

Unit General Operating Procedures

CHAPTER 1 Operating Procedures

1.1 Initial Clearance

1.1.1 Departure Clearances

All traffic from within the LLLL FIR will depart on a standard departure, either IFR, CVFR, or Military ATS, as detailed in the SOP.

Elsewhere, clearances shall be coordinated with the relevant Radar position whose departure is within their area of responsibility

1.1.2 Arrival Clearances

Aircraft inbound to airfields within the Tel-Aviv FIR should be cleared for their route/STAR by the sector that controls them before entering the TMA/CTR of their destination airport.

The responsibility for issuing said clearance varies depending on the sector being controlled, according to the table below:

Sector	Destinations
Tel-Aviv ACC	LLBG (arrival from the west) LLHA (International)
Pluto ACC	LLIB LLHA (Domestic)
South ACC	LLER LLBG (arrival from the south) LLNV (see standing agreement)

1.1.2.1 Confirmation of STAR by Flight Crew

When an aircraft is transferred between Tel-Aviv -> Ben Gurion, there is no need to report STAR. They are expected to continue to fly their flight-planned route.

If the previous controller has instructed the aircraft to fly a heading, the pilot will report the heading.

Where the reported STAR is **correct**, the controller does **not** need to reiterate the STAR to the pilot. Their report may be taken as confirmation that the pilot will follow the STAR, as reported.

Where the reported STAR is **incorrect**, the controller shall proceed as follows:

- If the routing and STAR need amending, the controller shall pass the routing and STAR instruction to the pilot in full and receive a full readback and confirmation that they are able to follow said route.
- If the STAR is from an outdated AIRAC cycle, the controller shall ascertain whether the pilot has the updated/correct STAR, and if yes, re-clear them on this up-to-date STAR.

If the pilot does not report the correct STAR, the controller shall pass the route to the aircraft and obtain a readback.

1.2 Use of "Expect level" Clearances

Many published STAR charts advise pilots of the levels that they should expect ATC to issue.

Agreements between

Split sectors often require that certain climb/descent profiles be adhered to maintain the correct sector coordination sequence.

- Normally, use a single transmission where the expected flight level – for example, “ELY2431, expect 10,000 level by AMMIT, report when ready for descent”

1.3 Holding Phraseology

To reduce instances of incorrect direction holding, controllers are to use the following phraseology when

instructing aircraft to hold: “(callsign) hold at (name), (left/right) hand turns, (as published)”.

For example: “ELY40 hold at PIKOG, left-hand turns, as published”.

If there is no published hold or the direction given differs from the published hold, controllers shall also

specify the inbound course and leg time/distance.

If the pattern is used while the traffic is descending or climbing, you may add at the end of the instruction the altitude clearance, for example: “ELY2431 hold at AZERE, right-hand turns, as published, descend to FL210”.

1.4 Assumption of Electronic Aircraft Tags

The following procedures apply to all transfers of aircraft tags (Israel's internal & external).

1.4.1 Between Radar-Equipped Controllers

Controllers shall only ‘accept’ the transfer of an aircraft tag from a sending controller when the aircraft has

‘checked in’ on the receiving controller’s frequency

The transfer of an aircraft tag from a LLLL radar-equipped unit to another LLLL radar-equipped unit shall indicate to the receiving controller that the aircraft has been identified, their Mode A code validated, and their Mode C readout verified. However, aircraft outside of controlled airspace received from APC units should be instructed to squawk IDENT in accordance with GEN 1.5.2 below.

1.4.2 Aircraft from Unstaffed Airspace

For aircraft coming from unstaffed airspace, controllers should assume the tag after sending a 'contact me.' request. This signals to other controllers that they are trying to contact the aircraft.

1.4.3 Departures

Controllers should not assume aircraft tags for departures until they have checked in on the frequency.

Additionally, tags of departing aircraft will not be assumed by APP controllers unless it is their responsibility to complete identification, validation, and verification (IVV).

1.5 Surveillance Procedures

In general, the transfer of an aircraft's tag from a LLLL radar-equipped unit to another LLLL radar-equipped unit shall indicate to the receiving controller that the aircraft has been identified, its Mode A code validated, and their Mode C readout verified.

1.5.1 SSR Code Allocation

Code allocation for non-local traffic is managed by the TOP-SKY Plugin. Departures joining the ATS\CVFR route network transferred to the Area control center (ACC) from units using local SSR codes, should be allocated a new general code. For example, traffic departing Herzliya northbound with 5102 (T\A 8 SSQ).

