MILITARY AERONAUTICAL INFORMATION PUBLICATION (M.A.I.P.)
LOW ALTITUDE

AIRPORT DIAGRAMS
INSTRUMENT APPROACH PROCEDURES (IAP)

ISRAEL THEATER - FALCON BMS 4.33

Created 2 August 2015 by Nikos Efstratiou
ITO by 108th VFS

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A. GENERAL INFORMATIONS & ABBREVIATIONS

Distances in nautical miles.
Runway dimensions in feet.
Altitudes/Elevations in feet Mean Sea Level (MSL).
Radials/Headings are magnetic.
Vertical Descent Angle (VDA) is calculated from FAF to threshold.

ALT	Altitude
Chan	Channel
DME	Distance Measuring Equipment
FAF	Final Approach Fix
FT	Feet
IAF	Initial Approach Fix
IAS	Indicated Airspeed
Ldg	Landing
LOC	Localizer
LR-	Lead Radial (followed by 3 digits)
MDA	Minimum Descent Altitude
MSA	Minimum Safe/Sector Altitude
NM	Nautical Miles
R-	Radial (followed by 3 digits)
RWY	Runway
S-	Straight-in approach
TACAN	Tactical Air Navigation equipment
TDZE	Touchdown Zone Elevation
VORTAC	VOR and TACAN navigational facilities collocated
WPT	Waypoint

RATE OF CLIMB/DESCENT TABLE

CLIMB/DESCENT ANGLE (DEGREES)	CLIMB/DESCENT GRADIENT (FT/NM)
2.5°	265 ≈ 250
3.0°	318 ≈ 300
5.0°	530 ≈ 500
10.0°	1,060 ≈ 1,000

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B. USEFUL INFORMATIONS ABOUT THE EXECUTION OF THE PROCEDURES

1) Maximum precise in DME (distance in Nautical Miles)

In order to have the maximum precise in indication of DME (distance from the NavAid in NM), do the follow: insert the GPS coordinates of the NavAid (TACAN or VORTAC station) over a steerpoint (STPT) and make this steerpoint as current. GPS coordinates of the NavAid given by the IAP chart. Then set the proper NavAid channel, the band to X (airports - ground) and the Instr Mode switch to TCN. In this way you will have indications for bearing and distance at the HSI from NavAid as in real life, but also indication for distance with one decimal digit in the lower right corner in the HUD. This is critical for the precise of the final turn due to the fact that very often the DME of the last steerpoint (that we turn to final approach course aligned with runway centerline) has a decimal digit and the indication for distance at the HSI reads only integer numbers.

2) Turns

If not published in the IAP charts, turns to join and to leave an arc, turns of missed approach and holding turns must be executed with IAS 250 KTS and bank angle of 30 degrees. Also if not published in the Departure charts, turns must be executed with IAS 300 KTS and bank angle of 30 degrees.

3) Final turn and impact of wind

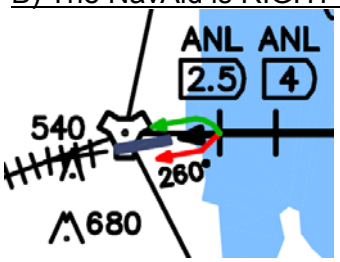
Even if you turn at final steerpoint at exactly DME, you may find yourself aligned with runway centerline but offset. This is happens due to active wind and not of the inaccuracy of the IAP chart. So in this situation:

A) The NavAid is LEFT of the runway, example of Bocas Del Toro Intl with final turn at R-151/2.1 DME.

i] if you fly offset of runway and left of it (red course in photo) execute a missed approach and at the next approach turn 0.1 DME sooner, means at R-151/2.2 DME.

ii] if you fly offset of runway and right of it (green course in photo) execute a missed approach and at the next approach turn 0.1 DME later, means at R-151/2.0 DME.

B) The NavAid is RIGHT of the runway, example of Nea Anchialos with final turn at R-090/2.5 DME.



i] if you fly offset of runway and left of it (red course in photo) execute a missed approach and at the next approach turn 0.1 DME later, means at R-090/2.4 DME.

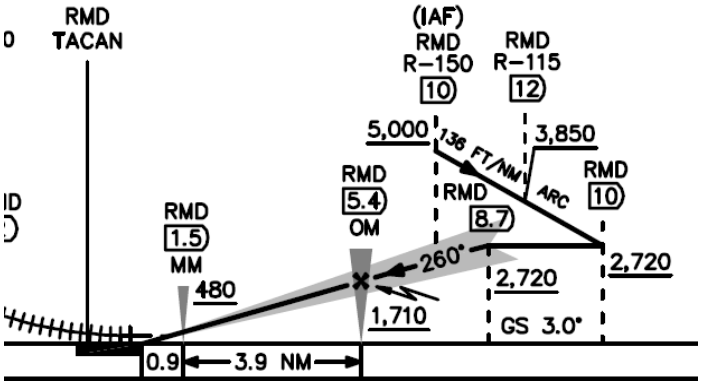
ii] if you fly offset of runway and right of it (green course in photo) execute a missed approach and at the next approach turn 0.1 DME sooner, means at R-090/2.6 DME.

All the previous can be applied when at the final steerpoint the AOA is 11-13 degrees and the CDI at HSI centered almost perfect or at least with 0.5 degree maximum variation.

4) Calculating the descent

In order to execute the descents with precise, you must convert the rate of descent that shown in the IAP charts in FT/NM to degrees. This can be done via the table "RATE OF CLIMB/DESCENT TABLE" in page 3 as follow: multiply the FT/NM of the rate of descent with 3 and then divide the result with 318.

E.g. at the example of ILS approach to Ramat David, we have at the 12 DME arc rate of descent



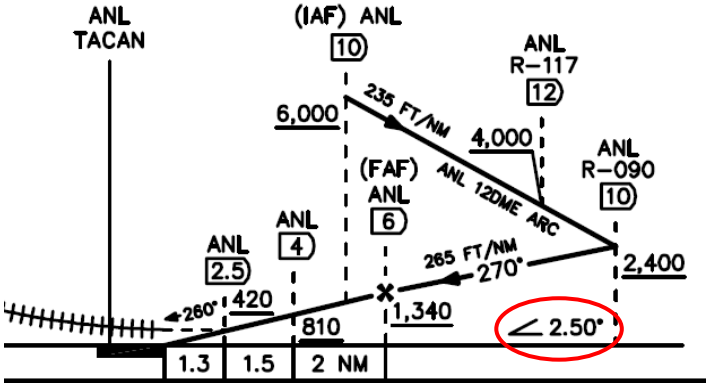
136 FT/NM. So this gives:

(136X3)/318=1.28 ≈ 1.3 degrees, means that we must descent from IAF Fix at 10 DME to 10 DME via the 12 DME arc with 1.3 degrees.

Note that we have the same result with any pair, e.g. 5 deg. - 530 FT/NM gives also 1.3 degrees: (136X5)/530=1.28 ≈ 1.3 degrees.

Keep in mind that the rate of descent in FT/NM is independent of velocity of the aircraft, as also its conversion to degrees.

Also the descent from FAF Fix to runway threshold for non-precision approaches is given with the VDA (Vertical Descent Angle) and shown in the IAP charts in degrees just after its symbol (< or >). In the next example of TACAN approach to Nea Anchialos, we see VDA of 2.50 degrees.

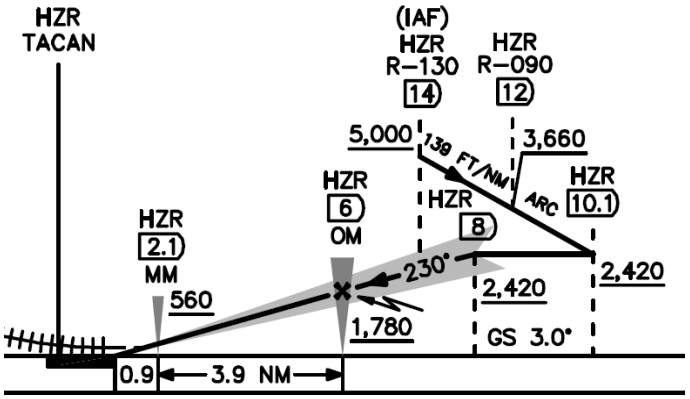


5) Setting the QNH

Don't forget to set the QNH of the altitude instrument while you transit from transition altitude to lower altitude by asking ATC (keys "T" and "T" and "1"). Transition altitude is given by the IAP charts in the profile at the lower left corner.

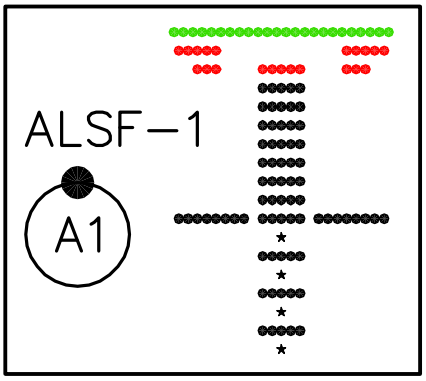
6) ILS limits

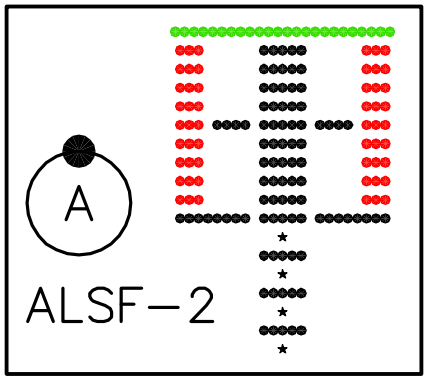
ILS Localizer provides course indications to 10 degrees either side of the course along a radius of 18 NM from the antenna and from 10 to 35 degrees either side of the course along a radius of 10 NM.
ILS Glide slope transmits a glide path beam 1.4 degrees wide. It is normally usable to the distance of 10 NM. In Falcon BMS 4.32 Glide slope's beam is 1.57 degrees wide (+0.085 degrees and -0.085 degrees). Obviously Glide slope's zone of receiving signal is very narrow and a lot of Falcon pilots think very often that the ILS Glide slope is not transmitting and it's an issue of the simulator, but actually they aren't in the proper altitude at the specific DME from runway.
In order to understand this better, let's see the example of ILS approach to Hatzor:

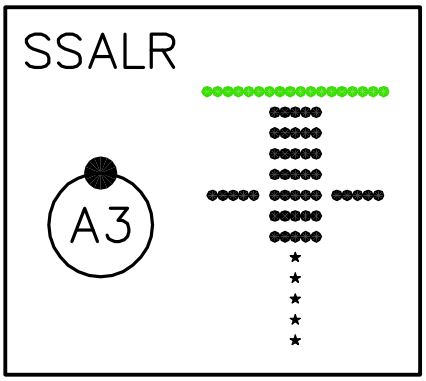


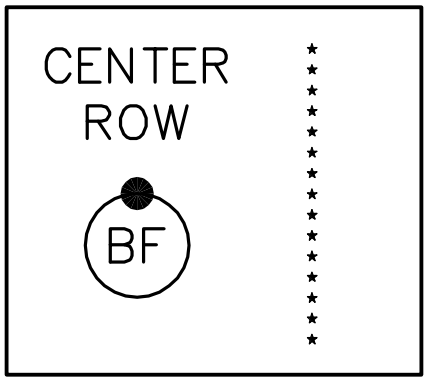
You see that at 6 DME from TACAN station (and at 0.9+3.9=4.8 NM from runway threshold) must be at 1,780 FT. At the distance of 4.8 NM from runway threshold the Glide slope's beam has limits ±400 FT, means from 1,780-400=1,380 FT up to 1,780+400=2,180 FT. In other words when you are exactly at 6 DME and on Localizer course, you will not have signal from Glide slope if you are below of 1,380 FT or if you are higher of 2,180 FT and the Glide slope bar inside HUD will be dashed and not moving.
So pay special attention to altitude that intercepts the glidepath.

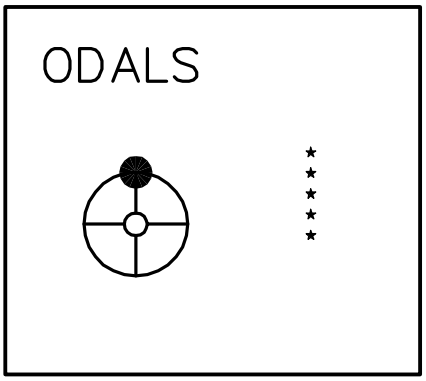
C. Approach Lighting Systems (ALS)





