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450' per NM (7.4%) up to NAT 3A SPECIAL 431' per NM (7.1%) up to 4000'.

NAT 3B, 3C, 3D

NAT 3B, 3C, 4000'. LLBG/TLV BEN GURION NAT 3A SPECIAL These SIDs require minimum climb gradients Departure 120.5 NAT 3D NAT 3C NAT 3B NAT 3A SID 210 KT 03 R₩Y NAT 3D 80 At or above 1500' NAT 3A Apt Elev 135' At or above 540' UNLESS OTHERWISE INSTRUCTED BY ATC MAX 250 KT BELOW 10000' At or above  $\,$   $540^{\prime}$  turn RIGHT, 040° track, intercept BGN R-011 via KANER to NAT. At or above 540', but not later than BGN 3 DME turn RIGHT, 270° track, when crossing BGN R-145 turn RIGHT to BGN, BGN R-011 via KANER to NAT. At or above 540' turn LEFT, 340° track, intercept BGN R-011 via KANER to NAT. At or above 540' turn RIGHT, 230° track, when crossing BGN R-120 turn RIGHT to BGN, BGN R-011 via KANER to NAT. R-011 via KANER to NAT. At or above 540', but not later than BGN 3 DME turn RIGHT to BGN, BGN RWYS 03, 08, 12, 21 DEPARTURES NATANIA THREE CHARLIE (NAT 3C) NATANIA THREE BRAVO (NAT 3B) NATANIA THREE DELTA (NAT 3D) BEN GURION 113.5 BGN (NAT 3A SPECIAL) [NAT3AS] NATANIA THREE ALFA (NAT 3A) FOR RWYS 26 & 30 REFER TO CHART 10-3C NATANIA THREE ALFA SPECIAL N32 00.9 E034 52.5 ble after take-off. 2. SIDs include minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. Trans level: By ATC Trans alt: By ATC

1. Contact BEN GURION Departure as soon as possi-19 MAY 06 NaSaddar 1 MAA 6000 4000 R191° (10-3B)INITIAL CLIMB/ROUTING If unable to comply, advise ATC before take-off. 304' per NM 431' per NM 450' per NM Gnd speed-KT NAT 3C MAX 210 KT At or above 540' At 4000' **KANER** N32 12.6 E034 55.7 but not later NAT 3B At or above **BGN 3 DME** D 112.4 NAT N32 20.1 E034 58.2 380 | 506 | 760 | 1013 | 1266 | 1519 562 539 75 100 150 200 250 300 749 1124 1499 1873 2248 719 1079 1438 1798 2157 TEL AVIV, ISRAEI NOT TO SCALE 3000′ SID

HANGES: SIDs NAT 3C, 3D speed restriction; chart reindexed

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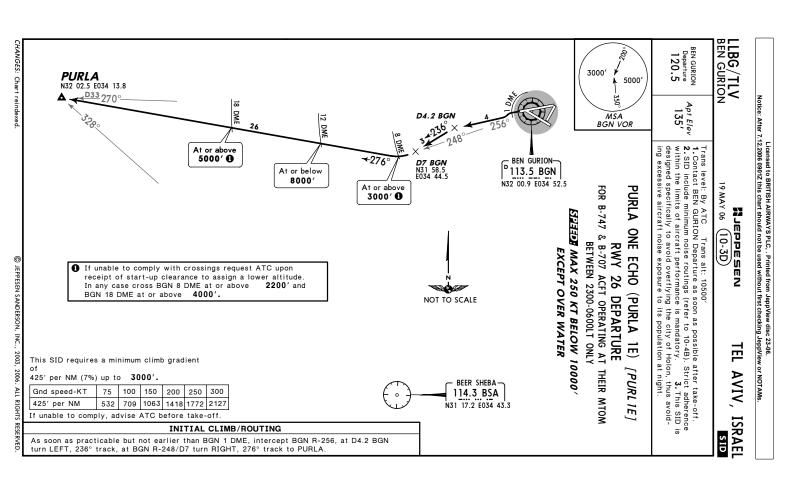
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LLBG/TLV BEN GURION Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. Trans level: By ATC 19 MAY 06 NaSaddar 1 (10-30)Trans alt: By ATC TEL AVIV, 3000′ , ISRAEI SID

BEN GURION

HANGES: SIDs NAT 3E, 3F speed restriction; chart reindexed. NAT 3F At 600' but not before BGN 1 DME and not later than D2.2 BGN Departure 120.5 2 Available between 0600-0800LT & 1600-2300LT NAT 3F NAT 3E Available between 060 Between 0600-0800LT SID D2.2 BGN D3 BGN R₩Y 26 NATANIA THREE FOXTROT (NAT 3F NATANIA THREE FOXTROT SPECIAL UNLESS OTHERWISE INSTRUCTED BY ATC MAX 250 KT BELOW 10000' NATANIA THREE ECHO (NAT 3E) (NAT 3F SPECIAL) [NAT3FS] At or above 540' turn LEFT without traversing runway 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-011 via KANER to NAT. To BGN 1.5 DME, turn LEFT, 214° track, at BGN R-265/D3 turn LEFT to BGN, BGN R-011 via KANER to NAT. 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-011 via KANER to NAT RWYS 26, 30 DEPARTURES At or above 540' Required VIS 1600m. If unable to comply with 300LT execute NAT 3F SPECIAL or request NAT 3E. BEN GURION 113.5 BGN N32 00.9 E034 52.5 MAA 6000 INITIAL CLIMB/ROUTING These SIDs require a minimum climb gradient If unable to comply, advise ATC before take-off 431' per NM (7.1%) up to 4000'. 431' per NM Gnd speed-KT KANER N32 12.6 E034 55.7 At 4000' P112.4 NAT N32 20.1 E034 58.2 539 75 100 150 200 NATANIA-719 NOT TO SCALE 1079 1438 1798 2157 MSA BGN VOR 250 300



HANGES: SIDs SALAM 2E, 2F speed restriction; chart reindexed.

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Available between 0600-0800LT & 1600-2300LT

1600-2300LT

execute SALAM 2F

unable to o

or request SALAM

2E

Required VIS

SALAM 2F SPECIAL 10

turn LEFT, 080° track.

ROUTING 1600m

ntercept BGN R-095 to SALAM climbing to

Available between 0600-2300L Between 0600-0800LT & 1600-

SALAM 2F

30 26

At or above **540**' turn LEFT without traversing runway 26 centerline, intercept BGN R-254, at **600**', but not before BGN 1 DME and not I than D2.2 BGN turn LEFT, 065° track.

later

To BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3

As soon as practicable intercept BGN R-254, at BGN 1 DME and not later than D2.2 BGN turn LEFT.

