

## AD 2. AERODROMES

## LLBG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LLBG – TEL-AVIV/BEN-GURION

## LLBG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP coordinates and site at AD</i>	320034N 345258E 314°/1 520 M from THR 30
2	<i>Direction and distance from city</i>	115°, 19 km from Tel-Aviv city center
3	<i>Elevation/Reference temperature</i>	134 ft/31.9°C (August)
4	<i>Geoid undulation at AD ELEV PSN</i>	19 M
5	<i>MAG VAR/Annual change</i>	3°50'E (2009)/0.08° increasing
6	<i>AD administration, address, telephone, telefax, telex, AFS</i>	Israel Airports Authority (IAA) Ben-Gurion Airport P.O.Box 7, Ben-Gurion International Airport 70100 Tel: 972-3-9752000/1/2 Telefax: 972-3-9752010 Telex: 381073 BGNAP, 381027 LACN IL AIS: 972-3-9750195 Telefax: 972-3-9756219 AFS: LLBGYDYX, LLBGZPZX
7	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/CVFR
8	<i>Remarks</i>	Nil

## LLBG AD 2.3 OPERATIONAL HOURS

1	<i>AD administration</i>	H24
2	<i>Customs and immigration</i>	H24
3	<i>Health and sanitation</i>	H24
4	<i>AIS briefing office</i>	H24
5	<i>ATS Reporting Office (ARO)</i>	H24
6	<i>MET briefing office</i>	H24
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	H24
10	<i>Security</i>	H24
11	<i>De-icing</i>	Nil
12	<i>Remarks</i>	Nil

## LLBG AD 2.4 HANDLING SERVICE AND FACILITIES

1	<i>Cargo-handling facilities</i>	Trucks 2.5-3.5 tonnes. Up to 5 tonnes handling possible
2	<i>Fuel/oil types</i>	Jet A-1 & 100LL, oil, all types normally available.
3	<i>Fuelling facilities/capacity</i>	Fuelling Dept: Tel: 972-3-9751393, Mobile: 972-57-7263440, Fax: 972-3-9751392 Jet A-1 available through hydrants for all parking stands on aprons 'B', 'J' & 'L' and all parking stands on terminal 3 aprons. Refuelling through bowsers as required.
4	<i>De-icing facilities</i>	Nil
5	<i>Hangar space for visiting aircraft</i>	Available by prior coordination with:
6	<i>Repair facilities for visiting aircraft</i>	1) IAA/BEDEK Division Tel: 972-3-9353822 Fax: 972-3-9357222 2) EL-AL Israel Airlines LTD. Tel: 972-3-9714006, Fax: 972-3-9714009 Telex: 381052 H TKGK IL
7	<i>Remarks</i>	Nil

## LLBG AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	In Tel-Aviv city.
2	<i>Restaurants</i>	At AD and in Tel-Aviv city.
3	<i>Transportation</i>	Buses, taxis, train and car hire from the AD.
4	<i>Medical facilities</i>	First aid & ambulance at AD, hospitals in the vicinity of AD.
5	<i>Bank and post office</i>	At AD open within AD HR.
6	<i>Tourist office</i>	At AD and in Tel-Aviv city.
7	<i>Remarks</i>	NIL

## LLBG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	Within AD HR: CAT 9
2	<i>Rescue equipment</i>	Yes, ambulances
3	<i>Capability for removal of disabled aircraft</i>	Lifting bags and hydraulic jacks available with MTOM up to 175 000 KG. For aircraft with a higher MTOM, IATA pool arrangement is available.
4	<i>Remarks</i>	Outside AD HR, fire fighting and ambulances to be requested if the situation needs.

