

## List of pages in this Trip Kit

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Airport Information For LLBG

Terminal Charts For LLBG

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

Location: TEL AVIV ISR  
ICAO/IATA: LLBG / TLV  
Lat/Long: N32° 00.57', E034° 53.13'  
Elevation: 134 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 5.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0312 Z  
Sunset: 1609 Z

## Runway Information

Runway: 03  
Length x Width: 9094 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 134 ft  
Lighting: Edge, Centerline

Runway: 08  
Length x Width: 13327 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 109 ft  
Lighting: Edge, ALS, Centerline, REIL  
Displaced Threshold: 1329 ft  
Stopway: 1312 ft

Runway: 12  
Length x Width: 10210 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 112 ft  
Lighting: Edge, ALS, Centerline

Stopway: 197 ft

Runway: 21

Length x Width: 9094 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: 134 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 26

Length x Width: 13327 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 124 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Displaced Threshold: 1982 ft

Runway: 30

Length x Width: 10210 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 130 ft

Lighting: Edge, ALS, Centerline, REIL

Displaced Threshold: 246 ft

## Communication Information

ATIS: 132.800 Departure Service

ATIS: 132.500 Arrival Service

Ben Gurion Tower: 119.350 Secondary

Ben Gurion Tower: 134.600

Ben Gurion Tower: 132.100

Ben Gurion Ground: 118.050

Ben Gurion Ground: 119.350 Secondary

Ben Gurion Ground: 129.200

Ben Gurion Clearance Delivery: 119.350 Secondary

Ben Gurion Clearance Delivery: 118.300

Ben Gurion Approach: 119.350 Secondary

Ben Gurion Approach: 120.500

Ben Gurion Terminal Control Area: 119.350 Secondary

Ben Gurion Terminal Control Area: 119.500

Ben Gurion Arrival: 119.350 Secondary

Ben Gurion Arrival: 131.100

Ben Gurion Departure: 119.350 Secondary

Ben Gurion Departure: 120.500

South Ctl/Identification ACC: 120.900 RCO

Tel Aviv Ctl/East ACC: 121.400 RCO

LLBG/TLV  
BEN GURION

+ JEPPESEN

20 JAN 23

10-1P

TEL AVIV, ISRAEL  
.AIRPORT.BRIEFING.

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS Arrival 132.5

D-ATIS Departure 132.8

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

Every operator of ACFT arriving and departing LLBG shall ensure at all times that the 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.

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflown during take-off and landing. The SID routes shown on SID charts have been designed to minimize the noise levels over densely populated areas in the vicinity of the APT.

Pilots shall turn off APU when on-block and connected to GPU/FPU. APU shall be started no earlier than 15 minutes prior to Estimated Off-Block Time (EOBT).

#### 1.2.2. PREFERENTIAL RWY SYSTEM

##### ARRIVALS

RWY 12 is the preferred RWY assigned for landing ACFT, provided the tailwind component does not exceed 10 KT when RWY is dry or 5 KT when RWY is wet.

RWY 21 or RWY 30 will be preferred RWY when high volume of traffic is expected.

##### DEPARTURES

RWY 26 is the preferred RWY assigned for departing ACFT, provided the tailwind component does not exceed 5 KT.

RWY 26 may be assigned with tailwind component greater than 5 KT subject to pilot request. Priority will be given to ACFTs utilizing the RWY configuration in use.

#### 1.2.3. REVERSE THRUST

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

#### 1.2.4. RUN-UP TESTS

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

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. GENERAL

LVP will be implemented by Tower and transmitted via ATIS, when RVR is below 800m (or visibility below 1200m).

RWY 21 is preferred RWY for arrivals and RWY 26 is preferred RWY for departures. Follow-me service may be provided to ACFT upon pilot request or by ATC. This service however will not be provided when visibility is less than 100m.

During emergency in low visibility conditions, RWY 26 will be the preferential RWY for arrivals.

Due to greater separation in LVP, expect delays in the approach and departure.

Departing traffic shall report airborne.

TWYs in the apron area are not equipped with centerline lights. The TWYs guide-lines may not be visible due to low visibility.

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TEL AVIV, ISRAEL  
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## 1. GENERAL

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### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

ACFTs shall operate transponder on ALT/XPDR mode with the assigned Mode A code and Mode S ACFT identification using flight plan call sign:

- Departing ACFT: When ready for push-back or taxi clearance, whichever earliest.
- Arriving ACFT: Continuously until the ACFT has reached its final parking position.

### 1.5. TAXI PROCEDURES

#### 1.5.1. GENERAL

ACFT shall cross active RWY on Tower frequency. Do not cross RWY without specific authorization. Marshaller assistance may be requested.

ACFT being towed shall establish and maintain two-way VHF radio communication with Ground Control:

- From aprons J, L, N, V and Bedek with Ground East.
- From terminal 3 and aprons H, X with Ground West.
- When Ground East and Ground West are combined, with Ground West.
- Towing using other means of communication as approved by APT regulation.

Taxilane H restricted to MAX wingspan of 118'/36m.

### 1.6. PARKING INFORMATION

Guidance for parking stands of concourses B, C, D, E of terminal 3 and apron H - by Advanced Visual Docking Guidance System (AVDGS).

Guidance for other parking stands - by Follow-me vehicle and by the marshaller on the stand.

Exit or entry of ACFT from stands L21 thru L25 is by towing only.

#### 1.6.1. ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (AVDGS)

In order to enable the AVDGS systems early identification of ACFT and avoid misidentification, ACFT taxiing into the stand shall do so accurately on the C/L before, during and after final turn into the stand. Taxi and landing lights should be turned off when not required due to possible AVDGS blinding.

In case of AVDGS malfunctioning, ACFT shall stop immediately and notify the Tower. In such cases, ACFT shall be towed into the stands, unless otherwise instructed by the Tower.

Whenever stands C6 or D6 are occupied, ACFT assigned parking stands C5 or D5 (respectively) shall be towed into stands.

### 1.7. OTHER INFORMATION

Birds in vicinity of APT.

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13 MAY 22

(10-1P2)

.Eff.19.May.

TEL AVIV, ISRAEL  
.AIRPORT.BRIEFING.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

250 KIAS below 10000' AMSL except for:

- ACFT arriving to TEL AVIV/BEN GURION from the West before crossing 25 BGN DME;
- or when approved by ATC.

### 2.2. TAXI PROCEDURES

Unless otherwise advised by ATC, pilots are requested to vacate RWYs without delays as follows:

RWY 08: via rapid exit TWY W3.

RWY 12: via rapid exit TWY Y onto TWY M.

RWY 21: to terminal 3 and aprons X and H via rapid exit TWY E3 onto TWY M, to aprons J, L, N, V via rapid exit TWY T3 onto TWY K.

RWY 26: via rapid exit TWY W4.

RWY 30: via rapid exit TWY Z onto TWY K.

If unable, pilot shall notify ATC.

### 2.3. OTHER INFORMATION

APT closed for landings, daily 0100-0200LT.

Flights arriving from Nicosia FIR shall not cross KONFO before 0140LT.

Due to operational limitations landing of 4 ENG ACFT is prohibited during the following periods (except traffic approved by APT administration):

Winter: SUN-FRI 1200-2000LT.

Summer: SUN-FRI 0800-2000LT.

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## 3. DEPARTURE

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### 3.1. START-UP AND PUSH-BACK PROCEDURES

#### 3.1.1. GENERAL

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 call sign and type, stand number and ATIS letter.

In order to adhere to SLOT times, ACFT will be cleared to push-back and taxi, not later than 10 minutes prior to Calculated Take-off Time (CTOT).

DCL - successful clearance must be accepted within 5 minutes after receipt or a "Revert to voice" MSG will be received.

#### 3.1.2. START-UP

From all aprons, except V1 and V2, pilots are requested to start engines during push-back.

Concourses B, C, D and E of terminal 3: Engine start-up while ACFT is connected to the gate is prohibited.

From aprons V1 and V2: Engine start-up on the parking stand is prohibited. Start up only at the assigned start-up position.

Cross bleed start-up approved only at the release point.

#### 3.1.3. PUSH-BACK

From all parking positions: the crew shall request and obtain, from GND control, specific ATC push-back approval. ACFT receiving push-back approval is expected to vacate the gate/stand within 2 minutes of the push-back approval.

#### 3.1.4. LINE-UP

Pilots cleared to line-up shall be ready for immediate take-off, if unable, notify ATC in advance.

### 3. DEPARTURE

#### 3.2. NOISE ABATEMENT PROCEDURES

For additional information refer to chart 10-4.

The following procedures are designed to avoid excessive ACFT noise in the areas adjacent to the APT and in the areas overflowed during take-off and landing. The SID routes shown on SID charts have been designed to minimize the noise levels over densely populated areas in the vicinity of the APT.

##### 3.2.1. GENERAL

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

The initial climbing speed to the noise abatement initiation point is not less than  $V_2 + 10$  KT.

Take-off to 950'	Take-off thrust, Take-off flaps. Climb at $V_2 + 10$ KT (or as limited by body angle).
Not below 950'	Reduce thrust to not less than climb thrust.
950' -3150'	Climb at $V_2 + 10$ KT (or as limited by body angle).
At 3150' or at 3000' if restricted by ATC	Normal acceleration and en-route climb configuration.

##### 3.2.2. NIGHT FLYING RESTRICTIONS

RWY 30 is not available for take off between 2300-0600LT, unless approved for operational reasons by IAA Headquarters.

Other RWYs: ACFT shall not take off between 0140-0530LT during winter season, and 0140-0500LT during summer season. Take-off between 0140-0200LT shall be approved, only in exceptional circumstances, by APT manager.

Take-off between 0530-0600LT during winter season, and 0500-0600LT during summer season, shall be approved in one of the following conditions:

The noise level 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 of -3 dbA, approved for departures of ACFT with MAX take-off weight of less than 300t. (Refer to chart LLBG 10-4).

Flights, scheduled to depart before the night take-off restriction, and were delayed, may be approved by APT manager, without the restriction above.

##### Exceptions:

- ACFT rendering medical assistance;
- Firefighting ACFT;
- Cloud-seeding flights;
- Other exceptional circumstances by prior permission from CAAI.

#### 3.3. SPEED RESTRICTIONS

250 KIAS below 10000' AMSL except for ACFT approved by ATC.

#### 3.4. PREFERENTIAL STANDARD INSTRUMENT DEPARTURES (SIDs)

Departure Westbound:

SUVAS

Departure North-Westbound (Times based on EOBT):

DAFNA - available from SUN 0715LT until FRI 1230LT.

MERVA - available from FRI 1230LT until SUN 0715LT and holiday eve from 1230LT until day after holiday 0715LT.

Departure to Amman FIR:

SALAM

Departure Southbound:

TOMAL - J10

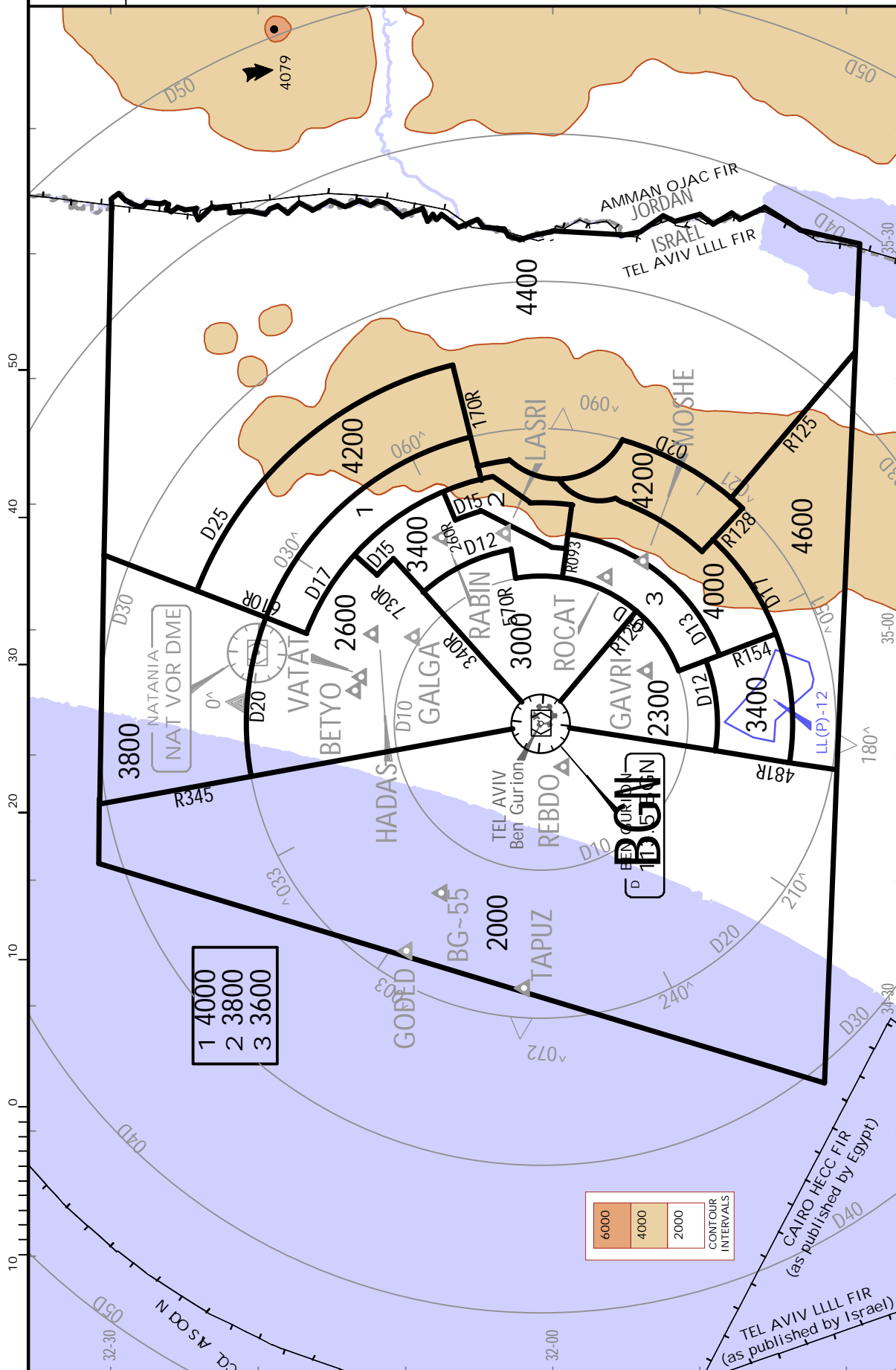
LLBG/TLV  
BEN GURION

JEPPesen  
13 MAR 20  
.Eff.26.Mar. (10-1R)

TEL AVIV, ISRAEL  
.RADAR.MINIMUM.ALTITUDES.

Apt Elev  
134

Alt Set: hPa  
Trans level: FL200 Trans alt: 18000  
Chart only to be used for cross-checking of altitudes assigned while under vectoring control.

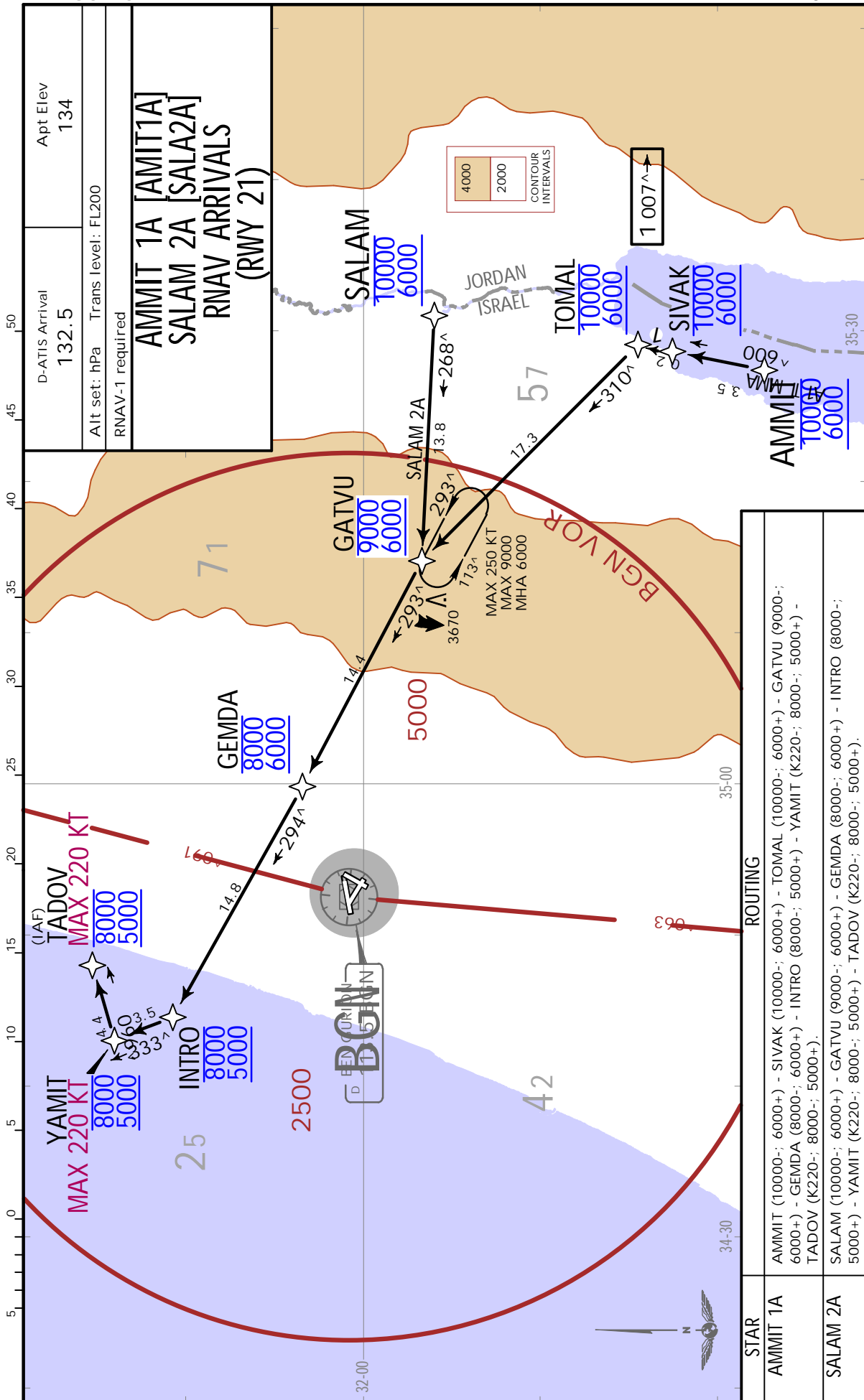




LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 10-2 .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.STAR.

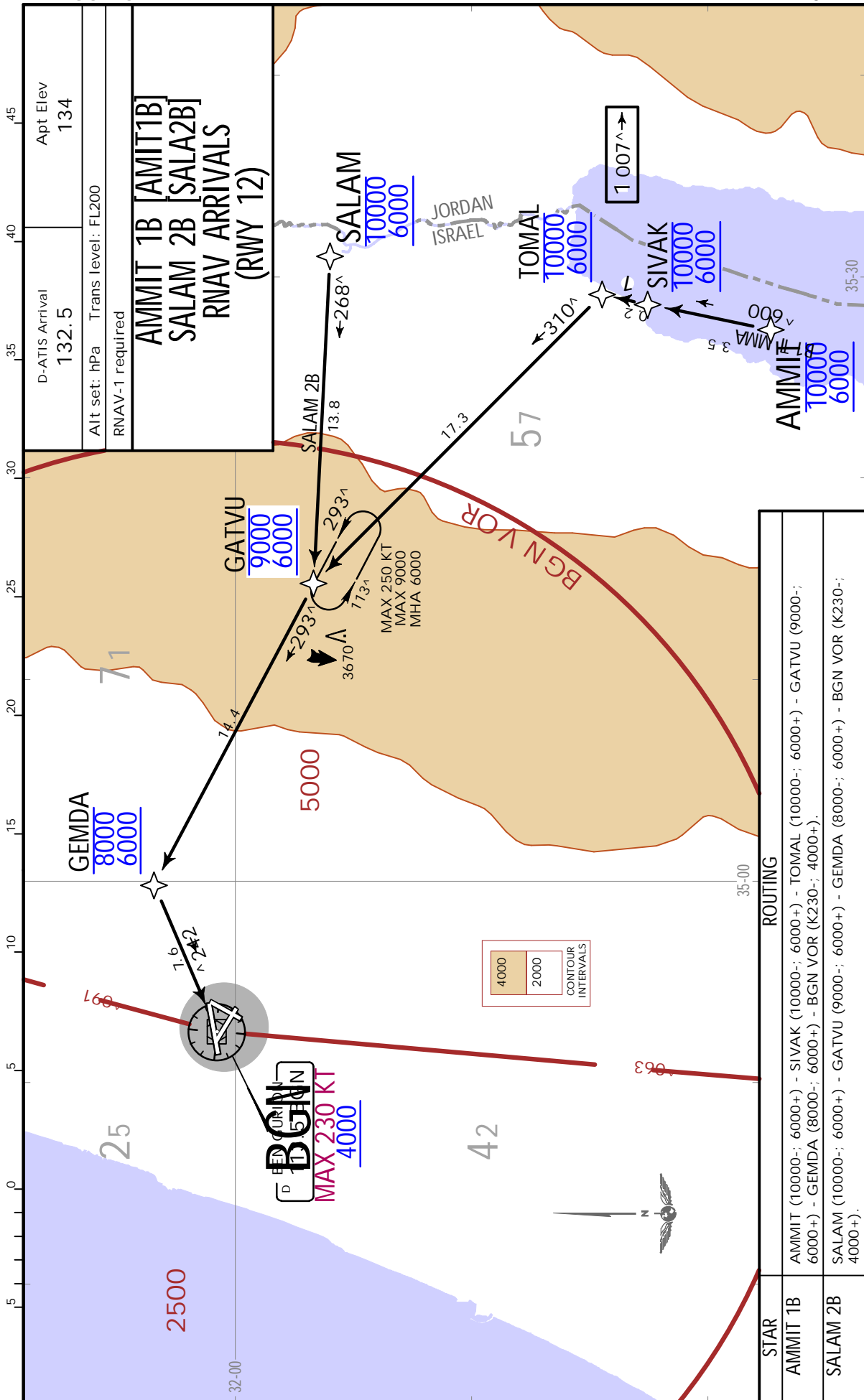


CHANGES: TOMAL 2A withdrawn, AMMIT 1A established, chart reindexed.

**LLBG/TLV**  
BEN GURION

**JEPPESSEN**  
22 OCT 21 **10-2A** .Eff.4.Nov.

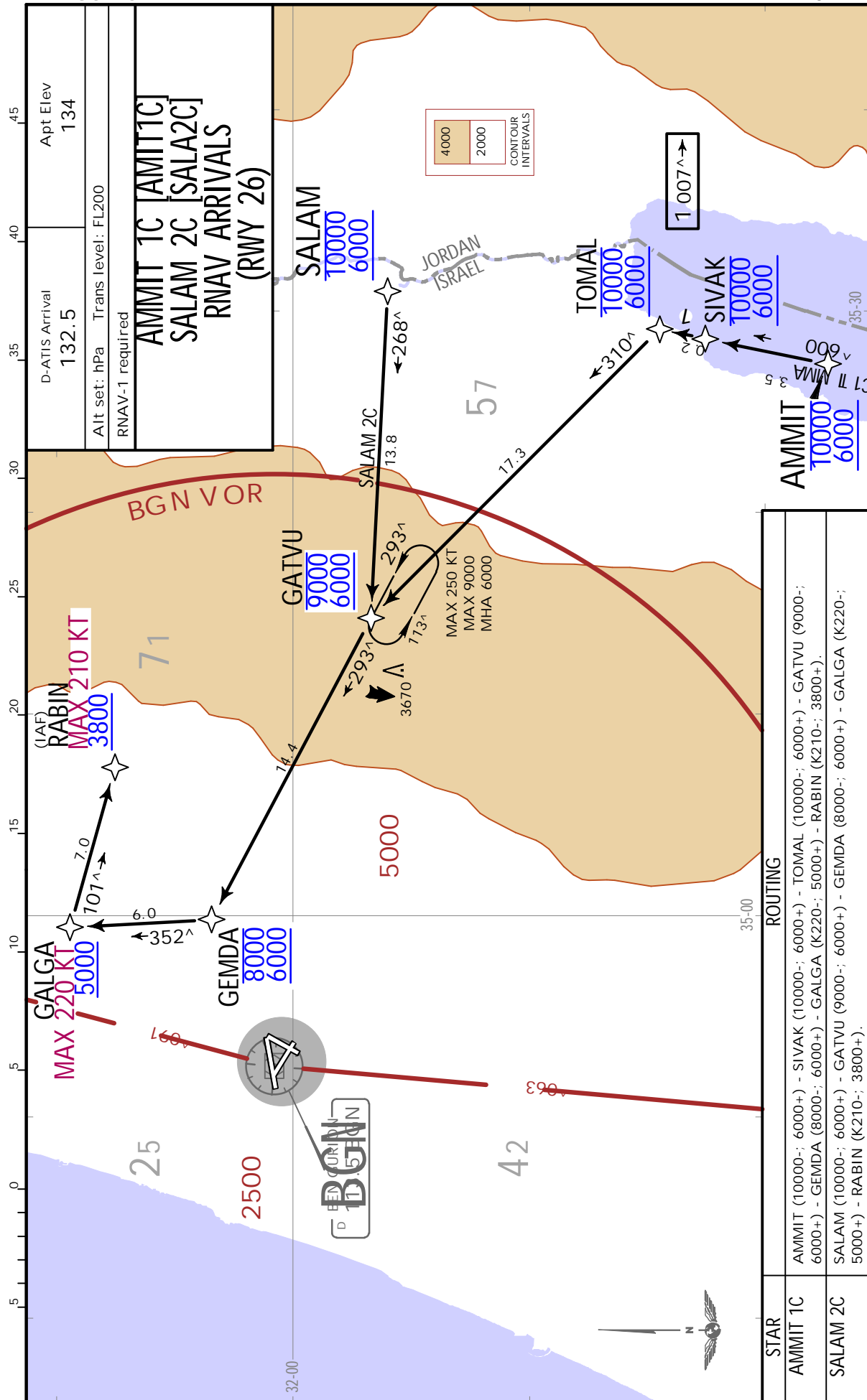
**TEL AVIV, ISRAEL**  
.RNAV.STAR.



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BEN GURION

JEPPESSEN  
22 OCT 21 10-2B .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.STAR.

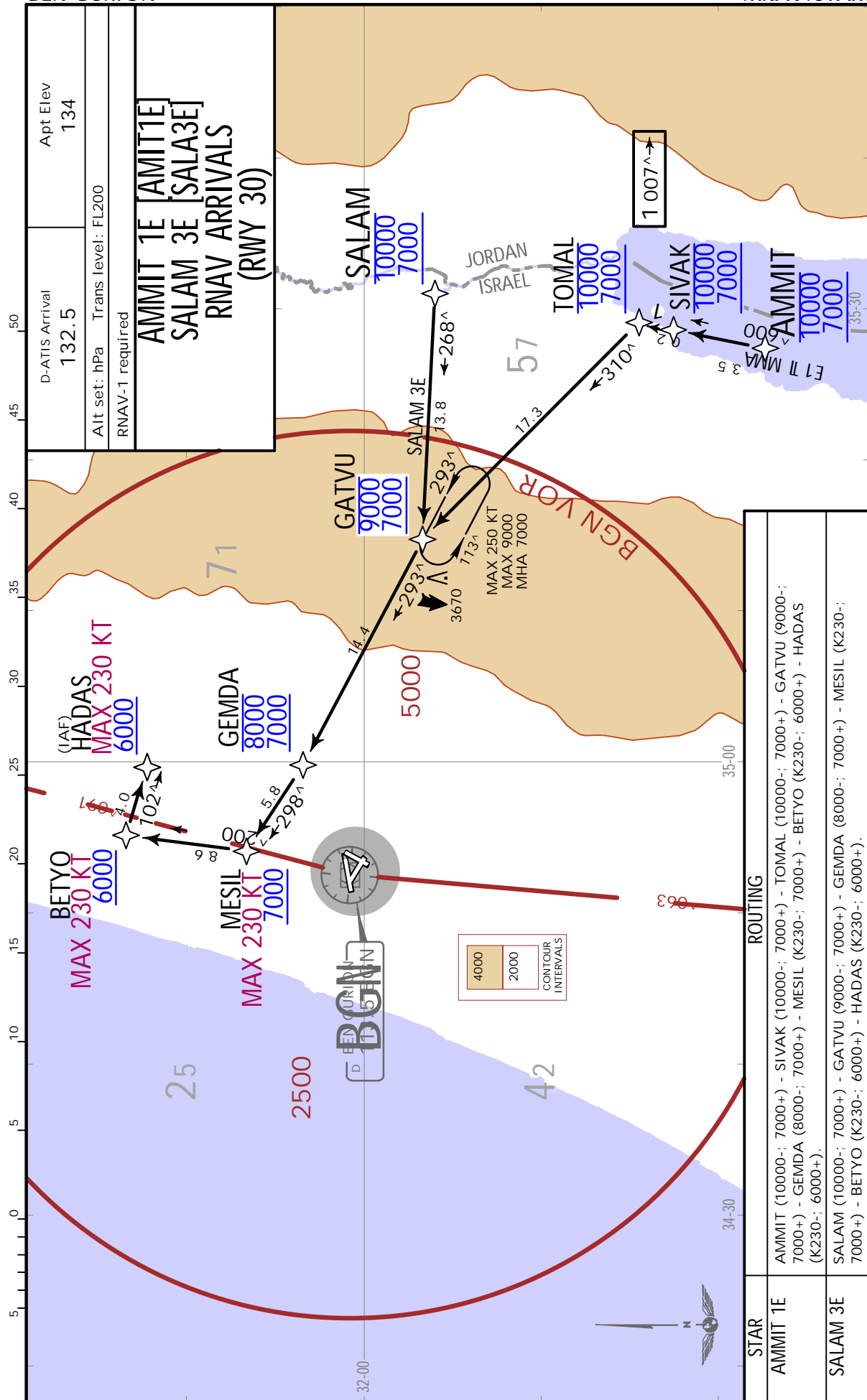


CHANGES: TOMAL 2C withdrawn, AMMIT 1C established, chart reindexed.

