

## GEN 3.4 COMMUNICATION SERVICES

## 1. Responsible service

**1.1. Radio Navigation and Aeronautical Systems**

All radio navigation aids and aeronautical communication systems in Israel must meet the standards set out in ICAO Annex 10, "Aeronautical Telecommunications". Differences from the ICAO standards listed in GEN 1.7, "Differences from ICAO Standards, Recommended Practices and Procedures".

The Israel Airports Authority is responsible for installing, maintaining and operating all the telecommunication, navigation and surveillance facilities.

For information about the provision of CNS systems contact CNS Department at the following address or contact numbers during normal business hours:

**CNS Dept.**

Head CNS Dept.  
P.O. Box 7  
Ben-Gurion International Airport 7015001  
Tel: 972-3-9758161,  
Telefax: 972-3-9758170  
AFS: LLBGYFYX, LLBGYTYX

Enquiries related to regulations and standards for CNS and ATM systems in Israel should addressed:

Civil Aviation Authority  
Director, Aviation Infrastructure Division  
Golan House  
Golan St. P.O.B 1101 Airport City 7015001  
FAX +972-3-9774546

**1.2. Air Traffic Services Message Handling**

The Aeronautical Fixed Telecommunications Network (AFTN) is an integral part of a worldwide system of message switching centers and fixed circuits that allows for aeronautical data exchange between ICAO Member States.

Israeli ATC/ACC/AIS's and other aeronautical facilities interconnected by the AFTN.

Israeli contribution to the AFTN provided by the AFTN/AMHS Message Handling System, owned and operated by IAA at Ben-Gurion Airport. This centralized storage-and-forwarding message handling system provides for the real-time reception, storage and delivery of aeronautical data and all MET data nationwide (for the entire Tel-Aviv FIR), via AFTN stations.

Command and control of the AFTN Message Handling System provided by the COM Center at the IAA Facilities that are located at Ben-Gurion Airport. Queries on AFTN service directed to the IAA COM center.

**Communication Centre**

Chief Telecommunication Officer  
P.O. Box 7  
Ben-Gurion International Airport 7015001  
Tel: 972-3-9756234, 9756236

Telefax: 972-3-9712819

AFS: LLBGYFYX, LLBGYTYX

Israeli locations and location indicators listed in ICAO Doc 7910. Messages addressed to aeronautical stations not directly connected to the AFTN/AMHS Message Handling System are automatically routed to the nearest aeronautical facility for delivery.

The services outlined in this section provided in accordance with the following documentation:

- ICAO Annex 10 – Aeronautical Telecommunications;
- ICAO Annex 15 – Aeronautical Information Services;
- ICAO Doc 4444 – PANS-ATM;
- ICAO Doc 7030 – Regional Supplementary Procedures;
- ICAO Doc 7910 – Location Indicators;
- ICAO Doc 8400 – ICAO Abbreviations and Codes;
- ICAO Doc 8585 – Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services;

## 2. Area of Responsibility

The area of responsibility for which communication services provided includes the radio navigation aids and communication facilities available within the Israeli domestic airspace as well as international airspace assigned to Israeli control.

## 3. Types of Service

**3.1. Radio Navigation Services**

The following types of ground-based radio aids to navigation are available:

- VHF Direction Finding Station (VDF)
- VHF Omni Directional Radio Range (VOR)
- Distance Measuring Equipment (DME)
- Instrument Landing System Cat. I & II (ILS)
- Primary Surveillance Radar (PSR)
- Secondary Surveillance Radar (SSR)
- Wide Area Multilateration (WAM)

According to the judgement of the Direction-Finding station, bearings classified as follows:

- Class A - accurate within  $\pm 2$  degrees
- Class B - accurate within  $\pm 5$  degrees
- Class C - accurate within  $\pm 10$  degrees

Direction finding stations have authority to refuse to give bearing or headings to steer, when conditions are unsatisfactory, or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.

All radio navigation aids are dual installations and equipped with secondary power supply.

Radio navigation facilities are regularly flight-checked and calibrated by the Israel Airports Authority

### 3.2. Mobile Service / Fixed Service

#### 3.2.1. Mobile Service

##### 3.2.1.1. Voice Services

The primary medium for aeronautical voice communications in Israel is VHF-amplitude modulation (AM) in the frequency range of 118 MHz to 137 MHz. The standard VHF air-ground channel spacing in Israel is 25 kHz. A 760-channel transceiver is necessary for operation of 25 KHz channels

##### 3.2.1.2. Pre Departure Clearance via Datalink Communications

The Israel Airports Authority provides Pre Departure Clearance in cooperation with SITA. The Pre Departure Clearance via Datalink (ARINC Specification 620/622) is available at Ben-Gurion Airport (LLBG)

##### 3.2.1.3. Broadcasting Service

Sub-area meteorological broadcasts (VOLMET radiotelegraphy broadcasts) are available for the use of aircraft in flight. Full details given in subsection GEN 3.5 "Meteorological Services".

