

Exploitation Manual of « Tel-Aviv Ben Gurion » Airport



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Upgrades

| Editor | Date | Airac Cycle | Details of the Upgrade |
|----------------------|-------------|--------------------|--|
| Sivelswhy (nickname) | 06/08/2023 | 2307 | Exploitation Manual Creation |
| Sivelswhy (nickname) | 03/10/2023 | 2309 | Definition of CVFR + spelling mistakes + links |
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Note that the Exploitation Manual is in constant update and sections or informations can be changed without being shown above

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Table of Contents (It's clickable)

| | |
|---|----|
| Exploitation Manual of « Tel-Aviv Ben Gurion » Airport..... | 1 |
| Upgrades | 2 |
| Definitions | 4 |
| General information | 4 |
| Controlling the platform | 5 |
| Positions | 6 |
| Languages in use..... | 7 |
| ATIS Instructions | 7 |
| Preferential RWYs | 7 |
| Description of the Aiport..... | 9 |
| Recommended parkings | 9 |
| Hotspots | 9 |
| Runways Informations | 10 |
| LLBG AD 2.13 Declared Distances..... | 11 |
| Allocation of transponder (squawk) codes | 12 |
| Arriving aircraft taxiing procedures | 13 |
| Description of the CTR..... | 14 |
| Description of the TMA | 15 |
| Departures Procedures..... | 16 |
| Omni Directionals Departures | 17 |
| Standard Terminal Arrivals (STAR) | 18 |
| Missed Approach Procedures..... | 19 |
| CVFR (Controlled Visual Flight Rules) Explained..... | 20 |

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Definitions

All abbreviations used in this document can be found in the following PDF :

<https://expman-iota.vercel.app/abbreviations.pdf>

General information

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

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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 (<i>controlled VFR</i>) |

Controlling the platform

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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 | Identifier | 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 | Only operates departures out of Ben Gurion if Arrival is connected |
| Ben Gurion Approach | LLBG_A_APP | 131.1 | 00:00 – 24:00 | ADC | Ben Gurion Arrival |
| 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.

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Languages in use

Language used in air-ground communication is English within Tel-Aviv/BenGurion 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 (**⚠️ never changing ⚠️**)
- TA (Transition Altitude) : 18000 (FL180)

When flying over land below FL330 Aircraft shall remain under regional QNH.

Preferential RWYs

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 tailwind component does not exceed 5 KT.

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

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- 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.

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Description of the Airport

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 exit 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

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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 |

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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 |

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Allocation of transponder (squawk) codes

| PURPOSE | CODE ALLOCATION |
|---|-----------------|
| Domestic Flights along the ATS routes (see Domestic AIP, A-13) | 50 (5001-5077) |
| Domestic Flights along the CVFR routes (see Domestic AIP, A-13) | 51 (5101-5177) |
| Domestic flights - special OPS (see Domestic AIP, A-13) | 52 (5201-5277) |
| Flights Southbound to CAIRO FIR (Egypt) | 64 (6401-6407) |
| Flights Eastbound to AMMAN FIR (Jordania) | 64 (6410-6477) |
| Over-flights westbound to Nicosia FIR (Cyprus) | 56 (5630-5677) |
| UAS datalink/Com.failure | 74 (7400) |

Reminder : Numbers 8 and 9 cannot be used in transponder codes

Aircraft equipped with transponder mode "S", shall transmit mode S associated with aircraft callsign.

Aircraft entering from the south should transmit mode S after passing "[Sharm-EISheikh](#)".

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Arriving aircraft taxiing procedures

In order to expedite traffic, unless otherwise advised by ATC, pilots are requested to vacate runways without delay as follows:

- RWY 26 via Exit Taxiway W4.

- RWY 08 via Rapid Exit Taxiway W3.

- RWY 30 via Rapid Exit Taxiway Z onto K.

- RWY 12 via Rapid Exit Taxiway Y onto M.

- RWY 21:

- To terminal 3 and aprons X and H via Rapid Exit Taxiway E3 onto M.

- To aprons J, L, N and V via Rapid Exit Taxiway T3 onto K.

- If unable, pilots shall notify ATC.

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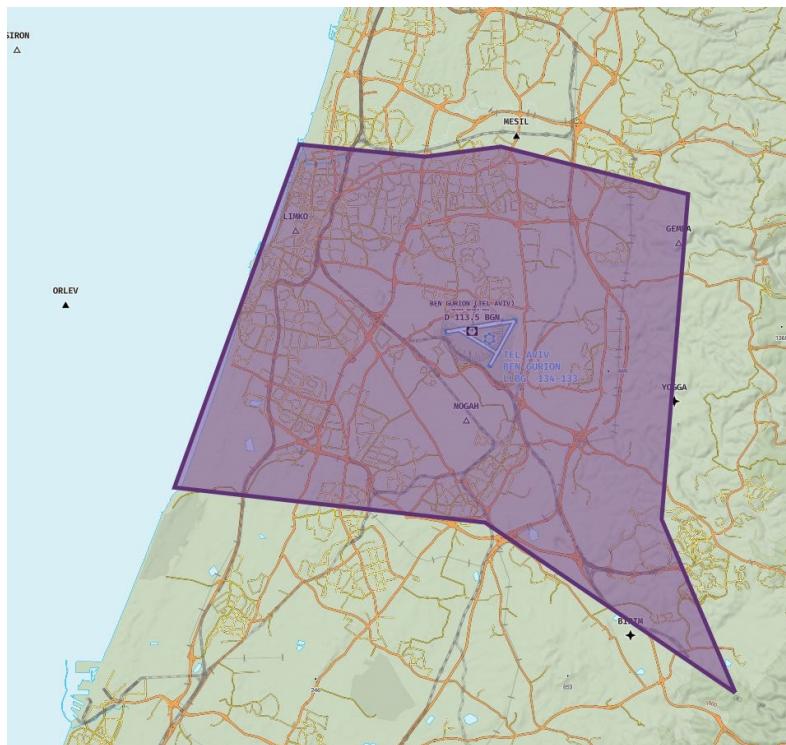
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Description of the CTR

