

General Info

Tel Aviv, ISR

N 32° 00.6' E 34° 53.0' Mag Var: 3.0°E

Elevation: 134'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 03-21 5840' x 148' asphalt

Runway 08-26 13327' x 148' asphalt

Runway 12-30 10210' x 148' asphalt

Runway 03 (25.0°M) TDZE 129'

Lights: Edge, Centerline

Right Traffic

Stopway Distance 197'

Runway 08 (76.0°M) TDZE 97'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 1617'

Stopway Distance 197'

Runway 12 (118.0°M) TDZE 112'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Stopway Distance 197'

Runway 21 (205.0°M) TDZE 134'

Lights: Edge, Centerline

Stopway Distance 197'

Runway 26 (256.0°M) TDZE 125'

Lights: Edge, ALS, Centerline, REIL, TDZ

Displaced Threshold Distance 1982'

Stopway Distance 295'

Runway 30 (298.0°M) TDZE 130'

Lights: Edge, Centerline, REIL

Displaced Threshold Distance 246'

Stopway Distance 197'

Communications Info

ATIS **132.5**

Ben Gurion Tower **132.1**

Ground West Ground Control **118.05**

Ground East Ground Control **129.2**

Ben Gurion Clearance Clearance Delivery **119.35**

Ben Gurion Approach Control **120.5**

Ben Gurion TMA **119.5**

Ben Gurion Departure Control **120.5**

Notebook Info

LLBG/TLV
BEN GURION**JEPPESEN**

2 DEC 11

10-1P

Eff 15 Dec

TEL AVIV, ISRAEL
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 132.5

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflowed during take-off and landing. The SID routes shown on SID charts have been designed so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

Daily between 2200-2300LT take-offs for ACFT with a MAX take-off weight of 300000 KGS and above and ACFT with destinations to the Far East or North Atlantic are not permitted.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

RWY 26/08 is the only available RWY for landing and take-off.

ARRIVALS

RWY 26 will be the preferred RWY assigned to landing ACFT, between sunrise and 30 minutes before sunset provided the tailwind component does not exceed 10 KT when RWY is dry or 5 KT when RWY is wet.

RWY 08 will be the preferred RWY assigned to landing ACFT, between 30 minutes before sunset and sunrise, provided the tailwind component does not exceed 10 KT when the RWY is dry or 5 KT when RWY is wet.

DEPARTURES

RWYs 26 and 08 will be preferred RWYs assigned to departing ACFT, provided the tailwind component does not exceed 5 KT when RWY is wet.

LANDING - TAKE-OFF

The following combinations might be used:

a) 26 - 26 b) 08 - 08.

1.2.3. REVERSE THRUST

Reverse thrust other than idle thrust shall not be used between 2300-0600LT except for safety reasons.

1.2.4. RUN-UP TESTS

Engine run-ups for maintenance purposes are not permitted between 2300-0500LT.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

When reduced visibility prevents visual monitoring of movement area by ATC, LVP will be implemented by Tower and transmitted via ATIS.

RWY 08 is preferred RWY for landings and take-offs. Otherwise, RWY 26 will be used for landings and take-offs. Follow-me service will be provided to ACFT to and from stands, whenever visibility deteriorates to a degree where such a service cannot be provided by ATC. This service however will not be provided when visibility is less than 100m.

During emergency in Low Visibility conditions, RWY 08 will be the preferential RWY for landings.

During LVP, traffic delays are expected.

Due to greater separation employed in Low Visibility conditions, expect delays in the approach and take-off sequence.

1.3.2. LANDINGS

On RWY 08: vacate RIGHT on first available TWY or as instructed by ATC.

On RWY 26: vacate RWY via TWY W4 and hold short of RWY 12/30.

1.3.3. TAXI PROCEDURES TO RWY 26

From apron B taxi via TWYs U, N and R to holding point W1 or W2.

From aprons J and L taxi via TWYs K, U, N and R to holding point W1 or W2.

From Terminal 3 taxi via TWYs M, K and R to holding point W1 or W2.

LLBG/TLV
BEN GURION

2 DEC 11

JEPPESEN

10-1P1

Eff 15 Dec

TEL AVIV, ISRAEL
AIRPORT BRIEFING**1. GENERAL****1.3.4. PILOT REPORTS**

When taxiing to RWY, reports shall be made whenever entering a TWY, a RWY or an intersection.

ACFT taking off shall report "rolling" when commencing take-off run;

ACFT lifting off shall report "airborne" when clear of ground;

Landing ACFT shall report "on ground";

Vacating ACFT shall report "runway vacated";

When parked, ACFT shall report "on stand".

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

ACFT operating Mode S shall identify using ICAO callsign. Arriving ACFT continue transmitting Mode A Code and Mode S until parked on stand. Transponders shall be deactivated when ACFT parked on stand.

Departing ACFT shall turn transponder ON Mode A Code and Mode S signal when ready for push-back or when ready for taxi whichever is earlier.

1.5. LAND AND HOLD SHORT OPERATION

In order to enable optimal utilization of capacity and expedition of traffic, ATC will implement a special procedure, which will enable simultaneous landings on RWY 30 and take-offs from RWY 26, independently of each other. This procedure requires compliance to all the following conditions:

- the procedure shall apply only to propeller ACFT (CAT A & B only) and HEL, landing on RWY 30 simultaneously to other ACFT taking off from RWY 26;
- day-time, VIS not less than 5000 m, Ceiling not less than 2000 ft, no tail-wind component;
- RWY 30 shall not be contaminated with ice, slush, water, etc. and shall be dry;
- ATC clearance will include instruction to vacate via TWY Z declaring the remaining runway length available, for example: "(4X)- APL vacate Zulu, distance available 2340 meters, traffic 737 departing 26";
- pilot must acknowledge the landing clearance to include full read-back, stating "will vacate Zulu";
- pilot estimating unable to vacate Zulu will notify ATC upon reception of landing clearance from ATC and will operate according to ATC instructions;
- 'go-around' shall be performed as follows: turning LEFT climbing to 1000 ft to RWY30 'down-wind leg'. Under no circumstances, pilot shall not cross TWY 'ZULU' westbound while turning on 'go-around';
- Continuing according to ATC instructions.

1.6. TAXI PROCEDURES**1.6.1. GENERAL**

Apron A to be used by towing only.

Apron V to be used by ATC instructions only.

ACFT being towed from Terminal 1 to Terminal 3 and vice versa, must establish and maintain communication with BEN GURION Ground.

When towed from Terminal 1 to Terminal 3 contact Ground East; from Terminal 3 to Terminal 1 contact Ground West.

When Ground West and Ground East are combined use frequency 129.2.

1.6.2. RWY INCURSION HOTSPOTS

TWY L-RWY 30:

CAUTION, RWY incursion.

When taxiing via TWY L do not cross RWY 12/30 without specific ATC authorization.

Do not cross red stopbars.

TWY K-U intersection:

CAUTION, RWY 30 final apch infringement.

Traffic taxiing via TWY K to TWY U or exiting apron B infringes final apch RWY 30, when in use.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-1P2** **Eff 15 Dec**

TEL AVIV, ISRAEL
AIRPORT BRIEFING

1. GENERAL

Holding point for RWY 08 and RWY 12 located on TWY K East of RWY 08 and on TWY S.

When lining up on RWY 12 do not confuse RWY 08 for RWY 12.

1.7. PARKING INFORMATION

Stands B2 thru D9 equipped with Visual Docking Guidance System. Guidance to all other stands by Follow-me car only.

Use of APU for Terminal 3 is restricted

- for arriving ACFT up to 5 min after external power connection or wheel chocks inserted.

- for departing ACFT 15 min prior external power disconnection or push-back.

1.8. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 08 and 12 right-hand circuit.

2. ARRIVAL

2.1. TAXI PROCEDURES

2.1.1. RWY 08 (from sunset to sunrise)

Vacate RWY via exits W3, W2 or W1 to TWY R and cross RWY 12/30 and TWYs K and M to Terminal 3.

Taxiing to Terminal 1 by ATC.

2.1.2. RWY 26 (from sunrise to sunset)

Vacate RWY via exit W4, RWY 12 or TWYs K or S to Terminal 3.

Taxiing to Terminal 1 by ATC.

2.1.3. ACFT REQUIRING MARSHALLING SERVICE

2.1.3.1. NORMAL TRAFFIC FLOW

Taxi to the following positions, stop and wait for Follow-me car:

1A for Apron B

1B for Apron L

1C for Apron J

1D for all Parking stands

1E for Apron J

2.1.3.2. HIGH TRAFFIC FLOW

If several ACFT are waiting for Follow-me car, ATC will instruct to taxi slowly up to the point where a turn to enter the stand must be executed, **but in no case**

farther than positions:

2A for Apron L

2B for Apron B

2.2. OTHER INFORMATION

On apch to RWYs 26 and 30 do not mistake parallel highway for RWYs.

Expect erroneous Radio Altimeter readings in the vicinity of APT due to unidentified interference; exercise CAUTION.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

3.1.1.1. GENERAL

When expected delay is more than 10 minutes, pilots will be informed by BENGURION Ground as to the expected start-up time.

Listening watch must be maintained on the Ground frequency for start-up clearance.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-1P3** **Eff 15 Dec**

TEL AVIV, ISRAEL
AIRPORT BRIEFING

3. DEPARTURE

When ACFT is ready for departure, the crew shall obtain push-back clearance and taxi instructions from BEN GURION Ground. ACFT receiving push-back clearance is expected to vacate the gate without delay.

3.1.1.2. APRON B

ACFT will start all engines on stand.

When all engines are running, push-back will be carried out to the nearest release point and taxi will commence as soon as possible.

3.1.2. TAXI PROCEDURES

3.1.2.1. RWY 08 (from sunset to sunrise)

From Terminal 1 (apron J/L) via TWYs K, L, N, R, K and S or via TWYs K, L, RWY 30, Z, K and S or via TWYs K, U, N, R, K and S.

From Terminal 1 (apron B) via TWYs K, U, L, RWY 30, K and S or via K, U, L, RWY 30, Z, K and S.

From Terminal 3 via TWYs K, M and S.

3.1.2.2. RWY 26 (from sunrise to sunset)

From Terminal 1 (apron B) via TWYs U, N, R, W1 or W2.

From Terminal 1 (apron J/L) via TWYs K or L to N, R, W1 or W2.

From Terminal 3 cross TWY K and RWY 12/30 and taxi via R to W1 or W2.

3.2. NOISE ABATEMENT PROCEDURES

For additional decision refer to 10-4.

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflown during take-off and landing. The SID routes shown on SID charts have been designed so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

3.2.1. GENERAL

Jet aeroplanes irrespective of weight shall commence the following Noise Abatement Climb (NADP-1).

The initial climbing speed to the noise abatement initiation point shall not be less than $V_2 + 10$ KT.

Take-off to 1650'	Take-off power, Take-off flaps Climb at $V_2 + 10$ KT (or as limited by body angle)
At 1650'	Reduce thrust to not less than climb power
1650'-3150'	Climb at $V_2 + 10$ KT (or as limited by body angle)
At 3150'	Normal speed and en-route climb configuration

3.2.2. NIGHT FLYING RESTRICTIONS

No civil subsonic jet ACFT shall take-off from APT between 0200-0500LT during winter season and 0200-0400 LT during summer season.

Exceptions:

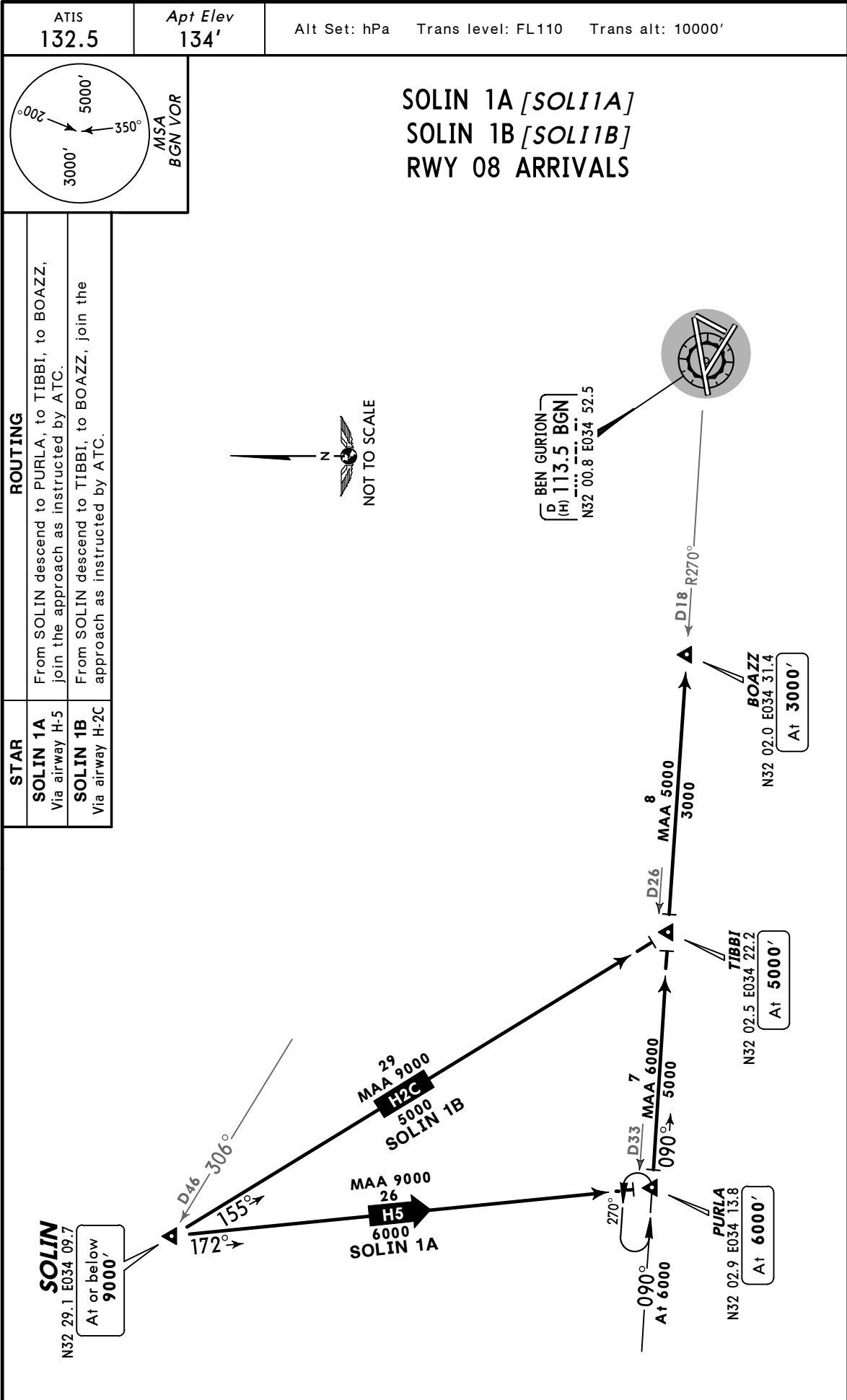
- Take-offs of ACFT rendering medical assistance.
- Israel Air Force flights.
- Other special flights, only prior permission from the CAA, and/or APT Management.

LLBG/TLV
BEN GURION

JEPPESSEN
2 DEC 11 **10-2** Eff 15 Dec

TEL AVIV, ISRAEL

STAR

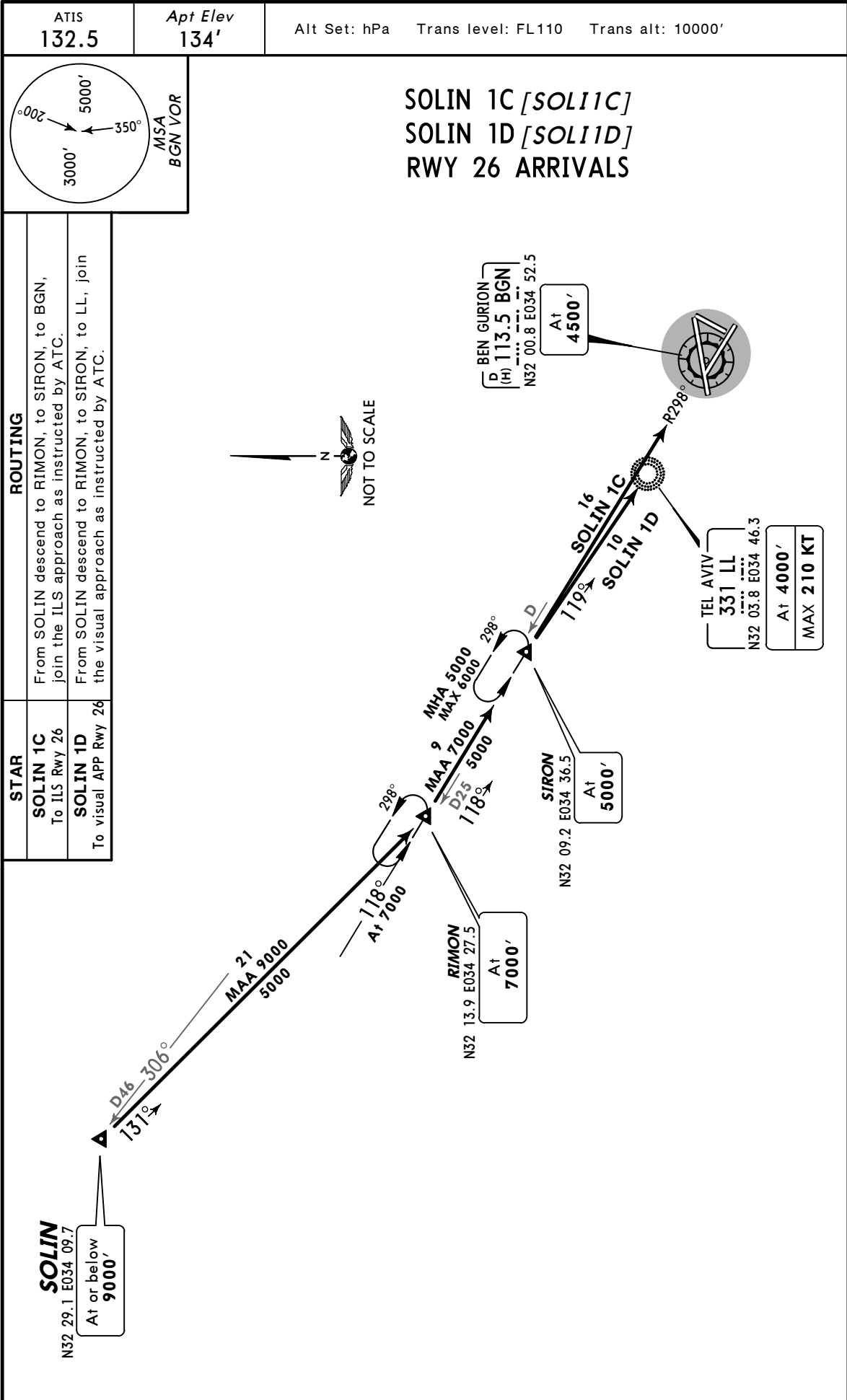


LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-2A** **Eff 15 Dec**

TEL AVIV, ISRAEL

STAR



CHANGES: New procedure at this airport.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

LLBG/TLV
BEN GURION

JEPPESEN
7 OCT 11 **10-3** **Eff 20 Oct**

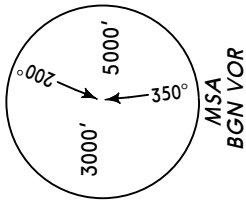
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: FL110 Trans alt: 10000'
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA 1B [MERV1B]
RWY 08 DEPARTURE

