

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Restriction**RWY 30: No TKOF between 2100-0400 \pm unless approved in exceptional circumstances by AD manager.Other RWYs: No TKOF between 2340-0330 (Winter) and 2240-0200 (Summer). TKOF between 2340-0000 \pm shall be approved only in exceptional circumstances by AD manager.

TKOF between 0330-0400 (Winter) and 0200-0300 (Summer) shall be approved in one of the following conditions:

- Noise LVL will not exceed a "Lower Noise LVL" as recorded by the Noise monitoring terminals. (Noise LVL that will not exceed the MAX Noise LVL MINUS 3db(A), approved for DEP ACFT with MTOM less than 300t / 661400lbs)
- FLTs scheduled to depart before the night TKOF restrictions, and were delayed, may be approved by AD manager without Noise LVL restriction.

Airport Information**RFF:** CAT 9**PCN:** RWY 08/26: 90/F/C/X/U; RWY 12/30, 03/21: 90/F/C/W/T**Operation****Traffic Note**

All TFC must have a fully coordinated slot. Applications 48HR in advance (MON-THU) and 72HR in advance (FRI-SUN).

LDG of 4 ENG ACFT not allowed SUN-FRI 0600-1500 \pm except AD approval.

Inbound, transit and outbound routes shown on charts may be varied at ATS discretion.

Inbound ACFT may also be instructed to hold one of designated airways, reporting points.

Preferential RWY**ARR:**

- RWY 12 is preferred RWY provided the tailwind component does not exceed 10KT when RWY is dry or 5KT when RWY is wet.
- RWY 30 using RNAV (GNSS) APCH is the preferred RWY during following hours:
Winter: 2100-2300 and 0330-0500.
Summer: 2000-2200 and 0200-0400.

DEP:

- RWY 26 is preferred RWY provided the tailwind component does not exceed 5KT.

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedures.

LVP in force when RVR below 800m (or VIS below 1200m).

Preferential RWY: LDG RWY 21 / TKOF RWY 26.

During EMERG in LVC, RWY 26 will be the preferred RWY for LDG.

Follow-me not AVBL when VIS below 100m.

Expect delays in the APCH and TKOF sequence.

DEP

Report "airborne" when clear of ground.

GENERAL

RWY Restriction

RWY 08 AVBL prior ATC authorization only.

RWY 21:

- AVBL for LDG SUN-THU 0300-1900±, FRI 0300-1300±, SAT 1700-1900±.
- Not AVBL for LDG of 4 ENG ACFT.

TWY Restriction

Taxilane H MAX wingspan 36m / 118ft.

Hot Spots

HOT SPOT No.	DESCRIPTION
HS1	RWY 30 final APCH infringement Traffic taxiing via TWY K to TWY N or existing APN BE via N infringes final APCH RWY 30, when in use.
HS2-5	RWY incursion Do not cross RWY without specific ATC authorization. Cross active RWY on TWR FREQ. Expeditious crossing expected. DO NOT CROSS RED STOP BARS
HS5	Crossing RWY 12/30 via TWY R.
HS6	When lining up on RWY 12 DO NOT CONFUSE RWY 08 FOR RWY 12.
HS7	When lining up on RWY 26 from TWY E: turn left, do not confuse with RWY 21.

Standard Taxi Routes

Pilots are requested to vacate RWYs after LDG as follows:

- RWY 26/08 via W4/W3
- RWY 30 via Z into K.
- RWY 12 via Y into M.
- RWY 21 to terminal 3 via E3 into M.
- To APNs (serving terminal 1): J, L, BE via T3 into K. If unable contact ATC.

Pilots are requested to vacate RWY without delay.

ACFT departing from RWY 26 shall taxi as follows:

- APNs around terminal 3 via W2.
- APNs B, J, L via W1.

Line-up for RWY 26 via TWY E prior ATC clearance only. In such case expect delay.

GENERAL**Taxi/Parking**

Cross active RWY on TWR FREQ and only with specific authorization.

Use MNM PWR on APN.

Marshaller AVBL O/R.

ACFT taxi to west or east APN will receive follow-me and marshalling O/R via TWR.

ACFT A340-600 park on stand B6, C6 and WH5 only.

When being towed from terminal 1 to terminal 3 contact GND East.

When being towed from terminal 3 to terminal 1 contact GND West.

ARR ACFT will be guided by follow-me and marshaller on stand; except for APN B, C, D, E of terminal 3.

Terminal 3:

- ACFT taxi into stand with taxi and LDG lights off.
- Visual Docking Guidance System (VDGS) AVBL at stands on concourses B, C, D.
- Advanced Visual Docking Guidance System (AVDGS) AVBL at stands on concourses E, APN H and within APN EG.
- In case of VDGS malfunctioning, ACFT shall stop immediately and notify GND.
- Whenever C6 or D6 are occupied, ACFT assigned parking stands C5 or D5 will be towed into stands.
- Parking to remote stands without VDGS by follow-me only.

Release point 12 not AVBL for B777, B742, B744, A340.

Entry to APNs A and V (stands V71-V78) by towing only.

APU

ACFT connected to airbridge may start APU 30min prior boarding.

Restricted to 5min after docking / block-on on terminal 3.

Start 15min prior disconnection / push-back on terminal 3.

Warnings

ACAS alert possible on APCH due to CVFR route up to 1200ft along the coast line.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft within Tel Aviv FIR.

Communication

See CRAR and in addition;

FLTs from Amman: Contact Tel-Aviv ACC for preliminary identification, ASAP but not later than 10NM east of SALAM. The FLT shall not be permitted to enter Tel-Aviv FIR in the event of COM Failure. Maintain 8000ft before entering FIR, 5NM east of SALAM. Contact Ben-Gurion TMA not later than SALAM.

On initial contact with APP/DEP/TMA control, report current ALT.

VOR/ILS APCH for RWY 26 permitted upon REQ from ATC.

ARRIVAL

COM Failure

If the STAR or APCH clearance already received:

- keep transmitting (Blind Transmission) on TWR FREQ or on EMERG FREQ.
- if able, contact TWR by phone (+972-3-9758111) and inform TWR about your intentions.
- proceed and complete APCH accordingly.
- land after receiving green light from TWR.
- in case of red light received from TWR, or flashing RWY edge lights, perform a MISAP and join the same APCH again.

If the STAR or APCH clearance was not received:

- keep transmitting on the appropriate FREQ or on EMERG FREQ.
- if able, contact TWR by phone (+972-3-9758110) and report your intentions.
- proceed to DIVLA at 6000ft.
- complete full holding pattern while descending to 5000ft.
- join STAR DIVLA 2C
- perform ILS X APCH to RWY 26.
- land after receiving green light from TWR.
- in case of red light from TWR or flashing RWY edge lights, perform MISAP.
- initial climb 3000ft, climb straight ahead, at 600ft turn right (no turn before DER RWY 26) to intercept R270 BGN, cross D7 BGN at 3000ft, thence climb to 5000ft and at D12 BGN fly direct to DIVLA and perform the same the PROC again.

During MISAP**ILS RWY 12**

Fly HDG 300°, cross D7 BGN at 3000ft, turn right to BGN VOR 4000ft and hold.

RNP RWY 12

Initial climb 3000ft. Climb to BG060 on course 117°, turn right track 297° to BG065 at or above 3000ft, turn right direct to BGN VOR 4000ft and hold.

ILS X RWY 26

After crossing D7 BGN, climb 5000ft. At D12 BGN fly direct DIVLA and perform the same PROC again.

RNP RWY 08

Follow MISAP, then once established on R297, continue until D20 BGN/DME, turn left to TAPUZ, descend 3000ft and perform the same PROC again.

RNP RWY 26

Follow MISAP, then once established on R270, fly to ORLEV 5000ft, turn right direct to DIVLA at 5000ft and perform the same PROC again.

Arrival Procedure

Arrival Note

Cross WPT LEDRA/VELOX/ERIMO or abeam these points at or below FL310. REQ descent at Nicosia CTL.

Reverse: Do not use more than idle reverse between 2100-0400±.

VFR Traffic Pattern: RWY 12, 08 right-hand circuit at 2000ft.

Non-standard GP Intercept Position on RWY 12

GP intercepts RWY 12 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2798m / 9180ft.

ARRIVAL**Warnings**

On APCH to RWY 26, highway parallel to RWY, may be mistaken for RWY in bad VIS.

GP intercept RWY 26 is very close to end of inbound turn.

ACFT LDG RWY 21 may receive false EGPWS alerts.

DEPARTURE**Take-off Minima**

RWY		03/21, 08/26, 12	
All ACFT	ft - m/km	0 - 350R/350V	HIRL, RCLL, 2 RVR
RWY		30	
All ACFT	ft - m/km	0 - 350R/350V	HIRL, RCLL, 2 RVR
		0 - 1.6V	Refer to DEP PROC: BIRIM 1F, ESTER 1F, LORIM 1F Special, NAT 3F, PURLA 2F, SALAM 3F, TOMAL 3F

Speed

MAX 250 KT IAS below 10000ft, except over water.

SID to East and North: MAX IAS 250 KT below 10000ft unless otherwise cleared by ATC.

Communication

Contact Ben-Gurion Departure immediately after TKOF.

FLTs to Amman: Contact Amman TACC on the second radio set, ASAP but not later than 10NM west of SALAM.

COM Failure

If returning to land:

- perform procedures listed for arriving ACFT.

If not returning to land:

- Follow COM Failure procedures for SIDs
- keep transmitting (Blind Transmission) on the appropriate FREQ or on EMERG FREQ.
- if able, contact TWR by phone (+972-3-9758111) and inform TWR about your intentions.

RWY 26:

Prior being provided with radar vectoring

Follow R254 BGN to SIX. Turn right, 290° track to intercept and follow R270 BGN westbound, climbing to 7000ft. Cross D7 BGN (coastline) MNM 3000ft at DEENA turn right to BGN VOR. Cross BGN VOR at 7000ft.

DEST flights southbound: Proceed on R106 BGN to TALMI and southbound onto R008 MZD VOR to SIVAK at 7000ft, continue climb according to FPL ALT.

DEST flights eastbound: Proceed on R095 BGN to SALAM at 7000ft, continue climb to FPL ALT.

DEPARTURE

After being provided with radar vectoring

DEST flights southbound: ASAP intercept R106 BGN proceed to TALMI and southbound onto R008 MZD to SIVAK at 7000ft, continue climb to FPL ALT.

DEST flights eastbound: ASAP intercept R095 BGN to SALAM at 7000ft, continue climb to FPL ALT.

In both cases, cross D6 BGN eastbound at MNM 6000ft.

RWY 08, 26 MERVA 1G/1H

Climb to 6000ft to KANER, then 8000ft to MERVA. Climb to FPL ALT.

RWY 12 NAT 3C and RWY 30 NAT 3F/3F Special

Climb to 4000ft to KANER and proceed in accordance with FPL ALT.

RWY 08 PURLA 1B

Climb to SIX 5000ft, DEENA 7000ft and PURLA 10000ft. Maintain 10000ft to GITLA or SUVAS, then climb to FPL ALT.

RWY 26, 30 PURLA 2E/2F/2F Special and RWY 12 PURLA 2C

Maintain 3000ft or climb as cleared by ATC until D7 BGN then climb and maintain 8000ft to GILTA or SUVAS via PURLA and climb to FPL ALT.

RWY 26 SOLIN 3E, RWY 12 SOLIN 3C

Climb to 6000ft to KANER, then 8000ft to SOLIN. Climb to FPL ALT.

RWY 26, 30 LORIM 1E, 1F/1F Special

Climb to cross D6 BGN eastbound at 6000ft or above. Maintain last assigned ALT until SIVAK and follow established procedures.

RWY 08/26, 12/30 SALAM 3B/3C/3E/3F/3F Special, TOMAL 3B/3C/3E/3F/3F Special, ESTER 1B/1C/1E/1F/1F Special, BIRIM 1B/1C/1E/1F/1F Special

After passing SALAM/TOMAL/ESTER/BIRIM climb to FPL ALT.

RWY 08, 26 YUVAL 1B/1E

After D7 climb and maintain 8000ft to KESEF. Climb and maintain 10000ft to reach by YUVAL. After MERVA climb to FPL ALT.

DEPARTURE**Departure Procedure****Start-up/Push-back**

CPT (CLR prior to taxi) is provided via DCL or by voice. Contact CPT 15min before start-up and report:

- ACFT callsign and type
- stand number
- ATIS letter
- intended start-up time

DCL: successful CLR must be accepted within 5min or a "Revert to voice" MSG will be received.

Contact GND for push-back and taxi CLR when fully ready for departure. In order to adhere to SLOT times, ACFT will be CLR to push-back and taxi no later than 10min prior to CTOT.

APN BE (stands B21-B39) start-up PROC: ACFT shall start-up all ENG while pushing back to the nearest release point (S1, S2) and commence taxiing ASAP.

APN V (V71-V78) start-up PROC: ACFT will be towed to a start-up PSN and start ENG as instructed by ATC.

APN B, C, D of terminal 3 (GND west): ENG start-up while ACFT is connected to the gate prohibited. Start-up during push-back is permitted.

Transponder OPS

Departing ACFT shall operate on Mode A/ALT and Mode S, when ready for push-back or taxi clearance, whichever earliest. ACFT operating Mode S shall identify using ICAO call sign.

Departure Notes

When cleared for line-up, be ready for immediate TKOF, if unable notify ATC in advance.

If unable to comply with climb gradient, advise ATC before TKOF.

RWY 26, 30**PURLA 2F**

To be assigned only during the period 0400-2100 \pm .

This PROC shall not be used when reported VIS is below 1600m. If unable to comply, during 0400-0600 \pm and 1400-2100 \pm , request PURLA 2F Special or RWY 26 and execute PURLA 2E.

PURLA 2F Special

To be assigned only during the period 0400-0600 \pm and 1400-2100 \pm .

LORIM 1F

To be assigned only during the period 0400-2100 \pm .

This PROC shall not be used when reported VIS is below 1600m.

If unable to comply, during the period 0400-0600 \pm and 1400-2100 \pm , request LORIM 1F Special or RWY 26 and execute LORIM 1E.

LORIM 1F Special

To be assigned only during the period 0400-0600 \pm and 1400-2100 \pm .

RWY 30**SALAM 3F, TOMAL 3F, ESTER 1F, BIRIM 1F**

To be assigned only during the period 0400-2100 \pm .

This PROC shall not be used when reported VIS is below 1600m. If unable to comply, during 0400-0600 \pm and 1400-2100 \pm , request special TKOF to the same DEP from RWY 30, or request RWY 26 to execute SALAM 3E, TOMAL 3E, ESTER 1E, BIRIM 1E accordingly.

SALAM 3F, TOMAL 3F, ESTER 1F, BIRIM 1F Special

To be assigned only during the period 0400-0600 \pm and 1400-2100 \pm .

DEPARTURE

NAT 3F

To be assigned only during the period 0400-2100 \pm .

This PROC shall not be used when reported VIS is below 1600m. If unable to comply, during 0400-0600 \pm and 1400-2100 \pm , request NAT 3F Special or RWY 26 and execute NAT 3E.

NAT 3F Special

To be assigned only during the period 0400-0600 \pm and 1400-2100 \pm .

Preferential SIDs

WB: PURLA - L53 - SUVAS - U/L53 - KAROL

N-WB: PURLA - P52 - GITLA - U/W13A - VELOX

To Amman FIR: SALAM

SB: TOMAL - J10

Intersection TKOF

Preferred INT DEP RWY 26 points: W1 and W2.

For INT DEP from point E, PPR by ATC.

Noise Abatement Procedure: Use ICAO Standard NADP1.

Noise Level Restrictions

After TKOF do not exceed the following noise levels:

- 82dB(A)
- 90dB(A) for ACFT with MTOM 300t / 661400lbs or above.

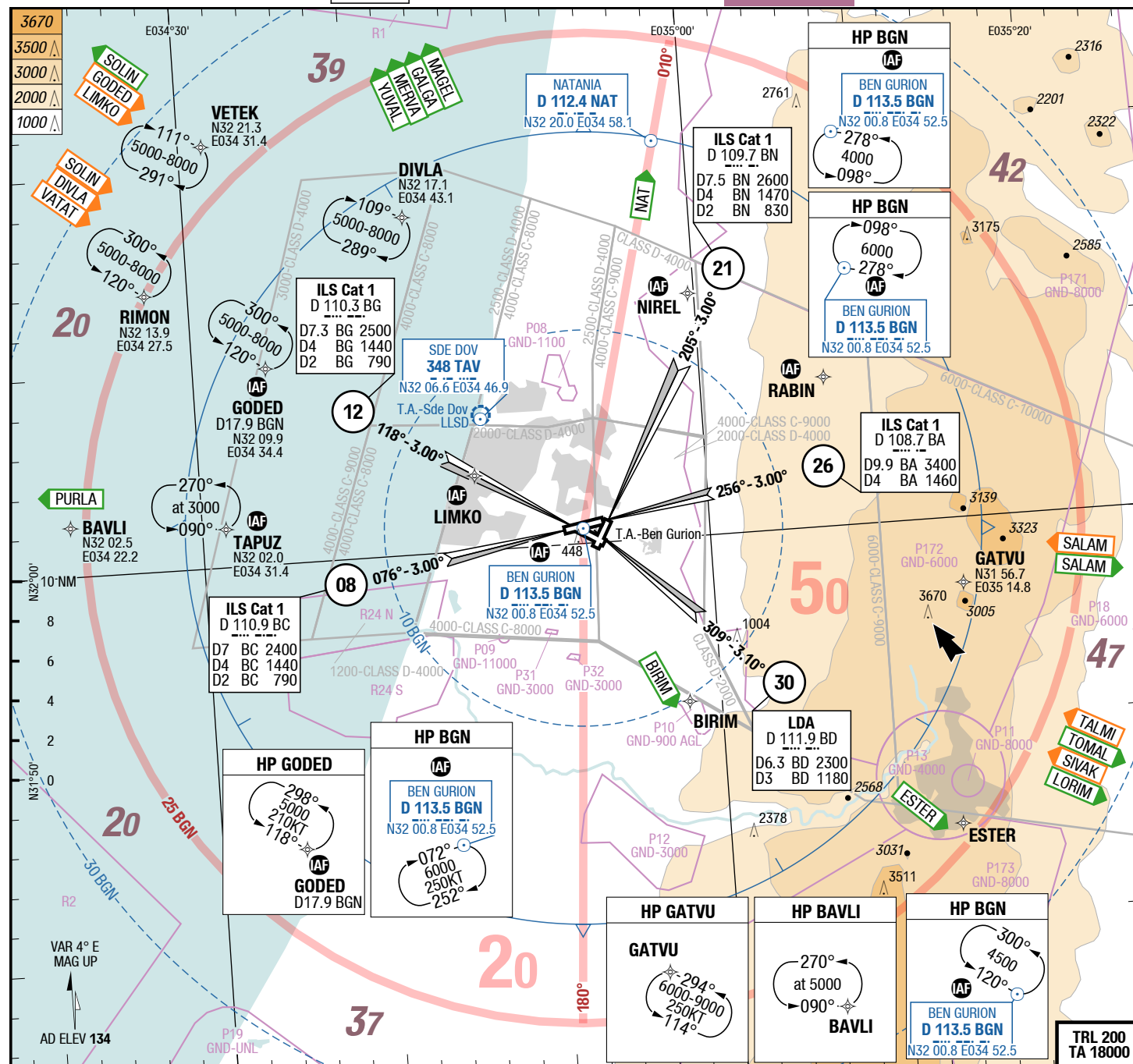
Specify ACFT noise level in FPL. ACFT without Stage 4 Noise Certification will be restricted.

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AFC

AFC

2-10



132.500 ARR
132.800 DEP

131.100 If RWY 21 in use

121.400

119.500

120.500

120.500

134.600

129.200 East
118.050 West

03

2772 x 60 ——— 60 HL
30 HL

THR 134 (5hPa) / TDZ --- (---%)	0.0%
----------------------------------------	------

60 HL
30 HL
60 x 2772
21 HL
0.0%
TDZ --- (---) / THR 134 (5hPa)
HL-P2F

08

THR 97 (4hPa) / **TDZ 109** (---%) +0.2%

1

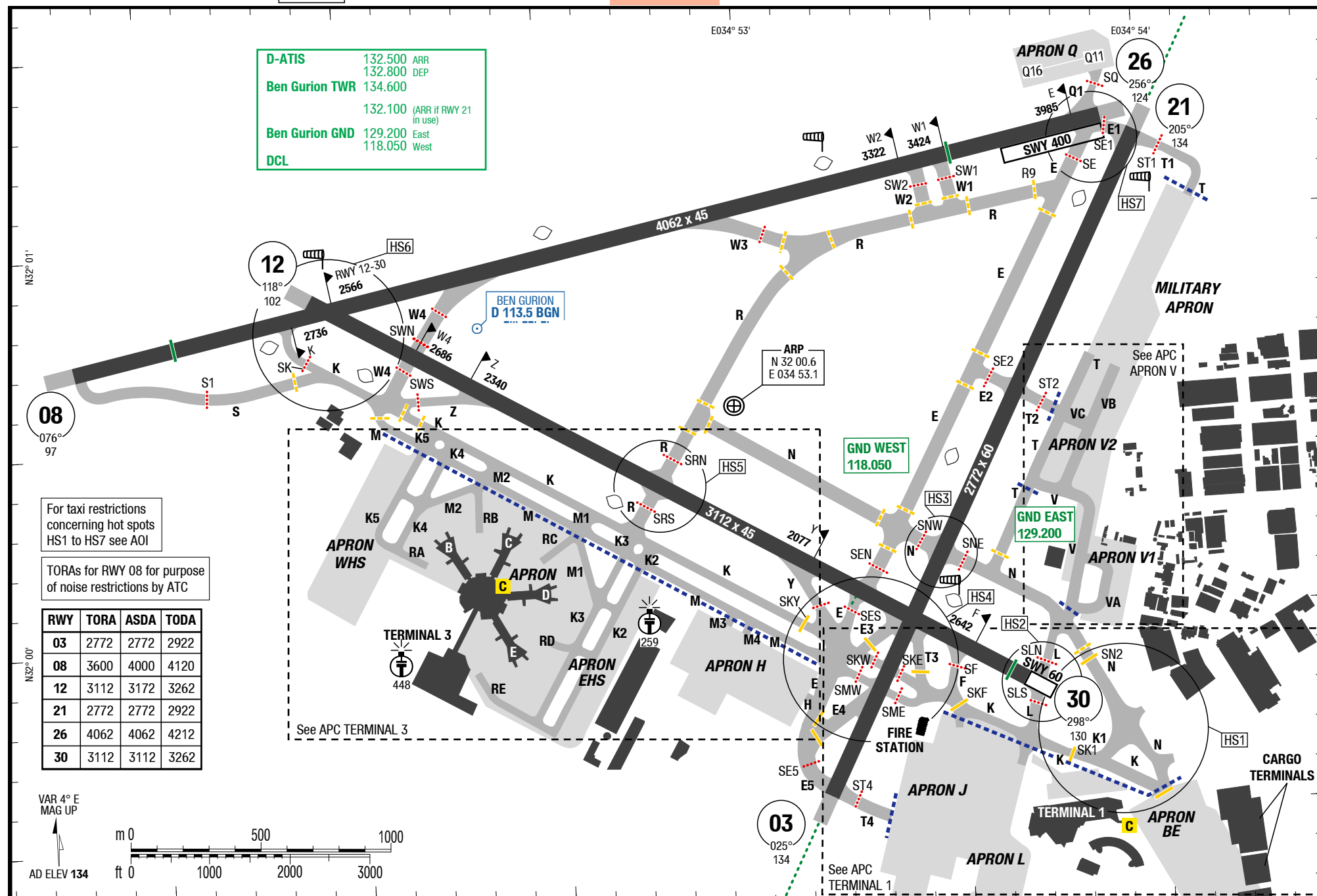
50 HL 30 HL 45 x 3462 604 905 26
3.0° 3.0°
-0.2% TDZ 124 (---) / THR 124 (5hPa) HL-P2