LLBG/TLV  
BEN GURION

JEPPESSEN  
22 OCT 21 10-2C .Eff.4.Nov.

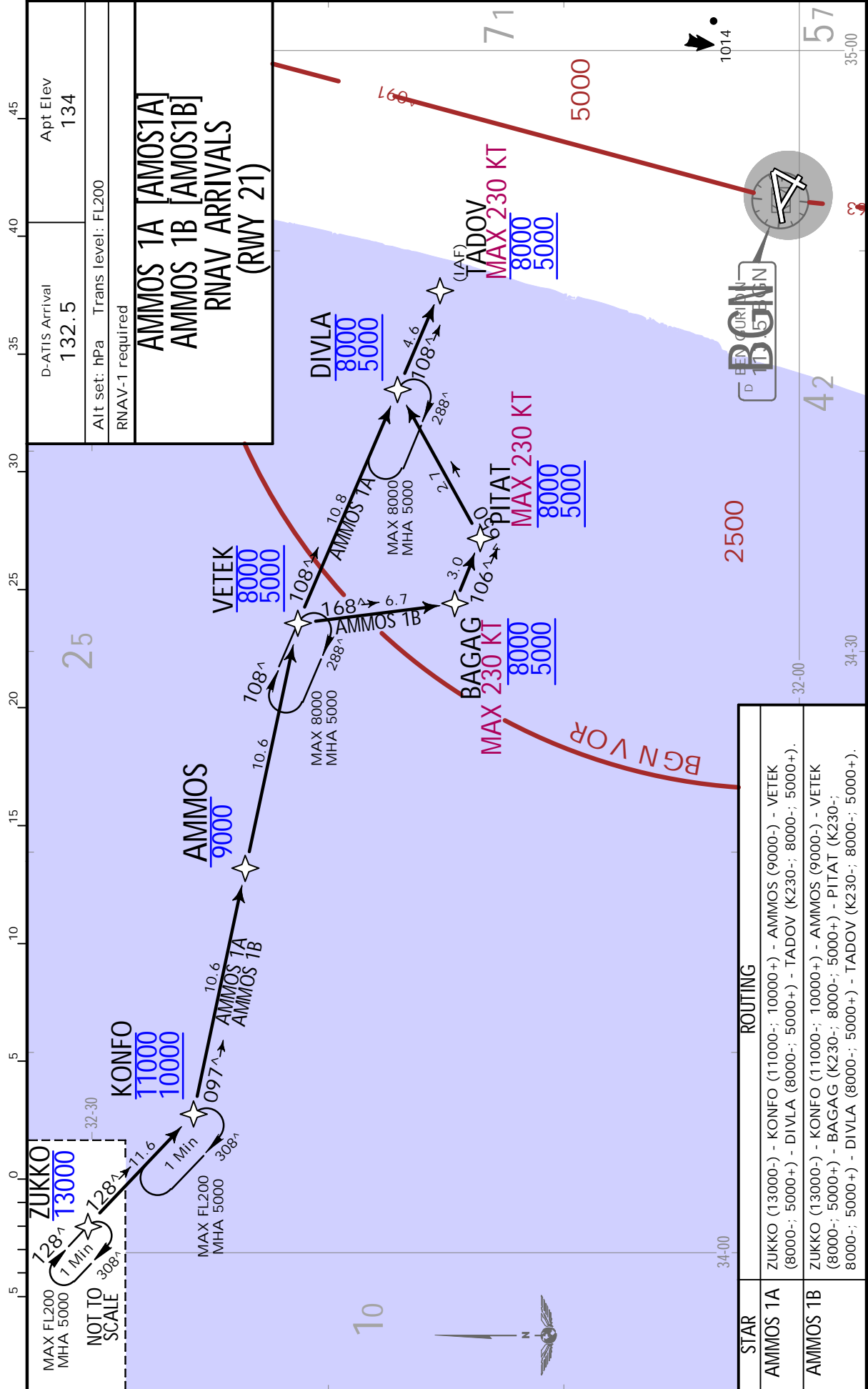
TEL AVIV, ISRAEL  
.RNAV.STAR.



LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-2D) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.STAR.



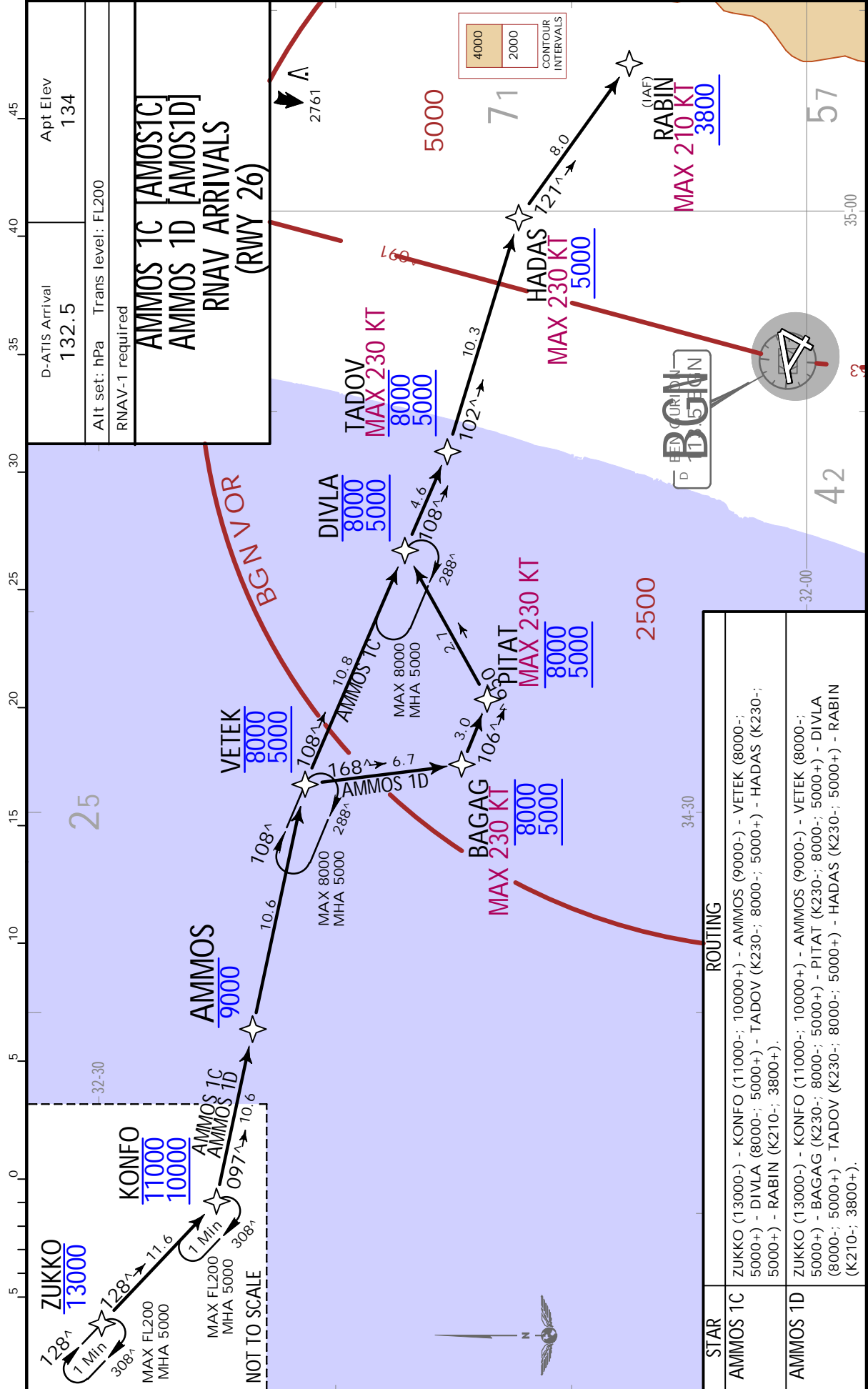
CHANGES: Chart reindexed.

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LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-2E) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.STAR.

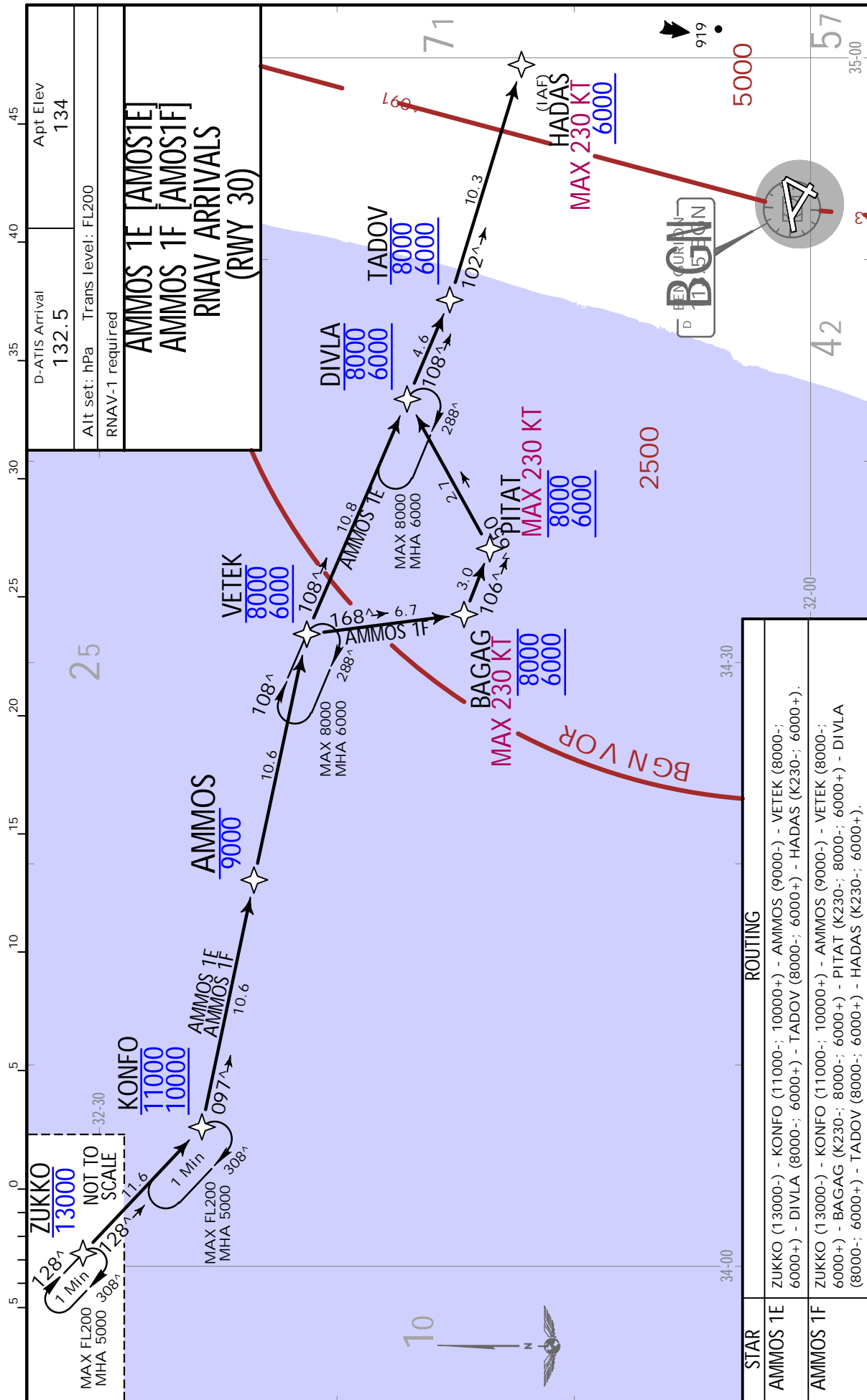


CHANGES: Chart reindexed.

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 10-2F .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.STAR.



D-ATIS Arrival	132.5	Apt Elev	134
Alt set: hPa	Trans level: FL200		
RNAV-1 required			

AMMOS 1E [AMOS1E]  
AMMOS 1F [AMOS1F]  
RNAV ARRIVALS  
(RWY 30)

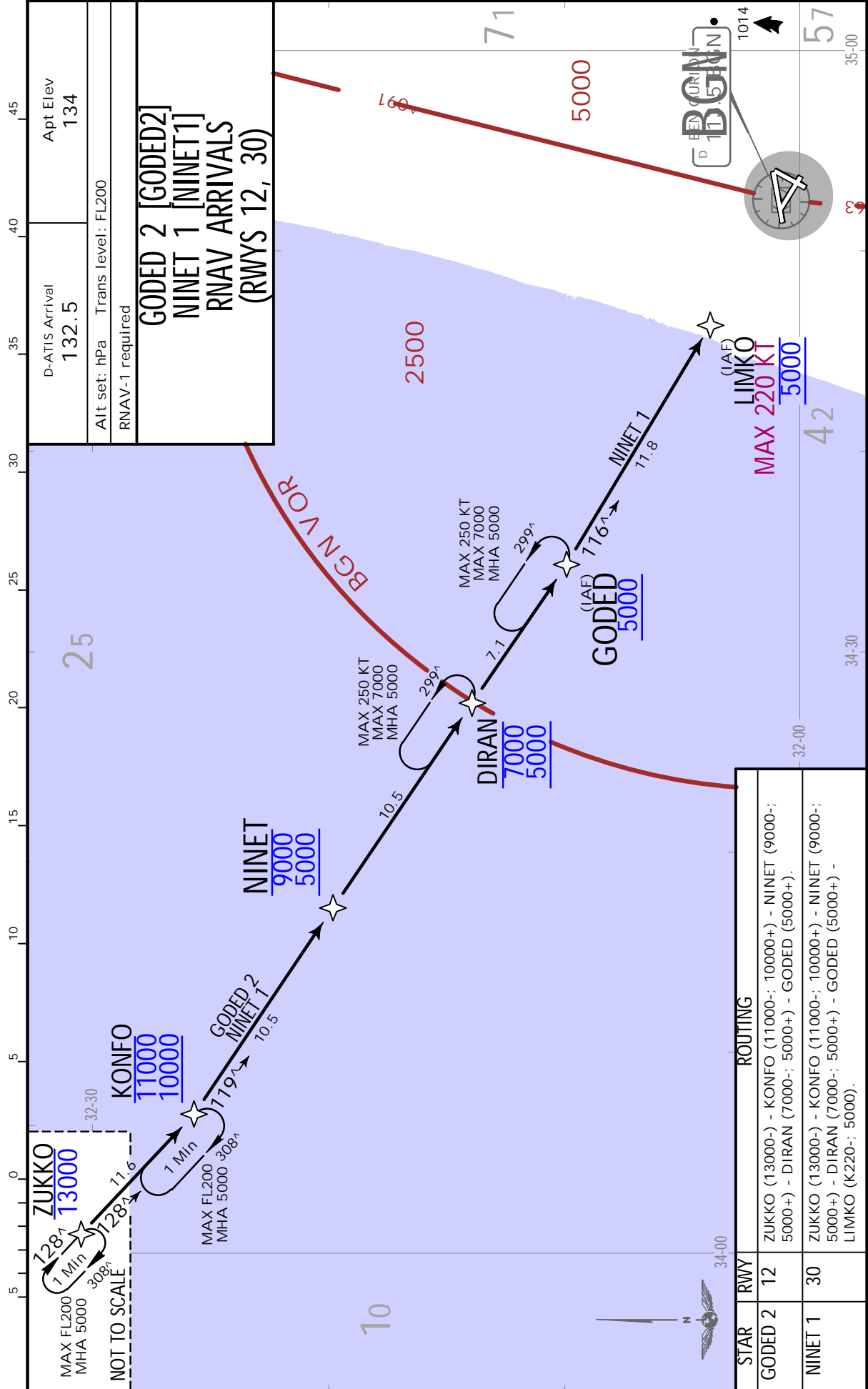
STAR	ROUTING
AMMOS 1E	ZUKKO (13000-) - KONFO (11000-) - AMMOS (9000-) - VETEK (8000-; 6000+) - DIVLA (8000-; 6000+) - TADOV (8000-; 6000+) - HADAS (K230-; 6000+).
AMMOS 1F	ZUKKO (13000-) - KONFO (11000-) - AMMOS (9000-) - VETEK (8000-; 6000+) - BAGAG (K230-; 8000-; 6000+) - PITAT (K230-; 8000-; 6000+) - DIVLA (8000-; 6000+) - TADOV (8000-; 6000+) - HADAS (K230-; 6000+).

CHANGES: Chart reindexed.

LLBG/TLV  
BEN GURION

JEPPESSEN  
22 OCT 21 (10-2G) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.STAR.

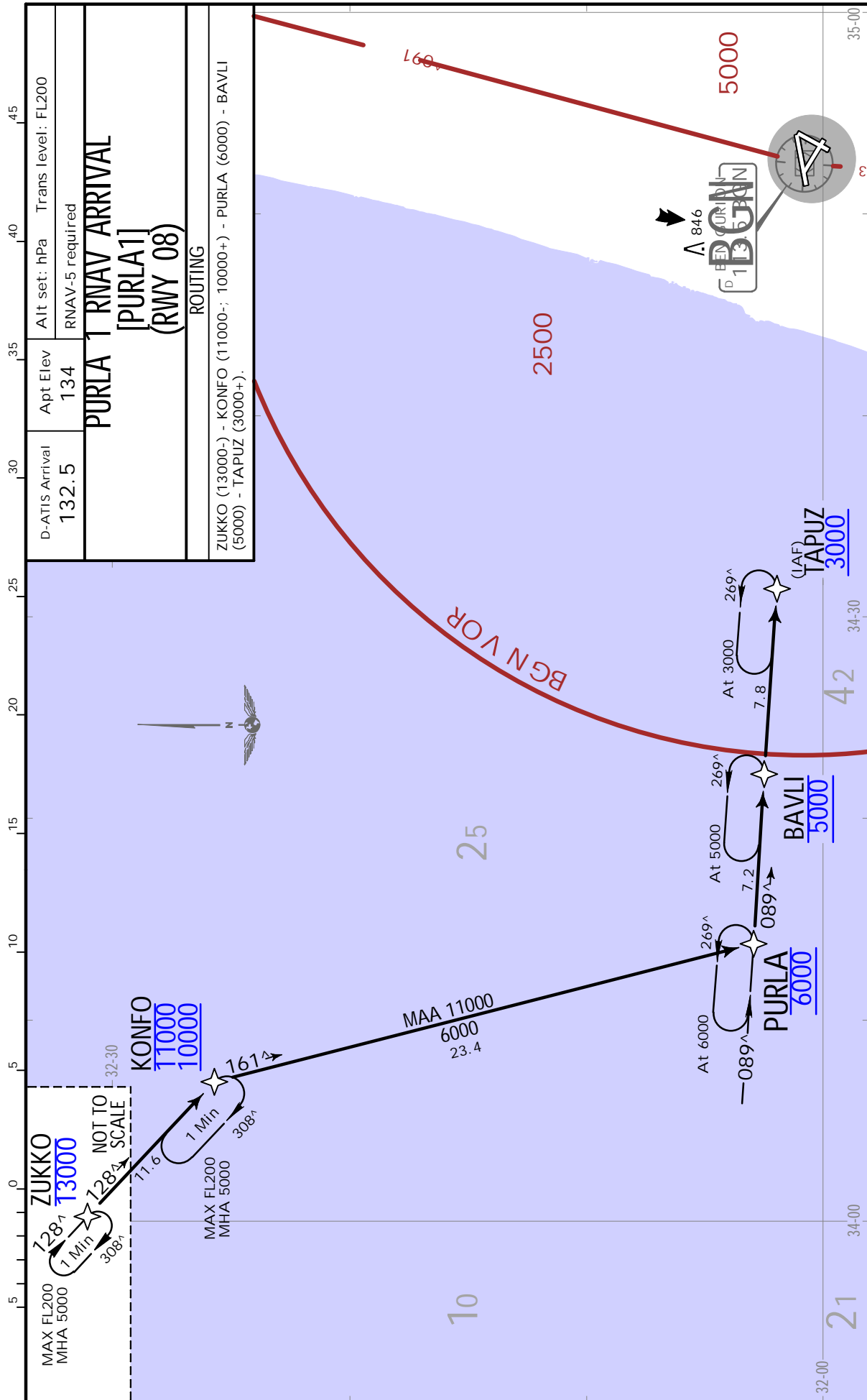




**LLBG/TLV**  
BEN GURION

**JEPPESSEN**  
22 OCT 21 (10-2H) .Eff.4.Nov.

**TEL AVIV, ISRAEL**  
.RNAV.STAR.



LLBG/TLV  
BEN GURION

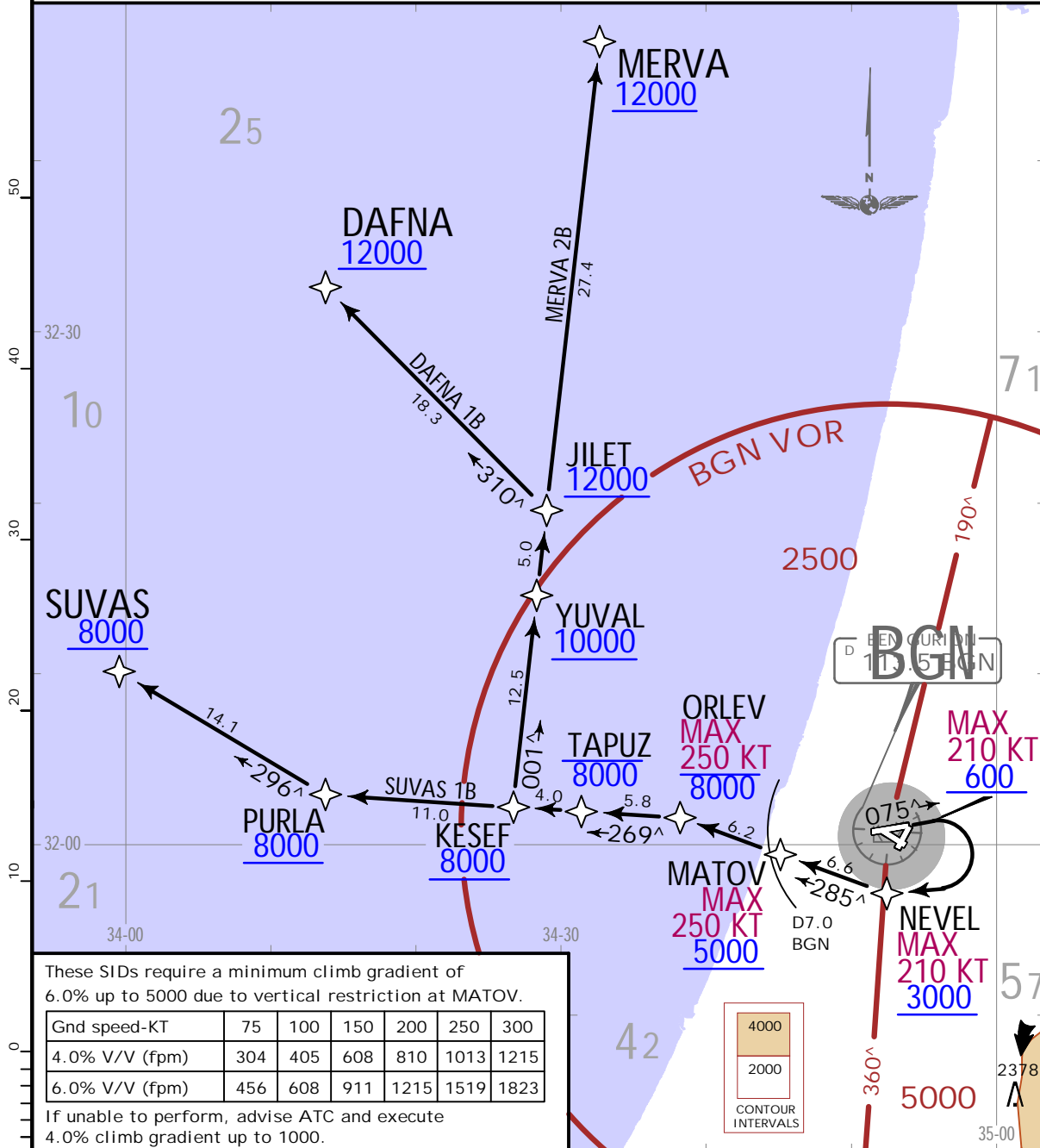
JEPPESEN  
22 OCT 21 (10-3) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000
		RNAV 1 required
		1. When airborne contact BEN GURION Departure. 2. Turns are not permitted prior to the DER. 3. RNAV SIDs include minimum noise routings (refer to 10-4).

DAFNA 1B [DAFN1B], MERVA 2B [MERV2B]  
SUVAS 1B [SUVA1B]  
RNAV DEPARTURES  
(RWY 08)

.SPEED: MAX 250 KT BELOW 10000 UNTIL D7.0 WEST OF BGN VOR



Initial climb clearance 5000	
SID	ROUTING
DAFNA 1B	(K210-; 600+) - NEVEL (K210-; 3000+) - MATOV (K250-; 5000+) - ORLEV (K250-; 8000-) - TAPUZ (8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - DAFNA (12000+).
MERVA 2B	(K210-; 600+) - NEVEL (K210-; 3000+) - MATOV (K250-; 5000+) - ORLEV (K250-; 8000-) - TAPUZ (8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - MERVA (12000+).
SUVAS 1B	(K210-; 600+) - NEVEL (K210-; 3000+) - MATOV (K250-; 5000+) - ORLEV (K250-; 8000-) - TAPUZ (8000-) - KESEF (8000+) - PURLA (8000+) - SUVAS (8000+).

LLBG/TLV  
BEN GURION



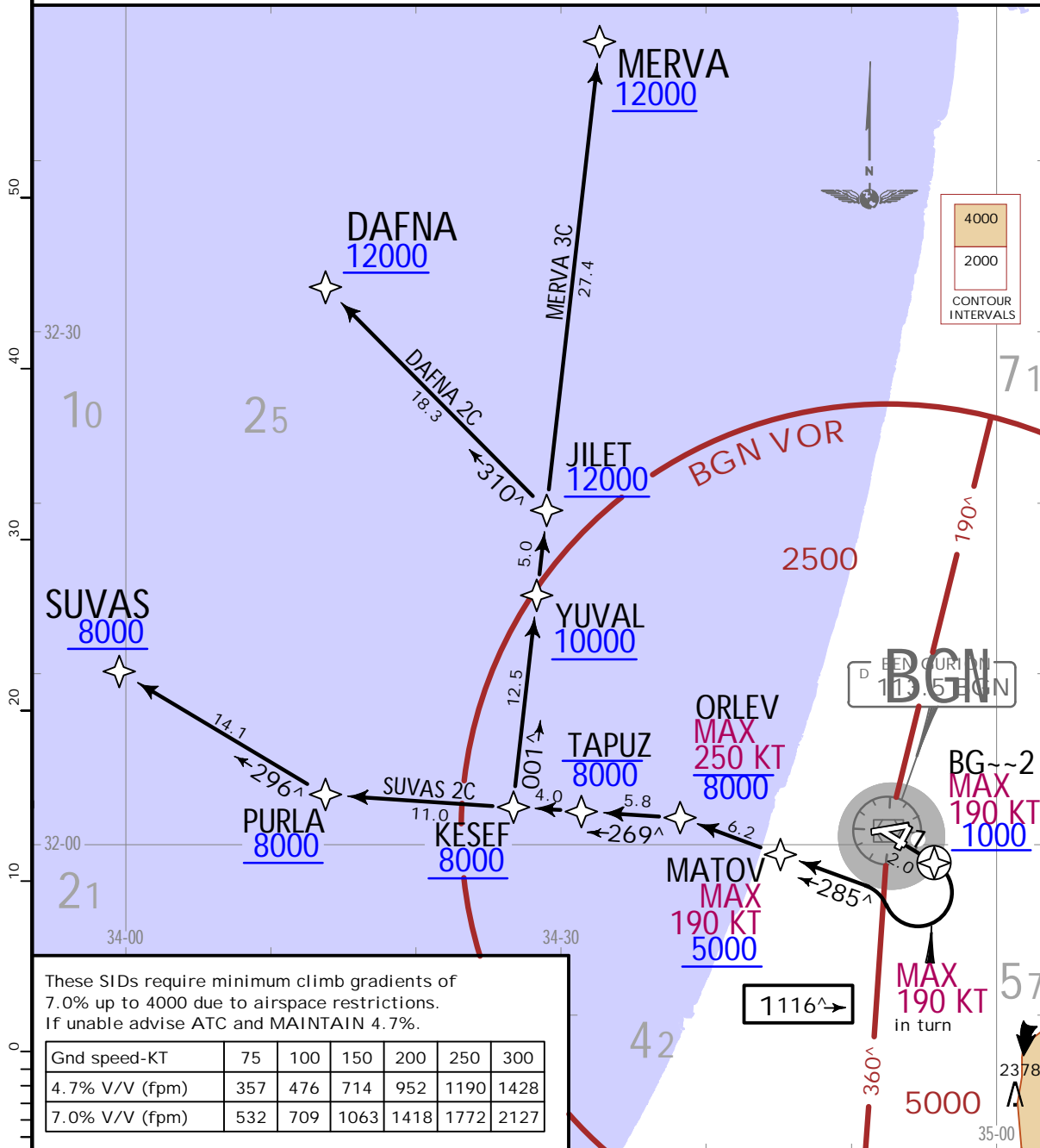
22 OCT 21 (10-3A) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000
		RNAV 1 required

1. When airborne contact BEN GURION Departure.  
2. RNAV SIDs include minimum noise routings (refer to 10-4).

DAFNA 2C [DAFN2C], MERVA 3C [MERV3C]  
SUVAS 2C [SUVA2C]  
RNAV DEPARTURES  
(RWY 12)



These SIDs require minimum climb gradients of 7.0% up to 4000 due to airspace restrictions. If unable advise ATC and MAINTAIN 4.7%.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 5000	
SID	ROUTING
DAFNA 2C	BG--2 (K190-; 1000+) - MATOV (K190-; 5000+) - ORLEV (K250-; 8000-) - TAPUZ (8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - DAFNA (12000+).
MERVA 3C	BG--2 (K190-; 1000+) - MATOV (K190-; 5000+) - ORLEV (K250-; 8000-) - TAPUZ (8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - MERVA (12000+).
SUVAS 2C	BG--2 (K190-; 1000+) - MATOV (K190-; 5000+) - ORLEV (K250-; 8000-) - TAPUZ (8000-) - KESEF (8000+) - PURLA (8000+) - SUVAS (8000+).