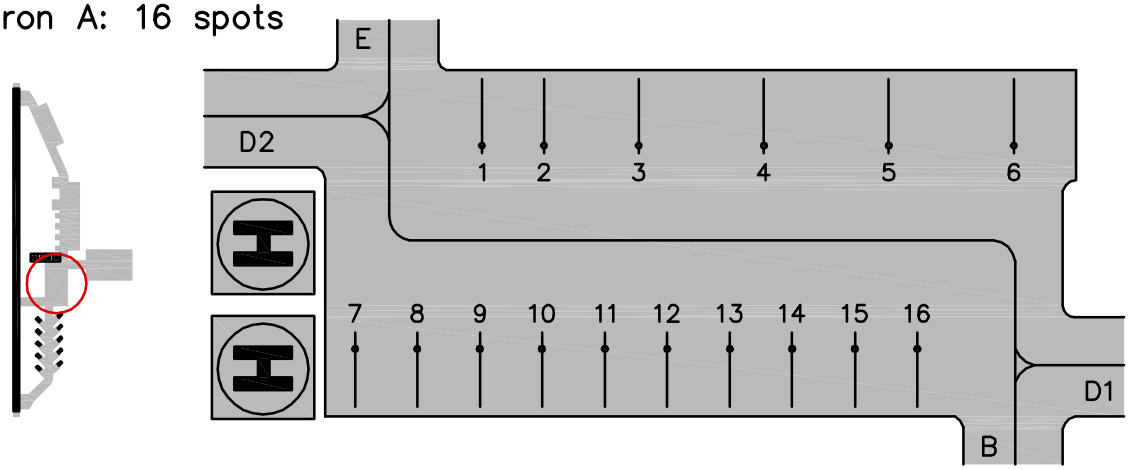




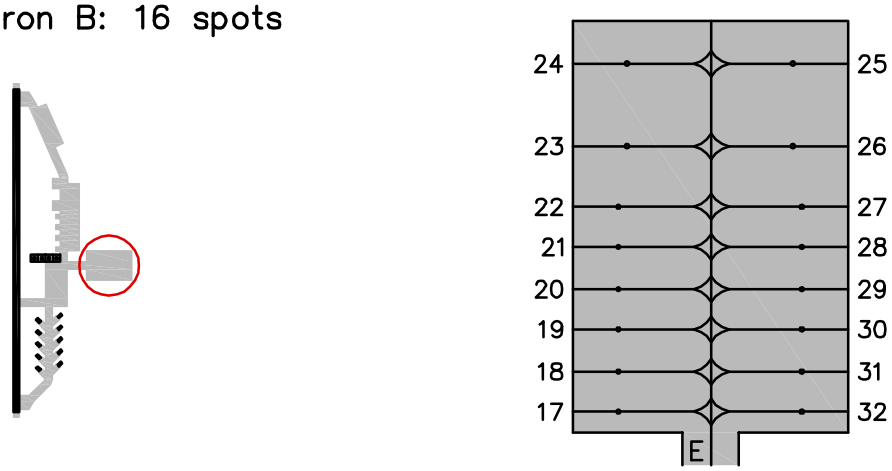


D. Airports Parking Positions – Single RWY

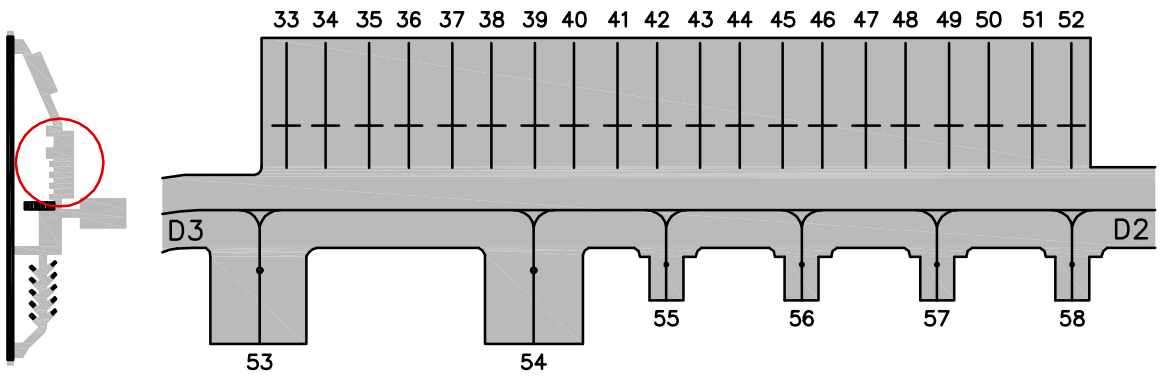
Apron A: 16 spots



Apron B: 16 spots

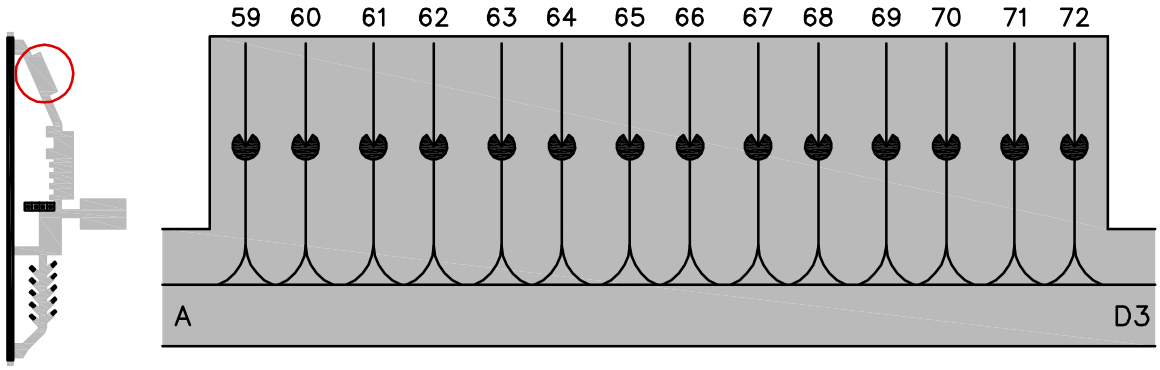


Apron C: 26 spots

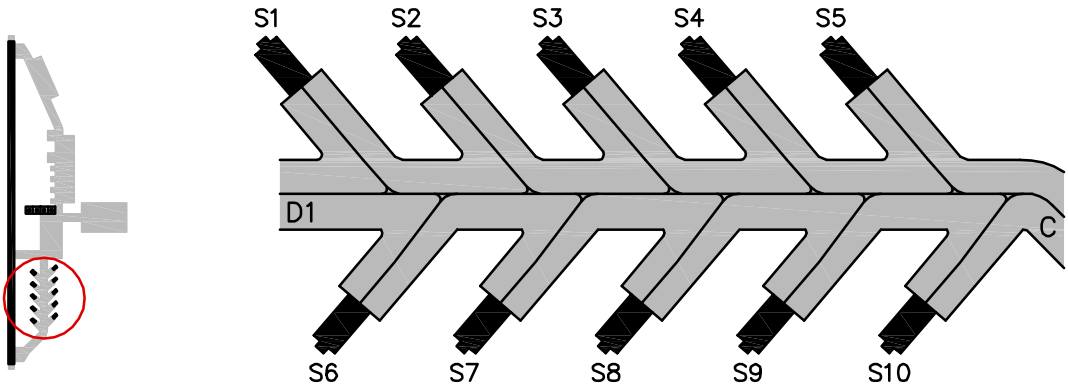


D. Airports Parking Positions – Single RWY

Apron D: 14 spots

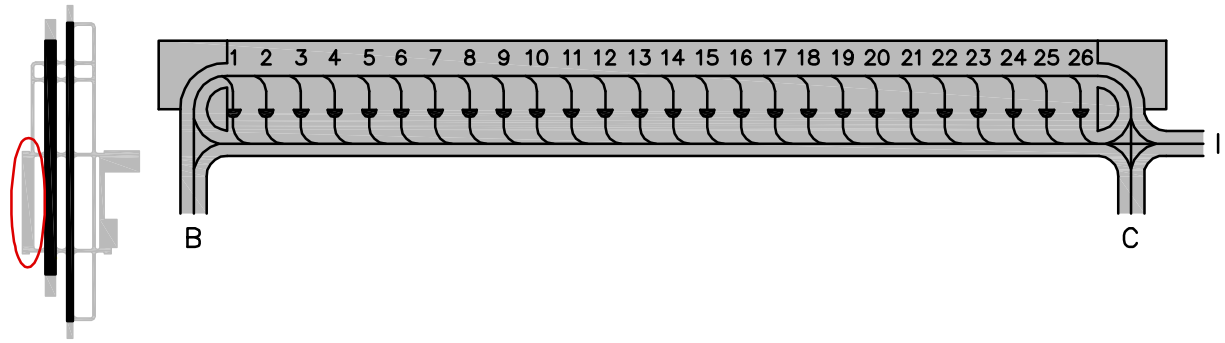


Shelters: 10 spots

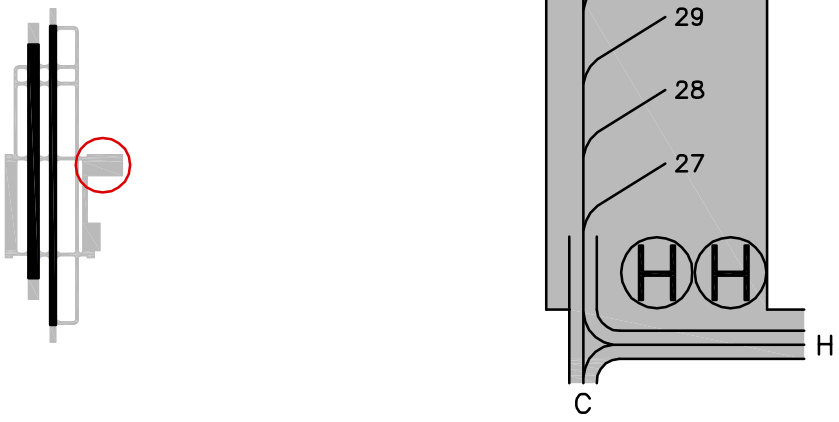


D. Airports Parking Positions – 2 parallel RWYs

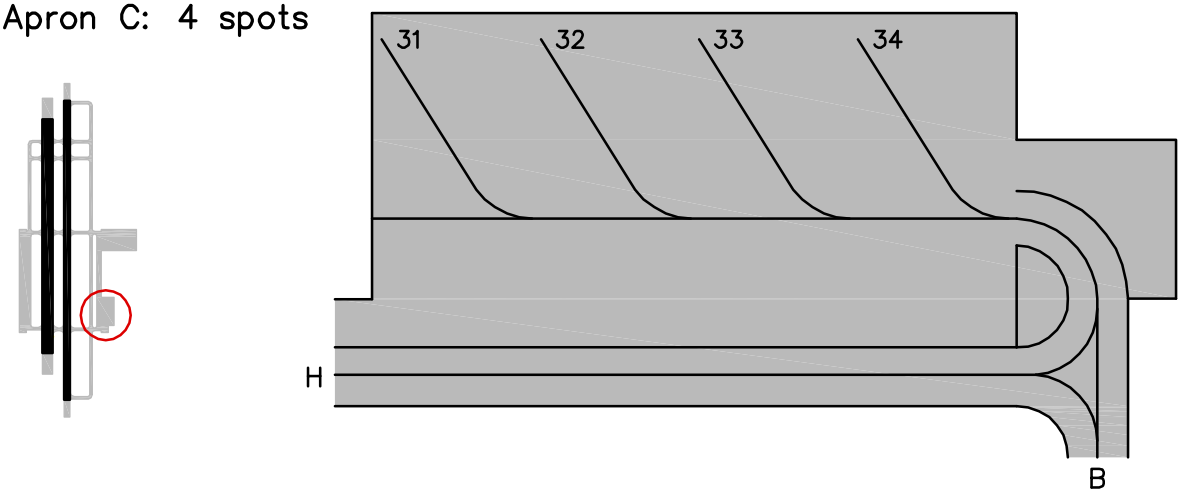
Apron A: 26 spots



Apron B: 4 spots



Apron C: 4 spots



FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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GPS RWY 30

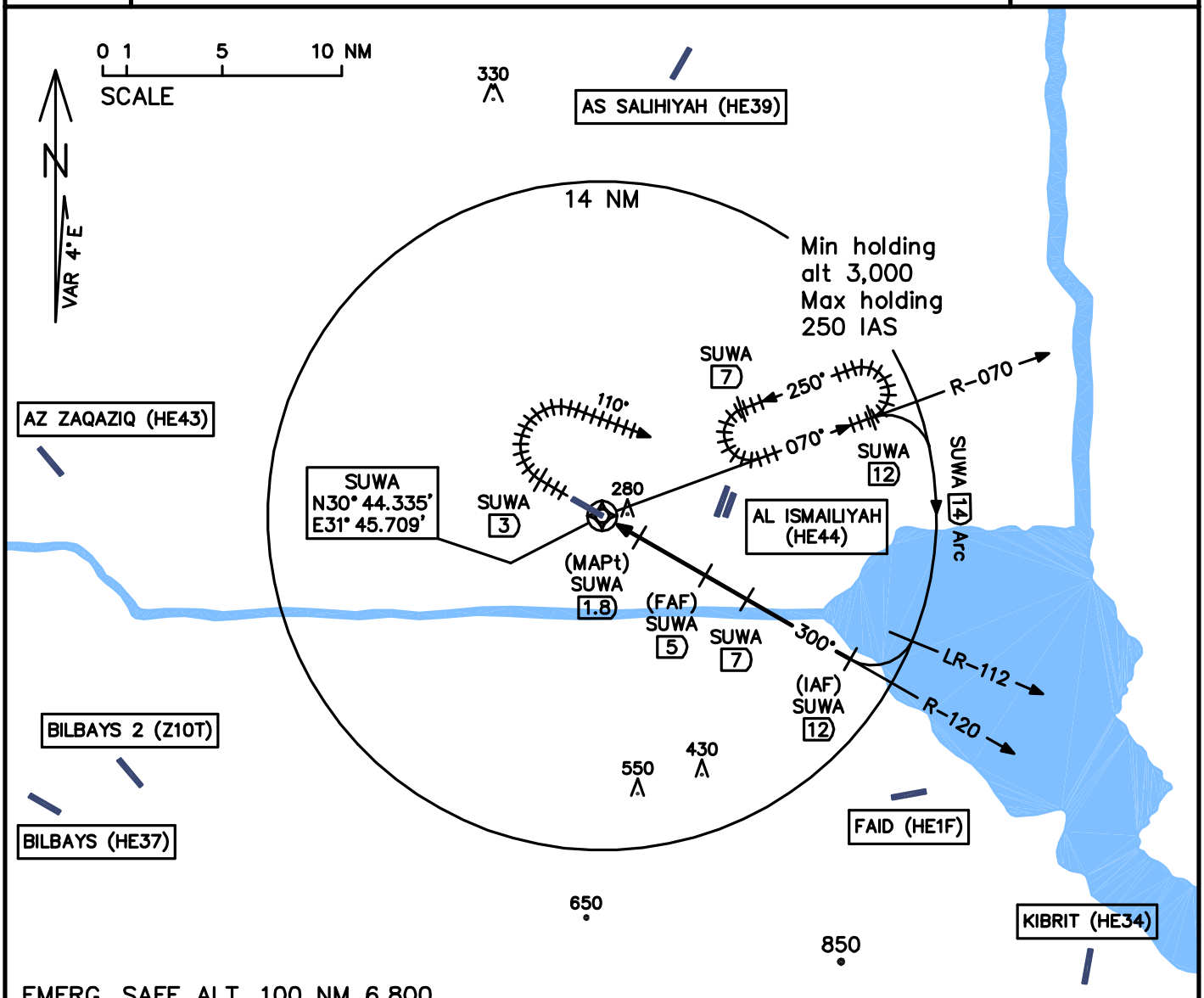
ABU SUWAYR (HE35)
EGYPT

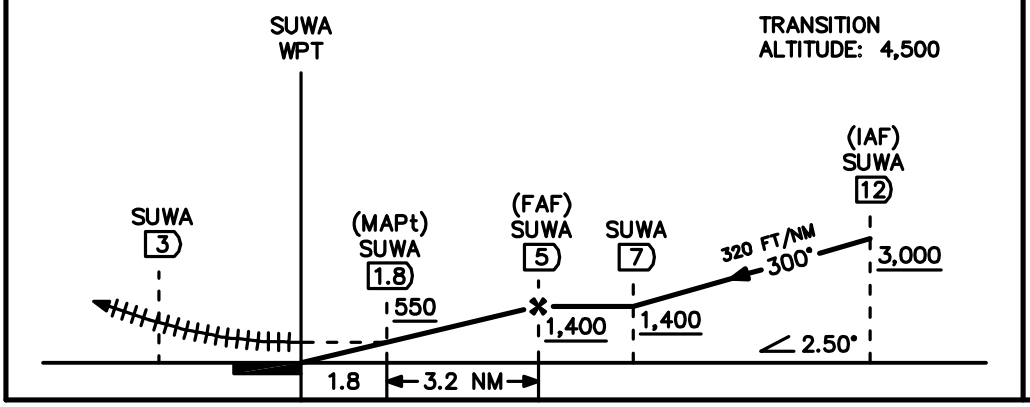
GPS WAYPOINT SUWA	LOC –	Suwayr Tower 121.45	SUWA GPS N30° 44.335'	Rwy Idg 8,666
		Final course 300	E31° 45.709'	TDZE 70

MSA SUWA 25NM
2,000

ODALS

MISSED APPROACH: Pass SUWA WPT and climb runway. At SUWA 3 DME climb right turn heading 110 to intercept SUWA R–070 outbound to holding pattern and hold at 3,000.