## LLBG AD 2.7 SEASONAL AVAILABILITY - CLEARING

NA

**LLBG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	<i>Apron surface and strength</i>	Surface: Concrete/Asphalt (A, B, J, L, V, Terminal 3 EH & WH) Concrete (Terminal 3 concourses B, C, D) Strength: A - varying from PCN 74 to 80 F/C/X/U B,C,D,J,L,V,EH,WH - varying from PCN 36to 62 F/B/Y/U
2	<i>Taxiway width, surface and strength</i>	Width: 23-45 M Surface: Asphalt (F, J, K, M, Y, Z,W1,W2,W3,W4,S), Concrete/Asphalt (L, N, U,R) Strength: K - between TWY L and F, PCN 74; F, Y, Z - varying from PCN 75 to 89 F/C/X/T; N – PCN 90/F/C/X/U; L, N, TWY U and THR RWY 30 PCN 75 F/C/X/T and, between THR 30 and TWY K PCN 74 R/C/X/T; U,J,M – varying from PCN 24 to 62 F/C/Y/T; W1,W2,W3,W4, S,R – PCN 90/F/C/X/U
3	<i>ACL location and elevation</i>	Location: at apron Elevation: See the appropriate Aircraft Parking Chart
4	<i>VOR checkpoints</i>	VOR: see the aerodrome chart
5	<i>INS checkpoints</i>	INS: see the aircraft parking charts
6	<i>Remarks</i>	Nil

**LLBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stand.</i>	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	<i>RWY and TWY markings and LGT</i>	RWY: Designation, THR, TDZ centre line, edge runway end as appropriate, marked and lighted TWY: Centre line, holding positions at all TWY/RWY intersections, marked and lighted.
3	<i>Stop bars</i>	TWY L, 90 M North and 75 M South of THR CL RWY 30. Stop Bar 08-26 & 12: TWY K , 160 M East to RWY 08/26
4	<i>Remarks</i>	See also LLBG AD 2.20 for taxiing to and from stands.

**LLBG AD 2.10 AERODROME OBSTACLES**

<i>In Area 2</i>					
<i>OBST ID/ Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
a	b	c	d	e	f
Pole at 12 / APCH	Power Lines	TBD	197 ft	TBD	Approximate position – 1550 meters west from runway 12 THR

<i>In Area 3</i>					
<i>OBST ID/ Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
a	b	c	d	e	f
TBD	TBD	TBD	TBD	TBD	TBD

**LLBG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET office	Tel Aviv/Ben-Gurion Airport. TEL 972-3-9756228/7
2	Hours of service MET office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	Ben-Gurion 6 HR
4	Type of landing forecast Interval of issuance	Trend 2 HR
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts, OPMET information, SIGMET, Aerodrome Warn-ings and low level forecasts for TEL-AVIV FIR. English
7	Charts and other information available for briefing or consulting	Upper wind and temperature chart for standard isobaric sur- face. Significant weather chart (medium and high level)
8	Supplementary equipment available for providing information	Weather radar, weather satellite image display system.
9	ATS units provided with information	Ben-Gurion TWR Ben-Gurion APP
10	Additional information (limitation of service, etc.)	See AD chart transmissiometers location

**LLBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and high- est elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	-	-	-	-	-
21	-	-	-	-	-
08	080.0°	4062 x 45	90/F/C/X/U Asphalt	- GUND 19 M	THR 97 FT
26	260.0°	4062 x 45	90/F/C/X/U Asphalt	- GUND 19 M	THR 125 FT
12	121.6°	3112 X 45	98/F/C/X/T Asphalt	320051.14N 0345200.56E - GUND 19 M	THR 103 FT TDZ 112 FT
30	301.6°	3112 X 45	98/F/C/X/T Asphalt	315959.88N 0345339.12E - GUND 19 M	THR 130 FT
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-	-	-	-	-	-
-0.35%/-0.45% (462 M) (3 600 M)	60 X 60	60 X 150	4182 X 300	Nil	
+0.45%/+0.35% (3 600 M) (462 M)	90 X 60	60 X 150	4182 X 300	Available	RESA RWY 26 – 240X90 (m)
+0.25%/+0.3% (2 581 M) (531 M)	60 X 60	120 X 150	3 352 X 300	Available	Nil
-0.3%/-0.25% (531 M) (2 581M)	60 X 60	276 X 150	3 352 X 300	Nil	RESA RWY 30 – 240X90 (m)