1.5.2 Validation of SSR Mode A Codes

The display of a DUPE error (indicating a non-discrete code) on any aircraft's tag requires the controller to identify and validate the aircraft's identity before issuing executive instructions, except for an initial climb. The controller shall assign and validate a new, discrete Mode A code as soon as practicable and before transferring the aircraft to the next controller.

CHAPTER 2 Provision of Air Traffic Service

2.1 Roles and Responsibilities

- Provide the appropriate ATS within their stated Area of Responsibility (AoR) to ensure a safe, orderly, and expeditious flow of air traffic.
- Provide Flight Information Services (FIS) where appropriate.
- Verify flight data, including updating and managing the flight progress strip (data block).
- Maintain a listening watch and conduct standard radiotelephony communication with aircraft.
- Provide ATS to aircraft using radar within the airspace of the relevant AoR and FIS, as appropriate, in accordance with local procedures.
- Where appropriate, identify aircraft, validate, and verify SSR data on first contact or as soon as possible thereafter.
- Assist aircraft in an emergency (except where the simulation of the emergency is denied in accordance with VATSIM Code of Conduct B63).
- Coordinate with Military ATC as required.
- Individually coordinate the movement of aircraft into and out of the sector unless said aircraft are operating under the terms of a Standing Agreement.
- Issue releases to airfields as appropriate.
- Allocate or obtain levels at holding stacks.
- When necessary, initiate a suspension of local Standing Agreements.
- Issue clearances to aircraft to join, leave, or cross regulated/controlled airspace.
- When aircraft are accepted into the sector, ensure separation exists in accordance with this SOP.
- Confirm all data transfer, revisions, and estimates have been effected as required in the local instructions

2.2 Flight Information Services

Controllers shall provide Flight Information Service (FIS) to all known aircraft within their Area of Responsibility (AoR) in accordance with Israel AIP (PAMAT) "[X-07](#)" This service includes:

- **Weather Information:** Providing information regarding known severe weather conditions.
- **Navigation Assistance:** Assisting pilots who observe severe weather and request to deviate from their route. The controller shall facilitate the deviation while considering safety limitations and current air traffic.

2.3 Area Control Service

2.3.1 General Operating Requirements

- **Clearances:** Any pilot operating within controlled airspace is mandatory to obtain a clearance from the appropriate ATC unit before executing any action that requires such clearance.
- **Inability to Comply:** Pilots who are unable to comply with an issued clearance must immediately notify the ATC unit and request an amended clearance.
- **Flight Plans:** All flights within the Tel Aviv FIR must file a flight plan and obtain an ATC clearance, maintaining continuous radio contact with the relevant unit.
- **Cruising Levels:** IFR cruising levels must be maintained in accordance with the Table of Cruising Levels in AIP ENR 1.7.

2.3.2 Coordination of Special Activities and Emergency Simulations

Certain activities require specific coordination and prior approval from the ATC unit before they can be initiated:

- **Emergency Simulations:** Practices of abnormal situations (e.g., forced landings, priority requests, communication failures, or loss of orientation) within a CTR or on traffic routes must be coordinated and approved as a simulation before commencement.
- **Special Flights:** Formation flights, calibration flights, and photography flights require prior coordination and approval from the ATC unit.

2.4 Prioritisation of Services

1. Controllers shall prioritise the provision of services as follows:
 1. **Emergency Situations:** Aircraft in a state of emergency or those executing an approved emergency simulation.
 2. **IFR Traffic:** Provision of Air Traffic Control service to IFR flights operating on ATS routes.
 3. **CVFR/VFR Traffic:** Provision of services to controlled VFR flights within their defined areas.
 4. **Information Services:** Provision of Flight Information Services (FIS) to other participating aircraft.

2.4.1 Top-Down Service Provision

In the absence of local ATC, Area Controllers shall provide a top-down service at aerodromes within their AoR

where an Air Traffic Control service would normally be provided. Provision of ATS to airborne traffic should generally take priority over top-down service provision.

Where necessary, controllers may reduce the extent of the top-down service by permitting aircraft to self-manoeuvre or depart at their discretion. Aircraft should be instructed to maintain a listening watch on the frequency and must not be transferred to Unicom.