**600**′,

track.

INITIAL CLIMB

SALAM 2E

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

450' per NM (7.4%) up to

Gnd speed-KT

100 749 1124

150

200

250

300

1499 1873 2248

per NM

562 75 These SIDs require a minimum climb gradient

At 600' but not before BGN 1 DME and not later than D2.2 BGN

MAX 210 KT

At or above 540'

At 7000'

 $\begin{array}{c} SALAM \\ N31 & 56.0 \\ E035 & 31.0 \end{array}$   $\times \begin{array}{c} \star \\ 5 \\ \star \end{array}$ 



SALAM TWO FOXTROT SPECIAL (SALAM 2F SPECIAL) [SAL2FS]

RWYS 26, 30 DEPARTURES

UNLESS OTHERWISE INSTRUCTED BY ATC

D BEN GURION 113.5 BGN N32 00.9 E034 52.5

At or above 6000'

D6 BGN

<u> МЭЭЭЭ</u> МАХ 250 КТ ВЕLOW 10000′

SALAM TWO FOXTROT (SALAM 2F) [SALA2F]

MSA BGN VOR

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LLBG/TLV BEN GURION 486' per NM (8%) up to 600 If unable to comply, execute SID SOLIN 3A SPECIAL. 431' per NM (7.1%) up to 6000'.

SOLIN 3B, 3C, 3D

304' per NM (5%) up to 6000'. These SIDs require minimum climb gradients of Departure 120.5 Intercept BGN R-011 via KANER to D18 BGN (D2 NAT), turn LEFT, intercept NAT R-281 to If unable to comply, advise ATC before take-off. SOLIN 3A SPECIAL 304' per NM 431' per NM 486' per NM Gnd speed-KT SOLIN THREE ALFA SPECIAL (SOLIN 3A SPECIAL) [SOL3AS] SOLIN 3C SOLIN 3D SOLIN 3A SOLIN 3B If unable to cross KANER at or above 6000' advise ATC before start-up. SOLIN 3A SPECIAL SOLIN THREE CHARLIE (SOLIN 3C) [SOLI3C] SOLIN THREE BRAVO (SOLIN 3B) [SOLI3B] SOLIN THREE DELTA (SOLIN 3D) [SOLI3D] Apt Elev 135' SOLIN THREE ALFA (SOLIN 3A) [SOLI3A] NOT TO SCALE R₩Y 2 2 380 75 100 150 539 719 1079 1438 1798 2157 608 810 1215 1620 2025 2430 **SOLIN** A . N32 29.6 E034 10.3 FOR SIDS RWYS 26 & 30 REFER TO CHART 10-3G UNLESS OTHERWISE INSTRUCTED BY ATC RWYS 03, 08, MAX 250 KT BELOW 10000' 506 ble after take-off. 2. SIDs include minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. Trans level: By ATC Trans alt: 10500'

1. Contact BEN GURION Departure as soon as possi-At or above 540', but not later than BGN 3 DME turn RIGHT, 270° track when crossing BGN R-145 turn RIGHT to BGN. At or above  $\,$  **540'** turn RIGHT, 230° track, when crossing BGN R-120 turn RIGHT to BGN. At or above At or above At or above 540', but not later than BGN 3 DME turn RIGHT to BGN 6000'. 760 1013 1266 1519 19 MAY 06 200 540' turn RIGHT, 040° track 540' turn LEFT, 340° track. MAX 210 KT 12, 21 DEPARTURES 250 Nabbe Sen At or above 1500' 300 At or below **9000**' (10-3F) DI6 NA BEN GURION SOLIN 3D N32 00.9 E034 52.5 At or above 540' INITIAL CLIMB D18 BGN D2 NAT N32 18.4 E034 57.6 NI70 SOLIN 3A TEL AVIV, 3 DM  $\mathcal{T}_{\underline{\cdot}}$ SOLIN 3A SPECIAL SOLIN 3B At or above 6000′ NATANIA P112.4 NAT N32 20.1 E034 58.2 **KANER** N32 12.6 E034 55.7 MAX 210 KT 3000′ At or above 540′ but not later than **BGN 3 DME** At or above ISRAEI 540′ 5000 SID

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LLBG/TLV BEN GURION Departure 120.5 BEN GURION Apt Elev 135' SOLIN THREE FOXTROT (SOLIN 3F) [SOLI3F] SOLIN THREE ECHO (SOLIN 3E) [SOLI3E] 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. Trans level: By ATC 19 MAY 06 NaSaddar # (10-3G)Trans alt: 10500' TEL AVIV, 3000′ MSA BGN VOR ISRAE 5000′ SID

SOLIN 3F SPECIAL (2) SOLIN THREE FOXTROT SPECIAL (SOLIN 3F SPECIAL) [SOL3FS] At 600' but not before BGN 1 DME and not later than D2.2 BGN SOLIN 3F SOLIN 3E **MAX 210 KT** D3 BGN 30 RW 26 N32 12.6 E034 55.7 At or below **9000**′ <u> Біз зэй</u> МАХ 250 КТ ВЕLOW 10000′ At or above **540**' turn LEFT without traversing runway 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. To BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT to BGN. As soon as practicable intercept BGN R-254, at 600', k BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN At or above **6000**′ D16 NA SOLIN 3E, 3F RWYS 26, 30 DEPARTURES 254 INSTRUCTED BY ATC **UNLESS OTHERWISE** At or above 540' D18 BGN D2 NAT N32 18.4 E034 57.6 ROUTING BEN GURION 113.5 BGN N32 00.9 E034 52.5 431' per NM (7.1%) up to 6000'. These SIDs require a minimum climb gradient 431' per NM Gnd speed-KT  $\odot$ INITIAL CLIMB If unable to cross KANER at or above 6000' advise ATC before start-up. 539 P112.4 NAT N32 20.1 E034 58.2 75 NOT TO SCALE 719 | 1079 | 1438 | 1798 | 2157 100 600', but not before 150 200 250 300

 Available between 0600-2300LT. Required VIS 1600m. It unable to comply with SID: Between 0600-0800LT & 1600-2300LT execute SOLIN 3F SPECIAL or request SOLIN 3E.
 Available between 0600-0800LT & 1600-2300LT.

At BGN, BGN R-011 via KANER to D18 BGN (D2 NAT), turn LEFT, intercept NAT R-281 to SOLIN.

CHANGES: SIDs SOLIN 3E, 3F speed restriction; chart reindexed. 

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CHANGES: SIDs SOLIN 3C, 3D speed restriction; chart reindexed.

