

## 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 0345308E 316°/1 400 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>	4°E (2014)/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 7015001 Tel: 972-3-9752000/1/2 Telefax: 972-3-9752010 Telex: NIL AIS Tel: 972-3-9756215/6/7 AIS Telefax: 972-3-9756219 AFS: LLBGYDYX
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: 972-3-9751354, 972-3-9774046, 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>	IAA & ELAL Israel airline have common regulation for aircraft recovery. Hydraulic jacks available with MTOM up to 20 000 KG. For aircraft with a higher MTOM, IATA pool arrangement is available. Contacts numbers: El Al aircraft Maintenance Division: +972-3-9714590, Ben-Gurion Airport Operations Center: +972-3-9756242, IAA Head ground operation manager: +972-50-9752243.
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
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## 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 F/C/X/U EH – PCN 77/R/C/X/T; WH – PCN 78/R/C/X/T; WH2 - 90/F/C/X/U 90/R/C/X/U; T3 B.Left PCN 66/R/C/X/T; T3 B.Head PCN 76/R/C/X/T; T3 B.Right PCN 67/R/C/X/T; T3 C.Left PCN 67/R/C/X/T; T3 C.Head PCN 76/R/C/X/T; T3 C.Right PCN 68/R/C/X/T T3 D.Left PCN 54/R/C/X/T; T3 D.Head PCN 72/R/C/X/T; T3 D.Right PCN 67/R/C/X/T; J – 77/F/C/X/U AND 77/R/C/X/U; L – 77/F/C/X/U AND 77/R/C/X/U; BE – 60/F/C/Y/U AND 60/R/C/Y/U; * - BN – 34/F/C/X/U V – 95/F/C/X/T Q – 34/F/C/X/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, L, N, R, E) Strength: K, M, Y, L, E, R, N – PCN 90/F/C/W/T; N – between L AND K – PCN 81/F/C/Y/T; L – between K and Apron L – PCN 74/R/C/X/T; F – PCN 75/F/C/X/T; Z – PCN 89/F/C/X/T; W1, W2, W3, W4, S, E1, E2, E3, E4, E5, T1, T2, T3, T4 – PCN 90/F/C/W/T
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>	BN - ACFT WHOSE ACN EXCEEDS PUBLISHED PCN VALUES MAY BE PARKED ON THESE POSITIONS IN CERTAIN CONDITIONS DICTATED BY TECHNICAL EVALUATION

## 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: On TWYs - S, K, W4, W3, W2, W1, E, E1 Stop Bar 12-30: On TWYs – K, W4 (SWN & SWS), R (SRN & SRS), E(SEN&SES), F, L (SLN & SLS) Stop Bar 03-21: On TWYs – E1, E2, N (SNW & SNE), K (SKY & SKW & SKE SKF), M (SMW & SME), E4, E5, T1, T2, T3, T4. 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: 
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	<i>Associated MET office</i>	Israel Meteorological Service Bet Dagan (LLBD)
2	<i>Hours of service MET office outside hours</i>	H24 –
3	<i>Office responsible for TAF preparation Periods of validity</i>	Israel Meteorological Service, Bet Dagan (LLBD) 24 HR (Long TAF)
4	<i>Type of landing forecast Interval of issuance</i>	Trend 2 HR
5	<i>Briefing/consultation provided</i>	Telephone and/or a video conference briefing with the Meteorological Watch Office at Israel Meteorological Service, Bet Dagan, can be established in the aerodrome meteorological station
6	<i>Flight documentation Language(s) used</i>	Charts, OPMET information, SIGMET, Aerodrome Warnings and low level forecasts for TEL-AVIV FIR available in ICAO abbreviated plain language text or in English
7	<i>Charts and other information available for briefing or consulting</i>	Low level and upper wind and temperature chart for standard isobaric surface. Significant weather charts (low level, medium and high level)
8	<i>Supplementary equipment available for providing information</i>	Meteorological information terminal available at the AD meteorological station containing: weather radar, weather satellite image display and animation, Upper Air temperature & wind profiles derived from Israeli radiosonds and AMDAR reports, SIGWX and T+W charts and updated OPMET information
9	<i>ATS units provided with information</i>	Ben-Gurion TWR Ben-Gurion APP
10	<i>Additional information (limitation of service, etc.)</i>	See AD chart transmissiometers location

LLBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (m)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR coordinates RWY end coordinates THR geoid undulation</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>	<i>Slope of RWY-SWY</i>
1	2	3	4	5	6	7
03	028.98°	2 772 X 60	90/F/C/W/T Asphalt	THR 315946.38N 0345309.89E; RWY END 320105.25N 0345400.81E; GUND 19.0 m	THR 134.31 ft TDZ - 134.38 ft	-0.73%520 m; 0%90 m; +0.27%960 m; 0%50 m; -0.1%350 m; 0%30 m; +0.18%770 m
21	208.98°	2 772 X 60	90/F/C/W/T Asphalt	THR 320105.25N 0345400.81E;  RWY END 315946.38N 0345309.89E; GUND 19.0 m	THR 134.02 ft TDZ - 133.98 ft	-0.18%770 m; 0%30 m; +0.1%350 m; 0%50 m; -0.27%960 m; 0%90 m; +0.73%520 m