#### 3.2.2. ELT

For technical trials, Emergency Locator Transmitters (ELT) will be transmitting on the frequencies 121,5 and 243,0 MHz from 00 to 05 MIN past the hour. The ELT activation will be according to the manufacturer's maintenance manual.

#### 3.2.3. Language used

Language used in air-ground communication is English within Tel-Aviv/Ben-Gurion TMA & CTR, Tel-Aviv Control ACC units (Northern & Southern Sectors), Ilan and Assaf Ramon, Ovda and Eilat airports. At Haifa airport and Nevatim\Negev English used at ATC discretion or when a non-Hebrew speaking pilot is using the frequency. Within other CTRs, Hebrew is the only language used.

#### 3.2.4. Where detailed information can be obtained

The usable range and restrictions of the radio navigation aids indicated as coverage in ENR 4.1 "Radio Navigation Aids – En-Route".

Details of the facilities available at the individual aerodromes can be located in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

#### 3.2.5. Fixed Service

Messages transmitted over the aeronautical fixed service (AFS) provided only on cases:

- a) They satisfy the requirement of ICAO Annex 10, Vol II, Chapter 3.3.3;

- b) They are prepared in the form specified in ICAO Annex 10;
- c) The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

## 4. Requirements and conditions

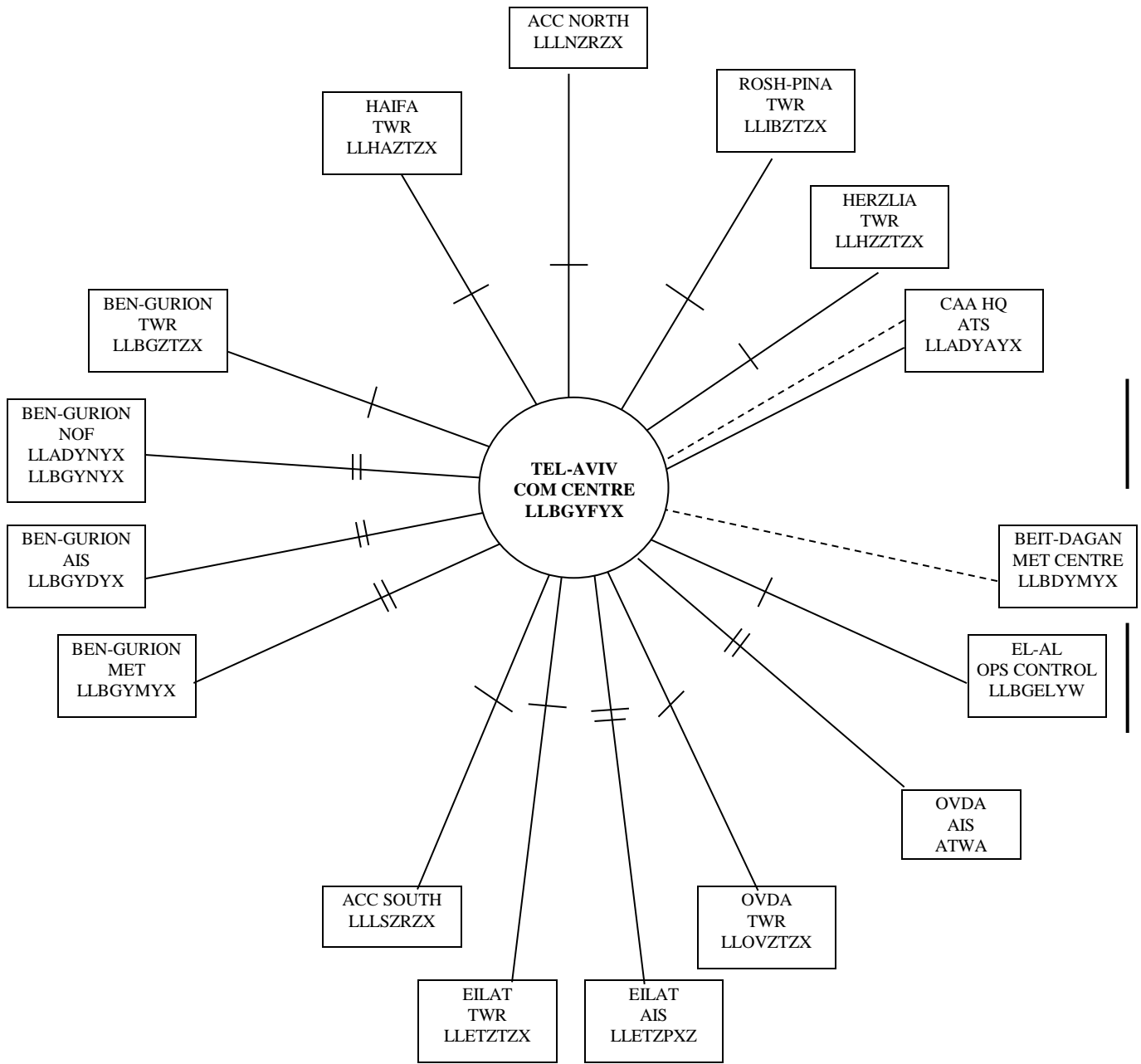
The requirements for the mandatory carriage of radio equipment are contained in the Air navigation Regulations of Israel. The main provisions published in GEN-1.5 "Aircraft Instrument, Equipment and Flight Documents".

