ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

The altimeter setting procedures in use conform to those published in ICAO Doc 8168 Vol. I (PANS OPS), Part III, Section 1, and are depicted below.

Transition altitudes are depicted on the relevant instrument approach charts only.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are also available from the air traffic services units. QNH values are given in hectopascals.

2. Basic altimeter setting procedure

2.1. ***General***

2.1.1. Transition altitude within Tel-Aviv FIR is 18,000 ft. Transition level is at FL200.

2.1.2. When flying over land Aircraft shall remain under regional QNH.

2.2. ***Take-off and climb***

2.2.1. A QNH altimeter setting is made available by ATIS and by ATC prior to take-off.

2.2.2. Vertical positioning of aircraft during climb is expressed in terms of altitude until reaching the transition altitude, above which vertical positioning is expressed in terms of flight level.

2.3. Vertical separation – en route

2.3.1. Vertical separation during en-route phase of flight shall be expressed in terms of altitude until reaching the transition altitude, above which vertical positioning is expressed in terms of flight level.

2.4. ***Approach and landing***

2.4.1. A QNH altimeter setting is made available by ATIS, ACC and in the approach clearance.

2.4.2. When flying over land Aircraft shall remain under regional QNH.

2.4.2.1 Aircraft arriving to Tel-Aviv FIR from the west shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude when descending through FL200, or when crossing the coastline, whichever earliest.

2.4.2.2 Aircraft arriving to Tel-Aviv FIR from the east shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude when crossing the FIR boundary

2.4.2.3 Aircraft arriving to Tel-Aviv FIR from the south shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude at "NURIT".

2.5. ***Missed approach***

Nil.

3. Description of altimeter setting region

Nil.

4. Procedures applicable to operators (including pilots)

4.1. ***Flight planning***

The levels at which a flight is to be conducted shall be specified in the flight plan, in accordance with Para. 2.1.

5. Table of cruising levels

The cruising levels to be observed when so required are listed in Table 5-1.

TRACK*							
FROM 000 DEGREES TO 179 DEGREES**				FROM 180 DEGREES TO 359 DEGREES**			
IFR FLIGHTS		CVFR FLIGHTS		IFR FLIGHTS		CVFR FLIGHTS	
FL	FEET	FL	FEET	FL	FEET	FL	FEET
-	-	-	-	-	-	-	-
-	-	-	3 000	-	4 000	-	4 000
-	5 000	-	5 000	-	6 000	-	6 000
-	7 000	-	7 000	-	8 000	-	8 000
-	9 000	-	9 000	-	10 000	-	10 000
-	11 000	-	11 000	-	12 000	-	12 000
-	13 000	-	13 000	-	14 000	-	14 000
-	15 000	-	15 000	-	16 000	-	16 000
-	17 000	-	17 000	-	18 000	-	18 000
190	19 000	190	19 000	200	20 000	200	20 000
210	21 000	-	-	220	22 000	-	-
230	23 000			240	24 000		
250	25 000			260	26 000		
270	27 000			280	28 000		
290	29 000			300	30 000		
310	31 000			320	32 000		
330	33 000			340	34 000		
350	35 000			360	36 000		
370	37 000			380	38 000		
390	39 000			400	40 000		
410	41 000			430	43 000		
450	45 000			470	47 000		
ETC.	ETC.			ETC.	ETC.		

TABLE 5-1

* *Magnetic Track*

** *Except where from **090** to **269** degrees and from **270** to **089** degrees as specified in ENR 3.1 and ENR 3.3*

NOTE –Between CVFR and IFR flights, 1 000 ft, vertical separation must be maintained.