LLBG AD 2.13 DECLARED DISTANCES

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
-	-	-	-	-	-
-	-	-	-	-	-
08	3 600	4 122	3 972	3 569	TORA 08 for Noise Abatement Departure Procedure. RESA is part of the RWY
26	4 062	4 122	4 122	3 458	STW 60 + RESA 240m
26 – W4	-	-	-	1 960	Distance from THR 26 to TXY W4
26 – 12	-	-	-	2 425	Distance from THR 26 to RWY 12 Int.
26 – K	-	-	-	2 595	Distance from THR 26 to TXY K
12	3 112	3 232	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	-	-	-	3 049	Distance from THR 12 to TXY L
30	3 112	3 388	3 172	3 037	Nil

LLBG AD 2.13A DECLARED REMAINING DISTANCES

<i>RWY – RWY/TWY Intersection</i>	<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>Remarks</i>
08 – 12	08	2 566	3 028	2 938	For purpose of Noise Restrictions by ATC
08 – K	08	2 736	3 198	3 108	For purpose of Noise Restrictions by ATC
26 – E	26	3 985	4 285	4 045	Nil
26 – W1	26	3 424	3 724	3 484	Nil
26 – W2	26	3 322	3 622	3 382	Nil
12 – Z	12	2 340	2 460	2 400	Nil
30 – F	30	2 642	2 918	2 702	Nil
30 – Y	30	2 077	2 353	2 137	Nil

LLBG AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY designator</i>	<i>APCH LGT type</i>	<i>THR LGT colour,</i>	<i>PAPI (MEHT)</i>	<i>TDZ,LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
03	-	-	-	-	-	-	-	-	N/A
21	-	-	-	-	-	-	-	-	N/A
08	CAT I SSLS 420 M REIL OMNI	Green	PAPI Left 3° (20.32 M)		4062 M 30M White FM3162M to 3762M – Alternate RED/WHITE FM3762M -RED	4062 M 50 M White FM 08 to THR (403M)- RED FM 3559M - YELLOW	Red	Nil	

26	CAT II REIL OMNI	Green	PAPI Right & Left/3° (19.22 M)	900 M	4062 M 30M White FM3162M to 3762M - Alternate RED/WHITE FM3762M -RED	4062M 50 M White FM 26 to THR (600M)- RED FM 3462M - YELLOW	Red	Red	
12	CAT II 900 M	Green	PAPI Left & Right/3°	900 M	3 112 M 30 M White FM 2212 M to 2812 M – Alter- nate RED/WHITE FM 2812 M - RED	3 112 M 50 M White FM 2512 M- Yel- low	Red	Nil	N/A except in emer- gency BY ATC
30	SSALR REIL OMNI	Green	PAPI Right & Left/3.1°	NIL	3 112 M 30 M White FM 2212 M to 2812 M – Alter- nate RED/WHITE FM 2812 M - RED	3 112 M 50 M White FM 2512 M- Yel- low	Red	Nil	N/A except in emer- gency BY ATC

**LLBG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: At tower building, FLG green/white in IMC and at night
2	<i>LDI location and LGT ANEMOMETER location and LGT</i>	LDI: Nil Anemometer: see AD chart
3	<i>TWY edge and centre line lighting</i>	Edge: All TWY Centre line: TWY K, L, N, S, R, W & U (green) intersections of RWYs 08/12 & 21/26 (in turns only) and TWY L
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC.
5	<i>Remarks</i>	Nil

**LLBG AD 2.16 HELICOPTER LANDING AREA**

Not available.
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**LLBG AD 2.17 ATS AIRSPACE**