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-3B) .Eff.4.Nov.

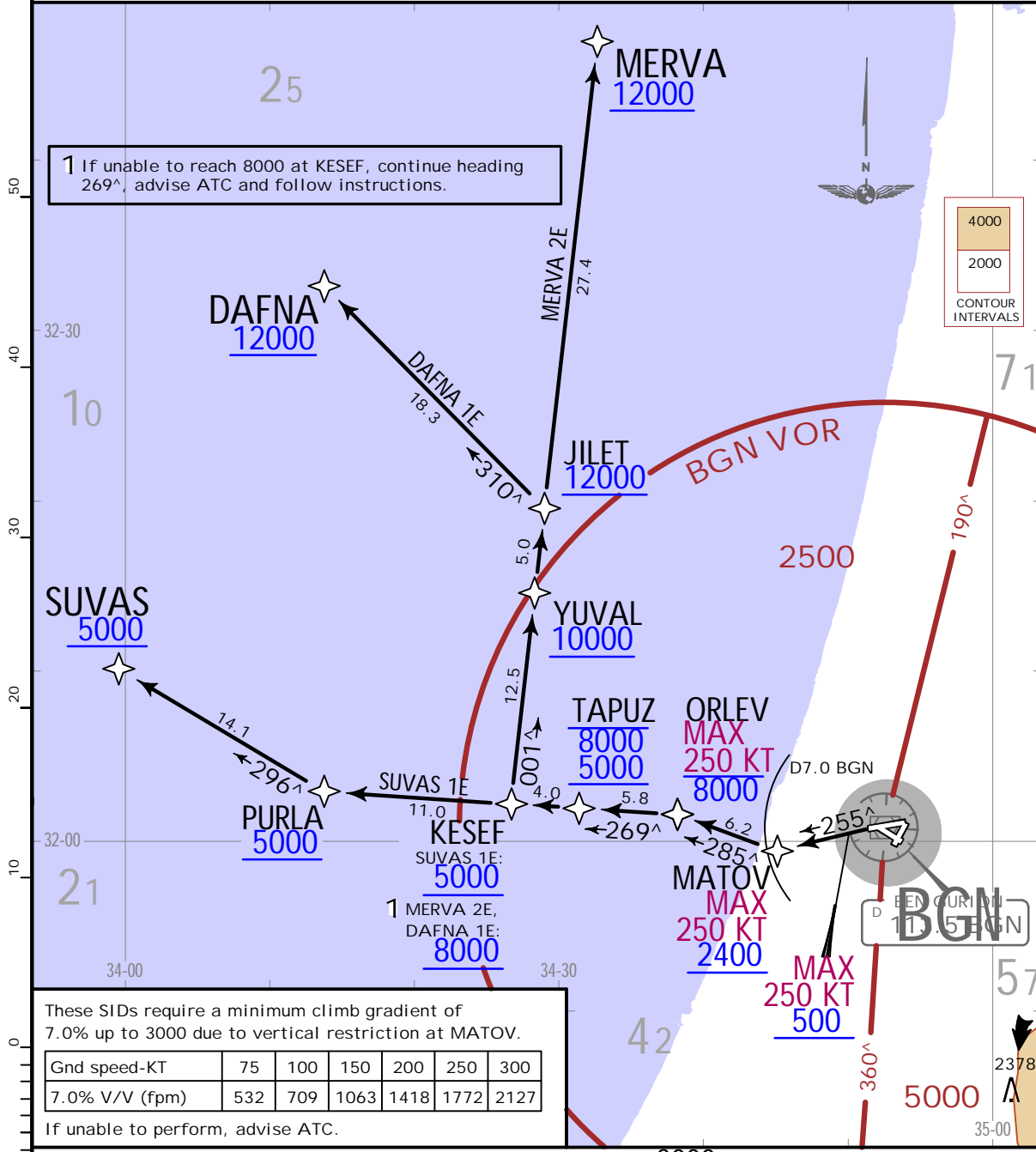
TEL AVIV, ISRAEL  
.RNAV.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000
		RNAV 1 required

1. When airborne contact BEN GURION Departure.
2. VFR traffic may be present 5 NM WEST of airport up to 1200.
3. RNAV SIDs include minimum noise routings (refer to 10-4).

DAFNA 1E [DAFN1E], MERVA 2E [MERV2E]  
SUVAS 1E [SUVA1E]  
RNAV DEPARTURES  
(RWY 26)

.SPEED: MAX 250 KT BELOW 10000 UNTIL D7.0 WEST OF BGN VOR



1 If unable to reach 8000 at KESEF, continue heading 269°, advise ATC and follow instructions.

These SIDs require a minimum climb gradient of 7.0% up to 3000 due to vertical restriction at MATOV.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to perform, advise ATC.

Initial climb clearance 3000	
SID	ROUTING
DAFNA 1E	(K250-; 500+) - MATOV (K250-; 2400+) - ORLEV (K250-; 8000-) - TAPUZ (5000+; 8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - DAFNA (12000+).
MERVA 2E	(K250-; 500+) - MATOV (K250-; 2400+) - ORLEV (K250-; 8000-) - TAPUZ (5000+; 8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - MERVA (12000+).
SUVAS 1E	(K250-; 500+) - MATOV (K250-; 2400+) - ORLEV (K250-; 8000-) - TAPUZ (5000+; 8000-) - KESEF (5000+) - PURLA (5000+) - SUVAS (5000+).

LLBG/TLV  
BEN GURION

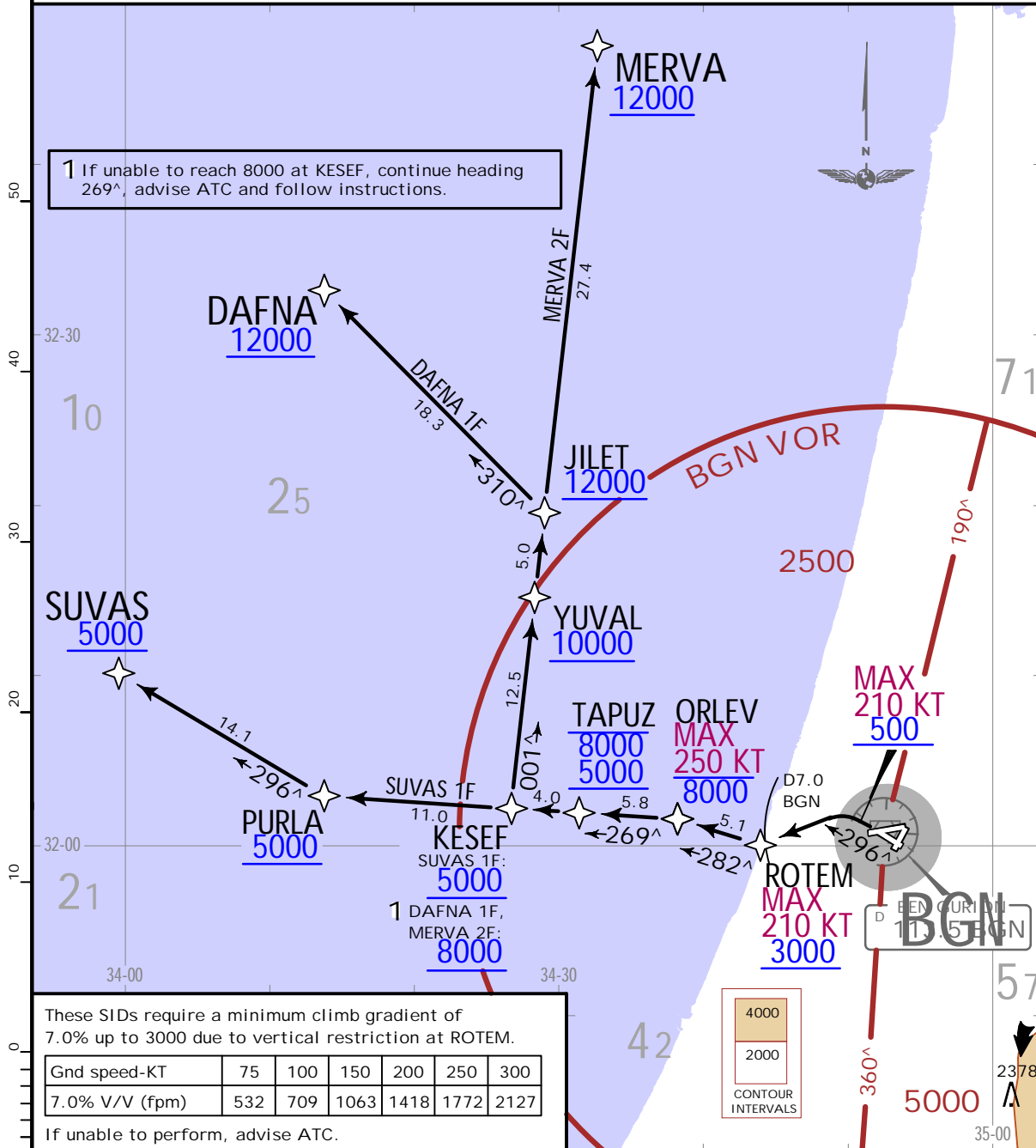
JEPPESEN  
22 OCT 21 (10-3C) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000
		RNAV 1 required
		1. When airborne contact BEN GURION Departure. 2. VFR traffic may be present 5 NM WEST of airport up to 1200. 3. RNAV SIDs include minimum noise routings (refer to 10-4).

DAFNA 1F [DAFN1F], MERVA 2F [MERV2F]  
SUVAS 1F [SUVA1F]  
RNAV DEPARTURES  
(RWY 30)

.SPEED: MAX 250 KT BELOW 10000 UNTIL D7.0 WEST OF BGN VOR



These SIDs require a minimum climb gradient of 7.0% up to 3000 due to vertical restriction at ROTEM.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to perform, advise ATC.

Initial climb clearance 3000	
SID	ROUTING
DAFNA 1F	(K210-; 500+) - ROTEM (K210-; 3000+) - ORLEV (K250-; 8000-) - TAPUZ (5000+; 8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - DAFNA (12000+).
MERVA 2F	(K210-; 500+) - ROTEM (K210-; 3000+) - ORLEV (K250-; 8000-) - TAPUZ (5000+; 8000-) - KESEF (8000+) - YUVAL (10000+) - JILET (12000+) - MERVVA (12000+).
SUVAS 1F	(K210-; 500+) - ROTEM (K210-; 3000+) - ORLEV (K250-; 8000-) - TAPUZ (5000+; 8000-) - KESEF (5000+) - PURLA (5000+) - SUVAS (5000+).

LLBG/TLV  
BEN GURION

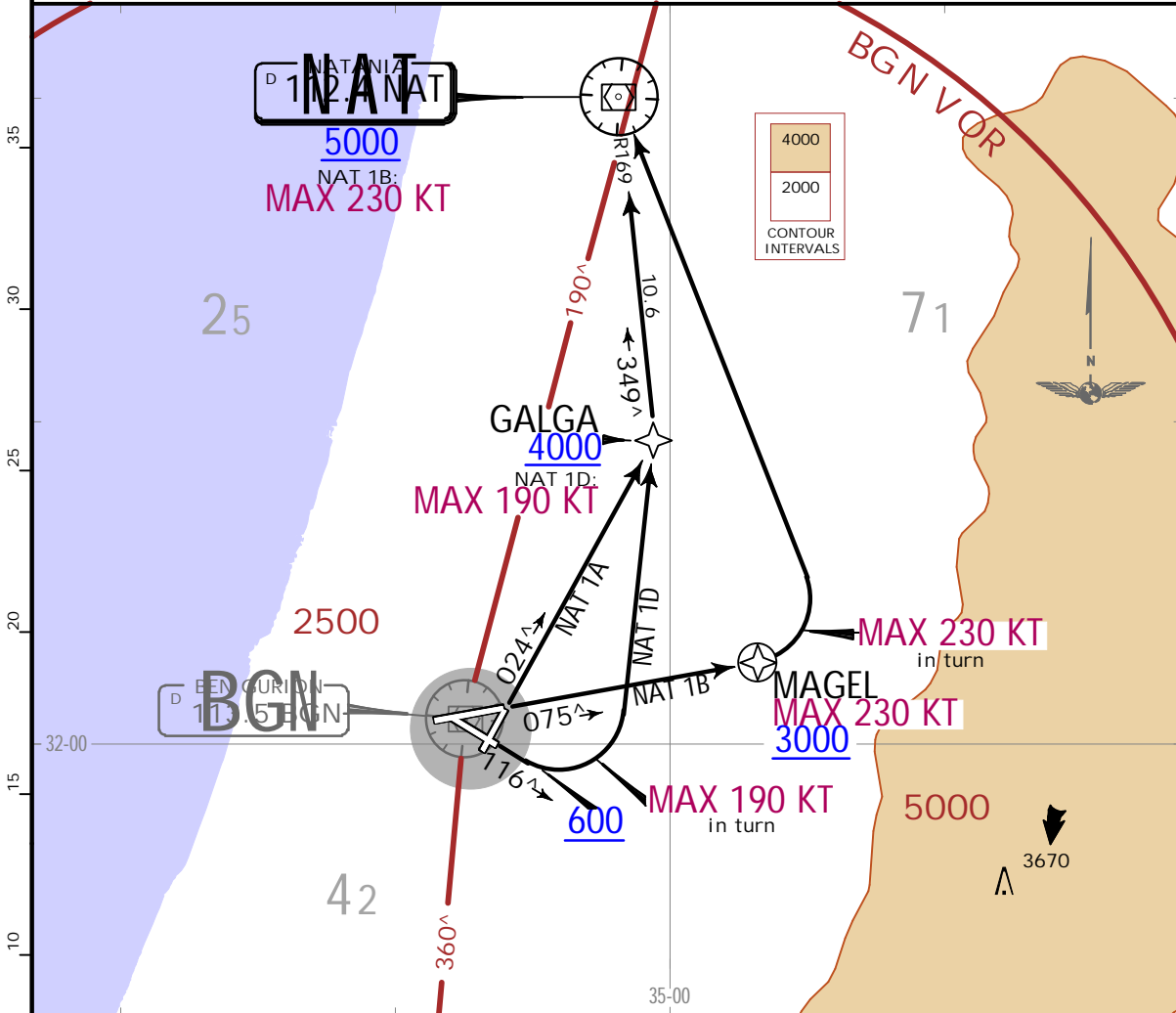
JEPPESEN  
22 OCT 21 (10-3D) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000
		RNAV 1 required

1. When airborne contact BEN GURION Departure.
2. VFR traffic crossing from SOUTH to NORTH and vice versa at or below 1300 EAST of airport.
3. RNAV SIDs include minimum noise routings (refer to 10-4).

NAT 1A, NAT 1B, NAT 1D  
RNAV DEPARTURES  
(RWYS 03, 08, 12)  
BY ATC



These SIDs require minimum climb gradients of  
 NAT 1A, NAT 1D: 7.0% up to 4000 due to airspace restriction.  
 NAT 1B: 7.0% up to 3000 due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.6% V/V (fpm)	273	365	547	729	911	1094
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply, advise ATC and execute  
 NAT 1A: 3.3%.  
 NAT 1B: 3.6% up to 1800.  
 NAT 1D: 3.6% up to 2000.

Initial climb clearance 5000

SID	RWY	ROUTING
NAT 1A	03	GALGA (4000+) - NAT VOR (5000+).
NAT 1B	08	MAGEL (K230-; 3000+) - NAT VOR (K230-; 5000+).
NAT 1D	12	(K190-; 600+) - GALGA (K190-; 4000+) - NAT VOR (5000+).

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-3E) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000
		RNAV 1 required

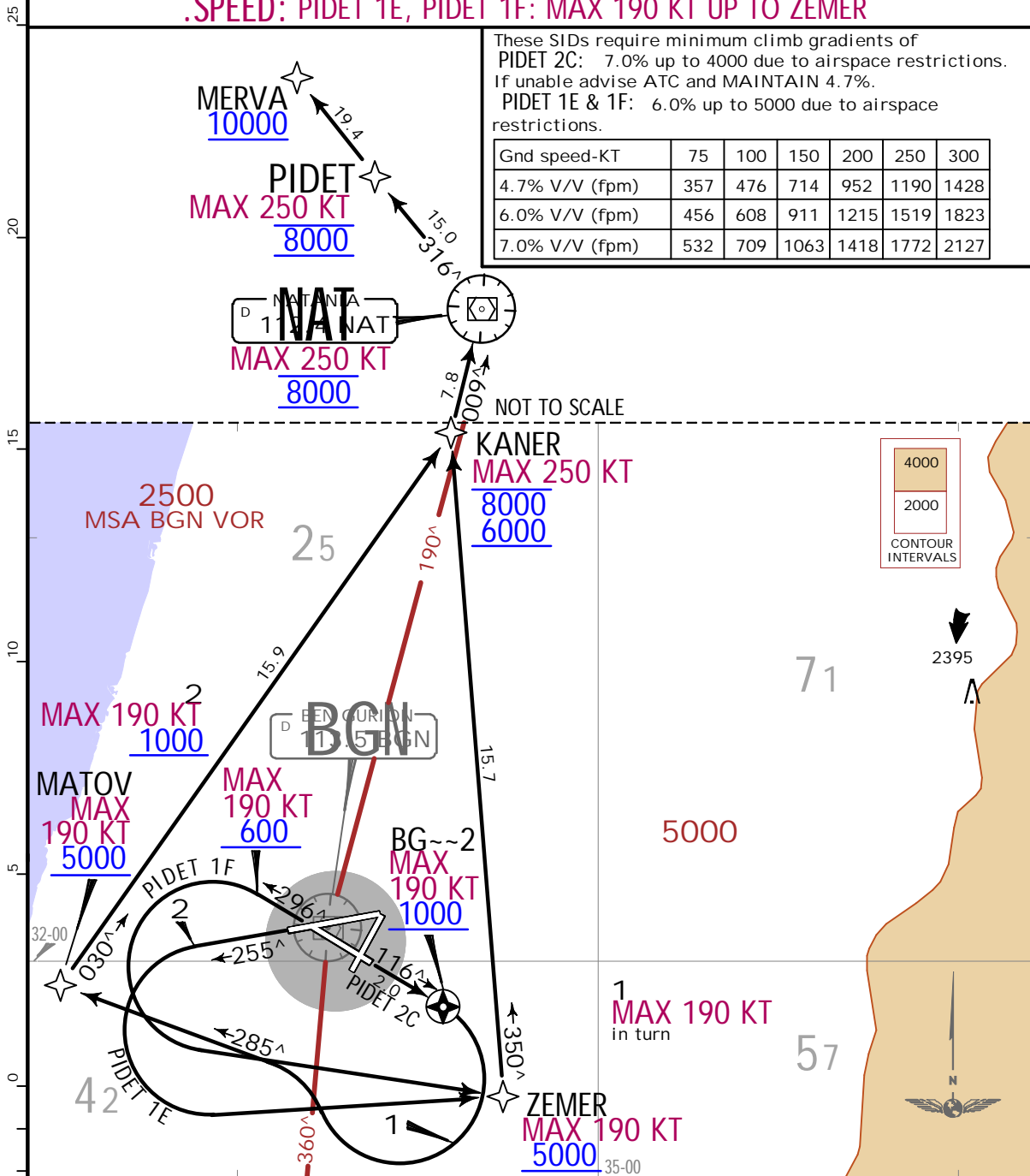
1. When airborne contact BEN GURION Departure.
2. Turns are not permitted prior to the DER.
3. RNAV SIDs include minimum noise routings (refer to 10-4).

PIDET 2C [PIDE2C], PIDET 1E [PIDE1E], PIDET 1F [PIDE1F]  
RNAV DEPARTURES  
(RWYS 12, 26, 30)  
BY ATC

.SPEED: PIDET 1E, PIDET 1F: MAX 190 KT UP TO ZEMER

These SIDs require minimum climb gradients of  
PIDET 2C: 7.0% up to 4000 due to airspace restrictions.  
If unable advise ATC and MAINTAIN 4.7%.  
PIDET 1E & 1F: 6.0% up to 5000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



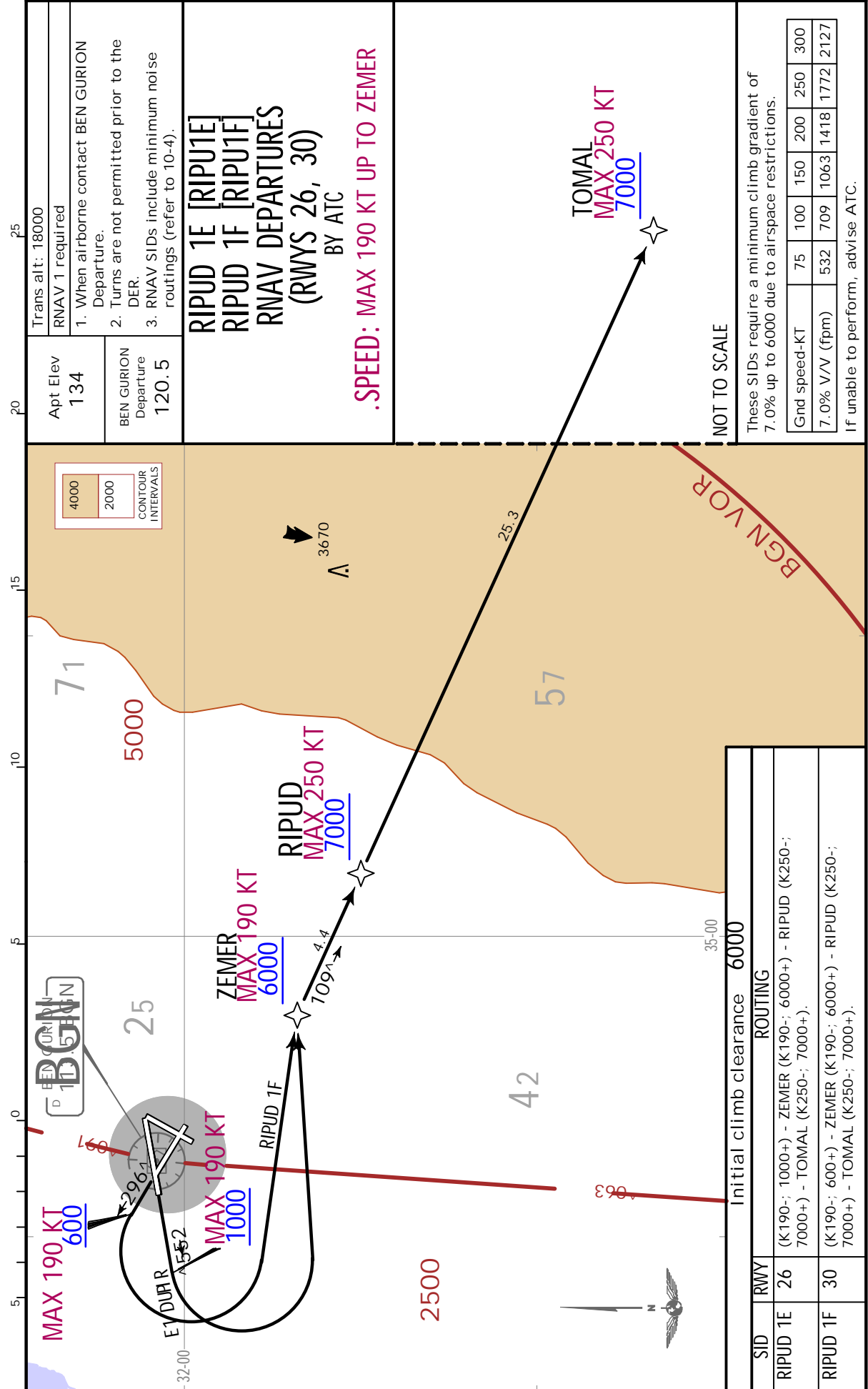
Initial climb clearance PIDET 2C: 5000  
PIDET 1E & 1F: 6000

SID	RWY	ROUTING
PIDET 2C	12	BG--2 (K190-; 1000+) - MATOV (K190-; 5000+) - KANER (K250-; 6000+; 8000-) - NAT VOR (K250-; 8000) - PIDET (K250-; 8000) - MERV (10000+).
PIDET 1E	26	(K190-; 1000+) - ZEMER (K190-; 5000+) - KANER (K250-; 6000+; 8000-) - NAT VOR (K250-; 8000) - PIDET (K250-; 8000) - MERV (10000+).
PIDET 1F	30	(K190-; 600+) - ZEMER (K190-; 5000+) - KANER (K250-; 6000+; 8000-) - NAT VOR (K250-; 8000) - PIDET (K250-; 8000) - MERV (10000+).

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-3F) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.



Trans alt: 18000  
RNAV 1 required  
1. When airborne contact BEN GURION Departure.  
2. Turns are not permitted prior to the DER.  
3. RNAV SIDs include minimum noise routings (refer to 10-4).

Apt Elev 134  
BEN GURION Departure 120.5

RIPUD 1E [RIPUD1E]  
RIPUD 1F [RIPUD1F]  
RNAV DEPARTURES (RWYS 26, 30) BY ATC  
.SPEED: MAX 190 KT UP TO ZEMER

NOT TO SCALE

These SIDs require a minimum climb gradient of 7.0% up to 6000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to perform, advise ATC.

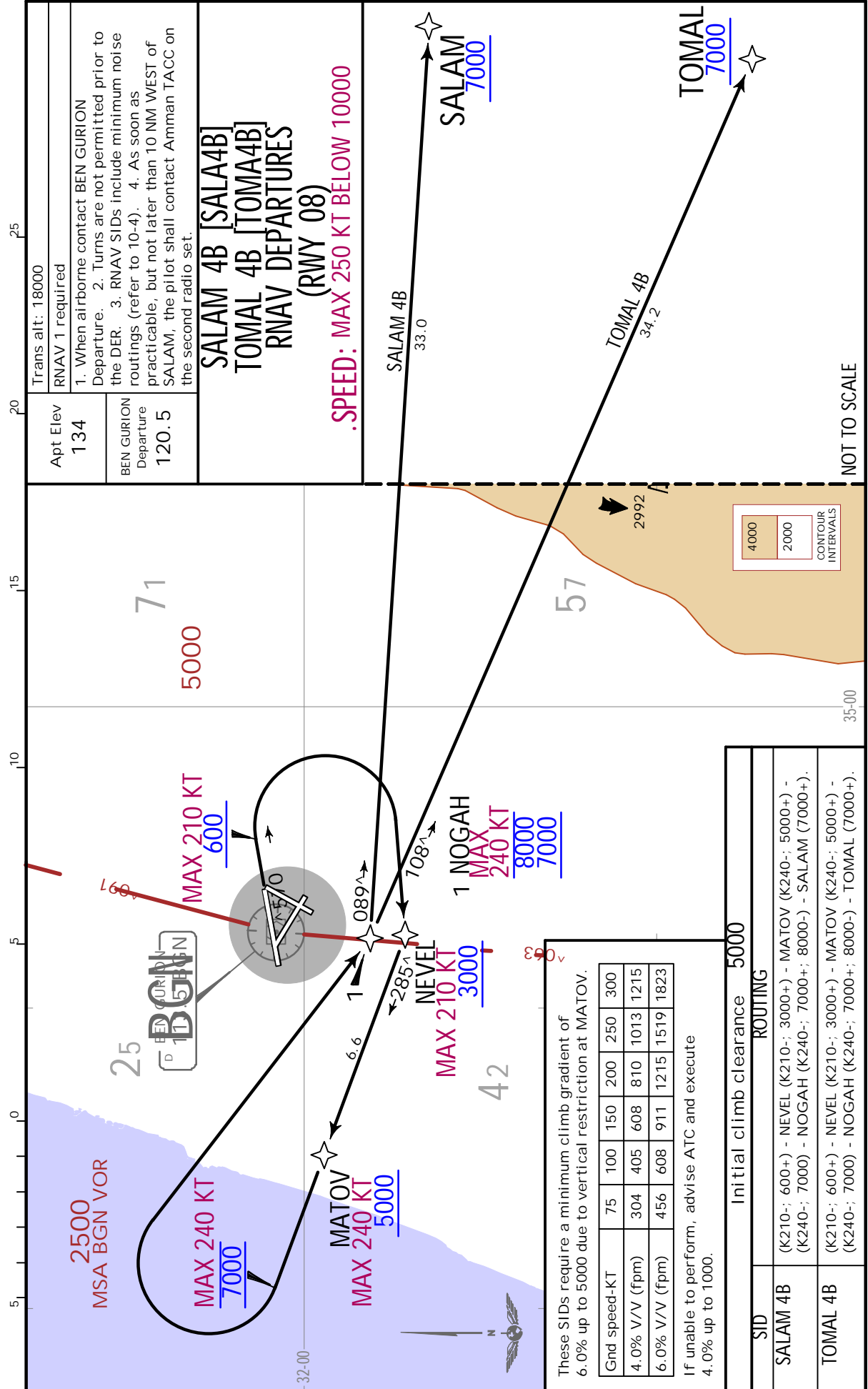
SID	RWY	ROUTING
RIPUD 1E	26	(K190+; 1000+) - ZEMER (K190+; 6000+) - RIPUD (K250+; 7000+) - TOMAL (K250+; 7000+).
RIPUD 1F	30	(K190+; 600+) - ZEMER (K190+; 6000+) - RIPUD (K250+; 7000+) - TOMAL (K250+; 7000+).



LLBG/TLV  
BEN GURION

JEPPESSEN  
22 OCT 21 10-3G .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.