While some top-down service degradation is permitted, when the overall traffic workload (En Route and top-down) is such that safety, efficiency, or the experience of pilots is compromised, Area Controllers are to reduce their coverage area. It is recognised that during events, reducing coverage may not be possible.

CHAPTER 3 Local Separation Standards

3.1 General

Separation shall be applied in accordance with Israel AIP Part "X" Section X, Chapter 1, Separation Standards.

Separation on VATSIM is subject to some simplification, especially due to the fact of continuous uninterrupted radar coverage limiting the necessary use of procedural separation. As such, an understanding of the separation requirements in this document will be sufficient for the purpose of area control on VATSIM.

Standard vertical or horizontal separation shall be provided between:

- IFR flights and VFR flights;
- IFR flights and other IFR flights
- Special VFR flights and other Special VFR flights.

3.2 Vertical Separation

Vertical separation exists when the vertical distance between aircraft is never less than the prescribed

minimum. The vertical separation minima are:

- Between aircraft flying subsonic:
 - Up to FL410 apply 1000 ft;
 - b. Above FL410 apply 2000 ft.
- Where at least one of the aircraft is flying supersonic, the vertical separation required is 5000ft

On VATSIM, all aircraft with an RFL above FL290 are assumed to be RVSM approved. Therefore, we apply 1000 ft separation between FL290 and FL410 inclusive (RVSM airspace).

3.3 Separation Based on ATIS Surveillance System Information

3.3.1 Radar Separation Minima

The standard minimum horizontal radar separation to be applied across all of LLLL sectors is 5 NM, except LLBG_APP where the use of 3 NM has been approved.

Where there is a requirement for an increase in separation or spacing between aircraft before transfer, this shall be noted in the relevant section(s) of this document.

3.3.2 Ensuring Radar Separation

The minimum radar separation is an absolute minimum. Therefore, aircraft should not be permitted to fly on their own navigation where the minimum separation is not ensured. As a guide, it is recommended that where planned separation is less than 10 NM, aircraft should be on assigned headings to ensure separation. This may be reduced to 7 NM where the use of 3 NM lateral separation has been approved.

It should be noted that due to the nature of VATSIM, headings may need to be assigned where planned separation is greater than required, where there is the possibility of differing aircraft performance. When operating at or close to the radar separation or surveillance monitored separation minima, controllers shall monitor the flights for any unforeseen discrepancy.

Greater separation may be required for wake turbulence separation purposes.

The use of adequate speed control may be used in place of headings for aircraft flying in trail.

3.3.2 Surveillance Monitored Separation

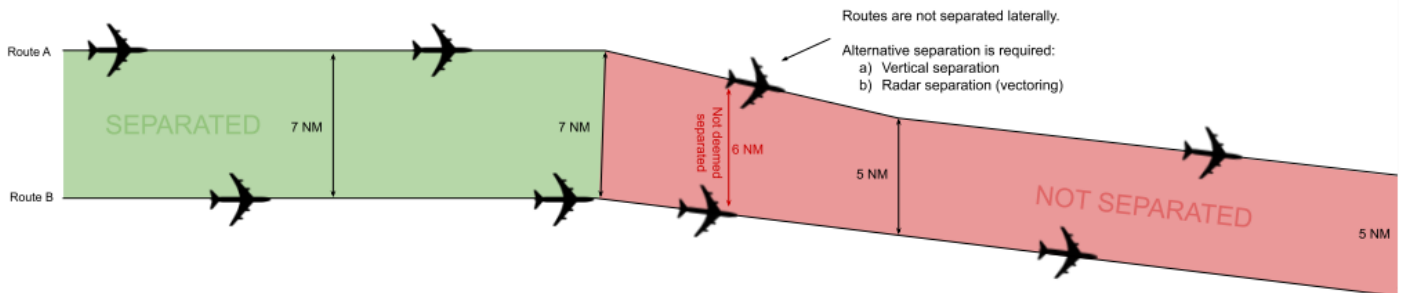
"Own navigation"

Radar monitoring of traffic on ATIS routes (including SIDs, STARs, and associated holds) or FRA directs is permitted, subject to the following conditions:

- Traffic must be established on the route centreline, or following radar vectoring / within FRA, more than 7 NM (or 5 NM where 3 NM radar separation is approved) from the adjacent route

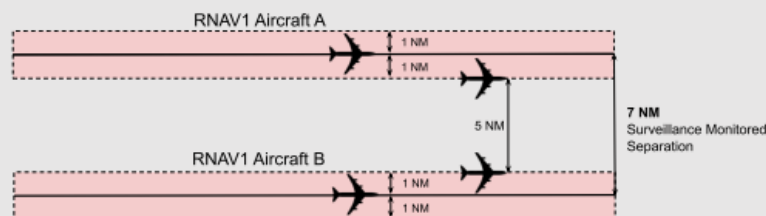
and cleared to a navigational fix.

