

LLSD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LLSD - TEL-AVIV/SDE-DOV

LLSD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP coordinates and site at AD</i>	320651N 0344655E 027°/676 M from THR 21 (centre of RWY)
2	<i>Direction and distance from city</i>	350° 6 KM from Tel-Aviv city centre
3	<i>Elevation/Reference temperature</i>	43 FT/29.3°C (August)
4	<i>MAG VAR/Annual change</i>	4° E (2008)/ 0.03° increasing
5	<i>AD Administration, address, telephone, telefax, AFS</i>	Israel Airports Authority (IAA) P.O. Box 48050 Tel-Aviv 61480 Tel: 972-3-6984501, 6984520 Fax: 972-3-6996186 Operations Center: 972-3-6984510 Telefax: 972-3-6992766 AFS: LLSDZPZX
6	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/CVFR
7	<i>Remarks</i>	Joint civil military airport

LLSD AD 2.3 OPERATIONAL HOURS

1	<i>AD administration</i>	SUN-THU: 0530 - 2300 LT FRI, holiday eve's: 0530 - 2230 LT SAT, holidays: 0700 - 2300 LT
2	<i>Customs and immigration</i>	By prior request through OPS office
3	<i>Health and sanitation</i>	Nil
4	<i>AIS briefing office</i>	By Ben-Gurion AIS office (See AD 2.5-1)
5	<i>ATS Reporting Office (ARO)</i>	Nil
6	<i>MET briefing office</i>	Israel Meteorological Service meteorological watch office, Bet Dagan (LLBD).
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	SUN-THU: 0530 - 2300 LT FRI, Hol eve's: 0530 - 2000 LT SAT, Hol: 0700 - 2300 LT Available by prior coordination with Aviation Service Co. Tel: 972-3-6992151-4
9	<i>Handling</i>	As AD administration
10	<i>Security</i>	As hours of operation
11	<i>De-icing</i>	Nil
12	<i>Remarks</i>	Nil

LLSD AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	By prior coordination with: • ARKIA Israeli Airlines - Tel: 972-3-6902222 • ISRAIR Airlines - Tel: 972-3-6966191
2	<i>Fuel/oil types</i>	Jet A-1, AVGAS 100LL, oil: 100, 100W
3	<i>Fueling facilities/capacity</i>	By truck, available by prior coordination with Aviation Services Co. Tel: 972-3-6992151-4
4	<i>De-icing facilities</i>	Nil
5	<i>Hanger space for visiting aircraft</i>	Nil
6	<i>Repair facilities for visiting aircraft</i>	Normally available ditto
7	<i>Remarks</i>	Nil

LLSD AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Near the AD and in the city
2	<i>Restaurants</i>	Refreshments & snacks at the bar inside the terminal building, and in the city of Tel-Aviv
3	<i>Transportation</i>	Taxis outside the terminal building. Buses at the main road leading to and from the city
4	<i>Medical facilities</i>	First aid & ambulance at AD. Hospital in the city of Tel-Aviv (3 KM)
5	<i>Bank and post office</i>	In the city (ATM at AD)
6	<i>Tourist office</i>	In the city
7	<i>Remarks</i>	Nil

LLSD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	H24, CAT 6
2	<i>Rescue equipment</i>	Nil
3	<i>Capability for removal of disabled aircraft</i>	Removal equipment can be supplied by the Israel Air Force upon prior coordination through the AD administration
4	<i>Remarks</i>	Nil

LLSD AD 2.7 SEASONAL AVAILABILITY - CLEARING

NA	
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LLSD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron surface and strength</i>	Surface: Asphalt Strength: PCN 10 F/B/X/T
2	<i>Taxiway width, surface and strength</i>	Width: TWY K 840M X 22M TWY R 750M X 15M TWY P 235M X 13M Strength: PCN 13 F/B/X/T
3	<i>ACL location and elevation</i>	Location: Holding position RWY 21 (39 FT), RWY 03 (14 FT)
4	<i>VOR/INS checkpoints</i>	Nil
5	<i>Remarks</i>	Nil

LLSD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual parking guidance system of aircraft stands</i>	Lighted 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 (Red, White, Yellow), runway end as appropriate, marked and lighted. TORA signs indicating distance in thousands of feet. TWY: Centre line, holding positions at all TWY/RWY intersections, marked unlighted. TWY R and K lighted. Holding positions M and L lighted (see AD 2.6-11).
3	<i>Stop bars</i>	Stop bars where appropriate
4	<i>Remarks</i>	See also page AD 2.6–6 for aircraft parking procedures, and page 2.6-11 for marking and LGT.