These SIDs require a minimum climb gradient of 6.0% up to 5000 due to vertical restriction at MATOV.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.0% V/V (fpm)	456	608	911	1215	1519	1823

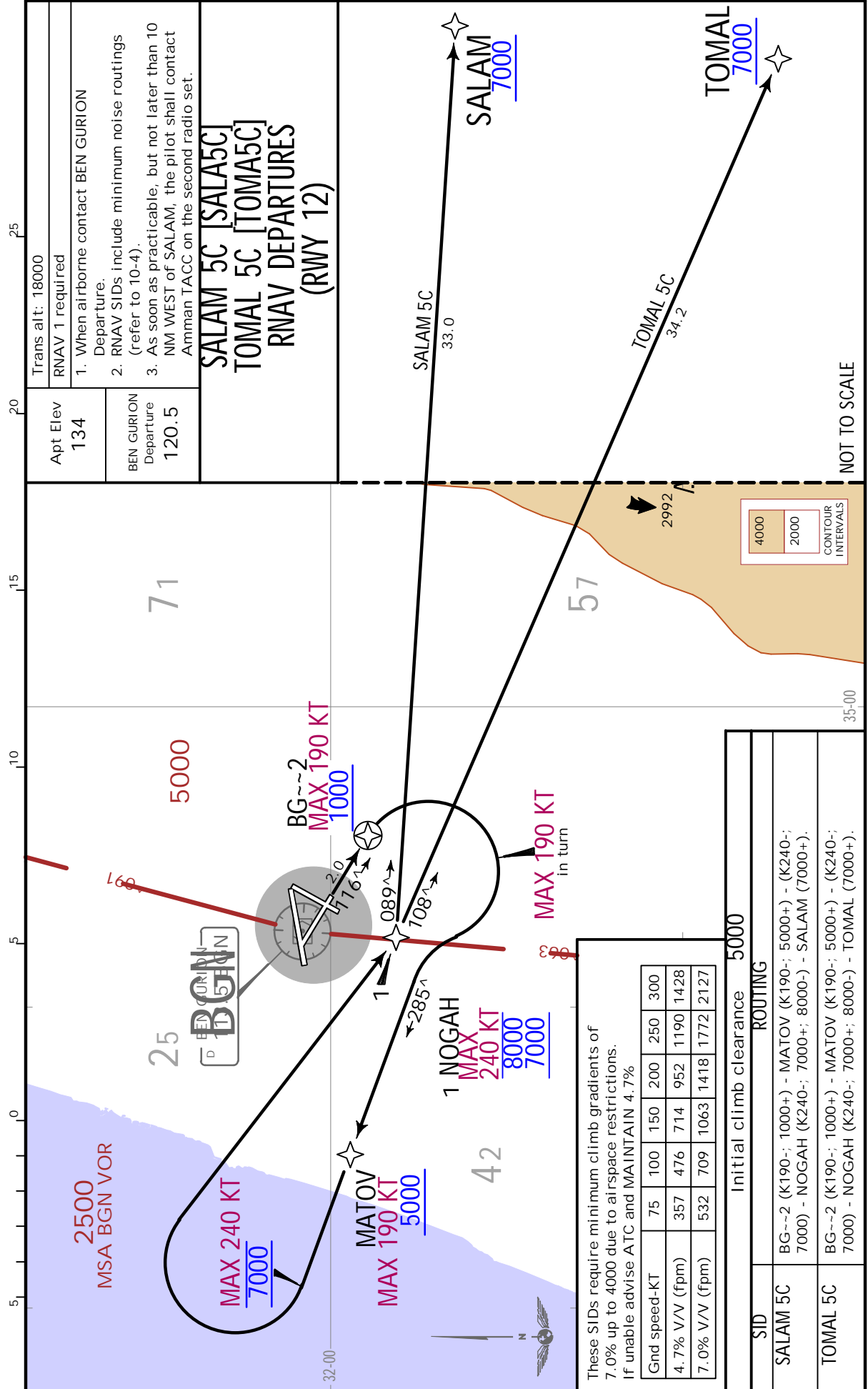
If unable to perform, advise ATC and execute 4.0% up to 1000.

SID	ROUTING	
	Initial climb clearance	5000
SALAM 4B	(K210-; 600+) - NEVEL (K210-; 3000+) - MATOV (K240-; 5000+) - (K240-; 7000) - NOGAH (K240-; 7000+; 8000-) - SALAM (7000+).	
TOMAL 4B	(K210-; 600+) - NEVEL (K210-; 3000+) - MATOV (K240-; 5000+) - (K240-; 7000) - NOGAH (K240-; 7000+; 8000-) - TOMAL (7000+).	

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-3H) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.



CHANGES: Reissue.

JEPPESEN, 2019, 2021. ALL RIGHTS RESERVED.

Trans alt: 18000  
RNAV 1 required  
Apt Elev 134  
BEN GURION Departure 120.5

- When airborne contact BEN GURION Departure.
- RNAV SIDs include minimum noise routings (refer to 10-4).
- As soon as practicable, but not later than 10 NM WEST of SALAM, the pilot shall contact Amman TACC on the second radio set.

SALAM 5C [SALA5C]  
TOMAL 5C [TOMA5C]  
RNAV DEPARTURES  
(RWY 12)

These SIDs require minimum climb gradients of 7.0% up to 4000 due to airspace restrictions. If unable advise ATC and MAINTAIN 4.7%.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

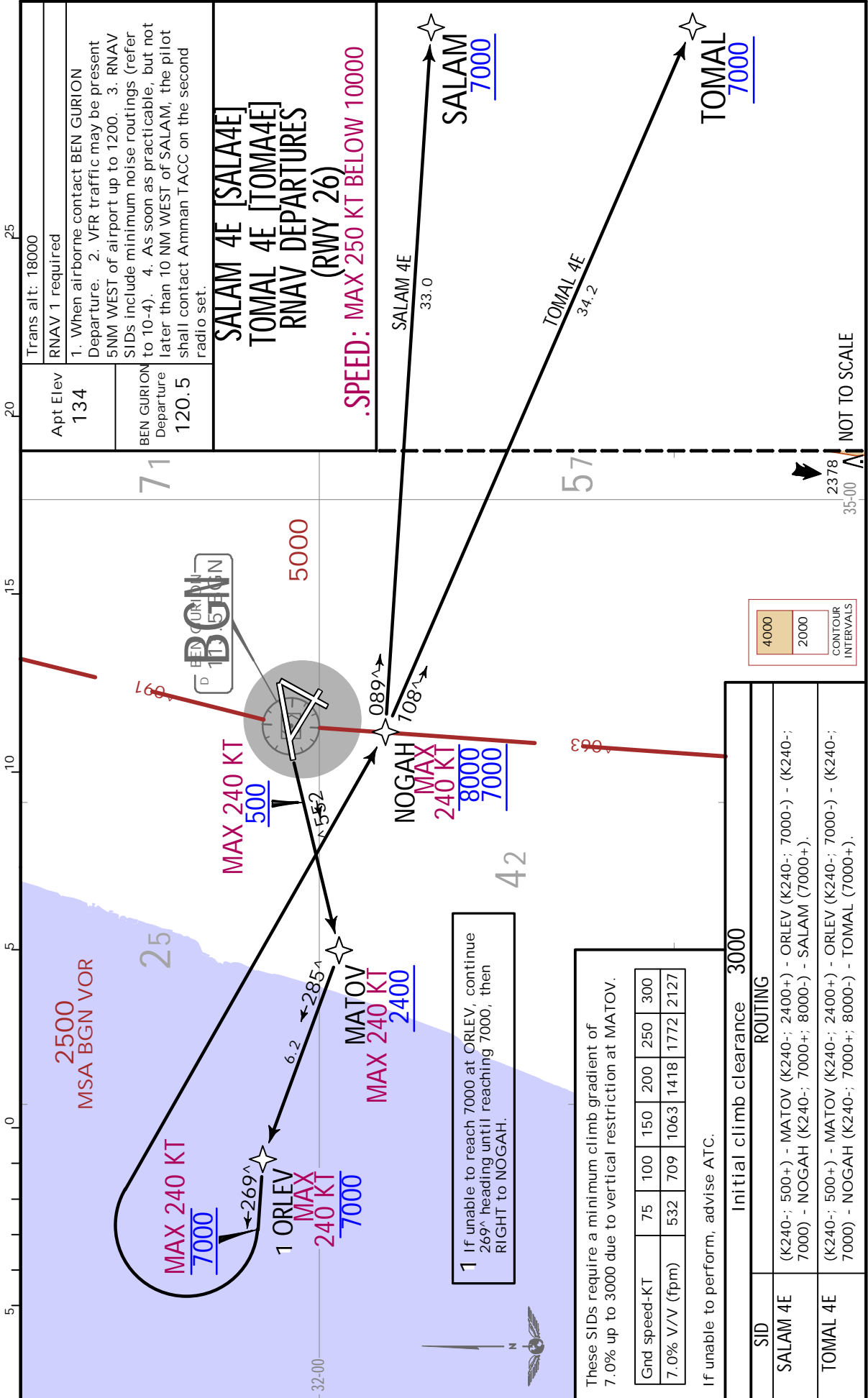
SID	ROUTING	
	Initial climb clearance	5000
SALAM 5C	BG--2 (K190-; 1000+)	MATOV (K190-; 5000+) - (K240-; 7000) - NOGAH (K240-; 7000+; 8000-) - SALAM (7000+).
TOMAL 5C	BG--2 (K190-; 1000+)	MATOV (K190-; 5000+) - (K240-; 7000) - NOGAH (K240-; 7000+; 8000-) - TOMAL (7000+).

NOT TO SCALE

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 (10-3J) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.



CHANGES: Reissue.

JEPPESEN, 2019, 2021. ALL RIGHTS RESERVED.

Trans alt: 18000  
RNAV 1 required

Apt Elev  
134

BEN GURION  
Departure  
120.5

1. When airborne contact BEN GURION  
Departure. 2. VFR traffic may be present  
5NM WEST of airport up to 1200. 3. RNAV  
SIDs include minimum noise routings (refer  
to 10-4). 4. As soon as practicable, but not  
later than 10 NM WEST of SALAM, the pilot  
shall contact Amman TACC on the second  
radio set.

**SALAM 4E [SALA4E]**  
**TOMAL 4E [TOMA4E]**  
**RNAV DEPARTURES**  
**(RWY 26)**

**.SPEED: MAX 250 KT BELOW 10000**

**SALAM 7000**

**TOMAL 7000**

**33.0**

**34.2**

**2378**  
**35-00**

These SIDs require a minimum climb gradient of 7.0% up to 3000 due to vertical restriction at MATOV.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

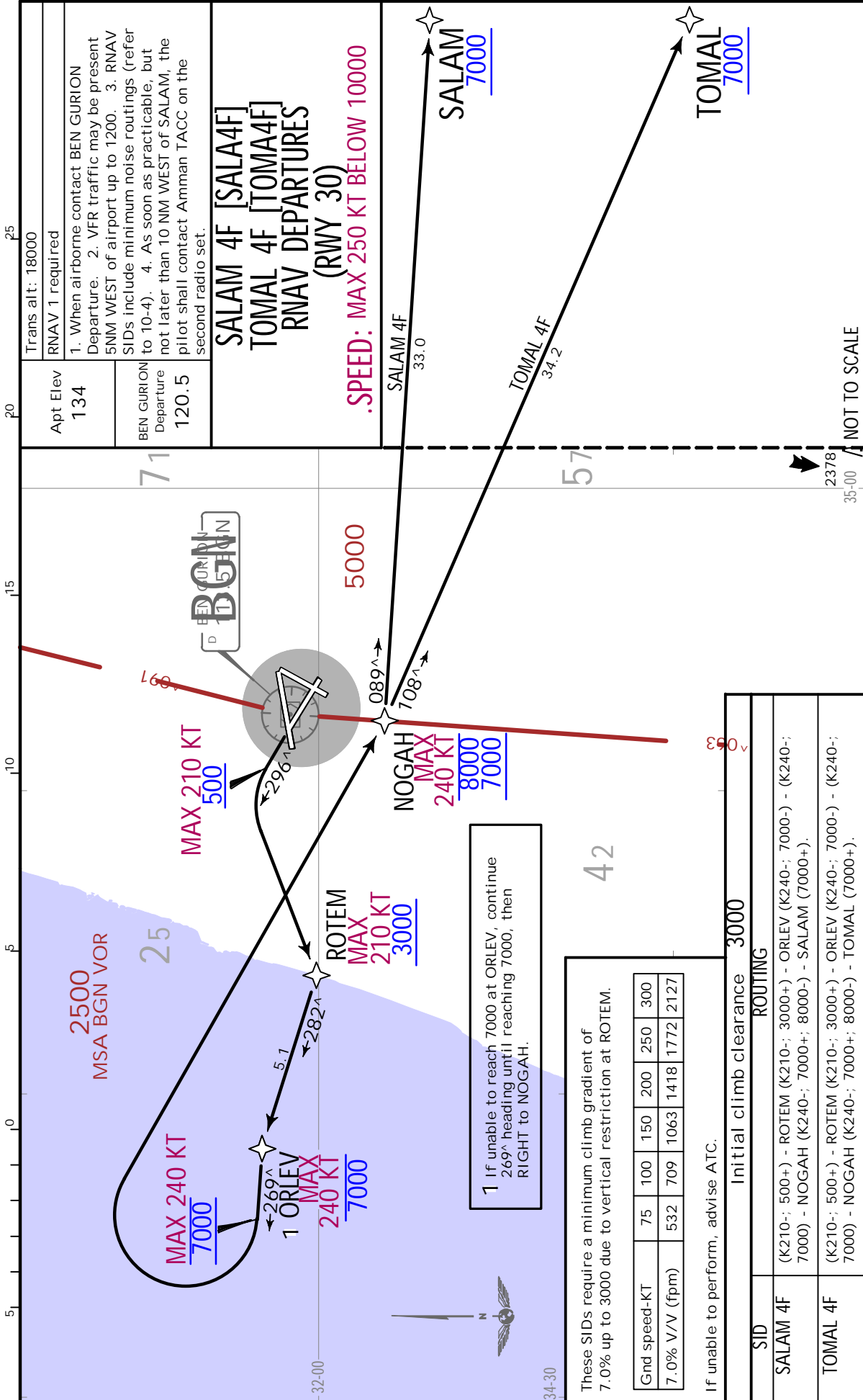
If unable to perform, advise ATC.

SID	Initial climb clearance	3000
	ROUTING	
SALAM 4E	(K240-; 500+) - MATOV (K240+; 2400+) - ORLEV (K240-; 7000-) - (K240-; 7000) - NOGAH (K240-; 7000+; 8000-) - SALAM (7000+).	
TOMAL 4E	(K240-; 500+) - MATOV (K240+; 2400+) - ORLEV (K240-; 7000-) - (K240-; 7000) - NOGAH (K240-; 7000+; 8000-) - TOMAL (7000+).	

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 10-3K .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.



Trans alt: 18000  
RNAV 1 required  
Apt Elev 134  
BEN GURION Departure 120.5  
1. When airborne contact BEN GURION Departure. 2. VFR traffic may be present 5NM WEST of airport up to 1200. 3. RNAV SIDs include minimum noise routings (refer to 10-4). 4. As soon as practicable, but not later than 10 NM WEST of SALAM, the pilot shall contact Amman TACC on the second radio set.

SALAM 4F [SALA4F]  
TOMAL 4F [TOMA4F]  
RNAV DEPARTURES  
(RWY 30)  
.SPEED: MAX 250 KT BELOW 10000

SALAM 4F 33.0  
TOMAL 4F 34.2  
SALAM 7000  
TOMAL 7000  
NOT TO SCALE

2500  
MSA BGN VOR

MAX 240 KT  
7000  
1 ORLEV  
MAX 240 KT  
7000  
269°  
5.1  
282°  
ROTEM  
MAX 210 KT  
3000  
210°  
MAX 210 KT  
500  
295°  
NOGAH  
MAX 240 KT  
7000  
240°  
8000  
7000  
089°  
708°  
5000

1 If unable to reach 7000 at ORLEV, continue 269° heading until reaching 7000, then RIGHT to NOGAH.

These SIDs require a minimum climb gradient of 7.0% up to 3000 due to vertical restriction at ROTEM.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

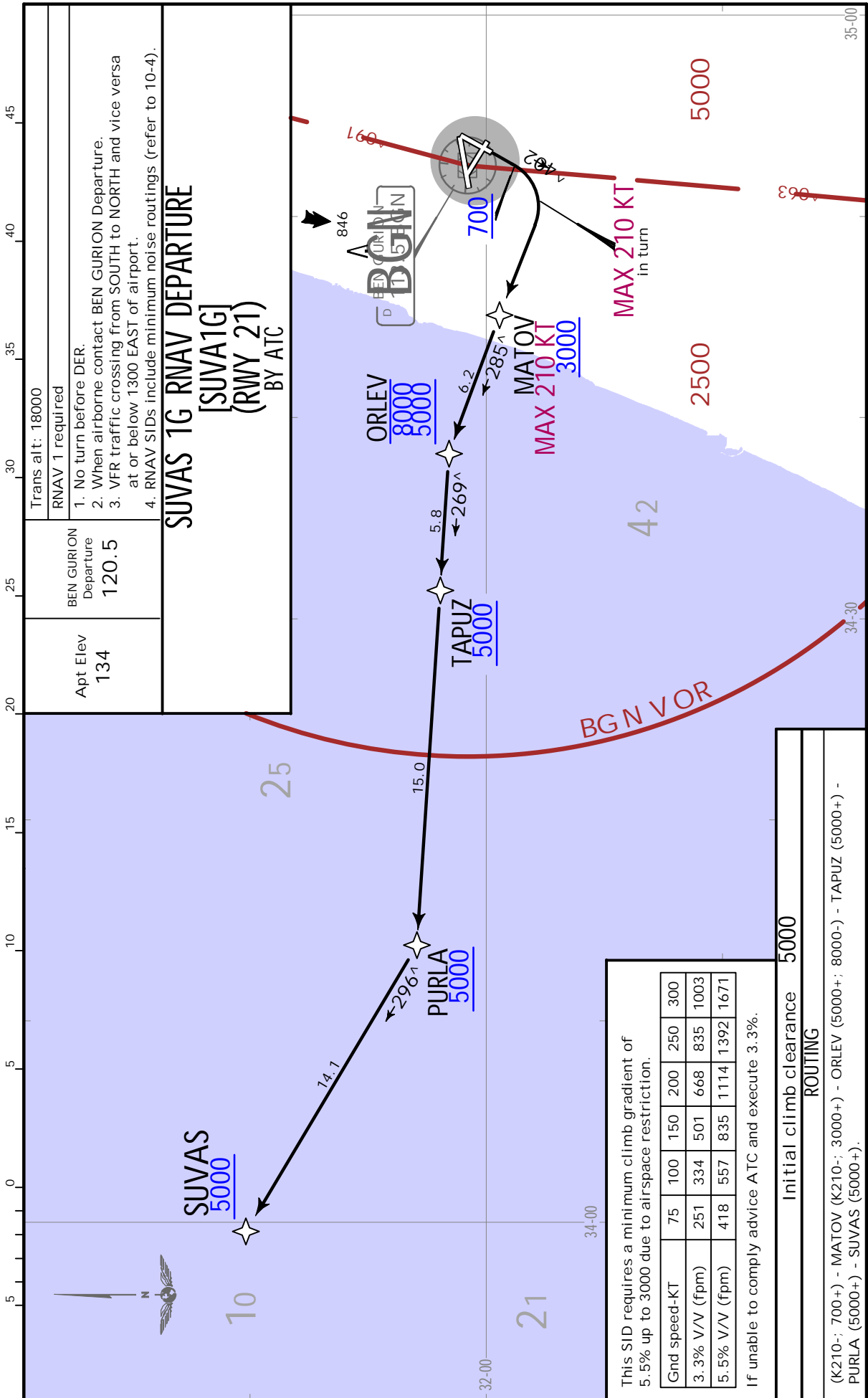
If unable to perform, advise ATC.

SID	Initial climb clearance	
	ROUTING	
SALAM 4F	(K210+; 500+) - ROTEM (K210+; 3000+) - ORLEV (K240+; 7000-) - (K240+; 7000) - NOGAH (K240+; 7000+; 8000-) - SALAM (7000+).	
TOMAL 4F	(K210+; 500+) - ROTEM (K210+; 3000+) - ORLEV (K240+; 7000-) - (K240+; 7000) - NOGAH (K240+; 7000+; 8000-) - TOMAL (7000+).	

LLBG/TLV  
BEN GURION

JEPPESEN  
22 OCT 21 10-3L .Eff.4.Nov.

TEL AVIV, ISRAEL  
.RNAV.SID.



LLBG/TLV  
BEN GURION

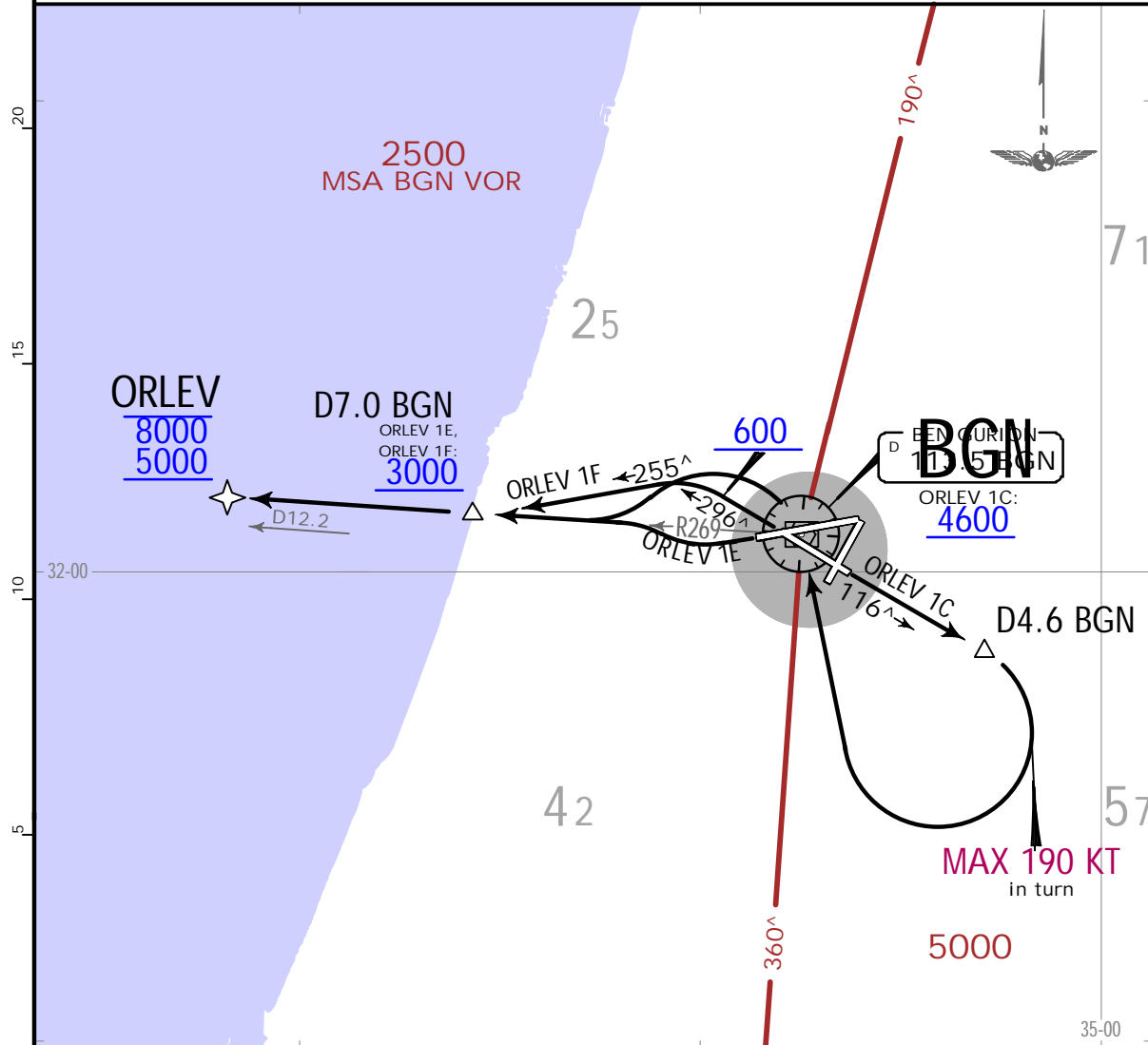
JEPPESEN  
22 OCT 21 (10-3M) .Eff.4.Nov.

TEL AVIV, ISRAEL  
.SID.

Apt Elev 134	BEN GURION Departure 120.5	Trans alt: 18000 1. When airborne contact BEN GURION Departure. 2. ORLEV 1F: Turns are not permitted prior to the DER. 3. SIDs include minimum noise routings (refer to 10-4).
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**ORLEV 1C**      **ORLEV 1E**      **ORLEV 1F**  
**[ORLE1C]**      **[ORLE1E]**      **[ORLE1F]**  
**(RWY 12)**      **(RWY 26)**      **(RWY 30)**  
**DEPARTURES**  
**BY ATC**

.SPEED: MAX 250 KT BELOW 10000 UNTIL  
CROSSING D7.0 WEST OF BGN VOR



These SIDs require minimum climb gradients of

ORLEV 1C: 5.2% up to 5000 due to vertical restriction at BGN VOR and ORLEV. If unable to perform, advise ATC and execute 3.4% up to 1000 due to obstacles.

ORLEV 1E: 8.0% up to 5000 due to vertical restriction at ORLEV. If unable to perform, advise ATC.

ORLEV 1F: 7.0% up to 5000 due to vertical restriction at ORLEV. If unable to perform, advise ATC.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
5.2% V/V (fpm)	395	527	790	1053	1316	1580
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

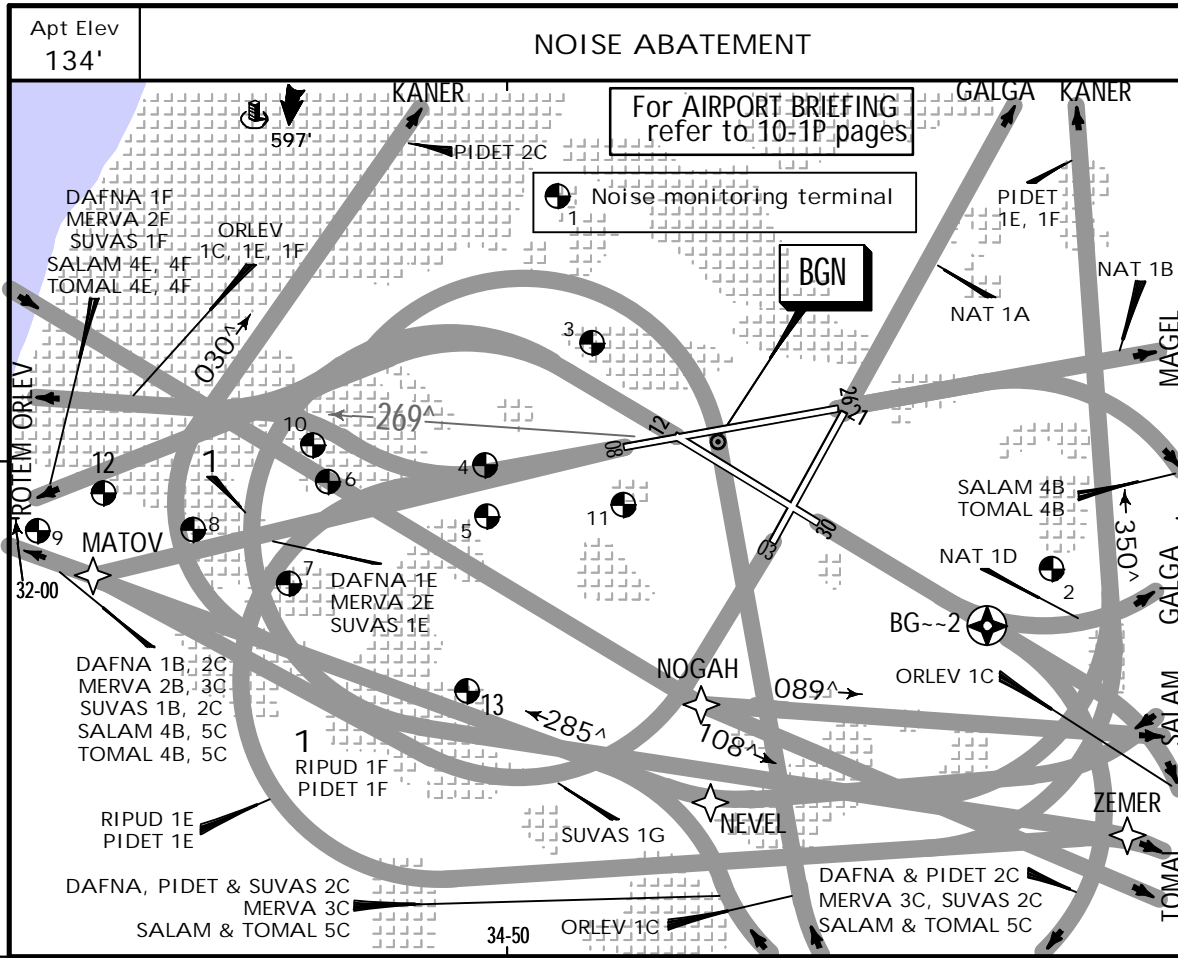
Initial climb clearance      **ORLEV 1C: 5000**  
**ORLEV 1E & 1F: 3000**