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LLBG/TLV BEN GURION Departure 120.5 TALMI TWO ECHO (TALMI 2E) [TALM2E] Apt Elev 135' ble after take-off. **2.** SIDs include minimum noise routings (refer to 10-4B). Strict adherence within the limits of aircraft performance is mandatory. 1. Contact BEN GURION Departure as soon as possi-Trans level: By ATC 19 MAY 06 NaSaddar 1 (10-3H) Trans alt: By ATC TEL AVIV, ISRAEI 3000′



SID

MSA BGN VOR

TALMI TWO FOXTROT SPECIAL (TALMI 2F SPECIAL) [TAL2FS] TALMI TWO FOXTROT (TALMI 2F)*[TALM2F]* <u> МЭЭЭЭ</u> МАХ 250 КТ ВЕLOW 10000′ RWYS 26, 30 DEPARTURES

UNLESS OTHERWISE INSTRUCTED BY ATC

D 113.5 BGN | N32 00.9 E034 52.5

BEN GURION-



These SIDs require a minimum climb gradient 450' per NM (7.4%) up to **6000'.** 562 749 1124 1499 1873 2248 At or above 540' 150 TALMI 2E, 2F 200 250 NOT TO SCALE 300 P115.0 MZD N31 19.9 E035 23.5 N31 55.9 E035 09.2 SIVAK N31 42.3 E035 28.5 TALMI N31 49.7 D29 BGN E035 30.3 N31 51 2 0

BGN 1 DME and not later than D2.2 BGN

210 KT

At 600' but

D2.2 BGI

080°►

080 ▼

D3 BGN >

At or above 6000'

D6 BGN

TALMI 2F SPECIAL (2) TALMI 2F TALMI 2E 26 30 To BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT, 080° track. At or above  $540^{\circ}$  turn LEFT without traversing runway 26 centerline, intercept BGN R-254, at  $600^{\circ}$ , but not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 080° track. As soon as practicable intercept BGN R-254, at BGN 1 DME and not later than D2.2 BGN turn LEFT, INITIAL CLIMB **600**', but not before 080° track.

if unable to comply, advise ATC before take-off

450' per NM Gnd speed-KT

CHANGES: SIDs TALMI 2E, 2F speed restriction; chart reindexed. Available between 0600-0800LT & 1600-2300LT © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

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'.

2300LT. Required VIS 1600m. If unable to comply with SID: 1600-2300LT execute TALMI 2F SPECIAL or request TALMI

2E

:HANGES: Trans level; procedures revised; chart reindexed.

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Available between 0600-2300LT

Between 0600-0800LT &

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LLBG/TLV BEN GURION to the altitude stated in current flight plan.

SFlights to east: intercept BGN R-095 to

SALAM maintaining 7000', then continue to of Intercept BGN R-254 to SIX, turn RIGHT, 290° st track, intercept BGN R-270 to DEENA climbing to 7000°, turn RIGHT to BGN, then:
Flights to south: intercept BGN R-106 to TALMI, intercept MZD R-008 inbound to **DEENA** N32 01.5 E034 38.4 LOST COMMS TOST COMMS TOST COMMS TOST COMMS COMMISSIVAK maintaining 7000, then continue climb 450' per NM (7.4%) up to gradient of g current flight plan. east and climb to the altitude stated in LOST COMMS 🔷 BEN GURION Departure This departure requires a minimum climb If unable to comply request runway 26.
To be assigned between 0600-2300LT. Required VIS 1600m 120.5 At or above  ${\bf 540}^{\circ}$  turn LEFT without traversing runway 26 centerline, intercept BGN R-254, expect radar vectoring eastbound and further instructions by BEN GURION As soon as practicable intercept BGN R-254, expect radar vectoring eastbound and further instructions by BEN GURION Departure. Departure. PRIOR BEING PROVIDED WITH RADAR VECTORING RWYS 26 NOT TO SCALE At or above **3000**′ UNLESS OTHERWISE INSTRUCTED BY ATC MAX 250 KT BELOW 10000' Apt Elev 135' 6000'. 7 DME (coastline) 30 RADAR VECTOR DEPARTURE SIX N31 59.6 E034 46.1 EASTBOUND TWO 210 KT Trans level: By ATC Trans alt: By ATC

1. Contact BEN GURION Departure as soon as possible after take-off. 2. refer to charts 10-4 & 10-4A. ing will be issued in accordance to MVA. D 19 MAY 06 D2.2 BGN NaSaddar # INITIAL CLIMB/ROUTING BEN GURION 113.5 BGN N32 00.9 E034 52.5 LOST COMMS ① At 7000' (10-3J LOST COMMS TOST COMMS TOST COMMS TOST COMMS If unable to comply, advise ATC before take-off. 450' per NM Gnd speed-KT At or above 540' 7000', then continue to contin Flights to east: as soon as possible inter-Flights to south: as soon as possible intercept BGN R-106 to TALMI, intercept the altitude stated in current flight plan. stated in current flight plan. MZD R-008 inbound to SIVAK maintaining 7000', then continue climb to the altitude 2. For noise abatement LOST COMMS At or above **6000**′ N31 19.9 E035 23.5 AFTER BEING PROVIDED WITH RADAR VECTORING 3. Radar vector-115.0 MZD 562 749 1124 1499 1873 2248 75 D6 BGN 100 150 SIVAK A N31 42.3 E035 28.5 TEL AVIV, LOST COMMS At or above **6000**′ RADAR DEPARTURE 200 D6 BGN N31 49.7 E035 30.3 188° 3000′ 250 ISRAE N31 56.0 E035 31.0 300 LSOT

LLBG/TLV Apt Elev 135' N32 00.6 E034 52. CHANGES: Hotspots, Standard taxi route & 34-54 197' 60m Stopway 34-52 34-53 Apron V to be used by APRON V 132.5 Elev 135' ATC instructions only. ATIS HS 26 minny Meters 4 04°E Lunanfungang Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 32-01  $\triangle$ \*BEN 11,998′ <sup>3657m</sup> 197' 60m Stopway GURION Clearance Elev 295'90m Stopway 102 LEGEND <u>~</u> <sup>©</sup>vor 08 Standard taxi route  $\Phi_{ARP}$ RUNWAY INCURSION HOTSPOTS Apron A added (Cpt 10 NOV 06 10,210'31120 MILITAR PEPPESEN APRON H (WH) STANDARD TAXI ROUTE STANDARD TAXI ROUTE
Acft may be authorized to taxi
to Rwy 03, 26 or 30 holding
position via "STANDARD
TAXI ROUTE" on the following
Twys (or a portion thereof):
M - K - U - V - Rwy 03.
Caution when moving in Hotspots.
Advise ATC of any ambiguity.
Do not cross Rwy without
clearance from ATC. .05 (10-9)CAUTION: CAUTION:

On approach to rwys 26 and 30 do not mistake parallel highway for rwys. 180° turns on runway to be made only at turning pads, or at intersection with rwy 08/26 if back tracking on rwy 12/30 required. East 129.2 MILITARY APRON 197′*60m* Stopway JEPPESEN SANDERSON, Eff 23 Nov TERMINAL 3 AIS+MET Ground 118.05 FOR PARKING POSITIONS SEE 10-9C 32-00 132. Ĭ Ground 129.2 퓓 1999, 2006. ALL RIGHTS RESERVED HS <u>RUNWAY INCURSION HOTSPOTS</u>
(For information only, not to be construed as ATC instructions.) ۷I۷, HS (For intormation only, not to be construed as ATC instructions

Ocaution: Rwy incursion
When taxiing from Twy K to Twy U do not turn into Twy L.
Be sure to obtain clearance from ATC before crossing Rwy 12/30.