LLSD AD 2.10 AERODROME OBSTACLES

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		3
<i>RWY/Area affected</i>	<i>Obstacle type Elevation Markings/LGT</i>	<i>Coordinates</i>	<i>Obstacle type Elevation Marking/LGT</i>	<i>Coordinates</i>	
a	b	c	a	b	
			Chimney 504 FT LGTD	320619.88N 0344643.93E	Nil
03/APCH 21/TKOF	Cranes 150 FT	TBD			Lower at night
21/APCH 03/TKOF	Building 180 FT LGTD Aerodrome fence 6 FT	TBD 320717.83N 0344712.01E 320718.16N 0344710.72E			Nil Nil

LLSD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET office</i>	Israel Meteorological Service, Bet Dagan (LLBD)
2	<i>Hours of service</i> <i>MET office outside hours</i>	Routine meteorological observation service: Saturday – Thursday 0600-2300 LT Friday 0600-2200 LT MET office at Israel Meteorological Service, Bet Dagan, available for briefing 24H each day.
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i>	Israel Meteorological Service, Bet Dagan (LLBD) 24 HR (Long TAF)
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	Nil
5	<i>Briefing/consultation provided</i>	Telephone briefing with the Meteorological Watch Office at Israel Meteorological Service, Bet Dagan, can be established in the aerodrome meteorological station.
6	<i>Flight documentation</i> <i>Language(s) used</i>	By request from the local MET station, a folder may be provided containing: Charts, OPMET information, SIGMET/AIRMET, Aerodrome Warnings and low level forecasts for TEL-AVIV FIR ICAO abbreviated text /English

7	Charts and other information available for briefing or consulting	Low level and upper wind and temperature chart for standard isobaric surface. Significant weather charts (low level, medium and high level)
8	Supplementary equipment available for providing information	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	ATS units provided with information	Tel Aviv/Sde-Dov TWR
10	Additional information (limitation of service, etc.)	Nil

LLSD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of visual APP RWY	
1	2	3	4	5	6	
03	027.60° GEO 023.50° MAG	1 734 X 30	18/F/B/X/T Asphalt	320631.91N 0344643.39E 320715.31N 0344709.81E GUND 18.5 M	THR 14 FT	
21	207.60° GEO 203.50° MAG	1 734 X 30	18/F/B/X/T Asphalt	320713.84N 03447 08.92E 320629.00N 0344641.61E GUND 18.5 M	THR 34 FT	
Slope of RWY-SWY		SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7		8	9	10	11	12
Negligible/ +1.1%/ -1.1%/ -0.7% (420 M) (904M) (235M) (175M)		Nil	Nil	1 861 X 80	Nil	Nil
-0.7% / -1.1% / +1.1% / Negligible (175 M) (235 M) (904 M) (420 M)		Nil	Nil	1 861 X 80	Nil	Nil

LLSD AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1 634	1 634	1 674	1 594	Nil
21	1 643	1 643	1 674	1 594	Nil

LLSD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH LGT type LEN INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, pacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY end LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Nil	Green	PAPI left/3.1°	Nil	Nil	1741 M 60 M Up to THR-Red, Middle-White, End- Yellow	Red	Nil	PAPI Offset 5° west. Approach to RWY use PAPI west of coast-line only.
21	REIL	Green/ RTHL	A-PAPI left/3.1° Right/3.1°	Nil	Nil	1741 M 60 M Up to THR-Red,	Red	Nil	In addition to Green THR LGT, RTHL is

Middle-White, End Yellow	flashing LGT
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LLSD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	NIL
2	<i>LDI location and LGT ANEMOMETER location and LGT</i>	LDI: 415 M E of 03 THR unlit Anemometer: TBD
3	<i>TWY edge and centre line lighting</i>	Edge: All TWY except TWY A Centre line: NIL
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: 20 SEC.
5	<i>Remarks</i>	RGL warning lights at holding positions

