

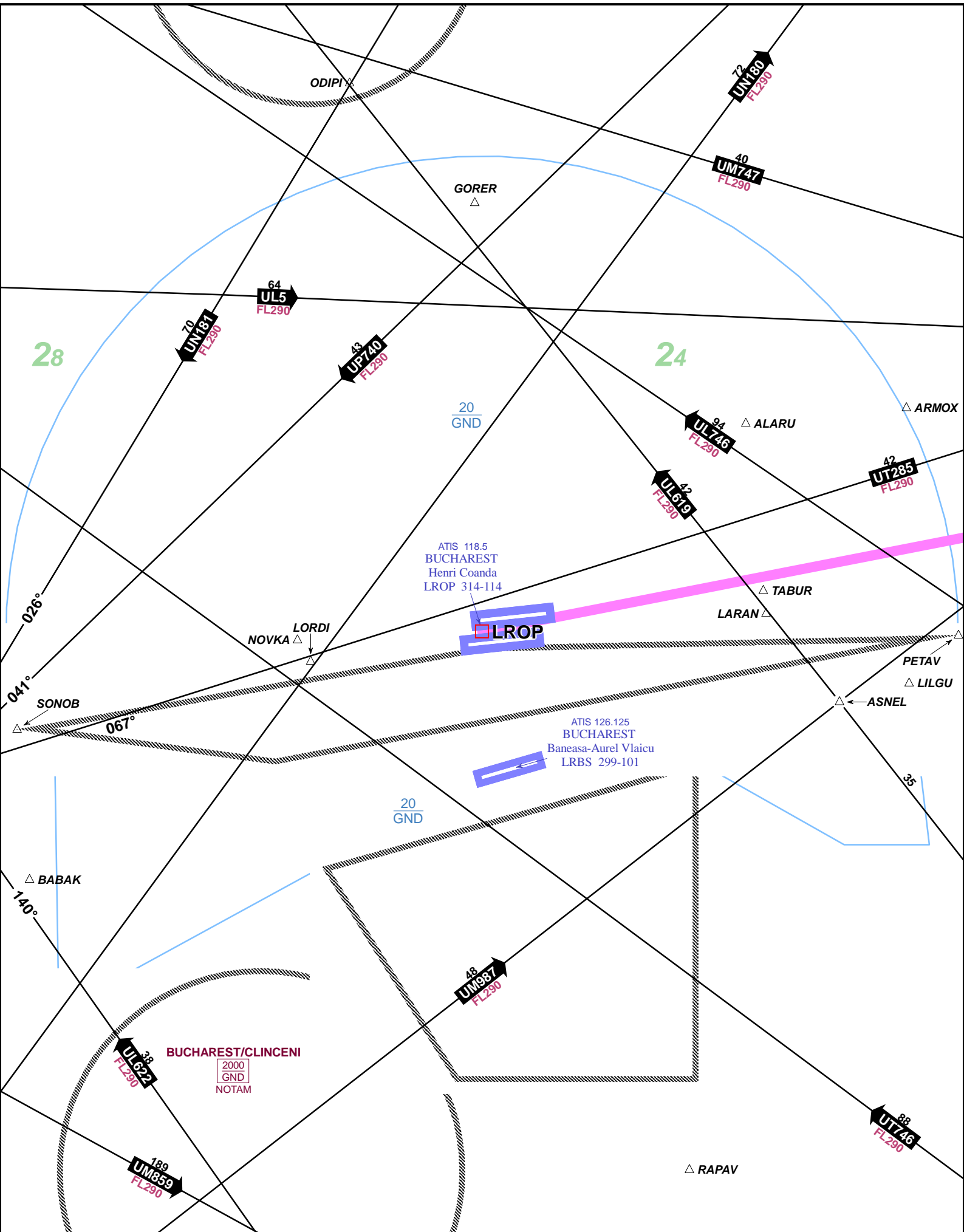
# DEPARTURE (LROP -> LLBG): LROP (Henri Coanda)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