SPEED MAX 250 KT BELOW 10000'
UNTIL BGN 7 DME

INITIAL CLIMB/ROUTING

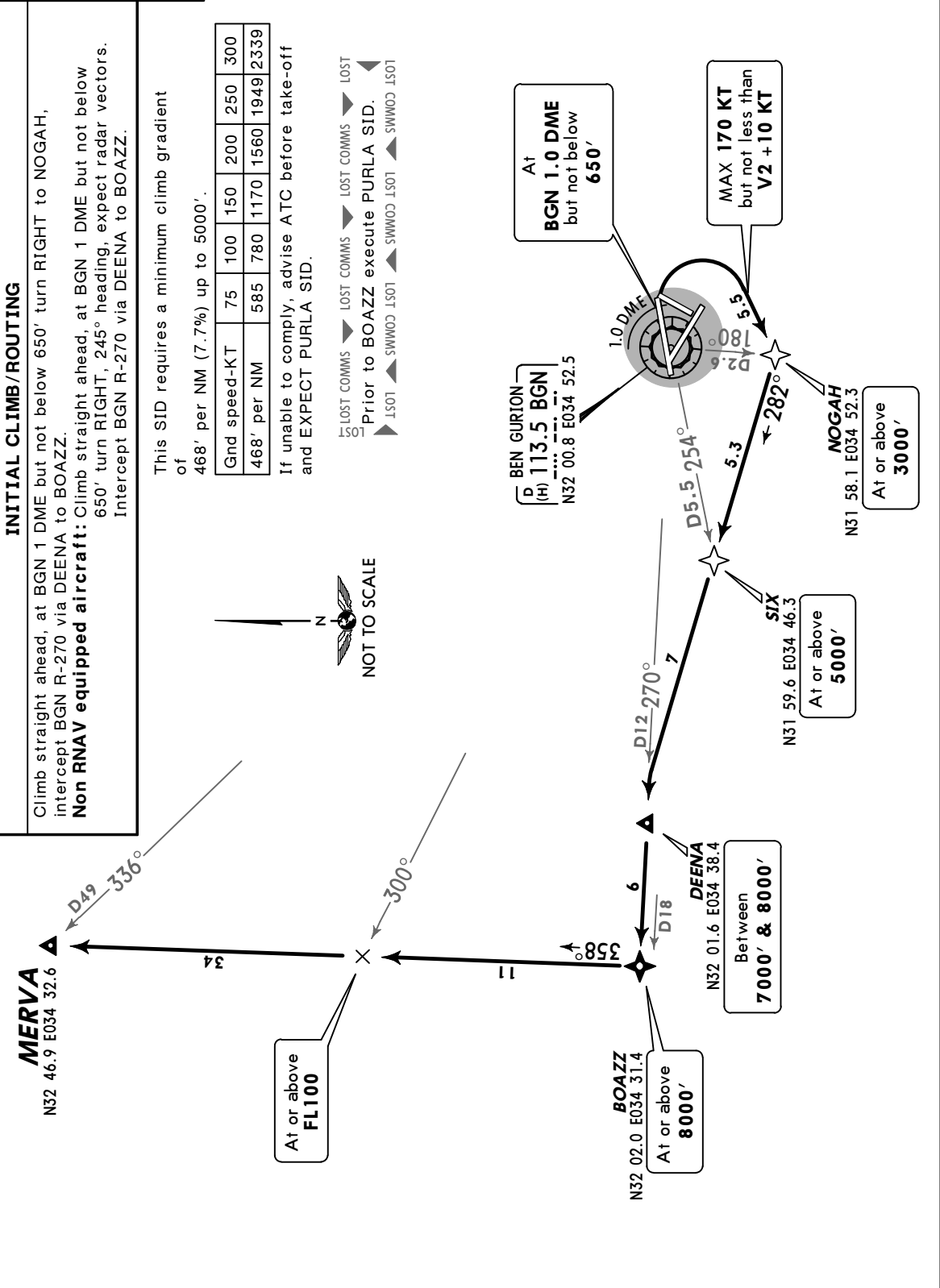
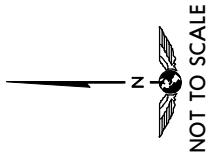
Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT to NOGAH, intercept BGN R-270 via DEENA to BOAZZ.
Non RNAV equipped aircraft: Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT, 245° heading, expect radar vectors.
Intercept BGN R-270 via DEENA to BOAZZ.

This SID requires a minimum climb gradient of 468' per NM (7.7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

If unable to comply, advise ATC before take-off and EXPECT PURLA SID.

LOST COMMS > LOST COMMS > LOST COMMS > LOST
Prior to BOAZZ execute PURLA SID.
LS01 > SWW03 LS01 > SWW03 LS01 > SWW03 LS01



LLBG/TLV
BEN GURION

JEPPESSEN
2 DEC 11 **(10-3A1)** Eff 15 Dec

TEL AVIV, ISRAEL

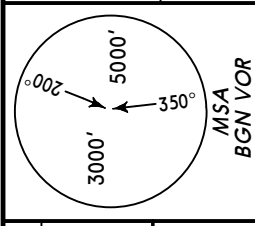
SID

BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: FL110 Trans alt: 10000'

- Contact BEN GURION Departure as soon as possible after take-off.
- SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA ONE CHARLIE (MERVA 1C) [MERVIC]
RWY 08 DEPARTURE
SPEED MAX 250 KT BELOW 10000'
EXCEPT OVER WATER

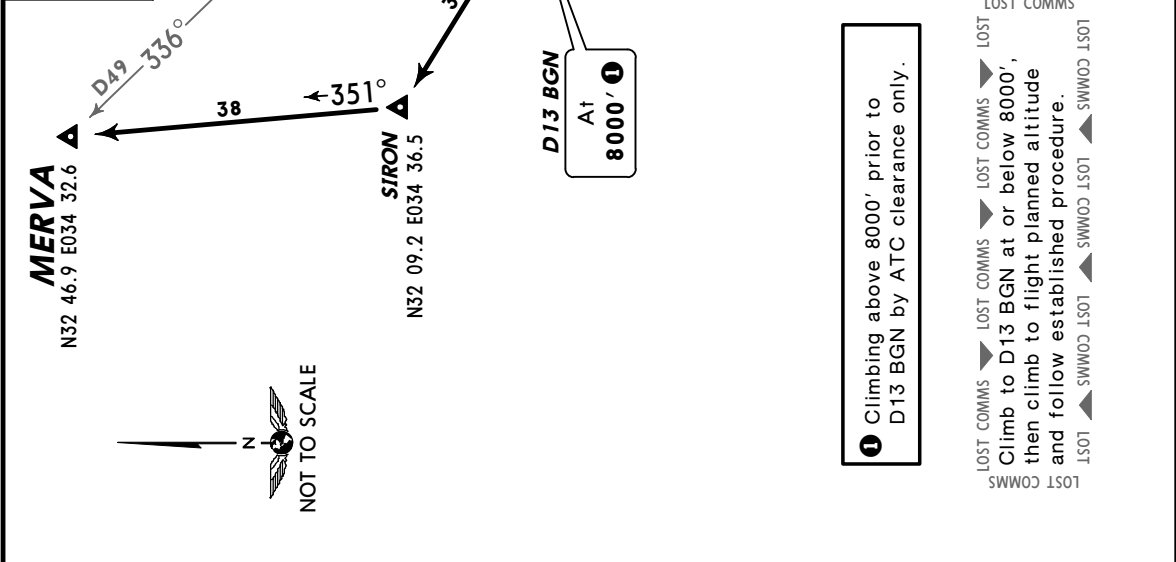
INITIAL CLIMB/ROUTING

Climb straight ahead, at BGN 1 DME but not below 650', turn RIGHT to NOGAH (238° heading for Non RNAV aircraft), when passing BGN R-155/BGN 2.2 DME, turn RIGHT, 340° heading, when passing BGN R-286/BGN 1.6 DME, turn LEFT, intercept BGN R-298 to SIRON.

This SID requires a minimum climb gradient of 425' per NM (7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before take-off.



1 Climbing above 8000' prior to D13 BGN by ATC clearance only.

LOST COMMS

LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS > LOST COMMS

Climb to D13 BGN at or below 8000', then climb to flight planned altitude and follow established procedure.

LOST COMMS < LOST COMMS < LOST COMMS < LOST COMMS < LOST COMMS

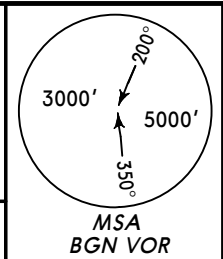
LLBG/TLV
BEN GURION

JEPPESEN
9 SEP 11 **10-3C** Eff 22 Sep

TEL AVIV, ISRAEL

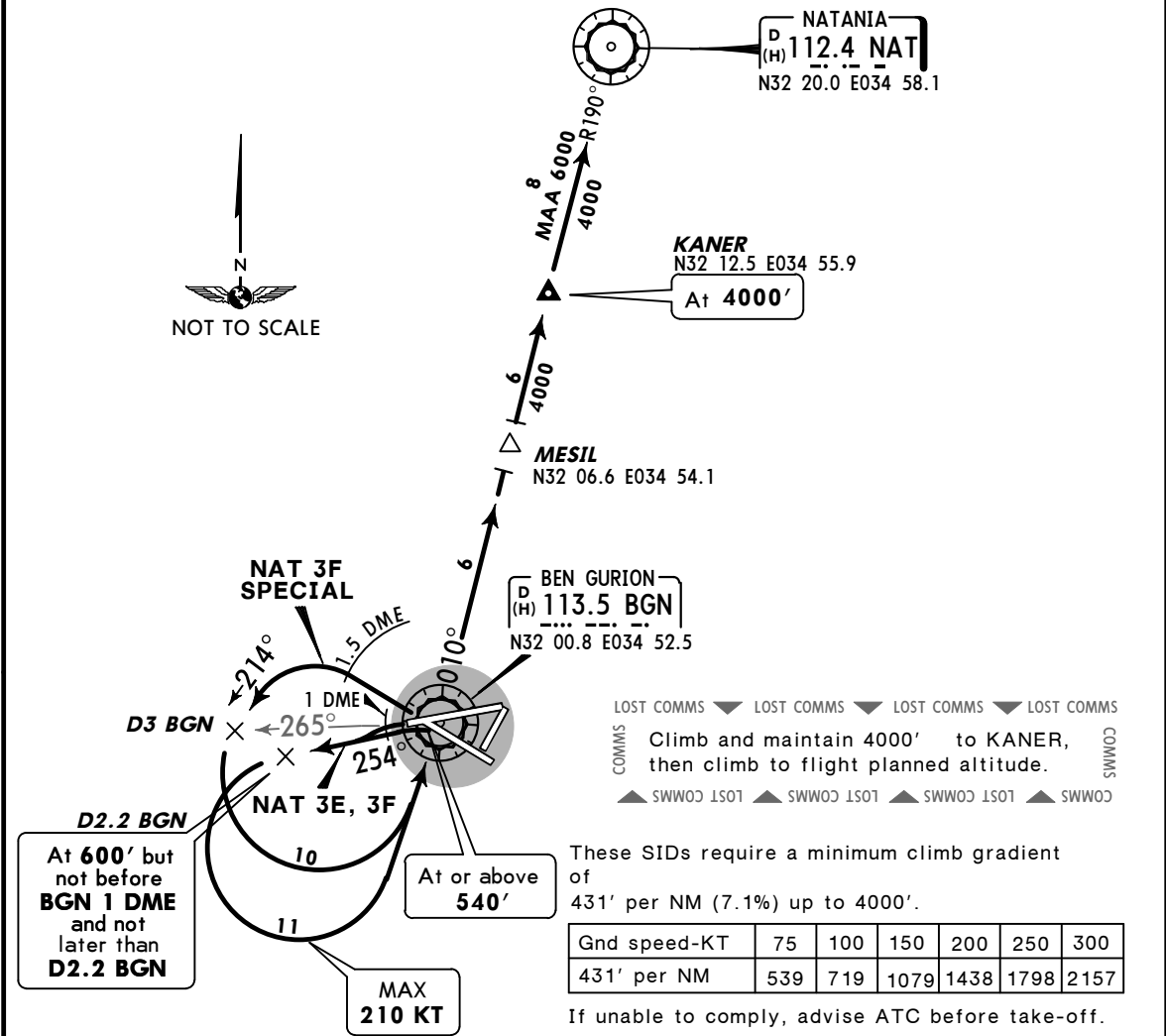
SID

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: By ATC 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Initial climb straight ahead to 540'.
---	-------------------------	---



NATANIA THREE ECHO (NAT 3E)
NATANIA THREE FOXTROT (NAT 3F)
NATANIA THREE FOXTROT SPECIAL
(NAT 3F SPECIAL) [NAT3FS]
RWYS 26, 30 DEPARTURES

***SPEED* MAX 250 KT BELOW 10000'**
UNLESS OTHERWISE INSTRUCTED BY ATC



SID	RWY	INITIAL CLIMB/ROUTING
NAT 3E	26	As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT.
NAT 3F ①	30	Climb to at or above 540', turn LEFT without traversing RWY 26 centerline, intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT.
NAT 3F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, at BGN R-265/D3 turn LEFT to BGN, BGN R-010 via KANER to NAT.

① Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute NAT 3F SPECIAL or request RWY 26 and execute NAT 3E.
② Available between 0600-0800LT & 1600-2300LT.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-3D** **Eff 15 Dec**

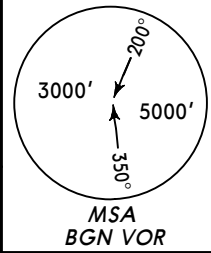
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

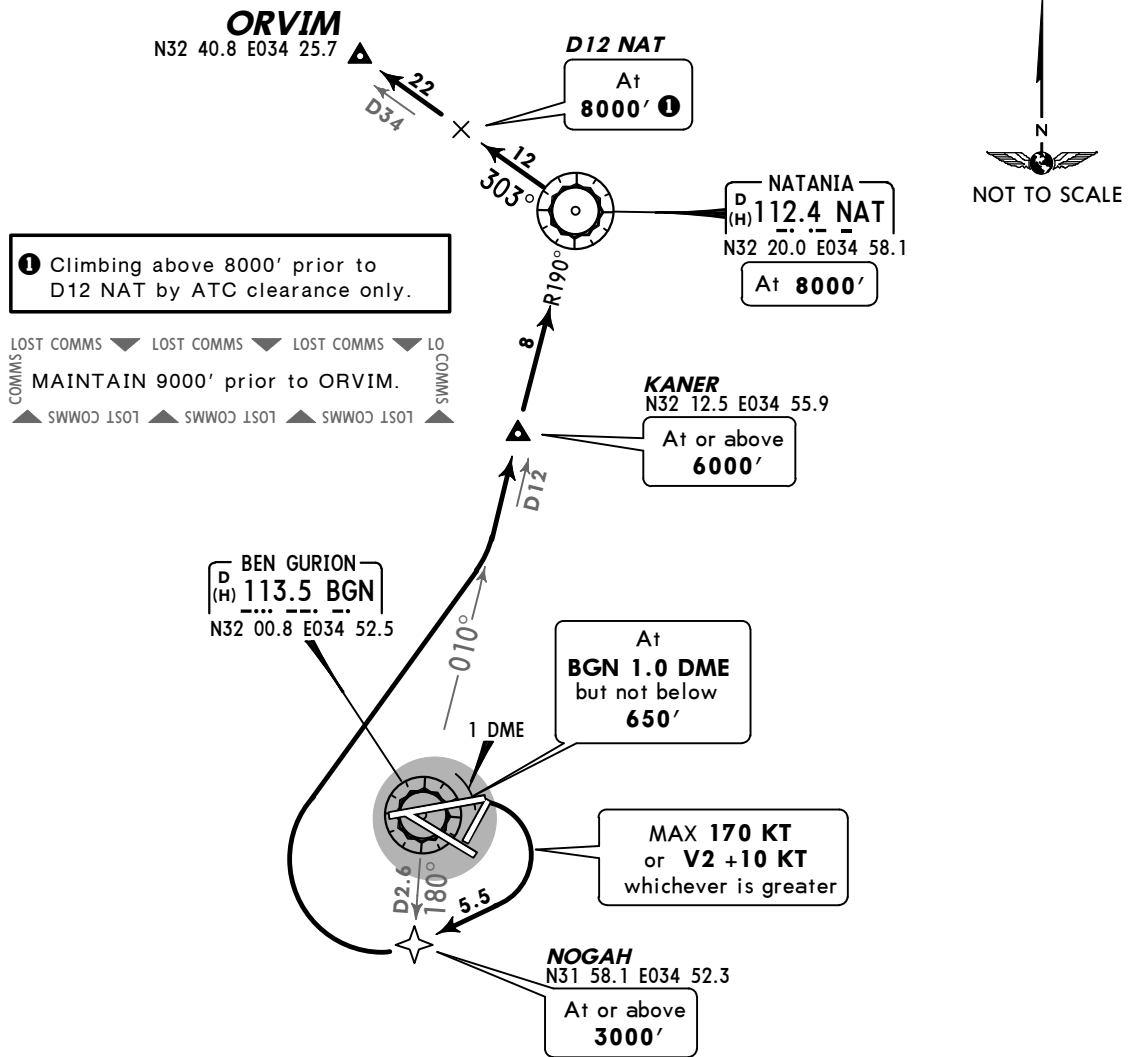
Apt Elev
134'

- Trans level: FL110 Trans alt: By ATC
- Contact BEN GURION Departure as soon as possible after take-off.
 - SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



ORVIM 1B [ORVI1B]
RWY 08 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient of 389' per NM (6.4%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
389' per NM	486	648	972	1296	1620	1944

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT to NOGAH, turn RIGHT, intercept BGN R-010 via KANER to NAT, turn LEFT, NAT R-303 to ORVIM, climb to clearance altitude.