LLSD AD 2.16 HELICOPTER LANDING AREA

Civil helicopters to use position H on TWY K for landing, take-off and from H taxi to helicopter apron (see AD2.6-11)

LLSD AD 2.17 ATS AIRSPACE

1a	<i>Designation and lateral limits</i>	<u>Sde-Dov CTR/ Special Rules Zone (SRZ)</u> Sector I: 32°13'00"N 034°43'00"E 32°12'53"N 034°48'50"E 32°13'08"N 034°52'59"E 32°09'05"N 034°53'44"E 32°06'18"N 034°53'32"E 32°06'00"N 034°50'51"E 32°06'22"N 034°46'26"E 32°06'36"N 034°40'19"E to point of origin
2a	<i>Vertical limits</i>	Over land SFC to 2 500 FT Over water MSL to 2 500 FT MSL NOTE: not include LLHZ (Ref. - Domestic AIP).
1b	<i>Designation and lateral limits</i>	Sector II: 31°59'42"N 034°43'36"E 32°00'09"N 034°37'40"E 32°06'36"N 034°40'19"E 32°06'22"N 034°46'26"E 32°06'00"N 034°50'51"E 32°05'09"N 034°46'06"E to point of origin
2b	<i>Vertical limits</i>	Over land SFC to 1 200 FT MSL Over water MSL to 1 200 FT MSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign Language(s)</i>	SDE DOV Tower Hebrew
5	<i>Transition altitude</i>	NIL
6	<i>Remarks</i>	Military air traffic control

LLSD AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP	SDE DOV	124.000 MHZ 134.950 MHZ	H24	Pilot shall automatically change frequency:
TWR	SDE DOV	124.000 MHZ	H24	a) When reaching to HLDG position before take-off b) After landing and cleared the RWY for taxiing instructions
GND	SDE DOV	121.050 MHZ	H24	
ATIS		122.900 MHZ	H24	Hebrew only
EMERGENCY		121.500 MHZ	H24	

LLSD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

LLSD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

At Tel-Aviv/Sde-Dov Airport a number of local regulations apply. The regulations are collected in a manual which is available at the OPS office. This manual includes among other, the following subjects:

- a) the meaning of marking of signs;
- b) information about aircraft stands including visual guidance systems;
- c) information about taxiing from aircraft stands including taxiing 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;
- k) limits in operation due to noise abatement.

2. Taxiing to and from stands

Most parking positions on aprons 'E' and 'N' (with the exception of N1-N3) are push-back type positions (see AD2.6-13), i.e. they cannot be used as self-maneuvering stands, thus may not be entered by aircraft using their own engine power.

Military aircraft are parked on the edges of taxiway 'K'; pilots are advised to exercise caution while using this taxiway.

No marshalling services are provided. Taxiing and maneuvering shall be the sole responsibility of the pilot. Adherence to ATC instructions and OPS/AIS office directives is mandatory.

Departing flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place prior to engine start-up clearance. Frequency 121.050 MHZ.

3. Parking areas

46 aircraft parking positions have been assigned at Tel-Aviv/Sde-Dov airport. These include 13 positions for aircraft up to DHC-7/ATR72 size, eight positions for aircraft up to BN2A size, 18 positions for aircraft up to PA31, 12 positions for single-engined aircraft and four helipads for helicopters up to Bell 206 size.

Parking and mooring shall be under the sole responsibility of the aircraft's owner and/or operator. The airport administration shall not accept liability for any damage caused to aircraft or property due to careless parking and mooring of aircraft.

3.1 Commercial operators

Priority in the allocation of permanent parking positions will be given to commercial operators. Privately owned aircraft will be allocated permanent position according to their activity, which is a measure of the number of monthly movements at the airport.

Visiting aircraft for which Tel-Aviv/Sde-Dov does not serve as home base, shall not park at the airport for more than 24 hours without obtaining prior permission from the OPS office at the airport.

3.2 Small aircraft (general aviation)

General aviation aircraft shall be parked in the parking area for small aircraft.

4. Parking area for helicopters

Parking area for helicopters consists of four marked stands (H-1 to H-4).

