1.4.5 Minimal separation between two departing aircraft from runway 26 or 30 that received either of the following SIDS: RIPUD\SALAM\TOMAL\MERVA\DAFNA\SUVAS:

1.4.5.1 1NM from runway threshold unless:

1.4.5.1.1 2 aircraft are supposed to go to Tel-Aviv airspace

1.4.5.1.2 2 aircraft are from category Heavy (D\E)

1.4.6 If two aircraft depart from runway 26 or 30 in a row and both receive SID RIPUD: 2NM from the runway threshold

1.5 VFR flight

1.5.1 DEL will provide VFR clearance as written in the relevant ADC sections and in the requirements in the LOAs with the adjacent ATS units

1.5.2 TWR will advise DEP controller about an airplane departing from the CTR

1.5.3 Flight that departs to Tel-nof ctr\ Palmahim\ Pluto at 2000ft or below, Flight to LLHZ via Mahlef Yarkon at 4000 ft, and departure flight to Tel-Nof at the CVFR route to Ayalon at 2500ft will require:

1.5.3.1 Advisory or coordination with the ATS unit shall be performed by the TWR controller as written in the LOA with the relevant unit

1.5.3.2 TWR will transfer the aircraft directly to the adjacent unit

1.5.3.3 Departure to Tel-nof TWR at the CVFR route of Ayalon 2500 ft shall receive Release

1.5.3.3.1 DEP controller may instruct TWR controller to send the departing aircraft to his
FREQ

1.5.4 Departure to LLHZ at PARDS - GNYAM and a flight departing to APP\DEP at 2000ft or below:

1.5.4.1 TWR will transfer the departing aircraft to DEP

1.5.4.2 Advisory for LLHZ shall be via APP (Or DEP)

1.6 Responsibilities of following separation

1.6.1 APC controller

1.6.1.1 Will descend aircraft below 3000 ft above LLBG CTR with coordination with TWR, except for planes that perform an approach to the active runway or those that were coordinated separately

1.6.1.2 Will advise TWR about aircraft that perform a different approach from the one published in ATIS

1.6.1.3 Will coordinate with TWR the performance of an approach to a different runway from the one published in ATIS

1.6.1.4 Will coordinate with TWR entry of VFR to LLBG CTR

1.6.1.5 Will not approve approach inbound to runway 12 (straight-in approach) to pass GODED before departing aircraft from runway 30 is airborne

1.6.2 TWR controller

1.6.2.1 Will enforce separation as defined in DOC4444 - CHAPTER 6 - Separation in the vicinity of aerodromes\6.1- Reduction in separation minima in the vicinity of aerodromes\

1.6.2.2 Will provide the required separation for planes that perform an approach to LLBG from other planes who are under his control

1.6.2.3 Will transfer aircraft departing to APC airspace to radio contact with APC as soon after take-off and clear of conflict from other aircraft in his airspace

1.6.2.4 Will not approve for departing airplane from runway 26 to start takeoff run after plane performing ILS\LOC\RNP 12 passed 10 DME unless acting on section 1.7

1.7 Reduction of separation minima between departing and arriving aircraft at 26/12

1.7.1 While performing reduction of separation in the vicinity of the Aerodrome between departing aircraft from runway 26 to arriving on runway 12, the departing aircraft shall cross the runway 26/12 intersection before the arriving aircraft crossed 5.7nm DME for runway 12 (rule of thumb: about 2000ft).

1.7.1.1 If the departing aircraft is CAT HEAVY (D\E) while the arriving aircraft is CAT LIGHT (A/B), the departing aircraft shall cross the intersection before the arriving aircraft cross DME 6 (rule of thumb: about 2090ft)

1.7.2 The TWR controller may perform a reduction in the following conditions

1.7.2.1 Visibility at or above 5KM

1.7.2.2 Reported ceiling at 2000 ft or greater

1.7.2.3 TWR can see both aircraft (TWR view) or identify them in SCOPE (Euroscope)

1.7.2.4 The departing aircraft got one of the following clearances

1.7.2.4.1 SID SUVAS\SALAM\DAFNA\MERVA\TOMAL\RIPUD

1.7.2.4.2 Initial heading of 255 (RWY heading) or southbound until heading 120.

1.7.2.4.3 VFR clearance to Netaim\Nezer Sarani\Ayalon

1.7.3 TWR controller shall indicate the departing aircraft to remain on his FREQ until altitude crossing or until the departing aircraft is behind the arriving aircraft.