**LLBG/TLV**  
BEN GURION

**JEPPESEN**

**TEL AVIV, ISRAEL**  
**.NOISE.**

13 MAY 22 (10-4) .Eff.19.May.

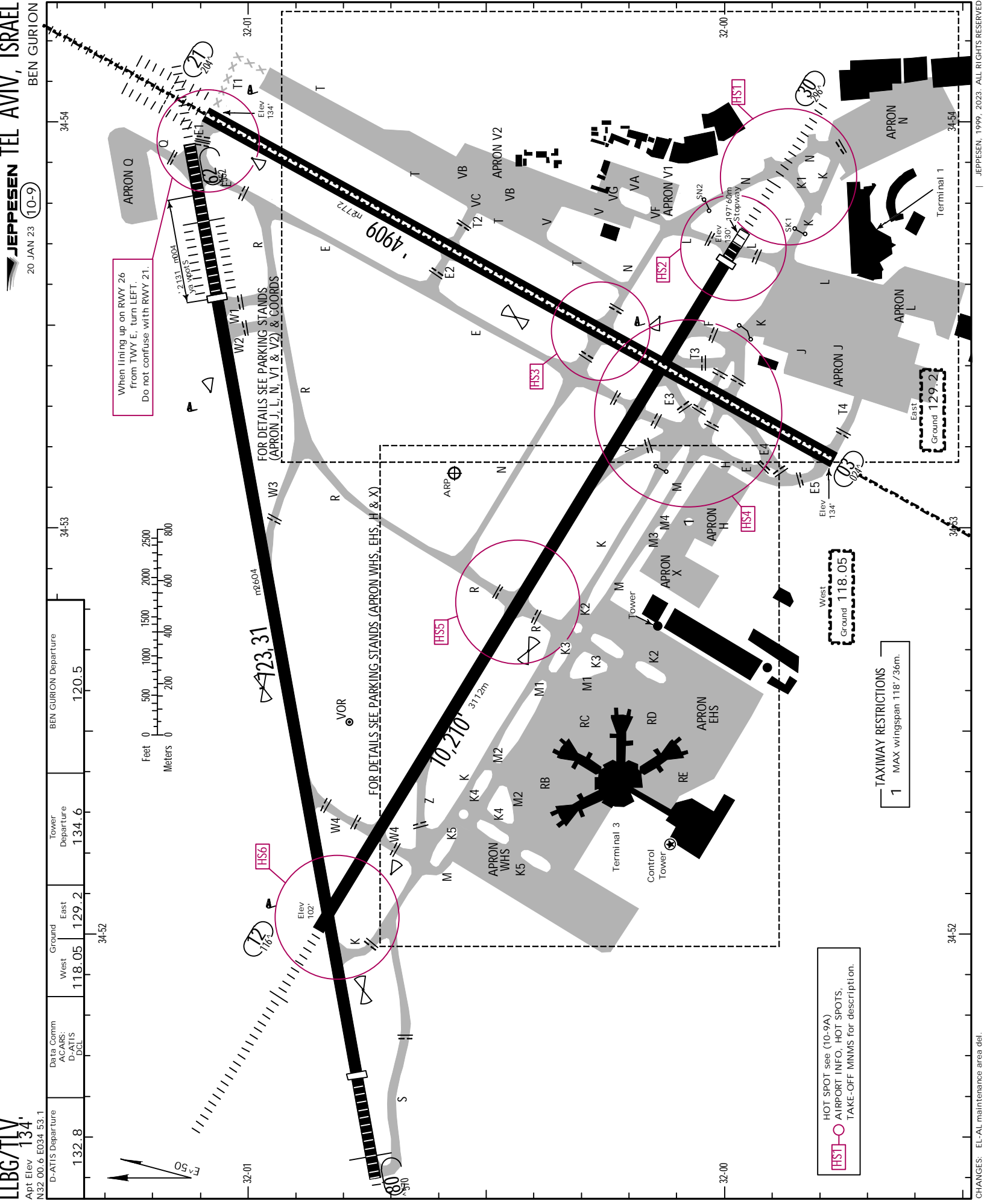


### MAXIMUM NOISE LEVELS IN dB (A)

NOISE MONITORING TERMINALS/LOCATION		DEPARTURES WITH MAX TAKE-OFF MASS OF 300T OR ABOVE	ALL OTHER DEPARTURES
2	SHOHAM N31 59.5 E034 56.5	90	82
3	OR-YEHUDA N32 01.8 E034 51.0	93	91
4	MISHMAR-HA'SHIV'AH N32 00.5 E034 49.8		
5	BEYT-DAGAN N32 00.0 E034 49.8	88	85
6	KIRYAT-SHARET N32 00.4 E034 47.9		
7	RISHON-LETZION N31 59.3 E034 47.4		
8	KIRYAT BEN-GURION N31 59.9 E034 46.3	88	85
9	NEVE-HOF N31 59.9 E034 44.4		
10	ESHKOL N32 00.7 E034 47.7	93	91
11	ZAFARIA N32 00.1 E034 51.4		
12	BAT-YAM N32 00.3 E034 45.2		
13	TNUOT N31 58.3 E034 49.5	88	85

CHANGES: Noise monitoring terminals renumbered; SHOHAM terminal established.

JEPPESEN, 2003, 2022. ALL RIGHTS RESERVED.





LLBG/TLV

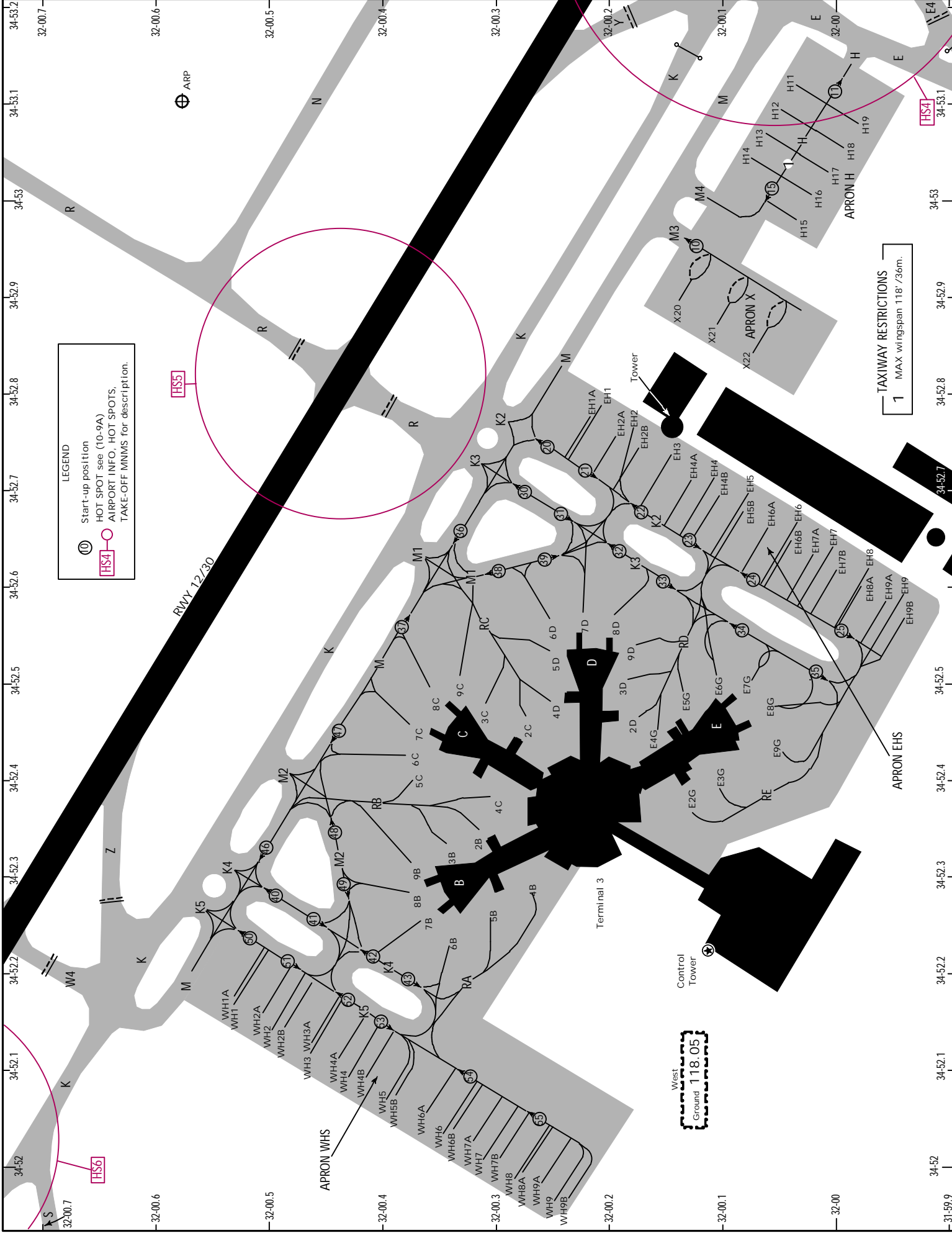


TEL AVIV, ISRAEL

20 JAN 23 10-9A

BEN GURION

ADDITIONAL RUNWAY INFORMATION												
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH		
							LANDING	BEYOND				
							Threshold	Glide Slope				
03	HIRL (60m)	CL(30m)				RVR				197'		
21	HIRL (60m)	CL(30m)	HIALS	SFL	TDZ	1	RVR	8122'	2476m	60m		
<b>1</b> REIL, PAPI (3.0^), HST-E3&T3												
08	HIRL (50m)	CL(30m)	HIALS	REIL	2		RVR	4	11,026'	3361m	6	148'
26	HIRL (50m)	CL(30m)	HIALS-II	TDZ	REIL	3	RVR	5	10,312'	3143m	7	45m
<b>2</b> PAPI-L (3.0^) <b>4</b> LDA 11,745' (3580m) <b>5</b> LDA 11,358' (3462m) <b>6</b> <u>TORA RWY 08</u> (for Noise Abatement Procedure): From rwy head 11,811' (3600m) twy K int 8976' (2736m) rwy 12 int 8419' (2566m)												
<b>3</b> PAPI (3.0^) <b>7</b> <u>TORA RWY 26</u> : From rwy head 13,327' (4062m) twy E int 13,074' (3985m) twy W1 int 11,234' (3424m) twy W2 int 10,899' (3322m)												
12	RL (50m)	CL(30m)	HIALS	PAPI (3.0^)		8	RVR		9177'	2797m	!	148'
30	RL (50m)	CL(30m)	HIALS	REIL	PAPI-R (3.2^)	9	RVR	0	8931'	2722m	"	45m
<b>8</b> HST-Y <b>0</b> LDA 9948' (3032m) <b>!</b> <u>TORA RWY 12</u> : From rwy head 10,210' (3112m) twy W4 int 8812' (2686m) twy Z int 7677' (2340m)												
<b>9</b> HST-Z <b>"</b> <u>TORA RWY 30</u> : From rwy head 10,210' (3112m) twy F int 8668' (2642m) twy Y int 6814' (2077m)												
<b>HOT SPOTS</b>												
(For information only, not to be construed as ATC instructions.)												
<b>[HS1]</b> CAUTION: RWY 30 final approach infringement. Traffic taxiing via TWY K to TWY N or exiting Apron N via TWY N infringes final approach RWY 30, when in use.												
<b>[HS2]</b> CAUTION: RWY incursion. Do not cross RWY without specific ATC authorization.												
<b>[HS5]</b> Cross active RWY on Twr frequency - expeditious crossing expected. Do not cross red stop bars.												
<b>[HS5]</b> Crossing RWY12/30 via TWY R.												
<b>[HS6]</b> When lining up on RWY 12: Do not confuse RWY 08 for RWY 12.												
<b>.State.</b>												
						TAKE-OFF						
HIRL, CL & RVR (minimum 2 transmission meters req.)						RCLM (DAY only) or CL & REIL or HIRL						
350m						400m						



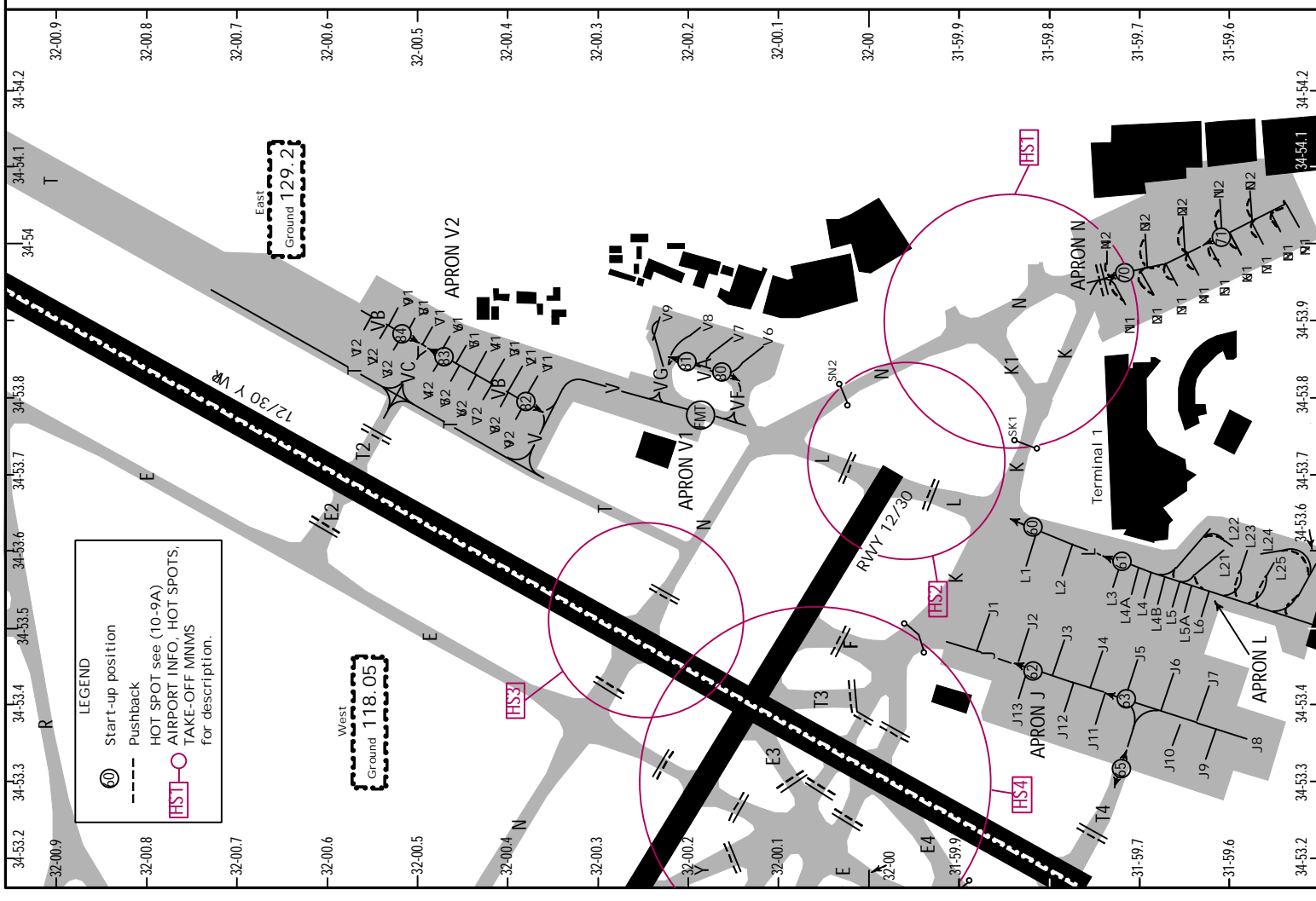
**LEGEND**

- (10) Start-up position
- (10-9A) HOT SPOT see (10-9A)
- (HS4) AIRPORT INFO, HOT SPOTS, TAKE-OFF MINMS for description.

**TAXIWAY RESTRICTIONS**

1 MAX wingspan 118' / 36m.

STAND No.	COORDINATES	STAND No.	COORDINATES
B2 thru B6	N32 00.3 E034 52.3	J11	N31 59.8 E034 53.3
B7 thru B9	N32 00.4 E034 52.3	J12, J13	N31 59.8 E034 53.4
N11 thru N13	N31 59.7 E034 53.9	L1	N31 59.8 E034 53.6
N14	N31 59.6 E034 53.9	L2	N31 59.8 E034 53.5
N15 thru N17	N31 59.6 E034 54.0	L3 thru L5A	N31 59.7 E034 53.5
N18, N19	N31 59.5 E034 54.0	L6	N31 59.6 E034 53.5
N20, N21	N31 59.6 E034 54.1	L21 thru L24	N31 59.6 E034 53.6
N22	N31 59.7 E034 54.1	L25	N31 59.5 E034 53.6
N23, N24	N31 59.7 E034 54.0	V6, V7	N32 00.1 E034 53.8
C2	N32 00.3 E034 52.4	V8	N32 00.2 E034 53.8
C3	N32 00.3 E034 52.5	V9	N32 00.4 E034 53.8
C4, C5	N32 00.3 E034 52.4	V11	N32 00.2 E034 53.8
C6, C7	N32 00.4 E034 52.4	V12, V13	N32 00.4 E034 53.8
C8	N32 00.4 E034 52.5	V14, V15	N32 00.4 E034 53.9
C9	N32 00.3 E034 52.5	V16 thru V19	N32 00.5 E034 53.9
D2 thru D4	N32 00.2 E034 52.5	V21	N32 00.6 E034 53.9
D5	N32 00.3 E034 52.5	V22	N32 00.6 E034 53.8
D6 thru D9	N32 00.2 E034 52.6	V23 thru V26	N32 00.5 E034 53.8
EH1 thru EH2B	N32 00.2 E034 52.8	V27, V28	N32 00.4 E034 53.8
EH3 thru EH5B	N32 00.1 E034 52.7	V29	N32 00.4 E034 53.7
EH6	N32 00.0 E034 52.7	WH1, WH1A	N32 00.5 E034 53.2
EH6A	N32 00.1 E034 52.7	WH2	N32 00.5 E034 53.1
EH6B	N32 00.0 E034 52.7	WH2A	N32 00.5 E034 53.2
EH7 thru EH8A	N32 00.0 E034 52.6	WH2B thru WH3A	N32 00.5 E034 53.1
EH9 thru EH9B	N31 59.9 E034 52.6	WH4 thru WH5B	N32 00.4 E034 53.1
E2G, E3G	N32 00.1 E034 52.4	WH6	N32 00.4 E034 53.0
E4G	N32 00.2 E034 52.4	WH6A	N32 00.4 E034 53.1
E5G thru E8G	N32 00.1 E034 52.5	WH6B thru WH9A	N32 00.3 E034 52.0
E9G	N32 00.1 E034 52.4	WH9B	N32 00.2 E034 52.0
H11	N32 00.0 E034 53.1	X20, X21	N32 00.1 E034 52.9
H12, H13	N32 00.1 E034 53.1	X22	N32 00.1 E034 52.8
H14	N32 00.1 E034 53.0		
H15 thru H17	N32 00.0 E034 53.0		
H18, H19	N32 00.0 E034 53.1		
J1	N31 59.9 E034 53.5		
J2, J3	N31 59.8 E034 53.5		
J4 thru J6	N31 59.7 E034 53.5		
J7, J8	N31 59.6 E034 53.4		
J9	N31 59.6 E034 53.3		
J10	N31 59.7 E034 53.3		



LLBG/TLV



22 OCT 21

10-9S .Eff.4.Nov.

EASA AIR OPS.  
TEL AVIV, ISRAEL  
BEN GURION

STRAIGHT-IN RWY		A	B	C	D
08	ILS	347' (250')	347' (250')	347' (250')	347' (250')
	FULL	R800m	R800m	R800m	R800m
	ALS out	R1300m	R1300m	R1300m	R1300m
	RNP	557' (460')	557' (460')	567' (470')	577' (480')
	LNAV/VNAV	R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
	1 RNP	630' (533')	630' (533')	630' (533')	630' (533')
LNAV	R1500m	R1500m	R2000m	R2000m	
ALS out	R1500m	R1500m	R2400m	R2400m	
12	2 ILS	303' (200')	303' (200')	303' (200')	303' (200')
	FULL	3 R550m	3 R550m	3 R550m	3 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	4 ILS	303' (200')	312' (209')	320' (217')	331' (228')
	FULL	3 R550m	3 R550m	3 R550m	3 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC	700' (597')	700' (597')	700' (597')	700' (597')
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNP	473' (370')	483' (380')	603' (500')	613' (510')
	LNAV/VNAV	R1000m	R1000m	R1500m	R1600m
	ALS out	R1500m	R1500m	R2300m	R2400m
	1 RNP	680' (577')	680' (577')	680' (577')	680' (577')
	LNAV	R1500m	R1500m	R1900m	R1900m
ALS out	R1500m	R1500m	R2400m	R2400m	
21	5 ILS	334' (200')	334' (200')	334' (200')	334' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	3 R550m	3 R550m	3 R550m	3 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	6 ILS	503' (369')	515' (381')	523' (389')	534' (400')
	FULL/TDZ or CL out	R1000m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	1 LOC	930' (796')	930' (796')	930' (796')	930' (796')
		R1500m	R1500m	R2400m	R2400m
	7 RNP Y	384' (250')	384' (250')	390' (256')	400' (266')
	LNAV/VNAV	8 R750m	8 R750m	9 R750m	9 R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	4 RNP Y	520' (386')	530' (396')	540' (406')	550' (416')
	LNAV/VNAV	R1100m	R1100m	R1200m	R1200m
ALS out	R1500m	R1500m	R1900m	R1900m	
1 RNP Y	730' (596')	730' (596')	730' (596')	730' (596')	
LNAV	R1500m	R1500m	R2000m	R2000m	
ALS out	R1500m	R1500m	R2400m	R2400m	

- 1 Continuous Descent Final Approach.
- 2 Missed apch climb gradient 4.5%.
- 3 R750m when a Flight Director or Autopilot or HUD to DA is not used.
- 4 Missed apch climb gradient 2.5%.
- 5 Missed apch climb gradient 4.5% up to 5000'.
- 6 Missed apch climb gradient 2.5% up to 5000'.
- 7 Missed apch climb gradient 5.0%.
- 8 With TDZ & CL & HUD: R550m.
- 9 With TDZ & CL & HUD: R600m.

LLBG/TLV



22 OCT 21

10-9S1

.Eff.4.Nov.

EASA AIR OPS.  
TEL AVIV, ISRAEL  
BEN GURION

STRAIGHT-IN RWY		A	B	C	D
21 (contd)	1 RNP X LNAV	630' (496')	630' (496')	630' (496')	630' (496')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
26	ILS	324' (200')	324' (200')	324' (200')	324' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	394' (270')	404' (280')	424' (300')	454' (330')
ALS out	3 R750m	3 R750m	4 R750m	R800m	
		R1300m	R1300m	R1400m	R1500m
	1 RNP LNAV	590' (466')	590' (466')	590' (466')	590' (466')
	ALS out	R1500m	R1500m	R1500m	R1500m
		R1500m	R1500m	R2200m	R2200m
30	ILS	330' (200')	330' (200')	330' (200')	330' (200')
	FULL	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP Y (AR)	410' (280')	410' (280')	410' (280')	410' (280')
		R/V1200m	R/V1200m	R/V1200m	R/V1200m
	ALS out	R/V1300m	R/V1300m	R/V1300m	R/V1300m
	1 RNP X or W LNAV	580' (450')	580' (450')	580' (450')	580' (450')
	ALS out	R1400m	R1400m	R1400m	R1400m
		R1500m	R1500m	R2100m	R2100m

1 Continuous Descent Final Approach.

2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

3 With TDZ & CL & HUD: R600m.

4 With TDZ & CL & HUD: R650m.

CIRCLE-TO-LAND	A	B	C	D
After all approaches	N/A			

TAKE-OFF	
HIRL, CL & RVR (minimum 2 transmission meters req.)	RCLM (DAY only) or CL & REIL or HIRL
350m	400m

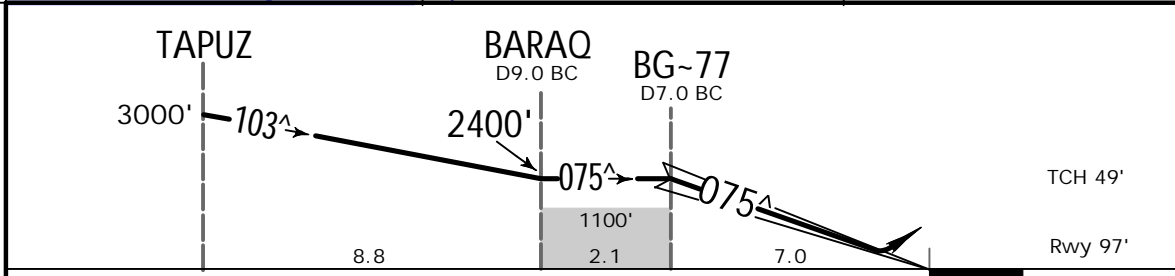
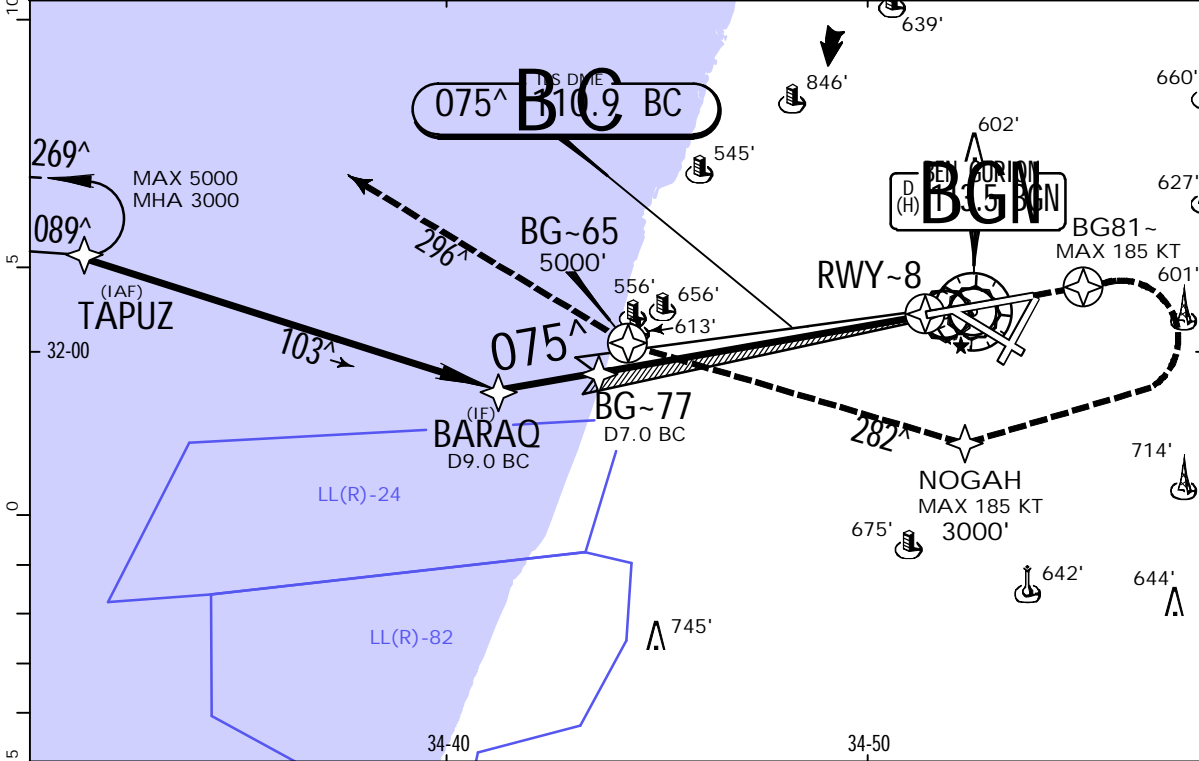
**LLBG/TLV**  
BEN GURION

**JEPPESEN**

**TEL AVIV, ISRAEL**  
ILS' Rwy 08

22 OCT 21 (11-1) .Eff.4.Nov.

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		West 118.050	Ground East 129.2
LOC BC <b>110.9</b>	Final Apch Crs <b>075^</b>	BG-77 <b>2400'</b> (2303')	DA(H) <b>347'</b> (250')	Apt Elev 134'	Rwy 97'	<p>MSA BGN VOR</p>	
<p><b>MISSED APCH:</b> Initial climb 5000'. Fly to BG81- on 075^ . Turn RIGHT to NOGAH at or above 3000' (MAX 185 KT), then on 282^ to BG-65 at or above 5000' . Continue on 296^ and expect ATC radar vectors. Climb gradient of 5.1% for CAT A&amp;B and 4.5% for CAT C&amp;D up to 5000' required due to airspace, if unable, advise ATC.</p> <p><b>MISSED APCH WITH COMM FAILURE:</b> Execute MISSED APCH above. Once established on 296^, continue until D20.0 BGN. Turn LEFT to TAPUZ, descend 3000' and perform the same approach again.</p>							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL200			
1. RNAV1 required. 2. ILS DME reads zero at Rwy 08 displ threshold.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI BG81- on 075^ 185 KT MAX NOGAH 3000' RT
GS	3.00^	372	478	531	637	849	

<b>.Std.</b>		STRAIGHT-IN LANDING	
FULL		ALS out	
ILS DA(H) <b>347'</b> (250')			
A			
B			
C	R800m		R1300m
D			

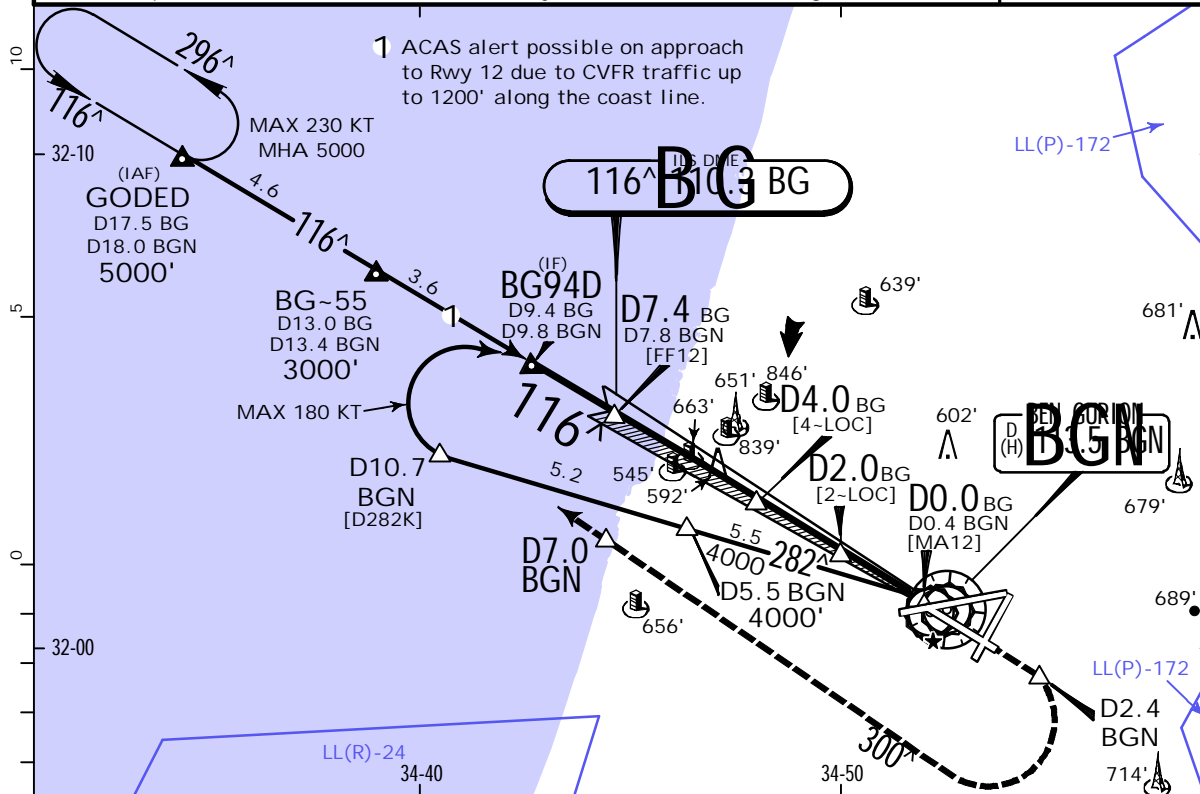
**LLBG/TLV**  
BEN GURION

**JEPPESEN**

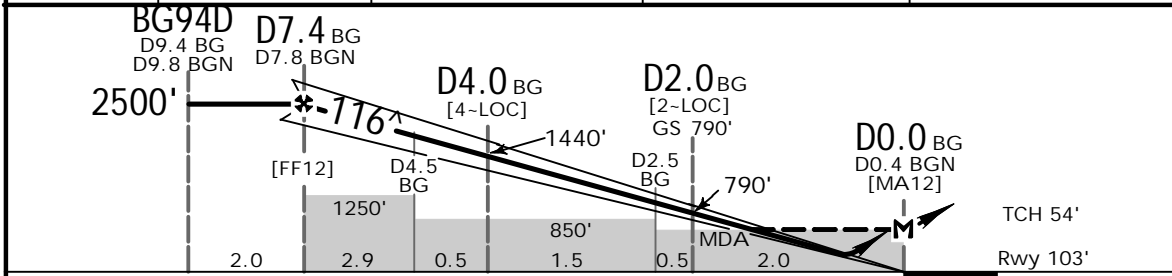
**TEL AVIV, ISRAEL**  
ILS Rwy 12

22 OCT 21 **(11-2)** .Eff.4.Nov.

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2	
LOC BG <b>110.3</b>	Final Apch Crs <b>116<sup>^</sup></b>	<b>D7.4 BG</b> 2500' (2397')	ILS DA(H) Refer to Minimums	Apt Elev 134'	Rwy 103'		
<b>MISSED APCH:</b> Initial climb 3000'. Climb STRAIGHT AHEAD, at 1500' but not before D2.4 BGN turn RIGHT (MAX 190 KT) onto 300 <sup>^</sup> climbing to 3000' and expect radar vectors. Missed apch climb gradient mim 4% (244 FT/NM) up to 3000' due to airspace restrictions. If unable to comply, advise ATC. Refer to minimums for missed apch climb gradient.							MSA BGN VOR
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL200		Trans alt: 18000'		
1. DME required. 2. ILS DME reads zero at rwy 12 threshold. 3. Circling: NA.							