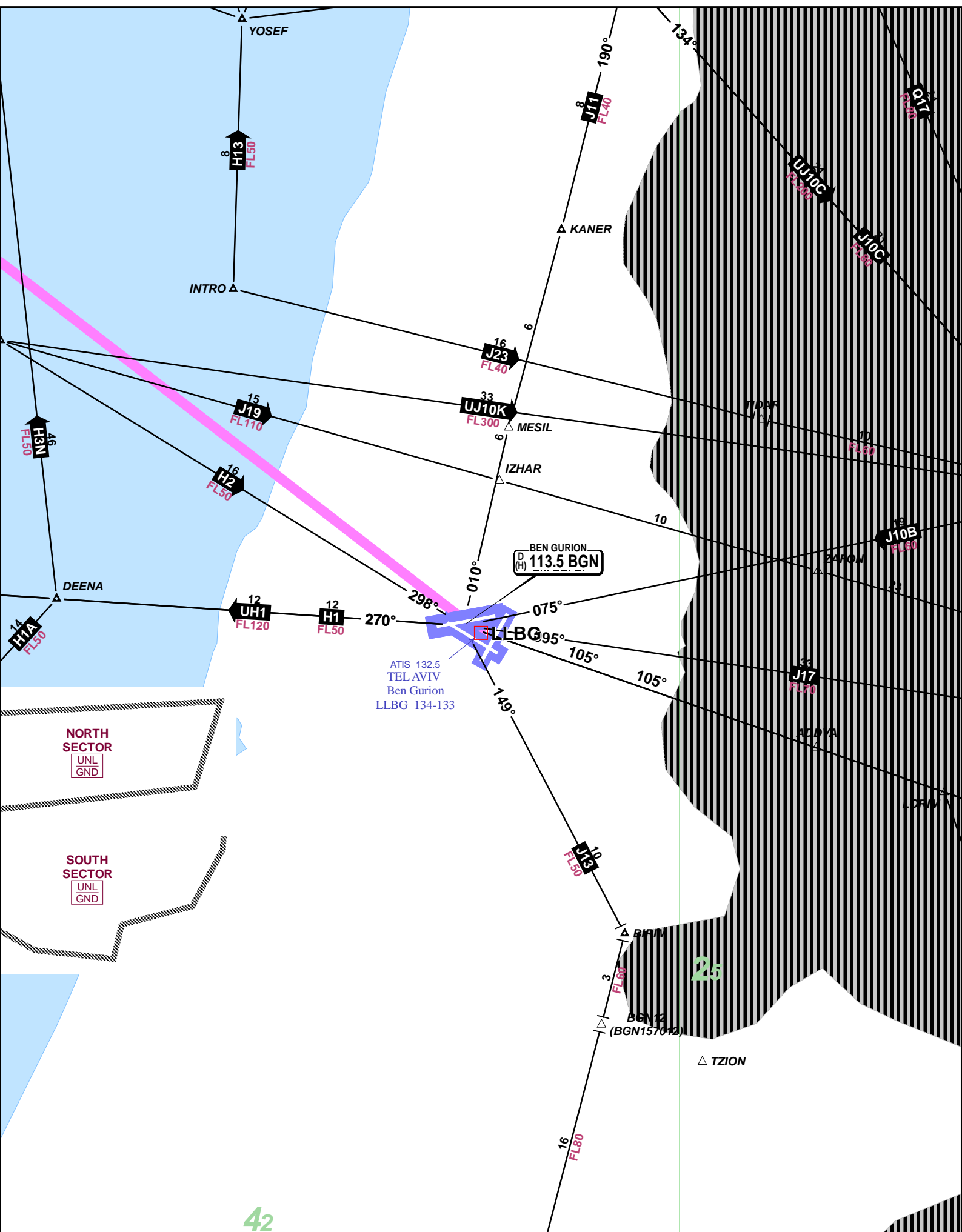
# DESTINATION (LROP -> LLBG): LLBG (Ben Gurion)