08	080.00°	4 062 X 45	90/F/C/X/T Asphalt	THR 320046.29N 0345139.14E; RWY END 320106.82N 0345353.47E; GUND 19.0 m	THR 96.78 ft TDZ - 108.62 ft	-0.35%/-0.45% (462 m) (3 600 m)
26	260.00°	4 062 X 45	90/F/C/X/T Asphalt	THR 320103.83N 0345333.88E; RWY END 320043.97N 0345124.02E; GUND 19.0 m	THR 124.31 ft TDZ - 124.31 ft	+0.45%/+0.35% (3 600 m) (462 m)
12	121.60°	3 112 X 45	90/F/C/W/T Asphalt	THR 320051.14N 0345200.56E; RWY END 315958.21N 0345342.31E; GUND 19.0 m	THR 102.36 ft TDZ - 111.54 ft	+0.25%/+0.3% (2 581 m) (531 m)
30	301.60°	3 112 X 45	90/F/C/W/T Asphalt	THR 315959.88N 0345339.12E; RWY END 320051.14N 0345200.56E GUND 19.0 m	THR 129.85 ft TDZ - 129.85 ft	-0.3%/-0.25% (531 m) (2 581 m)
<i>SWY dimensions (m)</i>	<i>CWY dimensions (m)</i>	<i>Strip dimensions (m)</i>	<i>Dimensions of RESA (m)</i>	<i>Location and description of arresting system</i>	<i>OFZ</i>	<i>Remarks</i>
8	9	10	11	12	13	14
Nil	150 X 150	2 892 X 300	RESA RWY 03 – 232 X 120	Nil	Available	Nil
Nil	150 X 150	2 892 X 300	RESA RWY 21 – 218 X 120	Nil	Available	Nil
400 X 90	520 X 150	4 182 X 300	RESA RWY 08 – 255 X 90	Nil	Available	RESA + SWY + CWY ARE PART OF THE RWY
Nil	150 X 150	4 182 X 300	RESA RWY 26 – 240 X 90	Nil	Available	Nil
60 X 90	150 X 150	3 292 X 300	RESA RWY 12 – 101 X 90	Nil	Available	Nil
Nil	150 X 150	3 292 X 300	RESA RWY 30 – 240 X 90	Nil	Available	Nil

## 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
03	2 772	2 922	2 772	2 772	Nil
21	2 772	2 922	2 772	2 772	Nil
21 – E2/T2	-	-	-	1 084	Distance from THR 21 to TXY E2/T2
21 – N	-	-	-	1 750	Distance from THR 21 to TXY N
21 – E3/T3	-	-	-	2 014	Distance from THR 21 to TXY E3/T3
21 – K	-	-	-	2 228	Distance from THR 21 to TXY K
21 – M	-	-	-	2 308	Distance from THR 21 to TXY M
21 – E4	-	-	-	2 360	Distance from THR 21 to TXY E4
08	3 600	4 120	4 000	3 580	TORA 08 for Noise Abate- ment Departure Procedure. RESA is part of the RWY
26	4 062	4 212	4 062	3 462	Nil
26 – W4	-	-	-	1 960	Distance from THR 26 to TXY W4

26 - K	-	-	-	-	Distance from THR 26 to TXY K
12	3 112	3 262	3 172	3 112	Nil
12 - Y	-	-	-	1 933	Distance from THR 12 to TXY Y
12 - F	-	-	-	2 720	Distance from THR 12 to TXY F
12 - L	-	-	-	3 100	Distance from THR 12 to TXY L
30	3 112	3 262	3 112	3 032	Nil
30 - R	-	-	-	1 553	Distance from THR 30 to TXY R
30 - Z	-	-	-	2 264	Distance from THR 30 to TXY Z
30 - W4	-	-	-	2 614	Distance from THR 30 to TXY W4

**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	3 086	2 966	For purpose of Noise Restrictions by ATC
08 - K	08	2 736	3 256	3 136	For purpose of Noise Restrictions by ATC
26 - E	26	3 985	4 135	3 985	Nil
26 - W1	26	3 424	3 574	3 424	Nil
26 - W2	26	3 322	3 472	3 322	Nil
12 - Z	12	2 340	2 490	2 400	Nil
12 - W4	12	2 686	2 836	2 746	Nil
30 - F	30	2 642	2 792	2 642	Nil
30 - Y	30	2 077	2 227	2 077	Nil