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service, unless otherwise notified.

An aircraft should communicate with the ATS unit that manages traffic in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the ATS station and should not leave the frequency, except in an emergency, without informing the ATS unit.

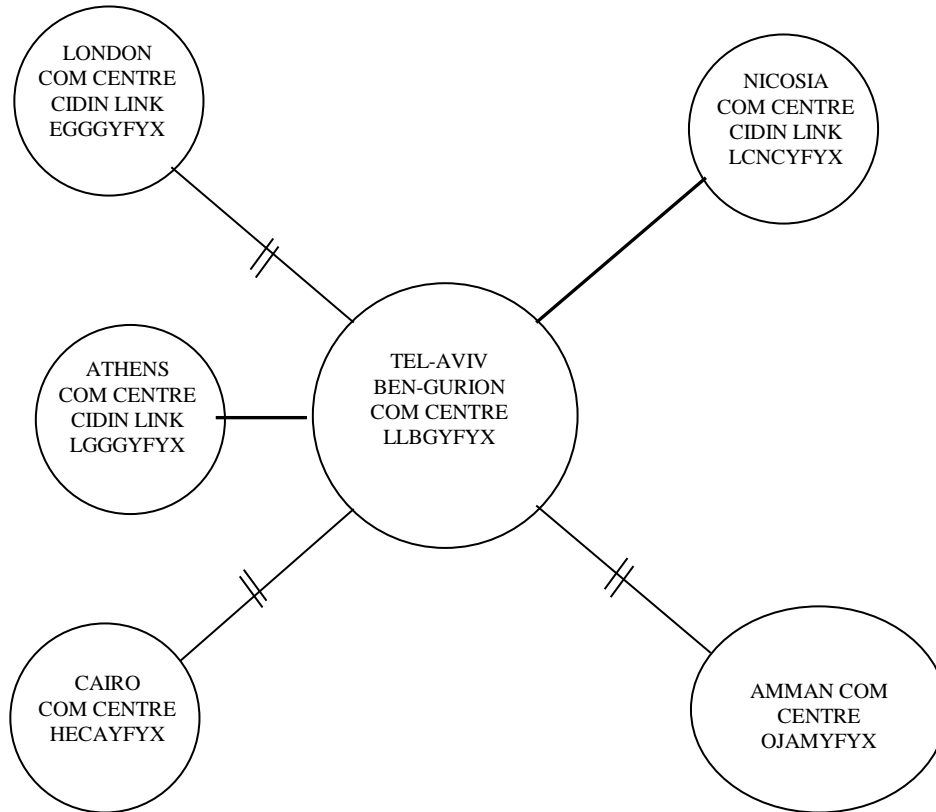
If instructed to monitor a frequency, pilots must continuously monitor that frequency but are not required to check in.

**AERONAUTICAL FIXED SERVICES:  
IP NATIONAL CIRCUITS**



LEGEND	
SIMPLEX CIRCUIT	
DUPLEX CIRCUIT	
IP	----

**AERONAUTICAL FIXED SERVICES:  
INTERNATIONAL CIRCUITS**



LEGEND	
DUPLEX CIRCUIT	//
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AERONAUTICAL FIXED SERVICES: TELEPHONE