LOC (GS out)	BG DME	6.0	4.0	2.0
	ALTITUDE	2090'	1440'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1500'	190 KT MAX	300 <sup>^</sup> not before BGN	D2.4
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	849	PAPI			
MAP at D0.0 BG/D0.4 BGN											

PANS OPS	.Std.		STRAIGHT-IN LANDING				LOC (GS out)	
	Missed apch climb gradient 4.5%		Missed apch climb gradient 2.5%				CDFA 700' (597')	
	DA(H) 303' (200')		A: 303' (200') B: 312' (209') C: 320' (217') D: 331' (228')				DA/MDA(H)	
	FULL	ALS out	FULL	ALS out	FULL	ALS out	ALS out	
A						R1500m		
B								
C	1 R550m	R1200m	1 R550m	R1200m		R2000m	R2400m	
D								

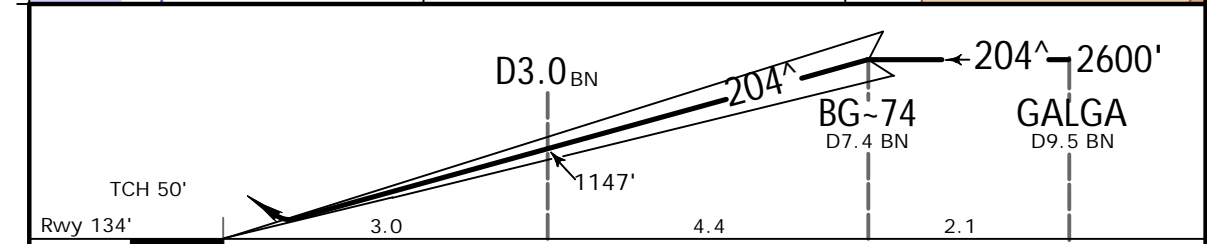
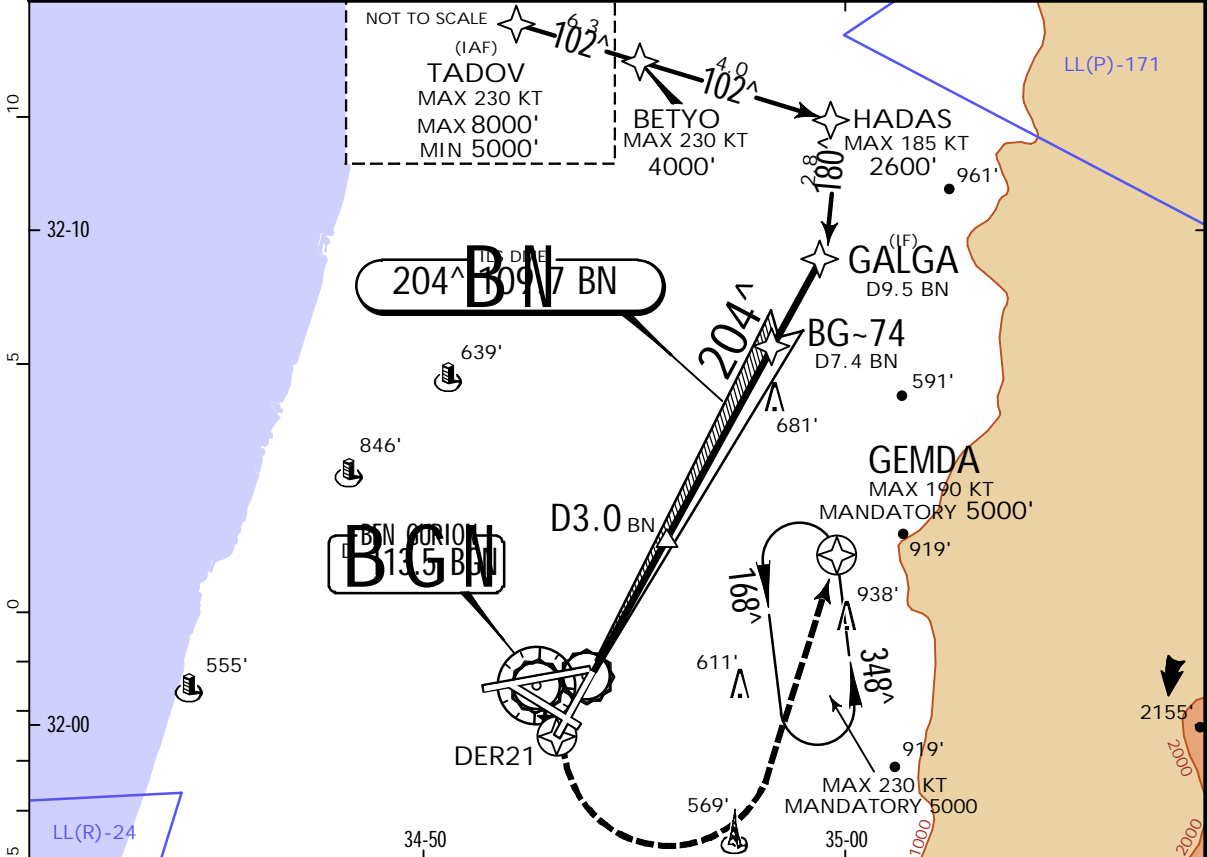
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**LLBG/TLV**  
BEN GURION

**JEPPESEN**  
27 NOV 20 **(11-3)** .Eff.3.Dec.

**TEL AVIV, ISRAEL**  
ILS' Rwy 21

BRIEFING STRIP™	D-ATIS Arrival	BEN GURION Arrival Rwy 21	BEN GURION Approach	BEN GURION Tower Arrival Rwy 21	BEN GURION Tower	Ground			
	132.5	131.1	120.5	132.1	134.6	West	East		
	LOC BN <b>109.7</b>	Final Apch Crs <b>204<sup>^</sup></b>	BG-74 <b>2600'</b> (2466')	DA(H) Refer to Minimums	Apt Elev 134' Rwy 134'				
	MISSED APCH: Climb STRAIGHT AHEAD to DER21. Upon reaching 1000' turn LEFT (MAX 190 KT) to GEMDA climbing to 5000' and hold. Missed apch climb grad 4.5% (270 FT/NM) due to airspace restrictions. If unable to comply utilize 2.5% and advice ATC. Refer to minimums for missed apch climb gradient.								
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: FL 200	Trans alt: 18000'		MSA BGN VOR			
1. RNAV1 required. 2. DME required. 3. ILS DME reads zero at Rwy 21 threshold.									
4. Auto landing prohibited. 5. Circling: N/A.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	DER21 ↑	GEMDA ↶ after passing 1000'
Gs	3.00 <sup>^</sup>	372	478	531	637	743			

PANS OPS	.Std. STRAIGHT-IN LANDING ILS					
	Missed apch climb grad 4.5% up to 5000'			Missed apch climb grad 2.5% up to 5000'		
	DA(H) <b>334'</b> (200')			A: <b>503'</b> (369') B: <b>515'</b> (381') C: <b>523'</b> (389') D: <b>534'</b> (400')		
	FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out	
A	R550m	1 R550m	R1200m	R1000m		
B				R1500m		
C				R1100m		
D				R1800m		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: Note. BETYO altitude. Airspace. Lights. New AOM concept. | JEPPESEN, 2014, 2020. ALL RIGHTS RESERVED.

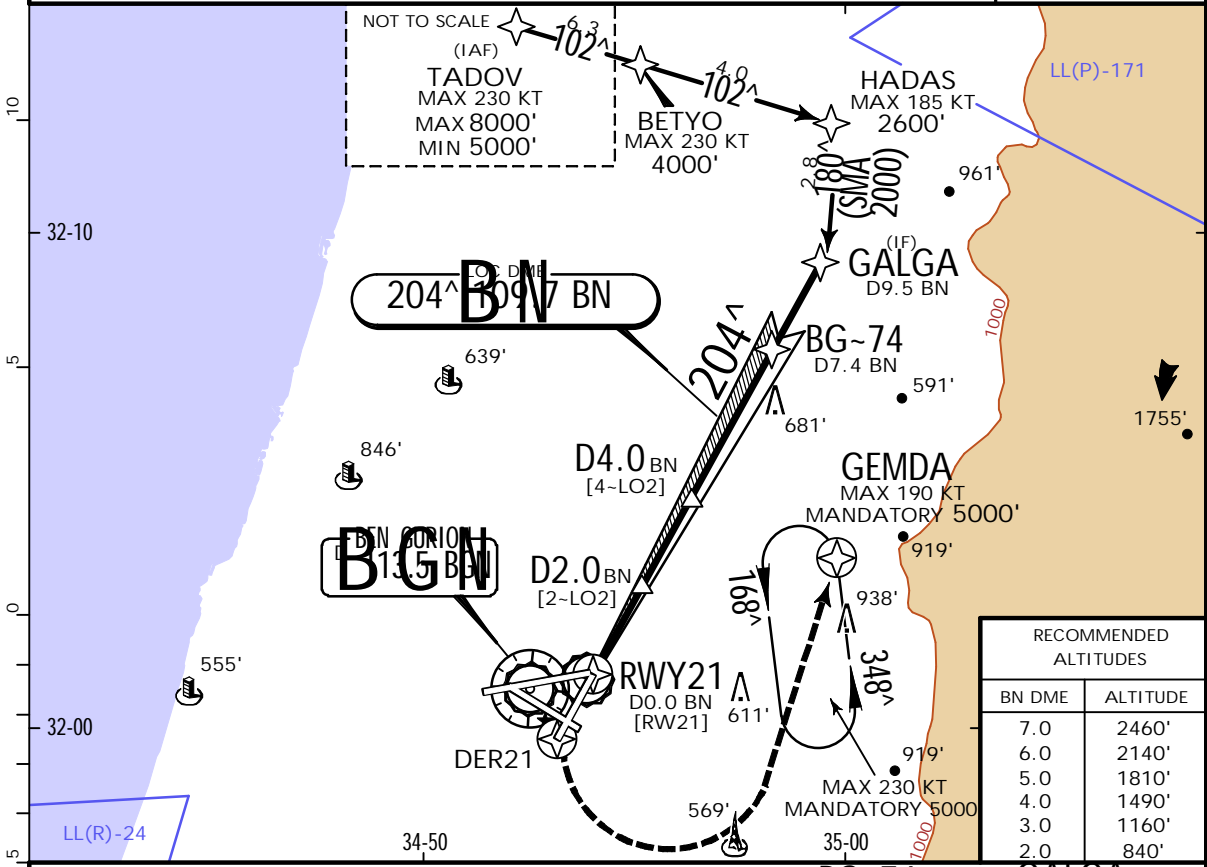


**LLBG/TLV**  
BEN GURION

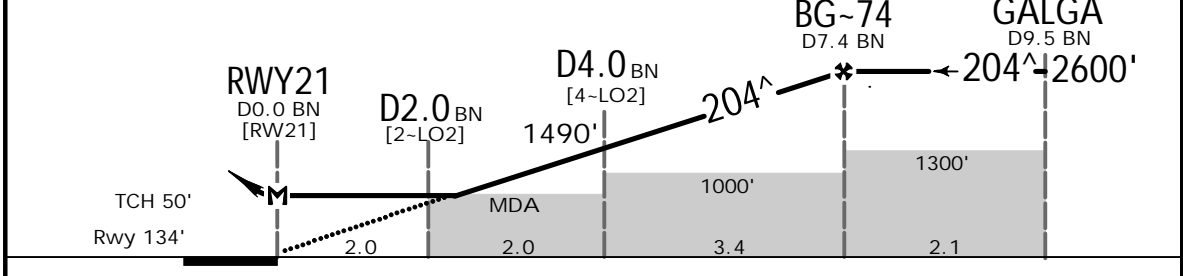
**JEPPESEN**  
27 NOV 20 (11-4) .Eff.3.Dec.

**TEL AVIV, ISRAEL**  
LOC Rwy 21

BRIEFING STRIP™	D-ATIS Arrival	BEN GURION Arrival Rwy 21	BEN GURION Approach	BEN GURION Tower Arrival Rwy 21	BEN GURION Tower	Ground		
	132.5	131.1	120.5	132.1	134.6	West	East	
	LOC BN 109.7	Final Apch Crs 204 <sup>^</sup>	BG~74 2600' (2466')	DA/MDA(H) 930' (796')	Apt Elev 134' Rwy 134'			
MISSED APCH: Initial climb to 5000'. Climb STRAIGHT AHEAD to DER21. Upon reaching 1000' turn LEFT (MAX 190 KT) to GEMDA to 5000' and hold.							MSA BGN VOR	
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: FL 200      Trans alt: 18000'								
1. RNAV1 required. 2. DME required. 3. ILS DME reads zero at Rwy 21 threshold. 4. Circling: N/A.								



RECOMMENDED ALTITUDES	
BN DME	ALTITUDE
7.0	2460'
6.0	2140'
5.0	1810'
4.0	1490'
3.0	1160'
2.0	840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI DER21 GEMDA after passing 1000' LT
Descent Angle 3.10 <sup>^</sup>	384	494	548	658	768	878	
MAP at RWY21/D0.0 BN							

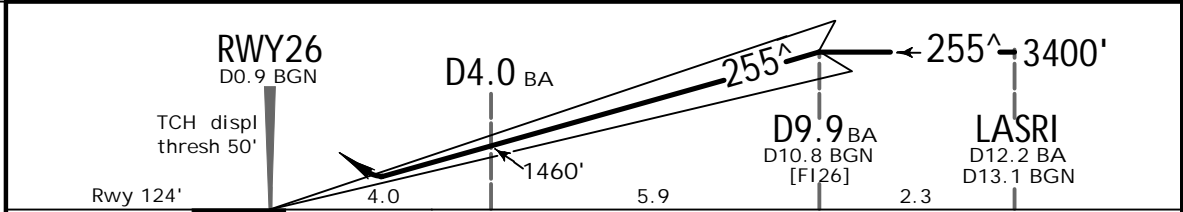
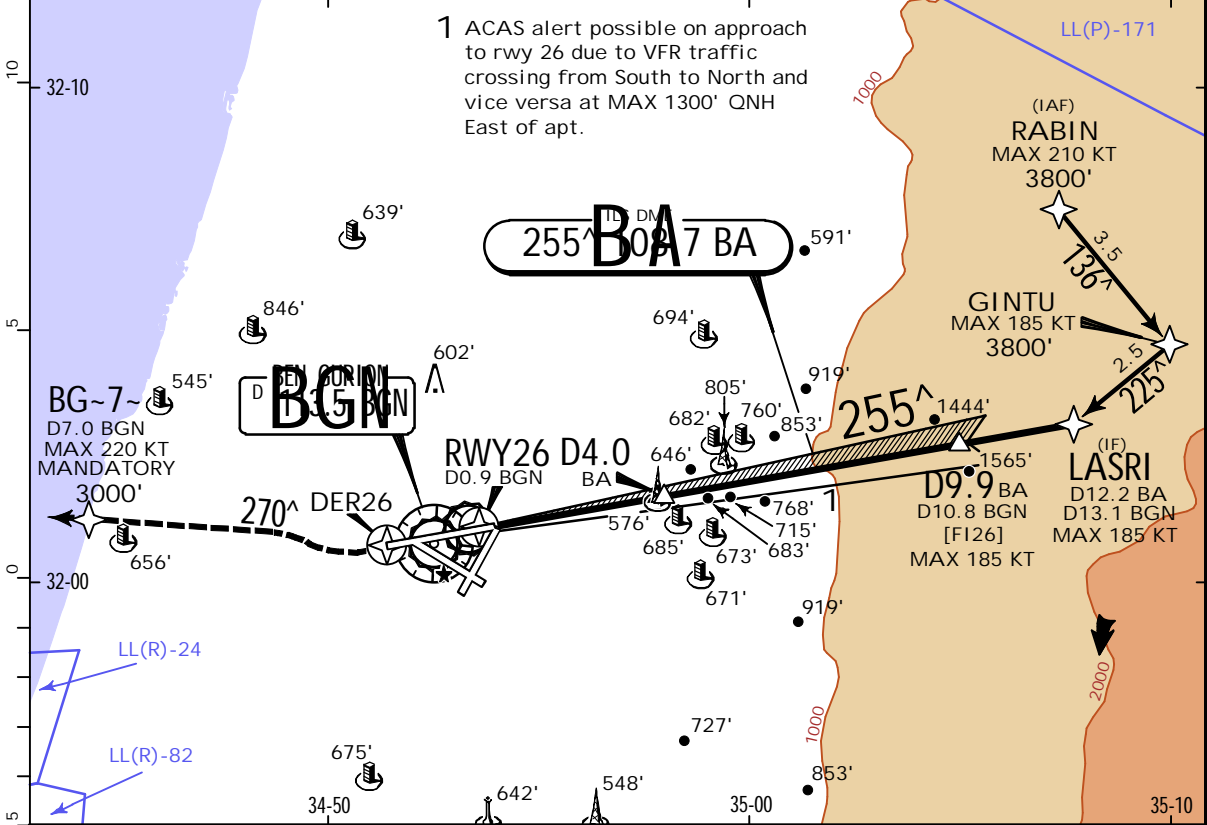
PANS OPS	.Std.		STRAIGHT-IN LANDING	
	CDFA		ALS out	
	1 DA/MDA(H) 930' (796')			
	A	R1500m		
B	R2400m			
C				
D				

**LLBG/TLV**  
BEN GURION

**JEPPESEN**  
13 AUG 21 **(11-5)**

**TEL AVIV, ISRAEL**  
ILS' Rwy 26

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2	
LOC BA <b>108.7</b>	Final Apch Crs <b>255^</b>	D9.9 BA <b>3400'</b> (3276')	DA(H) <b>324'</b> (200')	Apt Elev 134' Rwy 124'			
<b>MISSED APCH:</b> Initial climb 3000'. Climb on course 255^. At or above 600', turn RIGHT on course 270^ (MAX 220 KT) to BG-7~. At 3000' (MAX 220 KT). Continue on track 270^, contact ATC and expect instructions.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 200		Trans alt: 18000'	
1. RNAV1 required for initial segment. If unable RNAV1 expect radar vectors to ILS. 2. RNAV1 required. 3. DME required. 4. ILS DME reads zero at rwy 26 displ threshold. 5. LOC (GS out) and Circling Not Authorized.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	220 KT MAX	600' ↑	on 255^	BG-7~ 270^ RT
GS	3.00^	372	478	531	637	849					

.Std. STRAIGHT-IN LANDING		
ILS DA(H) <b>324'</b> (200')		
FULL	TDZ or CL out	ALS out
A		
B		
C	R550m	1 R550m
D		R1200m

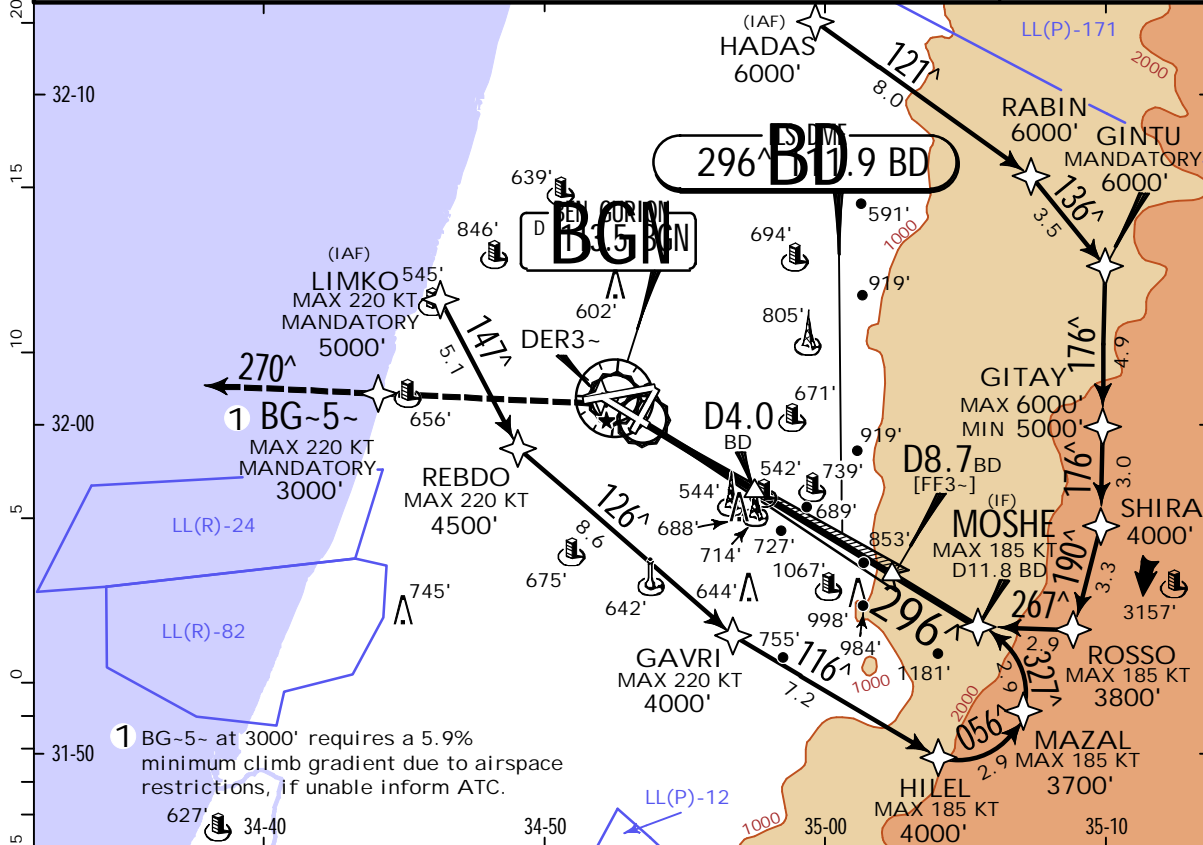
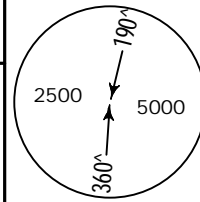
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
CHANGES: Topography. JEPPESEN, 2016, 2021. ALL RIGHTS RESERVED.