Ocaution: Rwy 30 final apch infringement
Traffic taxiing via Twy K to Twy U or exiting Apron B infringes
final apch Rwy 30, while Rwy 30 is in use for landing.

When taxiing from Twy M to Twy K give way to traffic
vacating Rwy 12 vie Twy F.
Holding point for Rwys 08 & 12 located on Twy K East of Rwy 08.

When lining up on Rwy 12 do not confuse Rwy 08 for Rwy 12. BEN GURION Departure APRON L ELY MAINTENANCI AREA BEN GURION 120.5 OR PARKING POSITIONS SEE 10-9B ISRAEL TERMÎNAL 1 34-53 34-54

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LLBG/TLV

#Jeppesen

TEL AVIV, ISRAEI

10 NOV 06 (10-9A) Eff 23 Nov

BEN GURION

			OCEDURE	START-UP AND TAXI PROCEDURE	START-UF		
		3112m) (2642m) (2077m)	nd 10,210' (3112m) nt <b>9</b> 8668' (2642m) nt <b>6</b> 6814' (2077m)	RWY 30: From rwy head 10 twy F int 3 twy Y int 3	ILABLE 0,210' (3112m) 7677' (2340m)	O TAKE-OFF RUN AVAILABLE RWY 12: From rwy head 10,210' (3112m) twy Z int 0 7677' (2340m)  O Avbl btn SR and SS	<b>0</b> 0
45m	8		RVR 9964' 3037m	ΙĮ	om) RAIL PAPI (3.	30 HIRL (50m) CL (30m) RAIL PAPI (3.25°) REIL	i
148,		9147' 2788m	*	authorization only PAPI (3.0°) RVR	08 available for T/O by prior ATC authorization on HIRL/50m/CL (30m/) HIRLS SFL TDZ PAPI (3.0°) RVR	• Rwy 08 available for T/O by prior ATC authorization only. • Part   HiRL (50m) CL (30m) HIALS SFL TDZ PAPI (3.0°) RVR	12
45m		9179' 2798m	RVR 10,030' 3057m 9179' 2798m	RVR	HIRL (50m) CL (30m) HIALS TDZ PAPI (3.0°) REIL	26 HIRL (50m) CL (30 PAPI (3.0°) REIL	
1 40'	•			RVR	HIRL (50m) CL (30m) PAPI (3.0°)	HIRL (50m) CL	80
45m					HIRL <i>(50m)</i>   CL <i>(30m)</i>   PAP1-L (3.0°)	21  HIRL <i>(50m)</i>   CL	
148′					(30m)	HIRL (50m) CL (30m)	03
WIDTH	TAKE-OFF	Glide Slope	Threshold			W	RWY
_		USABLE LENGTHS		ADDITIONAL RUNWAY INFORMATION	ADDITIO		
			ircuit.	& 12 right-hand c	port. Rwys 03, 08	GENERAL Birds in vicinity of airport. Rwys 03, 08 & 12 right-hand circuit.	Bir

When expected delay is more than 10 minutes, pilots will be informed by Ben Gurion Ground as to the expected start-up time and will absorb delay on the stand.

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

Acti being towed from Terminal 1 to Terminal 3 and vv, must establish and maintain communication with Control Tower as follows:

when towing from terminal 1 apron to terminal 3 contact Ground East, from terminal 3 to terminal 1 apron contact Ground West.

TAXI PROCEDURES FOR ARRIVING AIRCRAFT REQUIRING MARSHALLING SERVICES NORMAL TRAFFIC FLOW

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

1A for Apron L

1D for all Parking stands

1E for Apron J

HIGH TRAFFIC FLOW

If several aircraft are waiting for Follow-Me, 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:

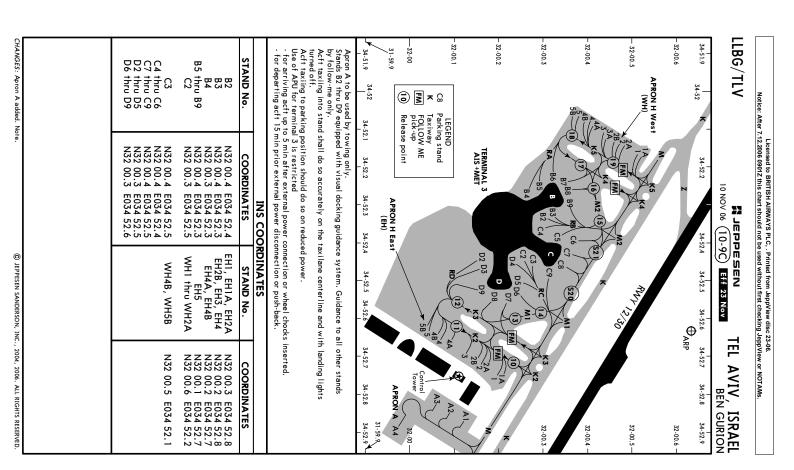
2A for Apron B

Eng Eng 둫 Rwys 08/26, 12/30 must be in force 200m (150m) Mid RVR TDZ RVR Roll out RVR CL & RCLM any RVR out other two re 175m 175m 175m Rwys 08/26, 12, LVP must be in force Rwy 03/21 200m . & CL 30 AIR CARRIER (FAR 121) AIR CARRIER (JAA) Adequate Vis Re YIS RYR TAKE-OFF AKE-OFF 400m LVP must be in force RCLM (DAY or RL 250m only) ≧ Rwy 03/21 RCLM (DAY only) or RL 400m Vis Ref 400m