**LLBG AD 2.14 APPROACH AND RUNWAY LIGHTING**

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</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>
1	2	3	4	5	6	7	8	9	10
03	Nil	Nil	Nil	Nil	RCL - CAT II (Threshold-End) LGTD 2 772m; 1 872m - white; FM 1 872m to 2 472m - Alternate red/white; FM 2 472m to 2 772m - red; Distance between lights 30m Interlined circuit	REL (Threshold-End) LGTD 2 772m; 2 172m - white; FM 2 172m to 2 772m - yellow; Distance between lights - 60m Interlined circuit	Type - CAT II Figure 5.3.11.2 Color - RED; Distance between lights-6m Interlined circuit	Nil	Nil
21	APCH LGT Type - CAT II Barrette LGT- 900m; Color - center line barrette - white; Color - Side row	THR+ WBAR Type - CAT-2 Figure 5.3.10.8 Color-green;	PAPI Right& left 3° MEHT-20.64m Inter-	TDZ CAT-2 LGT-900m Color white Interlined circuit	RCL - CAT II (Threshold-End) LGTD 2 772m; 1 872m - White; FM 1 872m to 2 472m - Alternate red/white;	REL (Threshold-End) LGTD 2 772m; 2 172m - White; FM 2 172m to 2 772 - Yellow; Distance between	Type - CAT II Figure 5.3.11.2 Color-RED; Distance	Nil	Nil

	barrette - red; Crossbar's 146m & 290m from THR; distance between barrette - approximately 30m (approved installation tolerance of up to 2 m); RAIL (SFL - 900m from THR to 300m from THR) REIL Interlined circuit	Distance between light- 1.5m Interlined circuit	lined circuit		FM 2 472m to 2 772m - red; Distance between lights 30m Interlined circuit	lights - 60m Interlined circuit	between light-6m Interlined circuit		
08	APCH LGT Type - SALS Barrette LGT- 420m; Color - center line barrette - white; Crossbar 300m from THR; distance between barrette - approximately 60m REIL OMNI	Green	PAPI Left 3°  MEHT- 20.32m		LGTD 4 062 m (Threshold-End); 3 162m - White; FM 3 162m to 3 762m - Alternate RED/WHITE; FM 3 762m - RED; Distance between lights 30m;	REL (Threshold-End) LGTD 4 062 m; FM 08 to THR (403m) - RED; FM THR to 3 550m - WHITE; FM 3 550m - YELLOW; Distance between lights - 50m	Red	Nil	Nil
26	APCH LGT Type - CAT II Barrette LGT- 905m; Color - center line barrette - white; Color - Side row barrette - red; Crossbar's 150m & 300m from THR; distance between barrette - approximately 30m (approved installation tolerance of up to 2 m); REIL OMNI	Green	PAPI Right & Left/3°  MEHT 19.92m	900 M	LGTD 4 062 m (Threshold-End); 3 162m - White; FM 3 162m to 3 762m - Alternate RED/WHITE; FM 3 762m - RED; Distance between lights 30m;	REL (Threshold-End) LGTD 4 062 m; FM 26 to THR (600m) - RED; FM THR to 3 462m - WHITE; FM 3 462m - YELLOW; Distance between lights - 50m	Red	Red	Nil
12	APCH LGT Type - CAT II Barrette LGT- 916m; Color - center line barrette - white; Color - Side row barrette - red; Crossbar's 154m & 306m from THR; distance between barrette - approximately 30m (approved installation tolerance of up to 6 m)	Green	PAPI Right & Left/3.0 °  MEHT- 19.81m	900 M	LGTD 3 112 m; (Threshold-End) 2 220m - White; FM 2 220m to 2 820m - Alternate RED/WHITE; FM 2 820m - RED; Distance between lights 30m;	REL (Threshold-End) LGTD 3 112m; FM 12 To 2 520m - WHITE; FM 2 520m - YELLOW; Distance between lights - 50m	Red	Nil	<b>NIL</b>