MINIMUMS

S–GPS 30

MDA: 550 (480 AGL)
AT SUWA 1.8 DME

TDZE 30: 70

FALCON BMS 4.33
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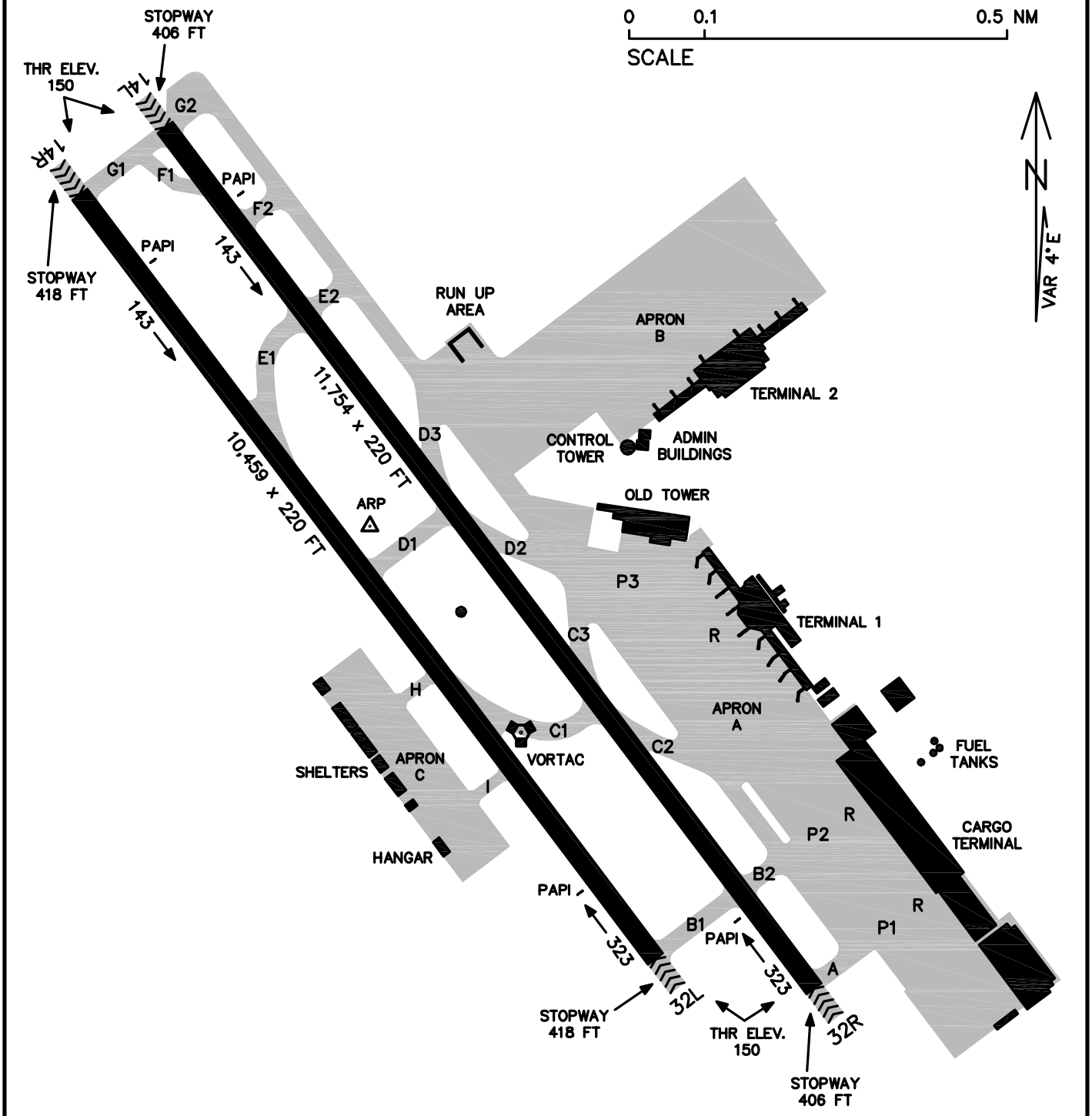
VORTAC BGN Chan 082X	Ben Gurion Tower 331.00 132.10	ARP GPS N32° 02.870' E34° 52.731'	RWY TDZE 150



ADDITIONAL RUNWAY INFORMATIONS

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
14L	11,754	11,754	(A*) ALSF–2	PAPI – Left
32R	11,754	11,754	(A1*) ALSF–1	PAPI – Left
14R	10,459	10,459	(A*) ALSF–2	PAPI – Left
32L	10,459	10,459	(A*) ALSF–2	PAPI – Left

FALCON BMS 4.33
ISRAEL THEATER
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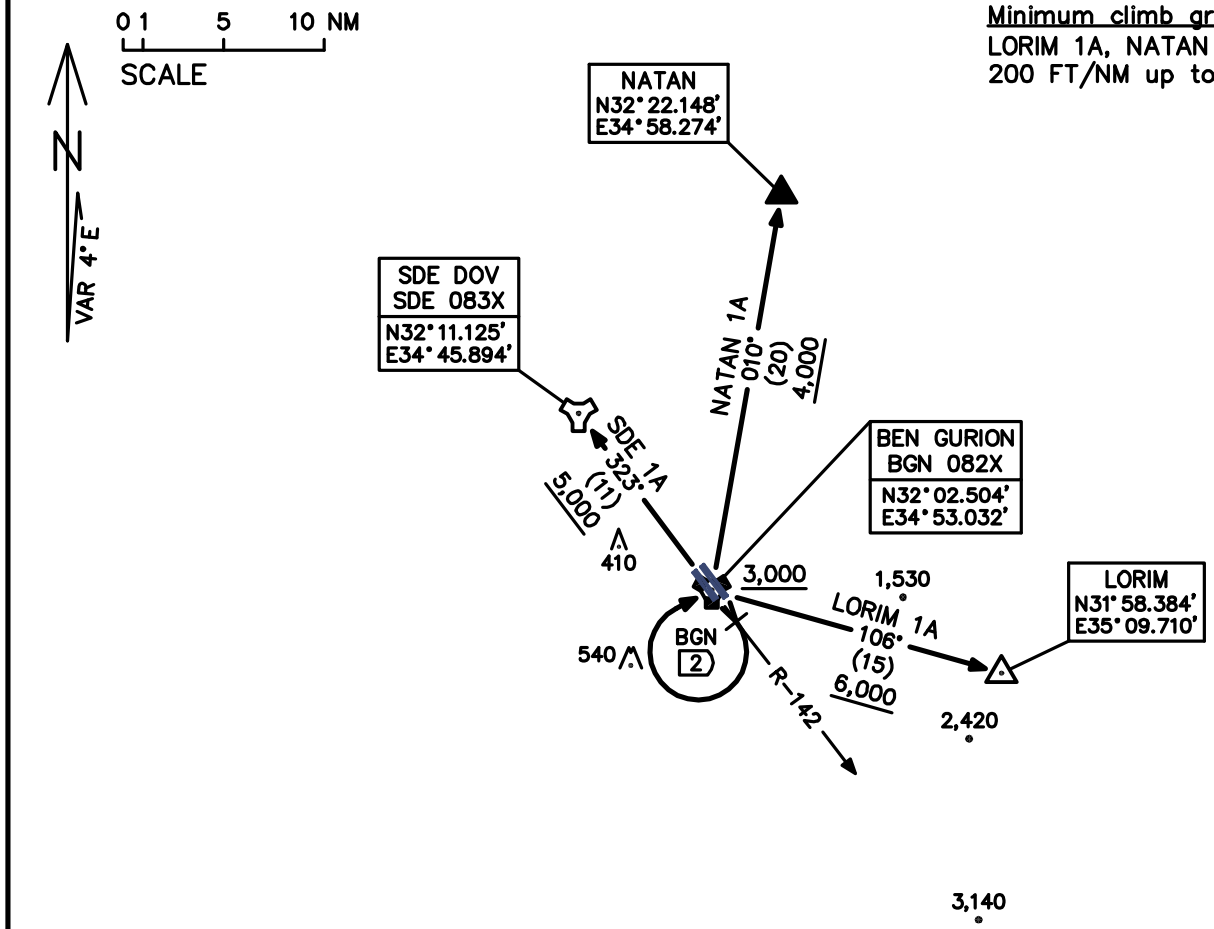
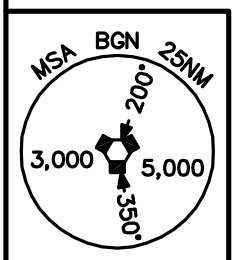
VORTAC BGN Chan 082X	Ben Gurion Tower 331.00 132.10	VORTAC GPS N32° 02.504' E34° 53.032'	TDZE 150





EMERG. SAFE ALT. 100 NM 10,700

T.A. 10,000

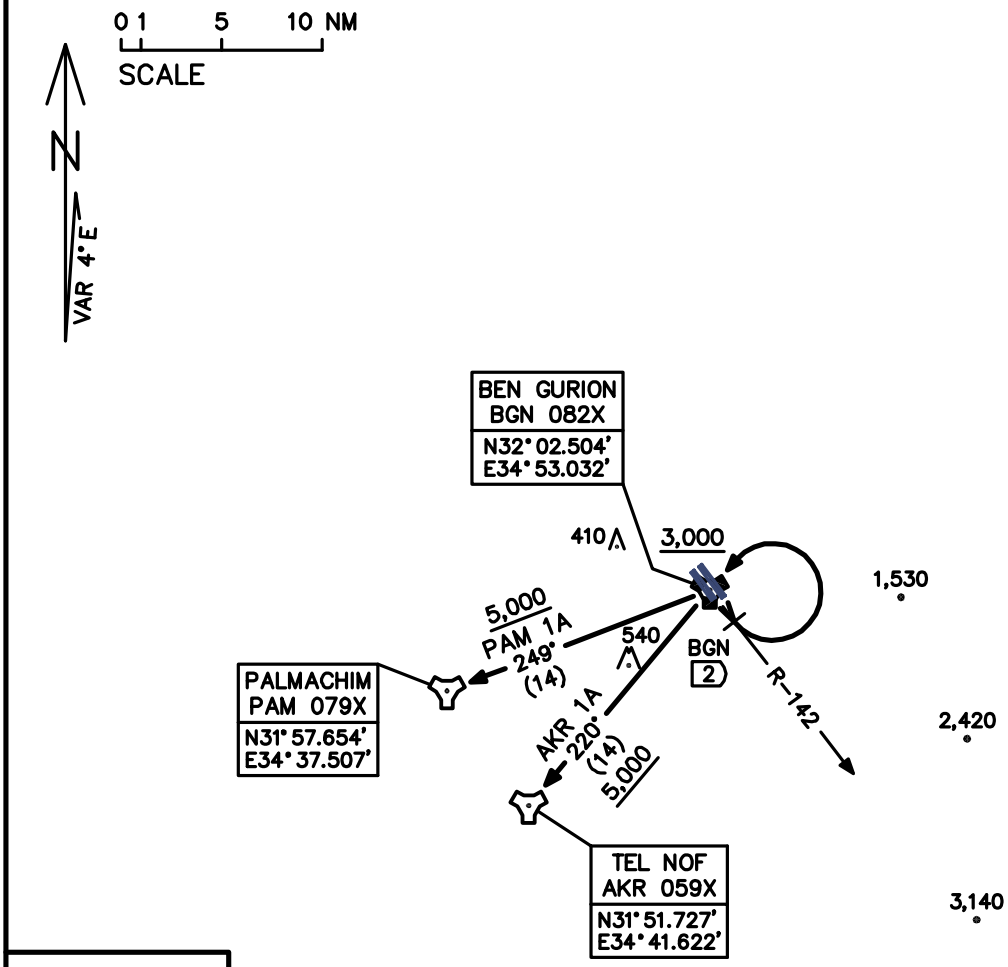
DEPARTURE ROUTE DESCRIPTION RWY 14L/R

LORIM 1A: Intercept BGN R–142 outbound. At BGN R–142/2 DME and not later climb right turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–106 outbound to LORIM not below 6,000.

NATAN 1A: Intercept BGN R–142 outbound. At BGN R–142/2 DME and not later climb right turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–010 outbound to NATAN not below 4,000.

SDE 1A: Intercept BGN R–142 outbound. At BGN R–142/2 DME and not later climb right turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–323 outbound to SDE TACAN not below 5,000.

VORTAC BGN Chan 082X	Ben Gurion Tower 331.00 132.10	VORTAC GPS N32° 02.504' E34° 53.032'	TDZE 150



EMERG. SAFE ALT. 100 NM 10,700

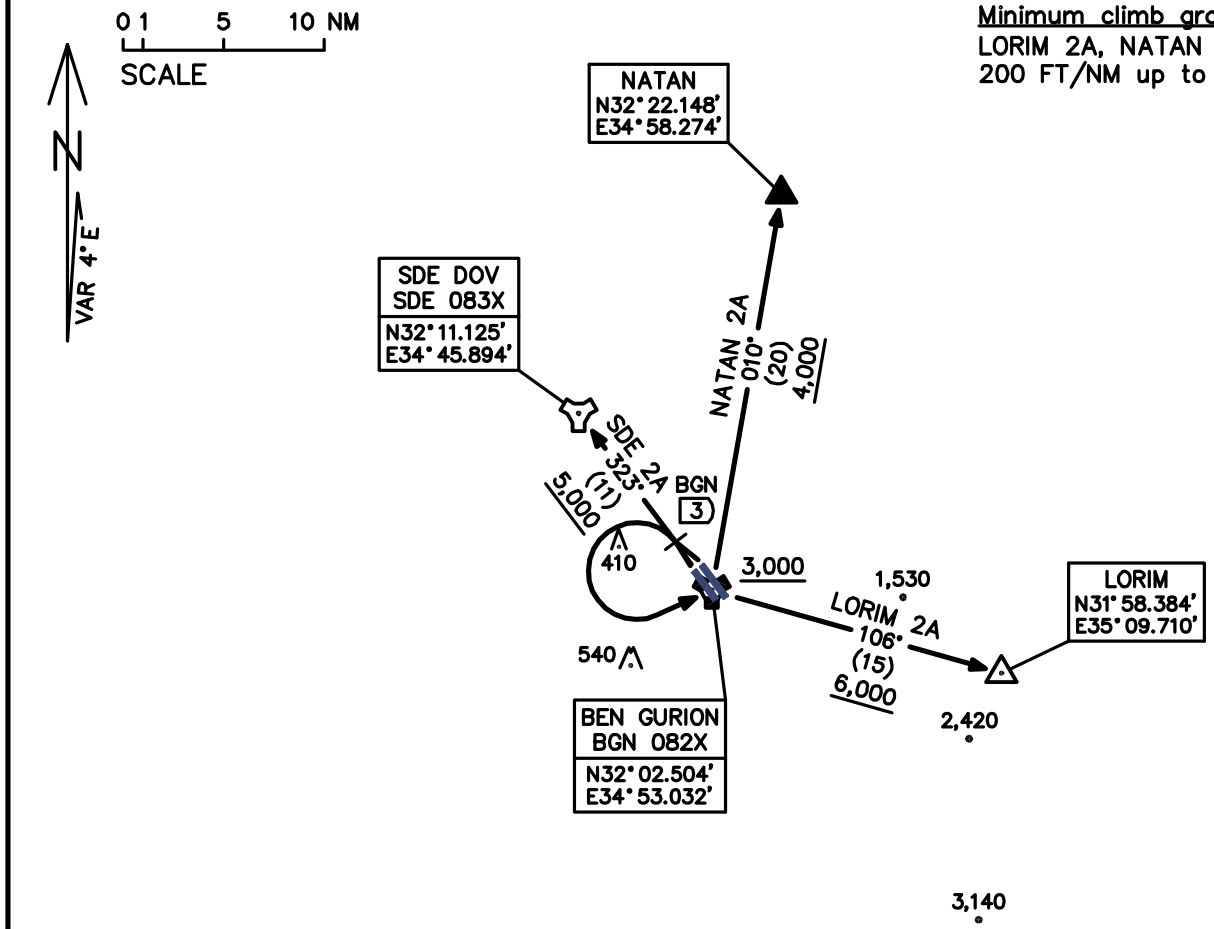
T.A. 10,000

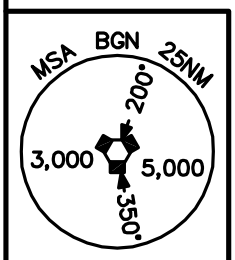
DEPARTURE ROUTE DESCRIPTION RWY 14L/R

AKR 1A: Intercept BGN R–142 outbound. At BGN R–142/2 DME and not later climb left turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–220 outbound to AKR TACAN not below 5,000.

PAM 1A: Intercept BGN R–142 outbound. At BGN R–142/2 DME and not later climb left turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–249 outbound to PAM TACAN not below 5,000.