CHANGES: Usable lengths rwy 26. High traffic flow

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.LBG	34-54.2	34-54.1	34-54	34-53.9	34-53.8	6 34-53.7	34	F 34-53.5 ₽	34-53.4		-			INS COC	
Ğ	32-00				1D		12	/			32-00	INATES	COORD	ND No.	<u>s</u>
/TLV	ON B stand.	INE START-UDURE AT APP t all engines on nes are running be carried out the point and tax	PROCED cft will start /hen all engin ush-back will	W pi	U	L	12/30	IC K			3.9 3.9 4.0 4.0 – 31-59.9	E034 54.0 E034 54.0	31 59.7 31 59.7	323 N 4, B25 N 6, 27 N	
10		soon as possible			IA	K	L1 <sup>LIA</sup> L2A S1	ا J2B L2 13 L2	13 APRON 113B /	J	4.0 3.6 3.5 -31-59.8	E034 54.0 E034 53.0 E034 53.0 E034 53.0	31 59.8 32 00.1 31 59.9	B, B39 N J1 N 2, J3 N	
10 NOV 06 (10-9B)	31-59.7 —		39 38 37	1 (51)	<b>S</b> t.		\$2   	J3B L3 J4A L4A 5A L4A J5 L5A	112A 1A (\$5)	J12 J1 J11 J10 J10	3.4 3.3 3.3 -31-59.7	E034 53.4		J8 N , J10 N J11 N	
9B) EH 23 Nov	31-59.6 —		2B 36 52 36 6 53 27 APRON	23 24 25 2	NAL 1	TERM	4	ANCE	J6B J7B J 8 ELY MAINTE	J9 J9B 6	3.6 3.5 3.5 – 31-59.6	E034 53.6		1, L2 N L3 N 4, L5 N	
_ Ħ	31-59.5—				LEGEND Parking stand Taxiway	<u>K</u>		4"	ARE	.5	—31-59.5				
AVIV, ISR BEN GUR	31-59.4 —	nds on apron B e-in stands.			FOLLOW ME pick-up Release point	SI	enterline ed off.	into stand shal the taxilane c ing lights turn to parking posi ced power.	accurately or and with land	.4	<b>–</b> 31-59.4				
ISRAEL GURION	34-54.2	34-54.1	34-54 	34-53.9	34-53.8 I	34-53.7	34-53.	34-53.5 	34-53.4	34-53.3 I					



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#### LLBG/TLV

19 MAY 06 (10-9D) N JEPPESEN

TEL AVIV, BEN GURION **ISRAEL** 

## LOW VISIBILITY PROCEDURE

#### A) GENERAL

- When reduced visibility prevents visual monitoring of movement area by ATC, Low Visibility Procedure (LVP) will be implemented by TWR and transmitted by
- 2. RWY 12 and RWY 26 are preferred runways for landings and take-offs
- respectively. Otherwise, RWY 26 will be used for landings and take-offs.

  3. Follow-me service will be provided to aircraft 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
- 4. During emergency in Low Visibility conditions, RWY 12 will be the preferential
- runway for landings.

  During LVP, traffic delays are expected.
- 6.5 Due to greater separation employed in Low Visibility conditions, expect delays in the approach and take-off sequence.

### B) LANDING ON RWY 12

Vacate RIGHT on first available TWY or as instructed by ATC.

## C) LANDING ON RWY 26

Vacate RWY LEFT via TWY K and hold short of TWY Z.

### D) TAXI TO RWY 26

- Aircraft leaving apron B shall taxi via TWY U, N and RWY 03;
   Aircraft leaving aprons J & L shall taxi via TWY K, U, N and RWY 03;
   Aircraft leaving Terminal 3 shall taxi via TWY M, K, U, N and RWY 03.

#### E) PILOT REPORTS

- When taxiing to runway, reports shall be made whenever entering a taxiway,
- a runway or an intersection.

  Aircraft taking of shall report "rolling" when commencing take-off run;
- Aircraft lifting off shall report "airborne" when clear of ground; Landing aircraft shall report "on ground"; Vacating aircraft shall report "runway vacated"; When parked, aircraft shall report "on stand".

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LLBG/TLV

NED DE SEN

TEL AVIV, IV, ISRAEL BEN GURION

## 19 MAY 06 (10-9E

LAND AND HOLD SHORT OPERATIONS (LAHSO)

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 and B only) and helicopters, landing on rwy 30 simultaneously to other acft taking off from rwy 26.
- b) DAY time

Ceiling not less than VIS not less than - 5000m - 2000'

no tail-wind component

- ه ه ) 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 rwy length available, for example:
- e) The pilot must acknowledge the landing clearance to include full read-back, "(4X) - APL vacate Zulu, distance available 2340m, traffic 737 departing 26" stating "will vacate Zulu"
- f) The pilot estimating unable to vacate twy Z will notify ATC upon reception of landing clearance from ATC and will operate according to ATC instructions.
- g) Go-around shall be performed as follows:
   Turning LEFT climbing to 1000' to rwy 30 downwind leg. Under no circumstances, the pilot shall not cross twy Z westbound while turning on go-around
- h) Continue according to ATC instructions.

# VISUAL DOCKING GUIDANCE SYSTEM

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

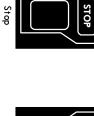






(Distance remaining)

Turn RIGH







loo tar

(Emergency Stop)

ESTOP

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

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.

CHANGES: Note

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LLBG/TLV Name of 10-9X1)

TEL AVIV ISRAEL

BEN GURION

TAKE-OFF RWY 12, 30

| Rt, Ct | Rt & Ct | Rt &

R2400m	R2000m	R1600m	R1600m		
<b>640</b> ′(510′)	<b>640</b> ′(510′)	<b>640</b> ′(510′)	<b>640</b> ′(510′)	VOR DME	30
ceil400'- 2000m		ceil400'- 1600m   ceil400'- 1600m   ceil400'- 1800m	ceil400'- 1600m	ALS out	
cei1400'- 1600m	ceil400'-1000m ceil400'-1000m ceil400'-1600m	cei1400'-1000m	ceil400'- 900m		
<b>500</b> ′(376′)	<b>500</b> ′(376′)	<b>500</b> ′(376′)	500'(376')	VOR DME	
	AUTHORIZED	AUTHO			
	OT	NOT		ГОС	
1200m	1200m	1200m	1200m		
<b>374</b> ′(250′)	<b>374</b> ′(250′)	<b>374</b> ′(250′)	<b>374</b> ′(250′)	ALS out	
800m	800m	800m	800m		
<b>324</b> ′(200′)	<b>324</b> ′(200′)	<b>324</b> ′(200′)	<b>324</b> ′(200′)	ILS	26
2400m	2000m	1600m	1600m	ALS out	
1600m	1200m	1200m	1000m		
<b>580</b> ′(468′)	580′(468′)	580′(468′)	580′(468′)	VOR DME	
2000m	2000m	1600m	1600m	ALS out	
1400m	1200m	1000m	900m		
<b>520</b> ′(408′)	<b>520</b> ′(408′)	<b>520</b> ′(408′)	<b>520</b> ′(408′)	Loc	
1200m	1200m	1200m	1200m	ALS out	
800m	800m	800m	800m		
<b>312</b> ′(200′)	<b>312</b> ′(200′)	<b>312</b> ′(200′)	<b>312</b> ′(200′)	ILS DME	12
2400m	2000m	1600m	1600m		
<b>500</b> ′(403′)	<b>500</b> ′(403′)	500′(403′)	<b>500</b> ′(403′)	VOR DME	80
D	С	В	Α	-IN RWY	STRAIGHT-IN RWY
TEL AVIV, ISRAEI	TEL AV	9X)	18 AUG 06 Eff 31 Aug	_	
JAA MINIMUMS	۸L	M N M Z		<	LLBG/TLV