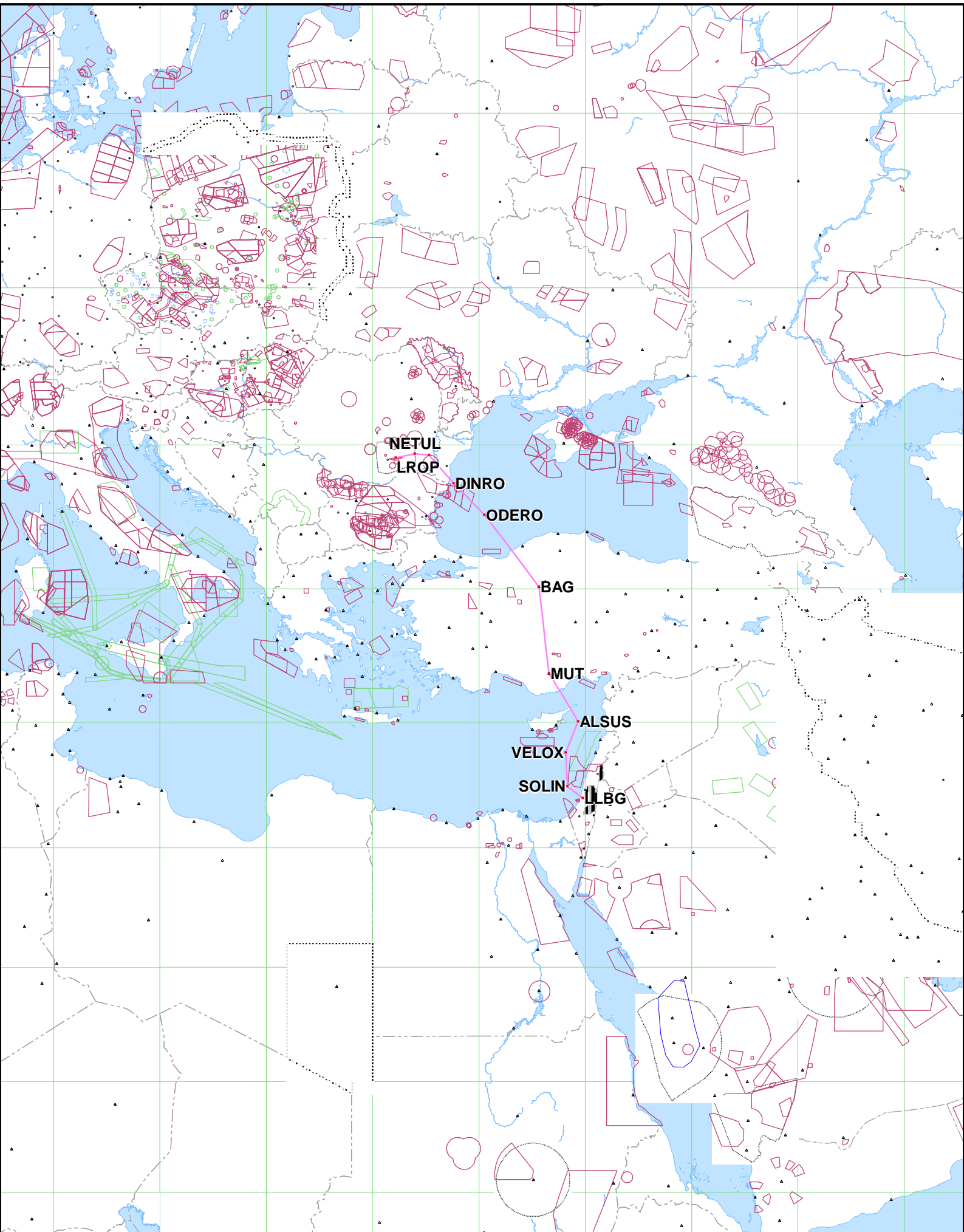
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0





LROP/OTP

+ JEPPESEN

BUCHAREST, ROMANIA

HENRI COANDA

8 NOV 13

(20-1P)

.Eff.14.Nov.

.AIRPORT.BRIEFING.

## 1. GENERAL

### 1.1. ATIS

ATIS 118.5

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. REVERSE THRUST

Avoid reverse thrust after landing, consistent with safe operation of ACFT, especially between 2300-0700LT.

#### 1.2.2. RUN-UP TESTS

ATC will approve idle ground engine runs.

Permission for ground testing in excess of idle must commence in the Engine Test Bay and must be requested through the marshaller, ext. 3426, at all times.

Times of operation are 0600-2300LT.

Engine testing on the open airfield will only be allowed for Chapter 2 ACFT between 0900-1700LT and Chapter 3 ACFT between 0600-2300LT. Propeller-driven ACFT are to be classified as Chapter 3.

#### 1.2.3. USE OF APU

The APU is permitted functioning maximum 15 min after block-on time and may be started over 30 min before standard.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

The preparation phase will be implemented when VIS falls below 1500m and is deteriorated to 800m or ceiling is 500' and is deteriorated to 200' and CAT II/III operations are expected.