VORTAC BGN Chan 082X	Ben Gurion Tower 331.00 132.10	VORTAC GPS N32° 02.504' E34° 53.032'	TDZE 150





EMERG. SAFE ALT. 100 NM 10,700

T.A. 10,000

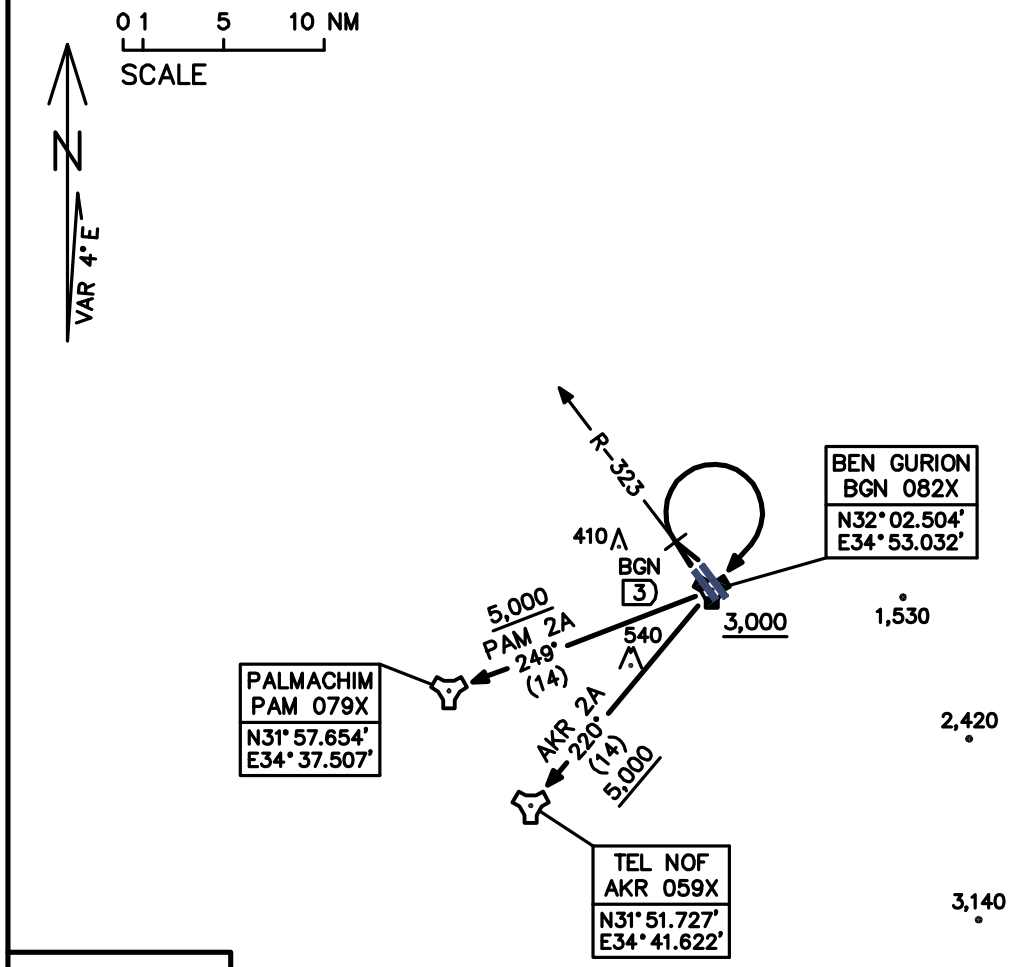
DEPARTURE ROUTE DESCRIPTION RWY 32L/R

LORIM 2A: Intercept BGN R–323 outbound. At BGN R–323/3 DME climb left turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–106 outbound to LORIM not below 6,000.

NATAN 2A: Intercept BGN R–323 outbound. At BGN R–323/3 DME climb left turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–010 outbound to NATAN not below 4,000.

SDE 2A: Intercept BGN R–323 outbound. At BGN R–323/3 DME climb left turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–323 outbound to SDE TACAN not below 5,000.

VORTAC BGN Chan 082X	Ben Gurion Tower 331.00 132.10	VORTAC GPS N32° 02.504' E34° 53.032'	TDZE 150



EMERG. SAFE ALT. 100 NM 10,700

T.A. 10,000

DEPARTURE ROUTE DESCRIPTION RWY 32L/R

AKR 2A: Intercept BGN R–323 outbound. At BGN R–323/3 DME climb right turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–220 outbound to AKR TACAN not below 5,000.

PAM 2A: Intercept BGN R–323 outbound. At BGN R–323/3 DME climb right turn (300 KTS, bank 30 deg.) direct to BGN VORTAC. Cross BGN VORTAC at 3,000 or above and then intercept BGN R–249 outbound to PAM TACAN not below 5,000.

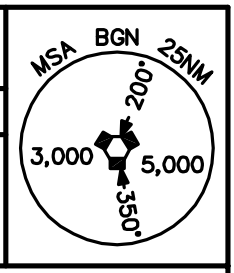
ILS/DME RWY 32R

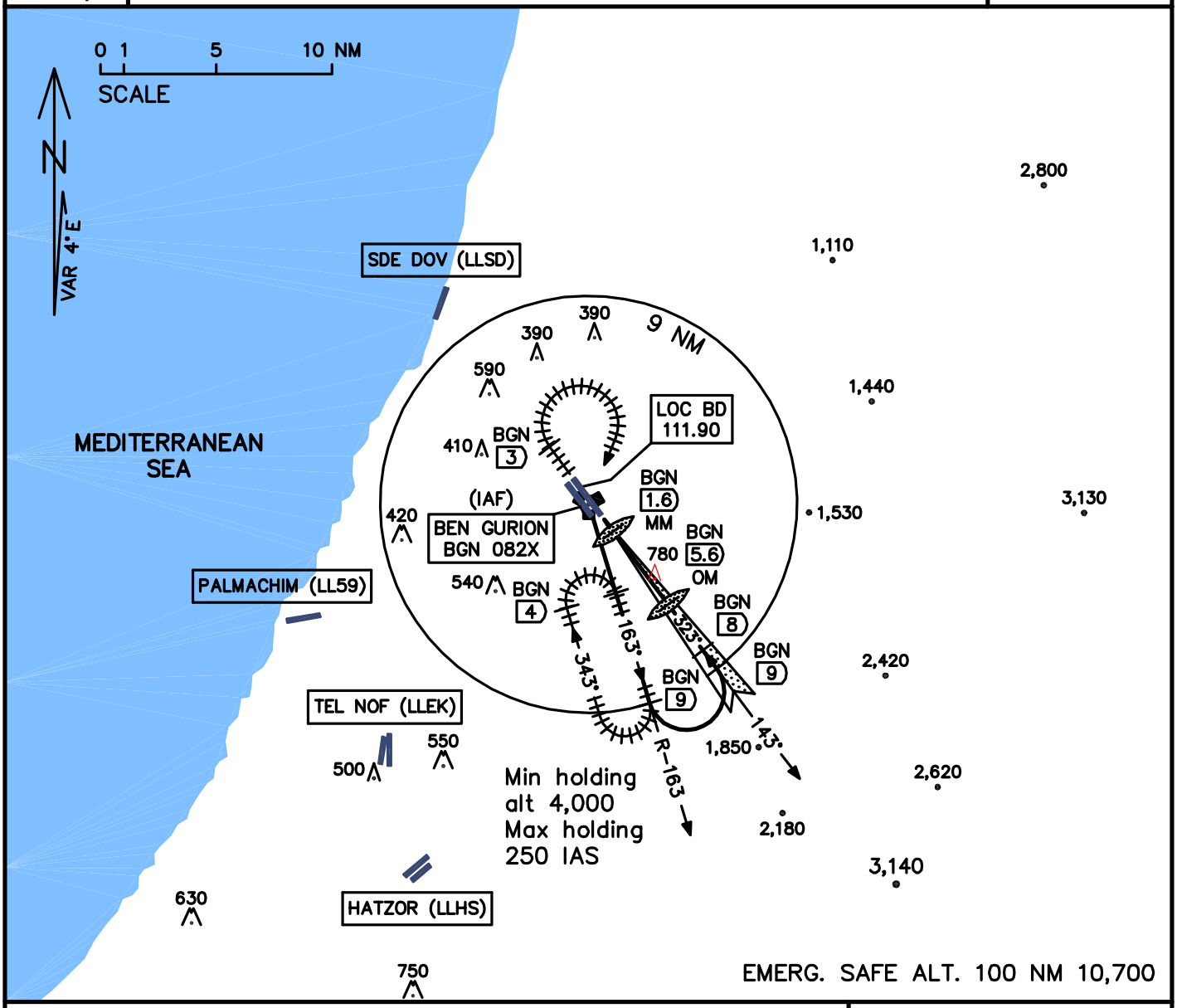
BEN GURION (LLBG)
TEL AVIV, ISRAEL

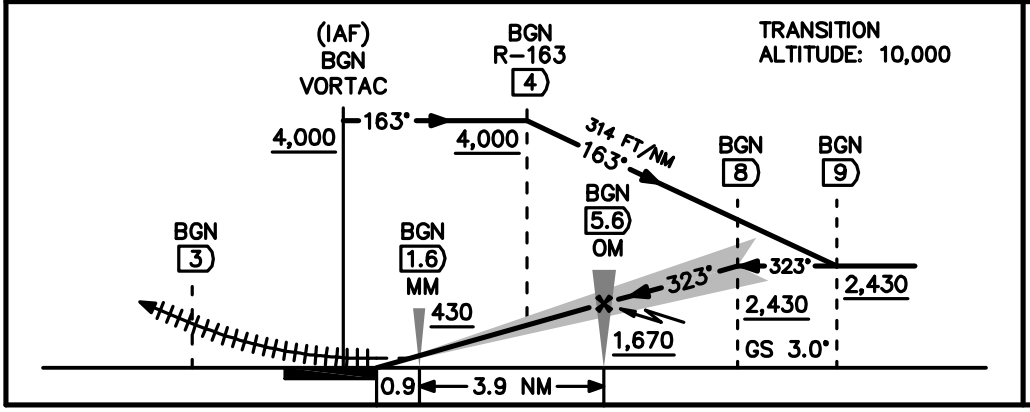
VORTAC	LOC	Ben Gurion Tower	VORTAC GPS	Rwy ldg
BGN	BD	331.00 132.10	N32° 02.504'	11,754
Chan 082X	111.90	Final course 323	E34° 53.032'	TDZE 150

ALSF-1 (A1)

MISSED APPROACH: Climb runway and pass BGN VORTAC. At BGN 3 DME climb right turn direct to BGN VORTAC. Then proceed via BGN R-163 outbound to holding pattern and hold at 4,000.







MINIMUMS

S-ILS 32R
DA(H): 350 (200 AGL)
AT BGN 1.4 DME

S-LOC 32R
MDA: 660 (510 AGL)
AT BGN 2.3 DME

TDZE 32R: 150

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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ITO by 108th VFS

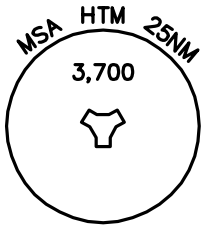
ILS/DME RWY 14L

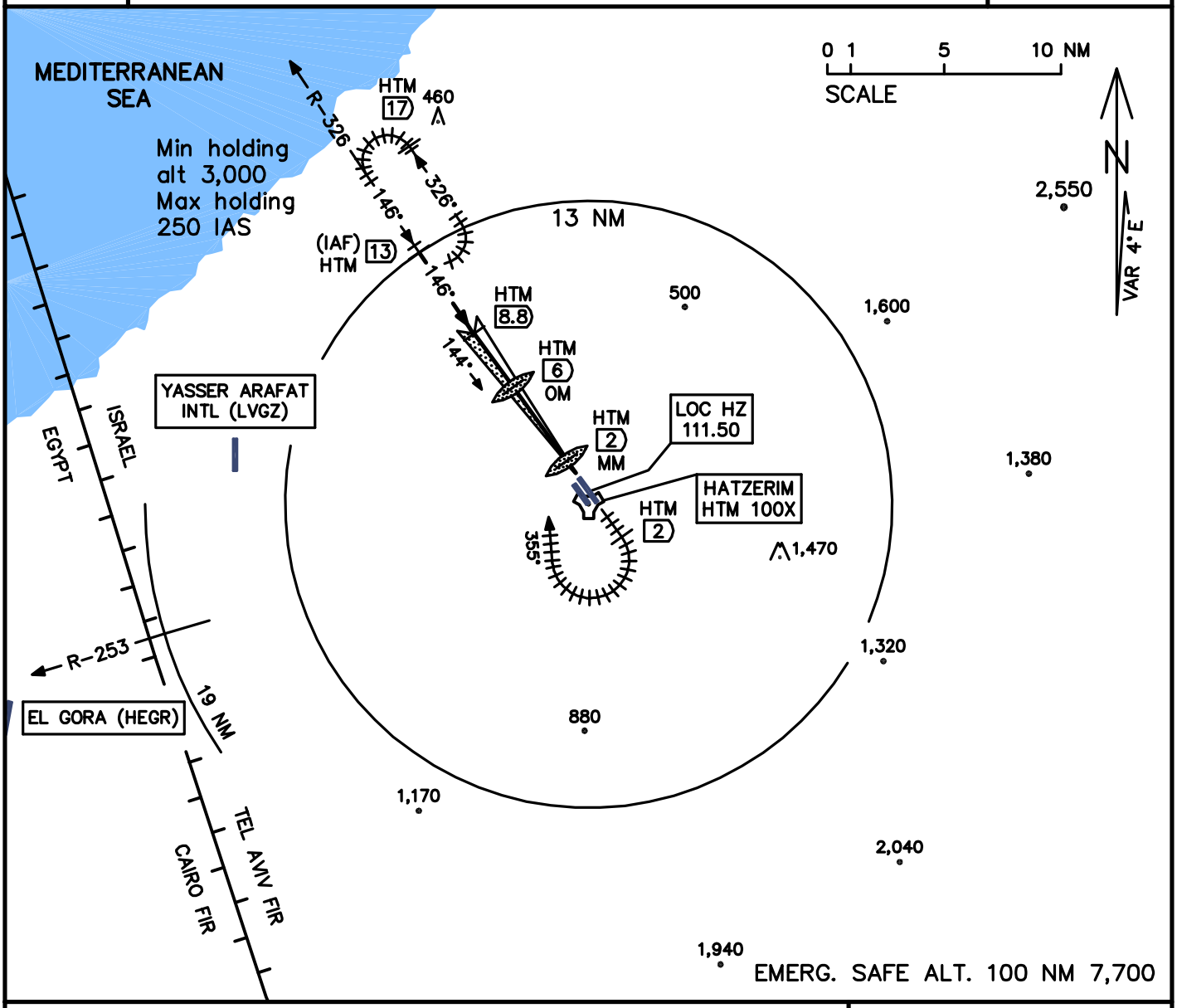
HATZERIM (LLHB)
ISRAEL

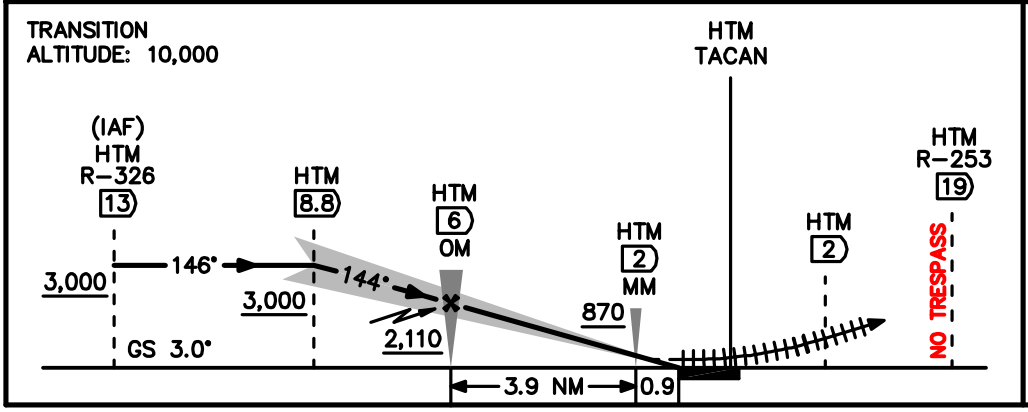
TACAN	LOC	Hatzerim Tower	TACAN GPS	Rwy Idg
HTM	HZ	341.00 131.15	N31° 21.013'	7,769
Chan 100X	111.50	Final course 144	E34° 32.362'	TDZE 580

SSALR

MISSED APPROACH: Climb runway and pass HTM TACAN. At HTM 2 DME climb right turn heading 355 to intercept HTM R-326 outbound to holding pattern and hold at 3,000.