1a	<i>Designation and lateral limits</i>	Ben-Gurion CTR A circle, radius 5 NM centred at 320034N 0345258E (ARP)
2a	<i>Vertical limits</i>	SFC to 2 000 FT MSL
1b	<i>Designation and lateral limits</i>	Ben-Gurion TMA 321300N 0343500E – 321300N 0345500E - 320800N 0351000E – 320000N 0353200E - the Israel/Jordan border southward to 314200N 0353100E – 314600N 0350800E - 315500N 0345300E – 315600N 0344200E - 315600N 0342900E
2b	<i>Vertical limits</i>	From the Israel/Jordan border to LONG 0351000E from 6 000 to 10 000 FT, from there to LONG 0345000E from 1 300 FT AGL to 9 000 FT, except for the CTRs
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Ben-Gurion Tower/Approach/ TMA English & Hebrew
5	<i>Transition altitude</i>	Nil
6	<i>Remarks</i>	Nil

**LLBG AD 2.18 ATS COMMUNICATION FACILITIES**

<i>Service Designation</i>	<i>Call Sign</i>	<i>Channel</i>	<i>Hours of Operation</i>	<i>Remarks</i>
1	2	3	4	5
APP	Ben-Gurion Approach / De- parture	120.500 121.500	H24 H24	Primary freq. Emergency freq.

TWR	Ben-Gurion Tower	132.100 121.500	H24 H24	Primary freq. Emergency freq.
TMA	Ben-Gurion TMA	119.500 121.500	H24 H24	Primary freq. Emergency freq.
ATIS (INF)	Ben-Gurion Information	132.500	H24	ATIS/VOLMET info available by dialing 972-3-9730699
GND EAST	Ben-Gurion Ground (East)	129.200	H24	East of TWYs K-Y INT
GND WEST	Ben-Gurion Ground (West)	118.050	H24	West of TWYs K-Y INT
CPT	Ben-Gurion Clearance	118.300	AS Specified in LLBG AD 2.20 para 2	

**LLBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

<i>Type of aid, MAG VAR Type of supported OPS</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
DVOR/DME (4°E/2008)	BGN	113.500 MHz	H24	320047.2N 0345231.3E	100 FT	CH 82 X
LOC 12 ILS CAT I (4°E/2008)	BG	110.300 MHz	H24	315954.9N 0345348.8E		
GP/DME 12 (4°E/2008)	Dots/Dashes	335.000 MHz	H24	320042.51N 0345208.37E	141 FT	
L 12 (4°E/2008)	LL	331.000 KHz	H24	320347.7N 0344617.7E		
LOC 26 ILS CAT I (4°E/2008)	BA	108.700 MHz	H24	320042.1N 0345111.7E		
GP/DME 26 (4°E/2008)	Dots/Dashes	330.500 MHz	H24	320105.1N 0345321.1E	162 FT	
LOC 08 ILS CAT I (4°E/2008)	BC	110.900 MHz	H24	320108.6N 0345405.2E	TBD	
GP/DME 08 (4°E/2008)	Dots/Dashes	330.800 MHz	H24	320044.7N 0345151.1E		
LOC 30 LDA (4°E/2008)	BD	111.900 MHz	H24	320038.6N 0345307.8E		
GP/DME 30 (4°E/2008)	Dots/Dashes	329.900 MHz	H24	320008.4N 0345331.5E	TBD	

LLBG AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

LLBG is designated as a fully coordinated Aerodrome; therefore all traffic ARR/DEP must have a fully coordinated slot. Applications must be applied for 48 HRS in advance (MON-THU) and 72 HRS in advance on FRI-SUN, to TLVACXH in 'SSIM' format.

At Tel-Aviv/Ben-Gurion Airport a number of local regulations apply. The regulations are collected in a manual, which is available at the AIS briefing office at the coordination center at the terminal building. This manual includes, among other subjects, the following:

- a) the meaning of markings and signs;
- b) information about aircraft stands;
- c) information about taxiing from aircraft stands including taxi clearance;
- d) limitations in the operation of large aircraft including limitations in the use of aircraft's own power for taxiing;
- e) helicopter operations;
- f) marshaller assistance and towing assistance;
- g) use of engine power exceeding idle power;
- h) engine start-up and use of APU;
- i) fuel spillage;
- j) precautions during extreme weather conditions.

Marshaller assistance can be requested and further information about the regulations can be obtained from the TWR.

When a local regulation is of importance for the safe operation of aircraft on the apron. The information will be given to each aircraft by the TWR.

