

## 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<br>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)<br>Ben-Gurion Airport<br>P.O.Box 7, Ben-Gurion International Airport 70100<br>Tel: 972-3-9752000/1/2<br>Telefax: 972-3-9752010<br>Telex: 381073 BGNAP, 381027 LACN IL<br>AIS: 972-3-9750195<br>Telefax: 972-3-9756219<br>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:<br>Tel: 972-3-9751393, Mobile: 972-57-7263440, Fax: 972-3-9751392<br>Jet A-1 available through hydrants for all parking stands on aprons 'B', 'J' & 'L' and all parking stands on terminal 3 aprons.<br>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<br>Tel: 972-3-9353822<br>Fax: 972-3-9357222<br>2) EL-AL Israel Airlines LTD.<br>Tel: 972-3-9714006, Fax: 972-3-9714009<br>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.<br>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)<br>Concrete (Terminal 3 concourses B, C, D)<br>Strength: A - varying from PCN 74 to 80 F/C/X/U<br>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<br>Surface: Asphalt (F, J, K, M, Y, Z,W1,W2,W3,W4,S), Concrete/Asphalt (L, N, U,R)<br>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<br>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.<br>Guide lines at apron.<br>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<br>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.<br>Stop Bar 08-26 & 12: On TWYs - S, K, W4, R, W3, W2, W1, E, L<br>Stop Bar designation: White markings on a blue background sign. The designation consists of the letter S followed by TXY designation on which the SB is positioned. For example:<br> |
| 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/<br/>Designation</i> | <i>OBST type</i> | <i>OBST position</i> | <i>ELEV/HGT</i> | <i>Markings/<br/>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/<br/>Designation</i> | <i>OBST type</i> | <i>OBST position</i> | <i>ELEV/HGT</i> | <i>Markings/<br/>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<br>MET office outside hours                      | H24<br>-  |
| 3  | Office responsible for TAF preparation<br>Periods of validity     | Ben-Gurion<br>6 HR  |
| 4  | Type of landing forecast<br>Interval of issuance                  | Trend<br>2 HR   |
| 5  | Briefing/consultation provided                                    | Personal consultation   |
| 6  | Flight documentation<br>Language(s) used                          | Charts, OPMET information, SIGMET, Aerodrome Warnings and low level forecasts for TEL-AVIV FIR.<br>English        |
| 7  | Charts and other information available for briefing or consulting | Upper wind and temperature chart for standard isobaric surface. 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<br>Ben-Gurion APP  |
| 10 | Additional information (limitation of service, etc.)              | See AD chart transmissometers location  |

LLBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY<br>NR          | TRUE BRG                 | Dimensions of<br>RWY (M) | Strength (PCN)<br>and surface of<br>RWY and SWY | THR coordinates<br>RWY end coordinates<br>THR geoid<br>undulation | THR elevation and highest elevation of<br>TDZ of precision<br>APP RWY |
|------------------------------------|--------------------------|--------------------------|---|---|---|
| 1                                  | 2                        | 3                        | 4   | 5   | 6   |
| 03                                 | -                        | -                        | -   | -   | -   |
| 21                                 | -                        | -                        | -   | -   | -   |
| 08                                 | 080.0°                   | 4062 x 45                | 90/F/C/X/U<br>Asphalt                           | -<br>GUND 19 M  | THR 97 FT   |
| 26                                 | 260.0°                   | 4062 x 45                | 90/F/C/X/U<br>Asphalt                           | -<br>GUND 19 M  | THR 125 FT  |
| -                                  | -                        | -                        | -   | -   | -   |
| -                                  | -                        | -                        | -   | -   | -   |
| Slope of<br>RWY-SWY                | SWY<br>dimensions<br>(M) | CWY<br>dimensions (M)    | Strip<br>dimensions (M)                         | OFZ   | Remarks   |
| 7                                  | 8                        | 9                        | 10  | 11  | 12  |
| -                                  | -                        | -                        | -   | -   | -   |
| -                                  | -                        | -                        | -   | -   | -   |
| -0.35%/-0.45%<br>(462 M) (3 600 M) | 60 X 60                  | 60 X 150                 | 4182 X 300                                      | Nil   |   |
| +0.45%/+0.35%<br>(3 600 M) (462 M) | 90 X 60                  | 60 X 150                 | 4182 X 300                                      | Available   | RESA RWY 26 –<br>240X90 (m)   |
| -                                  | -                        | -                        | -   | -   | -   |
| -                                  | -                        | -                        | -   | -   | -   |