		hin D3.8 BGN.	ort. Remain wit	High terrain East of airport. Remain within D3.8 BGN.
V3600m <b>0</b>	V2400m <b>€</b>	V1600m <b>©</b>	V1600m 🕄	
840′(705′)	<b>740</b> ′(605′)	<b>640</b> ′(505′)	<b>580</b> ′(445′) <b>0</b>	
165 KT	140 KT	120 KT	90 KT	CIRCLE-TO-LAND 0

**O** VOR DME 08: MDA(H) 600'(465').

**O** VOR DME 26: Ceil 500' required.

O VOR DME 26: Ceil 600' required.

	LVP must	LVP must be in Force		_
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
∩ B >	200m	250m	400m	500m
D	250m	300m		

D		<u>&gt;</u>	ΙΑ
150m	125m	Operators HIRL, CL & mult. RVR req	TAKE-OFF RWY 08, 26  Approved LVI
200m	150m	RL , CL & mult. RVR req	08, 26  LVP must be in Force
250m	200m	RL & CL	be in Force
300m	250m	RCLM (DAY only) or RL	
	400m	ly) RCLM (DAY only) or RL	
	500m	NIL (DAY only)	

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LOC

Repetions

110.3

119°

2033'(1921')

110.3

119°

2033'(1921')

110.3

119°

2033'(1921')

110.3

110°

2033'(1921')

2033'(1921')

2000', then turn RIGHT and South and S TERPS 10 LLBG/TLV BEN GURION D - 32-00 **SIRON** D15.6 BG D16.0/R-298 BGN Gnd speed-Kts 70 90 100 120 140 160 115 GS 3.00° 377 484 538 646 753 861 LOC (GS out) MAP at DO.6 BG RVR *550m* VIS *800m* SIRON
D15.6 BG
D16.0 BGN
5000' 718° 132.5 LL(D)-1 ATIS DA(H) **3 1 2'**(200') TDZ or CL out 1180 BG DME RVR 720m VIS 800m Ľ 2500 to Fina, D9.0 BGN STRAIGHT-IN LANDING RWY 12 119° 110.3 BG 1200m ALS out 1770′ BEN GURION Approach 2040 BGN 120.5 18 AUG 06 (11-1) Tel Aviv NaSaddar # Lctr D5.8 BG GS 2033' RVR *730m* VIS *800m* 1200m 4.0 1450' MDA(H) 520 ' (408')
ALS out 19°D2.5 BG D0.6 Hazarc LOC (GS out) • ACAS alert possible on approach to rwy 12 due to CVFR route up to 1200' along the coast line. 850 Eff 31 Aug BEN GURION Tower 34-50 RVR 1800m VIS 2000m RVR 1500m VIS 1600m D5.8 BG 1130′ TEL AVIV 132.1 095° **D0.6** BEN GURION 113.5 BGN PAPI TEL AVIV, CIRCLE-TO-LAND High terrain East of airport Remain within D3.8 BGN 165 140 120 90 "**!** ILS DME Rwy 1 2.0 810' , 20, TCH PAPI 580'(445') 1600m 630'(495') 1600m Expect to cross VOR at 4000' descending to 2500' outbound. 730′(595′) 830*'*(695') 500′ MDA(H)\_ 3000′ 129.2 RWY 12 112 MSA BGN VOR ISRAEL 1.0 480' 300° 2400m 3600m 35-00 5000' ≅₹

CHANGES: None

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CHANGES: Final apch bearing. OM withdrawn. Minimums

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TE	RPS				5	. 0	.5	,10	2015	TING STRIP I		
Ë	□   ∩   □   <b>&gt;</b>		ତ୍ଥ ଦ	81			I <sup>2</sup>			ING STRIP		무드
	RVR VIS		nd sp	4( RWY 26	White the same of	32-00		32-10	SSEE in: irn t Set ILS (	5		NBG
	550m 800m	FULL FULL	Gnd speed-Kts GS 3.0	4000' 26 <b>124</b>	/ <u>E</u>	D7.0 BGN	j		MISSED APCH: to intercepturn RIGHI Alt Set: hPa 1. ILS GS not tend of inbound	10C BA 108.7	ATIS 132.	Ę.
		324	Kts 3.00°		830'	- 5!		G ]	[라		.5 5	LLBG/TLV BEN GURION
		DA(H) <b>324'</b> (200') FULL TDZ or CL	70	TCH three	-	_\	~	Tel Aviv	Clir to \			
	720m 800m	S 200') or CL ou	$\mathbf{H}$	TCH displ		072°	Hazard Beacon 651'	Aviv Dov)	Rwy Rwy	Final Apch Crs <b>256</b> °	BE	
		<del>≒</del> - <b>!</b> STR	484 5		ļ		icon 1'		Climb STRA to outbound R to VOR clim Rwy Elev: A be used outside urn.	Crs	<b>1</b>	
		DA(H)	100 538	<b> </b>	34-50	270°		=	5 7 P. 2 C		BEN GURION Approach 120.5	
	1200m	374'	120 646				[: <u>-</u> ] #		l > l	300 00	pproa	=
	ď	374'(250') ALS out	753			S. CO	13.5		AHEAD o cross o 4000 Trans localizer.	GS D10.0 BGN 100' (2876)		ı ⊳
		STRAIGHT-IN LANDING RWY 26 ILS  DA(H) 374'(250')  ALS out	160 861	0.0			BEN GURION— 113.5 BGN		AHEAD to 500', to cross D7.0 BGN to cross D7.0 BGN to 4000' and hold.  Trans level: FL 115 local izer. 2. GS intercel	GS D10.0 BGN 3000' (2876')	BEZ	NJEPPESEN
		╀		D5.0 BGN					ᅵᆢᄛᆝᇬᄆᆟ		BEN GURION TMA	
	>	- FOC					D5:0		500′ 7.0 B( 7.0 B( 7.0 Ho nd ho %l: FL %s intel	AR D	.5 N	ı ın
	NO AL			256° D			) Zeo		1 2 1	ILS DA(H) Refer to Minimums	⋗	
	NOT AUTHORIZED	(GS out)		D10.08GN	722' •	• •			<sub>≅</sub>   a∔en	ns	В	=
				0 BG 3(	22 <i>′</i> 35 <sub>-</sub> 00	905′		-/	turn RIGHT 3000', then Trans alt: 10500' very close to the	Apt	BEN GURION Tower 132.1	Aug
	90 120 140	Max K†s.	₽₩	3000′			D10.	&/	RIC )', t	Apt Elev RWY	GURION 1	ا ا
		High Ren	HIALS REIL PAPI PAPI	'	•1115′	256° <u>-</u>		SHERING JANGEL	RIGHT ', then s alt: 105	l `.	ower	#
	30, 30,	terra	S API		5,	1 .	1341	OHSHELL ALESHO	,00	135′ <b>124</b> ′		Þ
	580'(445') 630'(495') 730'(595') 830'(695')	CIRCLE-TO-LAND rrain East of airpoin within D3.8 BG	<b>500</b>			ILS DME— 108.7		SH 3.14 3MQ LI	3000 <sup>'</sup>			AVIV
		st of n D3.	الم		1837′	3.7 ·			B GN		Ground 129.2	ı `
	1600m 1600m 2400m 3600m	CIRCLE-TO-LAND High terrain East of airport Remain within D3.8 BGN  × MDA(H)  MDA(H)	BGN 113.5 R-270		37'	BA 1916′	r		MSA BGN VOR	2000	<b>&gt;</b>	ISRAEL Rwy 26
L	2 2 2 2	<b>~</b> ‡	7.5			$\bigcup_{i=1}^{n}$		1	00,	:_/		]2E