"Local regulations" may be requested in writing from Tel-Aviv/Ben-Gurion administration.

In order to expedite traffic, unless otherwise advised by ATC, pilots are requested after landing to vacate RWY 26/08 via High Speed Exit W4/W3 respectively.. If unable, the pilot shall notify BGN TWR on first contact.

Aircraft being towed from terminal 1 to terminal 3 and vice versa must establish and maintain communication with ground control (see LLBG AD 2.18):

- a) from terminal 1 to terminal 3: GND EAST.
- b) from terminal 3 to terminal 1: GND WEST.

In cases when GND EAST and GND WEST are combined the frequency to be used shall be 129.20 MHZ.

2. Taxiing to and from stands

Arriving aircraft:

- will be allocated an apron and a stand number by the TWR.
- will be guided by the "Follow Me" vehicle and guided by the marshaller on the stand, except for concourses B, C and D of terminal 3.
- Guidance for parking stands of concourses B, C and D will be by Visual Docking Guidance System (VDGS). In order to enable the VDGS system early identification of aircraft and avoid misidentification, aircraft taxiing into the stand shall do so accurately on the C/L before during and after final turn into the stand. Taxi & landing lights should be turned off when not required due to possible VDGS blinding. In case of VDGS malfunctioning, aircraft shall stop immediately and notify the GND. In such cases, aircraft shall be towed into the stands, unless otherwise instructed by the TWR. Whenever C-6 or D-6 are occupied, aircraft assigned parking stands C-5 or D-5 (respectively) shall be towed into stands.

- Transponder operation:

Arriving aircraft shall continue transmitting Mode A Code and Mode S until parked on stand. Transponders shall be deactivated when aircraft parked on stand. Aircraft operating Mode S shall identify using ICAO callsign.

On initial contact with Approach/Departure/TMA control, pilot of arriving aircraft shall report the current altitude.

Pilots shall be guided into the gate by means of a VDGS, depicted as follows:

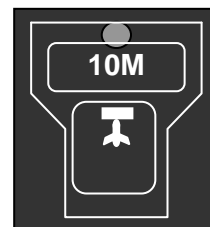
Turn Left



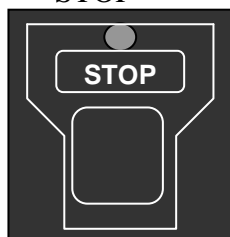
Turn right



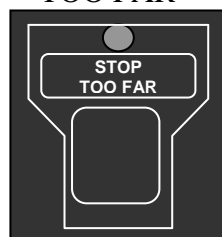
OK  
(Distance Remaining)



STOP



TOO FAR



ESTOP





## Departing aircraft:

- 'Clearance prior to taxi' (CPT) is provided continuously on freq. 118.300 Mhz or as published by ATIS.

Pilots shall contact CPT 15 minutes before start-up. The MSG shall specify the following: ACFT call-sign and type, stand number, ATIS letter and the intended start-up time.

- when aircraft is ready for departure, the crew shall obtain 'push-back' clearance and taxi instructions from GND frequencies. Aircraft receiving 'push-back' clearance is expected to vacate the gate without delay.
- may be guided by the "Follow Me" vehicle from aprons in low visibility.
- apron B start-up procedure: aircraft shall start-up all engines on stand. When all engines are running, 'push-back' will be carried out to the nearest release point (S1, S2) and taxiing will commence as soon as possible.
- aprons B, C, D of terminal 3 (Ground West): Engine start-up while aircraft is connected to the gate is prohibited. Start-up while aircraft is being pushed back is permitted.
- pilots cleared to line-up shall be ready for immediate take-off; if unable, notify ATC in advance.
- transponder Operation:
  - departing aircraft shall turn transponder ON Mode A Code and Mode S sgl when ready for pushback or when ready for taxi whichever is earlier. Aircraft operating Mode S shall identify using ICAO call sign.
  - on initial contact with approach/Departure/TMA control, pilot of departing aircraft shall report the current altitude.

