Exploitation Manual of « Tel-Aviv Ben Gurion Airport »

רשות שדות התעופה בישראל
ISRAEL AIRPORTS AUTHORITY

Warning: this manual is intended exclusively for use in flight simulation.
While this Exploitation Manual is NOT official, it was created for playing on IVAO.
Under no circumstances should it be used in real aviation.
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Upgrades

Editor	Date	Airac Cycle	Details of the Upgrade
Néhémie Berdugo	06/08/2023	2307	Exploitation Manual Creation

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General information

Tel Aviv Ben Gurion airport is an airport located in the middle east.

It is known as one of the largest airports in Israel and is close to the Mediterranean Sea.

ICAO Code	**LLBG**
IATA Code	TLV
Aiport Name	Tel Aviv Ben Gurion
Terrain's Altitude	135 ft / 41 m
Geographics Coordinates	N32°0'34" E34°53'8"
Magnetic declination	5° East
Runways	26/08, 21/03, 23/12
Types of Traffic permitted	IFR/CVFR *(controlled VFR)*

Controlling the platform

AIP Of Israel : https://www.gov.il/en/departments/general/electronic-aip

(Warning: Downloading the AIP will download the AIP of the whole country, around 50 mb)

Because Israel is an HQ division, the airport is too, so the default HQ airspace ranks requirements applies:

Positions

Position	Indentifier	Frequency	Time (UTC)	FRA	Other Infos.
Ben Gurion Clearance Delivery	LLBG_DEL	126.8	00:00 – 24:00	AS1	
Ben Gurion Ground West	LLBG_W_GND	118.05	00:00 – 24:00	AS1	Controlling West of RWY 21/03
Ben Gurion Ground East	LLBG_E_GND	129.2	00:00 – 24:00	AS1	Controlling East of RWY 21/03
Ben Gurion Tower	LLBG_TWR	134.6	00:00 – 24:00	AS2	
Ben Gurion Approach	LLBG_APP	120.5	00:00 – 24:00	AS3	
Ben Gurion Approach	LLBG_A_APP	131.1	00:00 – 24:00	ADC	
Tel Aviv Control	LLLL_CTR	121.4	00:00 – 24:00	ADC	

REMINDER : If an ATC opens a ground position, it must control all unopened lower positions to the extent of its competence and the traffic density.

Languages in use

Language used in air-ground communication is English within Tel-Aviv/Ben-Gurion TMA & CTR, Eilat/Ilan and Asaf Ramon CTR and Tel-Aviv Control ACC units (Northern & Southern Sectors).

At Haifa CTR English is used at ATC discretion or when a non-Hebrew speaking pilot is using the frequency.

Within other CTRs, Hebrew is the only language used.

ATIS Instructions

Your ATIS must be completed in English then in the local country language if possible (hebrew). Please follow the format given:

• Name of your position : Ben-Gurion Ground/ Ben-Gurion Tower/ Ben-Gurion Approach

• METAR Station : LLBG

• Runway(s) in use for take-off: 26, 08, 21 , 03, 30, 12

• Runway(s) in use for landing: 26, 08, 21, 03, 30, 12

• TL (Transition Level) : FL200

• TA (Transition Altitude) : 18000

Preferential RWY System Arrivals

RWY 12 is the preferred RWY assigned for landing ACFT, provided the tailwind component does not exceed 10 KT when RWY is dry or 5 KT when RWY is wet.

RWY 21 or RWY 30 will be preferred RWY when high volume of traffic is expected.

DEPARTURES RWY 26 is the preferred RWY assigned for departing ACFT, provided the railwind component does not exceed 5 KT.

RWY 26 may be assigned with tailwind component greater than 5 KT subiect to pilot request. Priority will be given to ACFTs utilizing the RWY configuration in use.

• In the "Remarks" box, enter any useful information for pilots, such as:

- the scheduled end time of your session, standard departures/arrivals or the approach in use, the presence of SVFR conditions or if Flight Information Service is not provided or is provided in degraded.

Description of the Aiport

Recommended parkings

Guidance for parking stands of concourses B, C, D, E of terminal 3 and apron H by Advanced Visual Docking Guidance System (AVDGS)

Guidance for other parking stands – by the marshaller on stand

Hotspots

HS1 : CAUTION : RWY 30 final approach infringement

Traffic taxiing via TWY K to TWY N or exition Apron N via TWY N infringes final approach RWY 30, when in use

HS2 – HS5 : CAUTION : RWY incursion

Do not cross RWY without specific ATC authorization.