30	APCH LGT Type - SALS Barrette LGT- 300m; Color - center line barrette - white Crossbar 300m from THR` RAIL (SFL - 900m from THR to 300m from THR); distance between barrette - approximately 30m REIL OMNI	Green	PAPI Right/3. 1°  MEHT- 19.81m		LGTD 3 112 m (Threshold-End); 2 220m - White; FM 2 220m to 2 820m - Alternate RED/WHITE; FM 2 820m - RED; Distance between lights 30m;	REL (Threshold-End) LGTD 3 112 M; FM 12 To 2 520m - WHITE; FM 2 520m - YELLOW; Distance between lights - 50m	Red	Nil	Nil
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**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 (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 320622N 344626E – 320600N 345051E – 320618N 345332E – 320453N 350008E – 315510N 345912E – 314953N 350147E – 315459N 345257E – 315601N 344201E
2a	<i>Vertical limits</i>	SFC to 2 000 FT MSL
1b	<i>Designation and lateral limits</i>	Ben-Gurion TMA (See ENR 2.1-1)
2b	<i>Vertical limits</i>	(See ENR 2.1-1)
3	<i>Airspace classification</i>	See ENR 1.4
4	<i>ATS unit call sign Language(s)</i>	Ben-Gurion Tower/Approach/ TMA English (See GEN. 3.4-2)
5	<i>Transition altitude</i>	See ENR 1.7-1
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 / <u>De- parture</u>	120.500	H24	Primary freq. Departure freq.
	Ben-Gurion Arrival	131.100	When landing RWY 21	
TWR	Ben-Gurion Tower/ Tower De- parture	134.600	H24	Primary freq.
	Ben-Gurion Tower Arrival	132.100	When landing RWY 21	
TMA	Ben-Gurion TMA	119.500	H24	Primary freq.
ATIS (INF)	Ben-Gurion Information	132.500	H24	ATIS info available <b>by dialing 972-3-7755074</b>
GND EAST	Ben-Gurion Ground (East)	129.200	H24	East of RWY 21
GND WEST	Ben-Gurion Ground (West)	118.050	H24	West of RWY 21
CPT	Ben-Gurion Clearance	As published by ATIS	H24	DCL available
VOLMET		126.800		VOLMET info available by dialing 972-3-9730699
EMERGENCY		121.500	H24	
SECONDARY	Ben-Gurion	119.350		As published by ATIS

## LLBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR</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>
<i>Type of supported OPS</i>	2	3	4	5	6	7
1	2	3	4	5	6	7
LOC 21 ILS CAT I (4°E/2014)	BN	109.700 MHz	H24	315938.47N 0345304.79E	131 FT	
GP/DME 21 (4°E/2014)	Dots/Dashes	333.200 MHz	H24	320058.78N 0345351.37E	126 FT	CH 34 X
DVOR/DME (4°E/2014)	BGN	113.500 MHz	H24	320047.2N 0345231.3E	100 FT	CH 82 X
LOC 12 ILS CAT I (4°E/2014)	BG	110.300 MHz	H24	315954.86N 0345348.76E	132 FT	
GP/DME 12 (4°E/2014)	Dots/Dashes	335.000 MHz	H24	320042.51N 0345208.37E	141 FT	CH 40 X
LOC 26 ILS CAT I (4°E/2014)	BA	108.700 MHz	H24	320042.1N 0345111.7E		
GP/DME 26 (4°E/2014)	Dots/Dashes	330.500 MHz	H24	320105.1N 0345321.1E	162 FT	CH 24 X
LOC 08 ILS CAT I (4°E/2014)	BC	110.900 MHz	H24	320108.6N 0345405.2E	134 FT	
GP/DME 08 (4°E/2014)	Dots/Dashes	330.800 MHz	H24	320044.7N 0345151.1E	131 FT	CH 46 X
LOC 30 LDA (4°E/2014)	BD	111.900 MHz	H24	320038.6N 0345307.8E	114 FT	
GP/DME 30 (4°E/2014)	Dots/Dashes	331.100 MHz	H24	320008.4N 0345331.5E	171 FT	CH 56 X

LLBG AD 2.20 LOCAL TRAFFIC REGULATIONS

**1. Airport regulations**

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 Ben-Gurion Airport Operations 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.

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 to vacate runways after landing as follows:

26/08 via High Speed Exit W4/W3 respectively.

30 via high speed Z into K,

12 via high speed Y into M,

RWY 21: To terminal 3 via high speed E3 into M

To aprons (serving terminal 1): J, L, BE, BN, via high speed T3 into K. If unable, pilot shall notify ATC.

Pilots are requested to vacate the runway without delay.

**Towing of aircraft**

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): from terminal 1 to terminal 3: GND EAST, from terminal 3 to terminal 1: GND WEST.

When GND EAST and GND WEST are combined the frequency to be used shall be 129.20 MHz.