Non RNAV equipped aircraft: Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT, 245° heading, expect radar vectors. Cross BGN R-270 at 4000', intercept BGN R-010.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-3E** Eff 15 Dec

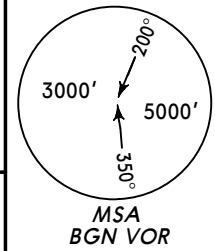
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

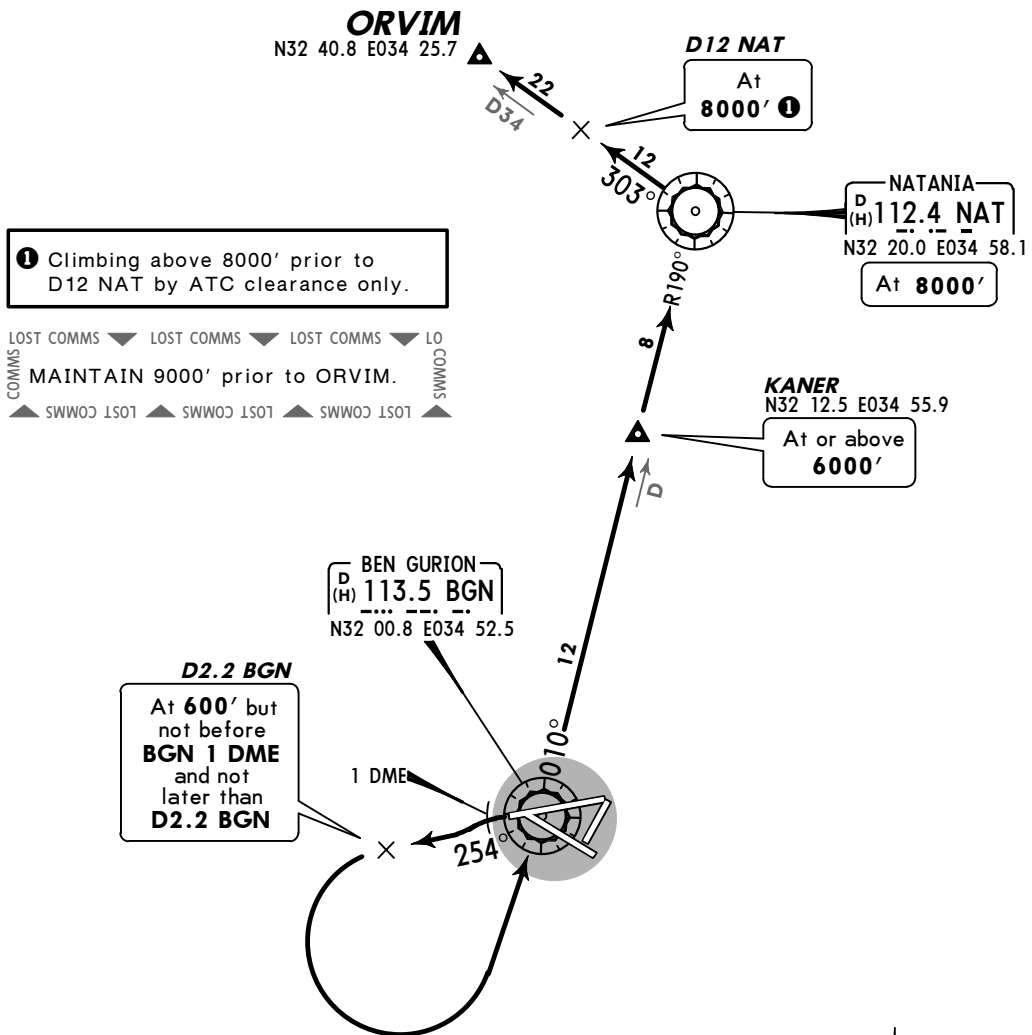
Apt Elev
134'

- Trans level: FL110 Trans alt: By ATC
- Contact BEN GURION Departure as soon as possible after take-off.
 - SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



ORVIM 1E [ORVI1E]
RWY 26 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



① Climbing above 8000' prior to D12 NAT by ATC clearance only.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LO COMMS
MAINTAIN 9000' prior to ORVIM.
COMMS ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲

This SID requires a minimum climb gradient of 407' per NM (6.7%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT, turn LEFT, NAT R-303 to ORVIM, climb to clearance altitude.



LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-3F** Eff 15 Dec

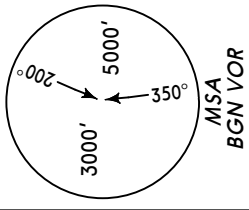
TEL AVIV, ISRAEL

SID

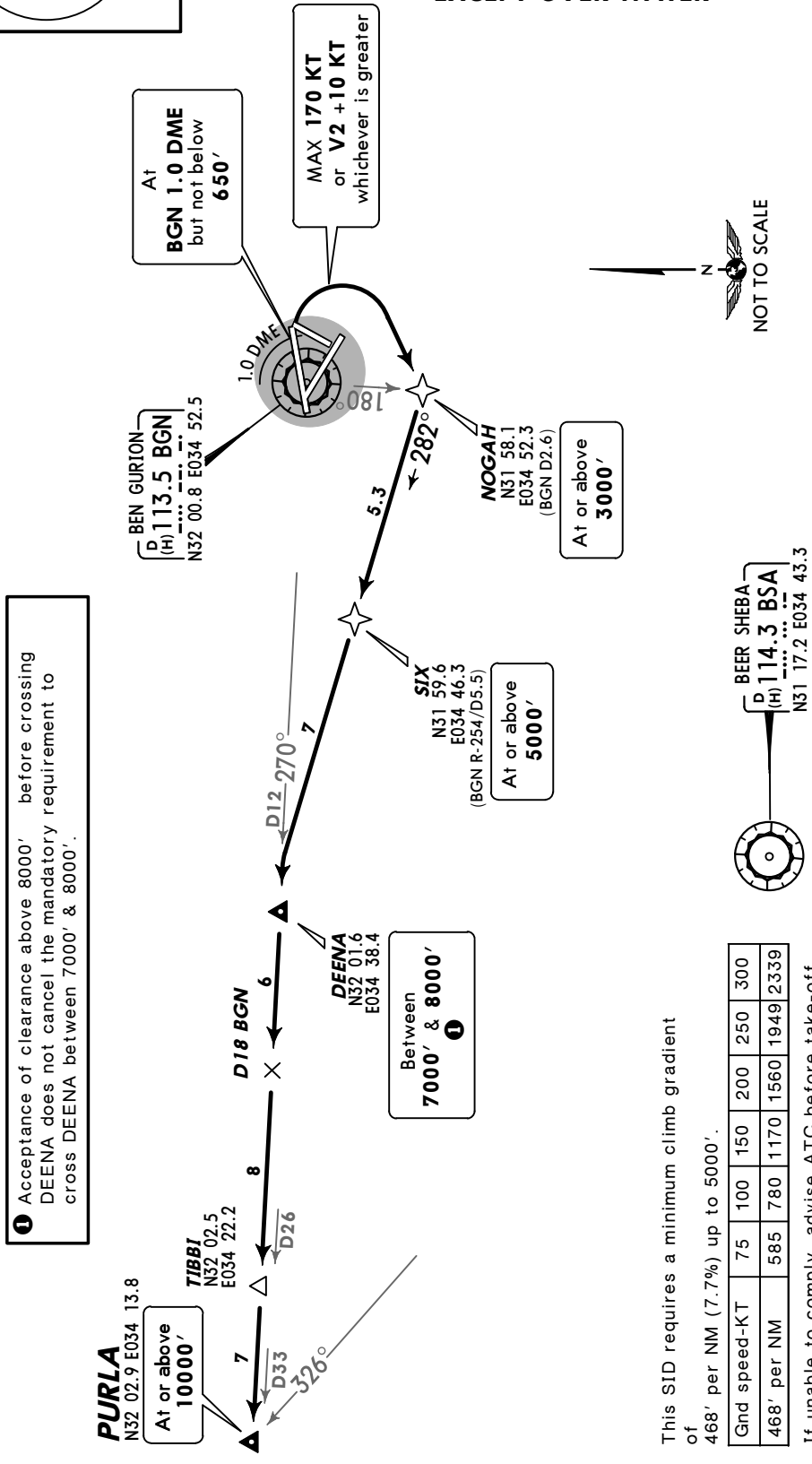
BEN GURION
Departure
120.5

Apt Elev
134'

Trans level: FL110 Trans alt: 10000'
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



PURLA ONE BRAVO (PURLA 1B) [PURL1B]
RWY 08 DEPARTURE
SPEED MAX 250 KT BELOW 10000'
EXCEPT OVER WATER



① Acceptance of clearance above 8000' before crossing DEENA does not cancel the mandatory requirement to cross DEENA between 7000' & 8000'.

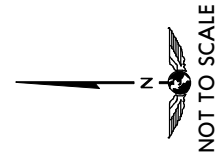
This SID requires a minimum climb gradient of 468' per NM (7.7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

If unable to comply, advise ATC before take-off.

Initial climb clearance 5000'
INITIAL CLIMB/ROUTING
Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT immediately to NOGAH, intercept BGN R-270 via DEENA to PURLA.
Non RNAV equipped aircraft: After take-off turn RIGHT, 240° heading, expect radar vectors to DEENA.

LOST COMMS
Climb to SIX at 5000', then to DEENA at 7000', then PURLA at 10000'. MAINTAIN 10000' to GITLA or SUVAS, then climb to flight planned altitude.
SWM03 JS01 SWM03 JS01 SWM03 JS01 SWM03 JS01



LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **(10-3G)** Eff 15 Dec

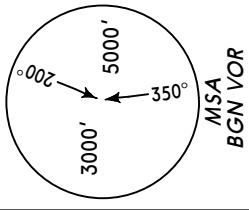
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

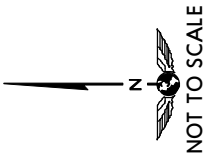
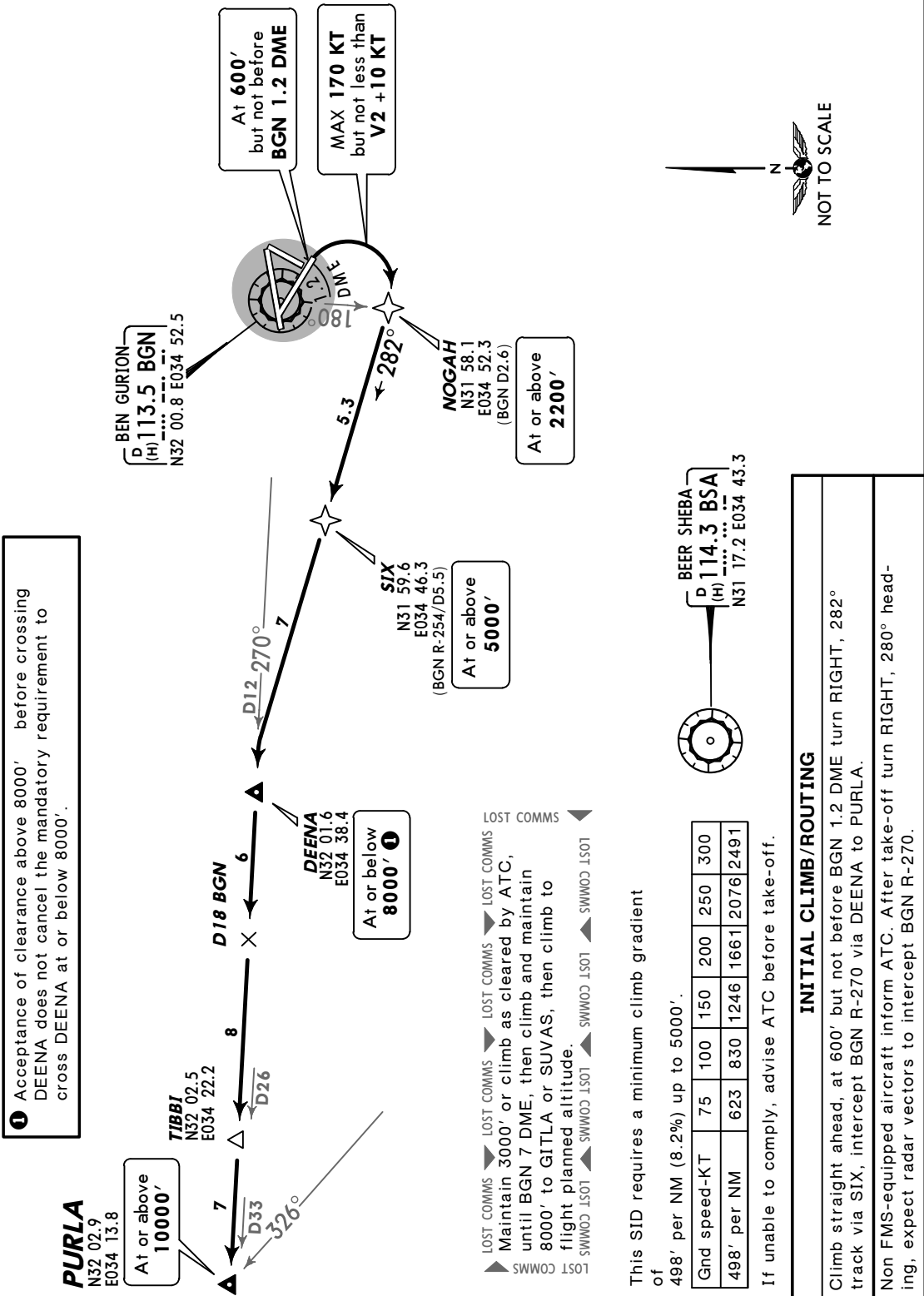
Apt Elev
134'

Trans level: FL110 Trans alt: 10000'
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



PURLA ONE CHARLIE (PURLA 1C) [PURL1C]
RWY 12 DEPARTURE

SPEED MAX 250 KT BELOW 10000'
EXCEPT OVER WATER (BGN 7 DME)



Gnd speed-KT	75	100	150	200	250	300
498' per NM	623	830	1246	1661	2076	2491

This SID requires a minimum climb gradient of 498' per NM (8.2%) up to 5000'.

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

Climb straight ahead, at 600' but not before BGN 1.2 DME turn RIGHT, 282° track via SIX, intercept BGN R-270 via DEENA to PURLA.

Non FMS-equipped aircraft inform ATC. After take-off turn RIGHT, 280° heading, expect radar vectors to intercept BGN R-270.

LLBG/TLV
BEN GURION

TEL AVIV, ISRAEL

SID

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: 10000' 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Initial climb straight ahead to 540'.
---	-------------------------	---

PURLA ONE ECHO (PURLA 1E) [PURL1E]
PURLA ONE FOXTROT (PURLA 1F) [PURL1F]
PURLA ONE FOXTROT SPECIAL
(PURLA 1F SPECIAL) [PUR1FS]
RWYS 26, 30 DEPARTURES

SPEED MAX 250 KT BELOW 10000'
EXCEPT OVER WATER

PURLA 1F SPECIAL
D BEN GURION P 113.5 BGN (H) N32 00.8 E034 52.5

PURLA 1E, 1F
At or above **540'**

PURLA 1F SPECIAL
At or below **8000'** ④

BOAZZ
N32 02.0 E034 31.4
At or above **5000'** ③

DEENA
N32 01.6 E034 38.4
At or below **8000'** ④

SIX
N31 59.6 E034 46.3
At **3000'** ③ or as by ATC

BEER SHEBA
D (H) 114.3 BSA N31 17.2 E034 43.3

MSA
BGN VOR

3000' 5000' 3500'

NOT TO SCALE

③ If unable to cross BGN 7 DME at 3000' or BOAZZ at or above 5000', request ATC upon receipt of start-up clearance to assign a lower altitude. In any case, cross BGN 7 DME at or above 2200' and BOAZZ at or above 4000'.

④ Acceptance of clearance above 8000' before crossing DEENA does not cancel the mandatory requirement to cross DEENA at or below 8000'.

These SIDs require a minimum climb gradient of 425' per NM (7%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before take-off.

Initial climb clearance 3000'		INITIAL CLIMB	
SID	RWY		
PURLA 1E	26	As soon as practicable intercept BGN R-254 to SIX.	
PURLA 1F	30	Climb to at or above 540', turn LEFT without traversing RWY 26 center-line, intercept BGN R-254 to SIX.	
PURLA 1F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn RIGHT, intercept BGN R-254 to SIX.	
ROUTING			
At SIX turn RIGHT, 290° track, intercept BGN R-270 via DEENA to PURLA.			
① Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute PURLA 1F SPECIAL or request RWY 26 and execute PURLA 1E.			
② Available between 0600-0800LT & 1600-2300LT.			

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **(10-3J)** **Eff 15 Dec**

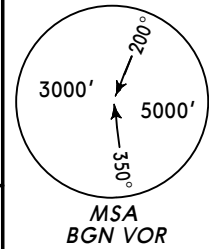
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

Apt Elev
134'

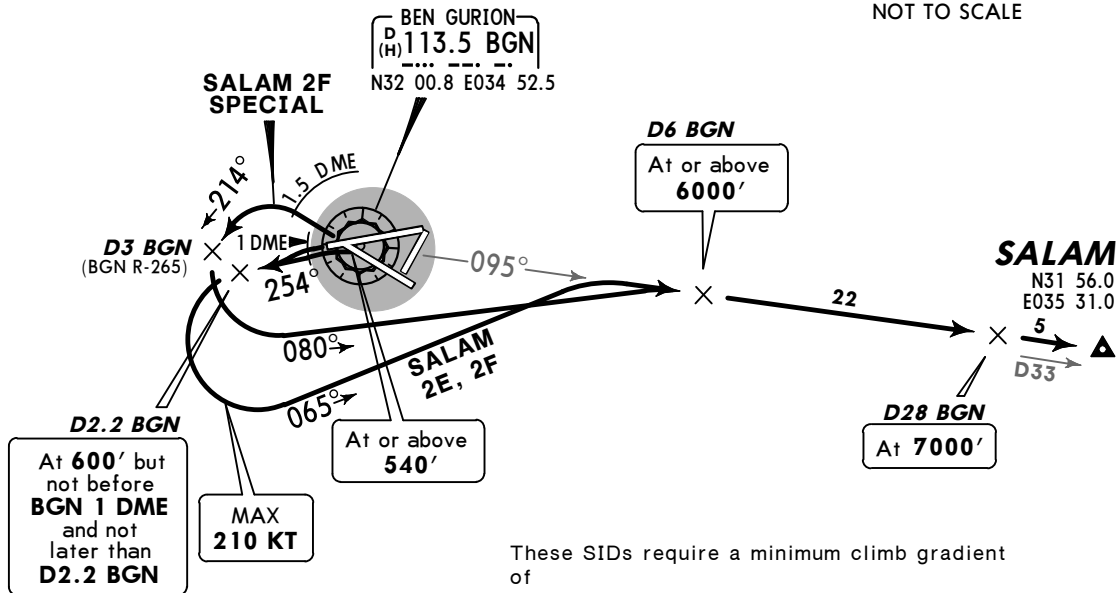
Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



SALAM TWO ECHO (SALAM 2E) [SALA2E]
SALAM TWO FOXTROT (SALAM 2F) [SALA2F]
SALAM TWO FOXTROT SPECIAL (SALAM 2F SPECIAL) [SAL2FS]
RWYS 26, 30 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Climb on BGN R-095 to 6000' until BGN 6 DME, or as cleared by ATC, then climb to flight planned altitude.
▲ SWW00 LS01 ▲ SWW00 LS01 ▲ SWW00 LS01 ▲ SWW00



These SIDs require a minimum climb gradient of 450' per NM (7.4%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before take-off.

SID	RWY	INITIAL CLIMB
SALAM 2E	26	As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 065° track.
SALAM 2F ①	30	Climb to at or above 540', turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 065° track.
SALAM 2F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT, 080° track.

ROUTING

Intercept BGN R-095 to SALAM climbing to 7000'.

- ①** Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute SALAM 2F SPECIAL or request RWY 26 and execute SALAM 2E.
- ②** Available between 0600-0800LT & 1600-2300LT.