### 3. Parking area for small aircraft (General aviation)

General aviation aircraft shall be guided by the "Follow Me" vehicle to the appropriate parking area for small aircraft.

Aircraft wishing to stay beyond 36 hours should submit request to the coordination center.

### 4. Parking area for helicopters

Landing and parking is permitted on stand B41 (Ground East), for Israel Aircraft Industries helicopters only.

### 5. Apron – taxiing during low visibility

Taxiways in the apron area are not equipped with center line lights. The taxi guide lines may not be visible due to low visibility. Assistance from the "Follow Me" vehicle for departing aircraft may be requested via the GND.

### 6. Taxiing – limitations

NIL

## 7. School and training flights – technical test flights – use of runways

7.1 School and training flights must only be performed after prior coordination/permission from Ben Gurion Air Traffic Control.

The following restrictions apply for the duration of the RWY development project:

7.2 No training flights (circuits/instrument approaches) permitted on runway 26.

7.3 Training for instrument approaches are permitted only when runway 08 is in use, starting 30 minutes before CIVIL evening twilight (Ref. GEN 2.7).

Training flights shall not practice touch and go for training purposes.

## 8. Helicopter traffic – limitation

Non-scheduled public air traffic with helicopters is permitted only after applying to the Ministry of Transport, Civil Aviation Administration, International Relations Department (non-scheduled flights section) for authorization of such flight, and after prior approval from the Ben-Gurion Aerodrome Administration. The application must be submitted to the above department at least 30 days prior to the planned date of flight, or the first flight in a series, where applicable. Non-scheduled public air traffic with helicopter is permitted only after prior approval from Ben-Gurion Aerodrome Administration.

Any contact concerning the above shall be made via the handling company or directly to the office during the hours of service. If possible, not later than the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

- a) Owner/operator
- b) Type of helicopter, registration/call sign
- c) Date, arrival time/departure time, destination(s).

Furthermore, other details relevant to the evaluation of the request must be given as required.

Non-scheduled flights shall be conducted as per the "Licensing of Aviation Service" (charter flights) regulations 1982. Copies of which may be obtained from the CAA's International Relations Department.

## 9. Removal of disabled aircraft from runways

Any aircraft involved in an accident shall be removed from the accident site only after obtaining permission of the chief investigator of aircraft accidents/incidents, or from the head of the investigation committee.

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

LLBG AD 2.21 NOISE ABATEMENT MONITORING & PROCEDURES

**Noise monitoring system**

A noise monitoring system is operating at Tel-Aviv/Ben-Gurion airport. In conjunction with the system, the following procedures have been designed to avoid excessive aircraft noise in the area adjacent to the airport, and the areas overflowed during take-off and landing.

The Standard Instrument Departure routes as shown on the Tel-Aviv/Ben-Gurion SID procedures charts have been designed so as to minimize the noise levels over the densely populated areas in the airport's vicinity.

**Preferential runway system**

*Runway 26/08 is the only available runway for landing and takeoff.*

*Arrivals*

Runway 26 will be the preferred runway assigned to landing aircraft, between sunrise and 30 minutes before sunset provided the tailwind component does not exceed 10 KT when runway is dry or 5 KT when runway is wet.

Runway 08 will be the preferred runway assigned to landing aircraft, between 30 minutes before sunset and sunrise, provided the tailwind component does not exceed 10 KT when runway is dry or 5 KT when runway is wet.

*Departures*

Runways 26 and 08 will be preferred runways assigned to departing aircraft, provided the tailwind component does not exceed 5 KT.

The following combinations might thus be used:

- a) Runway 26 for landing while runway 26 for take-off; times as specified for arrivals.
- b) Runway 08 for landing while runway 08 for take-off; times as specified for arrivals.

**Departures**

Jet aeroplanes irrespective of weight, shall commence the following Noise Abatement Climb (NADP-1).

This procedure involves a power or thrust reduction at or above the prescribed minimum altitude and the delay of flap/slat retraction until the prescribed maximum altitude is attained. At the prescribed maximum altitude, the aircraft is accelerated and the flaps/slats are retracted on schedule while maintaining a positive rate of climb, to complete the transition to normal en-route climb speed. The initial climbing speed to the noise abatement initiation point is not less than  $V_2$  plus 10 kt.