The operation phase will be commenced when RVR falls below 600m (VIS falls below 800m) or ceiling is below 200'.

LVP will be terminated when RVR is greater than 600m (VIS greater than 800m) and ceiling is greater than 200' and a continuing improvement in these conditions is anticipated.

If LVP operations are not in force, Low Visibility Take-off must be requested a minimum of 30 min in advance to permit the appropriate preparations.

ACFT movements on manoeuvring area to/from RWYs should be made using the Standard Taxi Routes.

Upon receiving taxi clearance, ACFT must only proceed when a green centerline path is illuminated.

ACFT movements on TWYs P and C and on aprons must be carried out with Follow-me car.

Red stop bars at all intersections of RWYs with TWYs except TWYs used only for exit (rapid exit TWY W and V).

Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the localizer sensitive area is provided.

Intersection take-offs are not permitted.

### 1.4. TAXI PROCEDURES

On the aprons ACFT are permitted to taxi only at the indispensable minimum engine speed.

Taxiing of ACFT with wingspan greater than 171'/52m is permitted only with engines 1 and 4 on idle power.

Pilots are to delay call "RWY vacated" until ACFT has completely passed the end of green/yellow TWY centerline lights.

Orange guidelines are mandatory for:

A300, A310, B707-320, B757-200, B767-200, B777, DC10-30, IL18, IL62, IL76, IL86, L100-30, L1011-500, TU154, B747-200, B747-400 and AN124.

TWY L MAX wingspan 118'/36m.

TWY I MAX wingspan 171'/52m.

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BUCHAREST, ROMANIA

HENRI COANDA

8 NOV 13

(20-1P1)

.Eff.14.Nov.

.AIRPORT.BRIEFING.

**1. GENERAL****1.5. PARKING INFORMATION**

Floodlight poles close to stands 106, 107, 109, 110, 120 and 121.

Apron 1: Stands 101, 102 and 113 thru 115 are equipped with stand entry guidance SAFEDOCK T-3 and stands 103 thru 107 and 109 thru 112 with SAFEDOCK T-1.

Stands 101 thru 118 on apron 1 push-back required.

Stands 119 thru 122 on Apron 1 and stands 202 thru 223 on Apron 2:

Self-parking procedure, stop ACFT when yellow STOP marking is in line with pilots eye view at an angle of 90° to the lead-in line.

**2. ARRIVAL****2.1. CAT II/III OPERATIONS**

RWYs 08L/R approved for CAT II/III operations, special aircrew and ACFT certification required.

**2.2. TAXI PROCEDURES****2.2.1. STANDARD TAXI ROUTES****2.2.1.1. RWY 08L**

Taxi route	Apron	TWY to be followed	Remarks
Arrival 1D	Apron 1	V, O, N	
Arrival 1E		O, N	
Arrival 2C	Apron 2	V, O, P, C	For ACFT with wingspan less than 171' /52m
Arrival 2D		O, P, C	For ACFT with wingspan less than 171' /52m
Arrival 3C	Apron 3	O, P	
Arrival 3D		V, N, C, P	For ACFT with wingspan less than 171' /52m

**2.2.1.2. RWY 08R**

Taxi route	Apron	TWY to be followed	Remarks
Arrival 1A	Apron 1	D, C	For ACFT with wingspan less than 171' /52m
Arrival 1B		D, P, O, N	
Arrival 1C		G	
Arrival 2A	Apron 2	D, C	For ACFT with wingspan less than 171' /52m
Arrival 2B		G, C	For ACFT with wingspan less than 171' /52m
Arrival 3A	Apron 3	D, P	
Arrival 3B		G, C, P	For ACFT with wingspan less than 171' /52m

LROP/OTP

+ JEPPESEN

BUCHAREST, ROMANIA

HENRI COANDA

13 SEP 13

(20-1P2)

.Eff.19.Sep.

.AIRPORT.BRIEFING.