LLBG/TLV
BEN GURION

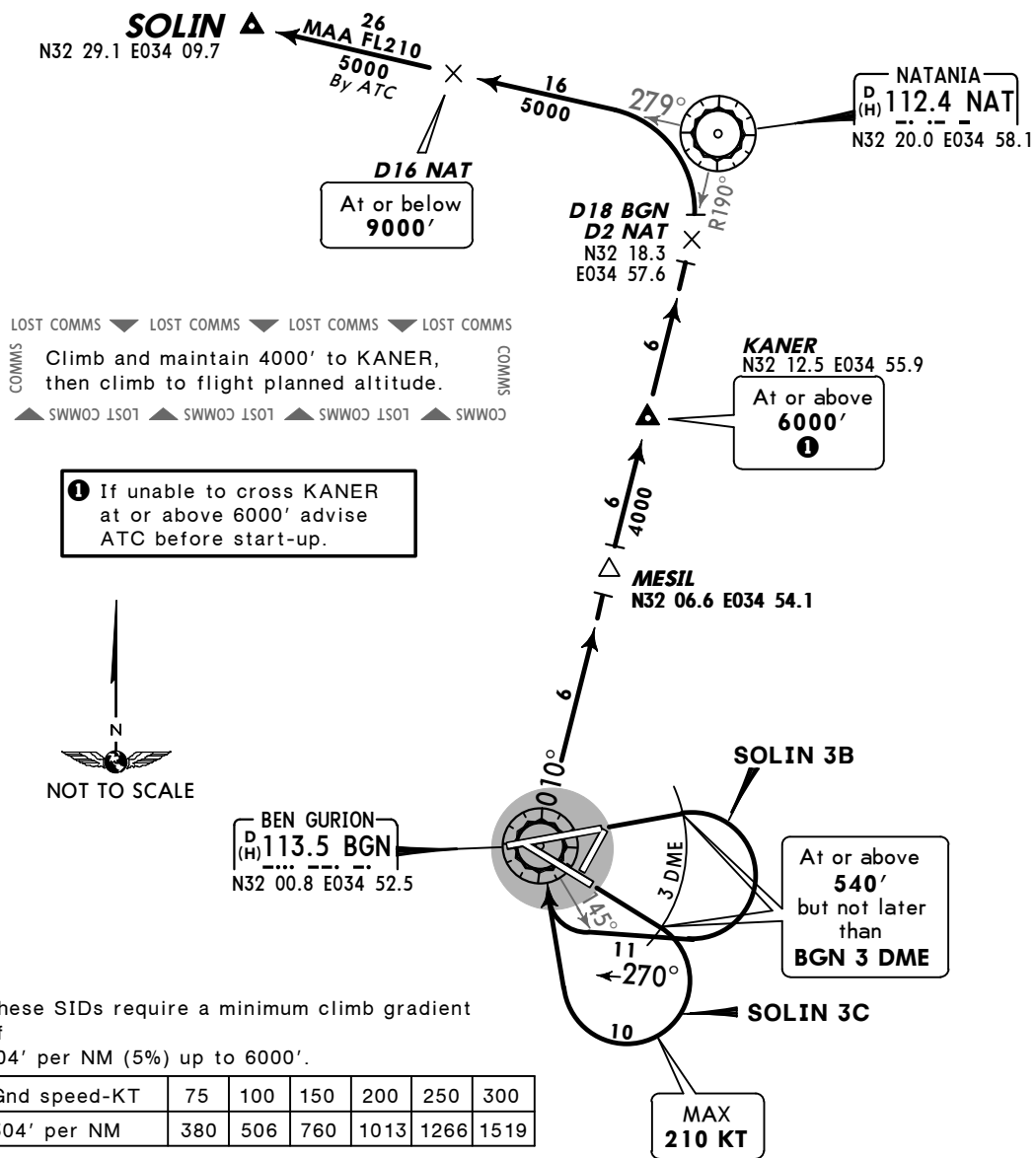
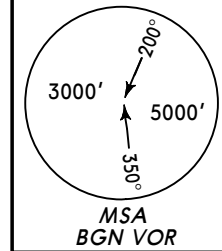
JEPPESEN
7 OCT 11 **10-3K** Eff 20 Oct

TEL AVIV, ISRAEL

SID

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: 10000' 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Initial climb straight ahead to 540'.
---	-------------------------	---

SOLIN THREE BRAVO (SOLIN 3B) [SOLI3B]
SOLIN THREE CHARLIE (SOLIN 3C) [SOLI3C]
RWYS 08, 12 DEPARTURES
MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC



SID	RWY	INITIAL CLIMB
SOLIN 3B	08	Climb straight ahead, at or above 540', but not later than BGN 3 DME, turn RIGHT, 270° track, when crossing BGN R-145 turn RIGHT to BGN.
SOLIN 3C	12	Climb straight ahead, at or above 540', but not later than BGN 3 DME turn RIGHT to BGN.

ROUTING
Intercept BGN R-010 via KANER to D18 BGN (D2 NAT), turn LEFT, intercept NAT R-279 to SOLIN.

LLBG/TLV
BEN GURION

JEPPESEN
7 OCT 11 **10-3L** Eff 20 Oct

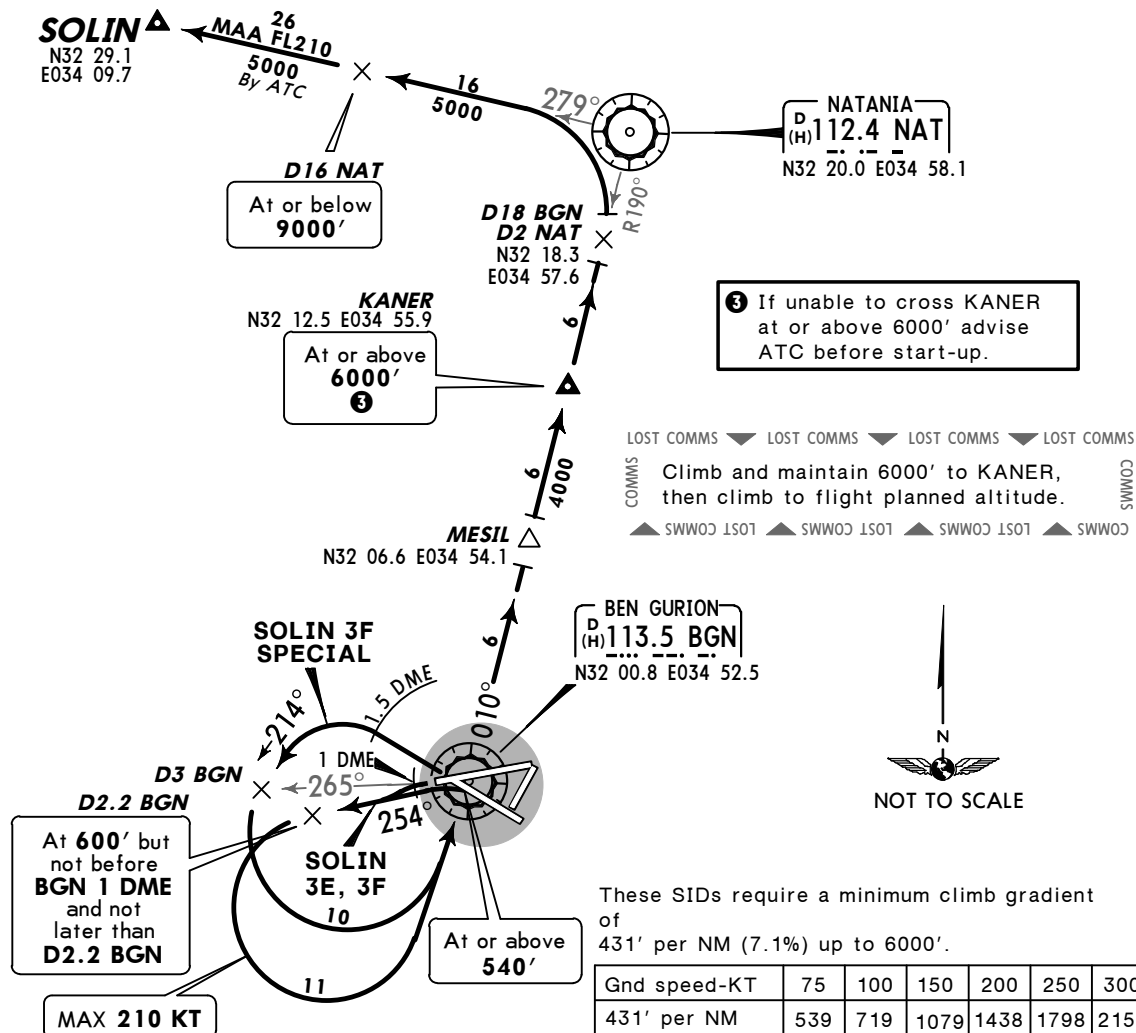
TEL AVIV, ISRAEL

SID

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: 10000' 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Initial climb straight ahead to 540'.	<p>MSA BGN VOR</p>
----------------------------------	------------------	---	------------------------

SOLIN THREE ECHO (SOLIN 3E) [SOLI3E]
SOLIN THREE FOXTROT (SOLIN 3F) [SOLI3F]
SOLIN THREE FOXTROT SPECIAL (SOLIN 3F SPECIAL) [SOL3FS]
RWYS 26, 30 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW 10000' UNLESS OTHERWISE INSTRUCTED BY ATC



SID	RWY	INITIAL CLIMB
SOLIN 3E	26	As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F ①	30	Climb to at or above 540, turn LEFT without traversing RWY 26 centerline, intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT to BGN.

ROUTING

At BGN, BGN R-010 via KANER to D18 BGN (D2 NAT), turn LEFT, intercept NAT R-279 to SOLIN.

- ① Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute SOLIN 3F SPECIAL or request RWY 26 and execute SOLIN 3E.
- ② Available between 0600-0800LT & 1600-2300LT.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **(10-3M)** Eff 15 Dec

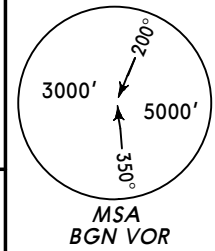
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

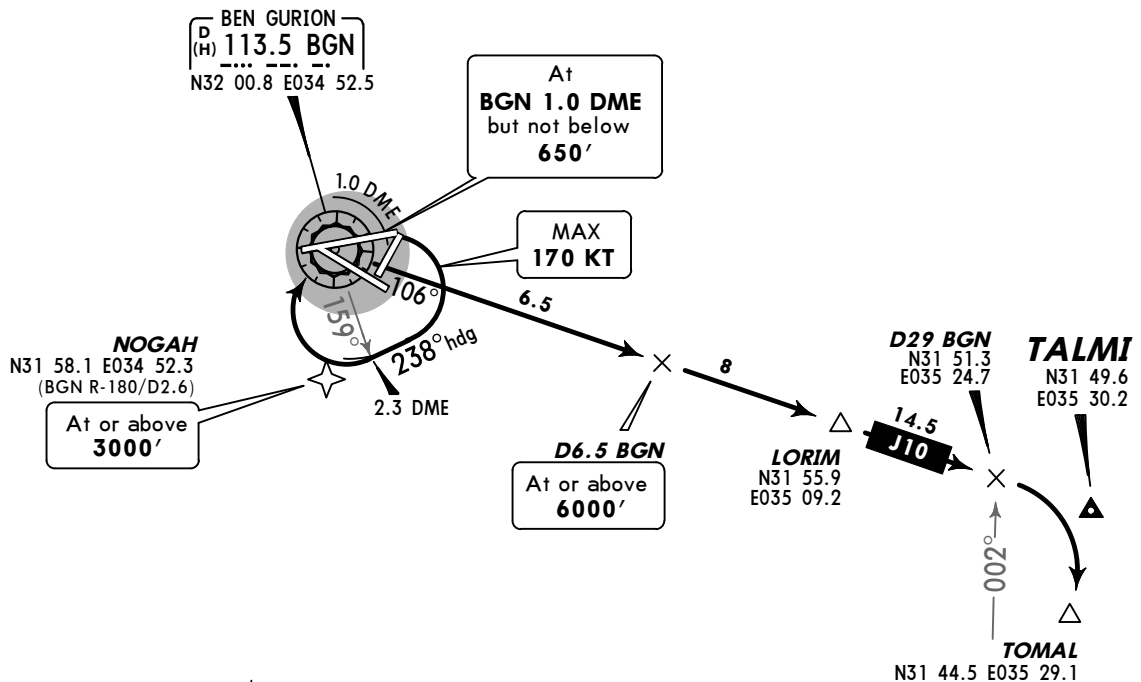
Apt Elev
134'

Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

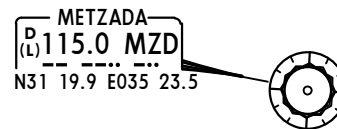


TALMI TWO BRAVO (TALMI 2B) [TALM2B]
RWY 08 DEPARTURE

SPEED: MAX 250 KT BELOW 10000'
EXCEPT OVER WATER



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Climb to cross BGN 6.5 DME eastbound at 6000' or above, then climb to flight planned altitude.
LOST COMMS ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC



This SID requires a minimum climb gradient of 425' per NM (7%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT to NOGAH (238° heading, turn RIGHT when passing BGN R-159 for Non RNAV aircraft), turn RIGHT to BGN, BGN R-106, join airway J-10 to TALMI, climb to 9000' or clearance altitude.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **(10-3N)** Eff 15 Dec

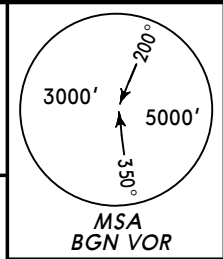
TEL AVIV, ISRAEL

SID

BEN GURION
Departure
120.5

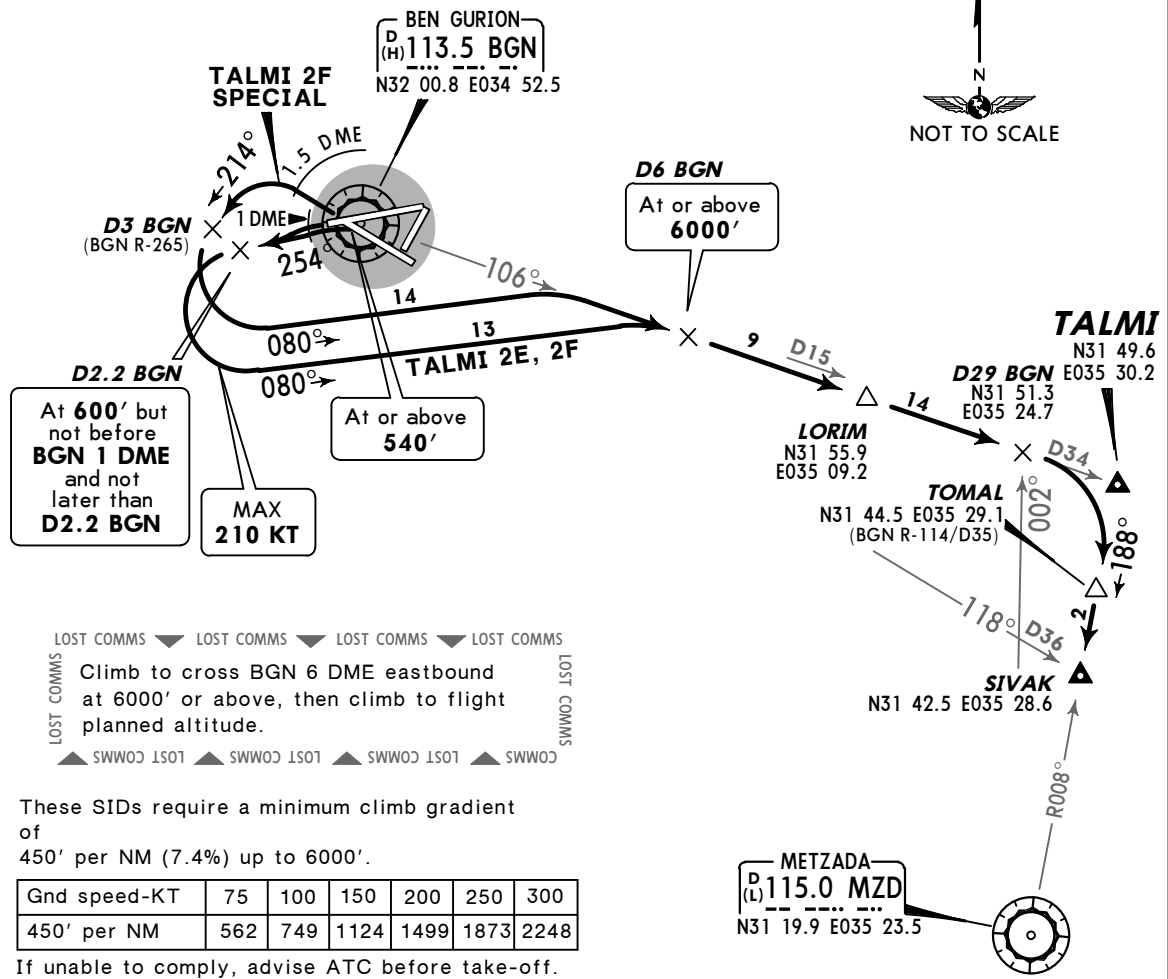
Apt Elev
134'

Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory. 3. Initial climb straight ahead to 540'.



TALMI TWO ECHO (TALMI 2E) [TALM2E]
TALMI TWO FOXTROT (TALMI 2F) [TALM2F]
TALMI TWO FOXTROT SPECIAL (TALMI 2F SPECIAL) [TAL2FS]
RWYS 26, 30 DEPARTURES

SPEEDS MAX 250 KT BELOW 10000'
UNLESS OTHERWISE INSTRUCTED BY ATC



Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

SID	RWY	INITIAL CLIMB
TALMI 2E	26	As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 080° track.
TALMI 2F ①	30	Climb to at or above 540', turn LEFT without traversing RWY 26 centerline, intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 080° track.
TALMI 2F SPECIAL ②		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT, 080° track.

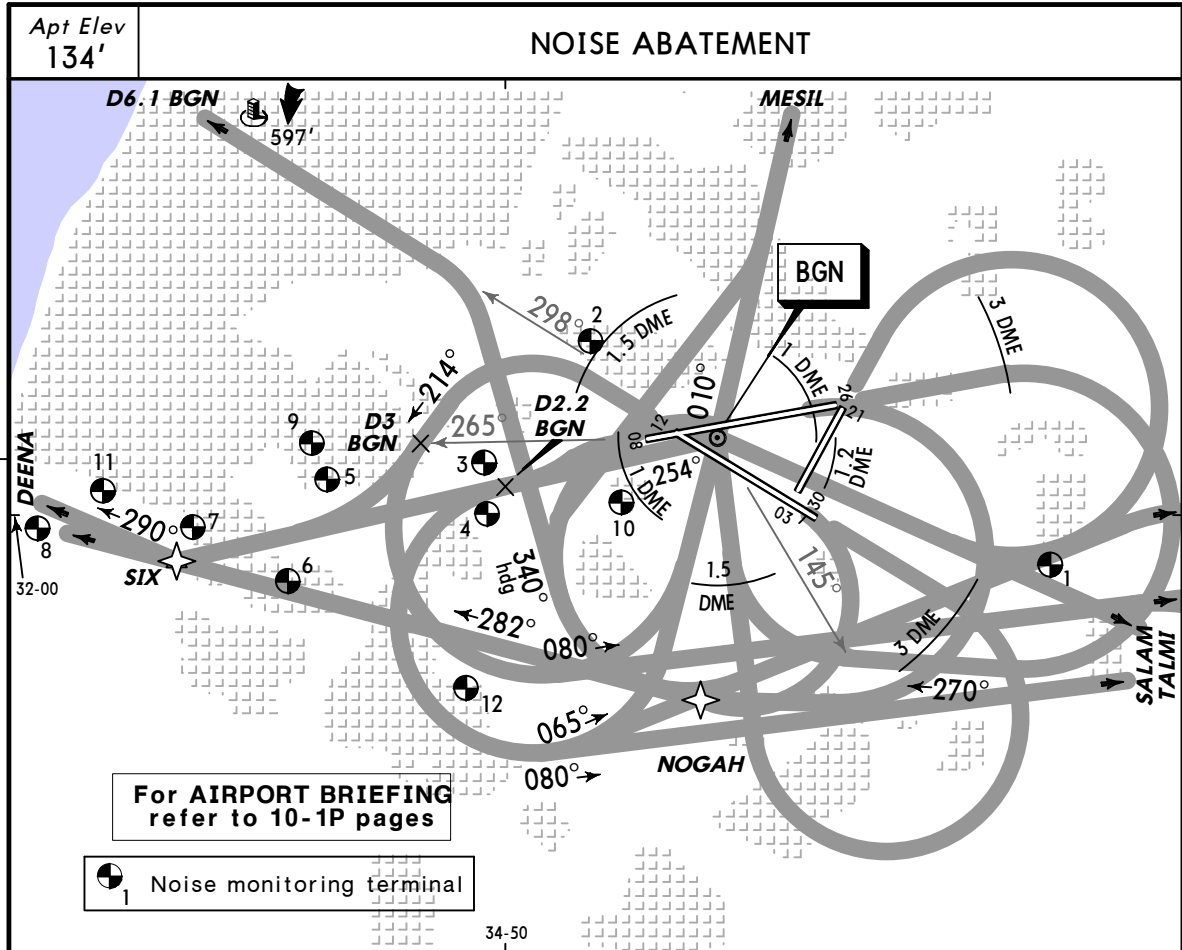
ROUTING
Intercept BGN R-106, at D29 BGN turn RIGHT, intercept MZD R-008 inbound to SIVAK. Between D29 BGN and SIVAK maintain 7000' or 9000'.