MINIMUMS

S-ILS 14L
DA(H): 780 (200 AGL)
AT HTM 1.7 DME

S-LOC 14L
MDA: 1,000 (420 AGL)
AT HTM 2.4 DME

TDZE 14L: 580

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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ILS/DME RWY 23R

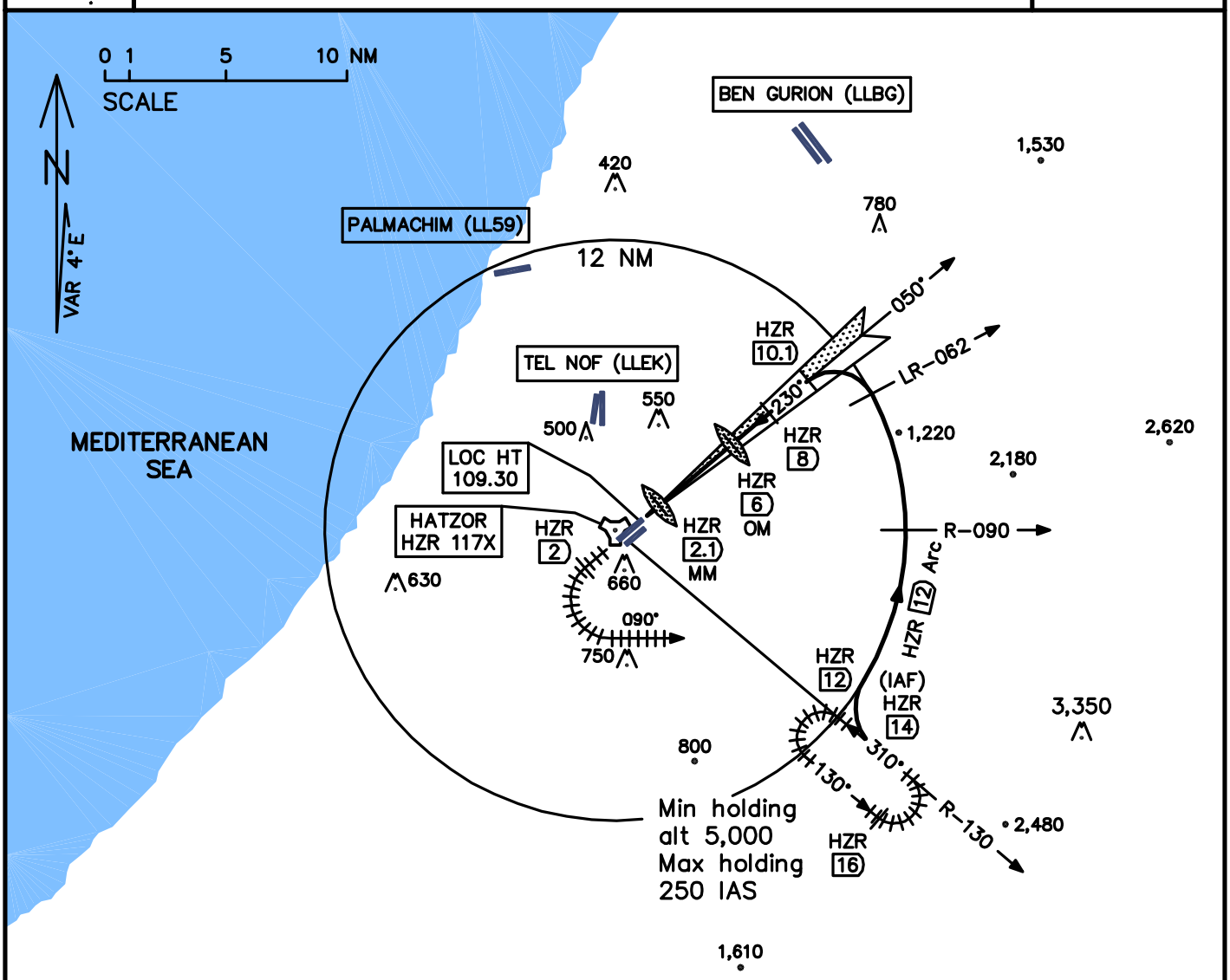
HATZOR (LLHS)
ISRAEL

TACAN	LOC	Hatzor Tower	TACAN GPS	Rwy ldg
HZR	HT	342.05 125.75	N31° 46.877'	7,769
Chan 117X	109.30	Final course 230	E34° 42.620'	TDZE 260

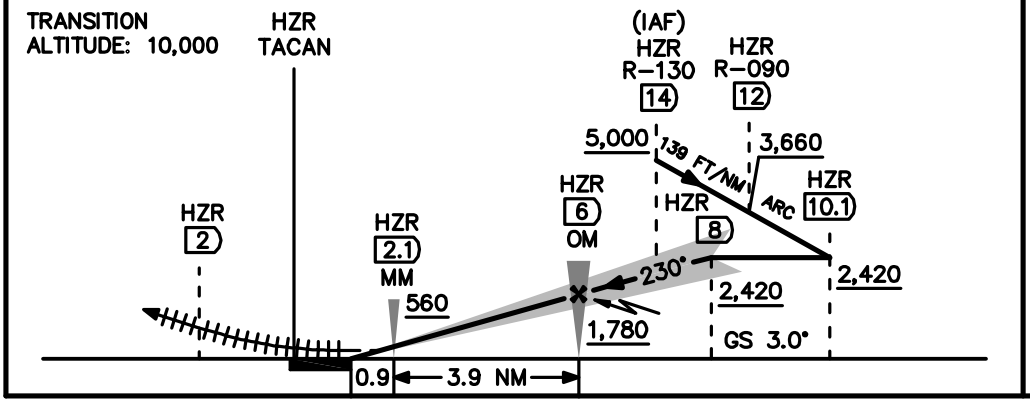
ALSF-1 (A1)

MISSED APPROACH: Climb runway and pass HZR TACAN. At HZR 2 DME climb left turn heading 090 to intercept HZR R-130 outbound to holding pattern and hold at 5,000.

MSA HZR 25NM
4,500



EMERG. SAFE ALT. 100 NM 10,700



MINIMUMS

S-ILS 23R
DA(H): 460 (200 AGL)
AT HZR 1.8 DME

S-LOC 23R
MDA: 660 (400 AGL)
AT HZR 2.4 DME

TDZE 23R: 260

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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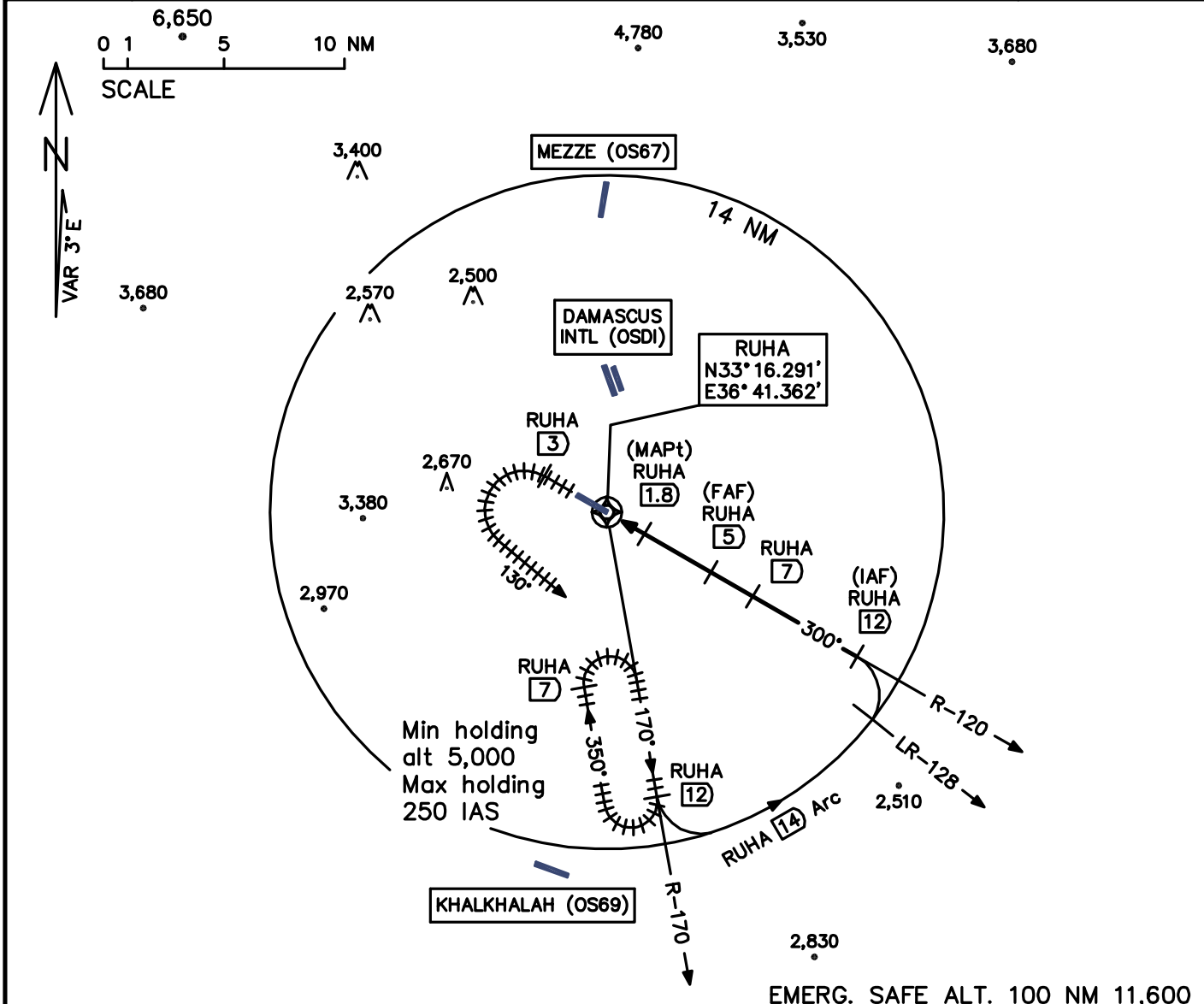
GPS RWY 30

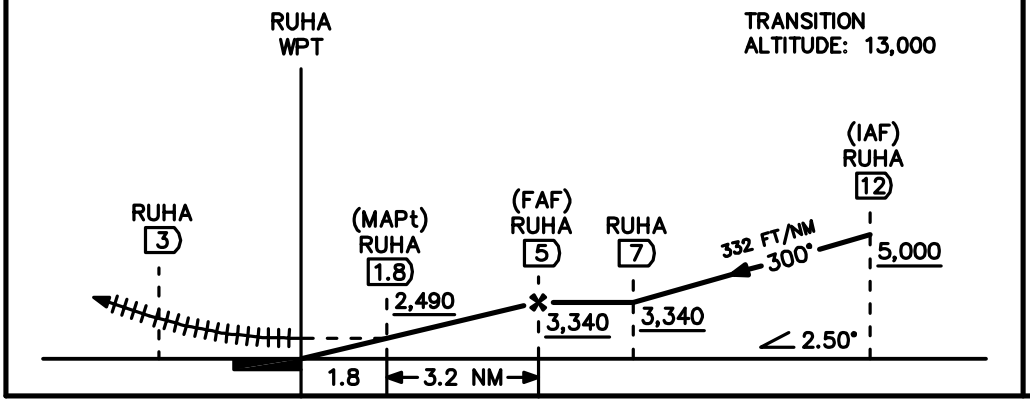
GPS WAYPOINT RUHA	LOC –	Ruhayyil Tower 126.60	RUHA GPS N33° 16.291' E36° 41.362'	Rwy Idg 8,666
		Final course 300		TDZE 2,010

ODALS

MISSED APPROACH: Pass RUHA WPT and climb runway. At RUHA 3 DME climb left turn heading 130 to intercept RUHA R–170 outbound to holding pattern and hold at 5,000.

MSA RUHA 25NM
7,800
240°
060°
5,000





MINIMUMS

S–GPS 30

MDA: 2,490 (480 AGL)
AT RUHA 1.8 DME

TDZE 30: 2,010

FALCON BMS 4.33
ISRAEL THEATER
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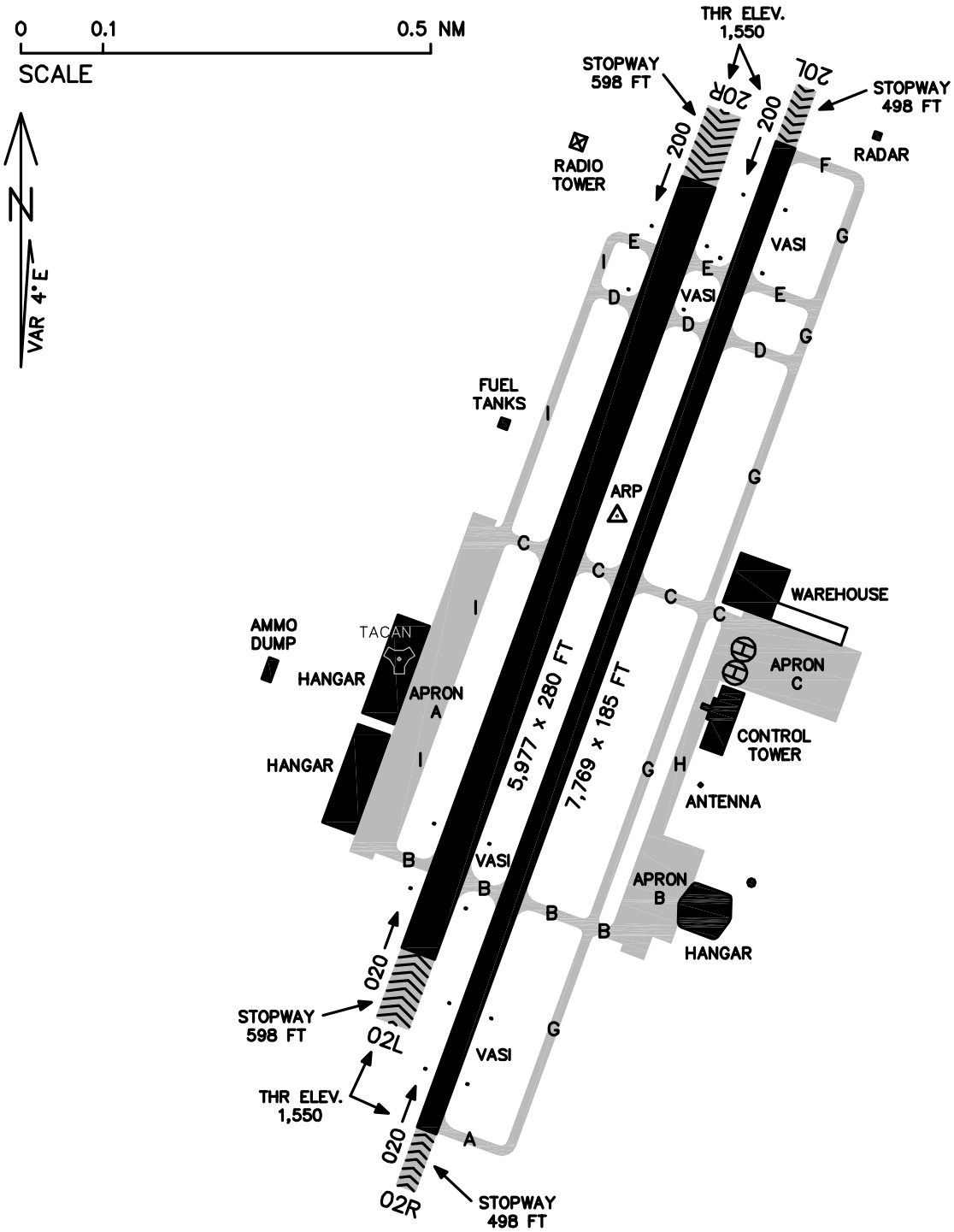
AIRPORT DIAGRAM