**LLBG/TLV**  
BEN GURION

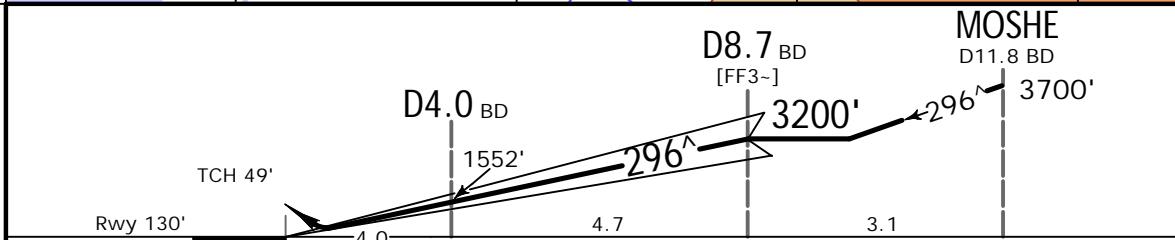
**JEPPESSEN**  
13 AUG 21 **11-6**

**TEL AVIV, ISRAEL**  
ILS Rwy 30

D-ATIS Arrival 132.5		BEN GURION Arrival Rwy 30 131.1		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2	
LOC BD <b>111.9</b>		Final Apch Crs <b>296^</b>		D8.7 BD <b>3200'</b> (3070')		DA(H) <b>330'</b> (200')		Apt Elev 134' Rwy 130'	
<p><b>MISSED APCH:</b> Initial climb 3000'. Climb on 296^ (MAX 185 KT), at or above 700', turn LEFT, not before DER3~, direct to BG-5~ (MAX 220 KT) at 3000'. Continue on track 270^, climb to 5000', contact ATC and expect instructions.</p>									
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 200		Trans alt: 18000'			
<p>1. RNAV1 required. 2. DME required. 3. ILS DME reads zero at Rwy 30 threshold. 4. Circling: N/A.</p>									



1 BG-5~ at 3000' requires a 5.9% minimum climb gradient due to airspace restrictions, if unable inform ATC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	185 KT MAX	700' ↑ on	296^	DER3~	
GS	3.20^	396	510	566	679	793						906

**.Std.** STRAIGHT-IN LANDING  
ILS DA(H) **330'** (200')

	FULL	ALS out
A		
B		
C	1 R550m	R1200m
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

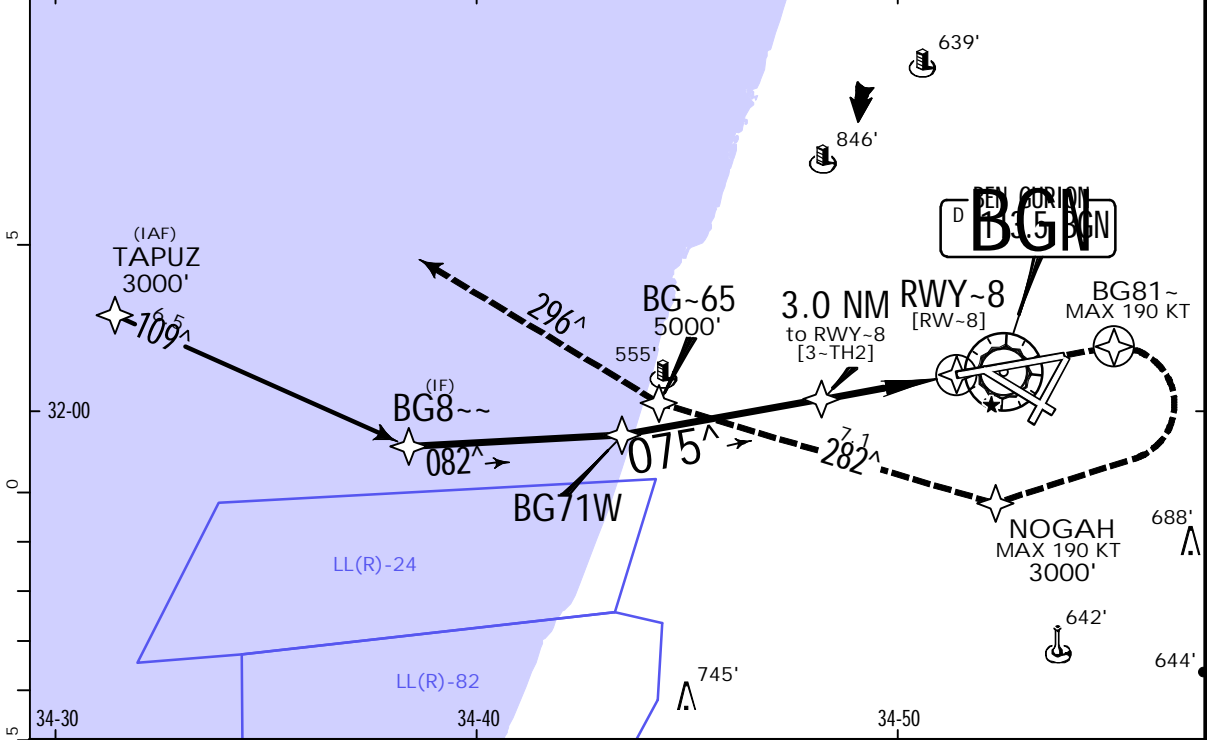
**LLBG/TLV**  
BEN GURION

**JEPPESEN**

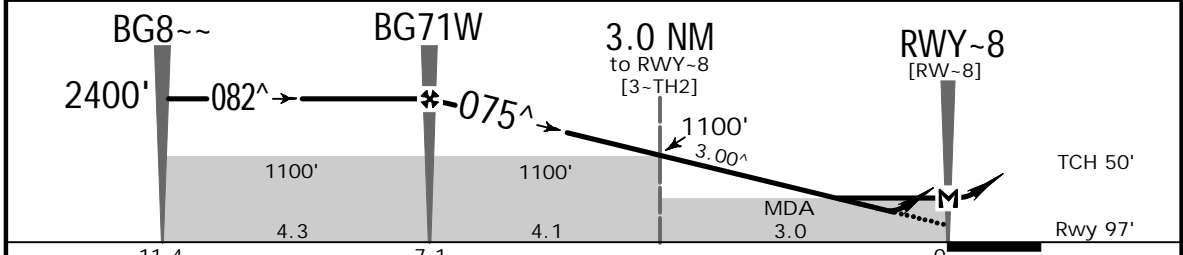
**TEL AVIV, ISRAEL**  
RNP Rwy 08

27 NOV 20 (12-1) .Eff.3.Dec.

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2		
RNAV	Final Apch Crs <b>075<sup>^</sup></b>	BG71W <b>2400'</b> (2303')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 134' Rwy 97'				
<b>MISSED APCH:</b> Initial climb 5000'. Fly to BG81~ on 075 <sup>^</sup> . Turn RIGHT to NOGAH at or above 3000' (MAX 190 KT), then on 282 <sup>^</sup> to BG-65 at or above 5000'. Continue on 296 <sup>^</sup> and expect ATC radar vectors. Climb gradient of 5.1% for CAT A&B and 4.5% for CAT C&D up to 5000' required due to airspace restrictions, if unable, advise ATC.								
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 200		Trans alt: 18000'		
RNP APCH.	1. Circling not authorized. 2. Baro-VNAV not authorized below -10°C and above 60°C. 3. Effective VPA at 0°C is 2.8 <sup>^</sup> and at 45°C is 3.3 <sup>^</sup> .						MSA BGN VOR	



DIST to RWY-8	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2380'	2060'	1740'	1420'	1100'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	BG81~	on 075 <sup>^</sup>	190 KT MAX	NOGAH 3000'
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	849		↑			
LNAV/VNAV: MAP at DA											
LNAV: MAP at RWY-8											

<b>.Std.</b>				STRAIGHT-IN LANDING			
LNAV/VNAV DA(H) AB: 557' (460')		C: 567' (470')		LNAV CDFA 1 DA/MDA(H) 630' (533')		ALS out	
D: 577' (480')						ALS out	

A	R1500m	R1500m	R1500m	R1500m
B	R1500m	R1500m	R1500m	R1500m
C	R1800m	R2200m	R2000m	R2400m
D	R1800m	R2200m	R2000m	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**LLBG/TLV**  
BEN GURION

**JEPPESEN**  
27 NOV 20 (12-2). Eff. 3. Dec.

**TEL AVIV, ISRAEL**  
RNP Rwy 12

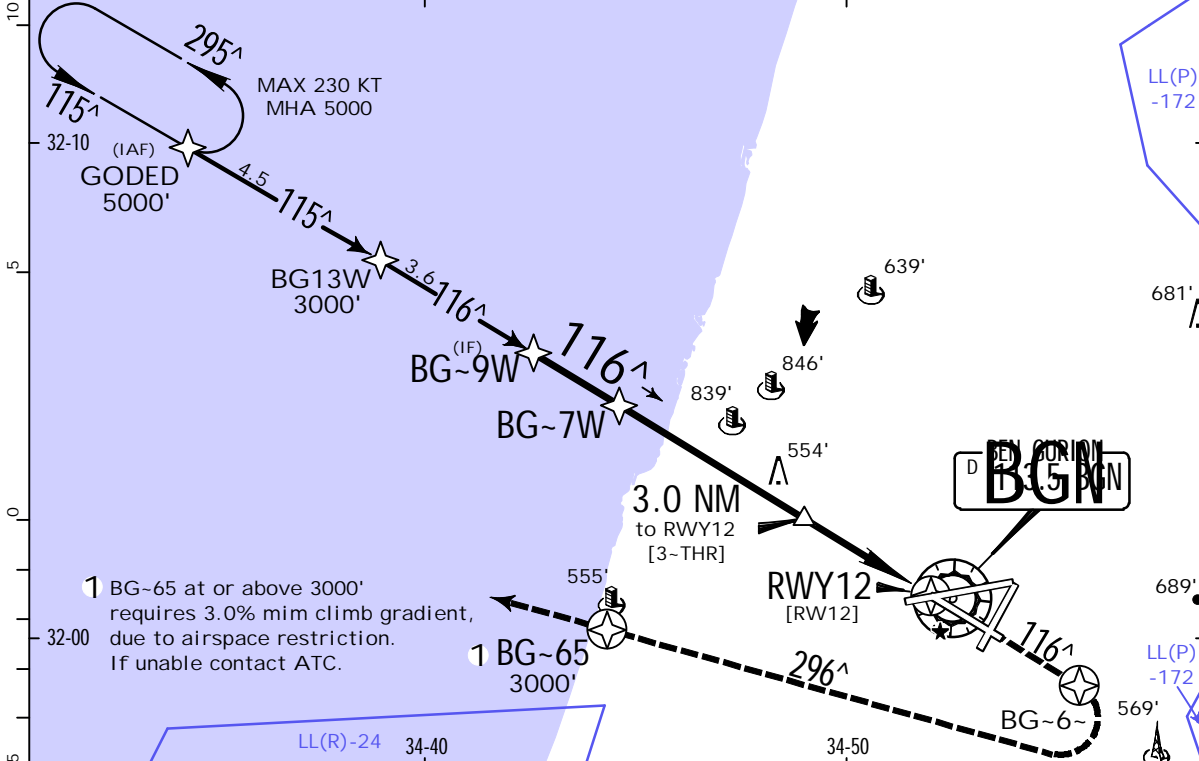
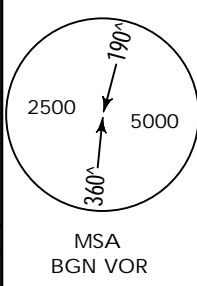
D-ATIS Arrival	BEN GURION Approach	BEN GURION Tower	Ground West	Ground East
132.5	120.5	134.6	118.050	129.2

RNAV	Final Apch Crs <b>116<sup>^</sup></b>	BG-7W <b>2500'</b> (2397')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 134' Rwy 103'
------	--	-------------------------------	-----------------------------------	---------------------------

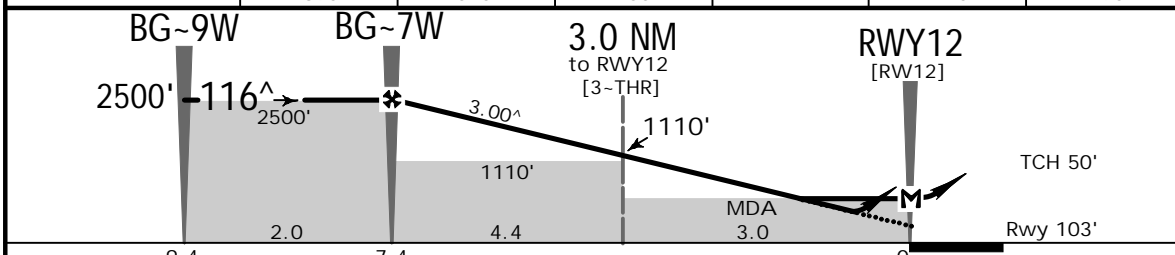
**MISSED APCH:** Initial climb 3000'. Climb to BG-6~ on course 116<sup>^</sup>, turn RIGHT (MAX 185 KT) course 296<sup>^</sup> to BG-65 at or above 3000', continue on track 296<sup>^</sup> and expect radar vectors.

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 200	Trans alt: 18000'
--------------	-----------------	---------------------	-------------------

1. RNP APCH required. 2. Circling not authorized. 3. Baro-VNAV not authorized below -10°C and above 60°C. 4. Effective VPA at 0°C is 2.8<sup>^</sup> and at 45°C is 3.3<sup>^</sup>.



DIST to RWY12	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2390'	2070'	1750'	1430'	1110'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	BG-6~ ↑	185 KT MAX	BG-65 ↻ RT
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at RWY12										

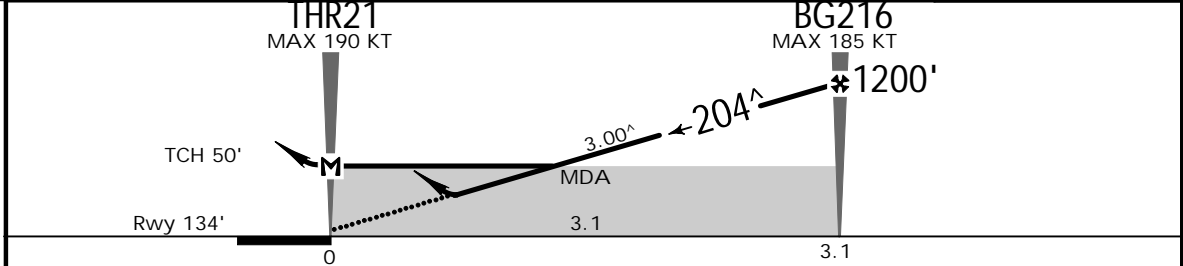
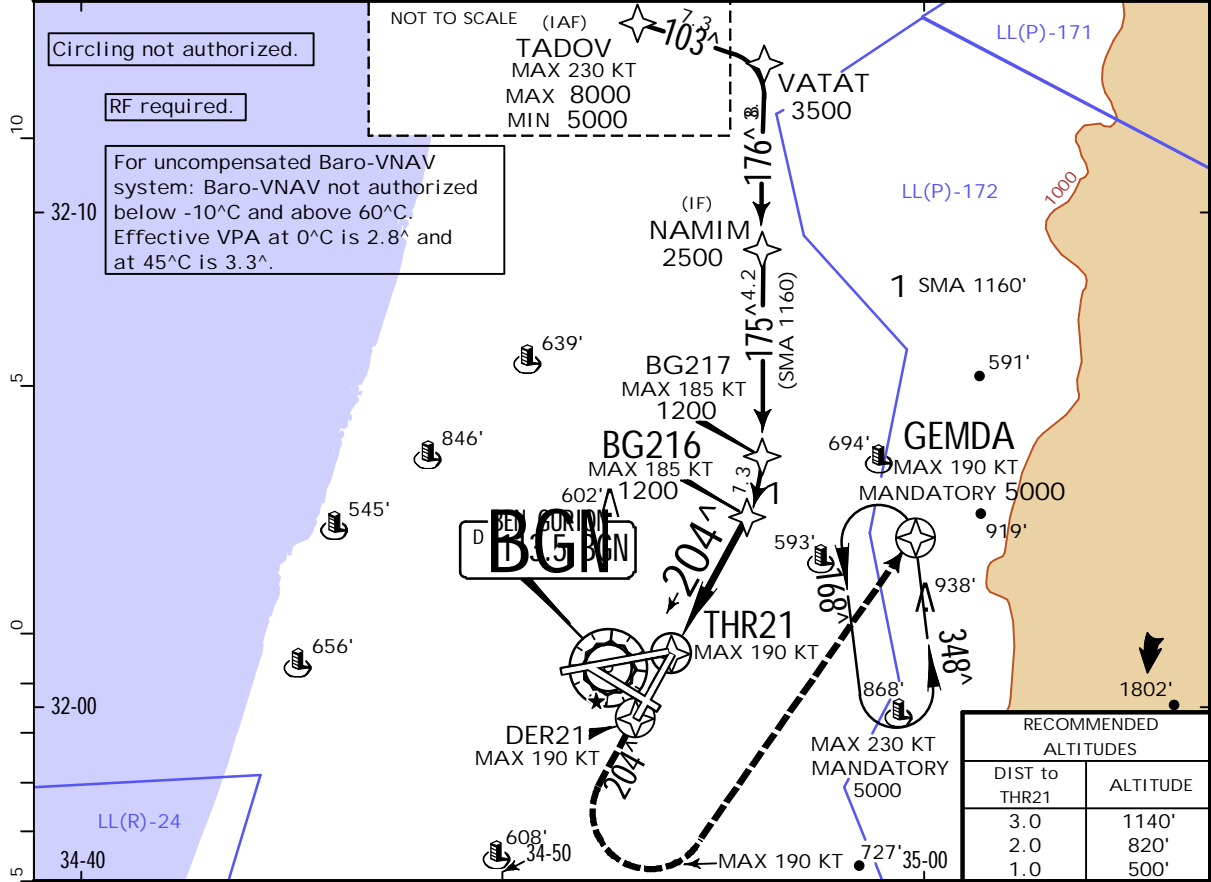
PANS OPS	STRAIGHT-IN LANDING			
	LNAV/VNAV		LNAV CDFA	
	DA(H) A: 473' (370') C: 603' (500') B: 483' (380') D: 613' (510')		1 DA/MDA(H) 680' (577')	
	ALS out		ALS out	
	A	R1000m	R1500m	R1500m
B	R1500m	R2300m	R1500m	
C	R1500m	R2300m	R1900m	
D	R1600m	R2400m	R2400m	

# LLBG/TLV BEN GURION

**JEPPESEN**  
13 MAY 22 (12-3). Eff. 19. May.

TEL AVIV, ISRAEL  
RNP Y' Rwy 21

BRIEFING STRIP™	D-ATIS Arrival	BEN GURION Arrival	BEN GURION Approach	BEN GURION Tower Arrival Rwy 21	BEN GURION Tower	Ground	
	132.5	131.1	120.5	132.1	134.6	West	East
RNAV	Final Apch Crs	BG216	LNNAV/VNAV DA(H)	Apt Elev	Rwy		
	204 <sup>^</sup>	1200' (1066')	Refer to Minimums	134'	134'		
MISSED APCH: Initial climb 5000'. Climb STRAIGHT AHEAD to DER21. Upon reaching 1000' turn LEFT (MAX 190 KT) to GEMDA 5000' and hold.							
Climb gradient requirement of 4.5% (270' /NM) due to airspace restrictions. If unable to comply advise ATC. Refer to minimums for missed apch climb gradients.						MSA BGN VOR	
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL200	Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160		DER21	190 KT MAX	
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	849				

PANS OPS	.Std. LNAV/VNAV		STRAIGHT-IN LANDING LNAV/VNAV				LNAV	
	Missed apch climb grad mim 5.0%.		Missed apch climb grad mim 2.5%.				CDFA	
	DA(H) AB: 384' (250') C: 390' (256') D: 400' (266')		A: 520' (386') B: 530' (396') C: 540' (406') D: 550' (416')				1 DA/MDA(H) 730' (596')	
	ALS out		ALS out		ALS out		ALS out	
A			R1100m	R1500m	R1500m	R1500m		
B	R750m	R1300m						
C			R1200m	R1900m	R2000m	R2400m		
D								

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Missed approach text, waypoints, bearing, distance, speed limits. | JEPPESEN, 2019, 2022. ALL RIGHTS RESERVED.

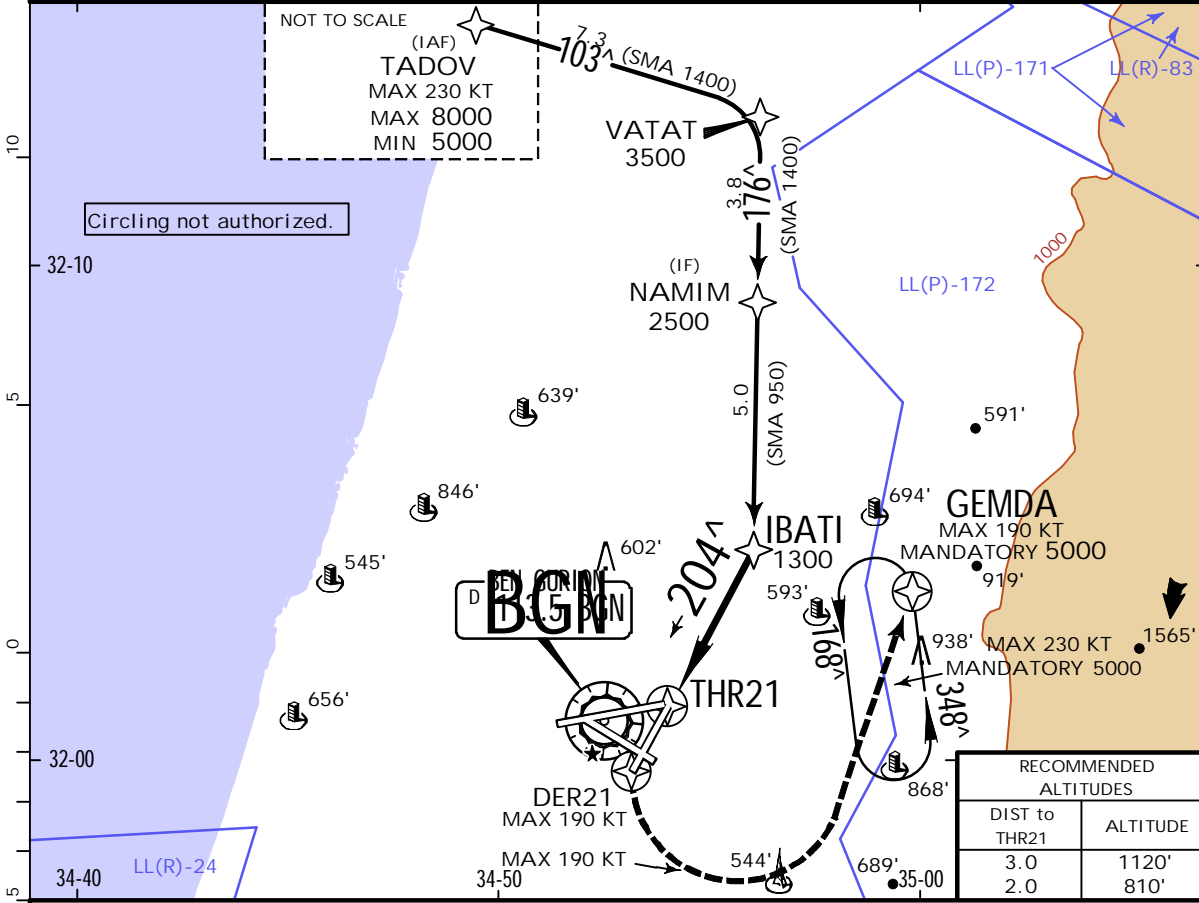
# LLBG/TLV BEN GURION



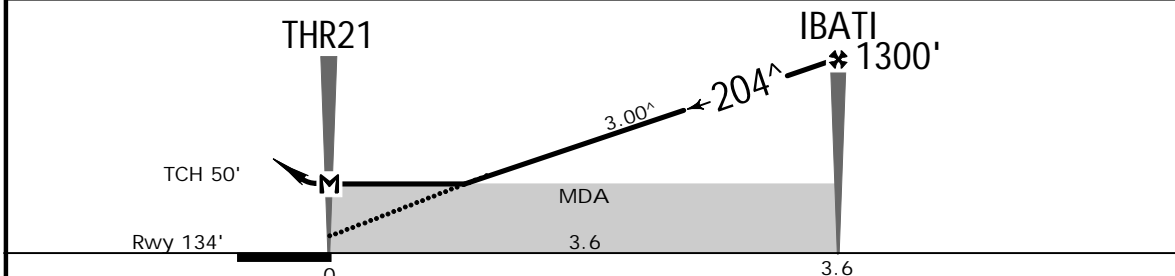
13 MAY 22 (12-4). Eff. 19. May.

## TEL AVIV, ISRAEL RNP X Rwy 21

BRIEFING STRIP™	D-ATIS Arrival	BEN GURION Arrival	BEN GURION Approach	BEN GURION Tower Arrival Rwy 21	BEN GURION Tower	Ground	
	132.5	131.1	120.5	132.1	134.6	West	East
RNAV	Final Apch Crs	IBATI	DA/MDA(H)	Apt Elev	Rwy		
MISSED APCH: Initial climb 5000'. Climb STRAIGHT AHEAD to DER21. Upon reaching 1000' turn LEFT (MAX 190 KT) to GEMDA 5000' and hold. Climb gradient requirement of 4.5% (270'/NM) due to airspace restrictions. If unable to comply advise ATC.						MSA BGN VOR	
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: FL200	Trans alt: 18000'			



RECOMMENDED ALTITUDES	
DIST to THR21	ALTITUDE
3.0	1120'
2.0	810'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 	1000'	DER21	190 KT MAX	
Descent Angle	3.00°	372	478	531	637	743					
MAP at THR21											

PANS OPS	.Std.		STRAIGHT-IN LANDING	
	LNAV		CDFA	
	1 DA/MDA(H) 630' (496')		ALS out	
	A		R1500m	
B		R1500m		
C		R1500m		
D		R2300m		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: None. | JEPPESEN, 2014, 2021. ALL RIGHTS RESERVED.

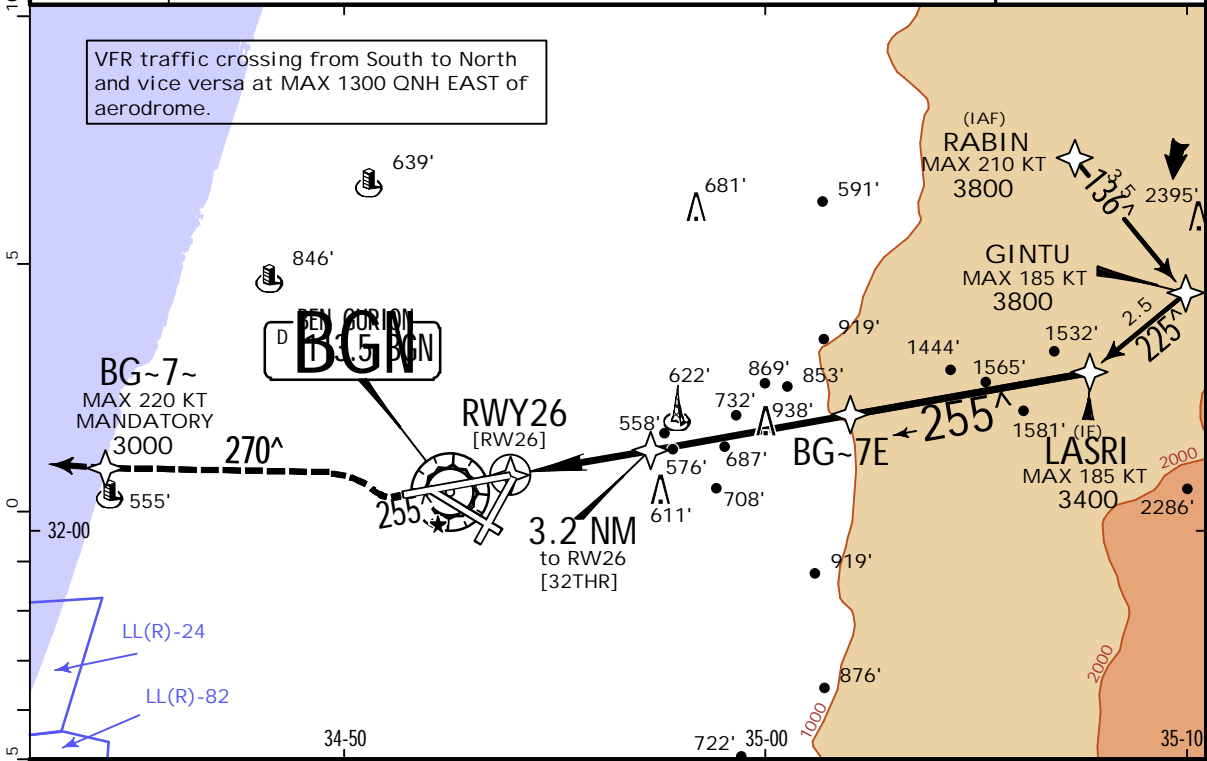
**LLBG/TLV**  
BEN GURION



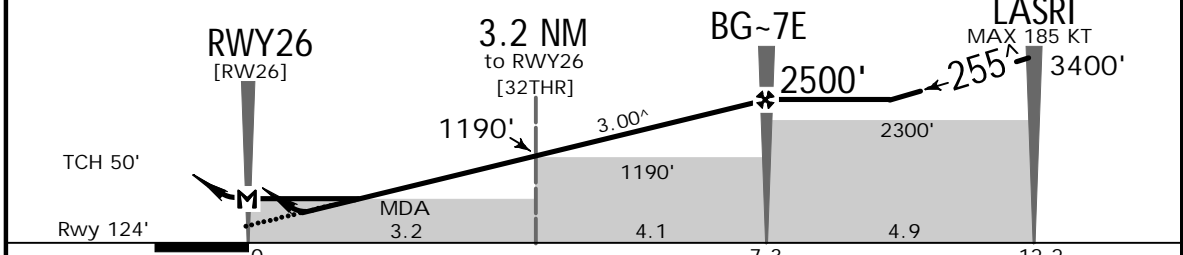
**TEL AVIV, ISRAEL**  
RNP, Rwy 26

13 JAN 23 (12-5)

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2	
RNAV	Final Apch Crs 255 <sup>^</sup>	BG-7E 2500' (2376')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 134' Rwy 124'			
<b>MISSED APCH:</b> Initial climb 3000'. Climb on course 255 <sup>^</sup> . At or above 600', turn RIGHT on course 270 <sup>^</sup> (MAX 220 KT) to BG-7~ at 3000' (MAX 220 KT). Continue on track 270 <sup>^</sup> , contact ATC and expect instructions. Climb gradient of 6.0% (365'/NM) required up to 3000' due to airspace restriction, if unable, advise ATC.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL200		Trans alt: 18000'	
RNP APCH.	1. Circling not authorized. 2. Baro-VNAV not authorized below -10°C and above 60°C. 3. Effective VPA at 0°C is 2.8 <sup>^</sup> and at 45°C is 3.3 <sup>^</sup> .						



DIST to RWY26	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	820'	1130'	1450'	1770'	2090'	2410'



Gnd speed-Kts	70	90	100	120	140	160		600' on 255 <sup>^</sup>	220 KT MAX	BG-7~ 270 <sup>^</sup> RT
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	849				

.Std.				STRAIGHT-IN LANDING			
LNAV/VNAV		LNAV CDFA		1 DA/MDA(H)		590' (466')	
DA(H) A: 394' (270') C: 424' (300')		ALS out		ALS out			
B: 404' (280') D: 454' (330')							
A							
B	R750m	R1300m		R1500m		R1500m	
C		R1400m				R2200m	
D	R800m	R1500m					

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. CHANGES: Missed approach text. JEPPESEN, 2013, 2023. ALL RIGHTS RESERVED.