- ①** Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute TALMI 2F SPECIAL or request RWY 26 and execute TALMI 2E.
- ②** Available between 0600-0800LT & 1600-2300LT.

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **10-4** **Eff 15 Dec**

TEL AVIV, ISRAEL
NOISE



MAXIMUM NOISE LEVELS IN db (A)

NOISE MONITORING TERMINALS/LOCATION		DEPARTURES WITH MAX TAKE-OFF MASS OF 300T OR ABOVE	ALL OTHER DEPARTURES
1	SHOHAM N31 59.5 E034 56.5	93	91
2	OR-YEHUDA N32 01.8 E034 51.0		
3	MISHMAR-HA'SHIV'AH N32 00.5 E034 49.8		
4	BEYT-DAGAN N32 00.0 E034 49.8		
5	KIRYAT-SHARET N32 00.4 E034 47.9		
6	RISHON-LETZION N31 59.3 E034 47.4	88	85
7	KIRYAT BEN-GURION N31 59.9 E034 46.3		
8	NEVE-HOF N31 59.9 E034 44.4		
9	ESHKOL N32 00.7 E034 47.7		
10	ZAFARIA N32 00.1 E034 51.4		
11	BAT-YAM N32 00.3 E034 45.2	88	85
12	TNUOT N31 58.3 E034 49.5		

LLBG/TLV



TEL AVIV, ISRAEL

2 DEC 11

10-9A

Eff 15 Dec

BEN GURION

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
08	HIRL (50m)	CL (30m)	HIALS	REIL ①	RVR	11,709' 3569m	11,041' 3365m	③	148'
26	HIRL (50m)	CL (30m)	HIALS-II	TDZ REIL ②	RVR	11,345' 3458m	10,312' 3143m	④	45m
① PAPI-L (3.0°) HST-W3					② PAPI (3.0°) HST-W4				
③ TORA RWY 08:					④ TORA RWY 26:				
From rwy head					From rwy head				
twy K int					twy E int				
rwy 12 int					twy W1 int				
					twy W2 int				
12	RL (50m)	CL (30m)	HIALS-II	TDZ REIL ⑤	RVR		9299' 2834m	⑦	148'
⑤ 30	RL (50m)	CL (30m)	HIALS	REIL PAPI(3.1°)	RVR	9964' 3037m		⑧	45m
⑤ NOT AUTHORIZED except in emergency by ATC.									
⑥ PAPI (3.0°)									
⑦ TORA RWY 12:					⑧ TORA RWY 30:				
From rwy head					From rwy head				
twy Z int					twy F int				
					twy Y int				
TAKE-OFF									
AIR CARRIER (JAA)									
All Rwys									
LVP must be in force									
	RL & CL			RCLM (DAY only) or RL			RCLM (DAY only) or RL		
A									
B	200m (150m)			250m			400m		
C									
D	250m (200m)			300m					
TAKE-OFF									
AIR CARRIER (FAR 121)									
All Rwys									
	CL & RCLM any RVR out, other two req					Adequate Vis Ref			
2 Eng	TDZ RVR 175m					RVR 500m			
	Mid RVR 175m					VIS 400m			
3 & 4 Eng	Roll out RVR 175m								

LLBG/TLV

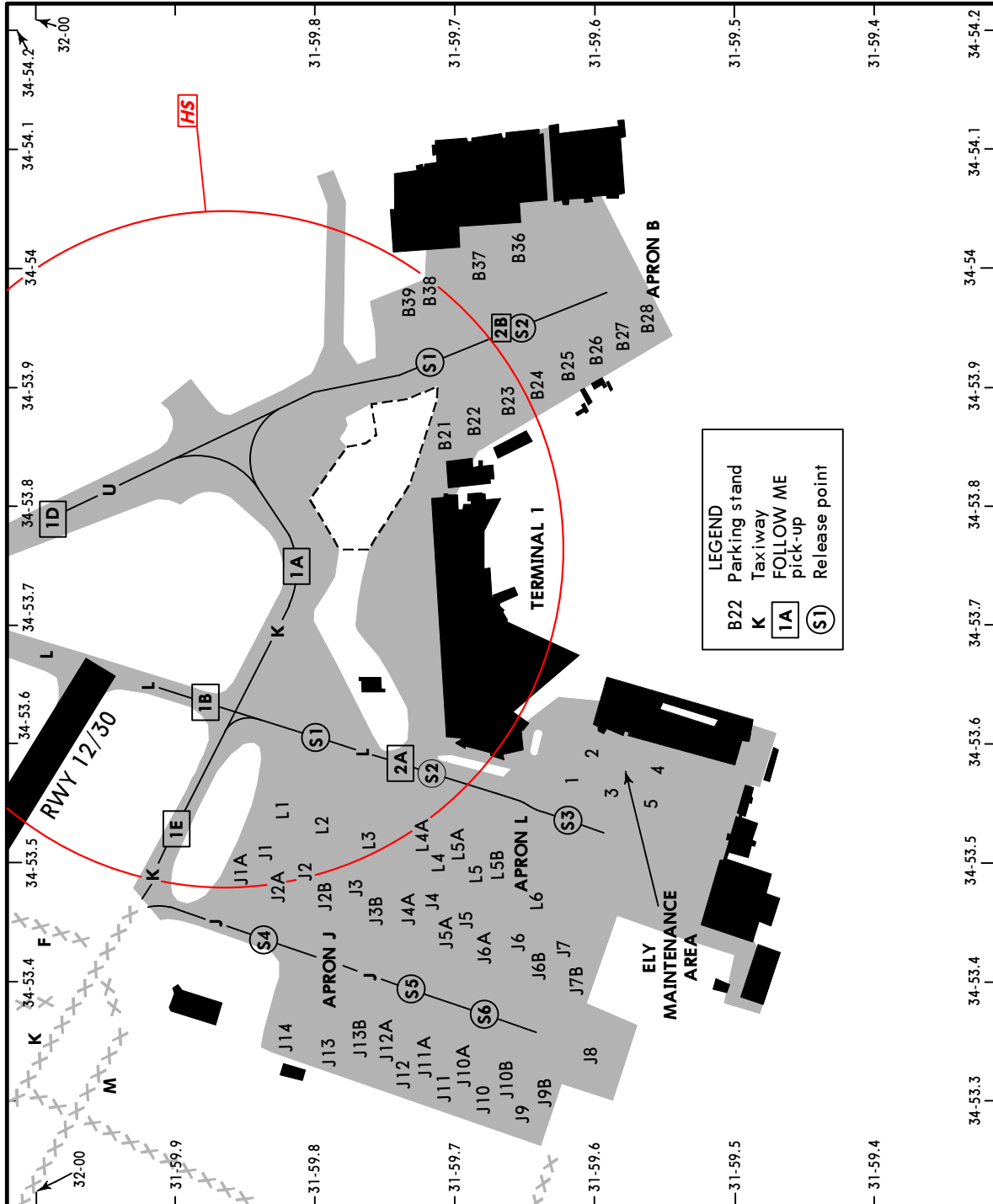
JEPPESEN

TEL AVIV, ISRAEL
BEN GURION

2 DEC 11

10-9B

Eff 15 Dec



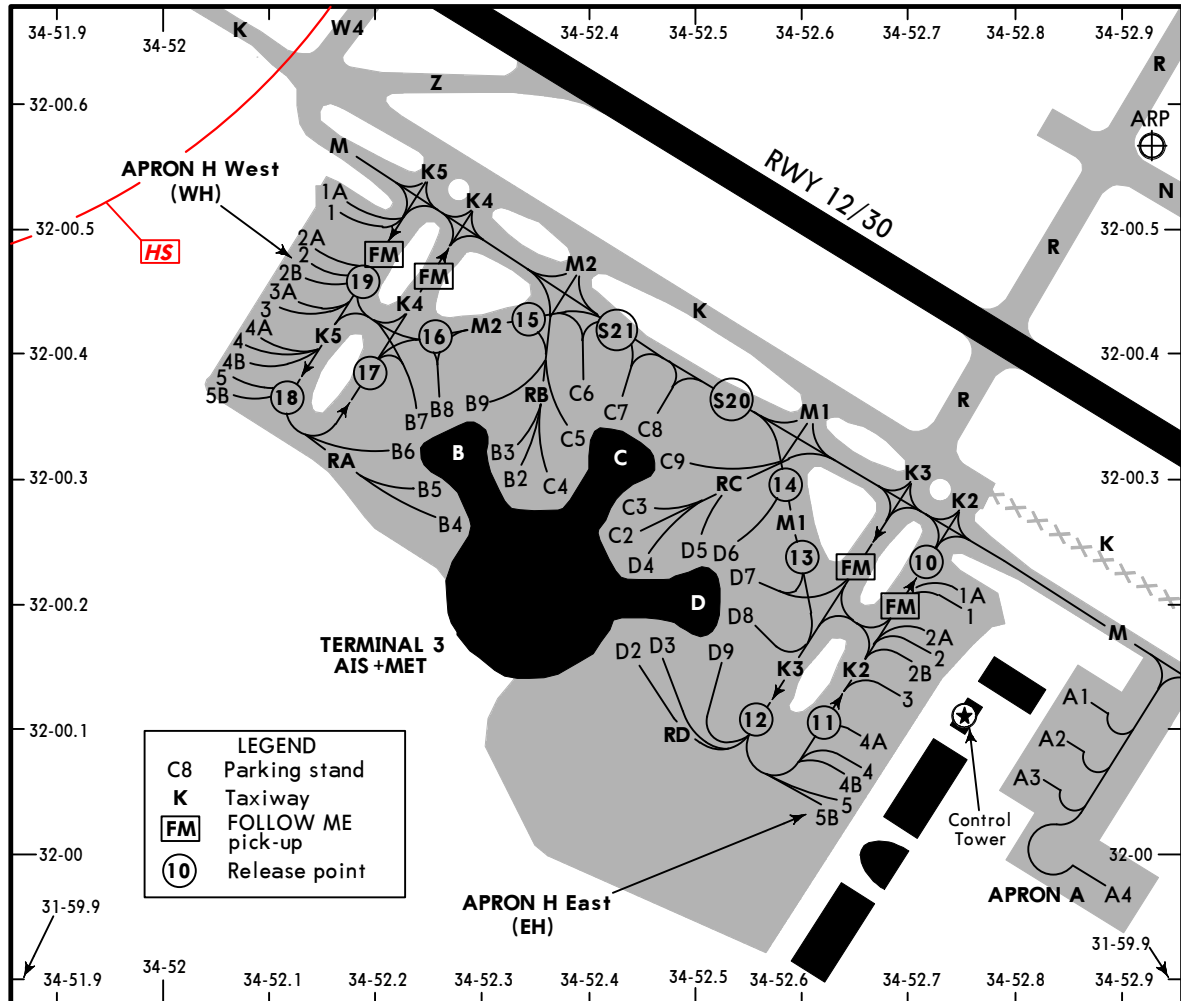
INS COORDINATES

STAND No.	COORDINATES
B21 thru B23	N31 59.7 E034 53.9
B24	N31 59.6 E034 53.9
B25 thru 28	N31 59.6 E034 54.0
B36	N31 59.6 E034 54.1
B37 thru B39	N31 59.7 E034 54.0
J1, J1A	N31 59.9 E034 53.5
J2 thru J3B	N31 59.8 E034 53.5
J4 thru J6	N31 59.7 E034 53.5
J6A	N31 59.7 E034 53.4
J6B thru J8	N31 59.6 E034 53.4
J9, J9B	N31 59.6 E034 53.3
J10 thru J11A	N31 59.7 E034 53.3
J12	N31 59.8 E034 53.3
J12A thru J14	N31 59.8 E034 53.4
L1	N31 59.9 E034 53.6
L2, L3	N31 59.8 E034 53.5
L4 thru L6	N31 59.7 E034 53.5
1 thru 5	N31 59.6 E034 53.6

LLBG/TLV

JEPPESEN
2 DEC 11 **10-9C** Eff 15 Dec

TEL AVIV, ISRAEL
BEN GURION



LEGEND	
C8	Parking stand
K	Taxiway
FM	FOLLOW ME pick-up
10	Release point

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N32 00.1 E034 52.9	D6 thru D9	N32 00.2 E034 52.6
A2, A3	N32 00.1 E034 52.8	EH1 thru EH2A	N32 00.2 E034 52.8
A4	N32 00.0 E034 52.9	EH2B, EH3, EH4	N32 00.1 E034 52.7
B2 thru B6	N32 00.3 E034 52.3	EH4A, EH4B	N32 00.2 E034 52.7
B7 thru B9	N32 00.4 E034 52.3	EH5	N32 00.1 E034 52.7
C2	N32 00.3 E034 52.4	EH5B	N32 00.0 E034 52.6
C3	N32 00.3 E034 52.5	WH1, WH1A	N32 00.5 E034 52.2
C4, C5	N32 00.3 E034 52.4	WH2 thru WH3A	N32 00.5 E034 52.1
C6, C7	N32 00.4 E034 52.4	WH4 thru WH5	N32 00.4 E034 52.1
C8	N32 00.4 E034 52.5	WH5B	E32 00.5 E034 52.1
C9	N32 00.3 E034 52.5		
D2 thru D4	N32 00.2 E034 52.5		
D5	N32 00.3 E034 52.5		

LLBG/TLV

JEPPESEN
20 JUL 07 (10-9D)

TEL AVIV, ISRAEL
BEN GURION

VISUAL DOCKING GUIDANCE SYSTEM

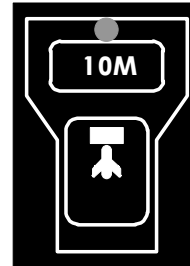
Pilots shall be guided into the gate by means of a guidance system, depicted as follows:



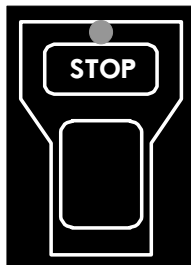
Turn LEFT



Turn RIGHT



OK
(Distance remaining)



Stop



Too far



ESTOP
(Emergency Stop)

In case of malfunctioning, aircraft shall stop immediately and notify Ground. In such a case, aircraft shall be towed into stands unless otherwise instructed by Tower.

Departing aircraft procedures:

Engine start-up while aircraft is connected to the gate is strictly prohibited. Start-up while aircraft being pushed back is permitted.

LLBG/TLV

JEPPESEN
7 OCT 11 **10-9S** Eff 20 Oct

Standard
TEL AVIV, ISRAEL
BEN GURION

STRAIGHT-IN RWY		A	B	C	D
08	ILS	297' (200')	297' (200')	297' (200')	297' (200')
		800m	800m	800m	800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC ①	440' (343')	440' (343')	440' (343')	440' (343')
		1200m	1200m	1200m	1200m
	<i>ALS out</i>	1600m	1600m	1600m	1600m
12	VOR ①	550' (453')	550' (453')	550' (453')	550' (453')
		1500m	1500m	1700m	1700m
	<i>ALS out</i>	1600m	1600m	2100m	2100m
	ILS	303' (200')	303' (200')	303' (200')	303' (200')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
<i>ALS out</i>	1200m	1200m	1200m	1200m	
26	LOC ①	520' (417')	520' (417')	520' (417')	520' (417')
		1200m	1200m	1200m	1200m
	<i>ALS out</i>	R1500m V1600m	R1500m V1600m	R1900m V2000m	R1900m V2000m
	LOC	520' (417')	520' (417')	520' (417')	520' (417')
		1400m	1400m	1600m	1600m
	<i>ALS out</i>	R1500m V2100m	R1500m V2100m	R1900m V2300m	R1900m V2300m
30	VOR ①	580' (477')	580' (477')	580' (477')	580' (477')
		1500m	1500m	1500m	1600m
	<i>ALS out</i>	1600m	1600m	2200m	2400m
	ILS	325' (200')	325' (200')	325' (200')	325' (200')
	<i>FULL</i>	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	<i>Limited</i>	R750m V800m	R750m V800m	R750m V800m	R750m V800m
<i>ALS out</i>	375' (250')	375' (250')	375' (250')	375' (250')	
	1300m	1300m	1300m	1300m	
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	
30	LDA ①	640' (510')	640' (510')	640' (510')	640' (510')
		2100m	2100m	2400m	2400m
	VOR ①	640' (510')	640' (510')	640' (510')	640' (510')
	1600m	1600m	2400m	2400m	

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	90 KT	120 KT	140 KT	165 KT
	580' (446')	640' (506')	740' (606')	840' (706')
	V1600m ③	V1600m ③	V2400m	V3600m
After LDA RWY 30	710' (576')	710' (576')	740' (606')	840' (706')
	V2600m	V2600m	V2600m	V3600m

② High terrain East of airport. Remain within D3.8 BGN.

③ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 08, 12, 26, 30

	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

LLBG/TLV

STRAIGHT-IN RWY		A	B	C	D
08	ILS	297' (200')	297' (200')	297' (200')	297' (200')
		800m	800m	800m	800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	440' (343')	440' (343')	440' (343')	440' (343')
		1200m	1300m	1400m	1800m
	<i>ALS out</i>	1600m	1600m	1800m	2000m
12	VOR	550' (453')	550' (453')	550' (453')	550' (453')
		1400m	1500m	1700m	1800m
	<i>ALS out</i>	1600m	1600m	2100m	2100m
	ILS	303' (200')	303' (200')	303' (200')	303' (200')
		R550m V800m	R550m V800m	R550m V800m	R550m V800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
26	LOC	520' (417')	520' (417')	520' (417')	520' (417')
		900m	1000m	1200m	1400m
	<i>ALS out</i>	1600m	1600m	2000m	2000m
	VOR	580' (477')	580' (477')	580' (477')	580' (477')
		1000m	1200m	1200m	1600m
	<i>ALS out</i>	1600m	1600m	2000m	2400m
30	ILS	325' (200')	325' (200')	325' (200')	325' (200')
		375' (250')	375' (250')	375' (250')	375' (250')
		1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	LDA	640' (510')	640' (510')	640' (510')	640' (510')
		2100m	2100m	2100m	2100m
30	VOR	640' (510')	640' (510')	640' (510')	640' (510')
		1600m	1600m	2000m	2400m

CIRCLE-TO-LAND ①	90 KT	120 KT	140 KT	165 KT
	580' (446') ②	640' (506')	740' (606')	840' (706')
	V1600m	V1600m	V2400m	V3600m
After LDA RWY 30	710' (576')	710' (576')	740' (606')	840' (706')
	V2600m	V2600m	V2600m	V3600m

① High terrain East of airport. Remain within D3.8 BGN.

② VOR 30: MDA(H) 640'(506').