TACAN NEV Chan 052X	Nevatim Tower 341.50 121.40	ARP GPS N31° 19.547' E35° 03.494'	RWY TDZE 1,550



ADDITIONAL RUNWAY INFORMATIONS

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
02L	5,977	5,977	(A3*) SSALR	VASI – L/R
20R	5,977	5,977	(A3*) SSALR	VASI – L/R
02R	7,769	7,769	(A*) ALSF–2	VASI – L/R
20L	7,769	7,769	(A3*) SSALR	VASI – L/R

FALCON BMS 4.33
ISRAEL THEATER
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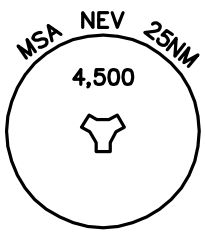
ILS/DME RWY 02R

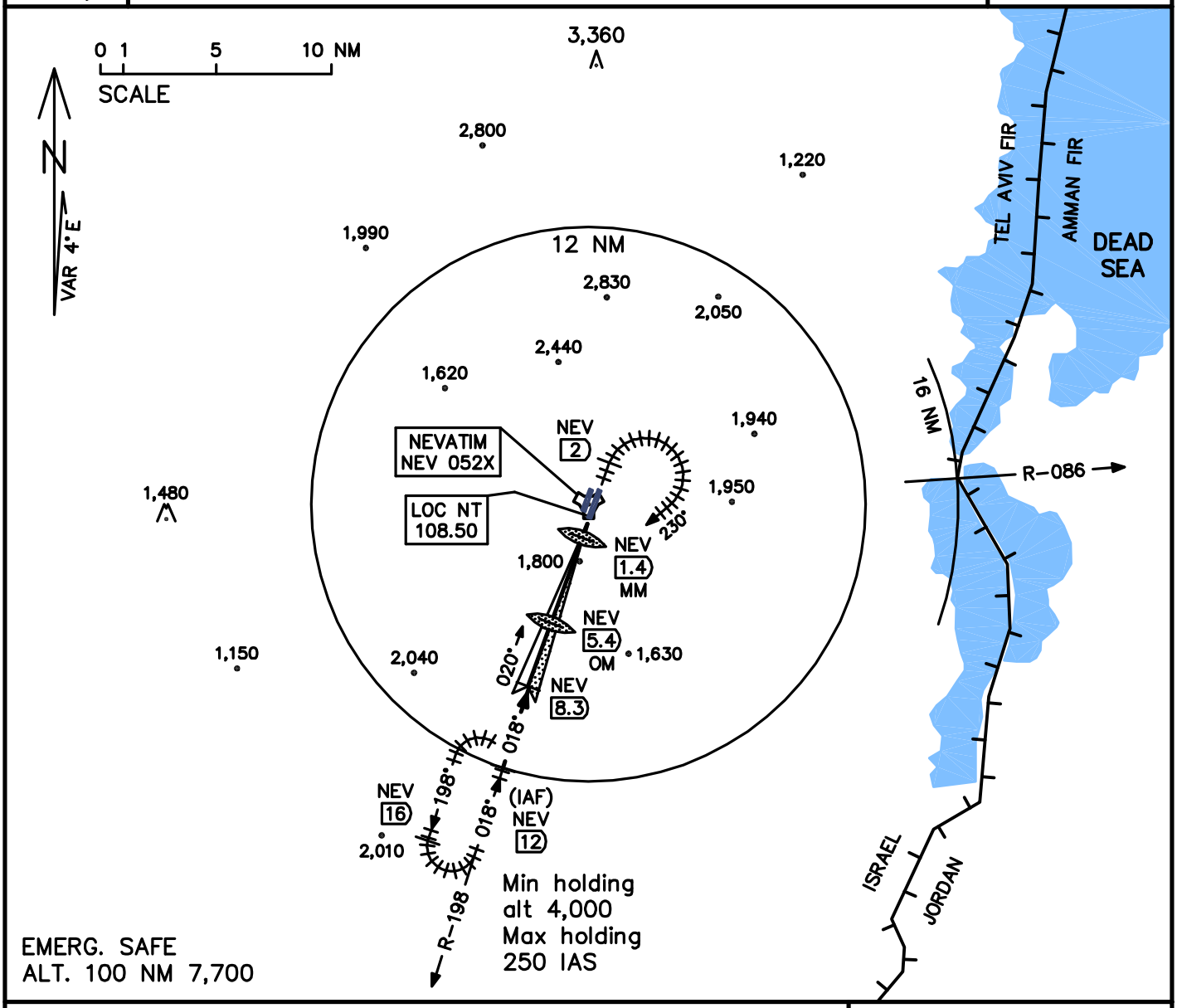
NEVATIM (LLNV)
ISRAEL

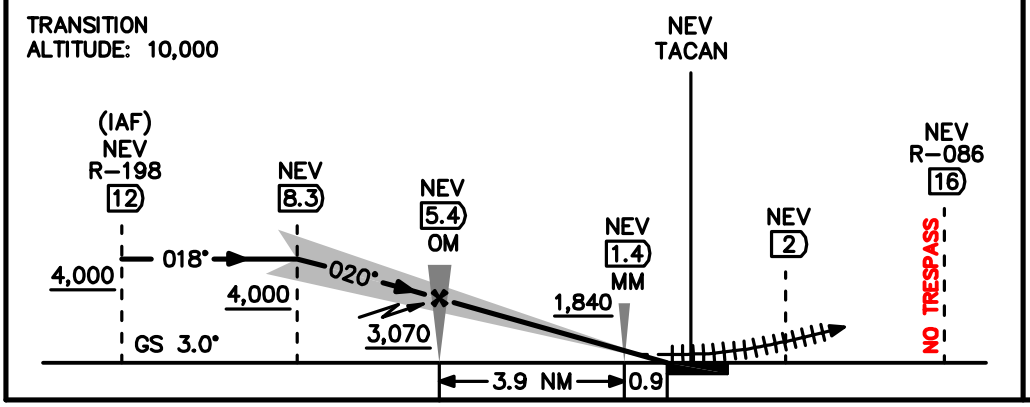
TACAN	LOC	Nevatim Tower	TACAN GPS	Rwy ldg
NEV	NT	341.50 121.40	N31° 19.396'	7,769
Chan 052X	108.50	Final course 020	E35° 03.185'	TDZE 1,550

ALSF-2

MISSED APPROACH: Climb runway and pass NEV TACAN. At NEV 2 DME climb right turn heading 230 to intercept NEV R-198 outbound to holding pattern and hold at 4,000.







MINIMUMS

S-ILS 02R
DA(H): 1,750 (200 AGL)
AT NEV 1.1 DME

S-LOC 02R
MDA: 2,000 (450 AGL)
AT NEV 1.9 DME

TDZE 02R: 1,550

FALCON BMS 4.33
ISRAEL THEATER
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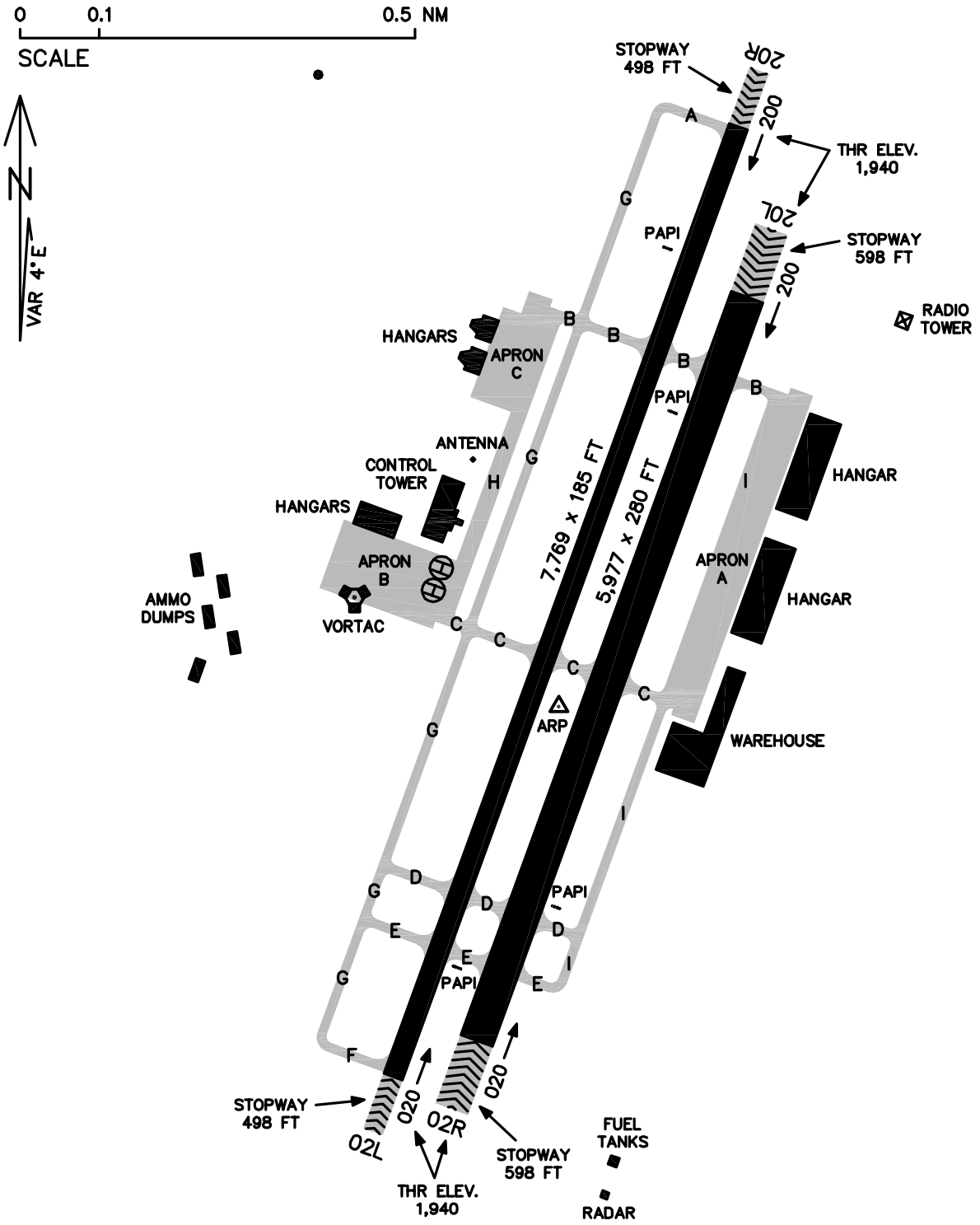
VORTAC OVD Chan 088X	Ovda Tower 340.00 129.90	ARP GPS N30° 03.821' E34° 49.247'	RWY TDZE 1,940



ADDITIONAL RUNWAY INFORMATIONS

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
02L	7,769	7,769	(A3*) SSALR	PAPI – Right
20R	7,769	7,769	(A3*) SSALR	PAPI – Right
02R	5,977	5,977	(A1*) ALSF–1	PAPI – Right
20L	5,977	5,977	(A3*) SSALR	PAPI – Right

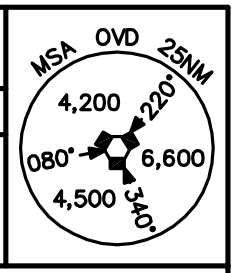
ILS/DME RWY 20R

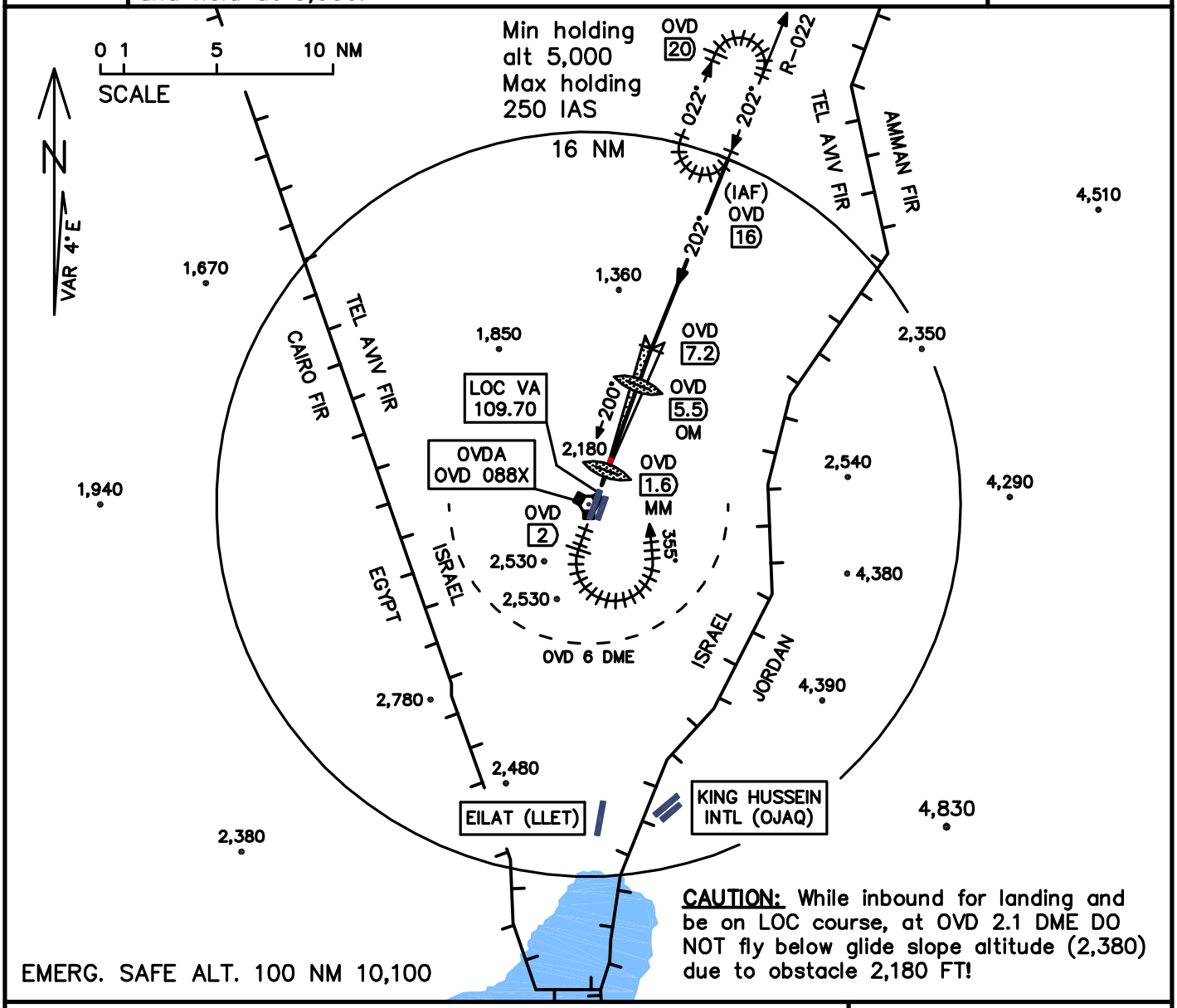
OVDA (LLOV)
OVDA, ISRAEL

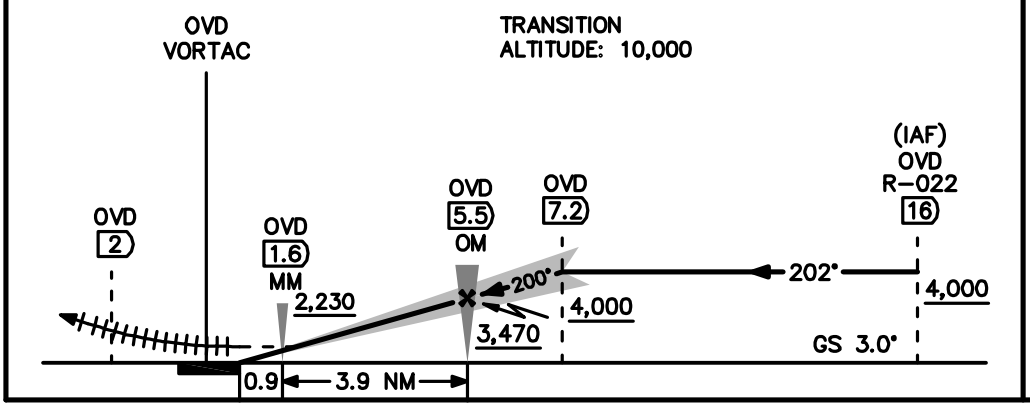
VORTAC	LOC	Ovda Tower	VORTAC GPS	Rwy ldg
OVD	VA	340.00 129.90	N30° 03.958'	7,769
Chan 088X	109.70	Final course 200	E34° 48.957'	TDZE 1,940

SSALR

MISSED APPROACH: Climb runway and pass OVD VORTAC. Not later than OVD 2 DME climb left turn (and remain within OVD 6 DME) heading 355 to intercept OVD R–022 outbound to holding pattern and hold at 5,000.