Cross active RWY on TWR frequency – expeditious crossing expected.

Do not cross red stop bars

HS5 : Crossing RWY 12/30 via TWY R

HS6 : When lining up RWY 12 : Do not confuse RWY 08 for RWY 12

Runways Informations

All dimensions are in **meter.**

Runway	QFU	Dimensions	Surface	TORA	TODA	ASDA	LDA
12	116°	3112mx45m	Asphalt	3112m	3262m	3172m	3112m
30	296°	3112mx45m	Asphalt	3112m	3262m	3112m	3032m
08	075°	4062mx45m	Asphalt	3600m	4120m	4000m	3580m
26	255°	4062mx45m	Asphalt	4062m	4212m	4062m	3462m
03	024°	2772mx60m	Asphalt	2772m	2922m	2772m	2772m
21	204°	2772mx60m	Asphalt	2772m	2922m	2772m	2772m

LLBG AD 2.13 Declared Distances

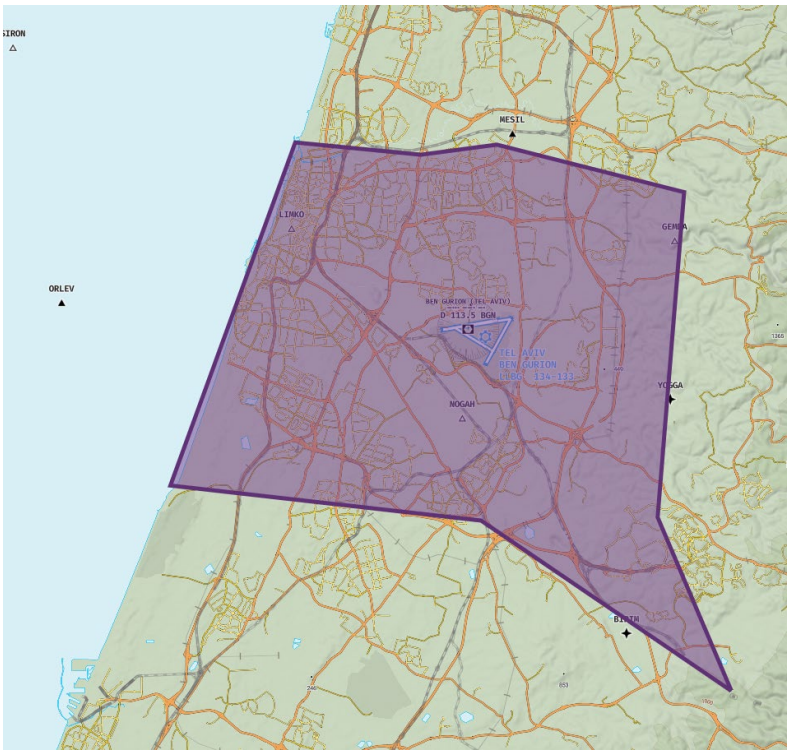
RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2772	2 992	2 772	2 772	Nil
21	2772	2 995	2 772	2 772	Nil
21 – E2/T2	-	-	-	1 084	Distance from THR 21 to TXY E2/T2
21 - N	-	-	-	1 750	Distance from THR 21 to TXY N
21 – E3/T3	-	-	-	2 014	Distance from THR 21 to TXY E3/T3
21 – K	-	-	-	2 228	Distance from THR 21 to TXY K
21 – M	-	-	-	2 308	Distance from THR 21 to TXY M
21 – E4	-	-	-	2 360	Distance from THR 21 to TXY E4
08	3 600	4 120	4 000	3 580	TORA 08 for Noise Abatement Departure Procedure. RESA is part of the RWY
26	4 062	4 212	4 062	3 462	Nil
26 – W4	-	-	-	1 960	Distance from THR 26 to TXY W4
26 – K	-	-	-	2 584	Distance from THR 26 to TXY K
12	3 112	3 262	3 172	3 112	Nil
12 – Y	-	-	-	1 933	Distance from THR 12 to TXY Y
12 – F	-	-	-	2 720	Distance from THR 12 to TXY F
12 – L	-	-	-	3 100	Distance from THR 12 to TXY L
30	3 112	3 262	3 112	3 032	Nil
30 – R	-	-	-	1 553	Distance from THR 30 to TXY R
30 - Z	-	-	-	2 264	Distance from THR 30 to TXY Z