LLBG AD 2.13 DECLARED DISTANCES

| <i>RWY designator</i> | <i>TORA<br/>(M)</i> | <i>TODA<br/>(M)</i> | <i>ASDA<br/>(M)</i> | <i>LDA<br/>(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.<br>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   |
| -                     | -                   | -                   | -                   | -                  | -   |
| -                     | -                   | -                   | -                   | -                  | -   |
| -                     | -                   | -                   | -                   | -                  | -   |
| -                     | -                   | -                   | -                   | -                  | -   |
| -                     | -                   | -                   | -                   | -                  | -   |

LLBG AD 2.13A DECLARED REMAINING DISTANCES

| <i>RWY – RWY/TWY<br/>Intersection</i> | <i>RWY designator</i> | <i>TORA<br/>(M)</i> | <i>TODA<br/>(M)</i> | <i>ASDA<br/>(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                                      |
| -                                     | -                     | -                   | -                   | -                   | -  |
| -                                     | -                     | -                   | -                   | -                   | -  |
| -                                     | -                     | -                   | -                   | -                   | -  |

LLBG AD 2.14 APPROACH AND RUNWAY LIGHTING

| <i>RWY designator</i> | <i>APCH LGT type</i>                   |              | <i>THR LGT colour, WBAR</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> |
|-----------------------|--|--------------|---|--------------------|--|--|--|---------------------------|-------------------------------|----------------|
|                       | <i>LEN</i>                             | <i>INTST</i> |   |                    |  |  |  |                           |                               |                |
| 1                     | 2                                      | 3            | 4                                       | 5                  | 6  | 7  | 8  | 9                         | 10                            |                |
| 03                    | -                                      | -            | -                                       | -                  | -  | -  | -  | -                         | -                             | N/A            |
| 21                    | -                                      | -            | -                                       | -                  | -  | -  | -  | -                         | -                             | N/A            |
| 08                    | CAT I<br>SSLS<br>420 M<br>REIL<br>OMNI | Green        | PAPI<br>Left 3°<br>(20.32 M)            |                    | 4062 M<br>30M<br>White<br>FM3162M to 3762M<br>– Alternate<br>RED/WHITE<br>FM3762M -RED | 4062 M<br>50 M<br>White<br>FM 08 to THR<br>(403M)- RED<br>FM 3559M -<br>YELLOW | Red  | Nil                       |                               |                |
| 26                    | CAT II<br>REIL<br>OMNI                 | Green        | PAPI<br>Right &<br>Left/3°<br>(19.22 M) | 900 M              | 4062 M<br>30M<br>White<br>FM3162M to 3762M<br>– Alternate<br>RED/WHITE<br>FM3762M -RED | 4062M<br>50 M<br>White<br>FM 26 to THR<br>(600M)- RED<br>FM 3462M -<br>YELLOW  | Red  | Red                       |                               |                |
| -                     | -                                      | -            | -                                       | -                  | -  | -  | -  | -                         | -                             | -              |
| -                     | -                                      | -            | -                                       | -                  | -  | -  | -  | -                         | -                             | -              |

**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<br/>ANEMOMETER location and LGT</i>     | LDI: Nil<br>Anemometer: see AD chart   |
| 3 | <i>TWY edge and centre line lighting</i>                        | Edge: All TWY<br>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.<br>Switch-over time: 1 SEC.  |
| 5 | <i>Remarks</i>  | Nil  |

**LLBG AD 2.16 HELICOPTER LANDING AREA**

Not available.

**LLBG AD 2.17 ATS AIRSPACE**

|    |   |   |
|----|---|---|
| 1a | <i>Designation and lateral limits</i>     | Ben-Gurion CTR<br>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<br>321300N 0343500E – 321300N 0345500E -<br>320800N 0351000E – 320000N 0353200E -<br>the Israel/Jordan border southward to<br>314200N 0353100E – 314600N 0350800E -<br>315500N 0345300E – 315600N 0344200E -<br>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<br/>Language(s)</i> | Ben-Gurion Tower/Approach/ TMA<br>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 / Departure | 120.500<br>121.500 | H24<br>H24                          | Primary freq.<br>Emergency freq.                    |
| TWR                        | Ben-Gurion Tower                | 132.100<br>121.500 | H24<br>H24                          | Primary freq.<br>Emergency freq.                    |
| TMA                        | Ben-Gurion TMA                  | 119.500<br>121.500 | H24<br>H24                          | Primary freq.<br>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            | 129.200            | AS Specified in LLBG AD 2.20 para 2 |   |

## LLBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

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.