- Aircraft must be radar vectored if any significant route deviations are observed by the controller.
- Where turbulence or weather systems are reported, the controller must consider re-establishing Positive radar control to counter track deviation.
- Controllers should, where possible, ensure that the routes' centrelines or the associated navigational fix's symbols are displayed when radar monitoring is in use.



We assume all aircraft filed via ATS routes, (RNAV) SIDs/STARs and FRA directs to be RNAV1 certified for the purposes of Surveillance Monitored Separation. If a pilot states that this is not the case, or the controller has any doubt as to the navigation capability of an aircraft, then aircraft must be radar vectored to ensure separation.

The 7 NM separation standard is derived from the 5 NM minimum radar separation, allowing for a +/- 1 NM track deviation, as shown in the diagram.



3.3.3 Use of 3 NM Radar Separation

The use of 3NM Radar separation is approved only at LLBG_APP

3.4 Wake Turbulence Separation Requirements

Minimum of 5 NM between a HEAVY (including a SUPER) and a MEDIUM (UPPER and LOWER), SMALL

or LIGHT aircraft following or crossing behind at the same level or less than 1,000 ft below.

3.5 Minimum Separation Between Sectors

Controllers shall not route or vector unknown traffic closer than 2.5 NM from a sector boundary without prior coordination with the adjacent sector controller.

3.6 Separation Requirements Against Holding Aircraft

A minimum of 5 NM radar separation shall be applied between holding aircraft and en-route aircraft/aircraft approaching the holding facility. This may be reduced to 3 NM radar separation, provided that all conditions are met relating to its use are met.

Note: Controllers should use caution when applying radar separation to aircraft approaching/passing other holding aircraft, considering factors such as variable rates of climb/descent, hold entry patterns, hold protected areas, and weather conditions (particularly prevailing wind).

CHAPTER 4 ALTIMETER SETTING PROCEDURES AND METEOROLOGY

4.1 Altimeter Setting Procedures

4.1.1 Transition Altitude

Transition Altitude	Area
18,000ft	Above the Mediterranean Sea
37,000ft	Above Land

CHAPTER 5 GENERAL COORDINATION REGULATION

5.1 Standing Agreements

A Standing Agreement is a procedure specifying conditions (and restrictions, as required) under which an aircraft may enter another sector/controller's airspace without individual coordination.

Aircraft must be individually coordinated when they cannot be transferred in accordance with a Standing Agreement and are not deemed coordinated. Controllers may agree on temporary (amendments to) Standing Agreements.

5.1.1 Conditions

An aircraft operating under a Standing Agreement shall be:

- cleared to, or at, an agreed level before transfer of communication; and
- on an agreed route or heading.

5.1.2 Transfer of Control and Communication

Unless specific restrictions are specified in the agreement, transfer of control of the aircraft under the terms of a Standing Agreement is coincident with the transfer of communication.

The **offering controller** must ensure that any potential conflict with aircraft either in or entering their own airspace is resolved before transfer of communication.

The **receiving controller** must continue the flight in the same general direction, not climb a descending aircraft or descend a climbing aircraft, nor stop the aircraft at an intermediate level while it remains in the offering controller's airspace.

If traffic on a Standing Agreement will pass through an intermediate controller's airspace without communication (e.g., LLHA departures to the west (transfer to Tel Aviv but passing through Pluto)), transfer of control is normally effective at the receiving controller's AoR boundary. Unless otherwise stated, any turns or climb/descent must be coordinated with all controllers concerned.

5.1.3 Release for Climb or Descent

When transferred under a Standing Agreement, traffic is released for climb/descent (never both) to the top/bottom of the offering controller's airspace, unless the agreement specifies otherwise. On VATSIM, this allows climb/descent into banded sectors, but not for the traffic to enter another controller's airspace.

Note: Traffic that has entered the receiving controller's airspace must not then re-enter the offering controller's airspace during further climb or descent. This is more likely in bandboxed scenarios.