12

50 HL 3.18
30 HL 45 x 3032 75.....
300
-0.3% TDZ 130 (---) / THR 130 (5hPa) HL-N

TRL 200
TA 18000

Changes: Completely revised



12-JUL-2018
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APC TERMINAL 3

APC TERMINAL 1

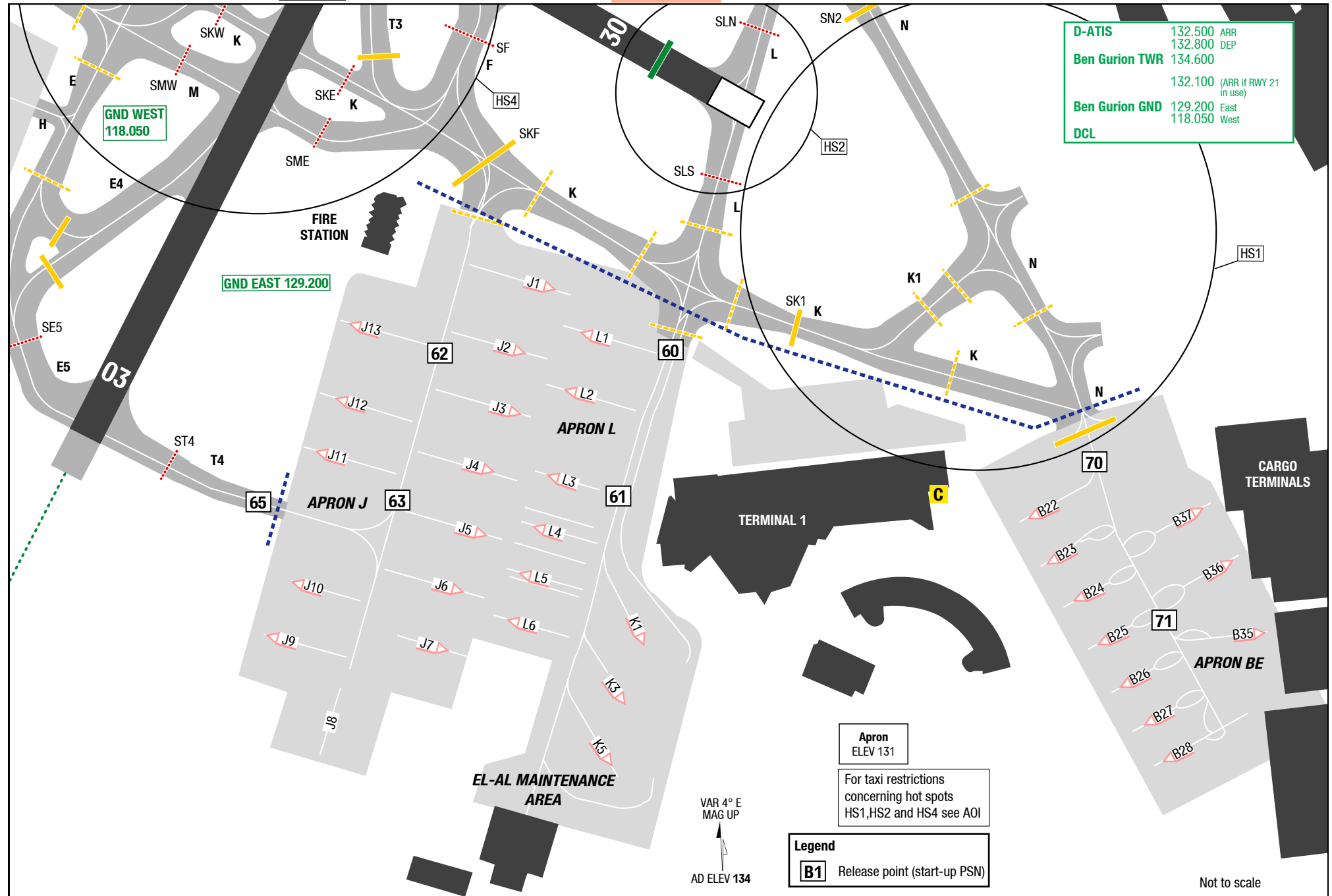
APC

APC

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APC TERMINAL 3

APC TERMINAL 1



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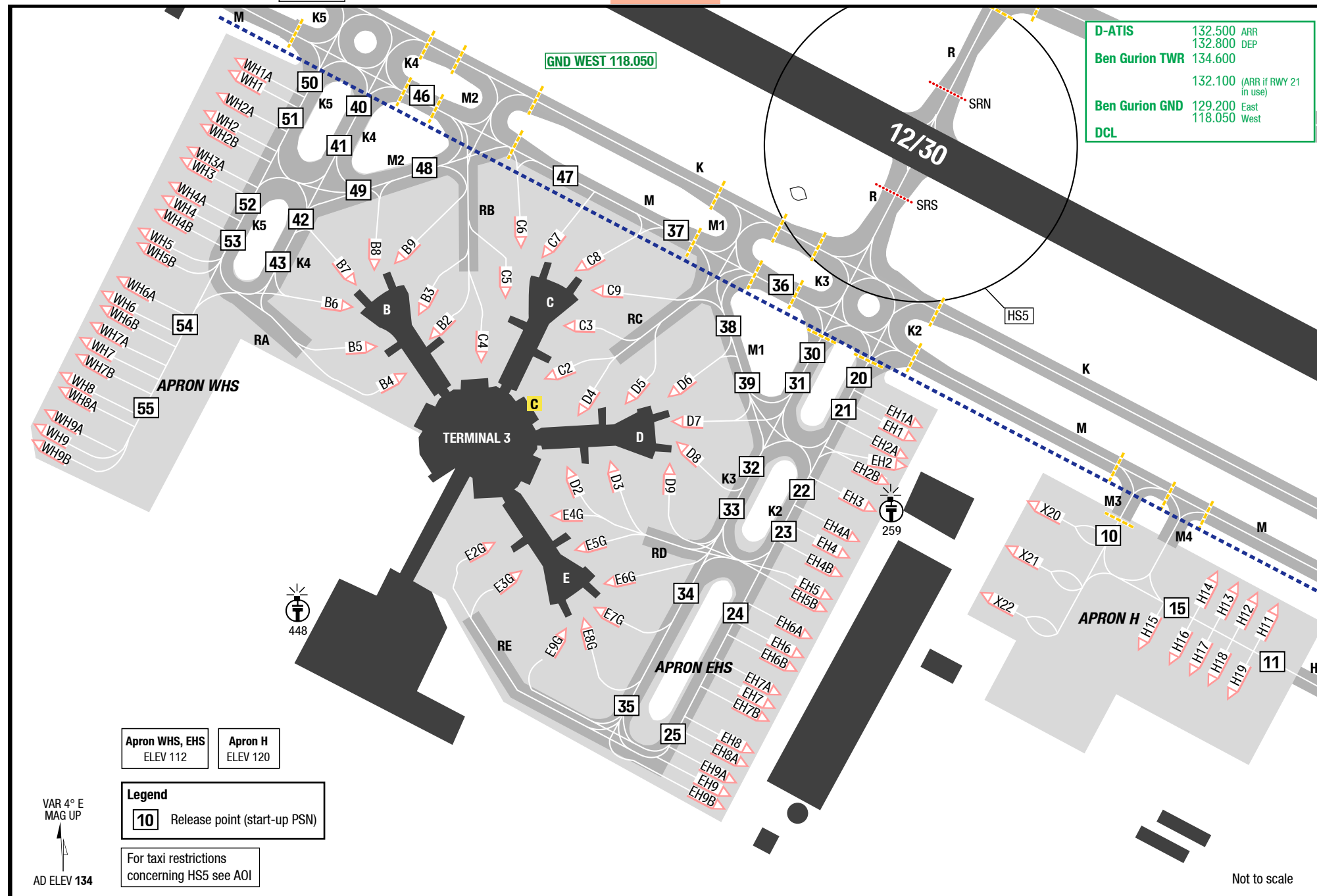
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APC TERMINAL 3

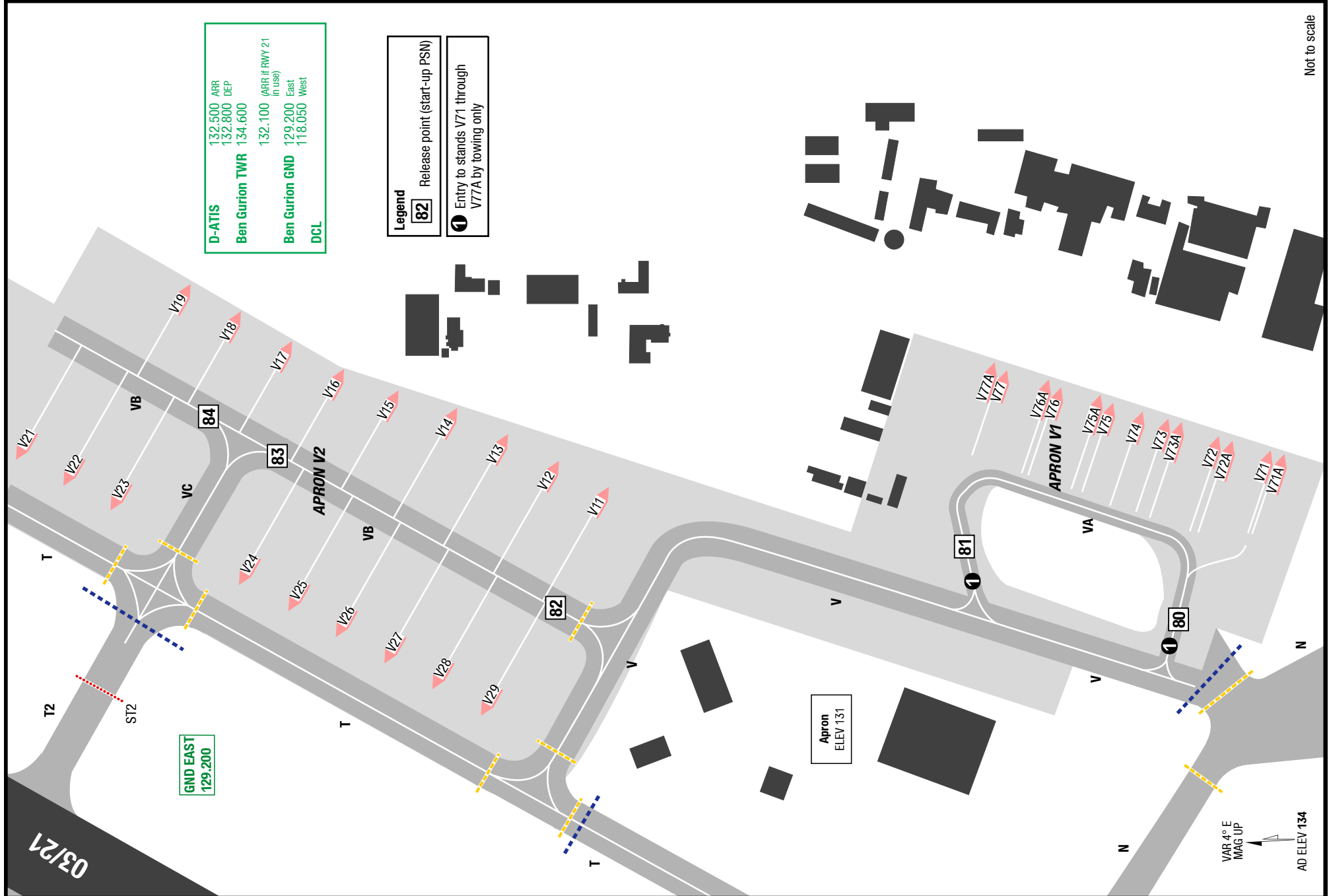
APC

APC

APC TERMINAL 3



3-50



Stand Coordinates

Terminal 3			
B2 - B6	N32 00.3 E034 52.3	B36	N31 59.7 E034 54.1
B7 - B9	N32 00.4 E034 52.3	B37	N31 59.7 E034 54.0
C2	N32 00.3 E034 52.4	J1	N31 59.9 E034 53.5
C3	N32 00.3 E034 52.5	J2, J3	N31 59.8 E034 53.5
C4, C5	N32 00.3 E034 52.4	J4 - J6	N31 59.7 E034 53.5
C6, C7	N32 00.4 E034 52.4	J7, J8	N31 59.6 E034 53.4
C8	N32 00.4 E034 52.5	J9	N31 59.6 E034 53.3
C9	N32 00.3 E034 52.5	J10	N31 59.7 E034 53.3
D2 - D4	N32 00.2 E034 52.5	J11	N31 59.8 E034 53.3
D5	N32 00.3 E034 52.5	J12, J13	N31 59.8 E034 53.4
D6 - D9	N32 00.2 E034 52.6	L1	N31 59.8 E034 53.6
E2G, E3G	N32 00.1 E034 52.4	L2	N31 59.8 E034 53.5
E4G	N32 00.2 E034 52.4	L3 - L5	N31 59.7 E034 53.5
E5G-E8G	N32 00.1 E034 52.5	L6	N31 59.6 E034 53.5
E9G	N32 00.1 E034 52.4	K1, K3	N31 59.6 E034 53.6
EH1 - EH2B	N32 00.2 E034 52.8	K5	N31 59.5 E034 53.6
EH3 - EH5B	N32 00.1 E034 52.7	Apron Q	
EH6, EH6B	N32 00.0 E034 52.7	Q11-Q16	Not published
EH6A	N32 00.1 E034 52.7	Apron V	
EH7 - EH8A	N32 00.0 E034 52.6	Apron V	
WH1, WH1A	N32 00.5 E034 52.2	Apron Q	
WH2	N32 00.5 E034 52.1	Not published	
WH2A	N32 00.5 E034 52.2	Apron V	
WH2B - WH3A	N32 00.5 E034 52.1	Apron V	
WH4 - WH6A	N32 00.4 E034 52.1	Apron V	
WH6	N32 00.4 E034 52.0	Apron V	
WH6B - WH9	N32 00.3 E034 52.0	Apron V	
WH9B	N32 00.2 E034 52.0	Apron V	
H11	N32 00.0 E034 53.1	V75	Not published
H12, H13	N32 00.1 E034 53.1	V75A-V77A	N32 00.2 E034 53.9
H14	N32 00.1 E034 53.0	V11-V13	N32 00.4 E034 53.8
H15-H17	N32 00.0 E034 53.0	V14, V15	N32 00.4 E034 53.9
H18, H19	N32 00.0 E034 53.1	V16-V19	N32 00.5 E034 53.9
X20, X21	N32 00.1 E034 52.9	V21	N32 00.6 E034 53.9
X22	N32 00.1 E034 52.8	V22	N32 00.6 E034 53.8
		V23-V26	N32 00.5 E034 53.8
Terminal 1		V27, V28	N32 00.4 E034 53.8
B22, B23	N31 59.7 E034 53.9	V29	N32 00.4 E034 53.7
B24	N31 59.6 E034 53.9		
B25 - B27	N31 59.6 E034 54.0		
B28	N31 59.5 E034 54.0		
B35	N31 59.6 E034 54.1		

19-APR-2018

4-10

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RNAV 08 BIRIM/ESTER/SALAM/TOMAL

RNAV 03/08/12/21 NAT 1A/1B/1D PURLA 2G

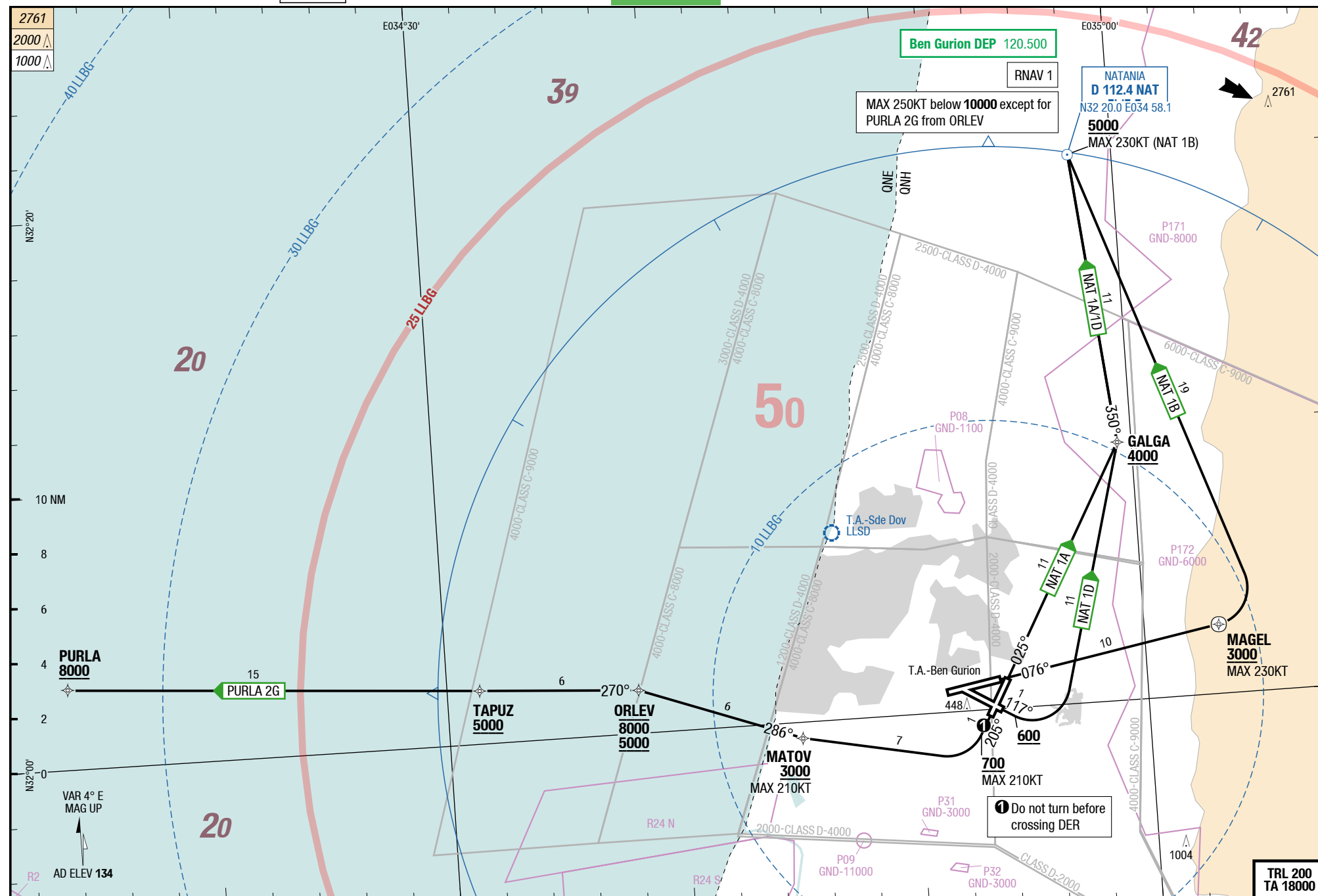
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RNAV 08 BIRIM/ESTER/SALAM/TOMAL

RNAV 03/08/12/21 NAT 1A/1B/1D PURLA 2G



Changes: New

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19-APR-2018

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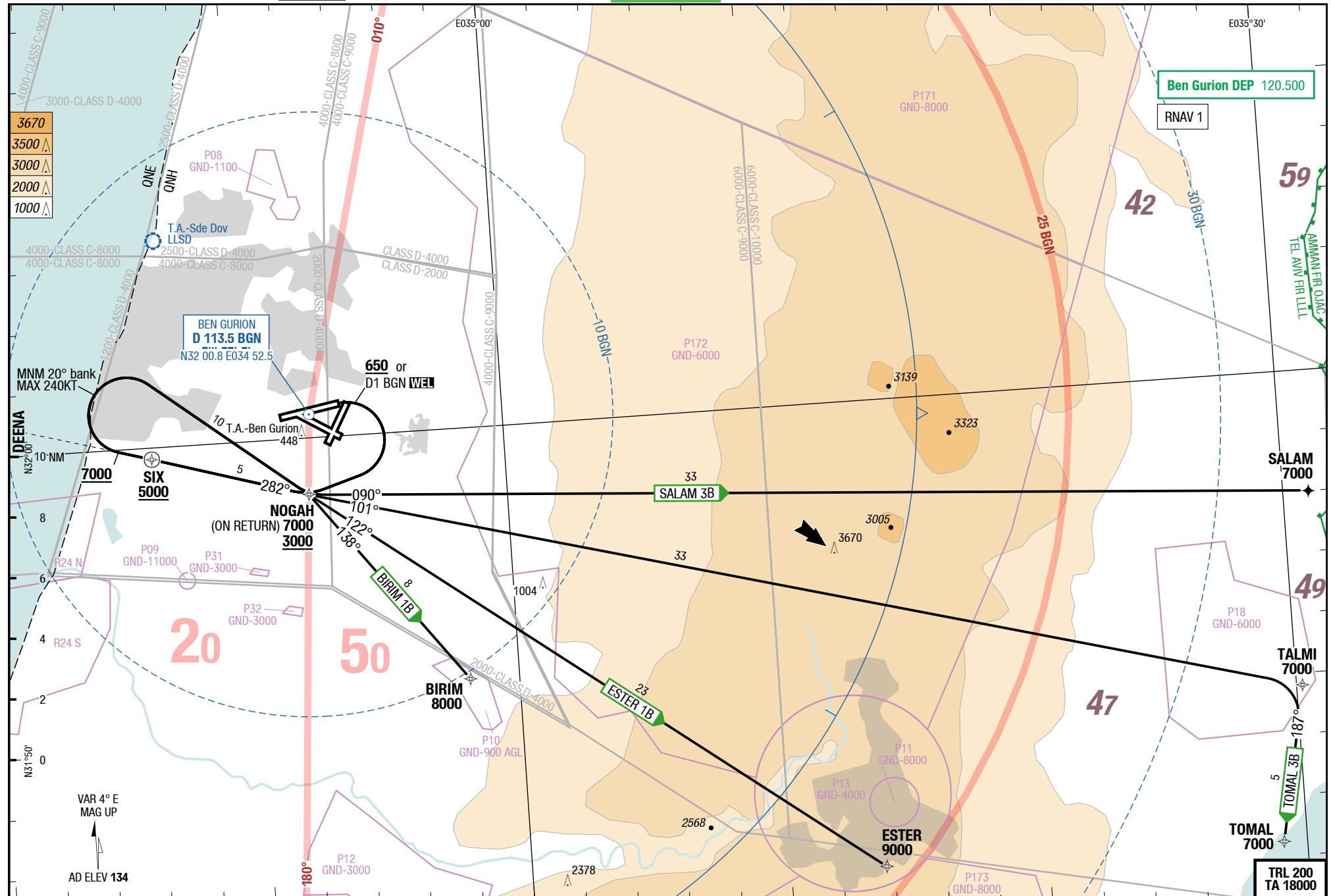
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4-20