Take-off to 1650' (QNH) - Take-off-power Take-off flaps  
climb at  $V_2 + 10$  KT (or as limited by body angle)

At 1650ft (QNH) - Reduce thrust to not less than climb power

1650ft-3150ft (QNH) - Climb at  $V_2 + 10$  KT (or as limited by body angle)

At 3150ft (QNH) - Normal speed and en-route climb configuration

Night Flight Restrictions

No civil subsonic jet aeroplane shall take off from Ben-Gurion Airport between 0200-0500LT during winter season and 0200-0400 during summer season.

*Exceptions:*

- a) Take-offs of aeroplanes rendering medical assistance.
- b) Israel Air Force flights.
- c) Other special flights, only by prior permission from the CAA, and/or Ben-Gurion Airport Management.

**Reverse thrust**

Reverse thrust, other than idle thrust, shall not be used between 2300-0600LT, except for safety reasons.

**Maintenance Run-ups**

Run-ups for maintenance purposes are not permitted between 2300-0500LT.

**Noise monitoring terminals (NMT)**

The following NMT are operating as part of the Noise Monitoring System:

NMT No.	Location (coordinates)	Location (geographical)	Max. noise levels in db (A)	
			For departures of a/c with maximum take-off mass of 300 tones or above	All other departures
1	315930N 0345629E	SHOHAM	93	91
2	320146N 0345101E	OR-YEHUDA	93	91
3	320032N 0344945E	MISHMAR-HA'SHIV'AH	93	91
4	320001N 0344947E	BEYT-DAGAN	93	91
5	320022N 0344753E	KIRYAT-SHARET	88	85
6	315920N 0344725E	RISHON-LETZION	88	85
7	315953N 0344617E	KIRYAT BEN-GURION	88	85
8	315952N 0344426E	NEVE-HOF	88	85
9	320044N 0344742E	ESHKOL	88	85
10	320008N 0345123E	ZAFARIA	93	91
11	320015N 0344513E	BAT-YAM	88	85
12	315815N 0344932E	TNUOT	88	85

**LLBG AD 2.22 FLIGHT PROCEDURES****General**

Flights within Ben-Gurion TMA and CTR shall be in accordance with the Instrument Flight Rules and with Controlled Visual Flight Rules.

**Procedures for IFR flights within Ben-Gurion TMA**

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS if necessary, in case of congestion. Inbound aircraft may also be instructed to hold one of the designated airways, reporting points.

**Radar procedures within Ben-Gurion TMA**

On initial contact with Approach/Departure control, pilots shall report the following:

Departing aircraft: current altitude.

Arriving aircraft: current altitude and ATIS letter received.

**Radar vectoring and sequencing**

Normally, aircraft will be vectored and sequenced from BGN VOR and SIRON, DEENA, LORIM and ALROD reporting points to the appropriate ILS, VOR/DME and RNAV VISUAL approach procedure, so as to ensure an expeditious flow traffic. Radar vectors and altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft performance. Radar vectoring will be issued in accordance to MVA.

**Visual approach**

Radar vectoring to instrument or visual approach will be issued in accordance to MVA.

In case of missed approach, pilots shall follow ATC instructions.

**Precision radar approach**

Nil

**Communication Failure**

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

**Procedures for CVFR flights within Ben-Gurion TMA**

- A flight plan shall be filed for the flight concerned.
- CVFR flights are conducted according visual routes chart.
- No deviations from CVFR routes except to ATC clearance or emergency.
- The flight shall be conducted with vertical visual reference to the ground.
- Two-way radio communication shall be maintained on the frequency prescribed appropriate frequencies are shown in the TMA CVFR Routes Chart.
- The aircraft shall be equipped with SSR transponder with 4096 codes in mode A/3.