No marshalling services are provided. Taxiing and maneuvering shall be the sole responsibility of the pilot.

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Insufficient safety distances restrict large aircraft from using certain taxiways when using their own power. Further information will be given to each aircraft by the TWR.

Vacating the runway after landing shall be via TWY D. If unable to comply, inform Tower.

7. School and training flights technical test flights - use of runways

Refer to Domestic AIP, Chapter "SDE-DOV".

8. Helicopter traffic - limitation

Non-scheduled public air traffic with helicopter is permitted only after prior approval from the Tel-Aviv/ Sde-Dov management.

Direct landings or takeoffs of helicopters to/from apron 'H' from the north are prohibited. Approaching helicopters shall overfly TWY 'K' from the west to position 'H'. Departing helicopters from position 'H' shall overfly TWY 'K' from the east as directed by ATC.

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's expense, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

10. Responsible authority

The Tel-Aviv/Sde-Dov airport administration, through the Operations/AIS office, is the sole authority for any matters concerning the parking arrangements and matters concerning the parking arrangements and procedures of aircraft at the airport.

LLSD AD 2.21 NOISE ABATEMENT MONITORING & PROCEDURES

Operation limitation defined in the airport regulations.

LLSD AD 2.22 FLIGHT PROCEDURES

General

Flights within Tel-Aviv/Sde-Dov CTR and SRZ shall be in accordance with Controlled Visual Flight Rules (CVFR – Hebrew language).

International flights must establish radio communication with "Dov tower" at least 10 minutes prior to ETA and advise of number of PAX on board. After landing, taxi to the "E" apron for security checks. Turbine aircraft are requested to taxi to apron "S" and park south of position S1.

Special procedures are in force for flight plan filing – see Domestic AIP, chapter A-11.

Take off

Clearance for take off is for immediate performance.

A pilot that intends to delay take off at runway threshold must obtain clearance from control tower prior to line up.

A pilot already lined up that intends to delay take off, shall notify control tower and will request a new take off clearance.

Procedures for IFR flights within Tel-Aviv/Sde-Dov SRZ

Airport authorities (air force) might close the aerodrome for landing when reported visibility is below 3,200 meters.

Landing

In IMC, aircraft shall execute instrument approach - AD 2.6-19 or AD 2.6-20.

In VMC, aircraft shall cancel IFR flight plan before entering the Tel-Aviv/Sde-Dov SRZ using the CVFR route concerned.

Communication failure

Arriving aircraft shall:

- a) In VMC - fly over the runway and join the circuit upon light signal from the TWR.

- b) In IMC –

- a. Fly to NAT VOR at last assigned altitude, perform two holding patterns on radial 061° inbound.

During the second holding descend 3000', before exiting on heading 241°

- b. Perform "Cloud Break Procedure" (AD-2.6-19)

Note: Two holdings are required to allow ATC units to clear the required path.

LLSD AD 2.23 ADDITIONAL INFORMATION

Bird concentration in the vicinity of the airport

See AD 2.6–23.

LLSD AD 2.24 CHARTS RELATED TO AERODROME

Aerodrome Chart – ICAO.....	AD 2.6-11
Aerodrome Obstacle Chart – ICAO Type A RWY 03/21	AD 2.6-12
Aircraft Parking Chart – Apron E.....	AD 2.6-13
Aircraft Parking Chart – Apron S	AD 2.6-14
Aircraft Parking Chart – Apron T.....	AD 2.6-15
Aircraft Parking Chart – Apron Y	AD 2.6-16
Standard Arrival Chart – Instrument TOMAL 1.....	AD 2.6-16B
Standard Departure Route – VIS SOLIN 1A/1B.....	AD 2.6-18
Standard Departure Route – VIS MERVA 1A/1B, PEPIR 1A/1B, ADLOD 1A/1B	AD 2.6-18A
Standard Departure Route – VIS TOMAL 1A/1B	AD 2.6-18B
Instrument Approach Chart - VOR RWY 03 and 21	AD 2.6-19
Instrument Approach Chart - VOR DME RWY 21	AD 2.6-20/O
Visual Circuit Chart.....	AD 2.6-21
Bird concentration in the vicinity of aerodrome	AD 2.6-23