**2. Taxiing to and from stands**

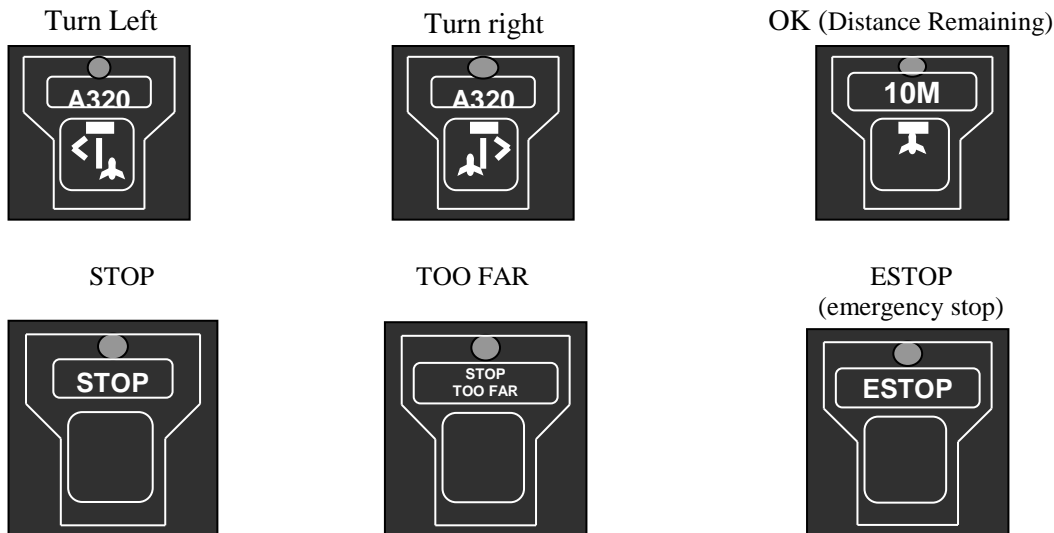
**General:**

- Aircraft shall cross active runway on TOWER frequency.
- Do not cross runway without specific authorization.

**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.
- Aircraft entry to apron V - stands V1-V8 - by towing only.
- **Transponder operation:**  
Arriving aircraft- after landing continue transmitting Mode A Code and Mode S until ACFT is parked on stand. Aircraft operating Mode S shall identify using ICAO call-sign.

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



**Departing aircraft:**

- 'Clearance prior to taxi' (CPT) is provided continuously via datalink (DCL) or by voice (Frequency published by ATIS).  
Pilots shall contact CPT 15 minutes before start-up.  
Voice MSG - shall specify the following: ACFT callsign and type, stand number, ATIS letter and the intended start-up time.  
DCL – Successful clearance must be accepted within 5 MIN. after receipt or a "Revert to voice" MSG will be received.
- In order to adhere to SLOT times, aircraft will be cleared to pushback and taxi, not later than 10 minutes prior to calculated take off time (CTOT)
- 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, including aprons V, B, J, L, pushback is approved only with specific ATC clearance. Aircraft receiving 'push-back' clearance is expected to vacate the gate without delay.
- apron BE (stands B21-B39) start-up procedure: aircraft shall start-up all engines while pushing back to the nearest release point (S1, S2) and taxiing will commence as soon as possible.
- Apron V (V1-V8) start-up procedure: Traffic will be towed to a start-up position and will start engines as instructed by ATC.
- 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.

**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 Ben-Gurion Airport Operations Center.

Parking beyond 72hrs for aircraft whose home base is not LLBG is prohibited. The above excludes state aircraft, hospital flights and flights approved by the Airport administration.

**4. Parking area for helicopters**

Parking is permitted as instructed by ATC.

**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 Training flights must only be performed after prior coordination/permission from Ben Gurion Air Traffic Control:
- a) As part of a weekly plan:
    - 1. A weekly plan starts on a Sunday.
    - 2. A request for a training slot should be submitted directly to the Ben Gurion ATC Manager not later than Thursday, for flights on the following week. Request shall be submitted by the pilot or his/her designated representative.
    - 3. Mail for a training slot – [BGTRAIN@IAA.GOV.IL](mailto:BGTRAIN@IAA.GOV.IL)
    - 4. Tel. for a training slot – 03-9758641
    - 5. On the day of the flight the pilot will submit a standard flight plan.
  - b) Not as a part of a weekly plan:
    - 1. A pilot requesting to perform a training flight shall contact the ATC Supervisor, prior to the flight.
    - 2. The ATC Supervisor will approve the training flight based on traffic and the weekly plan.
- 7.2 The following restrictions apply:
- a. Training flights are permitted only on runway 12.
  - b. Only Instrument training shall be performed.
  - c. Training flights are permitted daily between 09:00-23:00, local time, except on Friday night/Holiday Eve until 21:00.
  - d. Training flights will be approved subject to higher priority operations i.e commercial flights.
  - e. Training flights by Ultra- light aircraft & propeller driven parachutes are not permitted.
- 7.3 AIS office/"Briefing" will approve a training flight-plan only after confirming that the flight is authorized by the chief of Ben-Gurion ATC/ATC Supervisor.
- 7.4 Authorization of a training flight is not an authorization for a parking position which has to be coordinated separately with Ben-Gurion Airport Operations Center.