TAKE-OFF RWY 08, 12, 26, 30

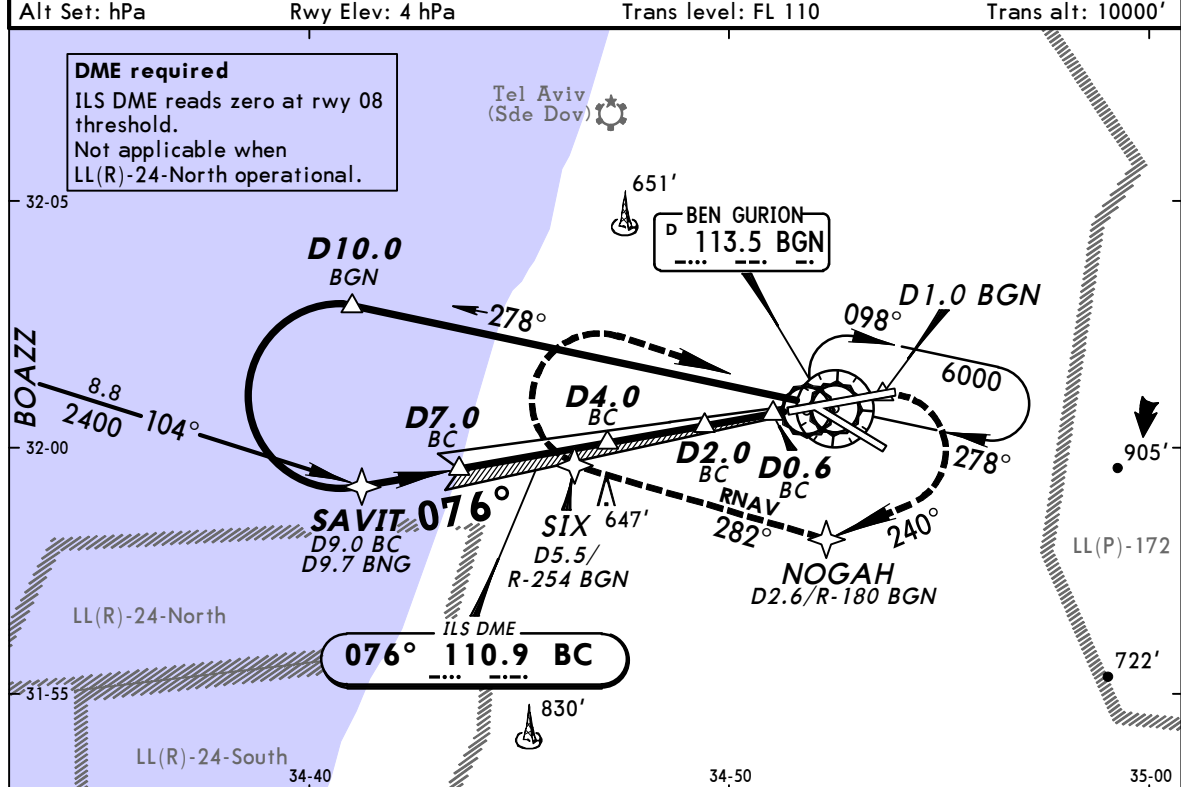
LVP must be in Force					
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

LLBG/TLV
BEN GURION

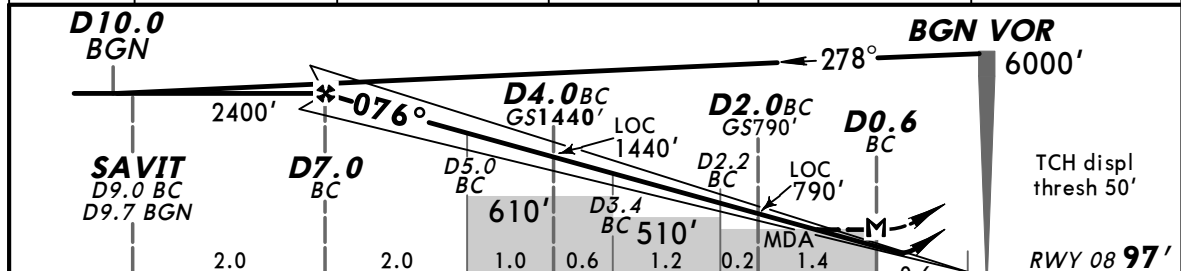
JEPPESEN
2 DEC 11 **(11-1)** Eff 15 Dec

TEL AVIV, ISRAEL
ILS Rwy 08

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05	Ground 129.2	East
LOC BC 110.9	Final Apch Crs 076°	GS D4.0 BC 1440' (1343')	ILS DA(H) 297' (200')	Apt Elev 134' RWY 97'				
Climb gradient of 5.8% required, if unable to comply, inform ATC. MISSED APCH RNAV: Climb STRAIGHT AHEAD, at D1.0 BGN outbound, turn RIGHT to cross NOGAH at 3000' or above, SIX at 5000' or above, then turn RIGHT to BGN VOR at 6000' and hold. NON-RNAV: Climb STRAIGHT AHEAD, at D1.0 BGN outbound, turn RIGHT heading 240° and expect radar vectors. Maintain max climb power to achieve max rate of climb until cleared by ATC.								
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'		



LOC (GS out)	BC DME ALTITUDE	5.0	4.0	3.0	2.0
		1760'	1440'	1110'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI
ILS GS 3.00°	377	484	538	646	753	861	
MAP at D0.6 BC							

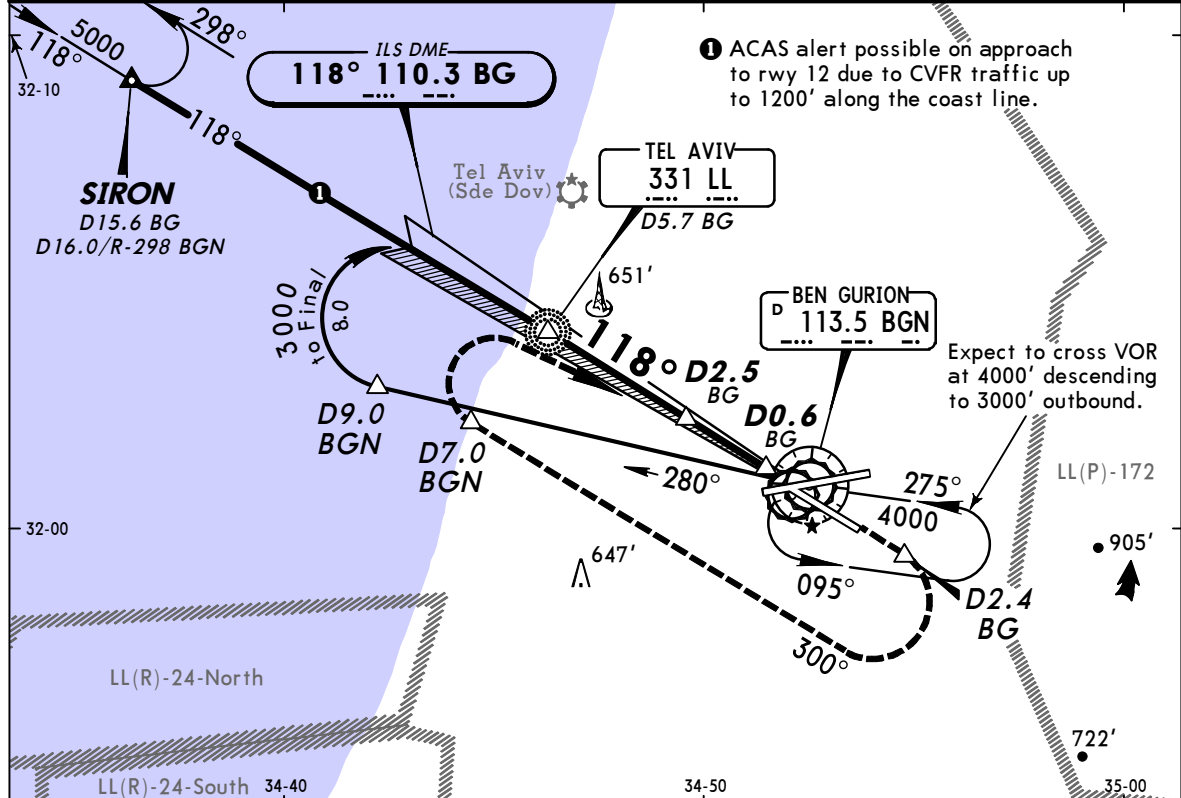
STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND	
ILS		LOC (GS out)		High terrain East of airport Remain within D3.8 BGN	
DA(H) 297' (200')		MDA(H) 440' (343')			
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
				90	580' (446') 1600m
				120	630' (496') 1600m
				140	730' (596') 2400m
				165	830' (696') 3600m
1200m		1200m		RVR 1800m VIS 2000m	

LLBG/TLV
BEN GURION

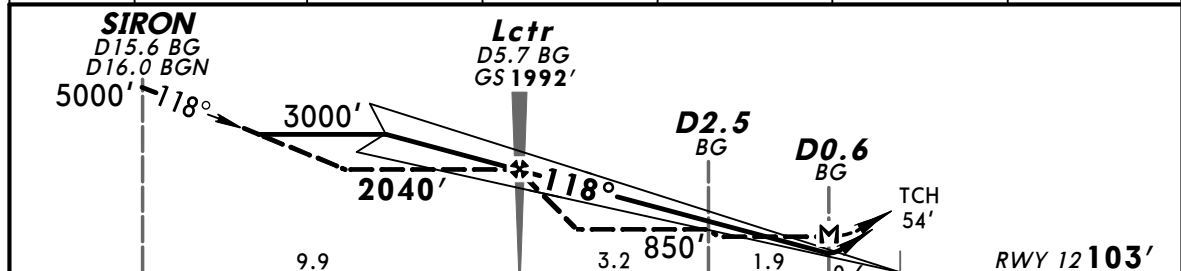
JEPPESEN
2 DEC 11 **(11-2)** Eff 15 Dec

TEL AVIV, ISRAEL
ILS DME Rwy 12

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05	Ground East 129.2
LOC BG 110.3	Final Apch Crs 118°	GS Lctr 1992' (1889')	ILS DA(H) 303' (200')	Apt Elev 134'	RWY 103'		
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.4 BG turn RIGHT onto 300° to cross D7.0 BGN at 3000', then turn RIGHT to VOR climbing to 4000' and hold.							MSA BGN VOR
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 110 Trans alt: 10000' ILS DME reads zero at rwy 12 threshold.							



LOC (GS out)	BG DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1780'	1450'	1120'	800'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	1500'	300° not before D2.4
ILS GS 3.00°	377	484	538	646	753	861		↑	RT
MAP at D0.6 BG									

STRAIGHT-IN LANDING RWY 12					CIRCLE-TO-LAND		
ILS DA(H) 303' (200')			LOC (GS out) MDA(H) 520' (417')		High terrain East of airport Remain within D3.8 BGN		
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A			RVR 730m VIS 800m	RVR 1500m VIS 1600m	90	580' (446') 1600m	
B	RVR 550m VIS 800m	RVR 720m VIS 800m			120	630' (496') 1600m	
C		1200m			140	730' (596') 2400m	
D			1200m	RVR 1800m VIS 2000m	165	830' (696') 3600m	

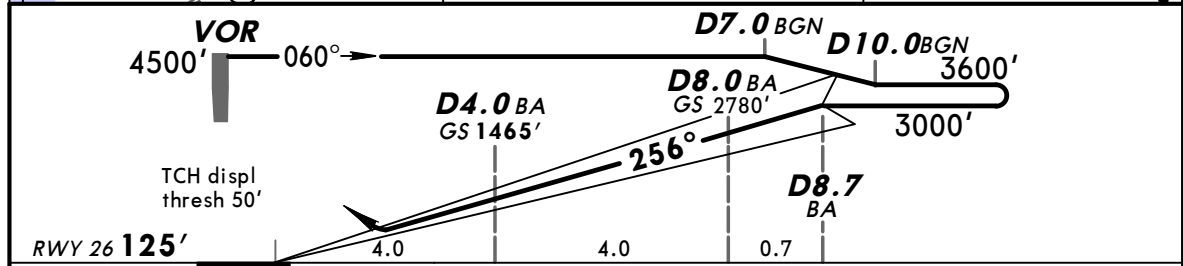
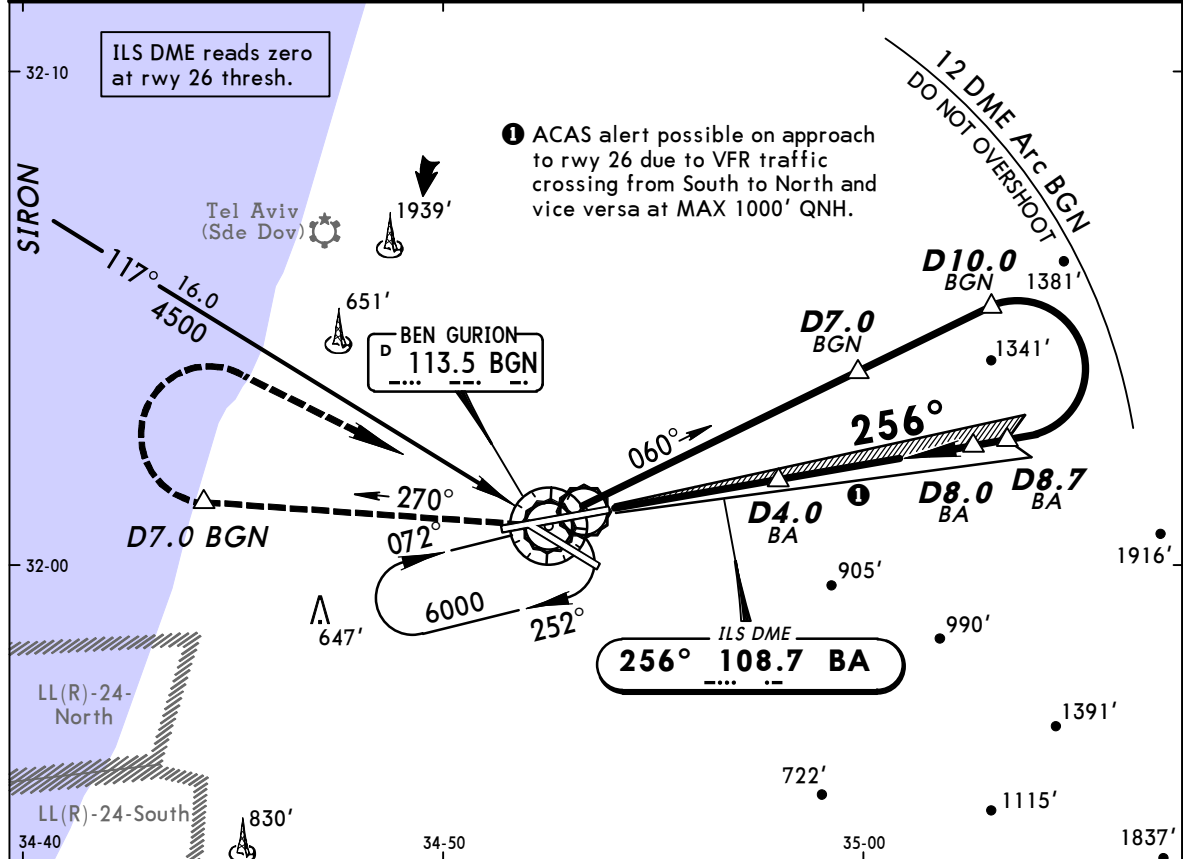
CHANGES: Altitude.

LLBG/TLV
BEN GURION

JEPPESEN
20 MAY 11 **(11-3)** **Eff 2 Jun**

TEL AVIV, ISRAEL
ILS Rwy 26

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05	Ground	East 129.2
LOC BA 108.7	Final Apch Crs 256°	GS D4.0 BA 1465' (1340')	ILS DA(H) Refer to Minimums	Apt Elev 134'	RWY 125'			
MISSED APCH: Climb STRAIGHT AHEAD, at 500' turn RIGHT to intercept R-270 BGN outbound, cross D7.0 BGN at 3000', turn RIGHT to BGN VOR climbing to 6000' and hold.								
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 10500'		
1. VOR & DME required. 2. GS intercept is very close to the end of inbound turn.							MSA BGN VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 500' BGN 113.5 R-270 RT
GS	3.00°	377	484	538	646	753	

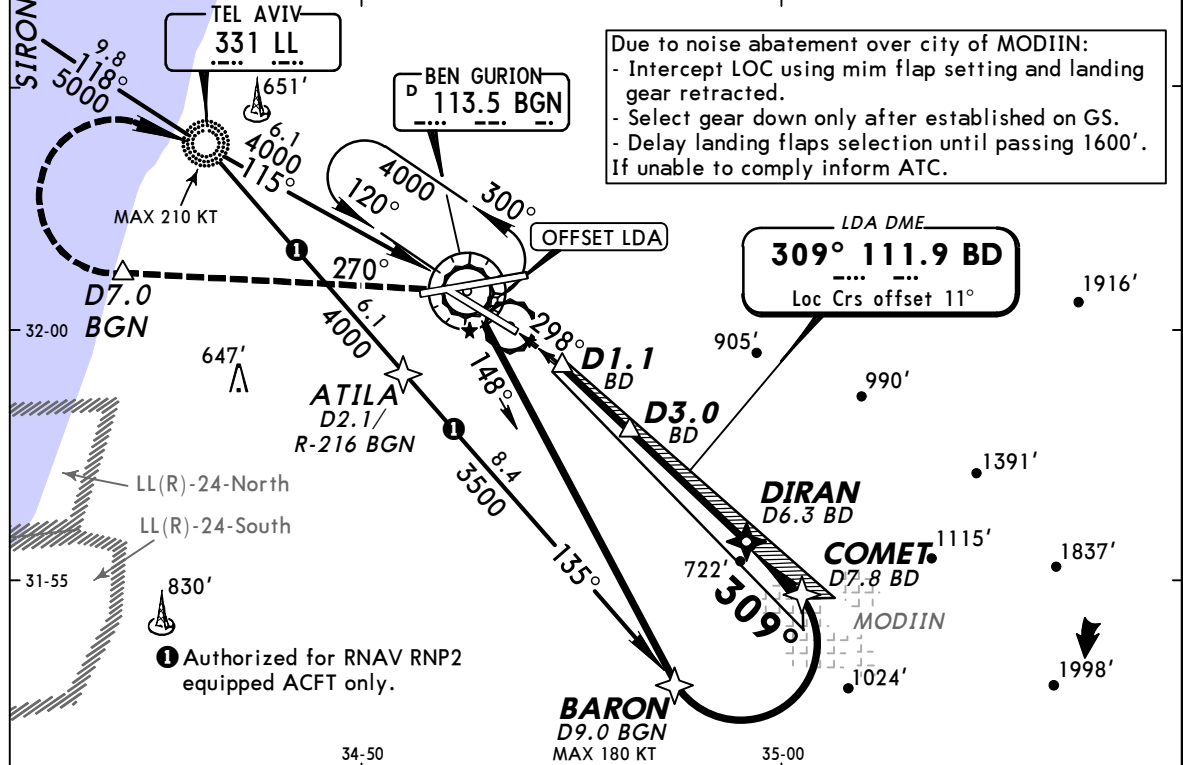
STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
ILS DA(H) 325' (200') FULL TDZ or CL out DA(H) 375' (250') ALS out				LOC (GS out) High terrain East of airport Remain within D3.8 BGN			
TERPS	A				Max Kts	MDA(H)	
	B	RVR 550m	RVR 720m	1200m	90	580' (446')	1600m
	C	VIS 800m	VIS 800m		120	630' (496')	1600m
	D				140	730' (596')	2400m
					165	830' (696')	3600m

LLBG/TLV
BEN GURION

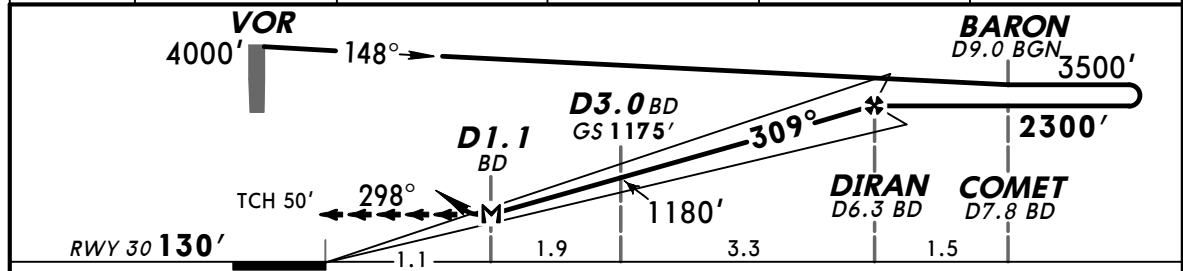
JEPPESEN
20 MAY 11 **(11-4)** **Eff 2 Jun**

TEL AVIV, ISRAEL
LDA or LOC Rwy 30

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05 East 129.2	
LOC BD 111.9	Final Apch Crs 309°	GS D3.0 BD 1175' (1045')	LDA WITH GS DA(H) 640' (510')	Apt Elev 134'	RWY 130'		
MISSED APCH: Climb to VOR, then on R-270 BGN to 2500'. At D7.0 BGN turn RIGHT climbing to 4000' to VOR and hold.							<p>MSA BGN VOR</p>
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 10500' 1. DME REQUIRED. 2. Automatic landing not authorized. 3. LDA DME reads zero at rwy 30 thresh. 4. Do not mistake rwy 30 with twy K.							