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

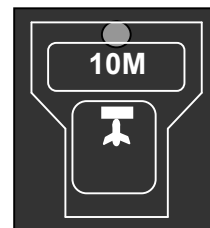
Turn Left



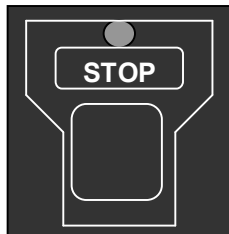
Turn right



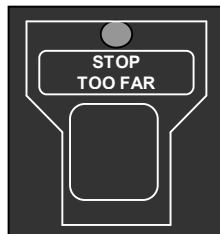
OK  
(Distance Remaining)



STOP



TOO FAR



ESTOP



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- after landing continue transmitting Mode A Code and Mode S until ACFT is parked on the stand. Aircraft operating Mode S shall identify using ICAO call-sign.

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



## Departing aircraft:

- 'Clearance prior to taxi' (CPT) is provided continuously on freq. 129.2 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 request and obtain 'push-back' clearance and taxi instructions on GND frequencies. From all parking positions, pushback is approved only with specific ATC clearance. 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 operate transponder on MODE A/ALT code and MODE S code, when ready for push-back or taxi clearance, whichever earliest. 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 tonnes 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.

RWY 12/30 Closed for takeoff and landing and available for TXY ONLY due to Work in progress. RWY 12/30 width will be limited, at its east part, to 47.5 Meters from centerline. Caution advised when taxiing on the east part of RWY 12/30 (from 'R' INT eastwards).

RWY 12/30 arrival, approach and SID procedures are withdrawn.

RWY 12/30 NAV AIDS, ALS and EDGE lights are withdrawn. RWY 12/30 Centerline lights are available.

**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) A flight plan shall be filed for the flight concerned
- b) The flight shall be conducted with vertical visual references to the ground.
- c) 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 2.5-20/20A).

**Low Visibility Procedure (LVP)**

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

- 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 deteriorates 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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| Aerodrome Ground Movement Chart – ICAO - Hotspots .....                            | AD 2.5–14  |
| Aircraft Parking Docking Chart – ICAO - Terminals 1 & 2 .....                      | AD 2.5–15  |
| INS Coordinates for Parking Stands - Terminals 1 & 2.....                          | AD 2.5–15A |
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| INS Coordinates for Parking Stands - Terminal 3.....                               | AD 2.5–16A |
| Aircraft Parking Chart - Terminal 3 – Apron A.....                                 | AD 2.5–17  |
| Precision Approach Terrain Chart – RWY 12 – WITHDRAWN AND RESERVED                 | AD 2.5–19  |
| Area Chart – TMA ATS routes.....   | AD 2.5–20  |
| Area Chart – TMA ATS routes (Back Side).....                                       | AD 2.5–20A |
| Standard Arrival Chart – instrument (STAR) – RWY 08, SOLIN 1A, 1B.....             | AD 2.5–21  |
| Standard Arrival Chart – instrument (STAR) – RWY 26, SOLIN 1C, 1D.....             | AD 2.5–21A |
| Standard Departure Chart – instrument (SID) – RWYS 08, 26 ORVIM 1B, 1E .....       | AD 2.5–22  |
| Eastbound Two Departure (Vector) – RWYS 26.....                                    | AD 2.5-26  |
| Standard Departure Chart – instrument (SID) RWY 08 PURLA 1B .....                  | AD 2.5–27A |
| Standard Departure Chart – instrument (SID) RWY 26, PURLA 1E.....                  | AD 2.5–27C |
| Standard Departure Chart – instrument (SID) RWY 08, 26 MERVA 1B, 1E .....          | AD 2.5–29  |
| Standard Departure Chart – instrument (SID) RWY 08, MERVA 1C .....                 | AD 2.5–29A |
| Standard Departure Chart – instrument (SID) RWY 08, 26 MERVA 1G, 1H.....           | AD 2.5–29B |
| Standard Departure Chart – instrument (SID) RWYS 08, TALMI 2B .....                | AD 2.5–31  |
| Standard Departure Chart – instrument (SID) RWYS 26, TALMI 2E.....                 | AD 2.5–32  |
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| Standard Departure Chart – instrument (SID) RWYS 26, NAT 3E.....                   | AD 2.5–35  |
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| Instrument Approach Chart – VOR Y RWY 08 .....                                     | AD 2.5–40A |
| Instrument Approach Chart – VOR Z RWY 08.....                                      | AD 2.5–40B |
| Instrument Approach Chart – ILS RWY 08 .....                                       | AD 2.5–40C |
| Instrument Approach Chart – ILS RWY 26 .....                                       | AD 2.5–43  |
| Visual Approach Chart – RNAV VISUAL RWY 08 .....                                   | AD 2.5–46B |
| Visual Approach Chart – SHIRI VISUAL RWY 26.....                                   | AD 2.5–46C |
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| Bird concentrations in the vicinity of aerodrome – (spring/summer and winter)..... | AD 2.5–49  |
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