**8. Helicopter traffic – limitation**

Non-scheduled public air traffic with helicopters is permitted only after applying to the Ministry of Transport, Civil Aviation Authority, 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 PROCEDURES

Every operator of ACFT arriving and departing LLBG shall ensure at all times that ACFT is operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT. The published procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

### Departures

Jet aircraft 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 power reduction height (not lower than 950ft QNH) –

Take-off-power Take-off flaps, climb at  $V_2 + 10$  kt (or as limited by body angle)

At power reduction height (not lower than 950ft QNH) –

Reduce thrust to not less than climb power

Power reduction height to 3150ft (QNH) –

Climb at  $V_2 + 10$  kt (or as limited by body angle)

At 3150 (QNH) or if restricted to 3000 (QNH) by ATC – Normal acceleration and en-route climb configuration.

### Night Flight Restrictions

- a) No restrictions imposed on

## 10. Airport Limitations

10.1 Due to traffic congestion, operation of non-turbine general aviation, test and helicopter flights are not permitted at the airport during the following periods (except traffic approved by airport administration):

Summer: Sunday-Friday: 05:00-08:00, 14:00-18:00 & 23:00-01:40 (local time).

Winter: Sunday-Friday: 05:30-08:00, & 23:00-01:40 (local time).

(definition of winter \ summer according to IATA definitions).

10.2 Due to operational limitations landing of 4 engines aircraft is prohibited during the following periods (except traffic approved by airport administration):

Sunday-Friday: 08:00-17:00 (local time).

- aircraft rendering medical assistance,
- firefighting aircraft,
- cloud seeding flights,
- Other exceptional circumstances by prior permission from the CAAI.

- b) Runway 30 is not available for take-off between 23:00-06:00 local time, unless approved, in exceptional circumstances, by airport manager.
- c) Other runways: aircraft shall not take-off between 01:40-05:30 local time during winter and 01:40-05:00 local time during summer, (definition of winter \ summer according to IATA definitions).
- d) Despite Para. c) take-off between 01:40-02:00 local time shall be approved, only in exceptional circumstances, by airport manager,
- e) Take-off between 05:30-06:00 local time during winter season, and 05:00-06:00 local time during summer season, shall be approved in one of the following conditions:
  - 1) The noise level for all departing aircraft will not exceed a "Reduced Noise Level" as recorded by the Noise monitoring terminals (NMT).

"Reduced Noise Level", for this matter, is a noise level that will not exceed the maximum noise level, in dB(A), MINUS 3 dB(A), approved for departures of aircraft with maximum take-off mass of LESS than 300 tones. (Refer to the table "Noise monitoring terminals (NMT)" in this paragraph).

- 2) Flights, scheduled to depart before the night take-off restriction, and were delayed, may be

approved by the airport manager, without the restriction in sub-para. 1).

#### 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 over-flown 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.

#### Arrivals

CDA – On receipt of descent clearance, descent at the rate best suited to a continuous descent so as to join the GS (or

final segment) at the appropriate height for the distance without recourse to level flight.

The descent shall be arranged so as to maintain ENR configuration for as long as possible considering safety and ATC requirements. Speed reduction and extension of landing gear and high lift devices are to be planned in such a way, that landing configuration is established and correct approach speed is reached shortly prior to or at 4 miles final.

#### Reverse thrust

Reverse thrust, other than idle thrust, shall not be used between 23:00-06:00LT, except for safety reasons.

#### Maintenance Run-ups

Run-ups for maintenance purposes are not permitted between 23:00-05:00LT.

#### 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	90	82
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.

### Preferential runway system

#### Arrivals

- 1) Runway 12 is the preferred runway assigned for landing aircraft, provided the tailwind component does not exceed 10 kt when runway is dry or 5 kt when runway is wet.
- 2) During the following hours (local time) Runway 30 is the preferred runway assigned for landing, using the RNAV (GNSS) approach:  
Between 23:00 – 01:00 (summer and winter) & 05:30 – 07:00 (winter season) or 05:00-07:00 (summer season).  
Seasons are according to IATA definitions.

#### Departures

Runway 26 is the preferred runway assigned to departing aircraft, provided the tailwind component does not exceed 5 KT.

### Preferential Standard Instrument Departures (SID's)

#### Departure westbound

SID PURLA2 – PURLA – H1B – SUVAS – U/L53 – KAROL

#### Departure North-Westbound

SID PURLA2 – PURLA – H1 – GITLA – U/W13A – VELOX

#### Departure to Amman FIR

SID SALAM3 – SALAM

#### Deaparture Southbound

SID TOMAL3 – TOMAL – J10

All other SID's – subject to ATC approval only.

### 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

Radar vectors and altitudes will be issued, as required, for spacing and separating, for separation and circumnavigation of weather.

#### 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

##### Procedures for IFR Flights

##### a) Arriving Aircraft

- 1) If the arrival STAR or approach clearance already received:
  - 1.1 Set the transponder to Code 7600;
  - 1.2 Keep Transmitting ("Blind Transmission") on tower Frequency - or on 121.5 MHz;
  - 1.3 If Able, Contact tower by Telephone (+972-3-9758111) and inform tower about your intentions;
  - 1.4 Proceed and complete the approach accordingly;
  - 1.5 Land after receiving green light from the tower;
  - 1.6 In case of red light received from the tower, or flashing runway edge lights, perform a missed approach procedure and join the **same** approach again.