LDA (GS out)	BD DME ALTITUDE	2.0	3.0	4.0	5.0
		840'	1180'	1510'	1850'



Gnd speed-Kts	70	90	100	120	140	160	RAIL PAPI	2500'	BGN 113.5	BGN 113.5 R-270 LT
GS	3.10°	389	500	556	667	778				
MAP at D1.1 BD										

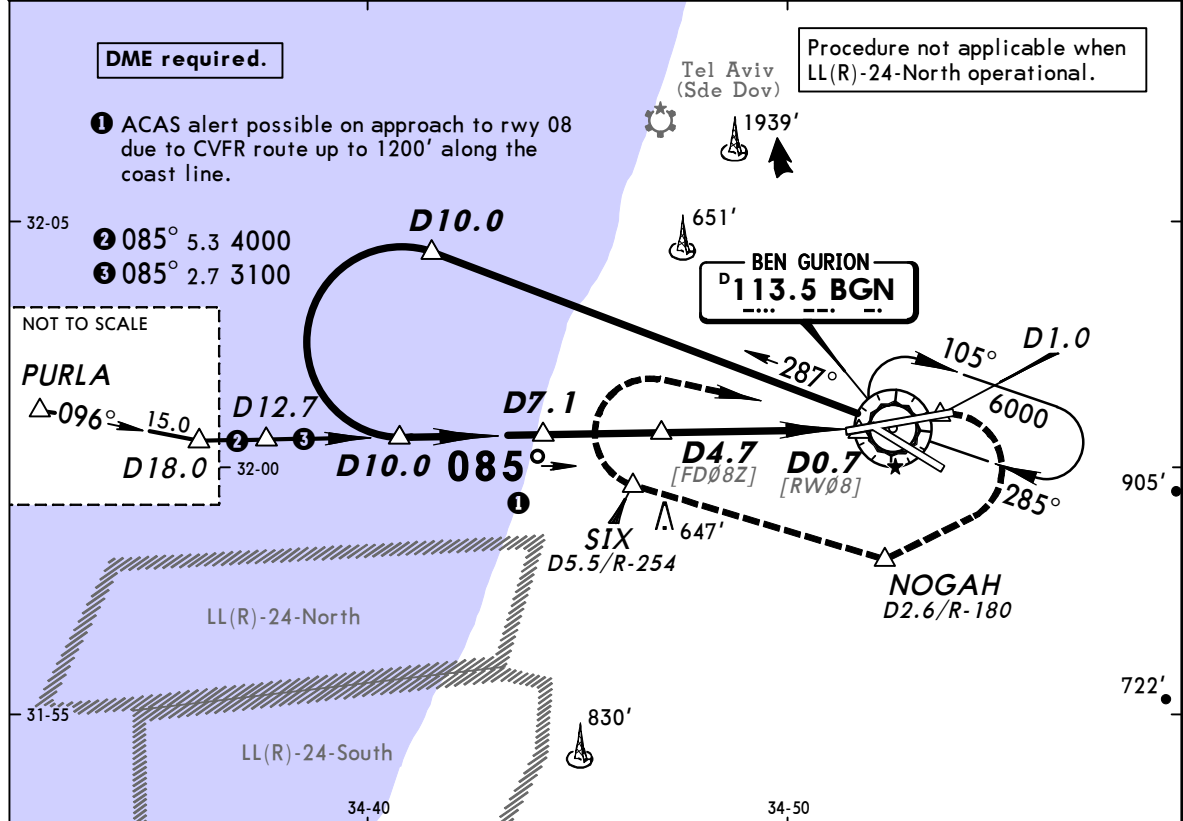
STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
LDA WITH GS	LDA WITHOUT GS	High terrain East of airport Remain within D3.8 BGN	
DA(H) 640' (510')	MDA(H) 640' (510')	Max Kts	MDA(H)
		90	710' (576') 2600m
A		120	730' (596') 2600m
B	2100m	140	730' (596') 2600m
C		165	830' (696') 3600m
D	2400m		

LLBG/TLV
BEN GURION

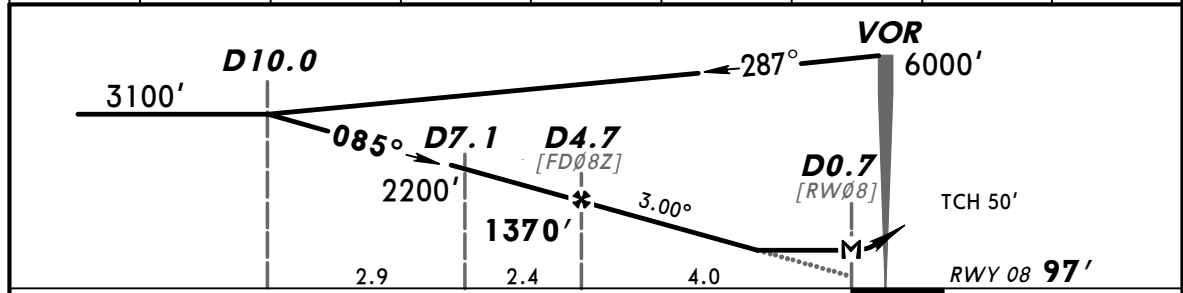
JEPPESEN
27 MAY 11 **(13-1)** **Eff 2 Jun**

TEL AVIV, ISRAEL
VOR Z Rwy 08

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05	Ground 129.2	East
VOR BGN 113.5	Final Apch Crs 085°	Minimum Alt D4.7 1370' (1273')	MDA(H) 550' (453')	Apt Elev 134'	RWY 97'			
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D1.0 turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000'. Turn RIGHT to VOR at 6000' and hold or as instructed by ATC.							Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10500' MSA BGN VOR	



BGN DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3100'	2790'	2470'	2150'	1830'	1500'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 1500' ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.7							

STRAIGHT-IN LANDING RWY 08			CIRCLE-TO-LAND High terrain East of airport Remain within D3.8		
MDA(H) 550' (453')			Max Kts		
ALS out		MDA(H)			
A	1200m	RVR 1500m VIS 1600m	90	580' (446')	1600m
B	1700m	2100m	120	630' (496')	1600m
C	2400m		140	730' (596')	2400m
D			165	830' (696')	3600m

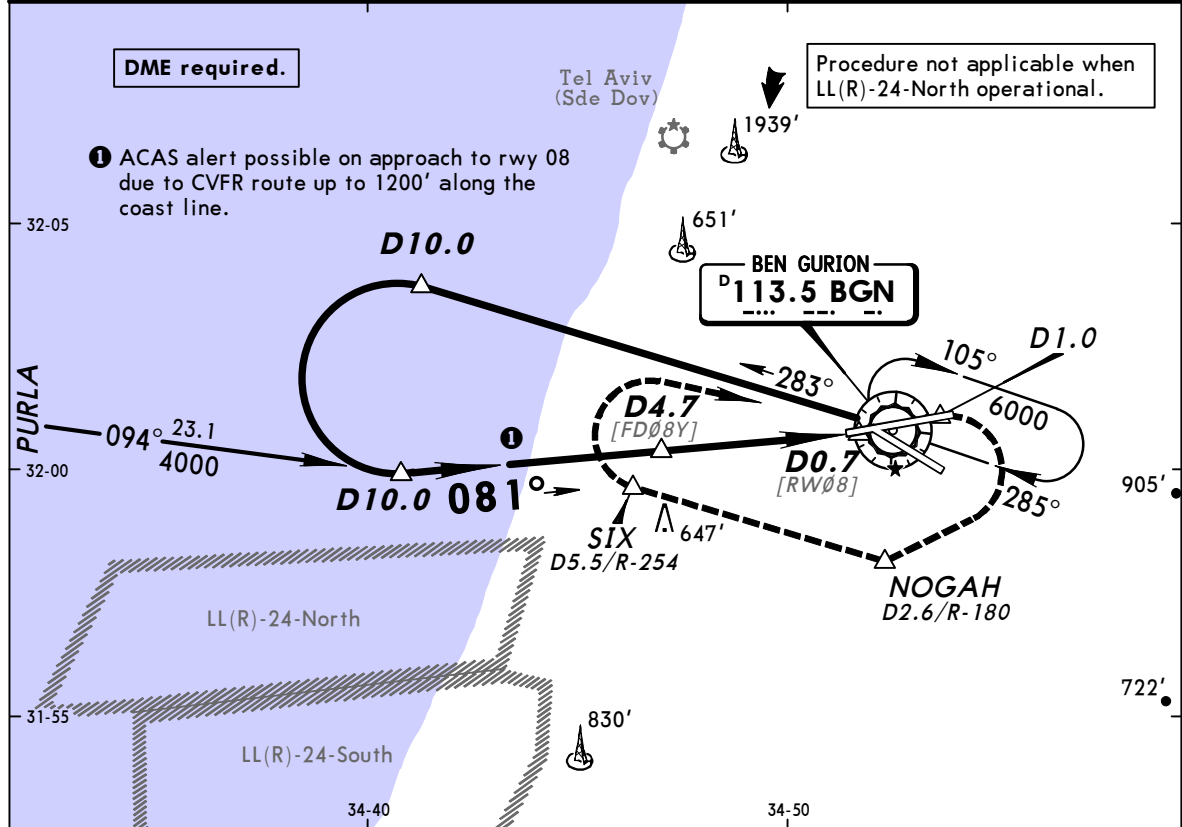
TERPS

LLBG/TLV
BEN GURION

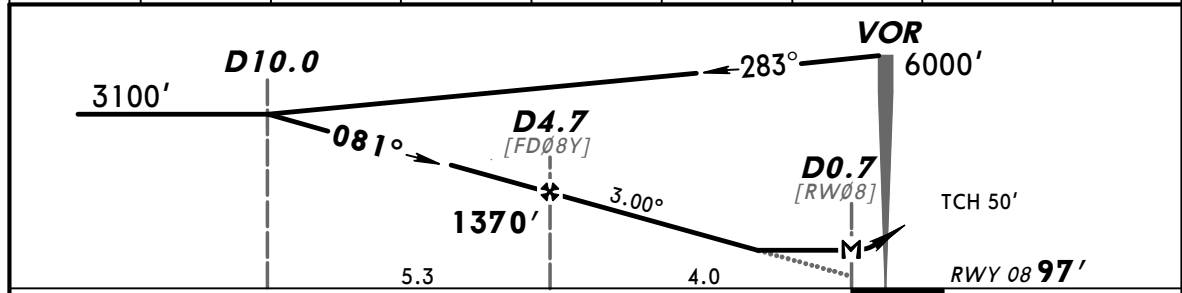
JEPPESEN
27 MAY 11 **(13-2)** **Eff 2 Jun**

TEL AVIV, ISRAEL
VOR Y Rwy 08

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05 East 129.2	
VOR BGN 113.5	Final Apch Crs 081°	Minimum Alt D4.7 1370' (1273')	MDA(H) 550' (453')	Apt Elev 134'	RWY 97'		
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D1.0 turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000'. Turn RIGHT to VOR at 6000' and hold or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 10500'	



BGN DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3100'	2790'	2470'	2150'	1830'	1500'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160		1500'
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.7								

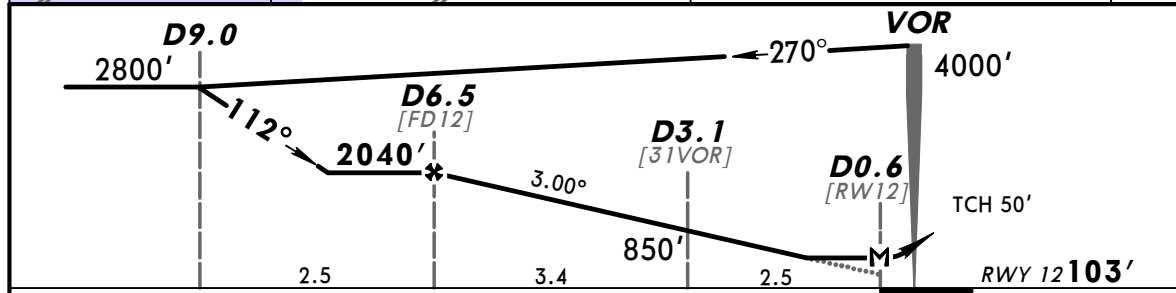
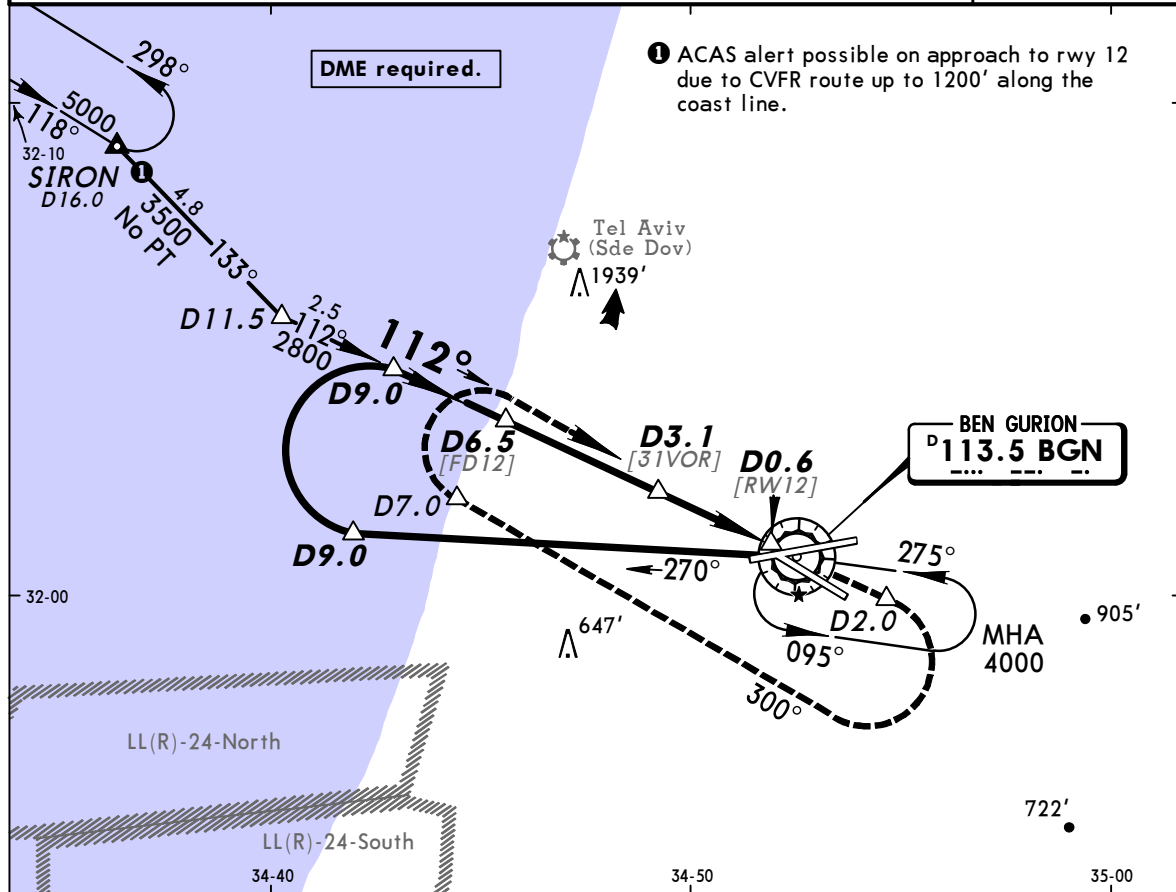
STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND High terrain East of airport Remain within D3.8			
MDA(H) 550' (453')				Max Kts			
ALS out		RVR 1500m VIS 1600m		MDA(H)			
A	1200m			90	580' (446')	1600m	
B	1700m			120	630' (496')	1600m	
C	2400m	2100m		140	730' (596')	2400m	
D	2400m			165	830' (696')	3600m	

LLBG/TLV
BEN GURION

20 MAY 11 **(13-3)** Eff 2 Jun

TEL AVIV, ISRAEL
VOR DME Rwy 12

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05	Ground	East 129.2
VOR BGN 113.5	Final Apch Crs 112°	Minimum Alt D6.5 2040' (1937')	MDA(H) 580' (477')	Apt Elev 134' RWY 103'				
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.0 turn RIGHT onto 300° to cross D7.0 at 3000', then turn RIGHT to VOR climbing to 4000' and hold.							MSA BGN VOR	
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 10500'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.6							

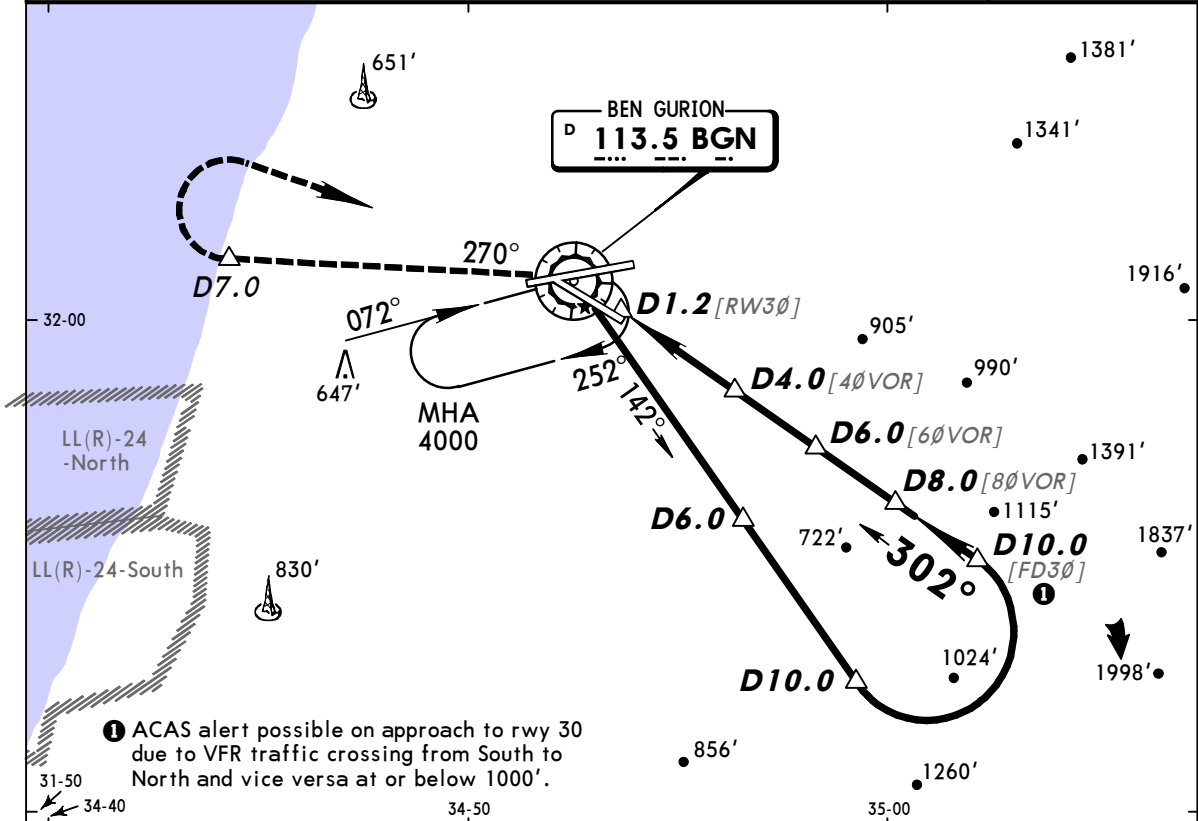
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
MDA(H) 580' (477')				High terrain East of airport Remain within D3.8			
		ALS out	Max Kts	MDA(H)			
A			90	580' (446')		1600m	
B	800m	1600m	120	630' (496')		1600m	
C	1200m	2000m	140	730' (596')		2400m	
D	1600m	2400m	165	830' (696')		3600m	