RNAV 08 BIRIM/ESTER/SALAM/TOMAL

RNAV 08 BIRIM/ESTER/SALAM/TOMAL



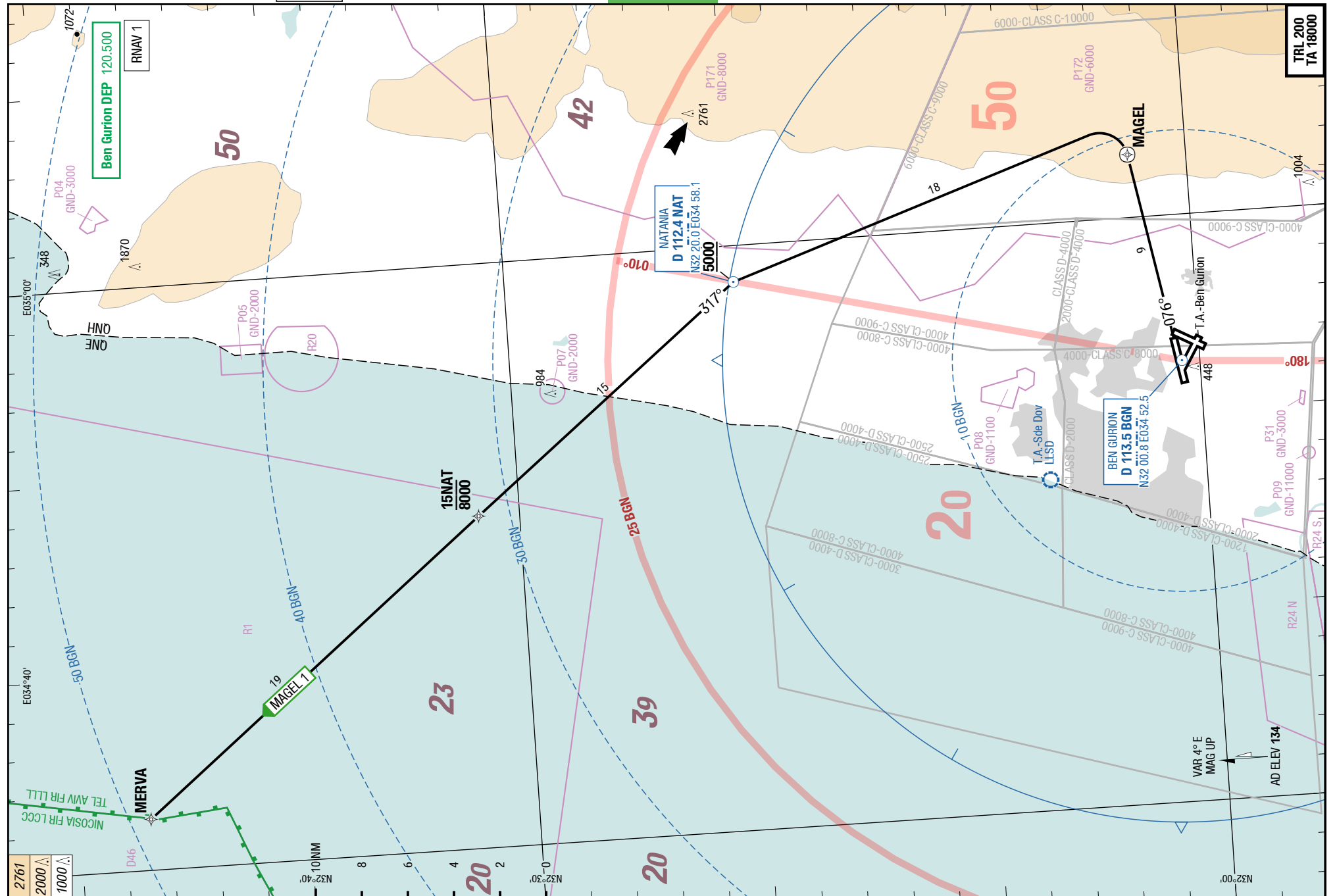
Changes: ASP, MSA, OBST, SUAs, Editorial

TLV-LLBG**RNAV 08 MAGEL 1**

SID

SID

RNAV 08 MAGEL 1



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Changes: ASP, MSA, OBST, SUAs, Editorial

19-APR-2018

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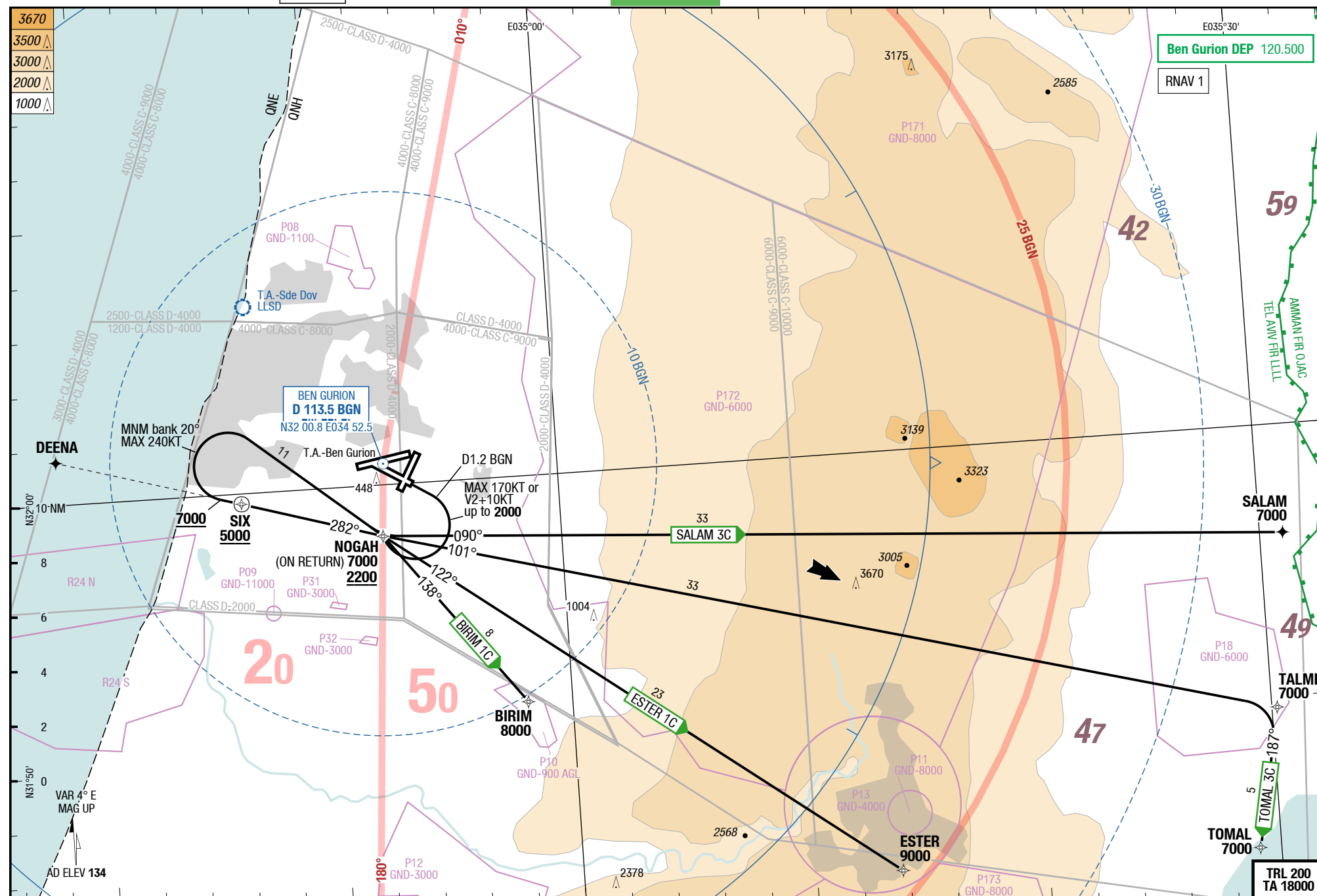
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4-40

RNAV 12 BIRIM/ESTER/SALAM/TOMAL

SID

SID

RNAV 12 BIRIM/ESTER/SALAM/TOMAL

Changes: ASP, MSA, OBST, SUAs, Editorial

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19-APR-2018

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RNAV 30 BIRIM/ESTER/SALAM/TOMAL

4-50

RNAV 26 BIRIM/ESTER/SALAM/TOMAL

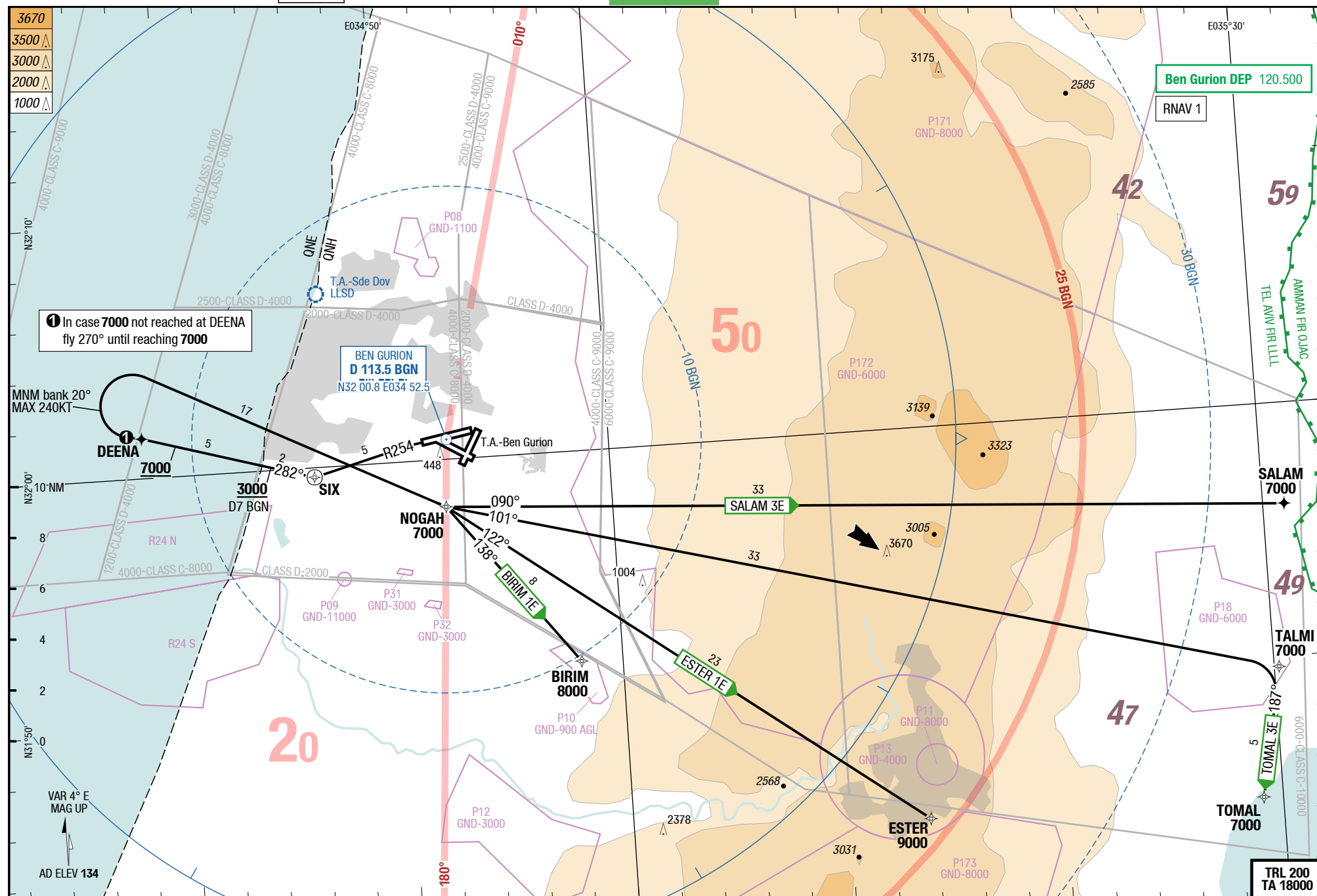
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RNAV 30 BIRIM/ESTER/SALAM/TOMAL

RNAV 26 BIRIM/ESTER/SALAM/TOMAL



Changes: ASP, MSA, OBST, SUAs, Editorial

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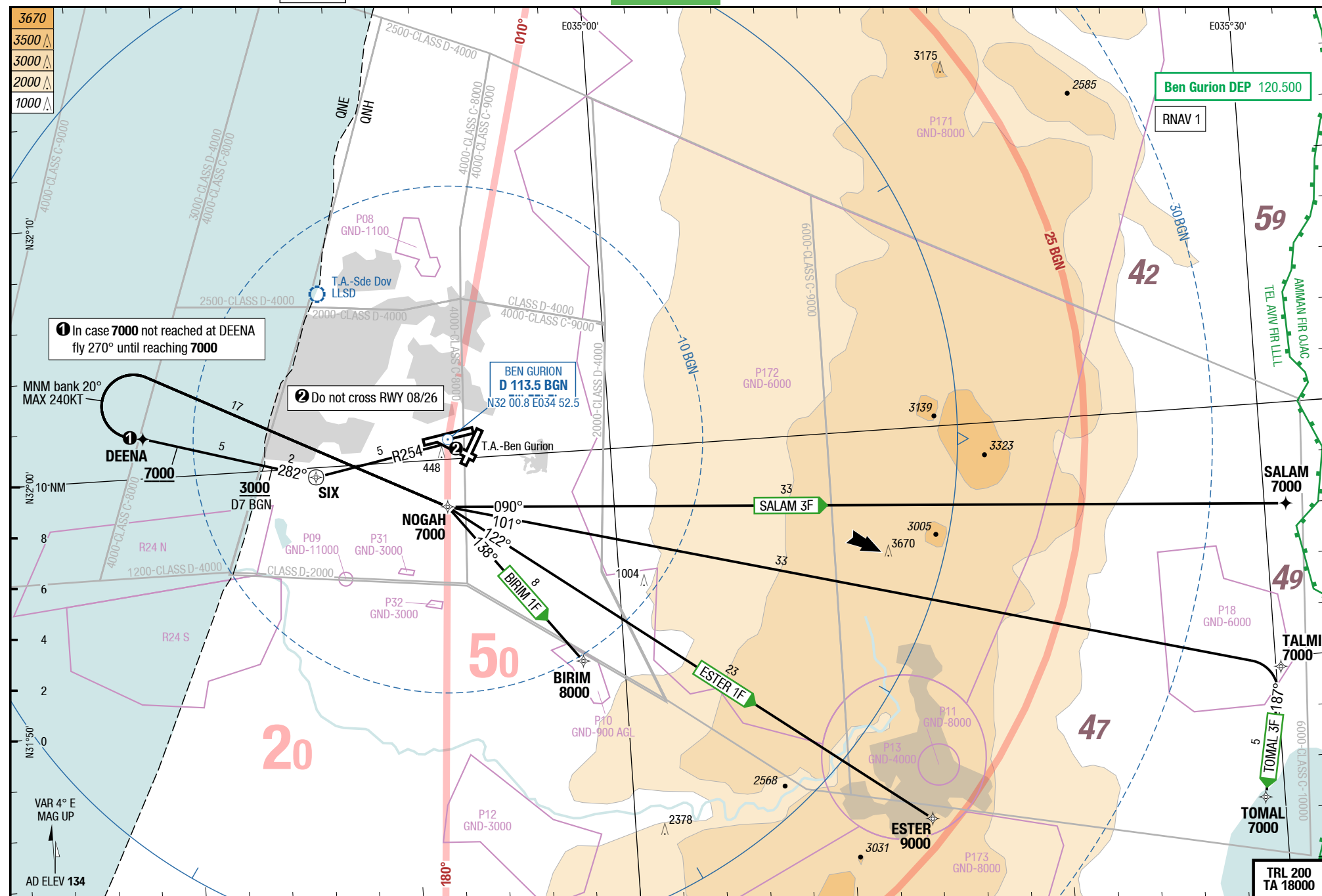
4-60

RNAV 30 BIRIM/ESTER/SALAM/TOMAL

SID

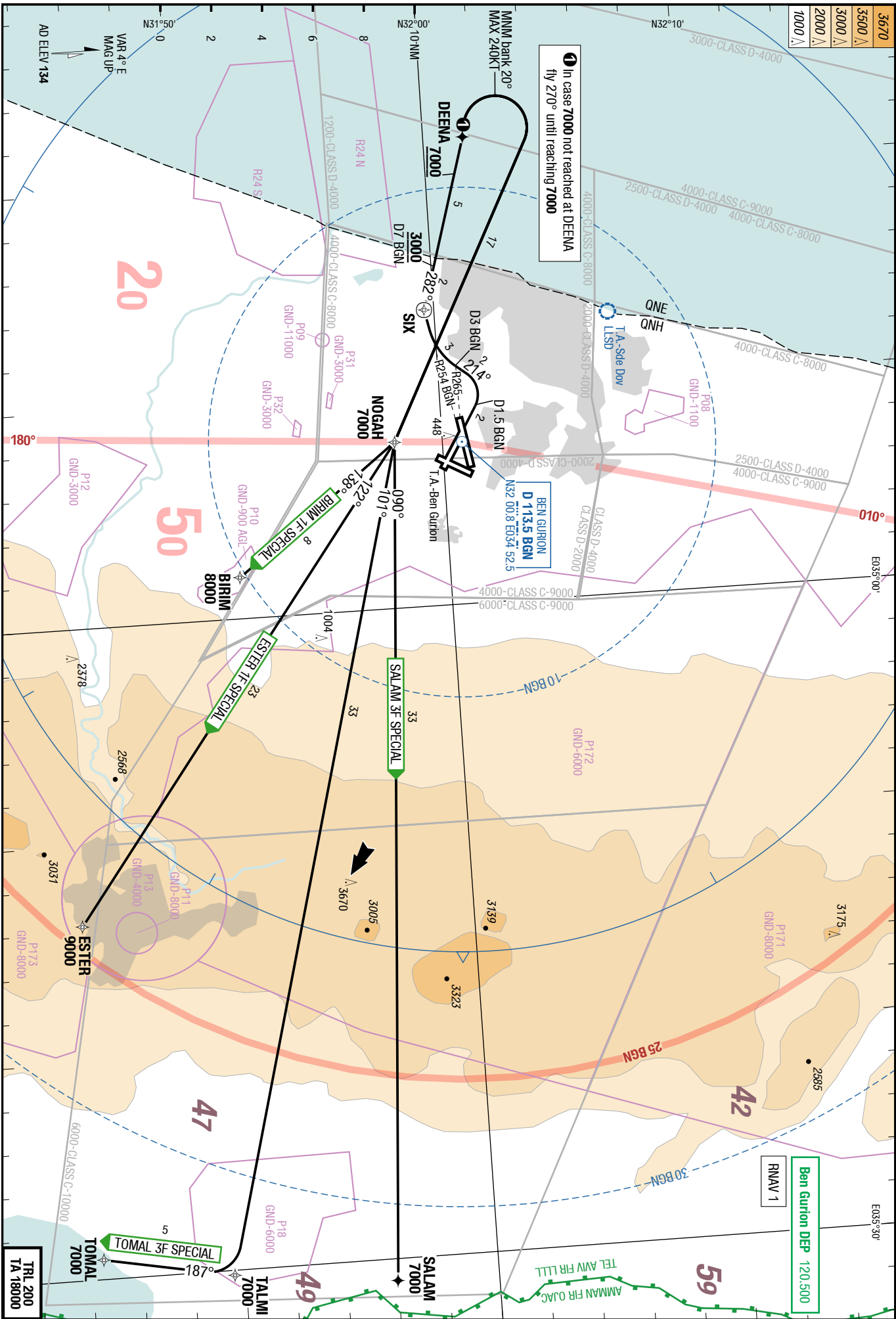
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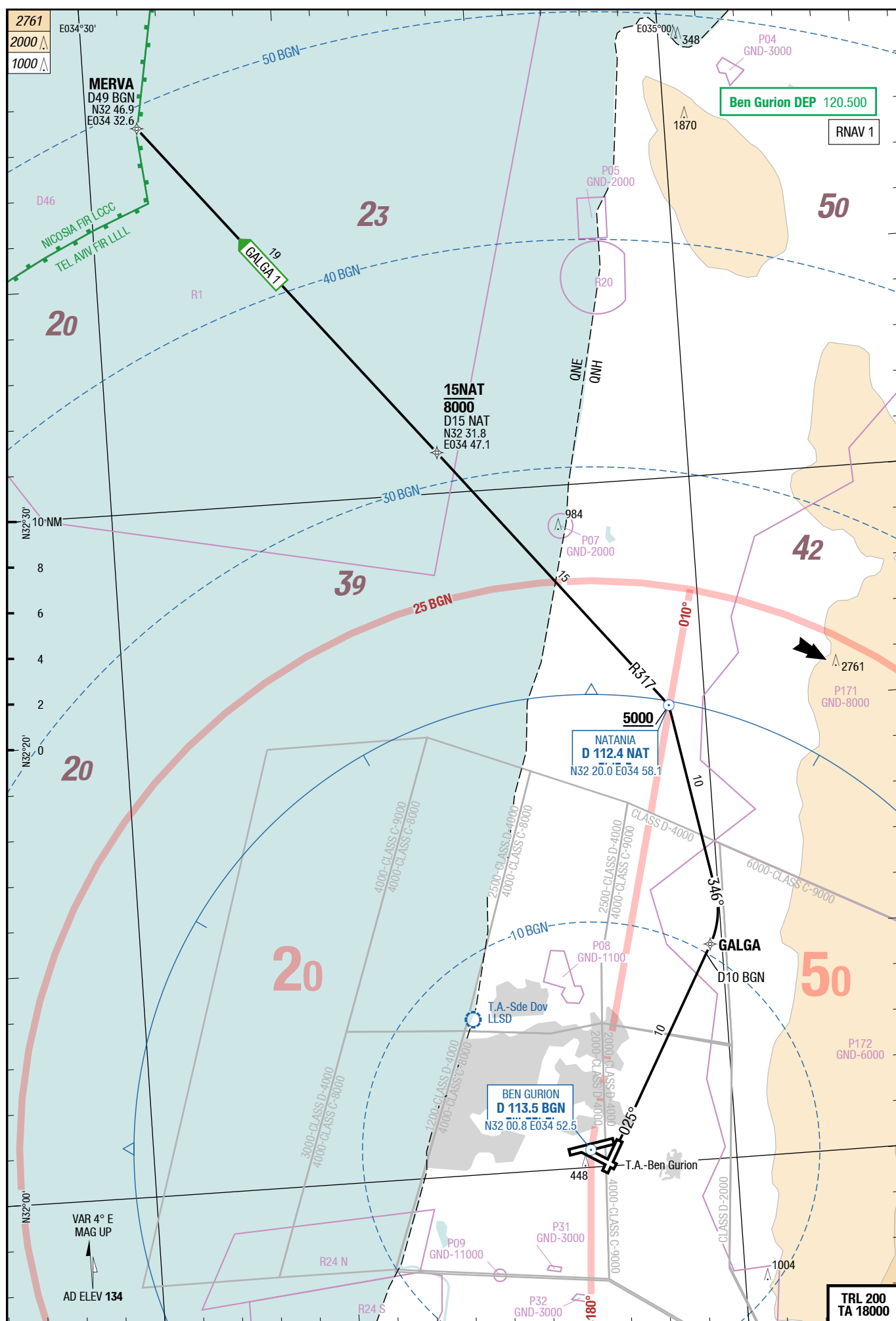
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RNAV 30 BIRIM/ESTER/SALAM/TOMAL

Changes: ASP, MSA, OBST, SUAs, Editorial

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12-JUL-2018
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RWYs 08/26 YUVAL 1B/1E