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TERPS LLBG/TLV BEN GURION RIMON 
 Gnd speed-Kts
 70
 90
 100
 120
 140

 Descent Gradient 4.9%
 347
 447
 496
 595
 695
 climb to 3500' to VOR and hold. MISSED APCH: Climb STRAIGHT AHEAD to 2000', turn RIGHT MAP at DO.7 Alt Set: hPa VOR BGN 113.5 1000 132.5 LL(D)-1 ATIS SIRON D16.0/R-298 2900′ STRAIGHT-IN LANDING RWY 08 D9.7 Final Apch Crs **082**° Rwy Elev: 4 hPa D9.7082° D7.0 MDA(H) 500' (403') 5.2% (315'/NM) 2400m 2000m 1600m Do not cross coastline on Final (D7.3 BGN) below 2100'. BEN GURION Approach Minimum Alt D3.7 1000' (903') D7.0 120.5 **Neppesen** 27 oct 06 (13-1) 830′ Tel Aviv
(Sde Dov) 1000 794 D3.7 D0.7 D3.7 Hazard Beacon \$651' MDA(H) **500'** (403') 34-50 BEN GURION Tower Max Kts 165 140 132.1 120 <u>-262°</u>-BEN GURION— 600'(465') 830' (695') This procedure will be in force by specific ATC instructions only. 730'(595') 630' (495') Trans alt: 10500' Apt Elev 135' High terrain East of airport Remain within D3.8 8 RWY 97' 3500′ CIRCLE-TO-LAND TEL AVIV, VOR DME Rwy 08 RWY 08 97' PAPI MSA BGN VOR 3000′ 129.2 3600m 2400m 1600m 1600m ISRAEL 722′ 2000′ 35-00 5000′

CHANGES: Note. Descent Gradient.

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TER	Pς						5	0	.5	,10		IEFING STRIP	тм	
	D 1600m	C 1200m	B 800m		Gnd speed-Kts  Descent Gradient 5.24% or  Descent angle [3.00°]  MAP at Do.6	2800'		-32-00 - LL(D)-1	D11.5	- 32-10 SIRON DIGO ACCUSTO	3000'	VOR BGN 113.5	ATIS 132.5	LLBG/TLV BEN GURION
	2400m	2000m	1600m	STRAIGHT-IN LANDING RWY 12    MDA(H) 580' (468')   ALS out	70 90 100 120 140 0°] 372 478 531 637 743	2040' (3.00°)	1111		D7. 07. 07. 07. 07. 07. 07. 07. 07. 07. 0	Tel Aviv (Sde Dov)	, then turn RIGHT to VOR climbing to 4000's hPa Rwy Elev: 4 hPa Trans level: FL 115	Final Minimum Alt Apch Crs D6.5 112° 2040′ (1928′)	BEN GURION Approach 120.5	27 OCT 06 (
-	165 830' (695')	140 730'(595')	120 <b>630'</b> (495')	7	849	<b>D3. 1</b> [31VOR]  850' 2.5	34:50	095.	#651'  #651'  BEN GURION  D3.1  D3.1  D3.1  D0.6  275	Za	Imbing to 4000' and hold.  Trans level: FL 115 Trans alt: 10500'	MDA(H) Apt Elev 580' (468') RWY	BEN GURION Tower	1
	(') 3600m	') 2400m	(*) 1600m	in East of a within D3.	PAPI PAPI RT	4000' 6 [TCH 50'] 8WY 12 112'	722′ • 35;00	905'	ON ON P. N	• ACAS alert possible on approach to rwy 12 due to CVFR route up to 1200' along the coast line.	10500' MSA BGN VOR	135' 112' 3000' 5000'	Ground 129.2	TEL AVIV, ISRAEL VOR DME Rwy 12

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BGN

252°

1700′ (1576′)

BROW

Apch Crs

252°

1700′ (1576′)

BROW

Apch Crs

1700′ (1576′)

BROW

Apch Crs

1700′ (1576′)

BROW

Climb STRAIGHT AHEAD to VOR intercept R-270

BROW

Climbing to 4000′ and hold.