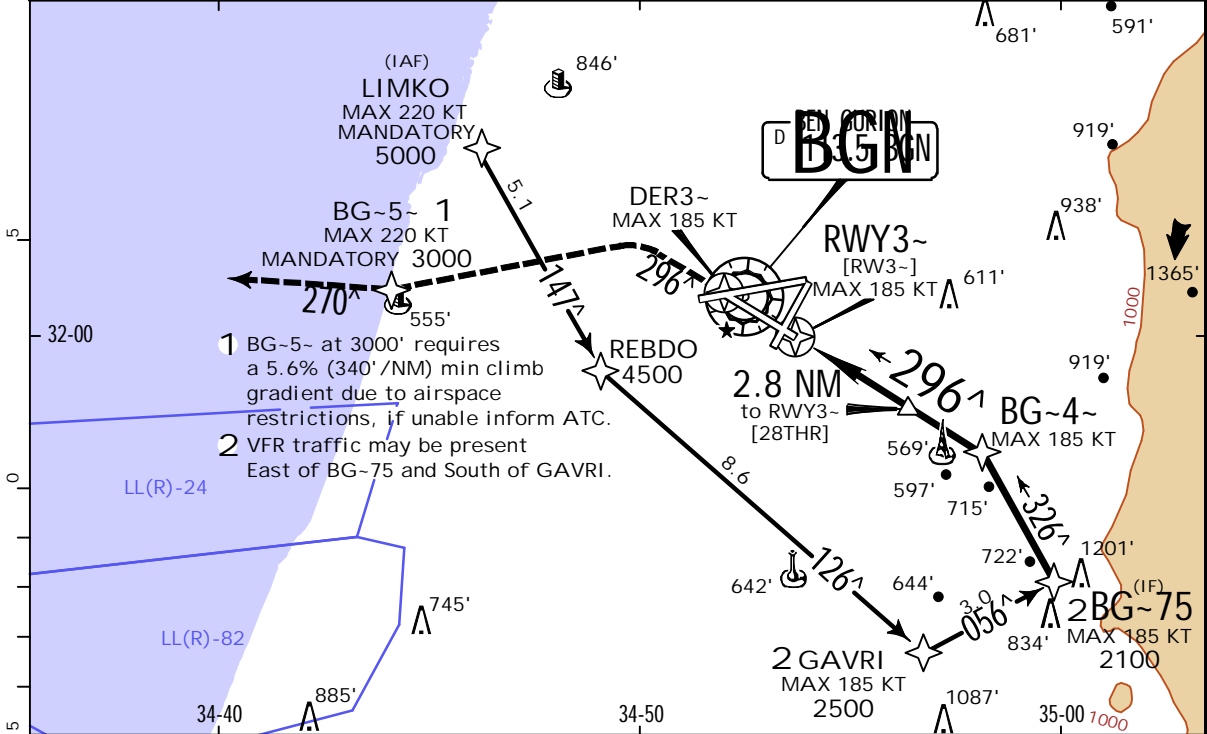


**LLBG/TLV**  
BEN GURION

**JEPPESEN**  
13 JAN 23 (12-6)

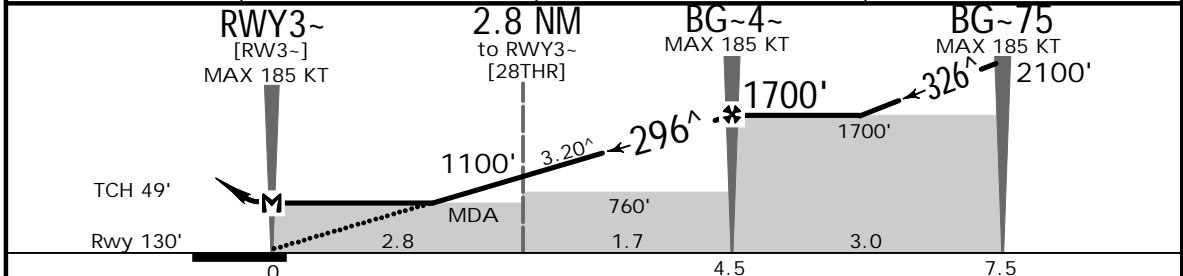
**TEL AVIV, ISRAEL**  
RNP X' Rwy 30

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2	
RNAV	Final Apch Crs 296 <sup>^</sup>	BG-4~ 1700' (1570')	DA/MDA(H) 580' (450')	Apt Elev 134' Rwy 130'			
<b>BRIEFING STRIP™</b> MISSED APCH: Initial climb 3000'. Climb on course 296 <sup>^</sup> , at or above 700', not before DER3~, turn LEFT (MAX 185 KT), direct to BG~5~ at 3000' (MAX 220 KT). Continue on track 270 <sup>^</sup> at 3000', contact ATC and expect instructions.						MSA BGN VOR	
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL200		Trans alt: 18000'	
RNP APCH.		Circling not authorized.					



- 1 BG-5~ at 3000' requires a 5.6% (340' /NM) min climb gradient due to airspace restrictions, if unable inform ATC.
- 2 VFR traffic may be present East of BG-75 and South of GAVRI.

DIST to THR	2.0	3.0	4.0
ALTITUDE	870'	1210'	1550'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 185 KT MAX DER3~ on 296 <sup>^</sup>
Descent Angle	3.20 <sup>^</sup>	396	510	566	679	906	
MAP at RWY3~							

**.Std.** STRAIGHT-IN LANDING  
 LNAV CDFA  
 1 DA/MDA(H) 580' (450')  
 ALS out

A	R1400m	ALS out
B		R1500m
C		R2100m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Missed approach text. | JEPPESEN, 2013, 2023. ALL RIGHTS RESERVED.

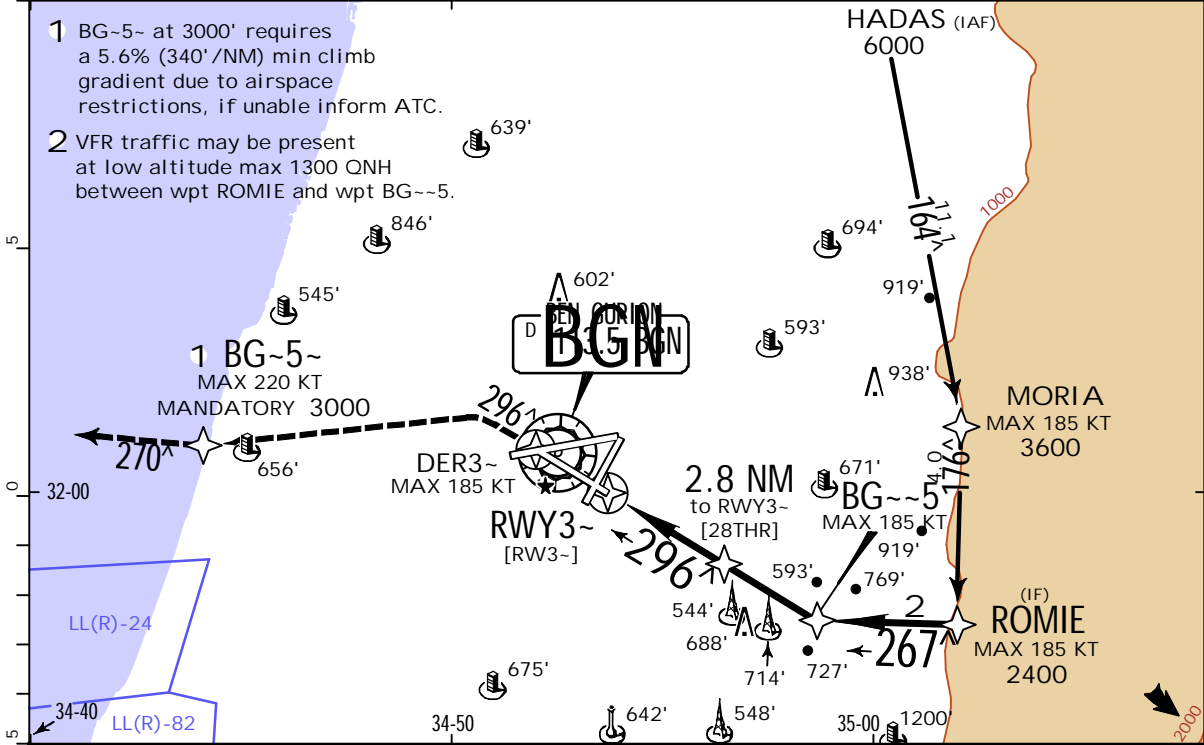
# LLBG/TLV BEN GURION



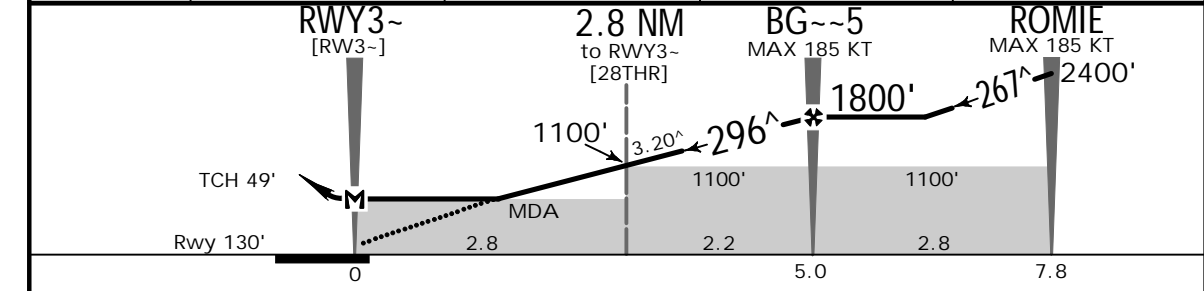
# TEL AVIV, ISRAEL RNP W' Rwy 30

13 JAN 23 (12-7)

BRIEFING STRIP™	D-ATIS Arrival	BEN GURION Arrival Rwy 30	BEN GURION Approach	BEN GURION Tower	Ground	
	132.5	131.1	120.5	134.6	West 118.050	East 129.2
RNAV	Final Apch Crs 296 <sup>^</sup>	BG~~5 1800' (1670')	DA/MDA(H) 580' (450')	Apt Elev 134' Rwy 130'		
MISSED APCH: Initial climb 3000'. Climb on course 296 <sup>^</sup> . At or above 700', turn LEFT (MAX 185 KT), not before DER3~, direct to BG~5~ at 3000' (MAX 220 KT). Continue on track 270 <sup>^</sup> , contact ATC and expect instructions.						MSA BGN VOR
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: FL200		Trans alt: 18000'	
RNP APCH.		Circling not authorized.				



DIST to RWY3~	2.0	3.0	4.0	5.0
ALTITUDE	860'	1200'	1540'	1880'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 185 KT MAX DER3~ on 296 <sup>^</sup>
Descent Angle	3.20 <sup>^</sup>	396	510	566	679	906	
MAP at RWY3~							

PANS OPS	.Std.		STRAIGHT-IN LANDING	
			LNAV CDFA	
			1 DA/MDA(H) 580' (450')	
			ALS out	
A			R1500m	
B	R1400m			
C			R2100m	
D				
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.				

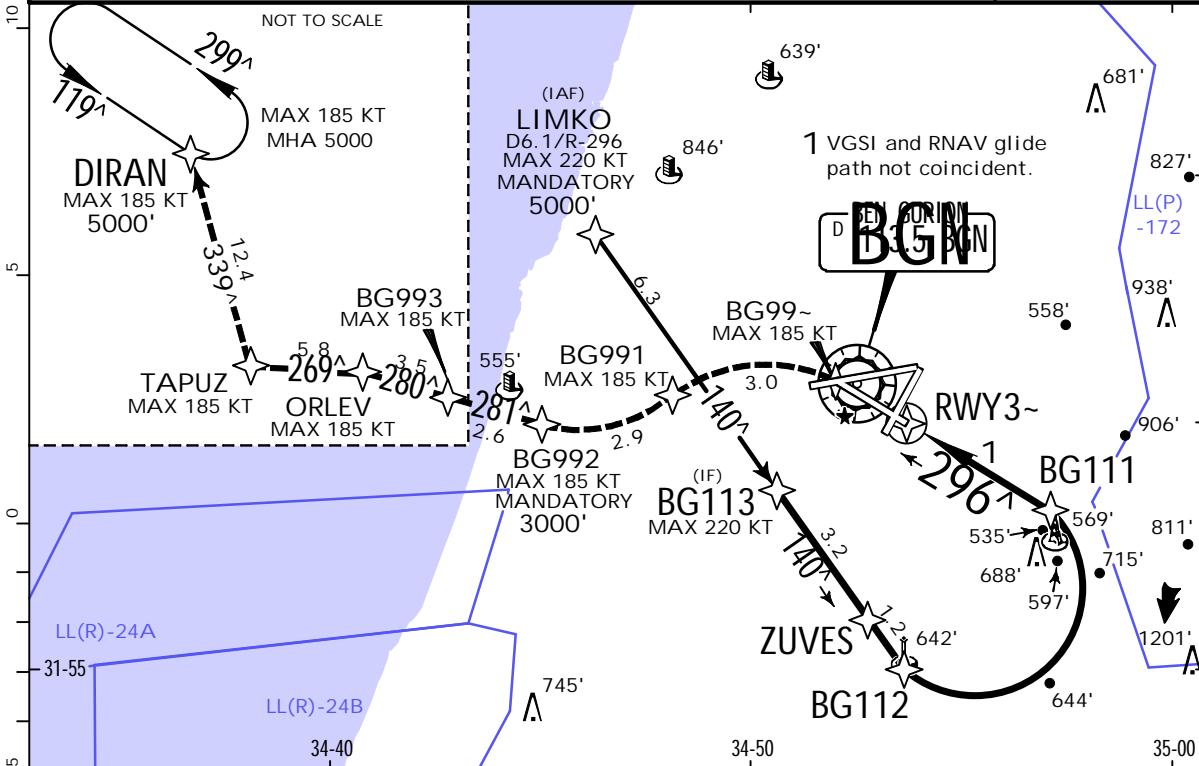
**LLBG/TLV**  
BEN GURION



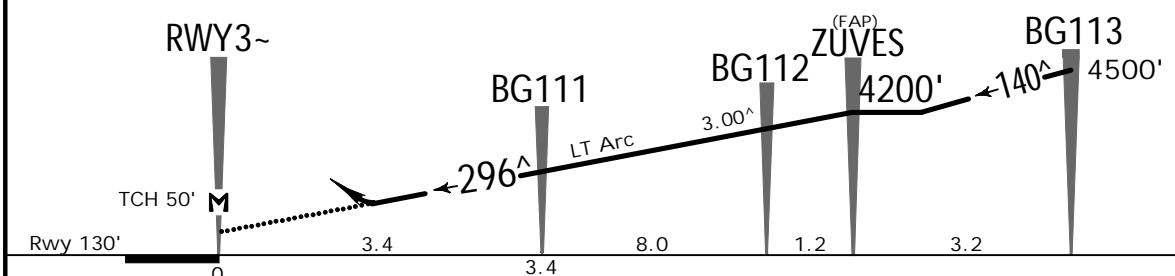
27 NOV 20 (12-20) .Eff.3.Dec.

TEL AVIV, ISRAEL  
RNP Y Rwy 30 (AR)

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2			
RNAV	Final Apch Crs <b>296<sup>^</sup></b>	ZUVES <b>4200'</b> (4070')	RNP 0.30 DA(H) <b>410'</b> (280')	Apt Elev 134' Rwy 130'					
<b>MISSED APCH: Climb to 3000' on the RNAV missed approach route to BG992, to BG993, to ORLEV, to TAPUZ, to DIRAN at or above 5000' and hold. Do not exceed 185 KT.</b>									
Alt Set: hPa				Rwy Elev: 5 hPa				Trans level: FL 200	
1. Special Aircraft & Aircrew Authorization Required. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 9°C and above 54°C. 4. Circling not authorized.									



DIST to RWY3~	2.0	3.0	4.0	5.0
ALTITUDE	820'	1043'	1467'	1794'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Glide Path Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
MAP at DA							

**.Std/State.** STRAIGHT-IN LANDING  
RNP 0.30  
DA(H) **410'** (280')

ALS out	
A	V1200m
B	
C	R1300m
D	

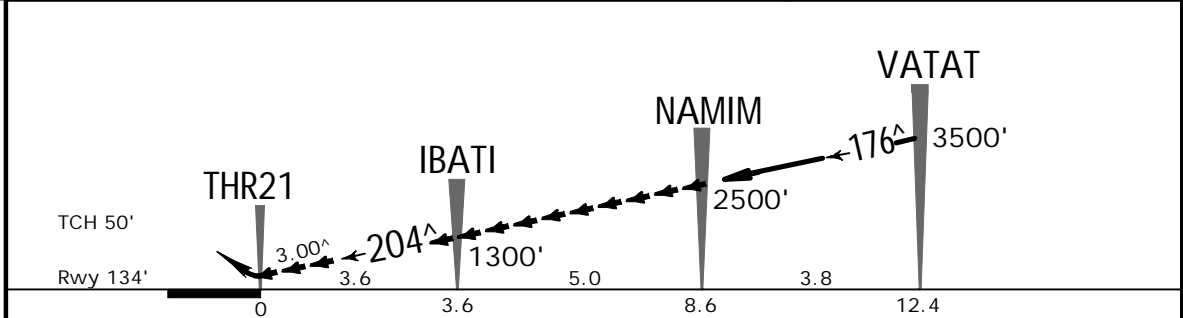
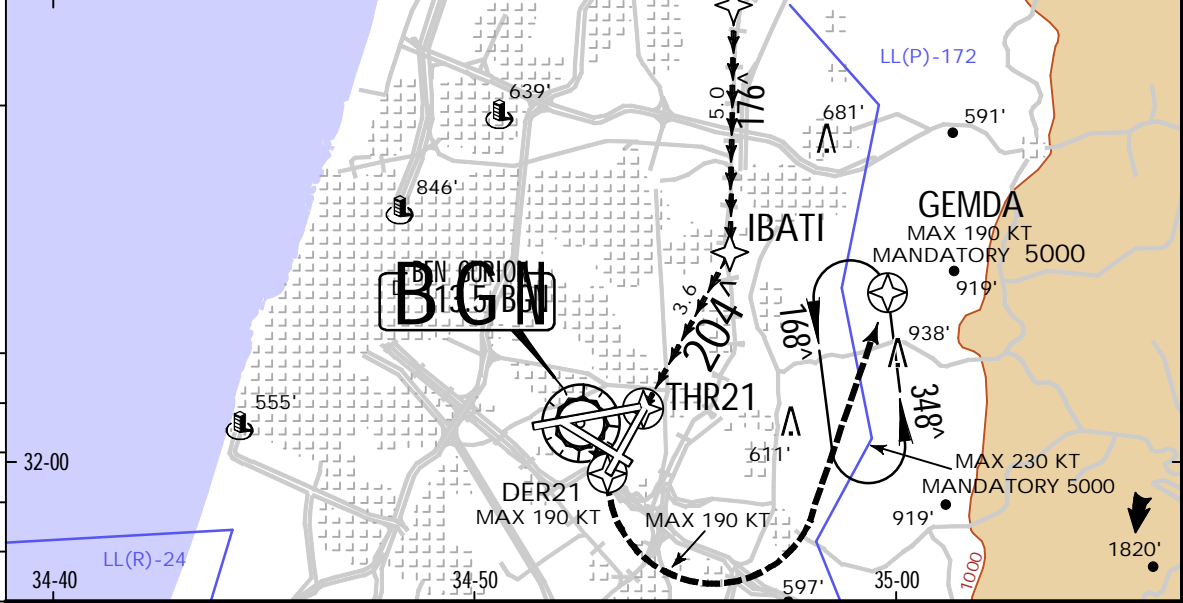
**LLBG/TLV**  
BEN GURION

**JEPPESEN**  
13 MAY 22  
.Eff. 19. May. (19-10)

**TEL AVIV, ISRAEL**  
NAMIM VISUAL Rwy 21

BRIEFING STRIP™	D-ATIS Arrival	BEN GURION Arrival Rwy 21	BEN GURION Approach	BEN GURION Tower Arrival Rwy 21	BEN GURION Tower	Ground West	Ground East	
	132.5	131.1	120.5	132.1	134.6	118.050	129.2	
	NAVAIDS-Refer to Planview	Final Apch Crs 204 <sup>^</sup>	No FAF	No MDA(H) published	Apt Elev 134' Rwy 134'			
MISSED APCH: Initial climb 5000'. Climb STRAIGHT AHEAD to DER21. Upon reaching 1000' turn LEFT (MAX 190 KT) to GEMDA 5000' and hold. Climb gradient requirement of 4.5% (270' /NM) due to airspace restrictions. If unable to comply advise ATC.								
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: FL200		Trans alt: 18000'		MSA BGN VOR	
RNAV1 required.								

From NAMIM the approach is a visual approach. Despite this, pilots are requested to follow the prescribed track via IBATI to RWY 21.  
 CONDITIONS:  
 Pilots request or ATC suggests a visual approach. Passing NAMIM must be in visual reference to terrain. If visual reference not established, climb 5000' and follow prescribed track, or as instructed by ATC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI Refer to Missed Apch above
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	

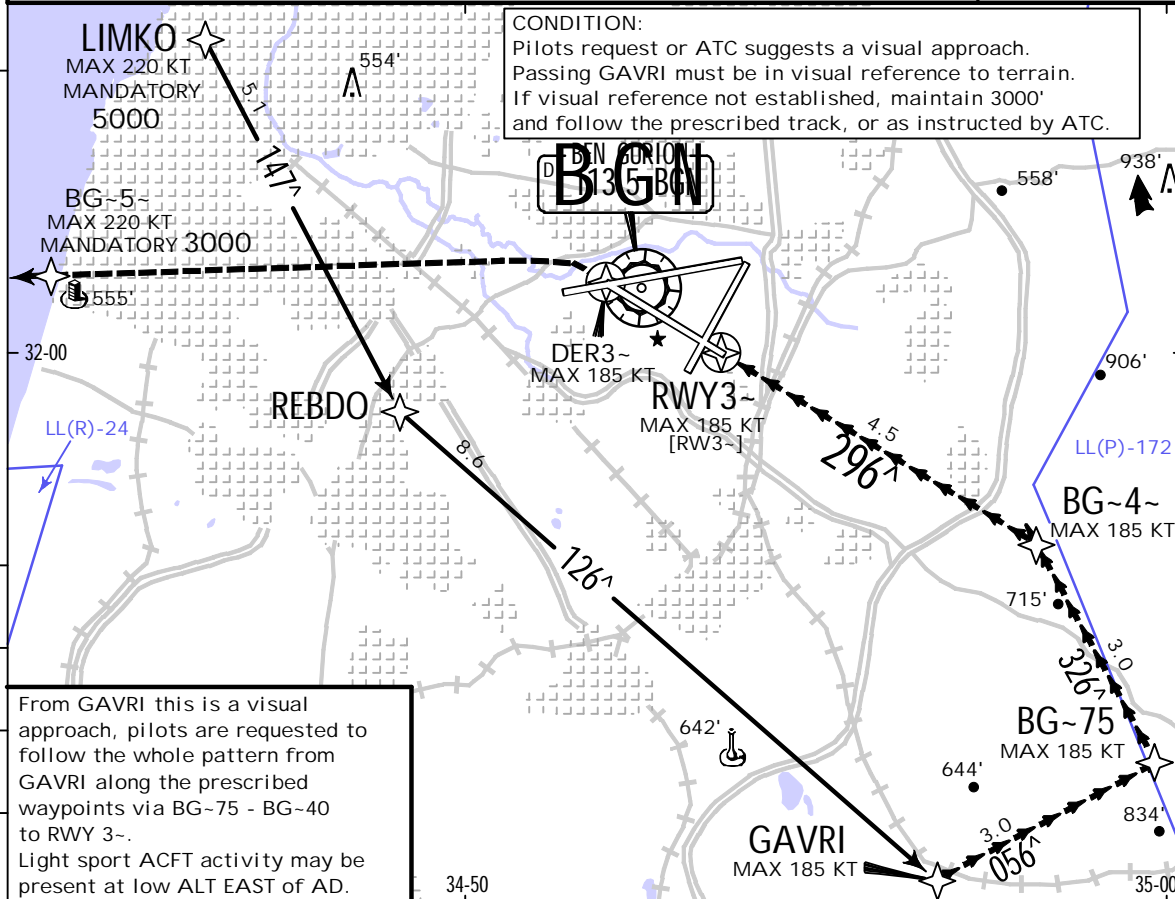
.State. WEATHER MINIMUMS .CEILING REQUIRED.  
 2500'

LLBG/TLV  
BEN GURION

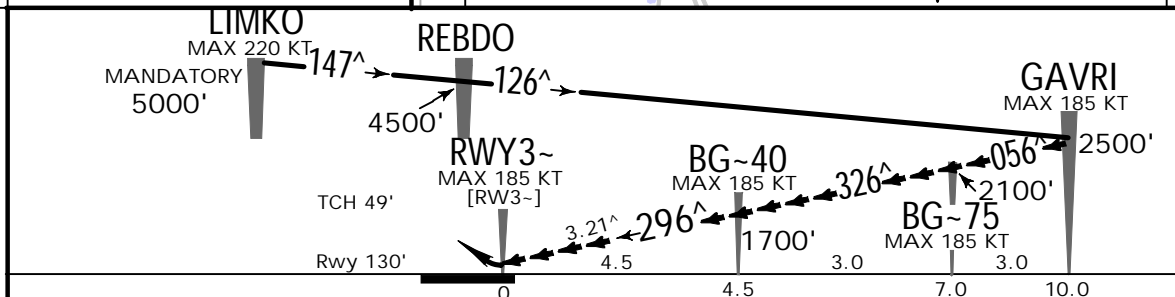
JEPPESEN  
13 MAY 22  
.Eff. 19 May. (19-11)

TEL AVIV, ISRAEL  
GAVRI VISUAL Rwy 30

D-ATIS Arrival 132.5		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.05   East 129.2		
NAVAIDS- Refer to Planview	Final Apch Crs 296 <sup>^</sup>	No FAF	No MDA(H) published	Apt Elev 134' Rwy 130'				
<b>MISSED APCH:</b> After passing GAVRI, initial climb 3000'. Climb on 296 <sup>^</sup> , at or above 700' (MAX 185 KT), not before DER3~, turn LEFT (MAX 220 KT) direct to BG~5- at 3000'. Continue on track 270 <sup>^</sup> at 3000' and follow ATC.							MSA BGN VOR	
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL200		Trans alt: 18000'		
RNAV 1 required.								



From GAVRI this is a visual approach, pilots are requested to follow the whole pattern from GAVRI along the prescribed waypoints via BG~75 - BG~40 to RWY 3-. Light sport ACFT activity may be present at low ALT EAST of AD.



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI Refer to Missed Apch above
Descent Angle	3.21 <sup>^</sup>	398	511	568	682	795	

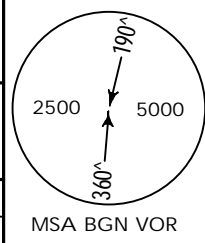
.State.	WEATHER MINIMUMS	.CEILING REQUIRED.
3000'		

# LLBG/TLV BEN GURION

**JEPPESSEN**  
5 FEB 21 (19-12)

# TEL AVIV, ISRAEL ROMIE VISUAL Rwy 30

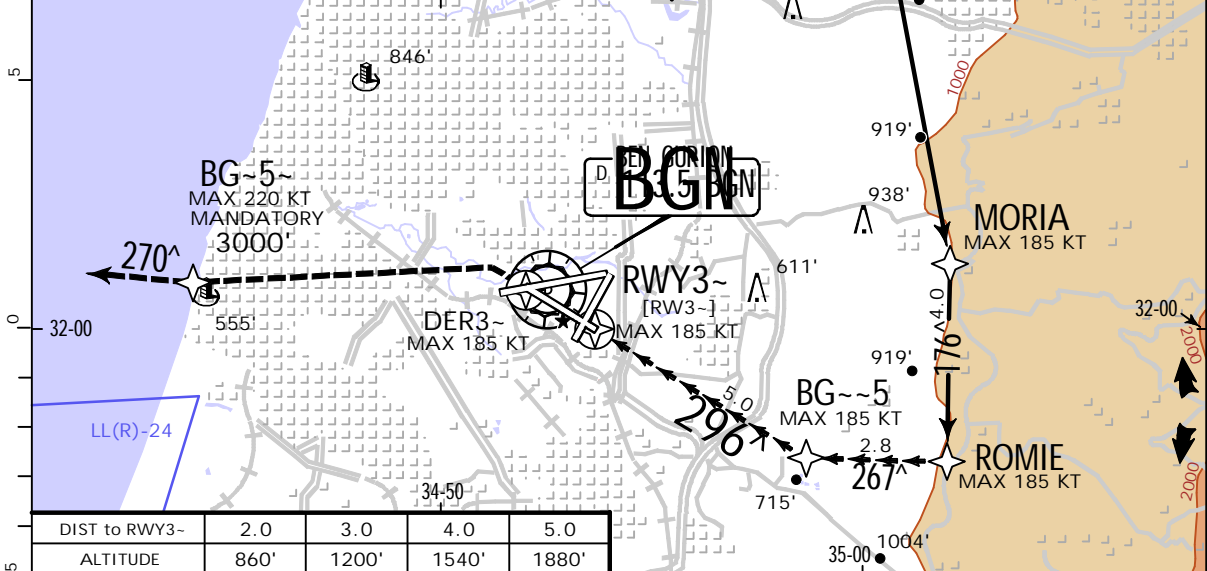
D-ATIS Arrival 132.5		BEN GURION Arrival Rwy 30 131.1		BEN GURION Approach 120.5		BEN GURION Tower 134.6		Ground West 118.050 East 129.2	
NAVAIDS- Refer to Planview		Final Apch Crs 296 <sup>^</sup>		No FAF		No MDA(H) published		Apt Elev 134' Rwy 130'	
<b>MISSED APCH:</b> Initial climb 3000'. Climb on 296 <sup>^</sup> . At or above 700' (MAX 185 KT), not before DER3-, turn LEFT direct to BG--5- at 3000' (MAX 220 KT). Continue on 270 <sup>^</sup> , contact ATC and expect instructions.									
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: FL 200		Trans alt: 18000'			
RNAV1 required.								MSA BGN VOR	



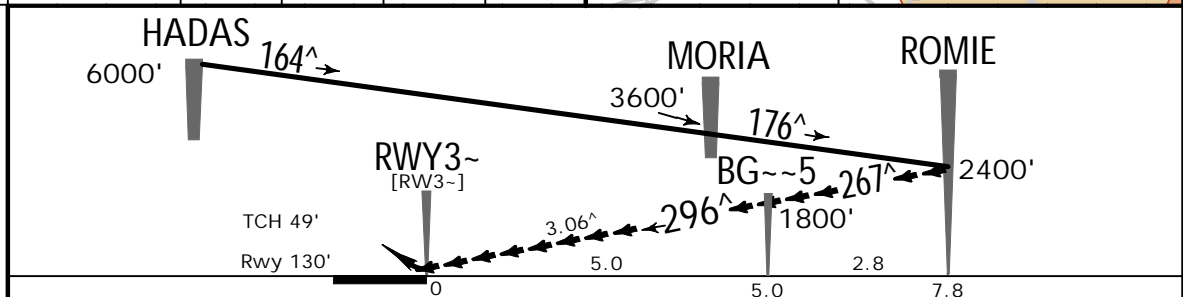
From ROMIE, the approach is a visual approach. Despite this, pilots are requested to follow the whole pattern from ROMIE along the prescribed waypoints via BG--5 to RWY3-.

VFR traffic may be present at low altitude MAX 1300 between ROMIE to BG--5.

**CONDITION:**  
Pilots request or ATC suggests a visual approach. Passing ROMIE must be in visual reference to the terrain. If visual reference not established, climb to 3000' and follow the prescribed track, or as instructed by ATC.



DIST to RWY3-	2.0	3.0	4.0	5.0
ALTITUDE	860'	1200'	1540'	1880'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	Refer to Missed Apch above
Descent Angle 3.06 <sup>^</sup>	379	487	541	650	758	866		

.State.	VISUAL LANDING	.CEILING REQUIRED.
CEILING		
2500'		

TERPS

## Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

TEL AVIV, (BEN GURION - LLBG)

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LLBG

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

(12-20) RNP Y Rwy 30 (AR) suspended.