LLBG/TLV
BEN GURION

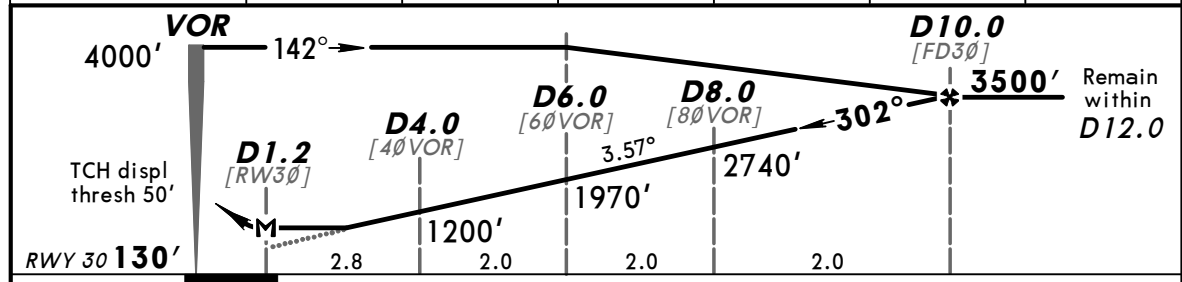
JEPPESEN
20 MAY 11 (13-4) Eff 2 Jun

TEL AVIV, ISRAEL
VOR DME Rwy 30

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05 East 129.2	
VOR BGN 113.5	Final Apch Crs 302°	Minimum Alt D10.0 3500' (3370')	MDA(H) 640' (510')	Apt Elev 134' RWY 130'			
MISSED APCH: Turn LEFT onto R-270 outbound VOR climbing to 3000'. At D7.0 turn RIGHT to VOR climbing to 4000' and hold.							MSA BGN VOR
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 10500'	



BGN DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	820'	1200'	1590'	1970'	2350'	2740'



Gnd speed-Kts	70	90	100	120	140	160	RAIL PAPI 3000' BGN onto 113.5 LT R-270
Descent Angle 3.57°	442	569	632	758	885	1011	
MAP at D1.2							

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
MDA(H) 640' (510')				High terrain East of airport Remain within D3.8			
A				Max Kts	MDA(H)		
B	1600m			90	640' (506') 1600m		
C				120	730' (596') 2400m		
D	2400m			140	830' (696') 3600m		
				165			

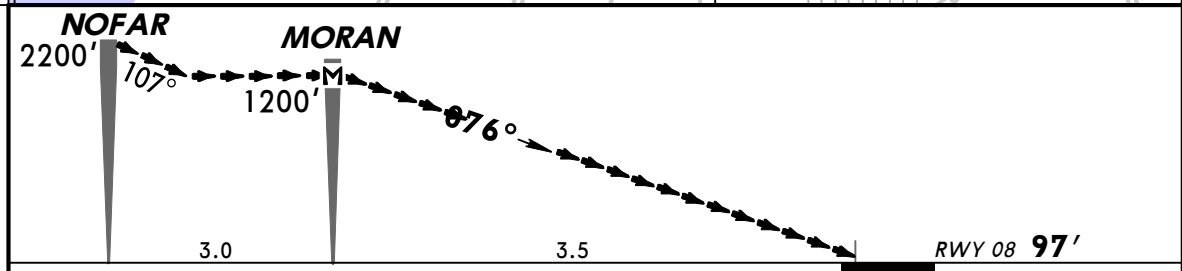
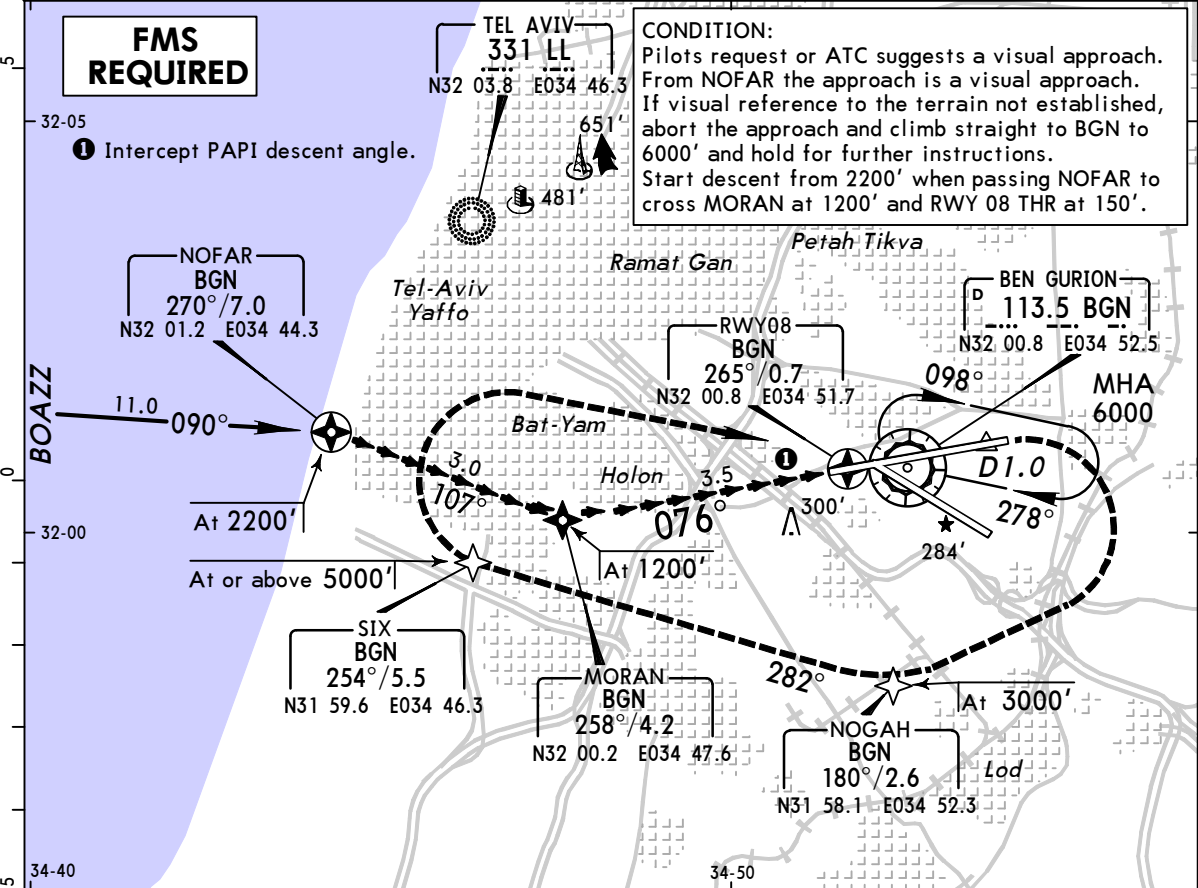
TERPS

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 **(19-10)** Eff 15 Dec

TEL AVIV, ISRAEL
RNAV VISUAL Rwy 08

BRIEFING STRIP™	ATIS	BEN GURION Approach		BEN GURION Tower	West	Ground	East
	132.5	120.5		132.1	118.05		129.2
	NAVAIDS- Refer to Planview	Final Apch Crs 076°	Minimum Alt No FAF	No MDA(H) published	Apt Elev 134'		
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D1.0 outbound turn RIGHT to cross NOGAH at 3000', cross SIX at or above 5000'. Turn RIGHT to VOR, cross at 6000' and hold by ATC.							
Alt Set: hPa				Rwy Elev: 4 hPa	Trans level: FL 110	Trans alt: 10000'	



						HIALS	1500'
						REIL PAPI	

VISUAL LANDING RWY 08

CEILING REQUIRED

CEILING-VISIBILITY

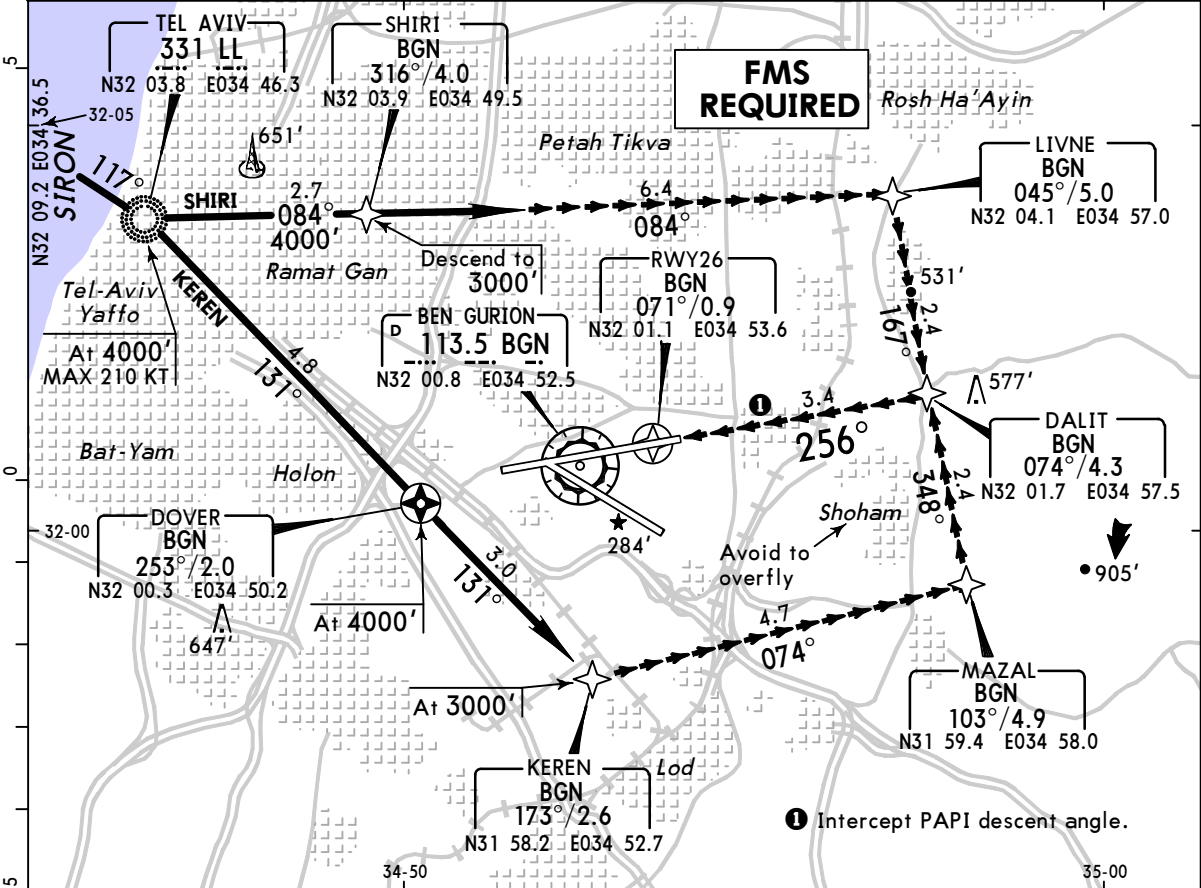
2200' - 5 km

LLBG/TLV
BEN GURION

JEPPESEN
2 DEC 11 (19-11) Eff 15 Dec

TEL AVIV, ISRAEL
RNAV VISUAL Rwy 26

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05	Ground East 129.2
NAVAIDS- Refer to Planview		Final Apch Crs 256°		Minimum Alt No FAF		No MDA(H) published	
				Apt Elev 134'		RWY 125'	
MISSED APCH (below 3000'): Continue along the prescribed waypoints, after passing DALIT and aligned with rwy center-line, continue on rwy heading and follow ATC.							
Alt Set: hPa		Apt Elev: 5 hPa		Trans level: FL 110		Trans alt: 10000'	



From 3000' (after SHIRI) and KEREN the approach is a visual approach. Pilots are requested to follow the entire pattern from LL along the prescribed waypoints via DALIT to RWY 26.

KEREN: Start descent from 4000' only when passing DOVER to cross KEREN at 3000'.

Light ACFT sport activity may be present at low level east of APT.

Descending below 3000' must be in visual reference with the terrain. If visual reference is not established, maintain 3000' and follow prescribed track, or as instructed by ATC.

CONDITIONS:

- Pilots request or ATC suggests a visual approach.

					HIALS-II REIL PAPI PAPI	Refer to Missed Apch above
--	--	--	--	--	----------------------------------	----------------------------------

VISUAL LANDING RWY 26

CEILING REQUIRED

CEILING-VISIBILITY

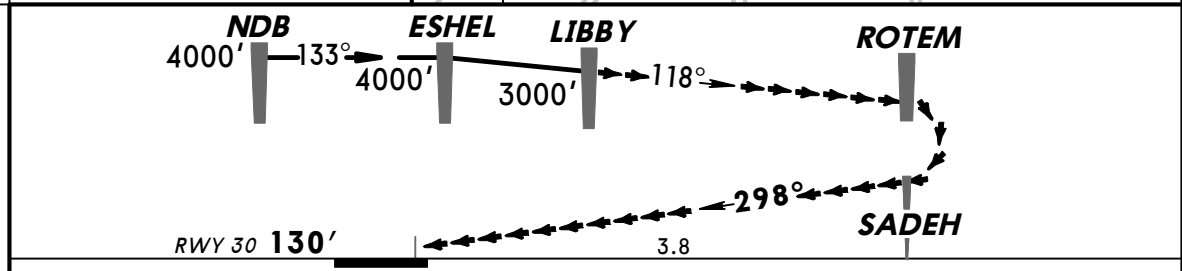
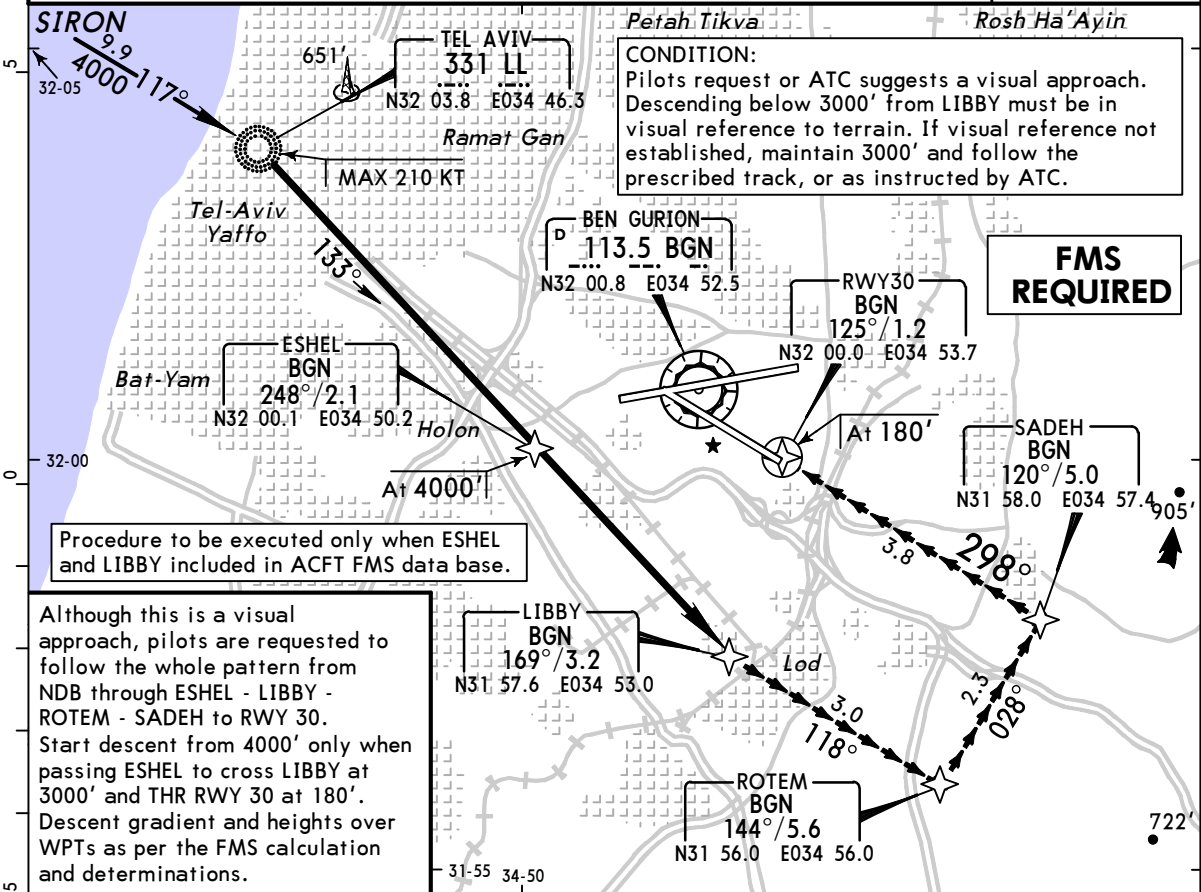
3000' - 5 km

LLBG/TLV
BEN GURION

JEPPESEN
27 MAY 11
Eff 2 Jun (19-12)

TEL AVIV, ISRAEL
RNAV VISUAL Rwy 30

BRIEFING STRIP™	ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	West 118.05	Ground 129.2	
	NAVAIDS- Refer to Planview	Final Apch Crs 298°	Minimum Alt No FAF	No MDA(H) published	Apt Elev 134' RWY 130'	
	MISSED APCH: Contact Tower for instructions.					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 10500'	MSA BGN VOR	



						REIL PAPI	Refer to Missed Apch above
--	--	--	--	--	--	--------------	----------------------------------

VISUAL LANDING RWY 30

CEILING REQUIRED

CEILING-VISIBILITY

3000' - 5 km

LLBG/TLV
BEN GURION

JEPPESEN
27 MAY 11
Eff 2 Jun (19-13)

TEL AVIV, ISRAEL
VISUAL CIRCUIT PROCEDURES

ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	Ground West 118.05	Ground East 129.2	
VOR BGN 113.5		Apt Elev 134'			
Alt Set: hPa		Apt Elev: 5 hPa		Trans level: By ATC	
				Trans alt: 10500'	

1. The altitude to intercept the final approach Rwy 26 should not be below 1200'.
2. Flights arriving from the West for visual approach to either Rwy 26 or 30 shall join the circuit pattern by overflying LL Lctr at or above 3000'.

