



Friday, March 07, 2008

**Memorandum of Understanding
Between
VATIL -Controlling Agency
And
Virtual Israel Air Force (vIAF) - Using Agency
regarding
Air Traffic Services and Military Operations
within
VATIL Airspace**

Background

1. VATIL airspace is CLASS A with CVFR operations. It is divided into the following control sectors:

+**TMA**- Ben Gurion Terminal Area

+**TEL AVIV CONTROL**

+**PLUTO**- North Sector

South Region subdivided into two control sectors:

+**SOUTH CONTROL**- IFR airways 5000ft and above

+**HAGAV**- CVFR airways up to 5000ft, Military traffic on Jet Routes, and MOAs surface and above.

Governing Documents

2. The documents governing the agreement are ISRAEL AIP, and VATIL regulations which adapt it to network use and military operations.

Air Traffic Services

3. vIAF operates military control positions, integrated with the VATIL ATC system under VATIL guidance and supervision. The following military ATC positions are used:

vIAF wing/ air base control towers and approach radars: LLOV, LLRD, LLNV, LLHB, LLEK, LLRD. LLSD joint civil/ military tower operates under standard procedures. Wing/ Air base approach radars also control their adjoining designated training areas.

Route Control- South Sector: HAGAV_CTR

Tel Aviv Military Radar: LLTA_M_CTR, covers the entire VATIL airspace except TMA.

Its **services** include:

+ Separation alerts to military aircraft for airspace/ MOA infringement and proximity to non-participant traffic. Mandatory during all operation training activities (range fire and combat maneuvering).

+Air intercept guidance against vIAF-operated "unidentified" targets in pre-planned and briefed events

+Air intercept guidance for aerial-refueling, and against towed targets/ drones

+ Guidance to range ground targets

+ Guidance to shipping targets.

Traffic Coordination

4. Where ATS routes traverse MOAs, civil traffic has priority. Military aircraft shall vacate when advised 3NM from each side and 1000ft above and below the crossing traffic altitude band of the affected route segment, at least 2 minutes prior to traffic arrival.

Military traffic has priority over MOAs traversed by ATS routes marked "BY ATC". Route Control may coordinate temporary clearings of MOAs, in advance by VATIL issued NOTAM, or while such requirement arises and with 5 minute advance notice.

Departing aircraft will be handed over directly to route control upon approach of the departure transition point. Arriving traffic will be handed over to approach control prior to reaching the arrival transition point.

A route controller shall coordinate potentially conflicting traffic on Jet Routes ATS Route and MOA/ SUA, prior to issuing the relevant clearance.



5. Advance coordination Point of Contact (POC): HAGAV_CTR, if unavailable-LLTA_M_CTR. If neither is not operating, vIAF Duty Commanding Officer (DCO), posted 24/365 on vIAF site main page.

Military Traffic Flow

Departures

6. Fighter/ Attack (F/A) category aircraft fly after takeoff from military airports to the designated transition point and contact military route ATC for Jet Routes to MOAs, or civil route ATC for IFR ATS routes. Approach radar services are normally not provided to departing aircraft.

Transport, light and helicopter category aircraft follow standard CVFR / IFR rules.

Arrivals

7. From Jet Route and ATS: Route control will prior to the designated transition point hand over aircraft to airport approach radar. VFR flights will be descended, assigned a runway and handed over to tower for the traffic pattern. IFR flights transition point should expect to fly to the airport NDB, then be vectored for ILS, GCA or NDB approach. At 5 miles on final ILS or NDB approaches, approach radar will hand over the flight to tower for landing. GCA landings are performed on radar frequency.

CVFR arrivals will be handed over to tower directly.

While approach radar is inactive, arriving flights will contact tower at the transition point.

Tower will provide runway information, and will clear the aircraft to land on final at or below 5 NM.

General Altitude Information

8. Over land there is no transition altitude, regional QNH is issued for all flights out of airport control.

Altitude limitations for military flight:

Minimum altitude is 300ft for all flights, 1000ft over congested areas and Ultra-light Bubbles. Helicopters approach, hover, landings, takeoffs and departures are performed within MOA clear of man-made objects and cultivated agriculture fields.

General Airspeed Information

9. Maximum airspeed within approach control areas 300Kt, within tower control area 250Kt. Supersonic flight approved at least 20NM west of the coastline, and in areas 1 and 3.

Squawk Codes

10. All military ATC positions issue squawk codes for military and civil flights, in per VATIL procedures. Code range for military flights; 6000-6077, generated in automatic mode.

Appendices

Appendix A- MOA/ SUA Map

Appendix B- Helicopter MOAs



Appendix A- MOA/ SUA Map

MOA for all aircraft types: Sea North, Sea South, South 1,2,3
 SUAs: All those shown except LLP2 which is strictly prohibited.