1.7.4 When all of the following, the TWR shall cancel take-off clearance:

1.7.4.1 Loss of SSR information (Advisory from APC or from TWR himself)

1.7.4.2 TWR doesn't have visual with the arriving aircraft (Euroscope does count in this situation)

1.7.4.3 The departing plane didn't start the take-off run

1.7.5 When the departing aircraft receives SID RIPUD, heading 120-210, or VFR clearance to AYALON, and in case of go-around, the TWR controller will give the going-around aircraft clearance to climb to 4000 ft on runway heading

1.7.6 APC controller:

1.7.6.1 Will transfer the arriving aircraft to contact with TWR until coastline

1.7.6.2 Will report immediately in case of losing SSR information (Losing radar contact)

1.8 Roles of TWR to APC

1.8.1 Will advise on the runway configuration

1.8.2 Will advise on any delay (On CRM conditions) or rejected takeoff

1.8.3 Will advise on go-around and report the clearance the plane received and/or will ask for further clearance

1.8.4 Will coordinate Clearance for IFR plane who isn't departing on SID

1.8.5 Will coordinate Departure of planes in reduced separation than written above

1.8.6 Will advise on taxi of ambulance flight or VIP

1.8.7 Will advise when runway closure is in effect

1.9 Roles of APC to TWR

1.9.1 Will announce "Stop\Resume Automatic Release"

1.9.2 Will approve\reject Release request

1.9.3 Will coordinate landing on a non-active runway

1.9.4 Will advise landing on a non-active approach (As published in ATIS)

1.9.5 Will advise on entry of VFR flights to LLBG

1.9.6 Will provide clearance to IFR traffic who isn't departing on SID

1.10 Roles of DEL to APC

1.10.1 Will pass information about BEDEK flight (From BEDEK HELIPAD/APPRON only!) and will get clearance for the flight

1.10.1.1 The actual clearance will be given to the pilot only after APC approves the flight

1.10.2 Will update on the plane that requests ASSIF/BIRIM

1.10.3 Will update about planes that cannot follow SID requests

1.10.4 Will update about changes in the QNH and changes to the landing runway in the ATIS

1.11 Roles of APC to DEL

1.11.1 Will provide SSQ codes for VFR planes departing from LLBG (or approve AUTO assign code)

1.11.2 Will advice about start\ending of usage in Q30 (BIRIM) or T80/T84/T85 (ASSIF)

1.11.3 Will advise when BEDEK flight is (From BEDEK HELIPAD/APPRON only!)

1.11.4 Will pass the details of irregular departures from LLBG

1.12 Prior taxi clearance - IFR Flights

1.12.1 Plane that requests clearance with different flight rules than filed shall be fully checked on the following details: Arrival aerodrome, Route, Requested altitude.

1.12.2 Initial altitude for an IFR flight will be received by the runway and the SID:

1.12.2.1 4000ft for aircraft departing from runway 26/30 except for departure on SID RIPUD

1.12.2.2 6000ft for aircraft departing from runway 26/30 on SID RIPUD

1.12.2.3 5000ft for aircraft departing on runway 21/03/12/08

1.12.2.4 Different initial altitudes than written above will be given in coordination with APC

1.12.3 The controller (DEL) will give the clearance (SID) for IFR flights according to the flight plan unless coordinated otherwise with APC:

1.12.2.1 MERVA\DAFNA\SUVAS are for flights designated to transfer to Tel-Aviv ACC

1.12.2.2 Clearances (SID) for flights designated to transfer to South or to Amman (OJAC\Jordan) shall be received according to the runway configuration as written below:

AMMAN ACC	DAROM ACC	CONFIG\ATS UNIT
NAT1D	NAT1D	12/12
RIPUD	RIPUD	26/12
RIPUD	RIPUD	26/26
RIPUD	RIPUD	26/30
SALAM	TOMAL	26/30 RNP-X\ILS30 LIMKO
RIPUD	RIPUD	30/30
SALAM	TOMAL	30/30 RNP-X\ILS30 LIMKO
SALAM	TOMAL	Any other RWY config

1.12.2.2.1 In case of a change of landing runway to runway 21 or when RNP-X is declared in use, the clearance of a departing plane that received RIPUD shall be amended to TOMAL\SALAM SID according to their ROUTE

1.12.2.3 For a plane that cannot follow the altitude requirement of 2400ft or above at MATOV from runway 26/30, the following clearance shall be given: climb to 4000ft and give limitation to cross 7 DME at or above 2200ft

1.12.2.3 GND\DEL will write on the scratch pad (TAG) 40H

1.12.2.4 For a plane that cannot maintain the limit of 5000ft or above at MATOV when departing from runway 08, the following clearance will be given: Climb to 5000 ft with the limit to cross MATOV at a minimum of 4000ft

1.12.4 Clearance for a plane that isn't fulfilling the written criteria above shall be coordinated with APC

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