- 2) If arrival STAR or approach clearance were not received:

- 2.1 Set the transponder to Code 7600;
- 2.2 Keep Transmitting ("Blind Transmission") on the appropriate Frequency or on 121.5 MHz;
- 2.3 If Able, Contact tower by Telephone (+972-3-9758110) and inform tower about your intentions;
- 2.4 Proceed to POIINT DIVLA, to reach at 6000 feet.
- 2.5 Complete 1 full holding pattern while descending To 5000 feet.
- 2.6 Join star DIVLA 1C.
- 2.7 Perform ILS X approach for runway 26.
- 2.8 Land after receiving green light from the tower;
- 2.9 In case of red light received from the tower, or flashing runway edge lights, perform the "Missed Approach Communication Failure" procedure, as depicted on the chart.

##### b) Departing Aircraft

- 1) If returning to land, perform the procedures listed for arriving aircraft.
- 2) If not returning to land:
  - 2.1 Follow the communication failure instructions specified in each Standard Departure (SID) Chart.
  - 2.2 Keep Transmitting ("Blind Transmission") on the appropriate Frequency or on 121.5 MHz.
  - 2.3 If Able, contact Ben-Gurion tower by telephone (+972-3-9758111) and inform tower about your intentions.

##### Procedures for CVFR Flights

- Set the transponder to Code 7600;
- Keep Transmitting ("Blind Transmission") on the tower Frequency - 134.600 MHz, or on 121.5 MHz.
- Turn on the landing lights.

- If Able, Contact the tower by Telephone (+972-3-9758111) and inform the tower about your intentions.
- Fly over the tower and determine the Runway in Use, observing the traffic pattern and/or the wind direction indicator ("Wind Sac").
- Traffic pattern:
  - Runways: 30, 26 and 21 – standard pattern,
  - Runways: 12 and 08 – Non-standard pattern.
- Join the down-wind leg at 2000 feet, considering the traffic in the vicinity of the aerodrome.
- Land after receiving green light from the tower.
- In case of red light received from the tower, or flashing runway edge lights, join the down-wind leg again.

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

- a) A flight plan shall be filed for the flight concerned.
- b) CVFR flights are conducted according to controlled visual routes chart (See Domestic AIP, chapter B-03).
- c) No deviations from CVFR routes except by ATC clearance or emergency.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be maintained on the frequency prescribed. Appropriate frequencies are shown in the TMA CVFR Routes Chart.
- f) 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) Circuit altitude
  - Category A and B – 1500' feet,
  - Category C and D – 2000' feet.
- b) Traffic pattern
  - Runways: 30, 26 and 21 – standard pattern (Unless instructed by ATC),
  - Runways: 12 and 08 – Non-standard pattern (Unless instructed by ATC).

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

##### Departure procedures

- a) 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 ATS ROUTES (ENR 6-1).

#### Low Visibility Procedure (LVP)

- a) General
  1. Low Visibility Procedure (LVP) will be implemented by TWR, and transmitted by ATIS, when RVR is below 800 meters (or visibility below 1200 meters).
  2. Preferential Runway Configuration: RWY 21 will be used for landings and RWY 26 for takeoffs.
  3. Follow-me service may be provided to aircraft, to and from stands, upon pilot request or by ATC. This service however will not be provided when visibility is less than 100 meters;
  4. During emergency in Low Visibility Conditions, RWY 26 will be the preferred runway for landing.
  5. Due to greater separation applied in Low Visibility conditions, expect delays in the approach and takeoff sequence.
- b) Pilots Reports
  1. Aircraft lifting off shall report "airborne" when clear of ground;

#### Take off from runway/taxiway intersections

Aircraft may depart from runway intersections, by TOWER approval. Ref. remaining distances as specified in table LLBG AD 2.13A.

**Take off Minima for IFR Departures – ALL RUNWAYS**

	HIRL, CL & RVR (minimum 2 transmis- someters req.)	RCLM (DAY only) or CL & Rwy END lights or HIRL
A, B, C, D	350 m	400 m