Description of the CTR

The CTR of Ben Gurion extends from ground to 2000ft

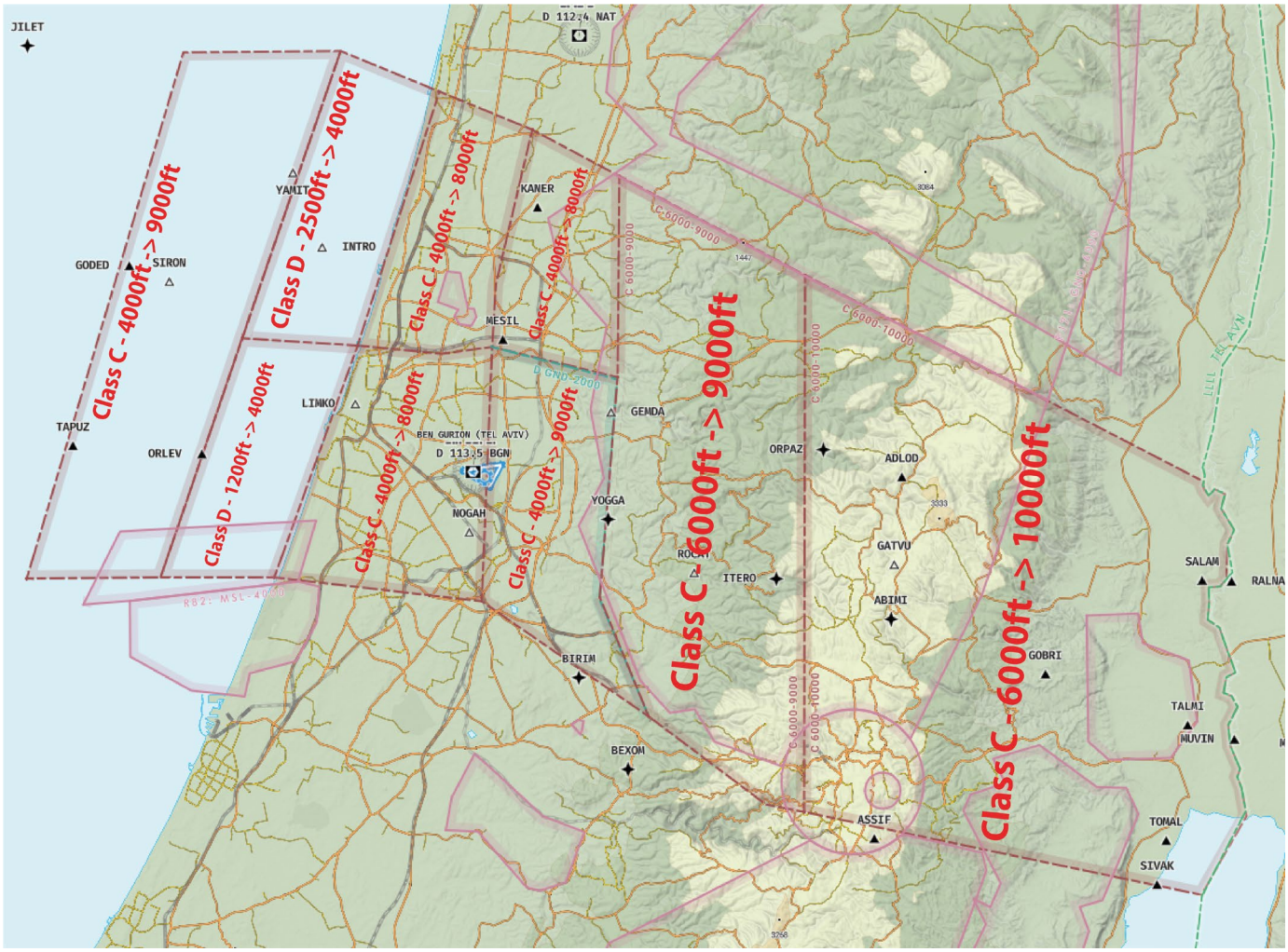
Here are the precise points that defines the CTR :

320622N 344626E – 320600N 345051E – 320618N 345332E – 320453N 350008E – 315510N 345912E – 314953N 350147E – 315459N 345257E – 315601N 344201E



Imported from Navigraph

Description of the TMA



Imported from Navigraph

Ben Gurion Approach also controls LLSD (Sde Dov airport). No useful public informations could be found.
Sde Dov Airport Wikipedia page : https://en.wikipedia.org/wiki/Sde_Dov_Airport