*Note 1. – ATC clearance is intended only to provide separation between IFR and CVFR flights.*

*Note 2. – ATC clearance is intended to provide traffic information between CVFR flights.*

**Procedures for CVFR flights within Ben-Gurion CTR**

- A flight plan shall be filed for the flight concerned
- The flight shall be conducted with vertical visual references to the ground.
- Two-way radio communication shall be obtained on the frequency prescribed in the TMA CVFR Routes Chart.

**CVFR routes within Ben-Gurion CTR**

Arrival and departure routes for CVFR traffic are established as depicted on the TMA CVFR Routes Chart - see AIP (DOMESTIC).

**Procedure for IFR flights  
to and from Amman (Jordan)**

**Departure procedures**

- a) The flight shall be conducted in accordance with SALAM DEPARTURES, see AD 2.5-33 and AD 2.5-34.
- b) As soon as practicable, but not later than 10 NM west of SALAM, the pilot shall contact Amman TACC on the second radio set.

**Arrival procedures**

- a) Flight plan shall be filed for the flight concerned.
- b) Flight movement messages shall be addressed as stated in ENR 1.11-1.
- c) As soon as practicable, but not later than 10 NM East of SALAM, two way radio communication shall be established on Tel-Aviv ACC freq. (121.4 MHz) for preliminary identification.  
The flight shall not be permitted to enter Tel-Aviv FIR in the event of communication failure.
- d) The aircraft shall maintain 8 000 FT before entering FIR, 5 NM east of SALAM.
- e) The pilot shall contact Ben-Gurion TMA, freq. 119.50 MHz, not later than SALAM.

**Routing**

SALAM - (intercept) J10C - ALROD - J10B - VOR/DME (Ben Gurion).

See LOWER ATS ROUTES (ENR 6-1) and TMA ATS ROUTES (AD 2.5-25).

**Low Visibility Procedure (LVP)**

For standard taxi routes, see Aerodrome ground movement chart AD 2.5-14/14A.

- a) General
  1. When reduced visibility prevents visual monitoring of maneuvering area by ATC, Low Visibility Procedure (LVP) will be implemented by TWR and transmitted by ATIS;
  2. Preferential Runways Configuration:  
RWY 08 is the preferred runway for landings and takeoffs, respectively, Second option - RWY 26 will be used for landings and takeoffs
  3. Follow-me service will be provided to aircraft to and from stands, whenever visibility dete-

riorates to a degree where such service cannot be provided by ATC. This service however will not be provided when visibility is less than 100 meters;

4. During emergency in Low Visibility conditions, RWY 08 will be the preferential runway for landings;
  5. During LVP, traffic delays are expected;
  6. Due to greater separation applied in Low Visibility conditions, expect delays in the approach and takeoff sequence.
- b) Landing on RWY 08.  
Vacate right on first available TWY or as instructed by ATC.
  - c) Landing on RWY 26  
Vacate RWY via TWY W4 and hold short of RWY 12/30.
  - d) Taxi to RWY 26
    1. Aircraft leaving apron B shall taxi via TWY U, N and R to holding point W1 or W2.
    2. Aircraft leaving aprons J & L shall taxi via TWY K, U, N and R to holding point W1 or W2.
    3. Aircraft leaving Terminal 3 shall taxi via TWY M, K, and R to holding point W1 or W2.
  - e) Pilots Reports
    4. When taxiing to runway, reports shall be made whenever entering a taxiway, a runway or an intersection.
    5. Aircraft taking off shall report "rolling" when commencing takeoff run;
    6. Aircraft lifting off shall report "airborne" when clear of ground;
    7. Landing aircraft shall report "on ground";
    8. Vacating aircraft shall report "runway vacated";

When parked, aircraft shall report "on stand";

**Take off from runway/taxiway intersections**

Propeller driven aircraft may depart from runway 08 at K intersection. Ref. remaining distances as specified in table AD 2.13A.

**LLBG AD 2.23 ADDITIONAL INFORMATION**

**Bird concentration in the vicinity of the airport**

See AD 2.5-49 and 2.5-50

## LLBG AD 2.24 CHARTS RELATED TO AN AERODROME

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