**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

Aerodrome Chart – ICAO .....	AD 2.5–13/O
Aircraft Parking Docking Chart – ICAO - Terminals 1 .....	AD 2.5–15/O
Aircraft Parking Docking Chart – ICAO – Apron V .....	AD 2.5–15A/O
Aircraft Parking Chart - Terminal 3.....	AD 2.5–16/O
INS Coordinates for Parking Stands - Terminal 3 – Extended WH Apron.....	AD 2.5–16A
Aircraft Parking Chart - Terminal 3 – Apron A.....	AD 2.5–17/O
Aerodrome Obstacle chart -Type A - RWY 03/21.....	AD 2.5-18
Aerodrome Obstacle chart -Type A - RWY 08/26.....	AD 2.5-18A
Aerodrome Obstacle chart -Type A - RWY 12/30.....	AD 2.5-18B
Precision Approach Terrain Chart – RWY 12 .....	AD 2.5–19
Area Chart – TMA ATS routes - WITHDRAWN AND RESERVED.....	AD 2.5–20
Area Chart – TMA ATS routes (Back Side) - WITHDRAWN AND RESERVED.....	AD 2.5–20A
Standard Arrival Chart – instrument (STAR) RWY 08, SOLIN 2A, 2B .....	AD 2.5–21
Standard Arrival Chart – instrument (STAR) RWY 26,30 LIMKO 3.....	AD 2.5–21A
Standard Arrival Chart – instrument (STAR) RWY 12, GODED 2.....	AD 2.5–21B
Standard Arrival Chart – instrument (STAR) RWY 21 DIVLA 2A, 2B, VATAT 2A, 2B.....	AD 2.5–21C/O
Standard Arrival Chart – instrument (STAR) ILS RWY 21 TALMI A, SALAM A .....	AD 2.5–21D
Standard Arrival Chart – instrument (STAR) RNAV RWY 21 TALMI B, SALAM B.....	AD 2.5–21E
Standard Arrival Chart – instrument (STAR) RNAV RWY 30 SIVAK A, SALAM C.....	AD 2.5–21F/O
Standard Arrival Chart – instrument (STAR) RNAV RWY 26 DIVLA 2C, DIVLA 2D .....	AD 2.5–21G/O
Standard Departure Chart – instrument (SID) RWY 03 GALGA 1 .....	AD 2.5–23/O
Standard Departure Chart – instrument (SID) RWY 08 MAGEL 1.....	AD 2.5–24/O
Standard Departure Chart – instrument (SID) RWY 21 PURLA 1G.....	AD 2.5–25/O
Standard Departure Chart – instrument (SID) RWY 08 PURLA 1B .....	AD 2.5–27A
Standard Departure Chart – instrument (SID) RWY 12 PURLA 2C .....	AD 2.5–27B
Standard Departure Chart – instrument (SID) RWY 26, 30 PURLA 2E, 2F, 2F Special.....	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, 26 MERVA 1G, 1H.....	AD 2.5–29B
Standard Departure Chart – instrument (SID) RWYS 30, 26 LORIM 1E, 1F Special, 1F.....	AD 2.5–32
Standard Departure Chart – instrument (SID) RWY 26 TOMAL 3E, SALAM 3E, ESTER 1E, BIRIM 1E... AD 2.5–33A	
Standard Departure Chart – instrument (SID) RWY 08 TOMAL 3B, SALAM 3B, ESTER 1B, BIRIM 1B.. AD 2.5–33B	
Standard Departure Chart – instrument (SID) RWY 12 TOMAL 3C, SALAM 3C, ESTER 1C, BIRIM 1C.. AD 2.5–33C	
Standard Departure Chart – instrument (SID) RWY 30 TOMAL 3F, SALAM 3F, ESTER 1F, BIRIM 1F.... AD 2.5–33D	
Standard Departure Chart – instrument (SID) RWYS 30, NAT 3F, 3F Special.....	AD 2.5–35
Standard Departure Chart – instrument (SID) RWYS 12 NAT 3C.....	AD 2.5–36
Standard Departure Chart – instrument (SID) RWYS 26, SOLIN 3E.....	AD 2.5–37
Standard Departure Chart – instrument (SID) RWYS 12 SOLIN 3C. ....	AD 2.5–38
Instrument Approach Chart – ILS RWY 12 .....	AD 2.5–39/O
Instrument Approach Chart – RNP RWY 12 .....	AD 2.5–39A/O
Instrument Approach Chart – ILS RWY 08 .....	AD 2.5–40C
Instrument Approach Chart – LDA RWY 30.....	AD 2.5–42A
Instrument Approach Chart – ILS X RWY 26 .....	AD 2.5–43A/O
Instrument Approach Chart – ILS RWY 21 .....	AD 2.5–44/O
Instrument Approach Chart – RNP Y RWY 30 (AR) .....	AD 2.5–45/O
Visual Approach Chart – NAMIM APCH RWY 21 .....	AD 2.5–46

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Visual Approach Chart – SOSOT APCH RWY 30.....	AD 2.5-46A
Instrument Approach Chart – RNP RWY 26 .....	AD 2.5-46E
Instrument Approach Chart – RNP X RWY 30 .....	AD 2.5-46F/O
Instrument Approach Chart – RNP RWY 21 .....	AD 2.5-46G/O
Visual Approach Chart.....	AD 2.5-47
Bird concentrations and movements .....	AD 2.5-49
Bird concentrations and movements – (all year).....	AD 2.5-50