4-90

RWYs 08/26 MERVA 1G/1H/PURLA 1B

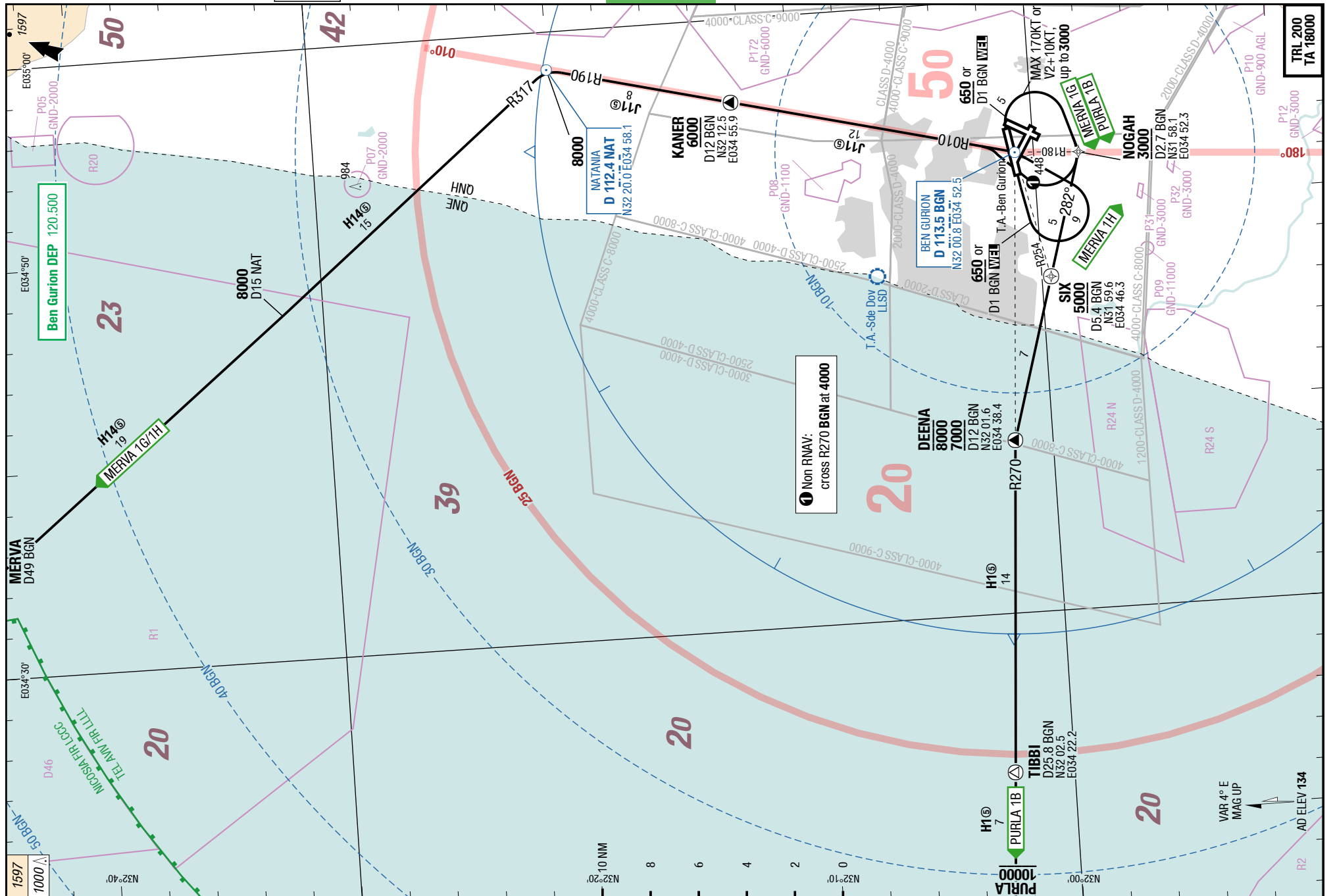
SID

SID

Ben Gurion **Tel Aviv** Israel

RWYs 08/26 YUVAL 1B/1E

RWYs 08/26 MERVA 1G/1H/PURLA 1B



Changes: Nil

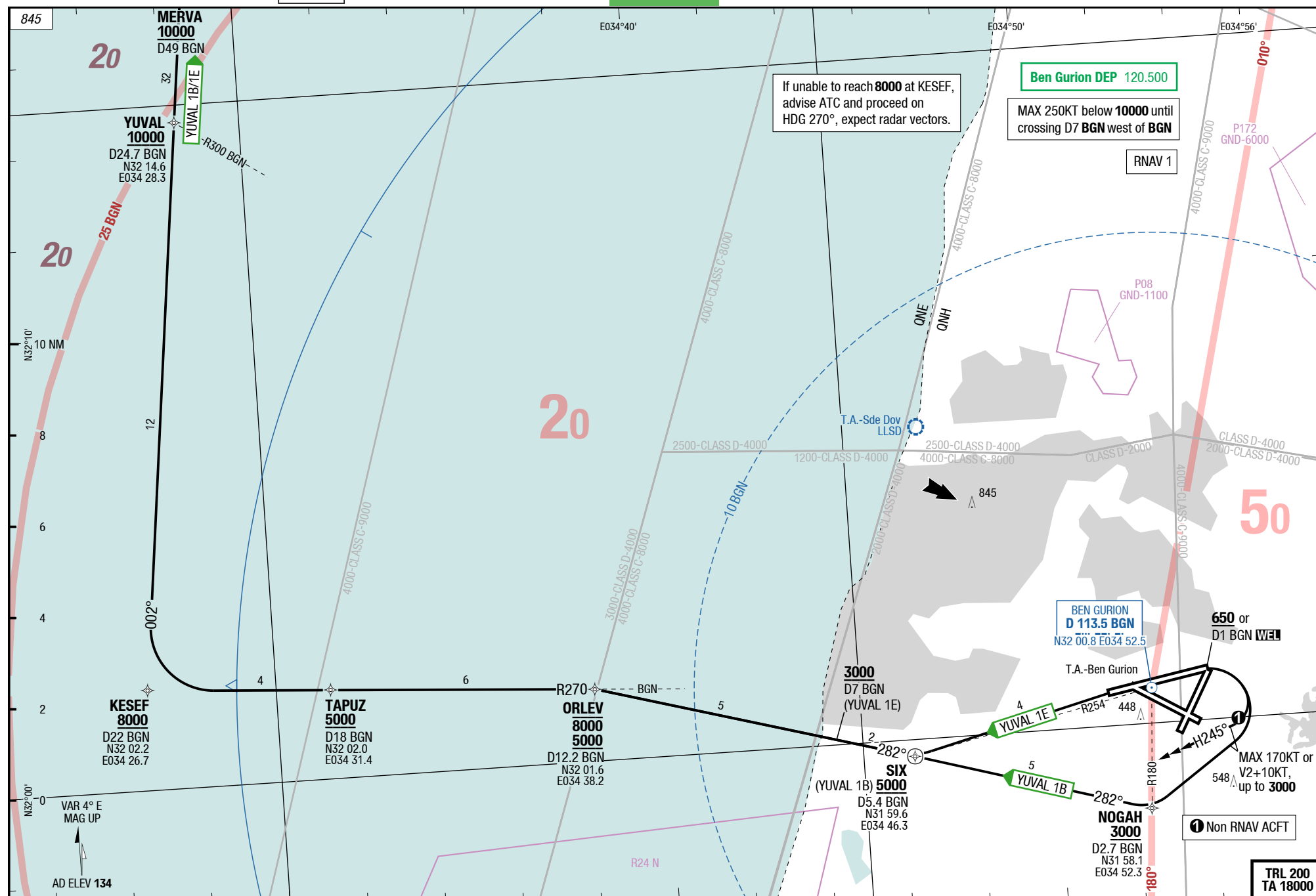
TLV-LLBG

4-100 RWYs 08/26 YUVAL 1B/1E

SID

SID

RWYs 08/26 YUVAL 1B/1E



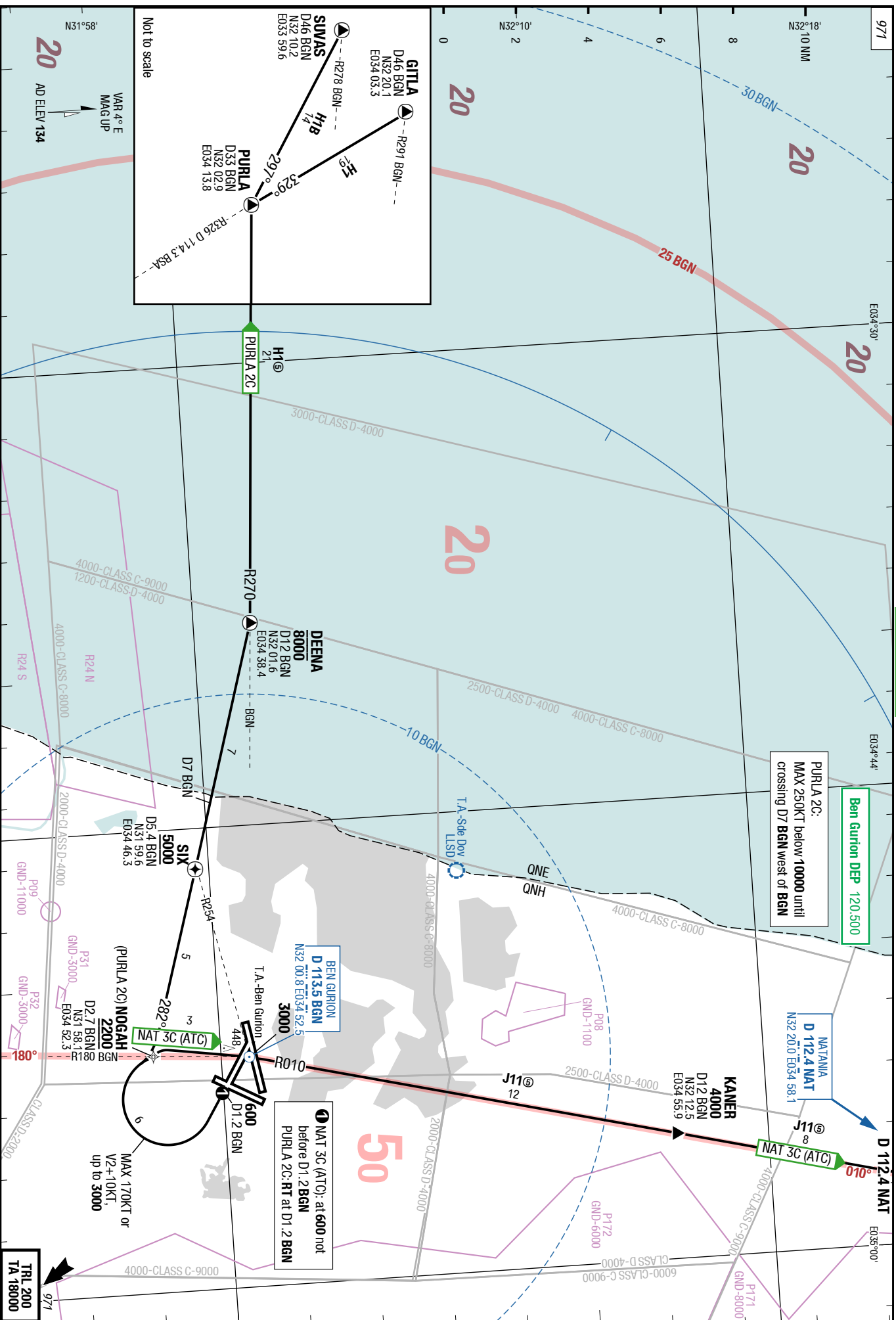
Changes: Note, OBST

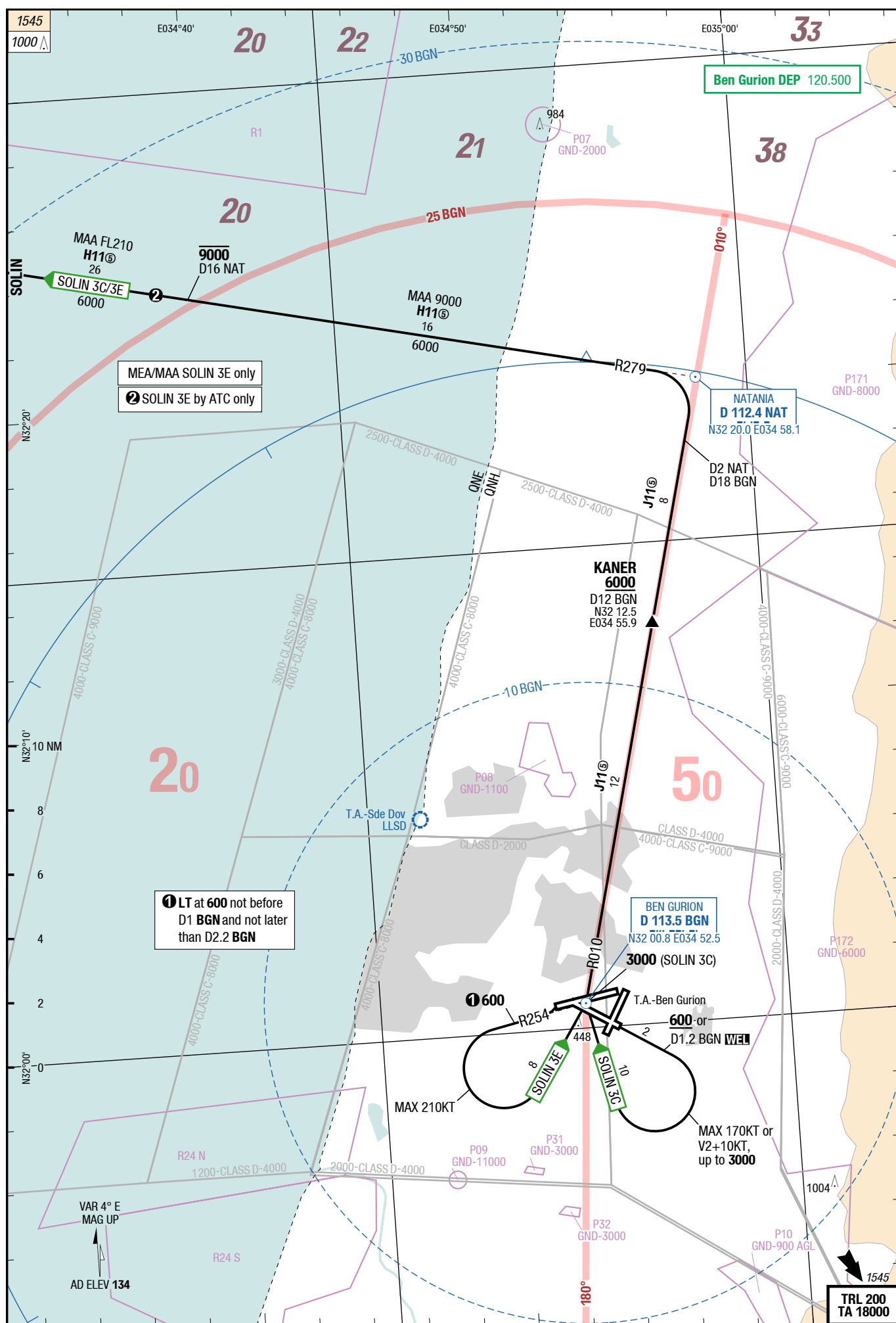
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RWYS 12/26 SOLIN 3C/3E

RWY 12 NAT 3C (ATC)/PURLA 2C





TLV-LLBG

RWYs 26/30 PURLA DEPs

4-130

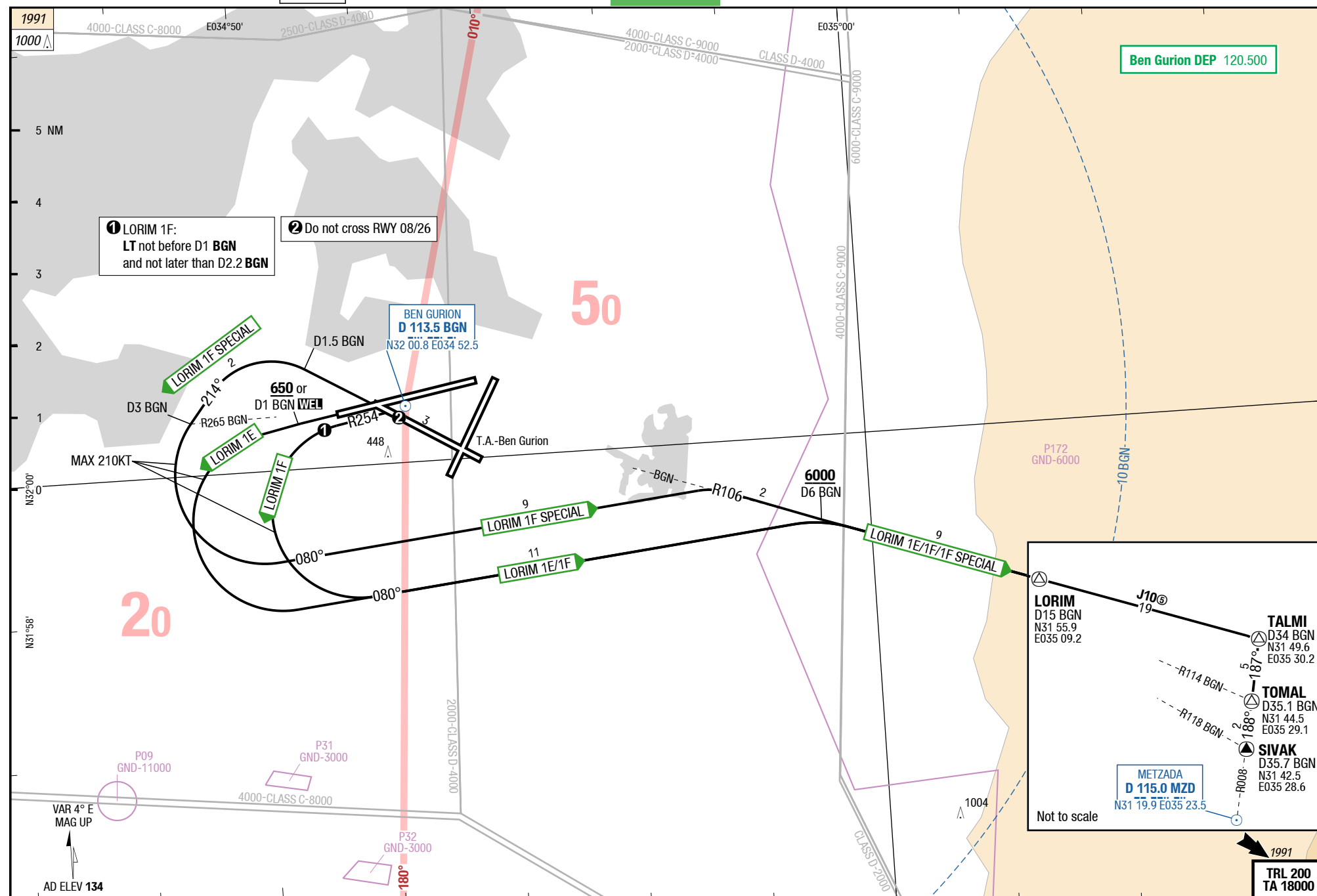
RWYs 26/30 LORIM DEPs

SID

SID

RWYs 26/30 PURLA DEPs

RWYs 26/30 LORIM DEPs



Changes: MSA, ASP

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Israel **Tel Aviv** Ben GurionBen Gurion **Tel Aviv** Israel**TLV-LLBG**

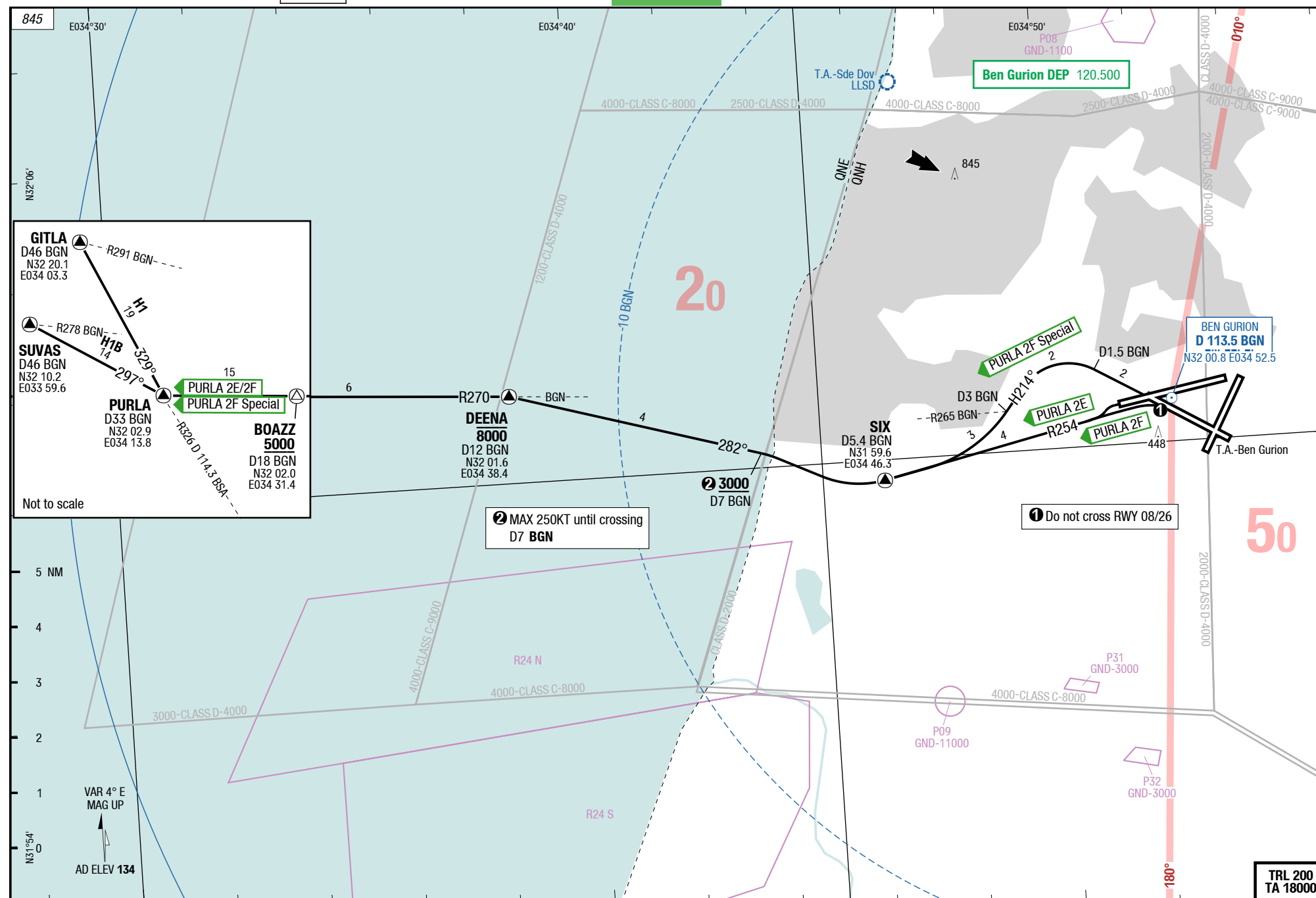
4-140

RWYs 26/30 PURLA DEPs

SID

SID

RWYs 26/30 PURLA DEPs



Changes: MSA, ASP, SUAs

TRL 200
TA 18000

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4-150

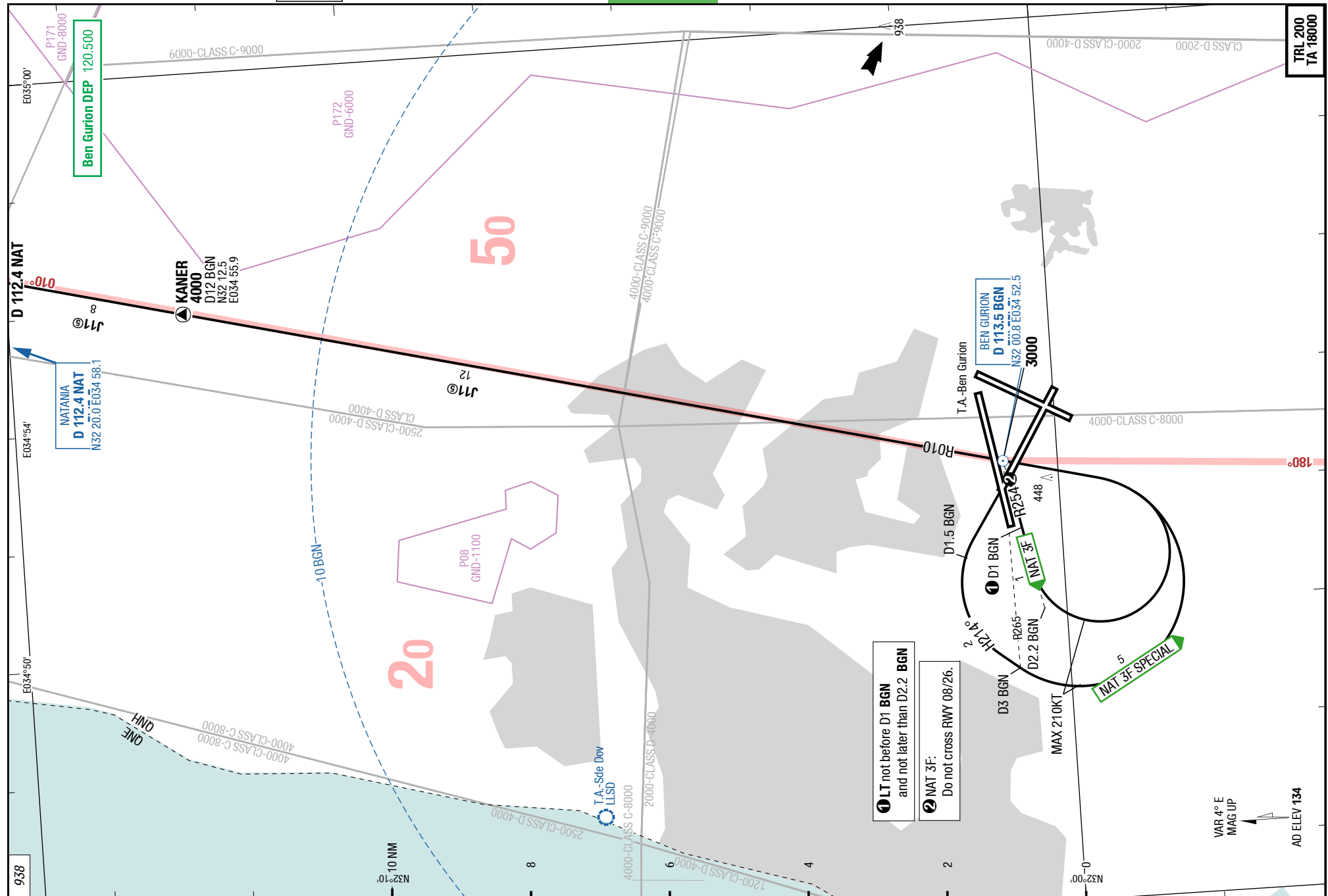
RWY 30 NAT 3F/3F SPEC (ATC)