5.1.4 Release for Turn

When transferred under a Standing Agreement, traffic is released for a turn in the same general direction against known traffic, including if transferred on a heading, and unless the agreement specifies otherwise. The receiving controller must be informed if an aircraft is transferred on a heading against traffic, unknown to them. Any turn must not take the aircraft into a third controller's airspace without prior coordination.

Same general direction means that traffic should continue towards the receiving controller's airspace and should be turned with due consideration given to the distance from the common AoR boundary and surrounding traffic situation, usually by no more than 30°.

If a release for turn is individually or electronically coordinated for an aircraft, the turn must not be greater than 45°, unless a specific direction is agreed.

5.1.5 Level By Instructions

If no "level by" point is specified, the level must be reached prior to the aircraft entering the receiving sector.

However, the traffic does not have to be level at the time of the transfer of communication.

A climbing/descending agreement is indicated by an arrow. This means the aircraft does not need to be level by the sector boundary and may continue to climb/descend to that level within the next sector's airspace.

↑ ↓ | Indicates a climbing/descending agreement.

Where specified in an agreement, the "level by" point should be included in the descent clearance to ensure the correct sector sequence. If the level specified cannot be achieved by the aircraft, the pilot in command shall inform ATC immediately. ATC is responsible for further coordination with the appropriate sector(s).

Where an agreement for climbing outbounds specifies a level-by-point, controllers shall monitor the climb rate

and intervene/coordinate as required. Optionally, the “level by” point may be specified in the clearance.

5.1.6 Additional Coordination Requirements

If an aircraft that would normally be transferred to a sector on a Standing Agreement is routed to avoid that sector entirely, controllers should notify the original sector that the traffic has been ‘skipped’.

Aircraft following a route for which an inbound Standing Agreement exists, but at a level higher than the aircraft’s RFL must be individually coordinated.

On VATSIM, electronic coordination via EuroScope may be used to notify the next sector of an RFL below the Standing Agreement level, or to coordinate a different level. The receiving controller must acknowledge the coordination request for it to be deemed as coordinated.

5.2 Deemed Coordination of En-Route Traffic

Traffic that has reached the RFL indicated on the flight plan by the sector boundary is deemed to have been coordinated and may be transferred by silent handover, provided that:

- The aircraft is at a correct level for the direction of flight;
- The RFL has not been changed within 30 NM of the AoR boundary; and
- No objection has been raised by the receiving controller.

Where the RFL is unusually low for the flight planned route, controllers should notify these flights to the next sector individually.

Transfer of Control is at the receiving sector boundary, unless otherwise stated in this document.

5.3 Individual Coordination

Flights not deemed coordinated or subject to a Standing Agreement must be individually coordinated between sector controllers. An exit flight level should be offered, and other conditions may optionally be applied.

Departures from aerodromes not covered by Standing Agreements must also be allocated a level for acceptance from the aerodrome/approach controller by the receiving sector.

Allow the receiving sector to identify the traffic before presenting the coordination request.

5.4 Transfer of Control and Communication

Unless otherwise stated in this document:

- transfer of control is effective at the common AoR boundary between the offering and receiving controllers
- transfer of communication shall take place no later than the sector boundary.

Aircraft must not enter a third controller's airspace without coordination. This applies to all climb/descent and turn procedures detailed below and in sector instructions.

5.4.1 Release for Climb or Descent

Aircraft that are climbing/descending are released for climb/descent to the top/bottom of the transferring controller's airspace.

5.4.2 Release for Turn

Traffic transferred on its own navigation is released for turn in the same general direction.

If an aircraft not operating under the terms of a Standing Agreement is transferred on a heading, any change of heading, before entering the receiving controller's airspace, must be coordinated unless otherwise specified in sector procedures.

It is the responsibility of the receiving controller to ascertain if an aircraft is on a heading, and it should be noted that aircraft may be transferred on a heading against traffic, unknown to the receiving sector

If a release for turn is individually or electronically coordinated for an aircraft, the turn must not be greater than 45°, unless a specific direct is agreed.

5.4.3 Full Release

A full release is an authorisation for the accepting unit to climb, descend and/or turn a specific aircraft according to the instructions above.

5.4.4 Conditions of Transfer

Aircraft transferred on a heading or with a speed restriction should have this recorded in the tag, with the pilot instructed to report their assigned heading and/or speed upon transfer of communication.