**2. ARRIVAL****2.2.1.3. RWY 26L**

Taxi route	Apron	TWY to be followed	Remarks
Arrival 7D	Apron 1	G, N	
Arrival 7E		A, B	
Arrival 8C	Apron 2	G, C	For ACFT with wingspan less than 171'/52m
Arrival 8D		A, B, C	For ACFT with wingspan less than 171'/52m
Arrival 9C	Apron 3	G, C, P	For ACFT with wingspan less than 171'/52m
Arrival 9D		A, B, C, P	For ACFT with wingspan less than 171'/52m

**2.2.1.4. RWY 26R**

Taxi route	Apron	TWY to be followed	Remarks
Arrival 4A	Apron 1	W, O, N	
Arrival 4B		N	
Arrival 5A	Apron 2	W, P, C	For ACFT with wingspan less than 171'/52m
Arrival 5B		W, O, N, C	For ACFT with wingspan less than 171'/52m
Arrival 6A	Apron 3	W, P	
Arrival 6B			For ACFT with wingspan less than 171'/52m

**2.3. PARKING PROCEDURES**

When taxiing into ACFT stands, ACFT shall generally not stop in curves between the centerlines of apron TWYs or ACFT stand taxi lanes and the centerlines of ACFT stands so as to avoid the further appliance of break-away power.

If in the course of a manoeuvre as described above, an ACFT inadvertently comes to a stop, prior to increasing engine power again to continue, the pilot shall notify Ground Control and await further instructions.

Parking of ACFT at positions not provided with SEG is only permitted according to the signals of the marshaller.



LROP/OTP

+ JEPPESEN

BUCHAREST, ROMANIA

HENRI COANDA

13 SEP 13

(20-1P3)

.Eff.19.Sep.

.AIRPORT.BRIEFING.

**3. DEPARTURE****3.1. TAXI PROCEDURES****3.1.1. STANDARD TAXI ROUTES****3.1.1.1. RWY 08L**

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1C	N	N	
	Departure 1D	O	C, P, O, taxi on RWY backtrack and line-up THR	For ACFT with wingspan less than 171'/52m
Apron 2	Departure 2C	N	C, N	For ACFT with wingspan less than 171'/52m
	Departure 2D	O	C, P, O, taxi on RWY backtrack and line-up THR	For ACFT with wingspan less than 171'/52m
Apron 3	Departure 3C	N	P, O, N	
	Departure 3D	O	P, O, taxi on RWY back-track and line-up THR	

**3.1.1.2. RWY 08R**

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1A	A	A	
	Departure 1B	G	G, turn RIGHT taxi to end of RWY and line-up THR	
Apron 2	Departure 2A	A	C, B, A	For ACFT with wingspan less than 171'/52m
	Departure 2B	G	C, G, turn RIGHT taxi to end of RWY and line-up THR	
Apron 3	Departure 3A	A	P, C, B, A	
	Departure 3B	G	P, C, G, turn RIGHT taxi to end of RWY and line-up THR	

LROP/OTP

+ JEPPESEN

BUCHAREST, ROMANIA

HENRI COANDA

13 SEP 13

(20-1P4)

.Eff.19.Sep.

.AIRPORT.BRIEFING.

**3. DEPARTURE****3.1.1.3. RWY 26L**

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1E	D	C, D, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m
	Departure 1F	G	G, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m
Apron 2	Departure 2E	D	C, D, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m
	Departure 2F	G	C, G, turn LEFT taxi to end of RWY, turn around and line-up THR	
Apron 3	Departure 3E	D	P, D, turn LEFT taxi to end of RWY, turn around and line-up THR	
	Departure 3F	G	P, C, G, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 171'/52m

**3.1.1.4. RWY 26R**

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1G	O	N, O and line-up THR	For ACFT with wing-span more than 171'/52m only with Follow-me.
	Departure 1H	N	N, taxi on RWY, back-track and line-up THR	
Apron 2	Departure 2G	O	C, P, O and line-up THR	For ACFT with wing-span less than 171'/52m
	Departure 2H	N	C, N, taxi on RWY, back-track and line-up THR	For ACFT with wing-span less than 171'/52m
Apron 3	Departure 3G	O	P, O and line-up THR	For ACFT with wing-span more than 171'/52m only with Follow-me.
	Departure 3H	N	P, O, N, turn RIGHT taxi on RWY, back-track and line-up THR	