SID

SID

NIL

RWY 30 NAT 3F/3F SPEC (ATC)



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NATANIA 1A / NATANIA 1B / NATANIA 1D / PURLA 2G

RWYs 03 (025°) / 08 (076°) / 12 (118°) / 21 (205°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
NATANIA 1A NAT 1A 7.0% to 4000 120.500 ①	GALGA - NAT	GALGA MNM 4000 NAT MNM 5000 initial climb 5000
	Runway 08	
NATANIA 1B NAT 1B 7.0% to 3000 3.6% to 1800 120.500 ②	MAGEL [K230- ;L] - DCT NAT [K230-]	MAGEL MNM 3000 NAT MNM 5000 initial climb 5000
	Runway 12	
NATANIA 1D NAT 1D 7.0% to 4000 3.6% to 2000 120.500 ②	117° [A600+ ;L] - DCT GALGA - NAT	GALGA MNM 4000 NAT MNM 5000 initial climb 5000
	Runway 21	
PURLA 2G 5.5% to 3000 120.500 ③④	205° [A700+ ;K210- ;R] - DCT MATOV [K210-] - ORLEV - TAPUZ - PURLA	MATOV MNM 3000 ORLEV between 5000 and 8000 TAPUZ MNM 5000 PURLA MNM 8000 initial climb 5000

① Climb gradient 7.0% due to airspace restriction. If unable to perform advice ATC.

② Climb gradient 7.0% due to airspace restriction. If unable to perform advice ATC and execute 3.6% climb gradient due to obstacles

③ Climb gradient 5.5% due to airspace restriction. If unable to perform advice ATC.

④ Do not turn before crossing DER

BIRIM 1B / ESTER 1B / SALAM 3B / TOMAL 3B

RWY 08 (076°)

After take-off contact Ben Gurion DEP and report ALT

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BIRIM 1B 4.4% to 5000 120.500 ①	MNM 650 or D1 BGN , whichever is later, RT to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) direct to NOGAH - BIRIM	NOGAH MNM 3000 SIX MNM 5000 NOGAH at 7000 BIRIM at 8000 initial climb 5000
ESTER 1B 4.4% to 5000 120.500 ①	MNM 650 or D1 BGN , whichever is later, RT to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) direct to NOGAH - ESTER	NOGAH MNM 3000 SIX MNM 5000 NOGAH at 7000 ESTER at 9000 initial climb 5000
SALAM 3B 4.4% to 5000 120.500 ①	MNM 650 or D1 BGN , whichever is later, RT to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) direct to NOGAH - SALAM	NOGAH MNM 3000 SIX MNM 5000 NOGAH at 7000 SALAM at 7000 initial climb 5000
TOMAL 3B 4.4% to 5000 120.500 ①	MNM 650 or D1 BGN , whichever is later, RT to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) direct to NOGAH - TALMI - TOMAL	NOGAH MNM 3000 SIX MNM 5000 NOGAH at 7000 TALMI at 7000 TOMAL at 7000 initial climb 5000

① If unable to comply with climb gradient, advise ATC prior start-up.

MAGEL 1

RWY 08 (076°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
MAGEL 1 5.0% to 3000 120.500 ①	MAGEL [L] - NAT [A5000+ ;L] - 15NAT [A8000-] - MERVA	initial climb 5000

① If unable to comply with climb gradient, advise ATC.

BIRIM 1C / ESTER 1C / SALAM 3C / TOMAL 3C

RWY 12 (118°)

After take-off contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BIRIM 1C 5.0% to 7000 120.500 ①	At D1.2 BGN RT (MAX 170KT or V2+10KT up to 2000) to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - BIRIM	NOGAH MNM 2200 SIX MNM 5000 NOGAH at 7000 BIRIM at 8000 initial climb 5000
ESTER 1C 5.0% to 7000 120.500 ①	At D1.2 BGN RT (MAX 170KT or V2+10KT up to 2000) to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - ESTER	NOGAH MNM 2200 SIX MNM 5000 NOGAH at 7000 ESTER at 9000 initial climb 5000
SALAM 3C 5.0% to 7000 120.500 ①	At D1.2 BGN RT (MAX 170KT or V2+10KT up to 2000) to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - SALAM	NOGAH MNM 2200 SIX MNM 5000 NOGAH at 7000 SALAM at 7000 initial climb 5000
TOMAL 3C 5.0% to 7000 120.500 ①	At D1.2 BGN RT (MAX 170KT or V2+10KT up to 2000) to NOGAH - SIX towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - TALMI - TOMAL	NOGAH MNM 2200 SIX MNM 5000 NOGAH at 7000 TALMI at 7000 TOMAL at 7000 initial climb 5000

① If unable to comply climb gradient, advise ATC prior start-up.

BIRIM 1E / ESTER 1E / SALAM 3E / TOMAL 3E

RWY 26 (256°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BIRIM 1E 7.0% to 3000 120.500 ①②	as soon as practicable intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - BIRIM	D7 BGN MNM 3000 NOGAH at 7000 BIRIM at 8000 initial climb 3000
ESTER 1E 7.0% to 3000 120.500 ①②	as soon as practicable intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - ESTER	D7 BGN MNM 3000 NOGAH at 7000 ESTER at 9000 initial climb 3000
SALAM 3E 7.0% to 3000 120.500 ①②	as soon as practicable intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - SALAM	D7 BGN MNM 3000 NOGAH at 7000 SALAM at 7000 initial climb 3000
TOMAL 3E 7.0% to 3000 120.500 ①②	as soon as practicable intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - TALMI - TOMAL	D7 BGN MNM 3000 NOGAH at 7000 TALMI at 7000 TOMAL at 7000 initial climb 3000

① If unable to comply with climb gradient, advise ATC prior start-up.

② In case 7000 not reached at DEENA fly 270° until reaching 7000

BIRIM 1F / ESTER 1F / SALAM 3F / TOMAL 3F

RWY 30 (298°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BIRIM 1F 7.0% to 3000 120.500 ①②	as soon as practicable LT (Do not cross RWY 08/26) intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - BIRIM	D7 BGN MNM 3000 NOGAH at 7000 BIRIM at 8000 initial climb 3000
ESTER 1F 7.0% to 3000 120.500 ①②	as soon as practicable LT (Do not cross RWY 08/26) intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - ESTER	D7 BGN MNM 3000 NOGAH at 7000 ESTER at 9000 initial climb 3000
SALAM 3F 7.0% to 3000 120.500 ①②	as soon as practicable LT (Do not cross RWY 08/26) intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - SALAM	D7 BGN MNM 3000 NOGAH at 7000 SALAM at 7000 initial climb 3000
TOMAL 3F 7.0% to 3000 120.500 ①②	as soon as practicable LT (Do not cross RWY 08/26) intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM bank 20°, MAX 240KT) to NOGAH - TALMI - TOMAL	D7 BGN MNM 3000 NOGAH at 7000 TALMI at 7000 TOMAL at 7000 initial climb 3000

① If unable to comply with climb gradient, advise ATC prior start-up.

② In case 7000 not reached at DEENA fly 270° until reaching 7000

BIRIM 1F SPECIAL / ESTER 1F SPECIAL / SALAM 3F SPECIAL / TOMAL 3F SPECIAL
RWY 30 (298°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BIRIM 1F SPECIAL 7.0% to 3000 120.500 ①②	at D1.5 BGN LT 214° - crossing R265 BGN/D3 BGN RT intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM 20° bank, MAX 240KT) to NOGAH - BIRIM	D7 BGN MNM 3000 NOGAH at 7000 BIRIM at 8000 initial climb 3000
ESTER 1F SPECIAL 7.0% to 3000 120.500 ①②	at D1.5 BGN LT 214° - crossing R265 BGN/D3 BGN RT intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM 20° bank, MAX 240KT) to NOGAH - ESTER	D7 BGN MNM 3000 NOGAH at 7000 ESTER at 9000 initial climb 3000
SALAM 3F SPECIAL 7.0% to 3000 120.500 ①②	at D1.5 BGN LT 214° - crossing R265 BGN/D3 BGN RT intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM 20° bank, MAX 240KT) to NOGAH - SALAM	D7 BGN MNM 3000 NOGAH at 7000 SALAM at 7000 initial climb 3000
TOMAL 3F SPECIAL 7.0% to 3000 120.500 ①②	at D1.5 BGN LT 214° - crossing R265 BGN/D3 BGN RT intercept R254 BGN to SIX - RT towards DEENA - at MNM 7000 RT (MNM 20° bank, MAX 240KT) to NOGAH - TALMI - TOMAL	D7 BGN MNM 3000 NOGAH at 7000 TALMI at 7000 TOMAL at 7000 initial climb 3000

① If unable to comply with climb gradient, advise ATC prior start-up

② In case 7000 not reached at DEENA fly 270° until reaching 7000

GALGA 1

RWY 03 (025°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
GALGA 1 5.0% to 3000 120.500 ①	at D10 BGN LT to NAT - R317 NAT to MERVA FMS GALGA [L] - NAT [L] - 15NAT - MERVA	NAT MNM 5000 R317/D15 NAT MAX 8000 NAT MNM 5000 15NAT MAX 8000 initial climb 5000

① Climb gradient due to airspace restriction. If unable to comply advise ATC.

12-JUL-2018

TLV-LLBG

5-90

RWYs 08/26 MERVA 1G/1H/PURLA 1B

MERVA 1G / PURLA 1B / MERVA 1H

RWYs 08 (076°) / 26 (256°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
MERVA 1G 4.4% to 4000 120.500 ①	MNM 650 or D1 BGN , whichever is later, RT (MAX 170KT or V2 +10KT, up to 3000) direct NOGAH - RT intercept R010 BGN to KANER - NAT - R317 NAT to MERVA Non RNAV MNM 650 or D1 BGN , whichever is later, RT (MAX 170KT or V2 +10KT, up to 3000) HDG 245° - expect radar vectors to cross R270 BGN at 4000 - intercept R010 BGN to KANER - NAT - R317 NAT to MERVA	NOGAH MNM 3000 KANER MNM 6000 NAT at 8000 D15 NAT at 8000
PURLA 1B 4.4% to 5000 120.500 ②	MNM 650 or D1 BGN , whichever is later, RT (MAX 170KT or V2 +10KT, up to 3000) direct NOGAH - SIX - DEENA - TIBBI - PURLA Non RNAV RT HDG 240° - expect radar vector to DEENA	NOGAH MNM 3000 SIX MNM 5000 DEENA between 7000 and 8000 PURLA MNM 10000 initial climb 5000
	Runway 26	
MERVA 1H 6.7% to 3000 120.500 ①	MNM 650 or D1 BGN , whichever is later, LT direct BGN - R010 BGN to KANER - NAT - R317 NAT to MERVA	KANER MNM 6000 NAT at 8000 D15 NAT at 8000

① If unable to comply with climb gradient, advise ATC prior start-up.

② If unable to comply with climb gradient, advise ATC prior to take-off.

12-JUL-2018

TLV-LLBG

5-100

RWYs 08/26 YUVAL 1B/1E

YUVAL 1B / YUVAL 1E

RWYs 08 (076°) / 26 (256°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
YUVAL 1B 4.4% to 5000 120.500 ①②	at MNM 650 or D1 BGN , whichever is later, RT (MAX 170KT or V2+10KT, up to 3000) direct NOGAH - SIX - ORLEV - TAPUZ - KESEF - YUVAL - MERVA Non RNAV at MNM 650 or D1 BGN , whichever is later, RT (MAX 170KT or V2+10KT, up to 3000) HDG 245° - expect radar vectors	NOGAH/R180 BGN MNM 3000 SIX MNM 5000 ORLEV between 5000 and 8000 TAPUZ MNM 5000 KESEF MNM 8000 YUVAL MNM 10000 MERVA MNM 10000 initial climb 5000
	Runway 26	
YUVAL 1E 7.4% to 8000 120.500 ①②	as soon as practicable intercept R254 BGN to SIX - ORLEV - TAPUZ - KESEF - YUVAL - MERVA Non RNAV as soon as practicable intercept R254 BGN - at SIX RT HDG 282° - at ORLEV intercept R270 BGN to TAPUZ - KESEF - YUVAL - MERVA	D7 BGN MNM 3000 ORLEV between 5000 and 8000 TAPUZ MNM 5000 KESEF MNM 8000 YUVAL MNM 10000 MERVA MNM 10000 initial climb 3000

① If unable to comply with climb gradient advise ATC

② If unable to reach 8000ft at KESEF, advise ATC and proceed on HDG 270°, expect radar vectors.

NATANIA 3C / PURLA 2C

RWY 12 (118°)

After take-off contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
NATANIA 3C NAT 3C (ATC) 5.0% to 3000 120.500 ①	at 600 but not before D1.2 BGN RT (MAX 170KT or V2+10KT, up to 3000) direct BGN - R010 BGN to KANER - NAT	BGN at 3000 KANER at 4000
PURLA 2C 5.0% to 5000 120.500 ①②③	at D1.2 BGN RT (MAX 170KT or V2+10KT, up to 3000) direct NOGAH - SIX - DEENA - PURLA Non RNAV RT 280° - expect radar vectors to DEENA	NOGAH MNM 2200 SIX MNM 5000 DEENA MAX 8000

- ① If unable to comply climb gradient, advise ATC prior start-up.
 ② Clearance above 8000ft before crossing DEENA does not cancel crossing restriction of MAX 8000ft at DEENA.
 ③ Non-RNAV equipped ACFT advise ATC before start-up.

SOLIN 3C / SOLIN 3E

RWYs 12 (118°) / 26 (256°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
SOLIN 3C 5.0% to 6000 120.500 ①	at MNM 600 or D1.2 BGN , whichever is later, RT (MAX 170KT or V2+10KT, up to 3000) direct BGN - R010 BGN - KANER - NAT - R279 NAT to SOLIN	BGN at 3000 KANER MNM 6000 D16 NAT MAX 9000
	Runway 26	
SOLIN 3E 7.0% to 6000 120.500 ①	as soon as practicable intercept R254 BGN - at 600 , but not before D1 BGN and not later than D2.2 BGN , LT (MAX 210KT) direct BGN - R010 BGN - KANER - at D18 BGN /D2 NAT LT intercept R279 NAT to SOLIN	KANER MNM 6000 D16 NAT MAX 9000

① If unable to comply with climb gradient, advise ATC prior start-up.

LORIM 1E / LORIM 1F / LORIM 1F SPECIAL

RWYs 26 (256°) / 30 (298°)

After take-off contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
LORIM 1E 7.4% to 6000 120.500 ①	MNM 650 or D1 BGN , whichever is later, LT (MAX 210KT) 080° - intercept R106 BGN to LORIM - at TALMI RT intercept R008 MZD to TOMAL - SIVAK	D6 BGN eastbound MNM 6000
	Runway 30	
LORIM 1F 7.4% to 6000 120.500 ①	as soon as practicable LT (do not cross RWY 08/26) intercept R254 BGN - after D1 BGN but not later than D2.2 BGN , LT (MAX 210KT) 080° - intercept R106 BGN to LORIM - at TALMI RT intercept R008 MZD to TOMAL - SIVAK	D6 BGN eastbound MNM 6000
LORIM 1F SPECIAL 7.4% to 6000 120.500 ①	at D1.5 BGN LT 214° - when crossing R265 BGN/D3 BGN LT (MAX 210KT) 080° - intercept R106 BGN to LORIM - at TALMI RT intercept R008 MZD to TOMAL - SIVAK	D6 BGN eastbound MNM 6000

① If unable to comply with climb gradient, advise ATC prior start-up.

PURLA 2E / PURLA 2F / PURLA 2F SPECIAL

RWYs 26 (256°) / 30 (298°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
PURLA 2E 7.0% to 3000 120.500 ①②③	as soon as practicable intercept R254 BGN - at SIX RT to DEENA - BOAZZ - PURLA	D7 BGN MNM 3000 DEENA MAX 8000 BOAZZ MNM 5000 initial climb 3000
	Runway 30	
PURLA 2F 7.0% to 3000 120.500 ①②③	as soon as practicable LT intercept R254 BGN (Do not cross RWY 08/26) - at SIX RT to DEENA - BOAZZ - PURLA	D7 BGN MNM 3000 DEENA MAX 8000 BOAZZ MNM 5000 initial climb 3000
PURLA 2F SPECIAL 7.0% to 3000 120.500 ①②③	at D1.5 BGN LT HDG 214° - when crossing R265 BGN/D3 BGN RT intercept R254 BGN - at SIX RT to DEENA - BOAZZ - PURLA	D7 BGN MNM 3000 DEENA MAX 8000 BOAZZ MNM 5000 initial climb 3000

- ① If unable to comply with climb gradient, advise ATC before start-up.
 ② If unable to reach 3000 at D7 BGN advise ATC before start-up.
 ③ Clearance above 8000ft before crossing DEENA does not cancel crossing restriction of MAX 8000ft at DEENA.

10-SEP-2015

TLV-LLBG

5-150

RWY 30 NAT 3F/3F SPEC (ATC)

NATANIA 3F / NATANIA 3F SPECIAL

RWY 30 (298°)

After take-off, contact Ben Gurion DEP and report ALT.

	GS	120	150	180	210	240	270
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
NATANIA 3F NAT 3F (ATC) 7.1% to 3000 120.500 ①	as soon as practicable LT intercept R254 BGN (Do not cross RWY 08/26) - at D1 BGN earliest, but not later than D2.2 BGN, LT (MAX 210KT) direct BGN - R010 BGN - KANER - NAT	BGN at 3000 KANER at 4000
NATANIA 3F SPECIAL NAT 3F SPECIAL (ATC) 7.1% to 3000 120.500 ①	at D1.5 BGN LT HDG 214° - crossing R265/D3 BGN LT (MAX 210KT) direct BGN - R010 BGN - KANER - NAT	BGN at 3000 KANER at 4000

① If unable to comply with climb gradient, advise ATC prior start-up.