5.5 Handover

5.5.1 Silent Handover

Unless otherwise stated in this document, transfer of control between an enroute controller and an external

ACC may take place by means of a Silent Handover (that is, without prior coordination) provided that:

5.5.2 Radar Handover

Where the conditions for Silent Handover are not met, transfer of control by radar handover, the transferring controller will transfer the TAG of Said traffic and wait for acceptance; only then may the transferring controller transfer the control of the traffic.

- If the aircraft concerned are following the same route, they are spaced by a minimum of 10 NM, constant or increasing. (See Note).
- If the aircraft concerned are on crossing tracks, the conditions detailed under (Reduced) Longitudinal Separation for the relevant ACC is met.
- The transferring controller places any speed control or vectoring instructions (within the terms of the agreement) in the tag and instructs the aircraft to report these on first contact with the receiving controller.
- The receiving controller is informed, by means of XFL electronic coordination or otherwise, of any level restriction other than an aircraft's requested flight level or those covered by Standing Agreement prior to transfer of communications.

Note: The 10 NM here is not a separation standard. It is the minimum spacing required for a silent transfer of control.

5.6 Coordination of Direct Routings

There is no requirement to coordinate a direct routing for an aircraft, provided that the direct issued:

- Is entered in the data block label and/or EuroScope sector list;
- Ensures the aircraft will enter the receiving sector at the boundary with the offering sector, not through an intermediate sector; and
- Will not take the aircraft off route by more than 5 NM in the next or any subsequent sectors, or contravene any positioning requirements specified in a Standing Agreement.

If any of the above conditions cannot be met, coordination shall be effected by the offering sector with the receiving sector, the original receiving sector if that has changed, and any intermediate sectors through which the aircraft will transit.

5.7 Electronic Coordination

Electronic coordination requires less time to perform (usually a few seconds) and generally lower controller workload.

Releases between controllers may be specified via the TOPSKY Plugin Enroute Release tag item. Additionally, some neighbouring ACCs use TopSky, which has release functionality.

The main limitation of EuroScope electronic coordination is that they are only applicable to pre-defined scenarios and can only be initiated by one adjacent controller. Also, it is not suitable for time-critical situations where a timely response is essential

Controllers should be aware that accepting coordination of a direct routing only appears in the aircraft tag for the coordinating and receiving controllers. It is therefore advisable for the current controller to re-enter/re-type any direct into the scratchpad/tag after it has been agreed via electronic coordination.

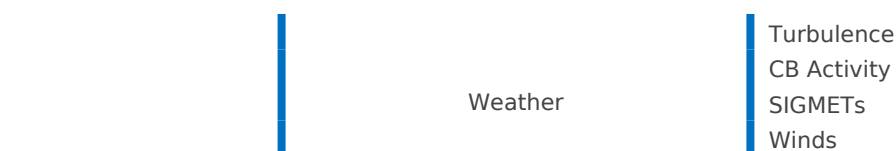
Where electronic coordination is used to agree a transfer level, this level is always assumed to be the level by the coordination point (or sector boundary if no defined point).

5.8 Handing Over/Taking Over an Operational Position

A Controller taking over a position must be fully aware of all relevant information before they accept responsibility for the operational position.

Controllers are recommended to use one of the following checklists as an aid when handing over and taking over sectors.

5.8.1 WEST



Pressure Settings
Runway(s) in Use

E

Equipment

RT/Intercom systems

ATIS

S

Situation

Military Activity

Holding

Flow restrictions (e.g., MDI)

Staffing/Adjacent ATC

T

Traffic

Traffic on frequency

Pending Traffic

Potential Traffic Conflicts

5.8.1 PRAWNS

P

Pressure

Pressure Settings

R

Roles

Area Sectors - bandboxed? Splits?

Frequencies?