MINIMUMS

S–ILS 20R
DA(H): 2,330 (390 AGL)
AT OVD 1.9 DME

S–LOC 20R
MDA: 2,440 (500 AGL)
AT OVD 2.2 DME

TDZE 20R: 1,940

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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ILS/DME RWY 02

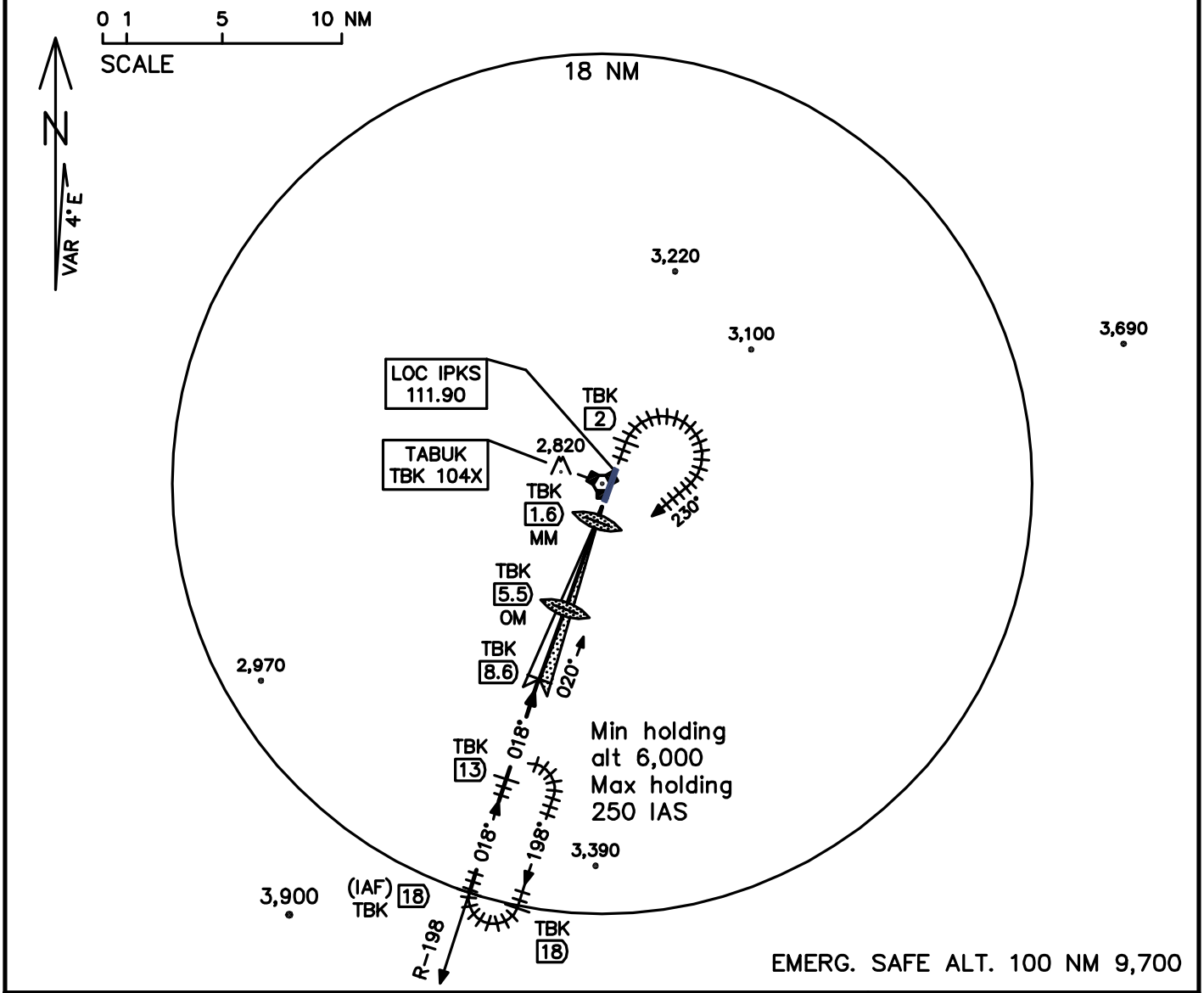
PRINCE SULTAN BIN ABDULAZIZ (OETB)
TABUK, SAUDI ARABIA

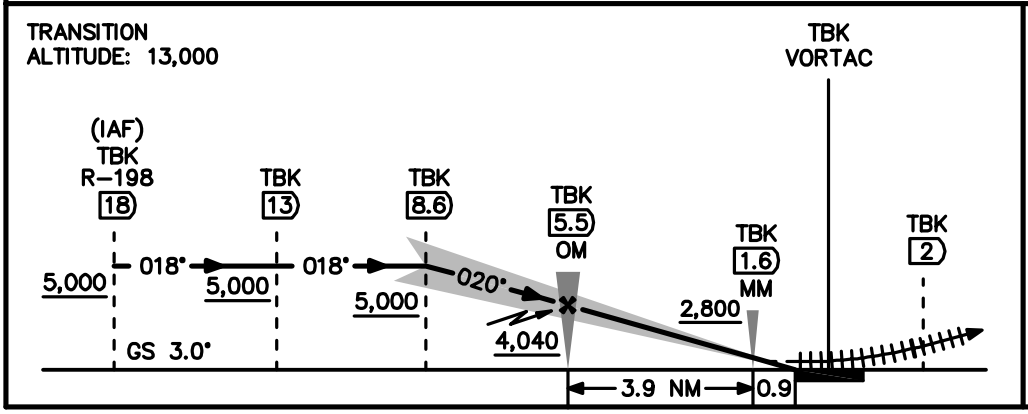
VORTAC	LOC	Tabuk Tower	VORTAC GPS	Rwy ldg
TBK	IPKS	298.30 125.90	N28° 43.669'	8,666
Chan 104X	111.90	Final course 020	E36° 34.826'	TDZE 2,510

ALSF-1 (A1)

MISSED APPROACH: Climb runway and pass TBK VORTAC. At TBK 2 DME climb right turn heading 230 to intercept TBK R-198 outbound to holding pattern and hold at 6,000.

MSA TBK 25NM
6,000





MINIMUMS

S-ILS 02
DA(H): 2,710 (200 AGL)
AT TBK 1.3 DME

S-LOC 02
MDA: 2,960 (450 AGL)
AT TBK 2.1 DME

TDZE 02: 2,510

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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ITO by 108th VFS

ILS/DME RWY 05L

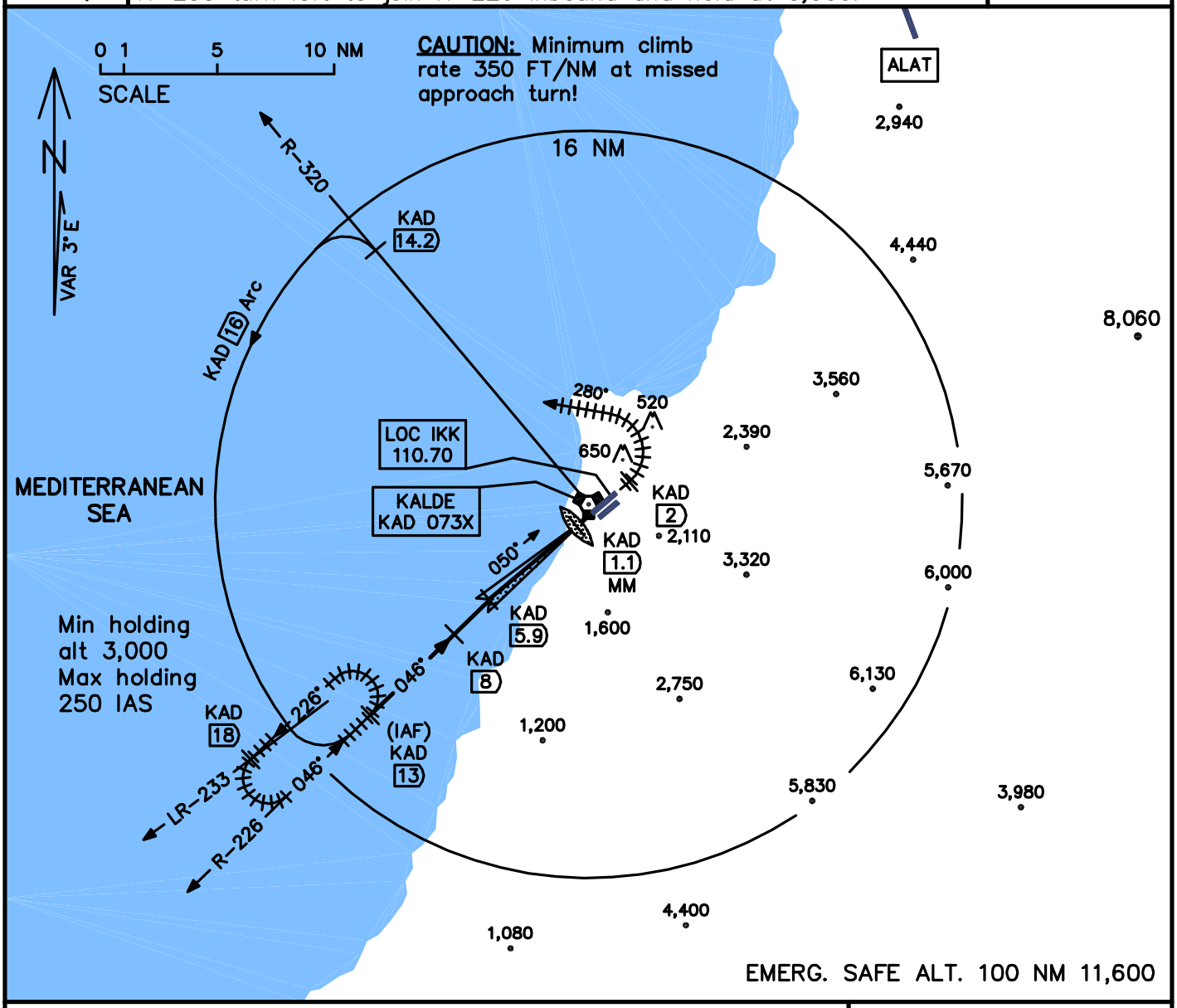
RAFIC HARIRI INTL (OLBA)
BEIRUT, LEBANON

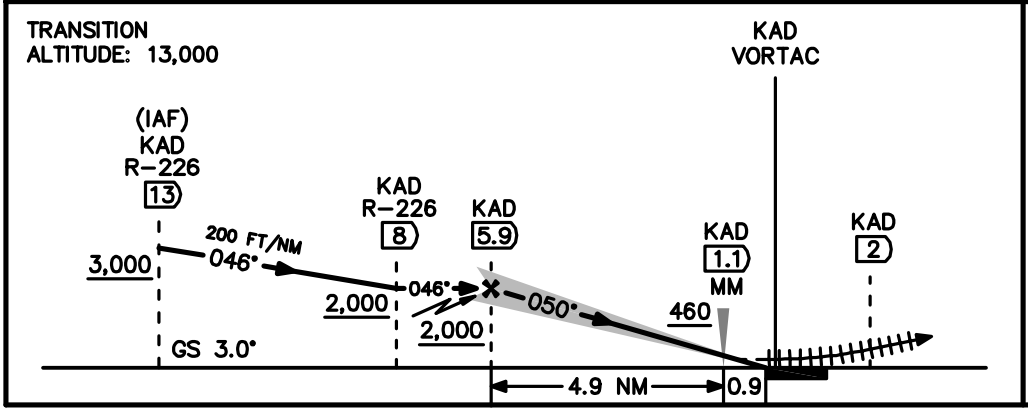
VORTAC	LOC	Hariri Tower	VORTAC GPS	Rwy ldg
KAD	IKK	118.90	N33° 43.807'	7,769
Chan 073X	110.70	Final course 050	E35° 37.404'	TDZE 170

ALSF-1 (A1)

MISSED APPROACH: Climb runway and pass KAD VORTAC. At KAD 2 DME climb left turn heading 280 to intercept KAD R-320 outbound. At KAD 14.2 DME turn left to join KAD 16 DME Arc. Crossing KAD R-233 turn left to join R-226 inbound and hold at 3,000.