Effective 26-APR-2018

19-APR-2018

TLV-LLBG

6-10

Israel Tel Aviv Ben Gurion

RNAV 12/26/30 GODED 2 LIMKO 3

RNAV 08 SOLIN 3A/3B

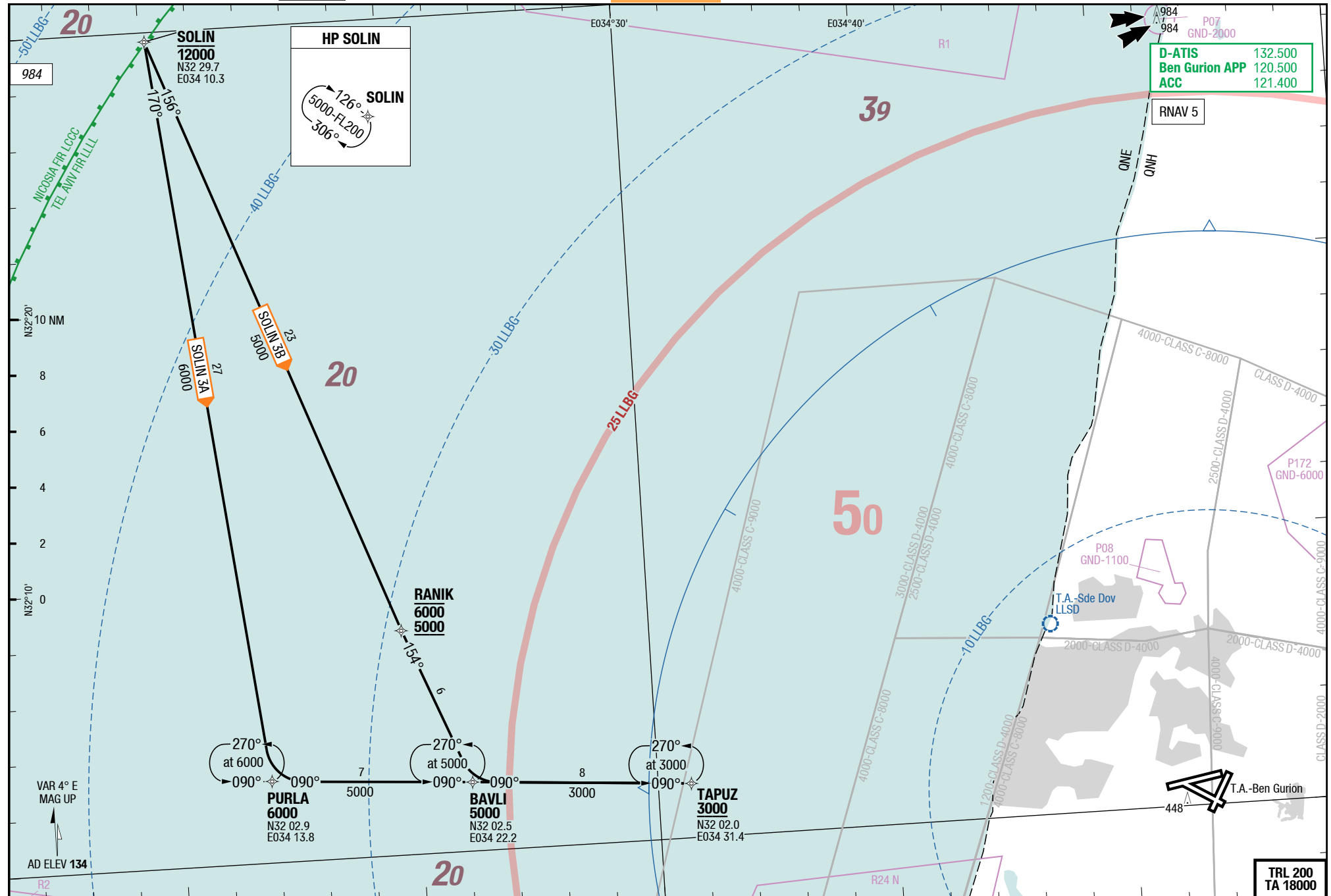
STAR

STAR

Ben Gurion Tel Aviv Israel

RNAV 12/26/30 GODED 2 LIMKO 3

RNAV 08 SOLIN 3A/3B



Changes: PROC, chart layout, chart title, SUAs, Editorial

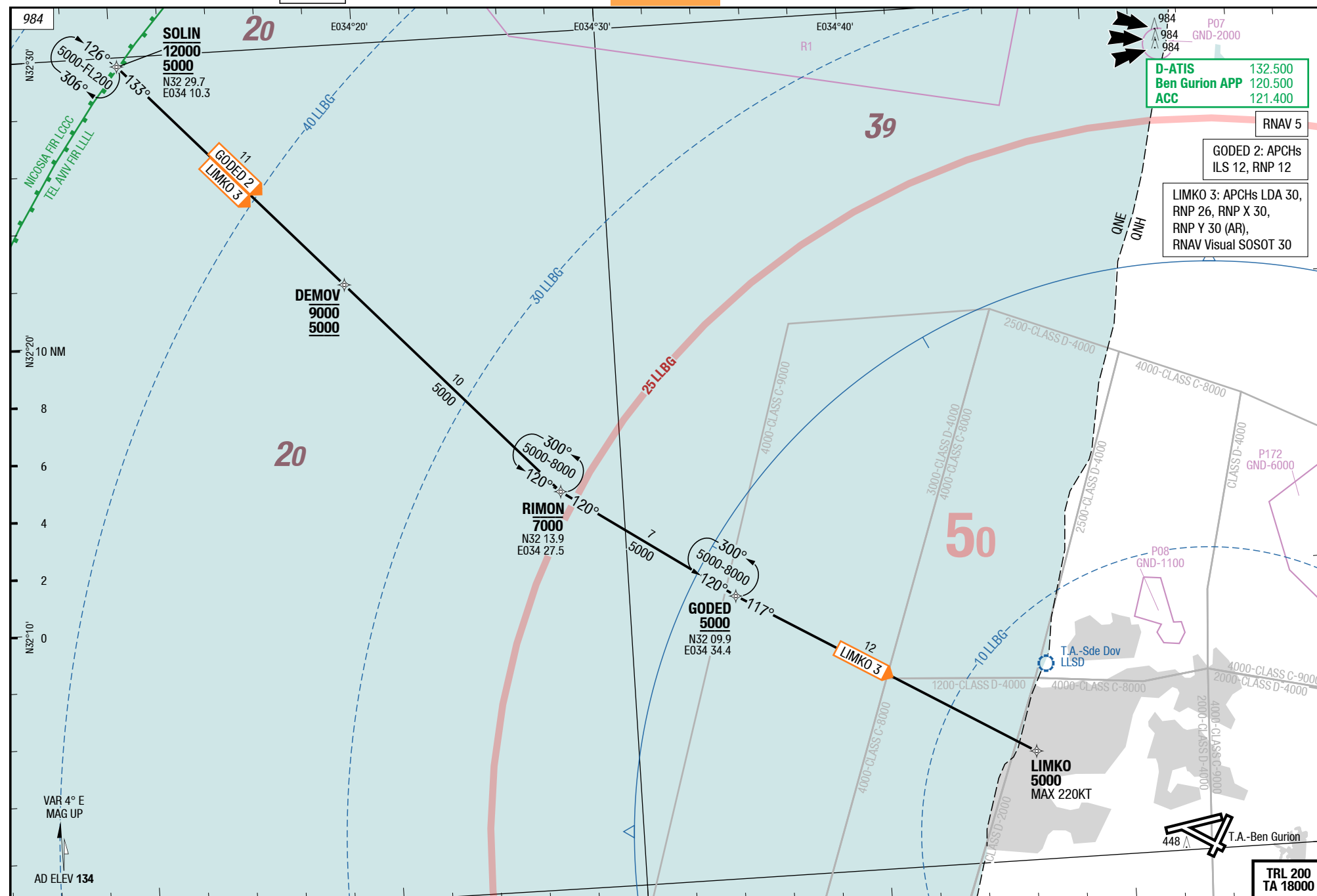
TLV-LLBG

6-20

RNAV 12/26/30 GODED 2 LIMKO 3

STAR

STAR

Ben Gurion **Tel Aviv** Israel**RNAV 12/26/30 GODED 2 LIMKO 3**

Changes: chart title, PROC, ALT, SUAs, Editorial

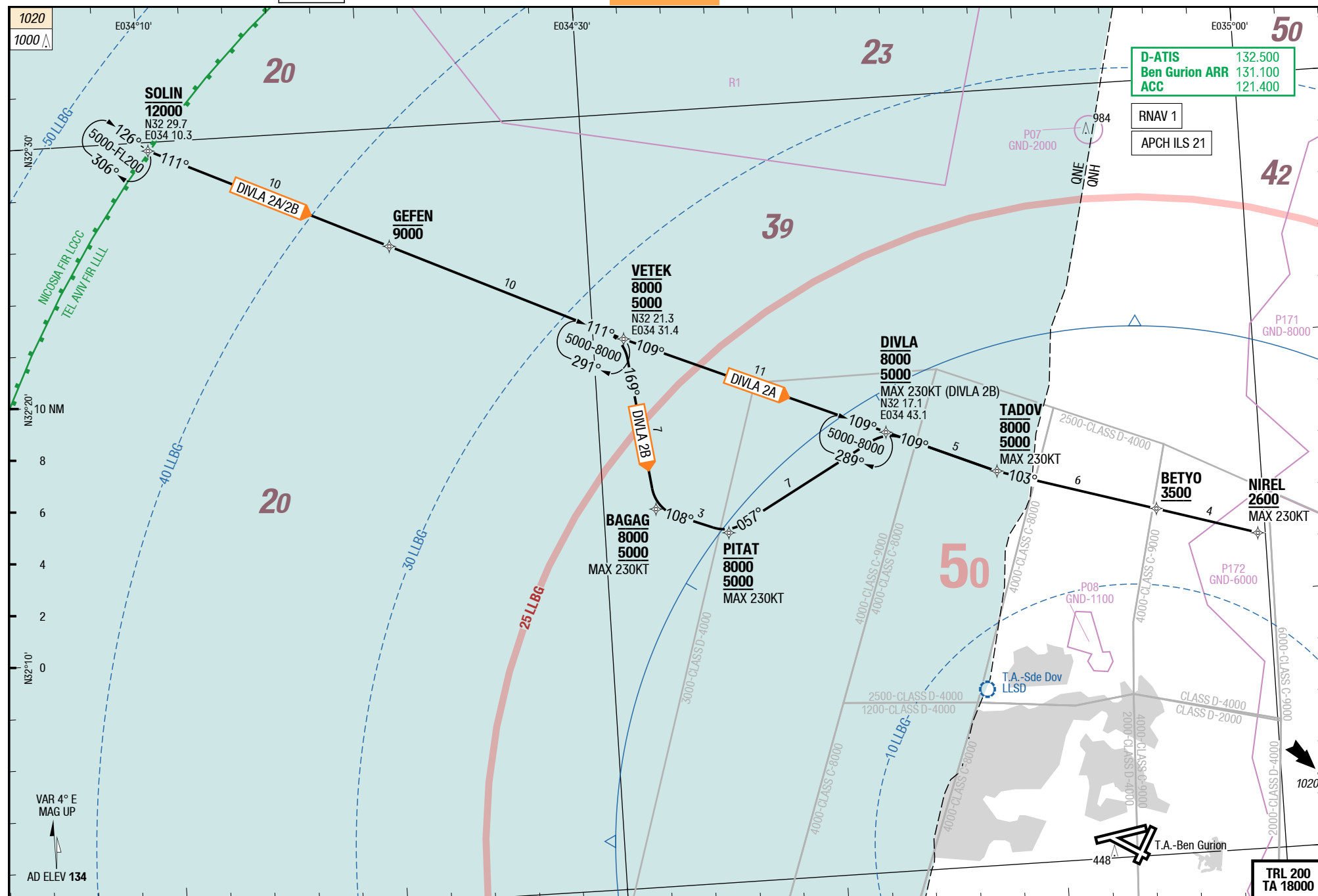
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TLV-LLBG**RNAV 21 DIVLA 2A/2B**

STAR

STAR

RNAV 21 DIVLA 2A/2B



Changes: ALT, Speed RESTR, IAF, FREQ, SUAs, Editorial

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19-APR-2018

STAR

STAR

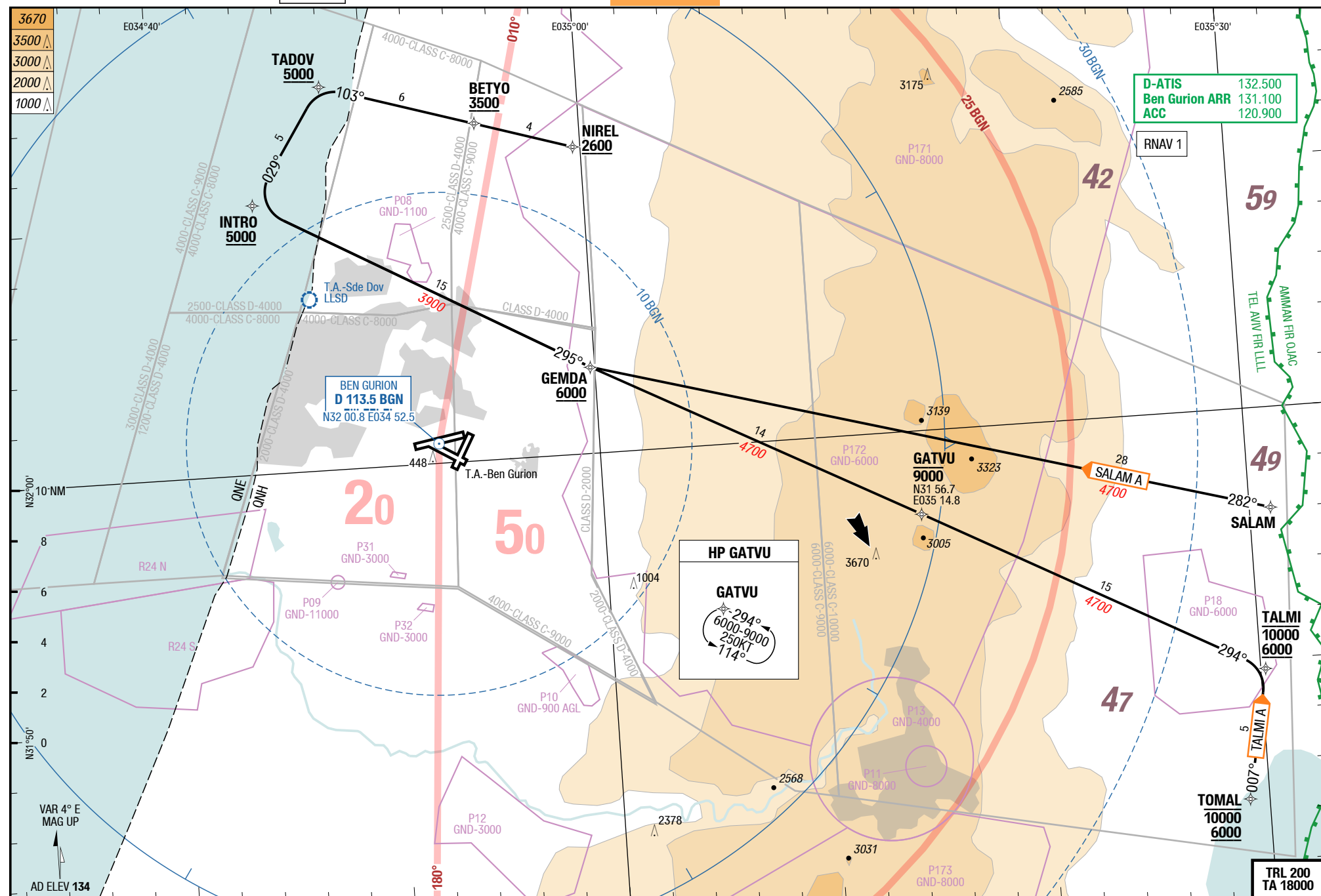
Ben Gurion **Tel Aviv** Israel

RNAV 21 SALAM A TALMI A

TLV-LLBG

6-40

RNAV 21 SALAM A TALMI A



Changes: chart title, PROC, ASP, MSA, OBST, Editorial

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Effective 26-APR-2018

19-APR-2018

TLV-LLBG

Israel Tel Aviv Ben Gurion

RNAV 21 VATAT 2A/2B

6-50

RNAV 21 SALAM B TALMI B

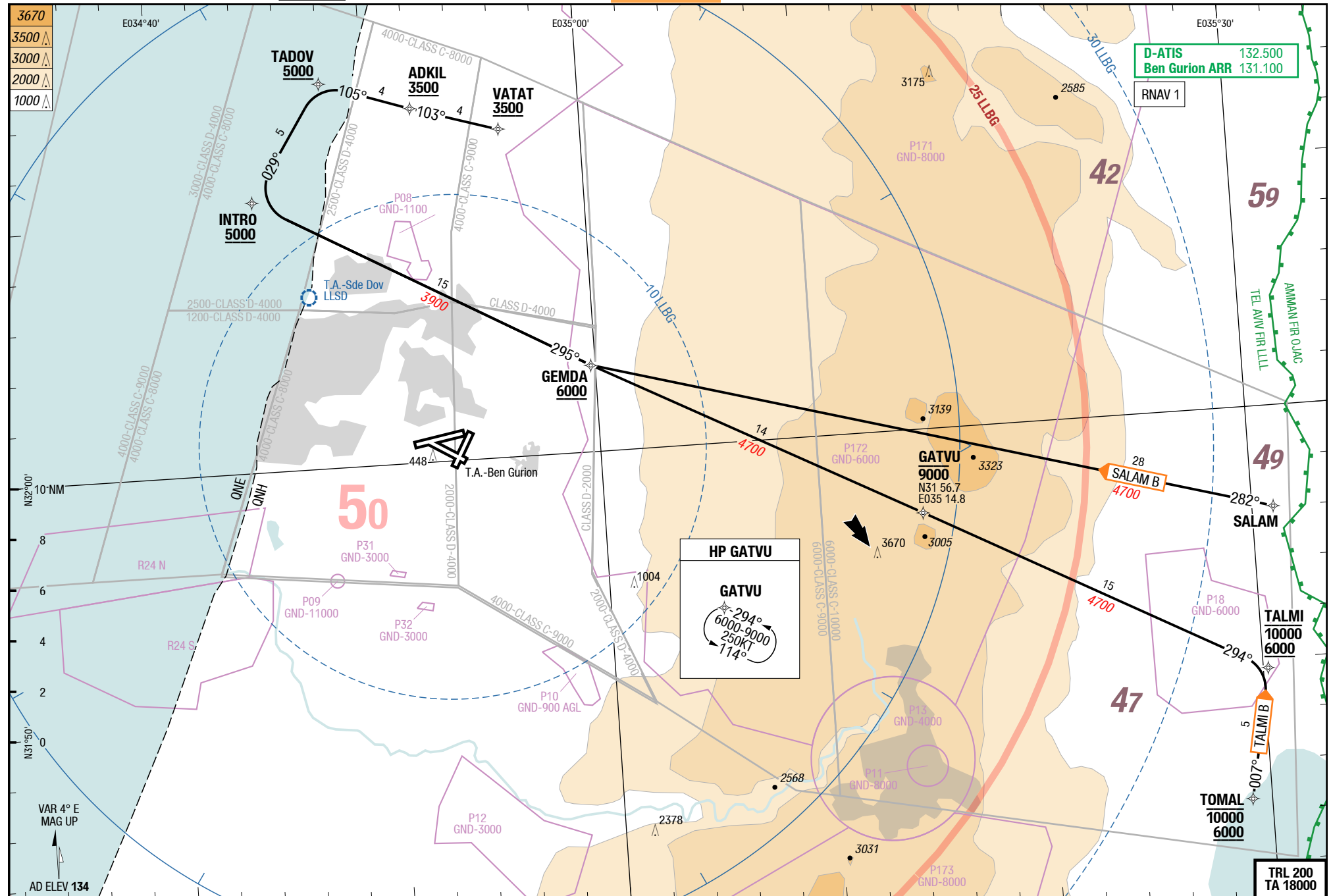
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STAR

Ben Gurion Tel Aviv Israel

RNAV 21 VATAT 2A/2B

RNAV 21 SALAM B TALMI B



Changes: new

Effective 26-APR-2018

19-APR-2018

TLV-LLBG

Israel Tel Aviv Ben Gurion

RNAV 21 VATAT 2A/2B

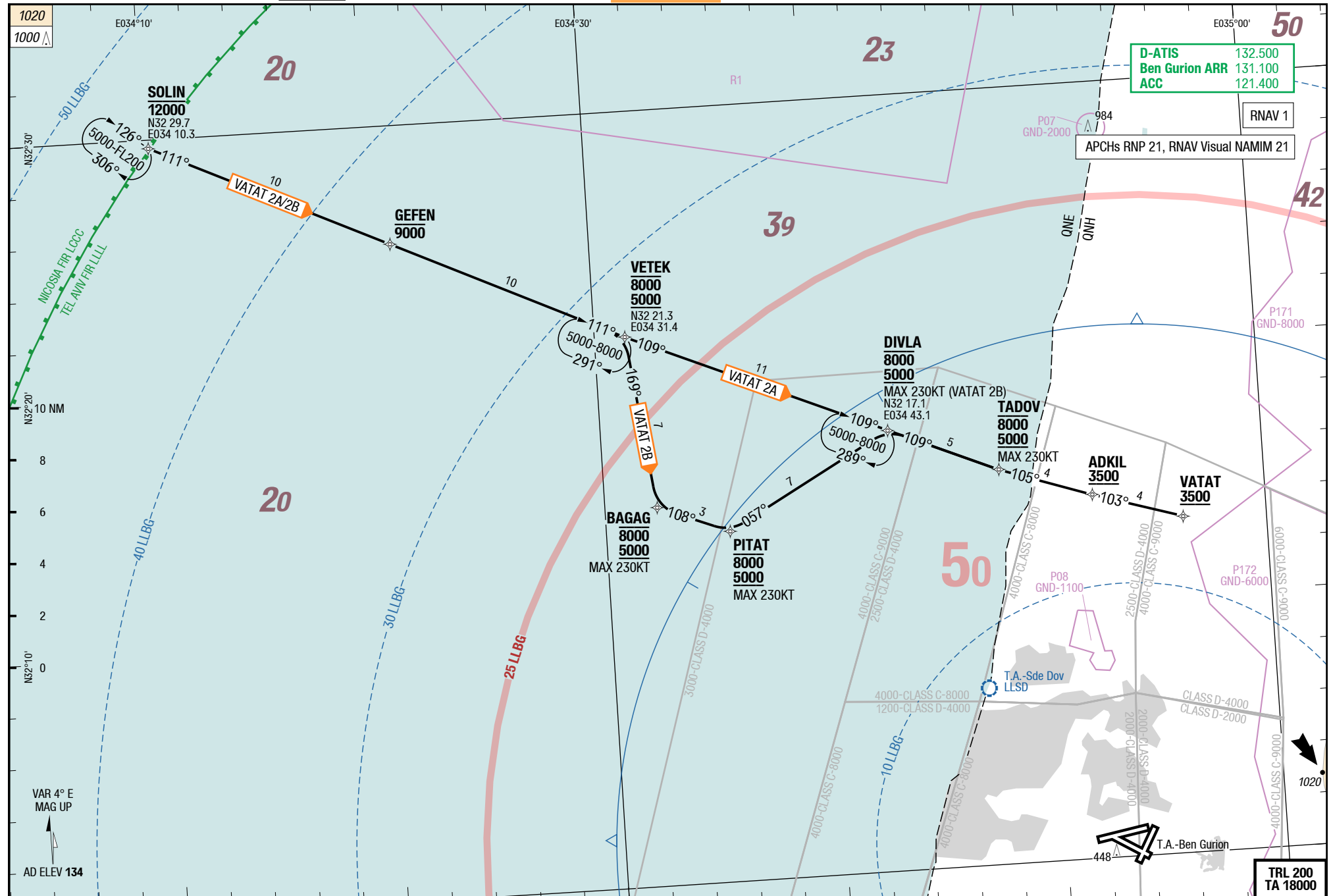
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Ben Gurion Tel Aviv Israel

RNAV 21 VATAT 2A/2B

6-60



Changes: IAF, ALT, FREQ, SUAs, Editorial

Effective 26-APR-2018

19-APR-2018

TLV-LLBG

6-70

Israel Tel Aviv Ben Gurion

RNAV 30 SIVAK A SALAM C

RNAV 26 DIVLA 2C/2D

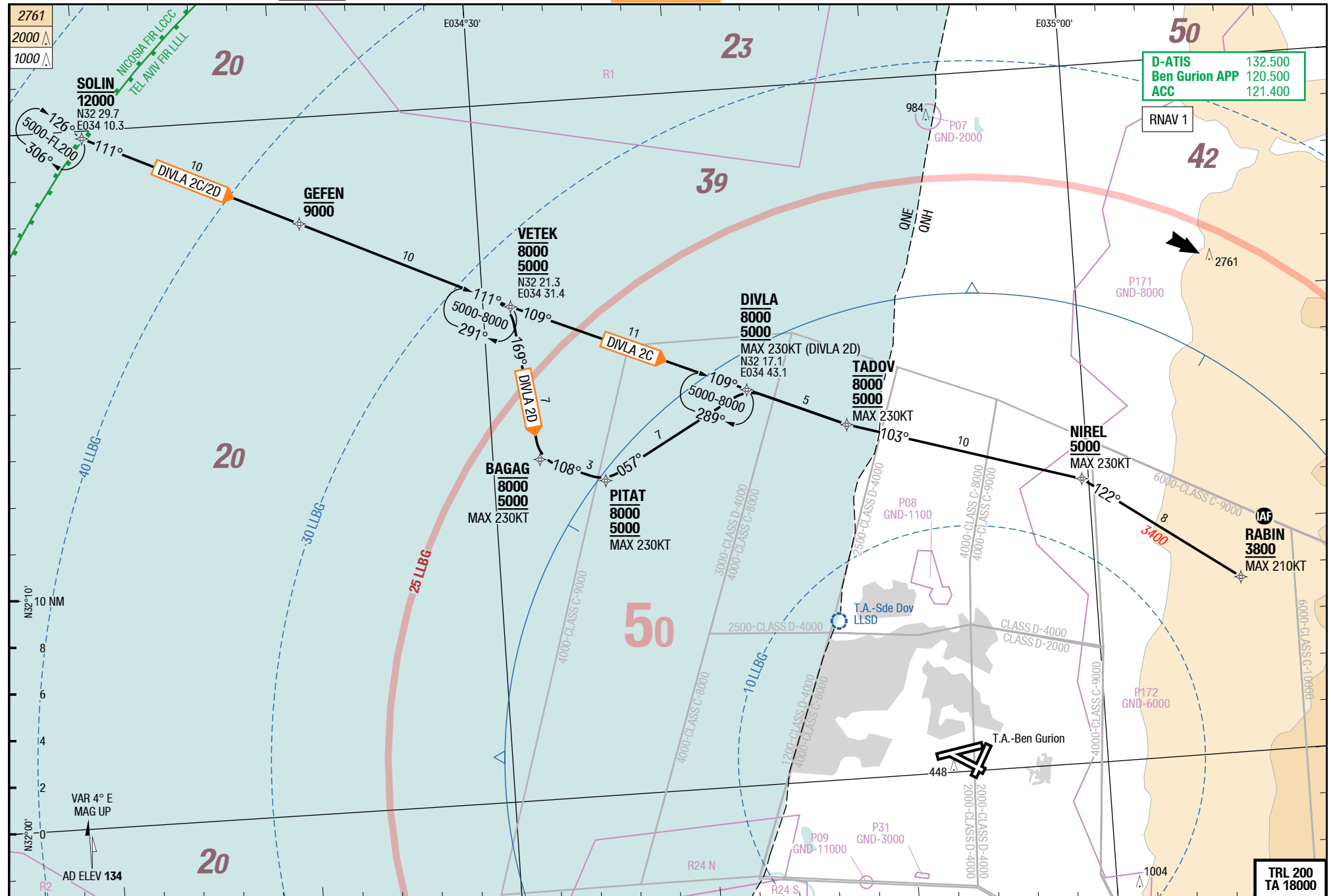
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Ben Gurion Tel Aviv Israel