Departures Procedures

The standard Instrument Departures (SID) are:

RUNWAY	SID	Initial climb
26	SALAM4E	3000ft
	TOMAL4E	3000ft
	RIPUD1E	6000ft
	PIDET1E	6000ft
	SUVAS1E	3000ft
	DAFNA1E	3000ft
	MERVA2E	3000ft
	ORLEV1E	5000ft
21	SUVAS1G	5000ft
08	DAFNA1B	5000ft
	MERVA2B	5000ft
	SUVAS1B	5000ft
	IVONA1B	5000ft
	RAPIV1B	5000ft
	NAT1B	5000ft
	SALAM4B	5000ft
	TOMAL4B	5000ft
12	DAFNA2C	5000ft
	MERVA3C	5000ft
	SUVAS2C	5000ft
	NAT1D	5000ft
	PIDET2C	5000ft
	SALAM5C	5000ft
	TOMAL5C	5000ft
30	DAFNA1F	3000ft
	MERVA2F	3000ft
	SUVAS1F	3000ft
	PIDET1F	6000ft
	RIPUD1F	6000ft
	SALAM4F	3000ft
	TOMAL4F	3000ft
03	NAT1A	5000ft

Reminder :

All the standardised departures (SIDs) at Ben Gurion have a name that depends on the runway in use (*E for 26, *B for 08, 1G for 21, *C for 12, *F for 30 and 1A for 03). Consequently, the runway in use and the initial level may be omitted from the departure clearance.

Omni Directionals Departures

Because there are not official any omni directional departures that are published for Ben Gurion airport, you can create your own one following this principle:

"Climb to 3000ft at runway heading then direct to the first point."

Reminder :

An omnidirectional departure is used when no SID exists for a waypoint, or the pilot requests it.

If no SID exists for a waypoint, you can either give an O.D *(Omnidirectional Departure)* or a SID that leads near to the first waypoint of an aircraft.

Do not give an O.D for someone that just put an airway as it's first waypoint, it's a mistake of his own, and you should ask him to fix that.

Standard Terminal Arrivals (STAR)

Runway	STAR	Type	IAF	Restrictions
21	AMMIT1A	RNAV	TADOV	BTWN 8000ft and 5000ft & Max 220kt on the IAF
	SALAM2A			
21	AMMOS1A			BTWN 8000ft and 5000ft + Max 230kt on the IAF
	AMMOS1B			
21	EREZ1A	RNAV	//	MAX 4000ft+ and MAX 250kt at TOPPU
12	AMMIT1B			BTWN 8000ft and 6000ft at GEMDA
	SALAM1B			
12	GODED2			BTWN 9000ft and 5000ft on NINET
26	AMMIT1C	RNAV	RABIN	MAX 3800ft+ and 210kt on the IAF
	SALAM2C			
26	AMMOS1C			
	AMMOS1D			
26	EREZ1A	RNAV	//	MAX 4000ft+ and MAX 250kt at TOPPU
30	AMMIT1E		HADAS	MAX 6000ft+ and MAX 230kt on the IAF
	SALAM3E			
30	AMMOS1E			
	AMMOS1F			
30	NINET1		LIMKO	At 5000ft and MAX 220kt on the IAF
08	PURLA1		TAPUZ	MAX 3000ft+ on the IAF

Missed Approach Procedures

Runway	Instructions
21	Initial climb 5000ft. Climb STRAIGHT to DER21 Upon reaching 1000ft turn LEFT (MAX 190 KT) to GEMDA 5000ft and hold.
08	Initial climb 5000ft. Fly to BG810 on course 075°. Turn right to NOGAH at or above 3000ft (MAX 185ft), then on course 282° to BG065 at or above 5000ft. Continue on track 296° and expect ATC radar vectors
12	Initial climb 3000fts. Climb straight ahead, when passsing 1500ft but not before DN.4 BGN, outbound, turn RIGHT (MAX 190KT) heading 300° climbing to 3000ft and expect radar vectors
26	Initial climb 3000ft. Climb on course 255°. At or above 600ft, turn RIGHT on course270° (MAX 220KT) to BG070. At 3000ft (MAX 220kt). Continue on track 270°, contact atc and expect instructions
30	Initial Climb 3000ft, Climb on course 296° (MAX 185kt), at or above 700ft, not before DER30, turn left direct to BG050 (MAX 220kt) at 3000ft, continue on track 270°, climb to 5000ft, contact atc and expect instructions.