MSA KAD 25NM: 200° 5,000 11,000 020°





MINIMUMS

S-ILS 05L
DA(H): 370 (200 AGL)
AT KAD 0.8 DME

S-LOC 05L
MDA: 700 (530 AGL)
AT KAD 1.8 DME

TDZE 05L: 170

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

Created 2 August 2015 by Nikos Efstratiou
ITO by 108th VFS

ILS/DME RWY 26

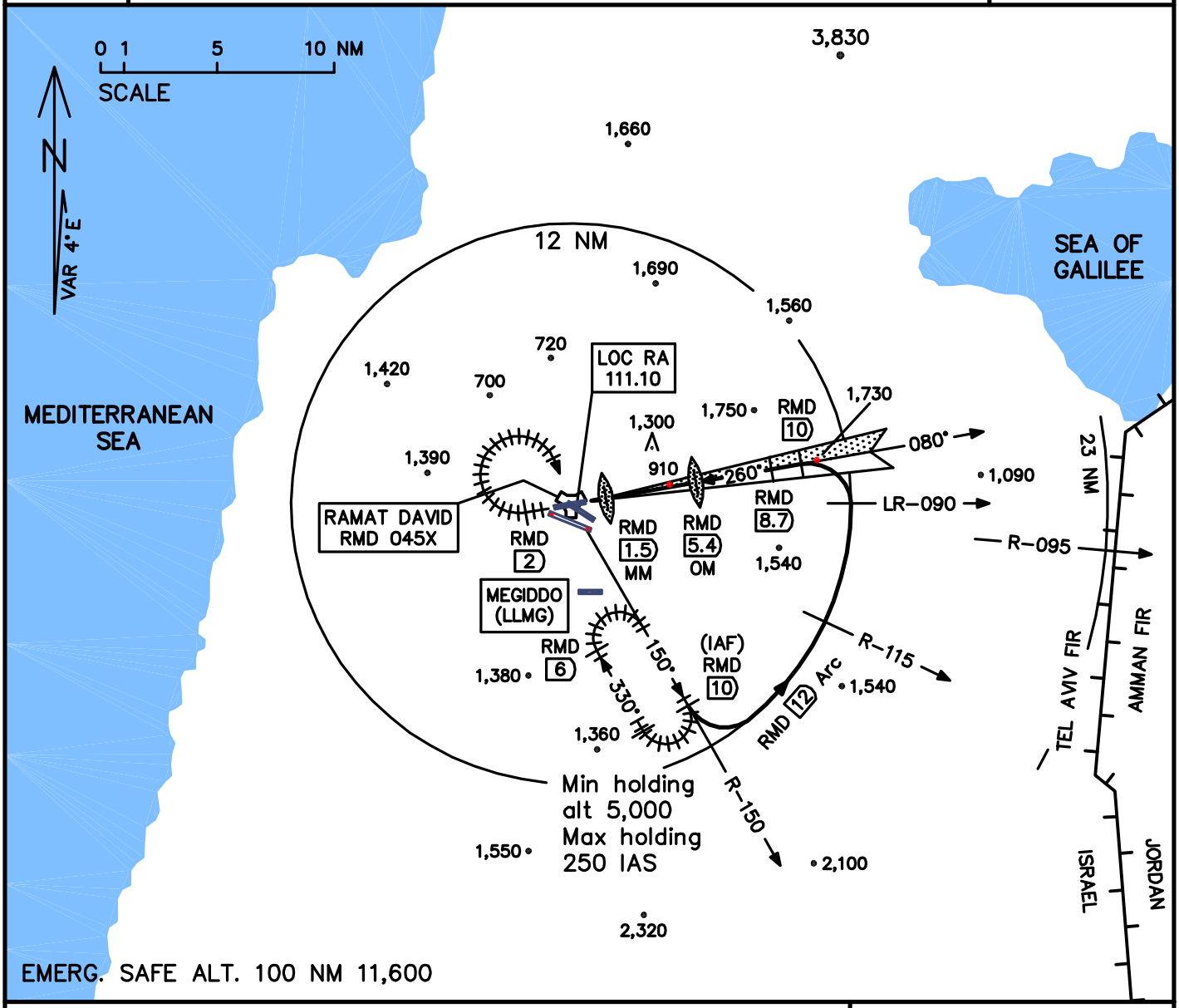
RAMAT DAVID (LLRD)
ISRAEL

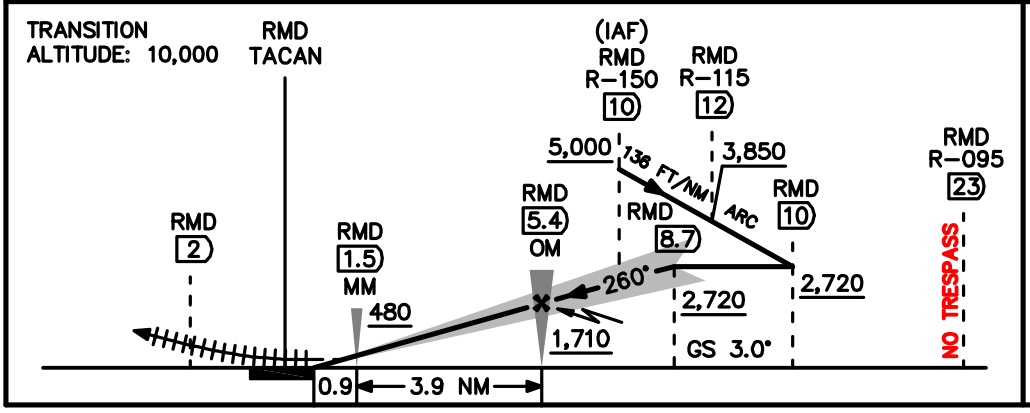
TACAN	LOC	Ram. David Tower	TACAN GPS	Rwy Idg
RMD	RA	341.40 118.60	N32° 39.145'	8,168
Chan 045X	111.10	Final course 260	E35° 14.395'	TDZE 180

MSA RMD 25NM
5,000

SSALR
A3

MISSED APPROACH: Climb runway and pass RMD TACAN. At RMD 2 DME climb right turn direct to RMD TACAN. Then proceed via RMD R–150 outbound to holding pattern and hold at 5,000.





MINIMUMS

S–ILS 26
DA(H): 380 (200 AGL)
AT RMD 1.2 DME

S–LOC 26
MDA: 600 (420 AGL)
AT RMD 1.9 DME

TDZE 26: 180

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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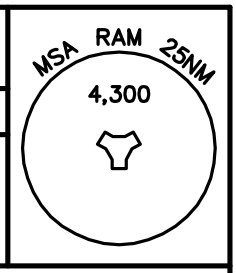
ITO by 108th VFS

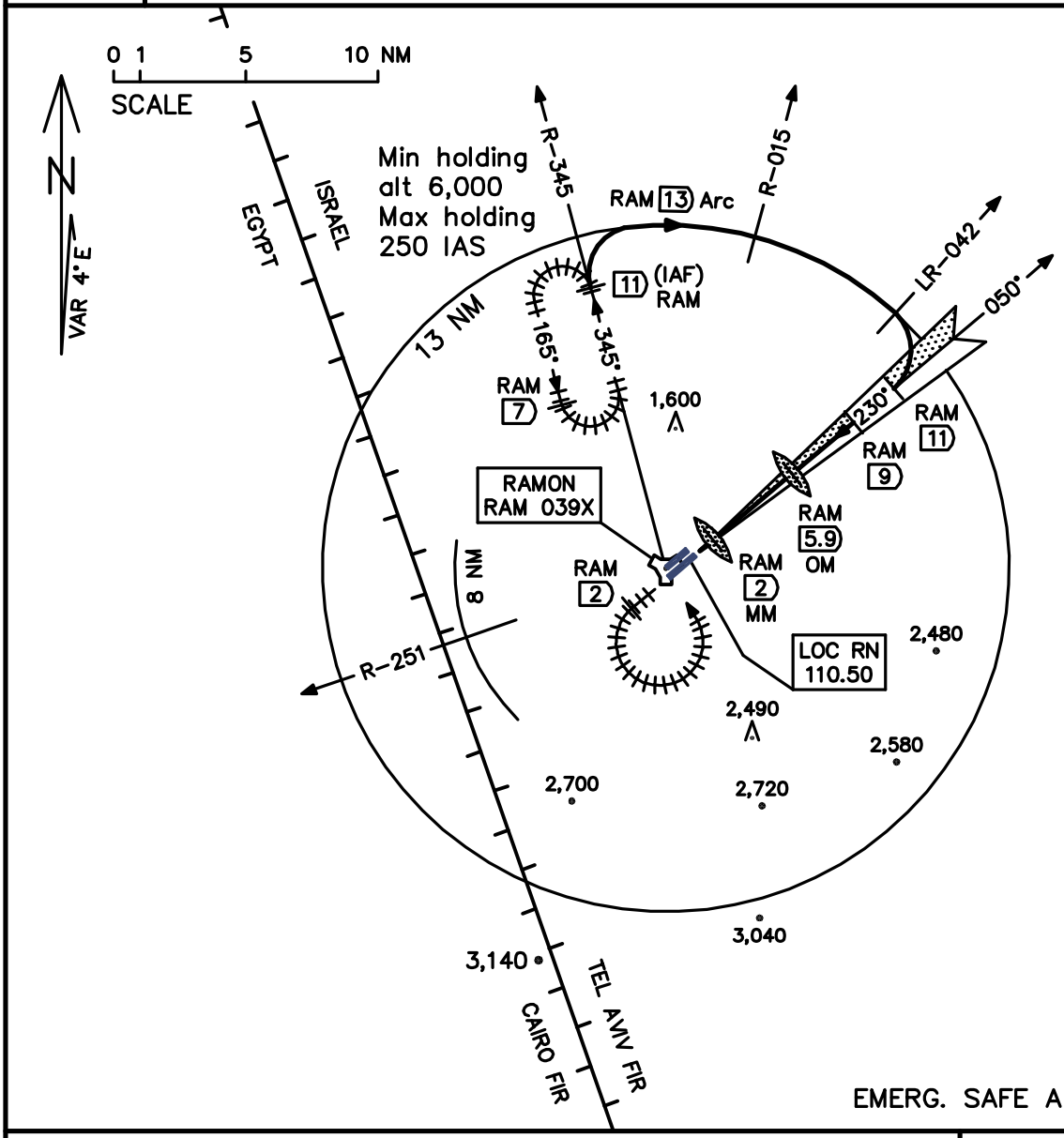
ILS/DME RWY 23L

TACAN	LOC	Ramon Tower	TACAN GPS	Rwy ldg
RAM	RN	340.50 122.70	N30° 55.148'	7,769
Chan 039X	110.50	Final course 230	E34° 32.263'	TDZE 1,900

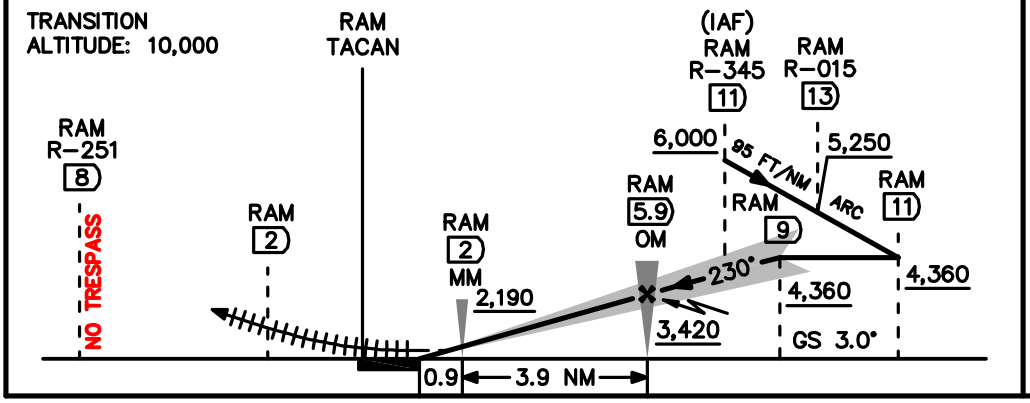
SSALR A3

MISSED APPROACH: Climb runway and pass RAM TACAN. At RAM 2 DME climb left turn direct to RAM TACAN. Then proceed via RAM R–345 outbound to holding pattern and hold at 6,000.





EMERG. SAFE ALT. 100 NM 7,700



MINIMUMS

S–ILS 23L
DA(H): 2,100 (200 AGL)
AT RAM 1.8 DME

S–LOC 23L
MDA: 2,300 (400 AGL)
AT RAM 2.4 DME

TDZE 23L: 1,900

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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ITO by 108th VFS

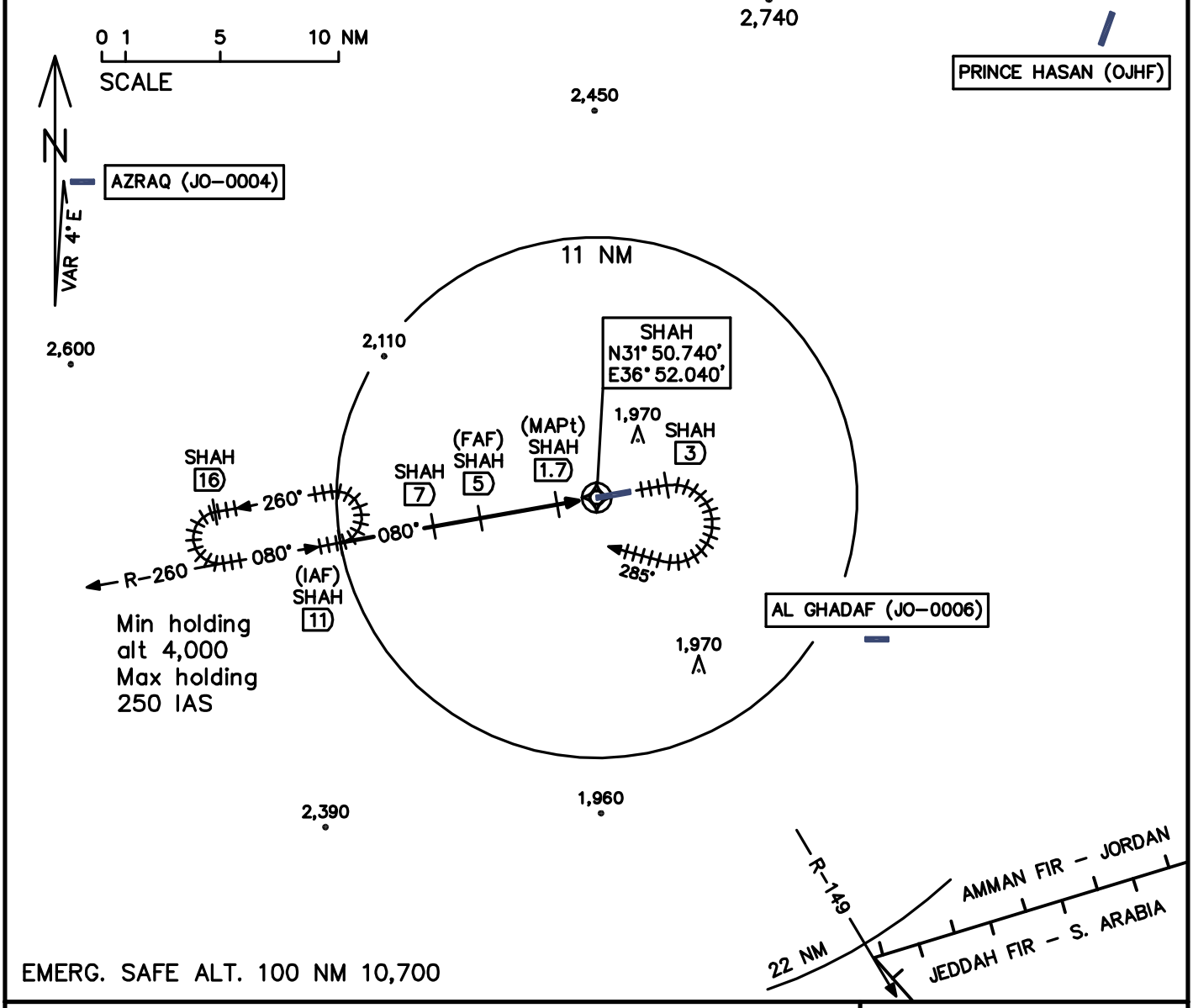
GPS RWY 08

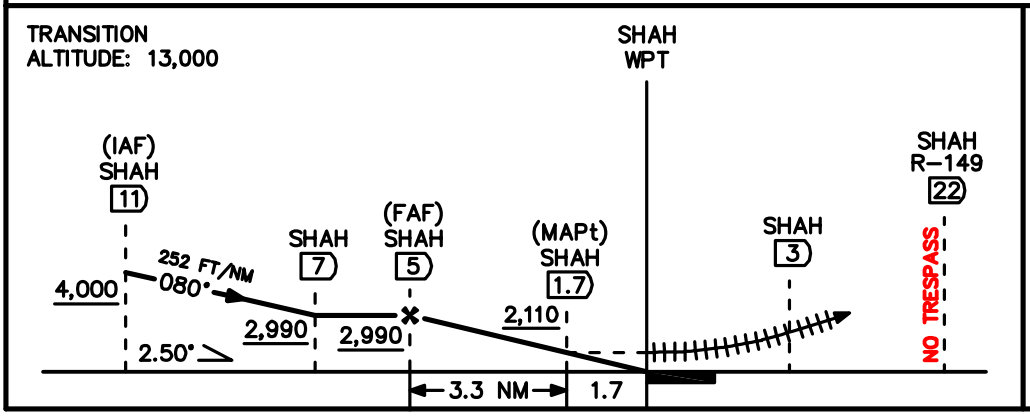
GPS WAYPOINT SHAH	LOC –	Shaheed Tower 125.10	SHAH GPS N31° 50.740'	Rwy Idg 8,666
		Final course 080	E36° 52.040'	TDZE 1,660

ALSF-1 A1

MISSED APPROACH: Pass SHAH WPT and climb runway. At SHAH 3 DME climb right turn heading 285 to intercept SHAH R-260 outbound to holding pattern and hold at 4,000.

MSA SHAH 25NM
4,500





MINIMUMS

S-GPS 08

MDA: 2,110 (450 AGL)
AT SHAH 1.7 DME

TDZE 08: 1,660

FALCON BMS 4.33
ISRAEL THEATER
NOT FOR REAL NAVIGATION !

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