RNAV 30 SIVAK A SALAM C

RNAV 26 DIVLA 2C/2D



Changes: ALT, SUAs, Editorial

Effective 26-APR-2018

19-APR-2018

TLV-LLBG

Israel Tel Aviv Ben Gurion

STAR

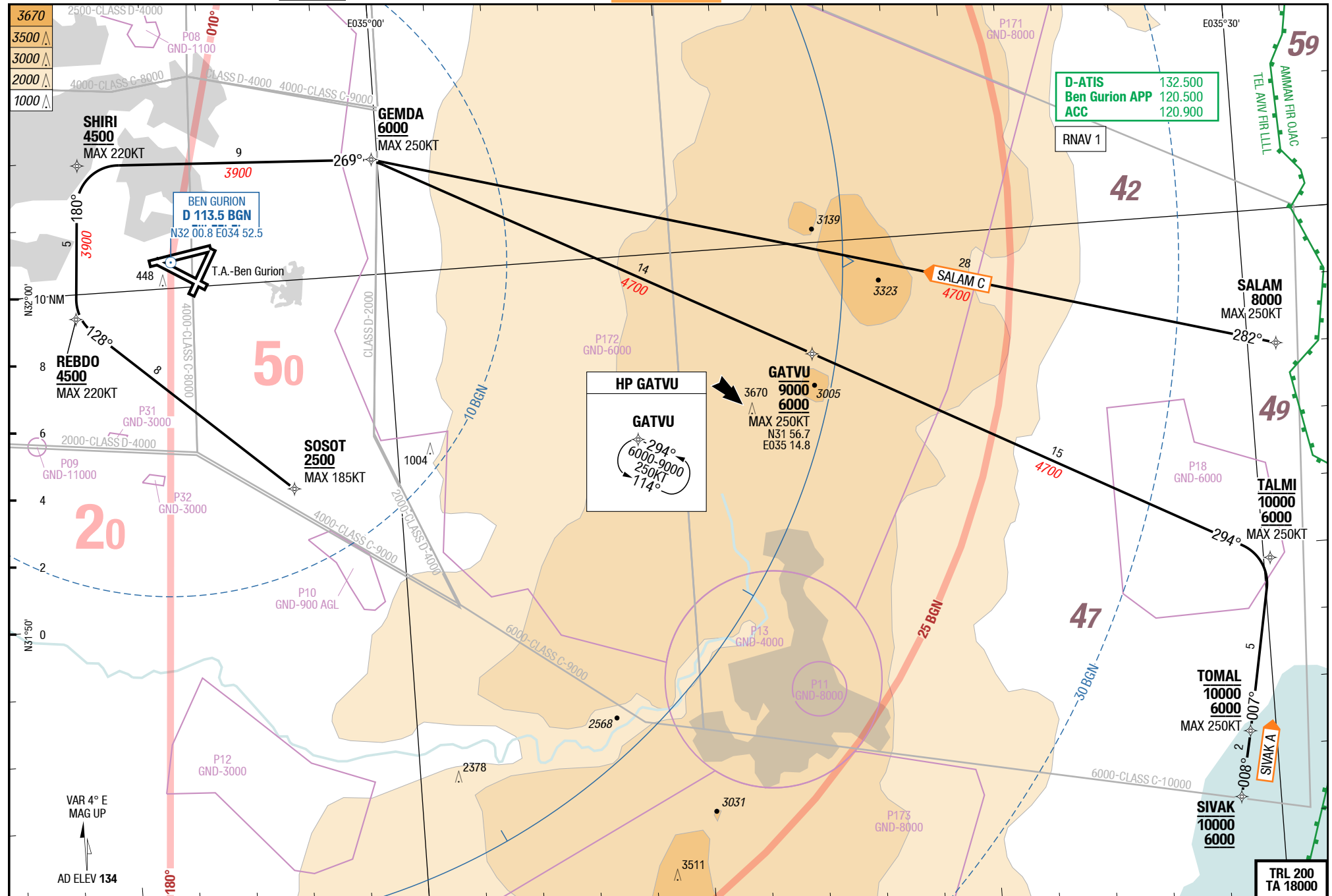
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Ben Gurion Tel Aviv Israel

6-80

RNAV 30 SIVAK A SALAM C

RNAV 30 SIVAK A SALAM C

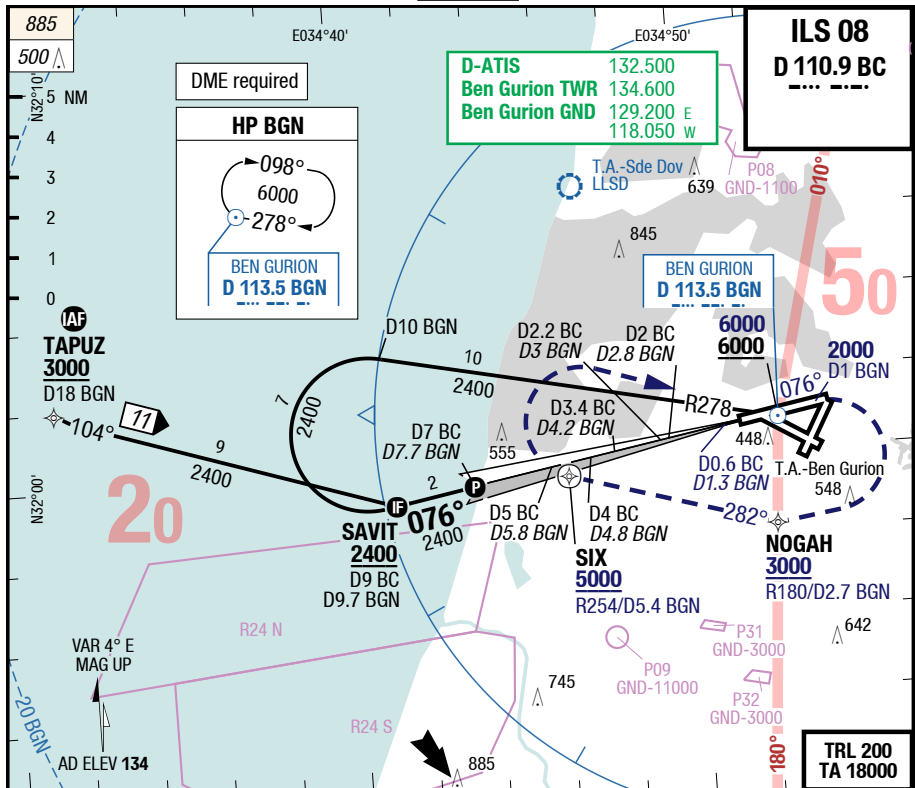


Changes: ASP, MSA, OBST, SUAs, Editorial

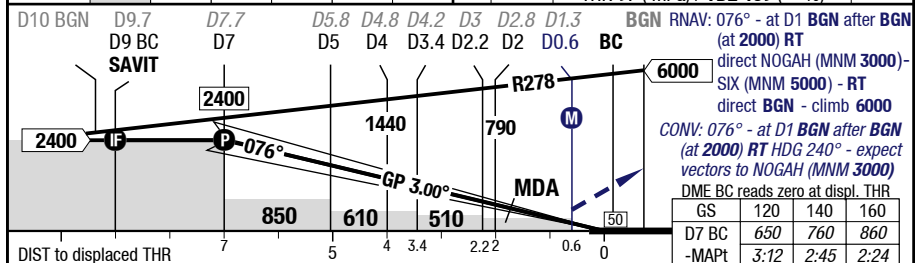
TLV-LLBG

7-10

ILS 08



LOC 3.05° D BC	7	6	5	3	1	<div><div>08</div><div>HL-S</div></div> <div><div><div><div><div>403</div><div>3580 x 45</div></div><div><div>8.3.0°</div><div>50 HL</div></div><div><div>420</div><div>30 HL</div></div></div></div><div>THR 97 (4hPa) / TDZ 109 (---%) +0.2%</div></div>
	2400	2110	1780	1130	490	

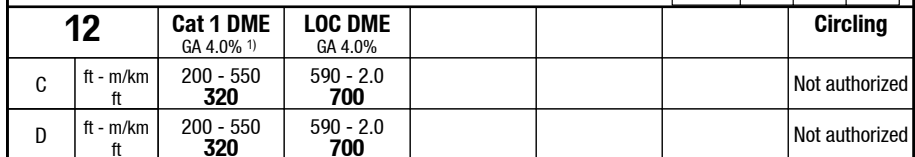


08		Cat 1 DME	Cat 1 DME	LOC DME	LOC DME		Circling
		1) 2)	APL U/S 1) 3)	1)	APL U/S 1)		
C	ft - m/km ft	240 - 1.2R/1.2V 350	240 - 1.3R/1.3V 350	340 - 1.4R/1.4V 440	340 - 1.6R/1.6V 440		Not authorized
D	ft - m/km ft	240 - 1.2R/1.2V 350	240 - 1.3R/1.3V 350	340 - 1.4R/1.4V 440	340 - 1.6R/1.6V 440		Not authorized

1) GA 5.8% for airspace reasons. If unable contact ATC
2) With EVS RVR 800m/ VIS 800m

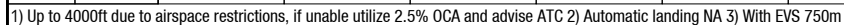
3) With EVS RVR 900m/ VIS 900m

Changes: ALT, OBST



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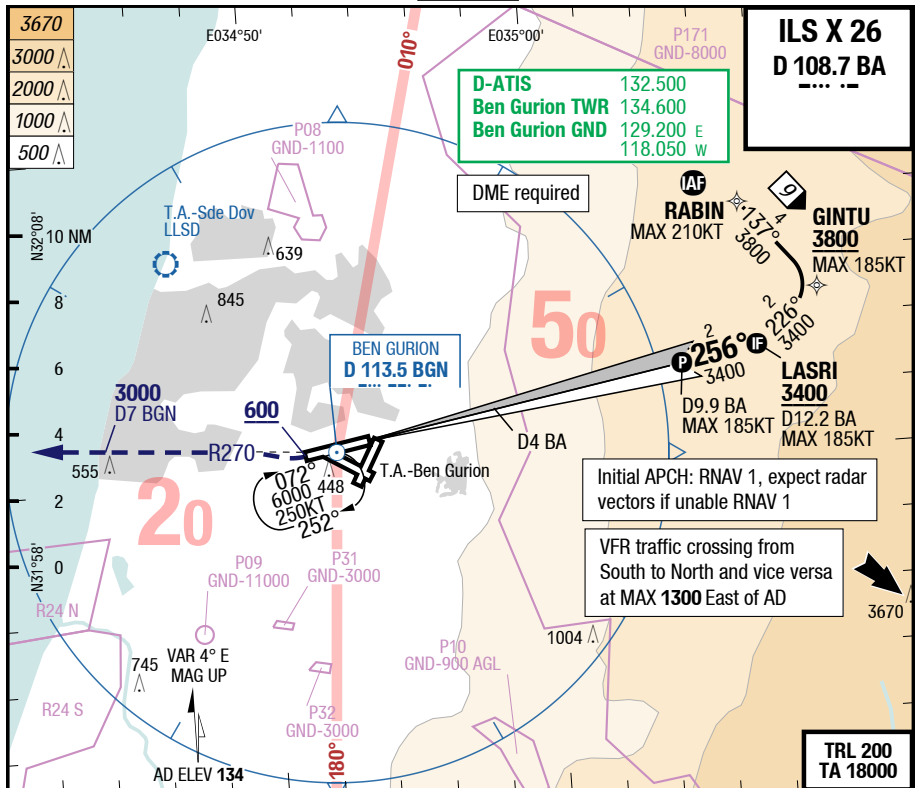
ILS 21



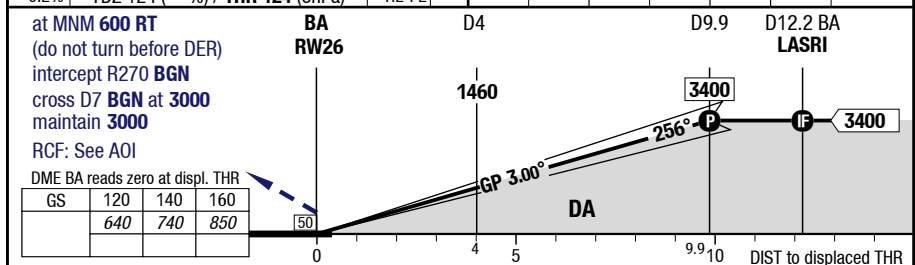
TLV-LLBG

7-40

ILS X 26



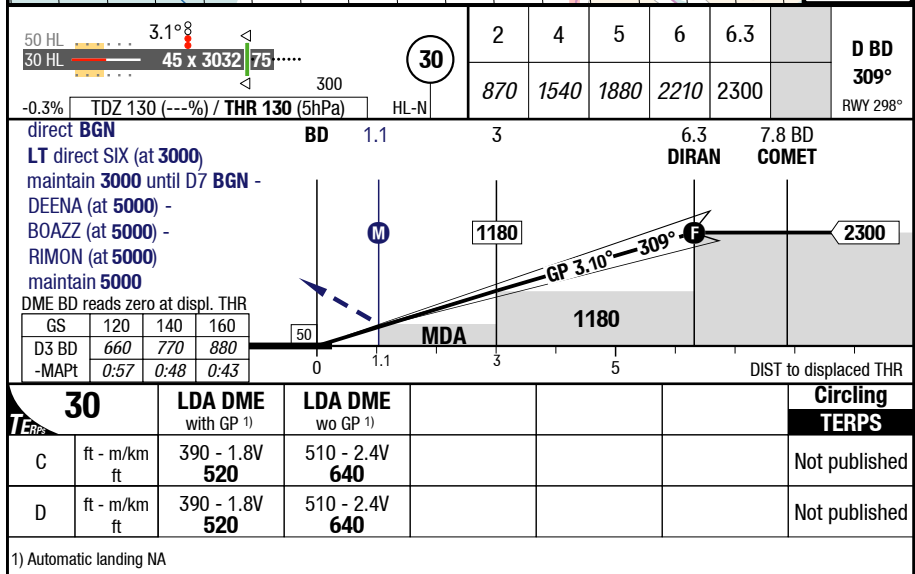
2	4	6	8	9	9.9	D BA
830	1470	2130	2790	3120	3400	



26	Cat 1 DME ¹⁾	LOC				Circling
C	ft - m/km ft	200 - 550 330	Not authorized			Not authorized
D	ft - m/km ft	200 - 550 330	Not authorized			Not authorized

1) GA 6.4% for airspace reasons. If unable contact ATC

LDA 30



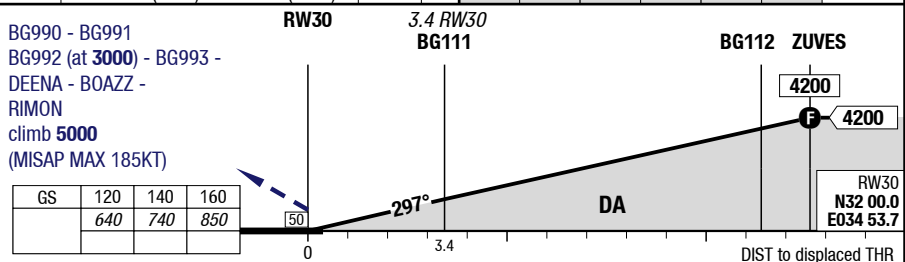
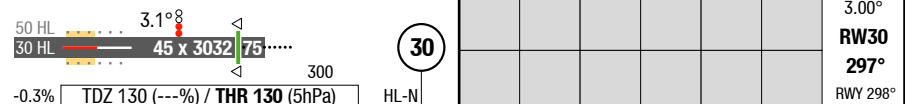
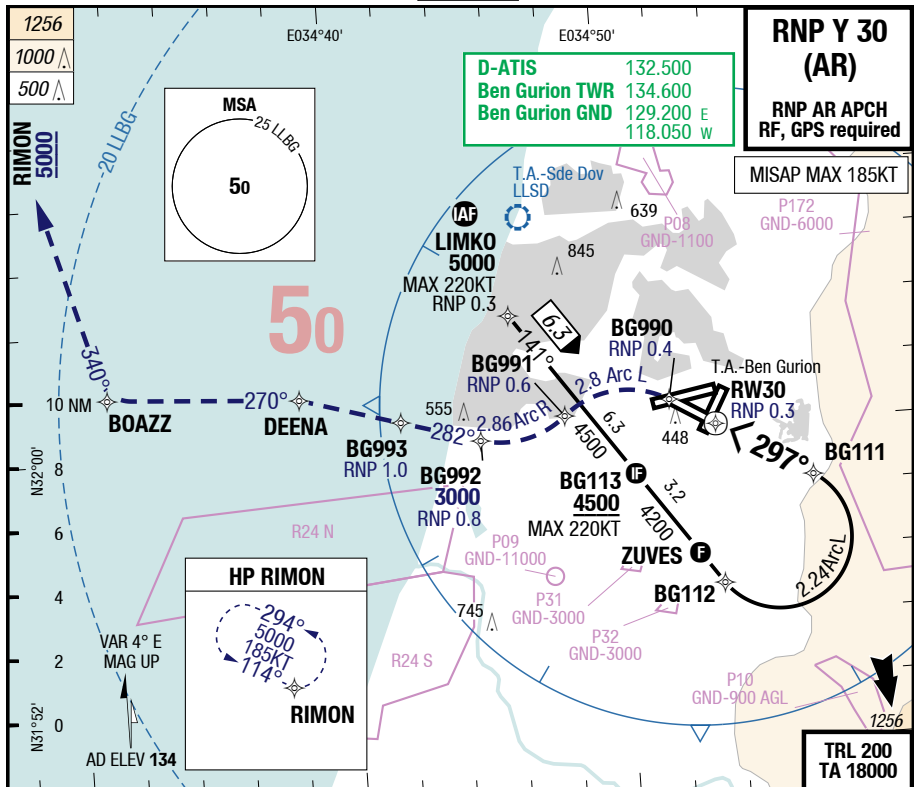
19-APR-2018

TLV-LLBG

7-70

RNP Y 30 (AR)

IAC



30		RNP 0.30 VNAV 1) 2)				Circling TERPS
C	ft - m/km ft	280 - 1.2V 410				Not authorized
D	ft - m/km ft	280 - 1.2V 410				Not authorized

1) Uncompensated BARO VNAV NA below 9°C (49°F) or above 54°C (129°F)

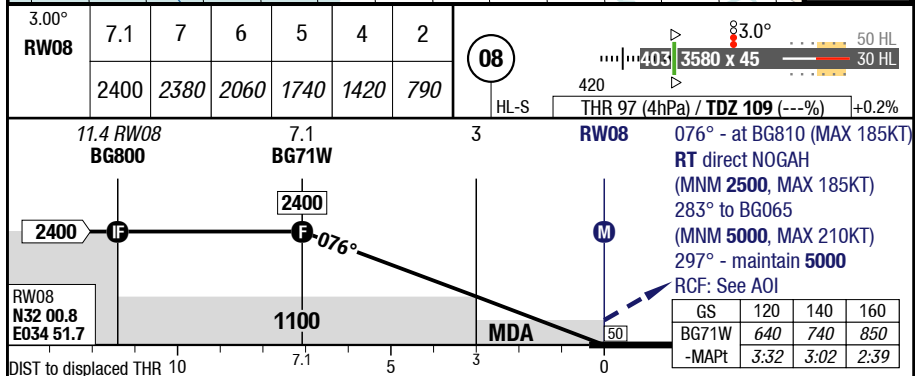
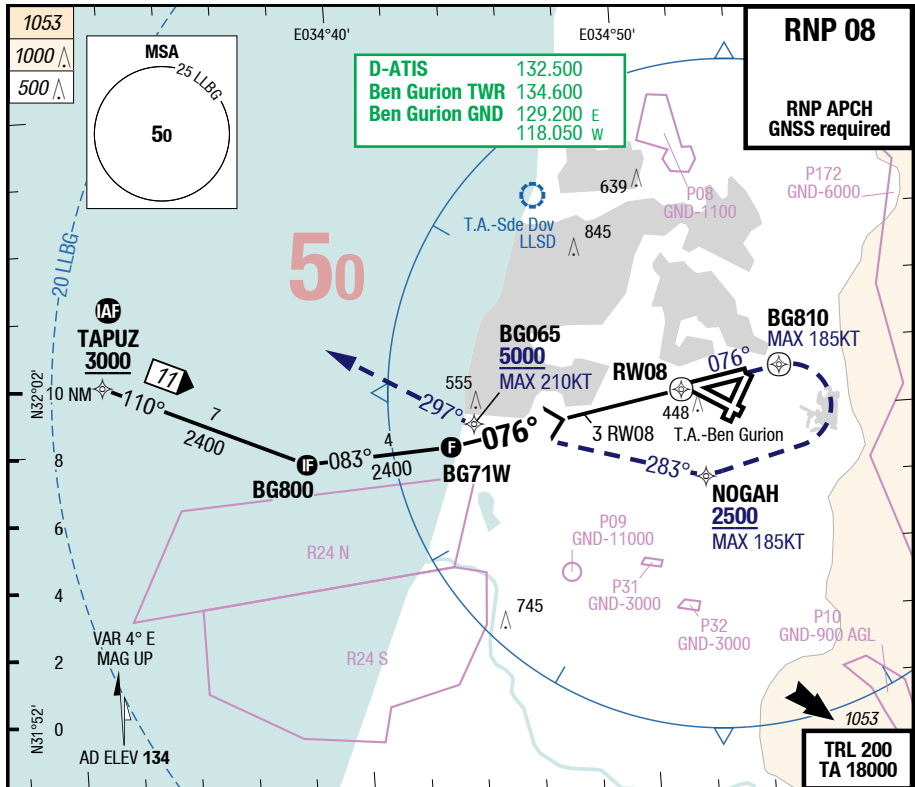
2) With EVS VIS 800m

Changes: chart title, ALT, MIN

TLV-LLBG

7-90

RNP 08

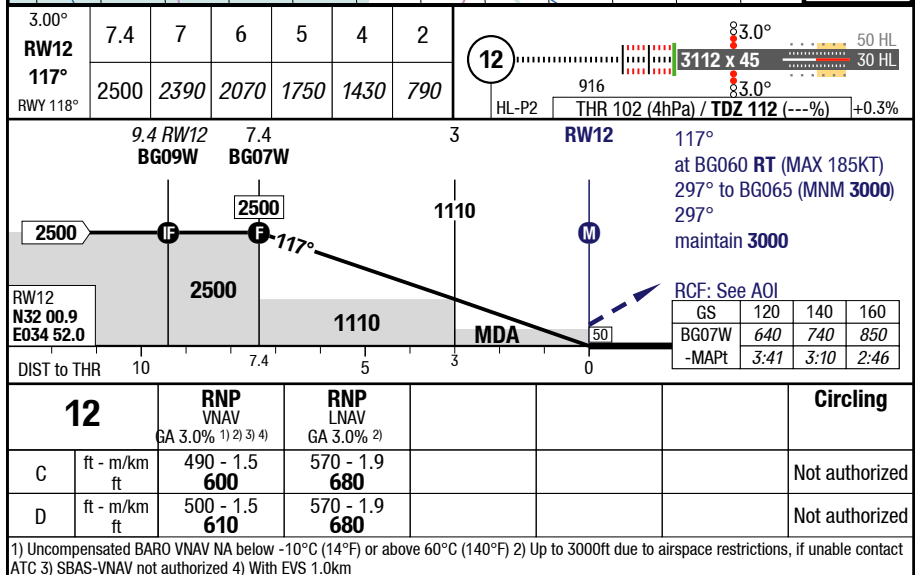


08		RNP VNAV 1) 2) 3)	RNP LNAV 2)	Circling	
C	ft - m/km ft	460 - 1.7 560 4)	530 - 2.0 630		Not authorized
D	ft - m/km ft	470 - 1.8 570 5)	530 - 2.0 630		Not authorized