Top-down responsibilities

A

Airports

Runways

W

Weather

Turbulence, CB Activity, SIGMETs

Avoidance

Winds

Holding

N

Non-Standard Info

Flow restrictions (e.g., MDI)

Amended or cancelled standing coordination

Military Activity

Transfer of TAGs

S

Situation

Coordinated traffic

CHAPTER 6 TOP-DOWN COVERAGE

In the absence of the local ATC, the responsibility for top-down control is determined as follows:

ID	Sector/Position
TLV	Tel-Aviv Bandbox
TLV_D	Tel-Aviv Departures
TLV_A	Tel-Aviv Arrivals

BGN_A
 BGN_D
 BGN_T
 PLT
 PLT_W
 PLT_E
 STC

Ben Gurion Arrivals
 Ben Gurion Departures
 Ben Gurion TMA
 Pluto
 Pluto West
 Pluto East
 South

Aerodromes

Top-Down Priority (Left to Right, High to low)

Ben Gurion (LLBG)	BGN_D - TLV_D - TLV
Eilat (LLER)	STC - TLV
Rosh Pina (LLIB)	PLT_E - PLT - TLV_A - TLV
Haifa (LLHA)	PLT_W - PLT - TLV_A - TLV
Herzelia (LLHZ)	BGN_A - BGN_D - PLT_W - PLT - TLV_A - TLV

CHAPTER 7 CIVIL/MILITARY PROCEDURES

Procedures relevant to multiple sectors are contained in this Chapter.

7.1 Apolo military control

To give a response to the following increase in mil TFC in the LLLL FIR, and to support the vIAF VSOA VATIL started applying LLMA c/s "APPOLO" and their splits "LIBA" for the north control and "SHANON" for the south control, as shown in the picture

Apolo control - Bandboxing/Splitting Procedures

LLMA_CTR "Apolo" 122.900 Mhz	LLMA_N_CTR "Liba" 132.850 Mhz
Bandbox	LLMA_S_CTR "Shanon" 122.900 Mhz

7.2 Military Route Corridors

7.2.1 General Procedures

Military corridors are established to enable the transit of the ATS route structure by Military traffic

7.2.1.1 Apolo control online

When Apolo control is online, they will coordinate with the relevant ACC controller to update on transit in the corridor or closure of civil airspace (as explained in each ACC).

It is both Apolo control and the relevant ACC requirement to maintain separation from the corridor or the T\A; the priority is for military or "National Mission."

7.2.1.2 Apolo control offline

When Apolo control is offline, aircraft/formations wishing to transit a corridor will call the local ACC (Pluto\South\Tel-Aviv) at least 5 minutes prior to transit, while setting the V-LARA application as required. Traffic should be identified, and Mode C verified, and may be offered a service outside of the corridor or Training Area, depending on workload or knowledge.

Clearance should be in the following format:

"C/S Follow the Corridor at an altitude of XXXft report entering the area."

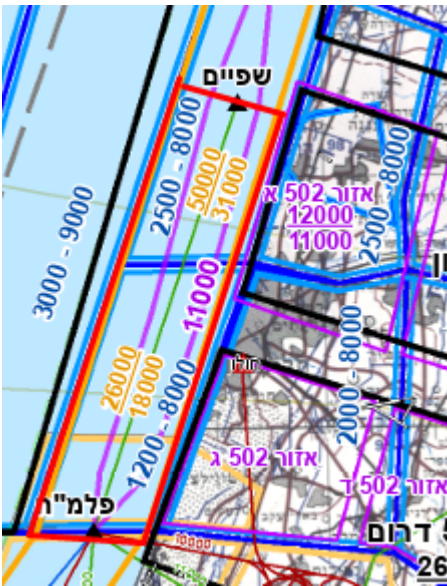
7.2.2 Sea corridor "Derech Ha-YAM" (מיה ירד)

highlighted in red

Apolo control Sector: Liba

Civil Sector: Pluto\Tel-Aviv\BGN TMA\South

Transit Altitude: 12000ft - FL500 (With exception to BGN TMA, which is split as per the following photo), for transit in lower altitude, Apolo will request deligation from Tel-Aviv ACC



