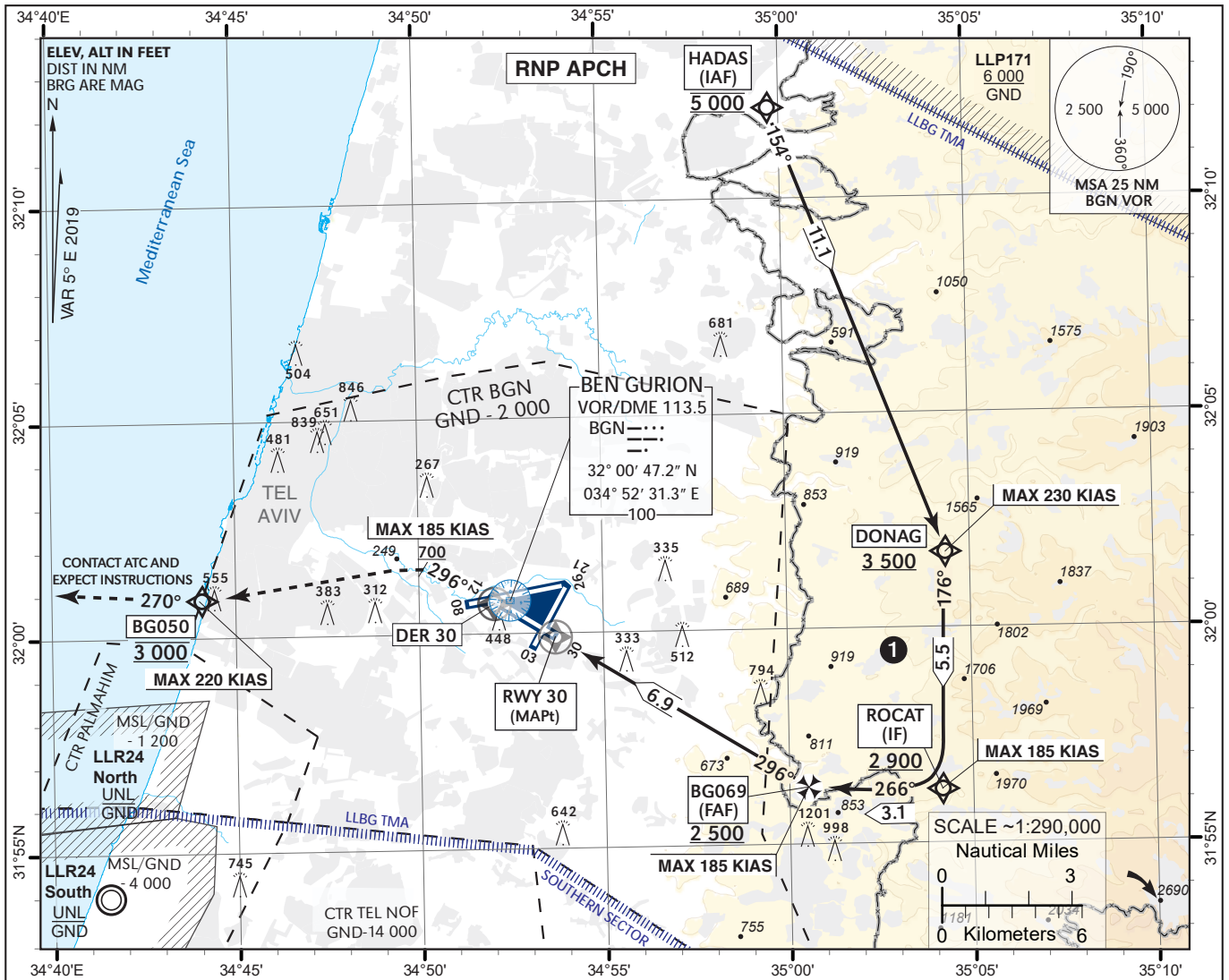


INSTRUMENT AERODROME ELEV **134 ft**
APPROACH HEIGHTS RELATED TO **TA 18 000**
CHART - ICAO THR RWY 30 - ELEV **130 ft**

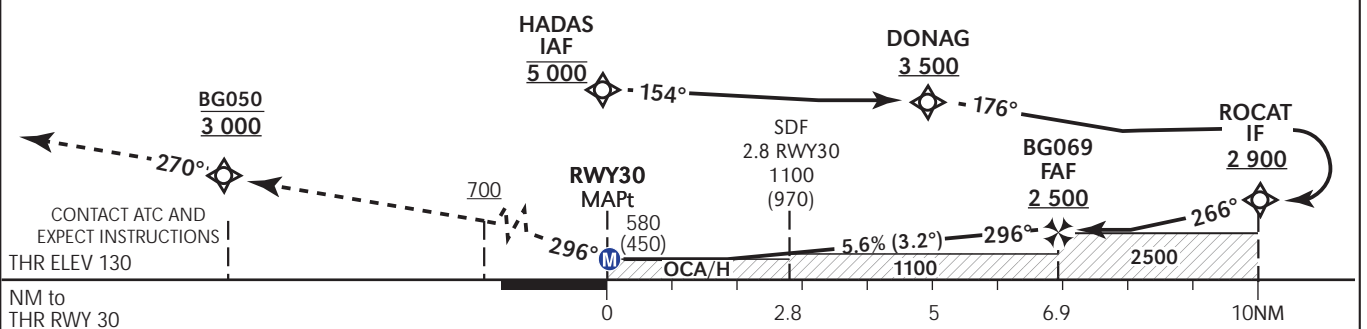
ATIS ARRIVAL 132.50
ARR 131.10
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
RNP Z RWY 30



MISSED APPROACH:

Initial climb 3 000. Climb on course 296°, at or above 700, turn LEFT (MAX 185 KIAS), Not before DER 30. Direct to BG050 at 3 000 (MAX 220 KIAS). Continue on track 270°, climb to 5 000, contact ATC and expect instructions. BG050 at 3 000 requires a 5.6% minimum climb gradient due to airspace restrictions, if unable inform ATC.



OCA (OCH)		A	B	C	D			
STA	LNAV	580(450)						
CIRCLING		N/A						
RWY30		6	5	4	3	2		
ALT (HGT)		2 230(2 100)	1 890(1 760)	1 550(1 420)	1 210(1 080)	870(740)		
GS		kt	80	100	120	140	160	180
ROD: 5.6%		ft/min	453	567	680	794	907	1 020

1 VFR traffic may be present at low altitude max 1300 QNH between WPT ROCAT to WPT BG069.

CHANGES: MSA changed, freq. changed, MISSED APPROACH description changed.

Procedure: RNP Z RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	IF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E					@5 000		IAF
RNAV 1	TF	DONAG	32° 01' 50.4"N 035° 04' 20.6" E		154 (159.0)		11.1	+3 500	-230	
RNAV 1	TF	ROCAT	31° 56' 19.8"N 035° 04' 11.1" E		176 (181.4)	R	5.5	+2 900	-185	IF
RNP APCH	TF	BG069	31° 56' 24.4"N 035° 00' 32.6" E		266 (271.4)	R	3.1	+2 500	-185	FAF
RNP APCH	TF	RWY30	31° 59' 59.88"N 034° 53' 39.12" E	Y	296 (301.4)	R	6.9	+180	-185	MAPt

Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNP APCH	TF	DER30	32° 00' 51.14"N 034° 52' 00.56" E	Y	296 (301.4)		1.7	+700	-185	
RNAV 1	CA	-			296 (301.4)			+700	-185	
RNAV 1	DF	BG050	32° 00' 55.9" N 034° 44' 05.9" E			L		@3 000	-220	
RNAV 1	FM				270 (275.4)	R		@5 000		

Non Precision Final Approach – Slope (Descent angle)	5.6% (3.2°)
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