1) SBAS use for VNAV not applicable or not authorized 2) GA 4.5% up to 5000ft due to airspace restrictions, if unable contact ATC
3) Uncompensated BARO VNAV NA below -10°C (14°F) or above 60°C (140°F) 4) With EVS 1.1km 5) With EVS 1.2km

Changes: new

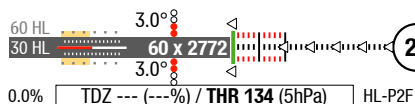
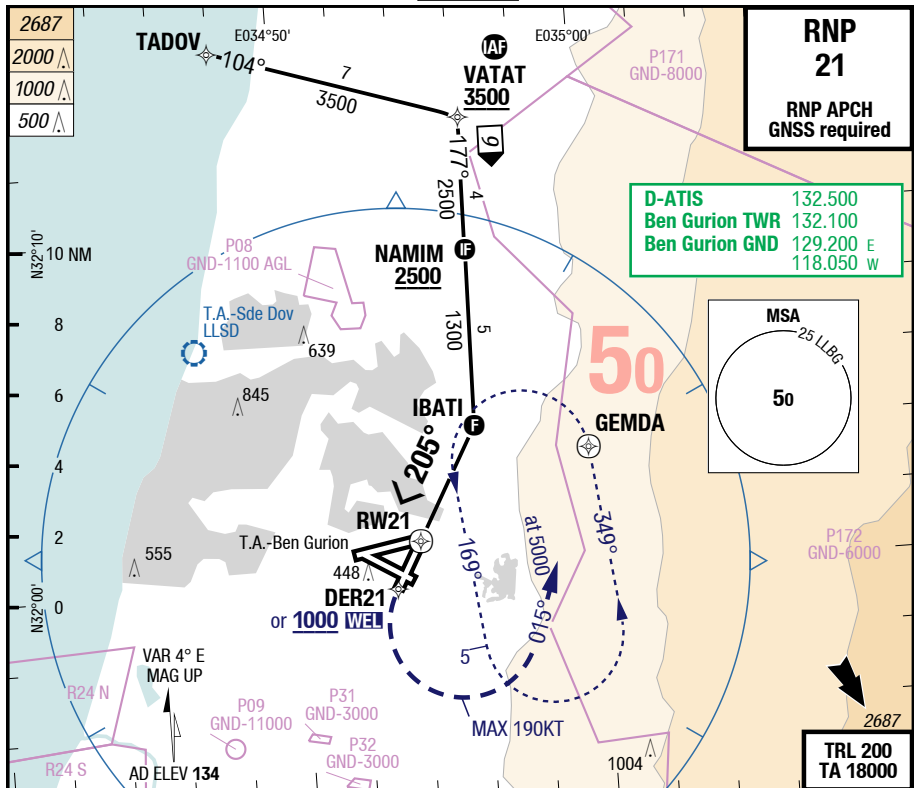
RNP 12



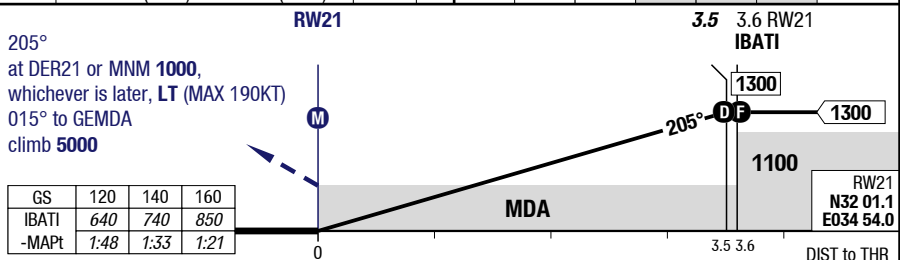
TLV-LLBG

7-110

RNP 21



2	3	3.5				3.00°
820	1140	1300				RW21

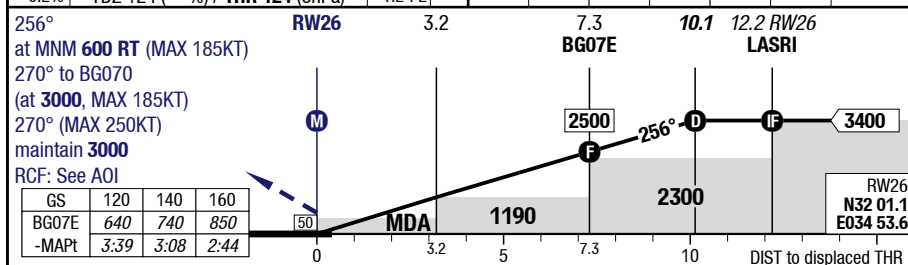
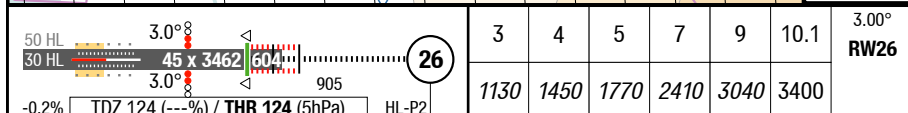
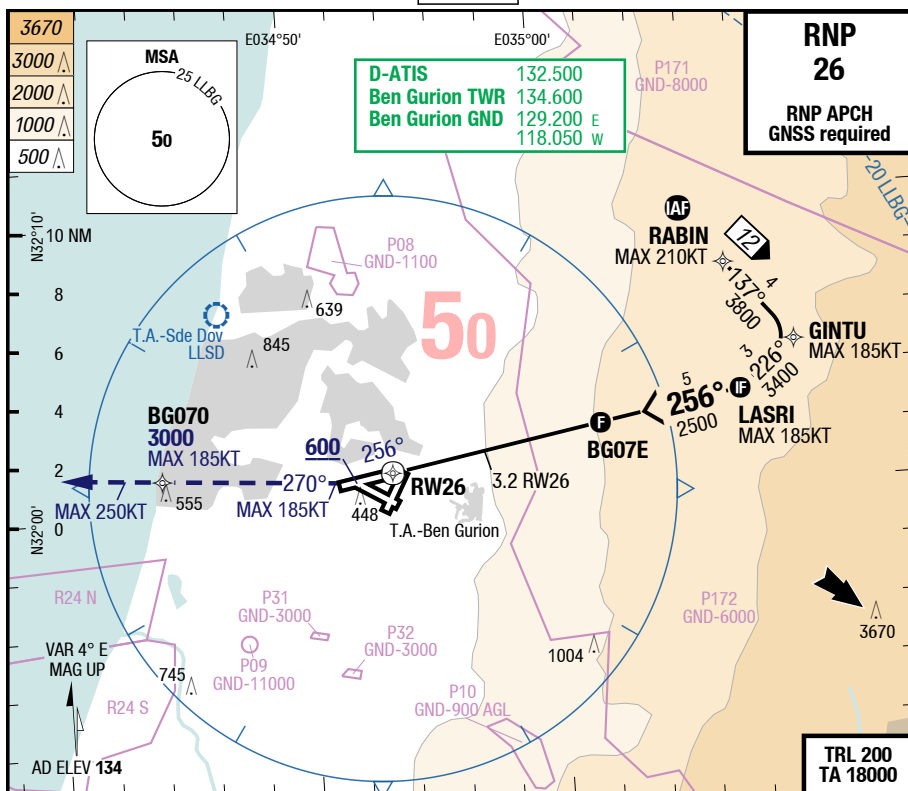


21	RNP LNAV					Circling
C	ft - m/km ft	450 - 1.4 580				Not published
D	ft - m/km ft	450 - 1.4 580				Not published

TLV-LLBG

7-120

RNP 26



26		RNP VNAV 1) 2) 3) 4)	RNP LNAV 2)				Circling
C	ft - m/km ft	300 - 650 420	470 - 1.5 590				Not authorized
D	ft - m/km ft	330 - 800 450	470 - 1.5 590				Not authorized

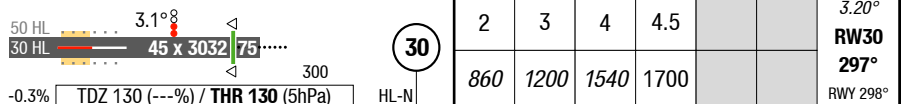
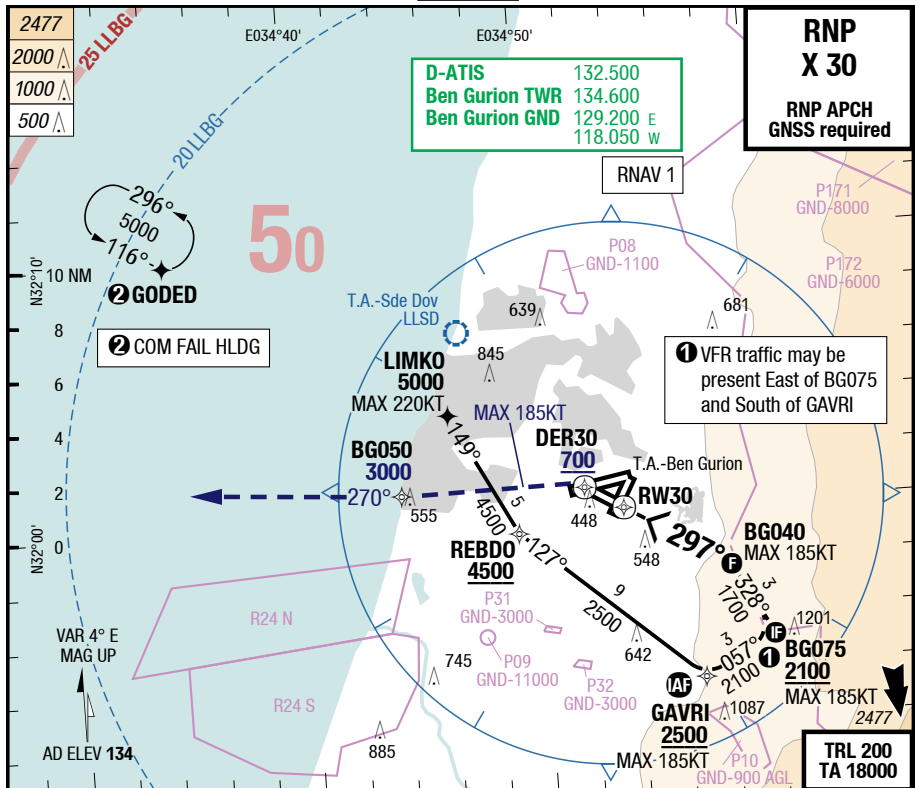
1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 60°C (140°F) 2) GA 6.0% up to 3000ft due to airspace restrictions, if unable contact ATC 3) SBAS use for VNAV not applicable or not authorized 4) With EVS 550m

Changes: Completely revised

TLV-LLBG

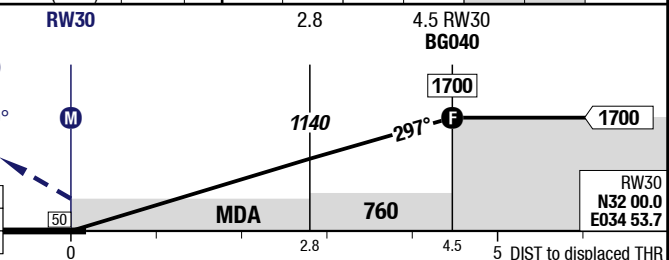
7-130

RNP X 30



297° -
at MNM **700 LT** (MAX 185KT)
(do not turn before DER30)
direct BG050 (at **3000**) - 270°
maintain **3000**
RCF: See AOI

GS	120	140	160
BG040	680	790	910
-MAPt	2:14	1:55	1:41



30		RNP LNAV ¹⁾					Circling
C	ft - m/km ft	450 - 1.9 580					Not authorized
D	ft - m/km ft	450 - 1.9 580					Not authorized

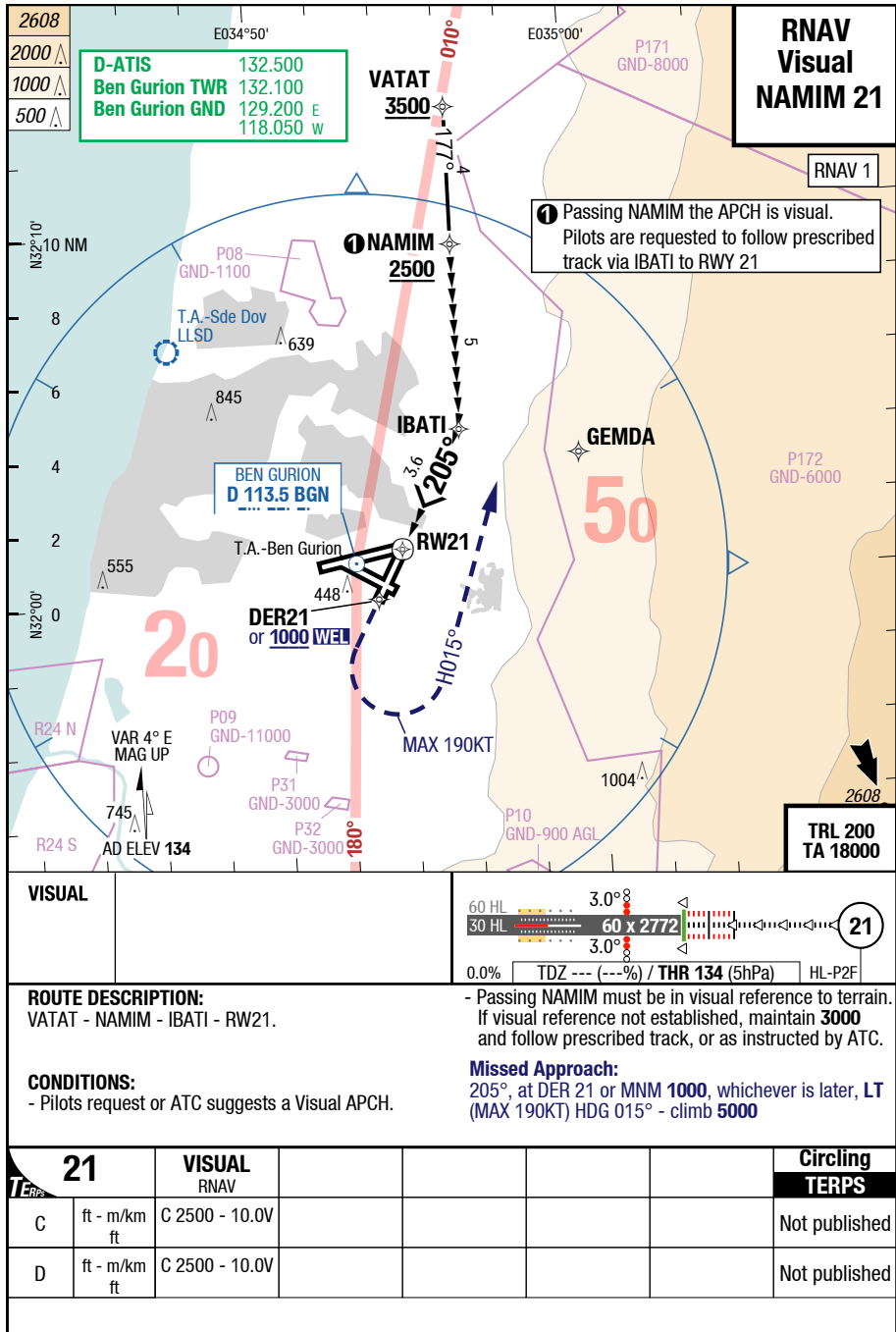
1) GA 5.6% up to BG050 due to airspace restrictions, if unable contact ATC

Changes: Completely revised

TLV-LLBG

7-150

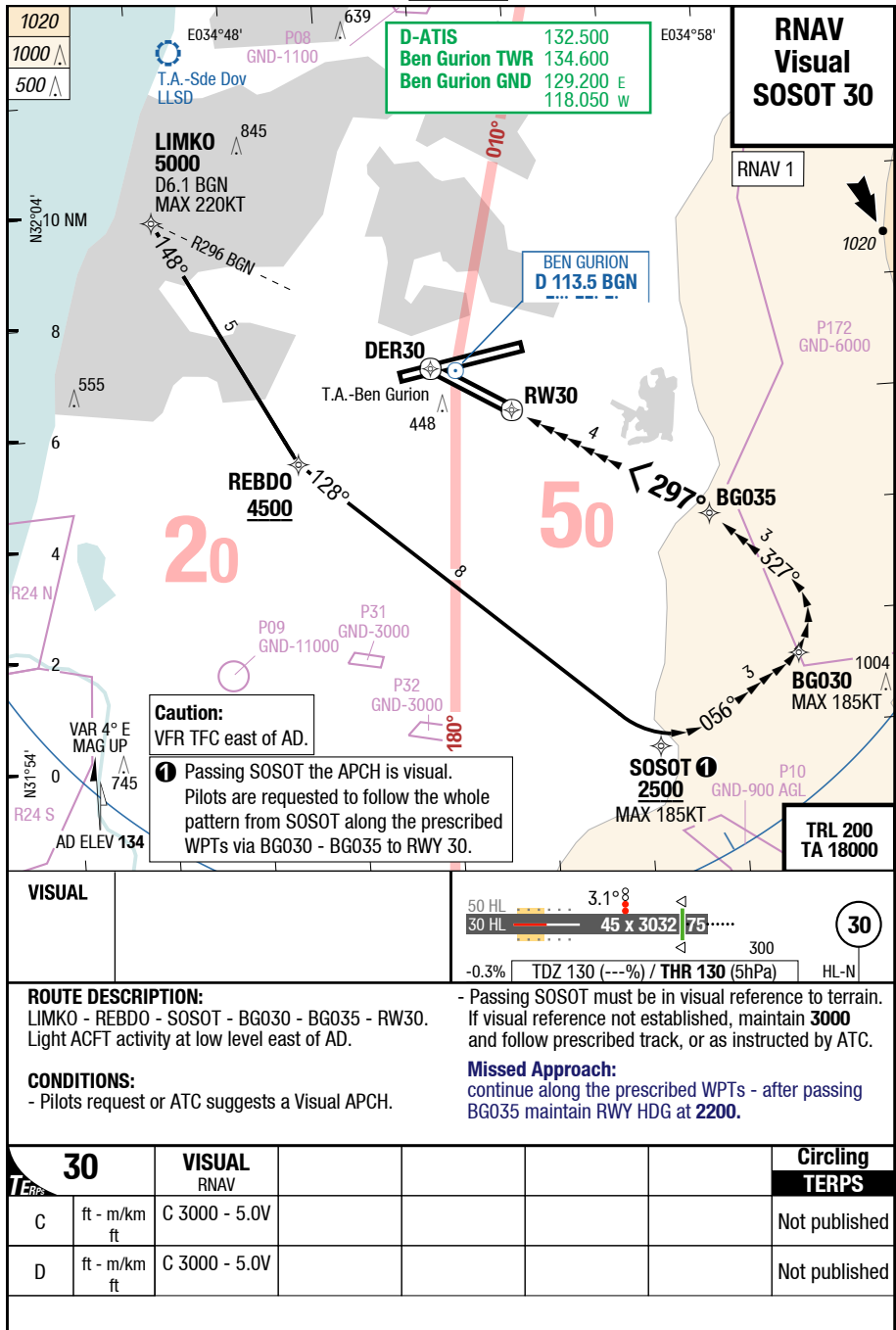
RNAV Visual NAMIM 21



TLV-LLBG

7-160

RNAV Visual SOSOT 30

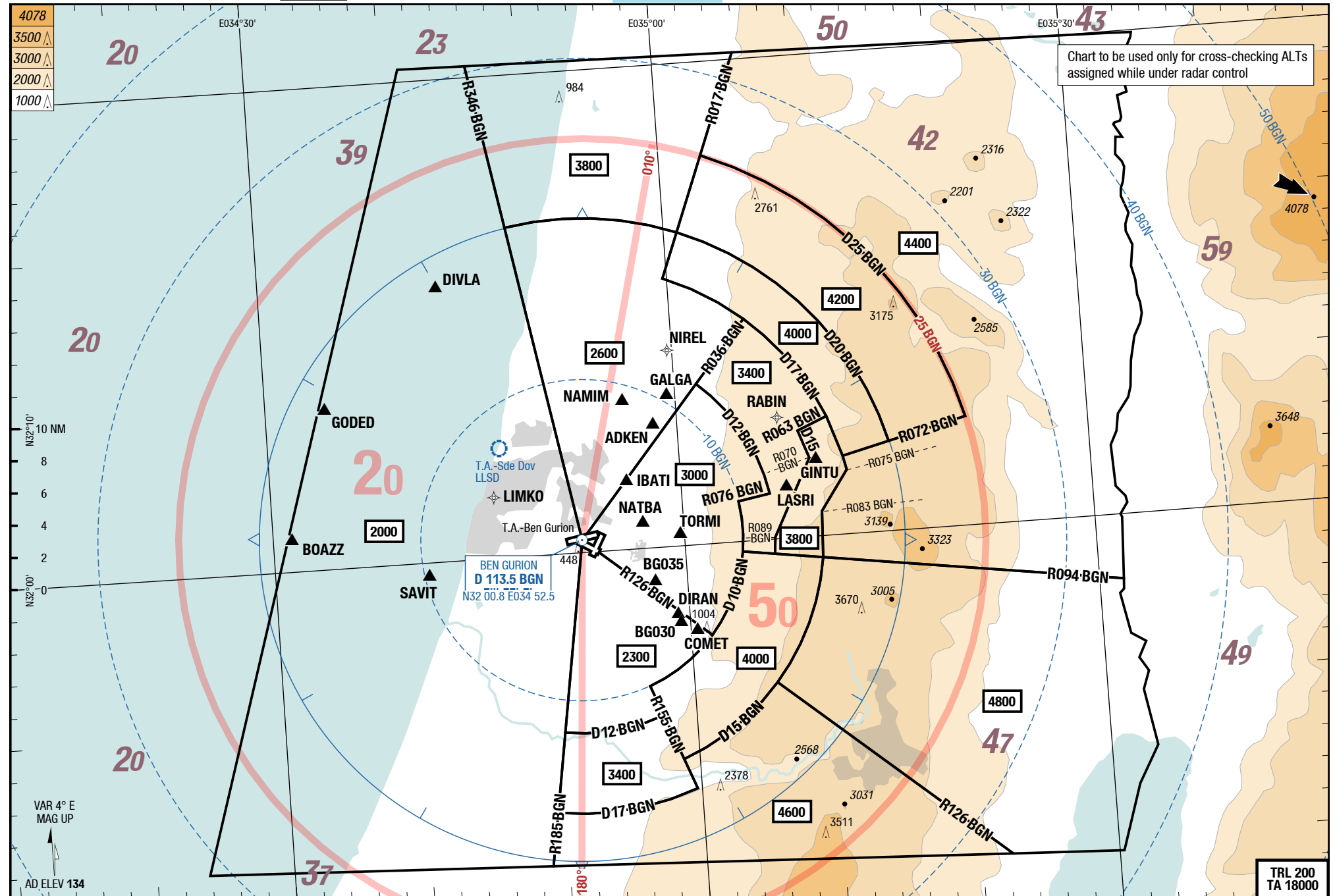


TLV-LLBG

MRC

MRC

8-10



Changes: MSA

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