7.2.3 Netofa corridor "Derech Netofa" (הפוטנ ירד)

highlighted in blue

Apolo control Sector: Liba

Civil Sector: Pluto

Transit Altitude: 12000ft - 30000ft

7.2.4 Galil corridor

highlighted in purple

Apolo control Sector: Liba

Civil Sector: Pluto

Transit Altitude: 12000ft - FL500

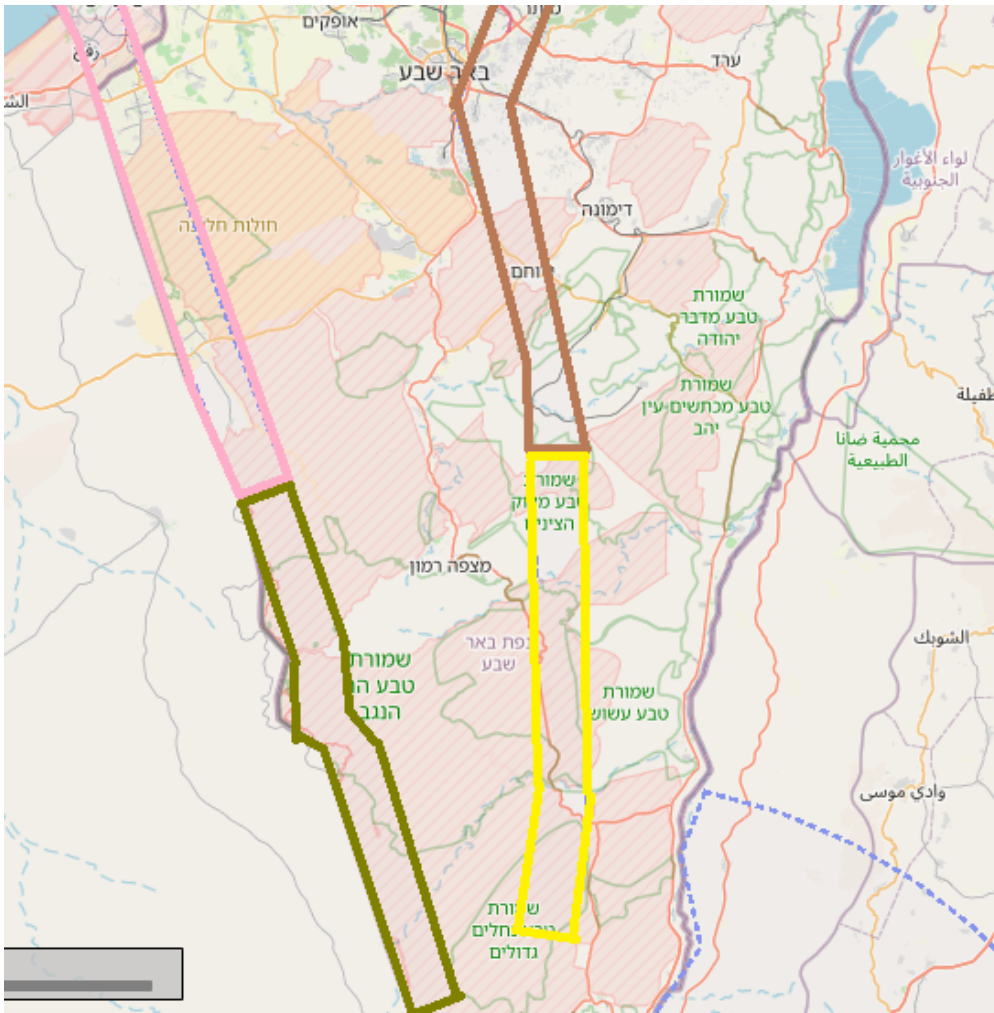
7.2.5 Bikaa corridor "Derech Bikaa" (העקבה ךרד)

highlighted in steel blue

Apolo control Sector: Liba

Civil Sector: Pluto

Transit Altitude: 12000ft - FL500



7.2.6 Hahhar corridor "Derech Hahhar" (רהה ךרד)

highlighted in brown

Apolo control Sector: Liba\Shanon

Civil Sector: Pluto\South\Tel-Aviv

Transit Altitude: 12000ft - FL500 (south of BGN-TMA), 18000ft - 26000ft (Above BGN-TMA)

7.2.7 Hahhar Hanistar corridor "Derech Hahhar Hanistar" (רתסנה רהה ךרד)

highlighted in yellow

Apolo control Sector: Shanon

Civil Sector: South

Transit Altitude: 8000ft - 11000ft

7.2.8 Plugot corridor "Derech Plugot" (תוגולפ ךרד)

highlighted in desert yellow

Apolo control Sector: Shanon

Civil Sector: South

Transit Altitude: 12000ft - FL500

7.2.9 Hanegev corridor "Derech Hanegev" (בגנה ךרד)

highlighted in pink

Apolo control Sector: Shanon

Civil Sector: South

Transit Altitude: 12000ft - FL500

7.2.10 Hanegev Hamurhevet corridor "Derech Hanegev Hamurhevet" (תבחרומה בגנה ךרד)

highlighted in Olive

Apolo control Sector: Shanon

Civil Sector: South

Transit Altitude: 12000ft - FL500

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