Rwy Elev: 4 hPa

Trans level: FL 115

Trans alt: TERPS LLBG/TLV BEN GURION LL(D)-- 32-00 RWY 26 124' t speed-Kts cent Gradient5.6% 4000′ 132.5 ATIS 400' - 1600m 400' - *800m* Š Tel Aviv (Sde Dov) STRAIGHT-IN LANDING RWY 26 D1.0 394 мда(н) **500′**(376′) - 072°-Hazard Beacon 651' CEILING-VISIBILITY S *90* 507 BEN GURION Approach 34-50 100 563 000 120.5 960'2.4 120 675 27 OCT 06 (13-3) 400' - 1*600*m MIEDDESEN 788 ALS out 2000m 900 D6.0 CEILING REQUIRED D3.6 1700 BEN GURION Tower 140 120 90 Kax 132.1 D8.0 722′ 2300' 905′ Apt Elev 135' 630' (495') 580' (445') 35-00 830' (695') 730' (595') 5.6% (338'/NM) Trans alt: 10500 964 D8.0 High terrain East of airport Remain within D3.8 RWY 124' REIL PAPI CIRCLE-TO-LAND TEL AVIV, VOR DME Rwy 26 1381, MAX 180 KT 3500′ Refer to Missed Apch above MSA BGN 129.2 500' - 1600m 500' - 1600m 600' - 3600m 500' - 2400m CEIL-VIS **ISRAE**I 1998′ 1916′ 5000'

LLBG/TLV BEN GURION MISSED APCH: Turn LEFT onto R-270 outbound VOR climbing to 3000'. At D7.0 turn RIGHT to VOR climbing to 4000' and hold VOR BGN 113.5 132.5 Apch Crs **302°** BEN GURION Approach **3500'**(3370') Minimum Alt 120.5 27 ОСТ 06 (13-4) NaSaddar 1 640' (510') MDA(H)BEN GURION Tower 132.1 Apt Elev 135' RWY 130' TEL AVIV,

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- 32-00 ОВР 31-50 Gnd speed-Kts

Descent Gradient 6.23% LL(D)-1 Alt Set: hPa RWY 30 130' [TCH displ thresh 50'] 4000′ ALTITUDE VOR STRAIGHT-IN LANDING RWY 30 Rwy Elev: 4 hPa мда(н) **640'**(510') 142°<u>→</u> 442 820 70 Λ 670′ 2400m 1600m 569 90 100 1200′ 2.0 632 34-50 200' 120 758 Trans level: FL 115 **D6.0** [60 YOR] 140 885 1970′ **D1.2**[RW3Ø] 1011 160 1590 • 856′ *180√* **80** 140 Max Kts 90 2740′ 0 0 0 0 D10.0 **D4.0**[40VOR] 722. 1970′ Trans alt: 10500' **D6.0**[6ØVOR] 640'(505') 830'/695' 730'(595') High terrain East of airport Remain within D3.8 905′ 35-00 VOR DME Rwy 30 CIRCLE-TO-LAND REIL PAPI • 964′ D8.0[80VOR] D10.0 2350′ D10.0 1837 3000′ 1341′ 129.2 MSA BGN VOR 00/1 BGN onto 113.5 • 1381′ ISRAEI 2400m 1600m 3600m Remain within D12.0 R-270 2740′ 8.0 •,866 5000′ 1916′

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CHANGES: Descent Gradient

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TEL AVIV,

ISRAE

135′

129.2

3000′

5000

REQUIRED

**FMS** 

MSA BGN VOR

At 180'

N31 58.0

57.4

905

/1.2 | E034 53.7

531′

LLBG/TLV BEN GURION SIRON S - 32-00 Alt Set: hPa MISSED APCH: Contact Tower for instructions. BGN 26N: LL(IAF) SHIRI LIVNE DALIT RWY26 Start descent from 4000' when passing WPT SHIRI to cross displ THR RWY 26 at 174'. BGN 26S: LL(IAF) DOVER LYDDA MAZAL DALIT RWY26 Start descent from 4000' when passing WPT DOVER to cross displ THR RWY 26 at 174'. At or above CONDITIONS: Route description Pilots request or ATC suggests a visual approach.
 Pilots must maintain visual reference to the terrain and report the rwy in-sight. Due to 2006 magnetic variation, coordinates and true bearings may differ by ±1° from their published values. Refer to NAVAIDS-Planview N32 TEL AVIV-331 LL N32 03.8 E034 46.2 132.5 ATIS /2.0 | E034 50. Apch Crs **254°** Apt Elev: 5 hPa At 4000' At 4000 BEN GURION Approach 34-50 N32 00.9 E034 52. 10 NOV 06 Eff 23 Nov (19-10 113.5 BGN Minimum Alt 120.5 No FAF VISUAL LANDING RWY 26 308, N31 PEDDESEN Trans level: FL 115 CEILING REQUIRED BGN 196°/ 331 59.1 (ja CEILING-VISIBILITY. <sub>2000'</sub>- **5** km -RWY26-BGN 071°/c E034 0.0 publ ished MDA(H) ö BEN GURION Tower REQUIRED 0.9 E034 53.6 132. Apt Elev RNAV VISUAL Rwy 26 Trans alt: N3 1 400 BGN 103°/4.9 1 59.4 E034 58.1 LEL AVIA' 135′ 10500′ REIL PAPI BGN 074°/4.3 N32 01.7 E034 57.5 -LIVNE-BGN 045°/5 32\_04-2 3000′ 129.2 Refer to Missed Apch above °/5.0 | E034 57.0 **BGN VOR ISRAE** 35-00 5000

LLBG/TLV BEN GURION - 32-00 MISSED APCH: Contact Tower for instructions. Pilots request or ATC suggests a visual approach.
 Pilots must maintain visual reference to the terrain and report the rwy in-sight. BGN 30: LL(IAF) DOVER LYDDA ROTEM SADEH RWY30 Start descent from 4000' when passing WPT DOVER to cross THR RWY 30 at 180'. Descent gradient and heights over WPTs as per the FMS calculation and determinations. Route description CONDITIONS: Refer to NAVAIDS-Planview `LL(D)-1 Due to 2006 magnetic variation, coordinates and true bearings may differ by ±1° from their published values. 280 132.5 ATIS 253°/2.0 2 00.4 E034 Apch Crs Apt Elev: 5 hPa Hazard Beacon 50.2 N3 1 151 AVIV 331 11 N32 03.8 E034 46 At or above BEN GURION Appr At 4000 196°/1.9 | 59.1 E034 51.8 10 NOV 06 Eff 23 Nov (19-11) BGN Minimum Alt 120.5 No FAF ISUAL LANDING RWY 30 34-50 Trans level: FL 115 CEILING REQUIRED 2000'- 5 km CEILING-VISIBILITY BEN GURION N32 00.9 E034 52. 331 308 MDA(H) published **@** ö BEN GURION Tower 132. **6**430′ °/5.6 | E034 56.0 Apt Elev RNAV VISUAL Rwy 30 Trans alt: 10500′

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PAPI

Refer to Missed Apch above

CHANGES: Bearings. Note added. RADIT withdrawn

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