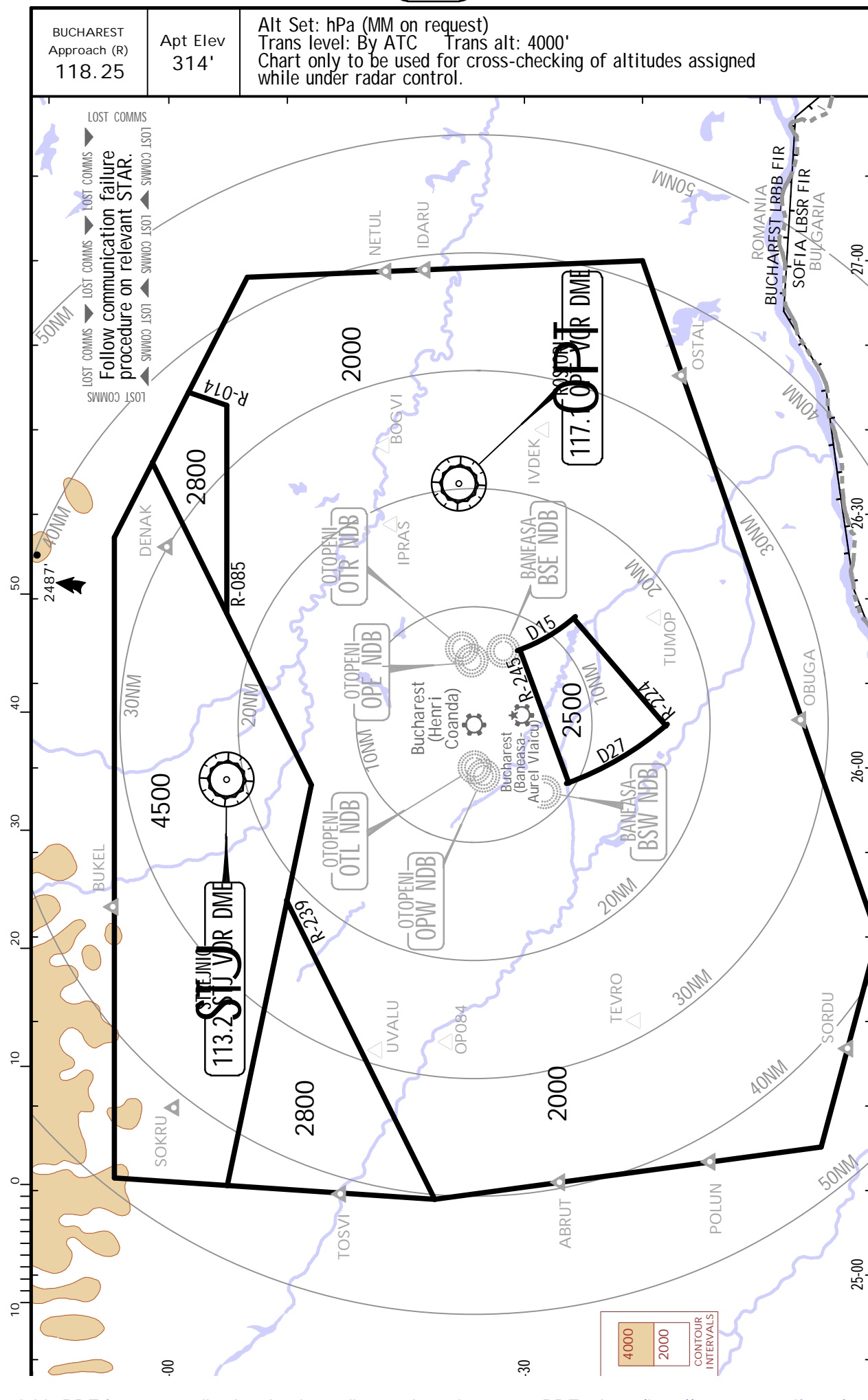
# LROP/OTP

## HENRI COANDA

JEPPESEN  
18 JUL 14 (20-1R)

# BUCHAREST, ROMANIA

.Eff.24.Jul. .RADAR.MINIMUM.ALTITUDES.



## LROP/OTP

HENRI COANDA



**JEPPESEN**

# BUCHAREST, ROMANIA

.RNAV.STAR.

22 FEB 13

20-2

.Eff.7.Mar.