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



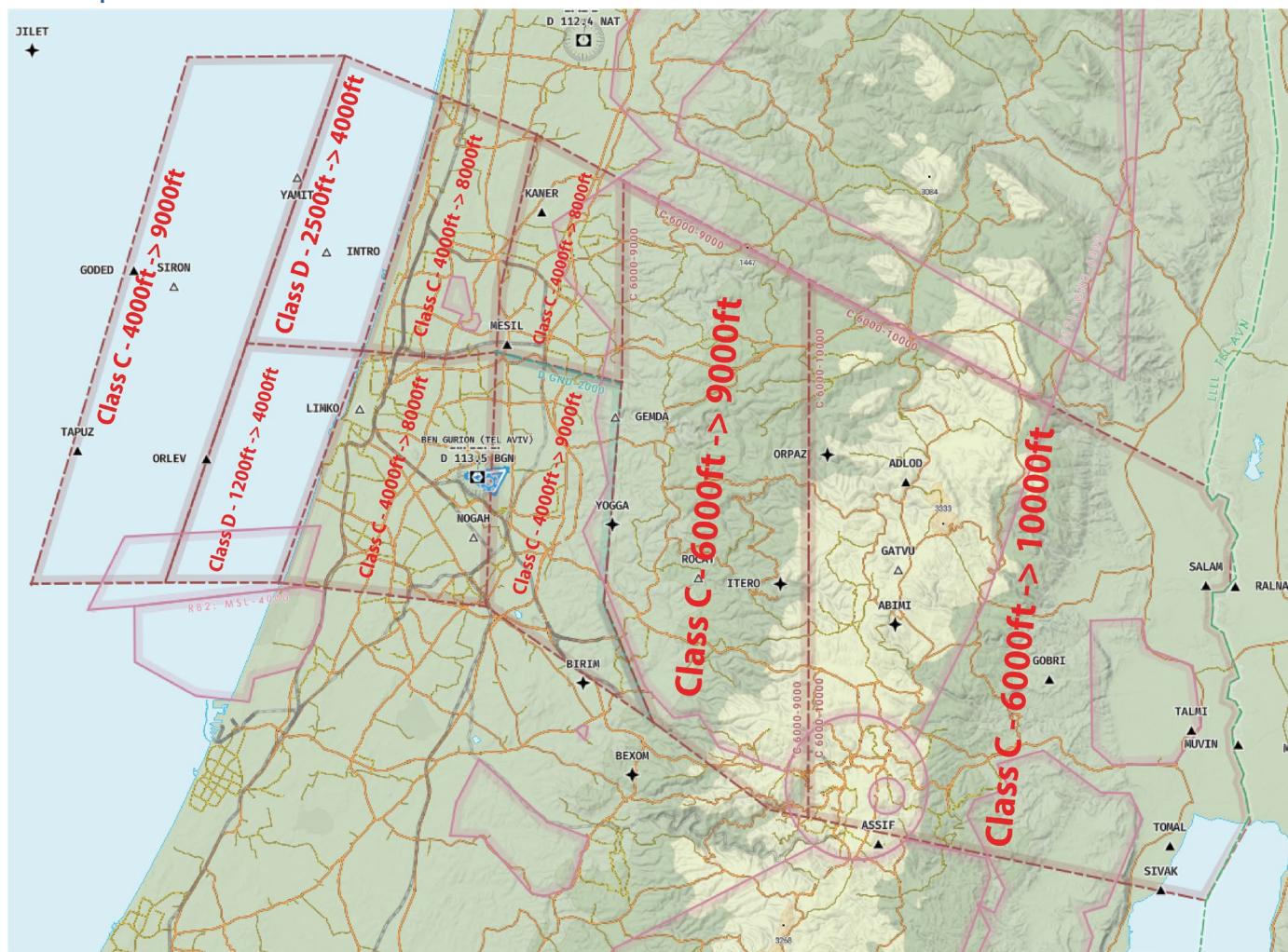
Imported from Navgraph

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Description of the TMA



Imported from Navigraph

Ben Gurion Approach also controls LLSD (Sde Dov airport), a defunct airport (IRL) but mapped in aurora. No useful public informations could be found.

Sde dov Airport Wikipedia page : https://en.wikipedia.org/wiki/Sde_Dov_Airport

All other airports and helipads available in Israel are available at

<https://ourairports.com/countries/IL/> but no guarantee of them being available to be controlled on aurora and flown on, on simulators (probably not in both cases)

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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 |

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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 kind of 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.

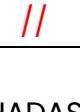
Do not give an O.D for someone that just put an airway as it's first waypoint, it's a mistake of his own, and you should ask him to fix that.

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Standard Terminal Arrivals (STAR)

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

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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 passing 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 course 270° (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. |

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CVFR (Controlled Visual Flight Rules) Explained

Israel operates only in Controlled VFR, that basically means that everybody cannot go wherever they want.

There are sorts of airways but for vfr flights and you must fly while following instructions of the route. On IVAO, because of the complexity of CVFR in Israel, it is generally not respected but may be used at pilot's discretion.

CVFR MAP of Israel : https://www.gov.il/BlobFolder/generalpage/updates-2023/he/aip_Bet%2003%20-%20North.pdf

Wikipedia about CVFR: https://en.wikipedia.org/wiki/Visual_flight_rules#Controlled_visual_flight_rules

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