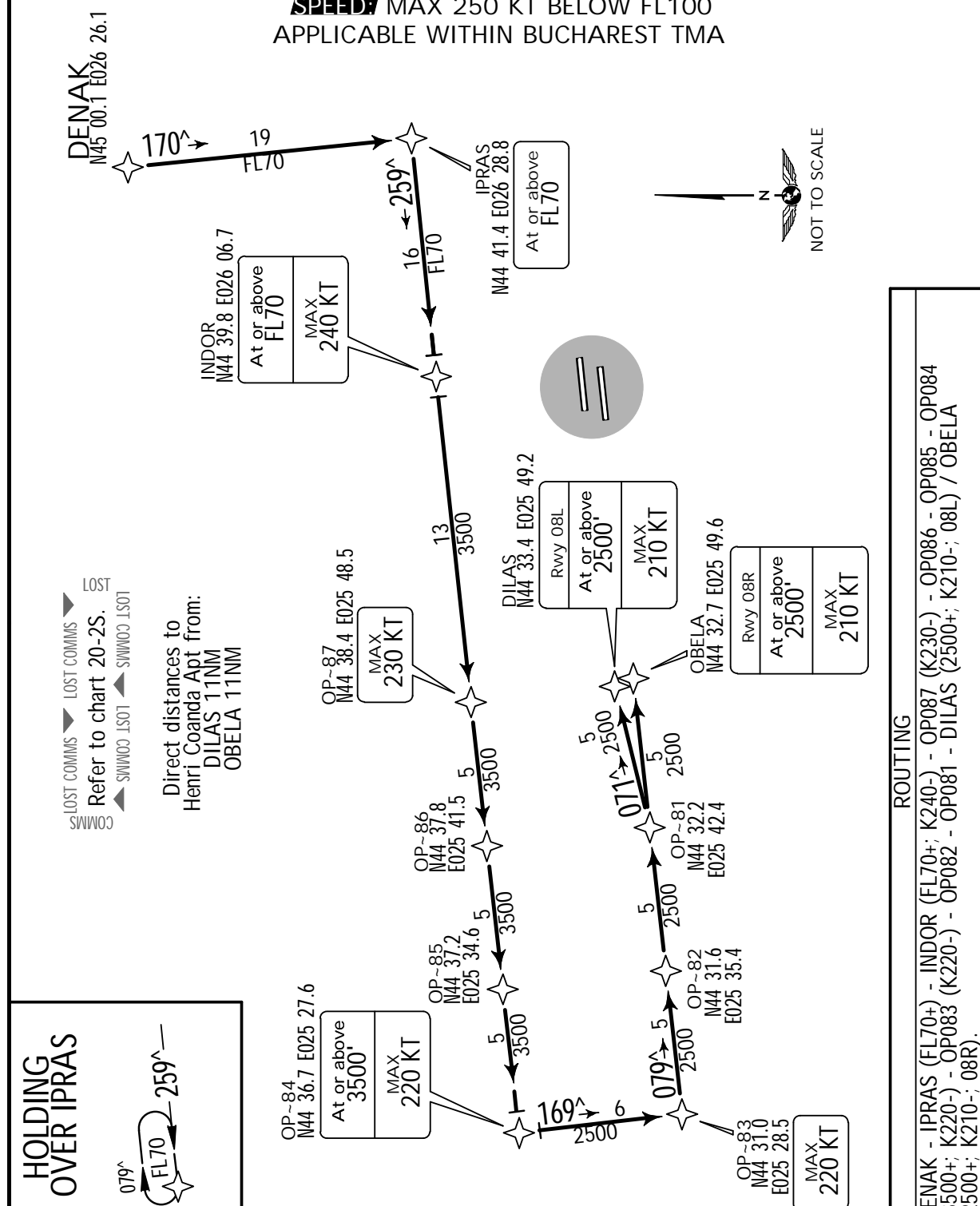
<p>ATIS 118.5</p>	<p>Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'</p> <p>1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.</p>
<p>Apt Elev 314'</p>	<p>2. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.</p> <p>3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.</p> <p>4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.</p>

DENAK 1U [DENA1U]  
RWYS 08L/R RNAV ARRIVAL

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

**SPEED:** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA



LROP/OTP

HENRI COANDA

22 FEB 13



JEPPESEN

(20-2A)

.Eff.7.Mar.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS  
118.5

Apt Elev  
314'

- Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'
1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
  2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
  3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
  4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

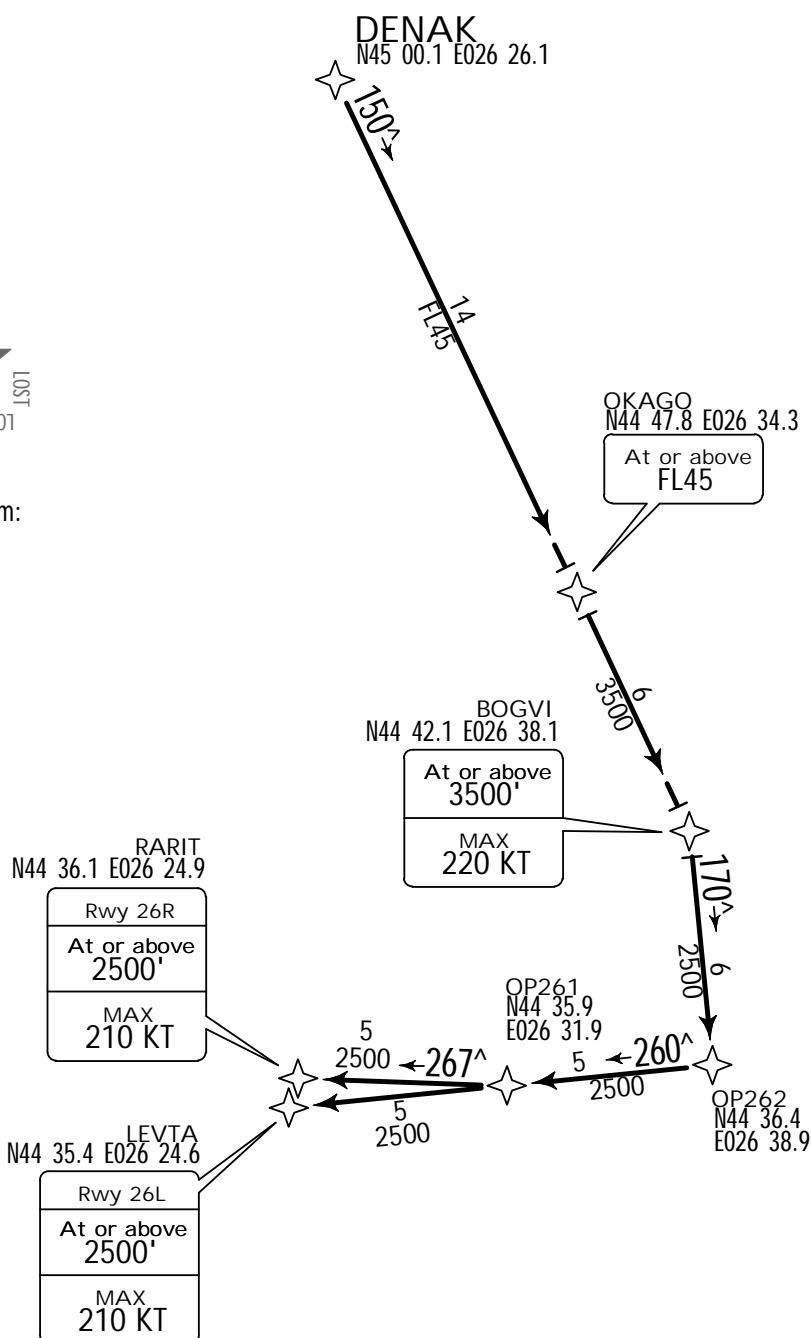
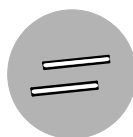
**DENAK 2X [DENA2X]**  
**RWYS 26L/R RNAV ARRIVAL**  
P-RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED  
**SPEED:** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA



LOST COMMS ▼ LOST COMMS ▼  
Refer to chart 20-2S.  
▲ S/W/O/L LOST ▲ S/W/O/L LOST

Direct distances to  
Henri Coanda Apt from:  
LEVTA 14NM  
RARIT 14NM

**HOLDING  
OVER DENAK**



**ROUTING**

DENAK - OKAGO (FL45+) - BOGVI (3500+: K220-) - OP262 - OP261 - LEVTA (2500+: K210-)

LROP/OTP

HENRI COANDA

22 MAR 13

JEPPESEN

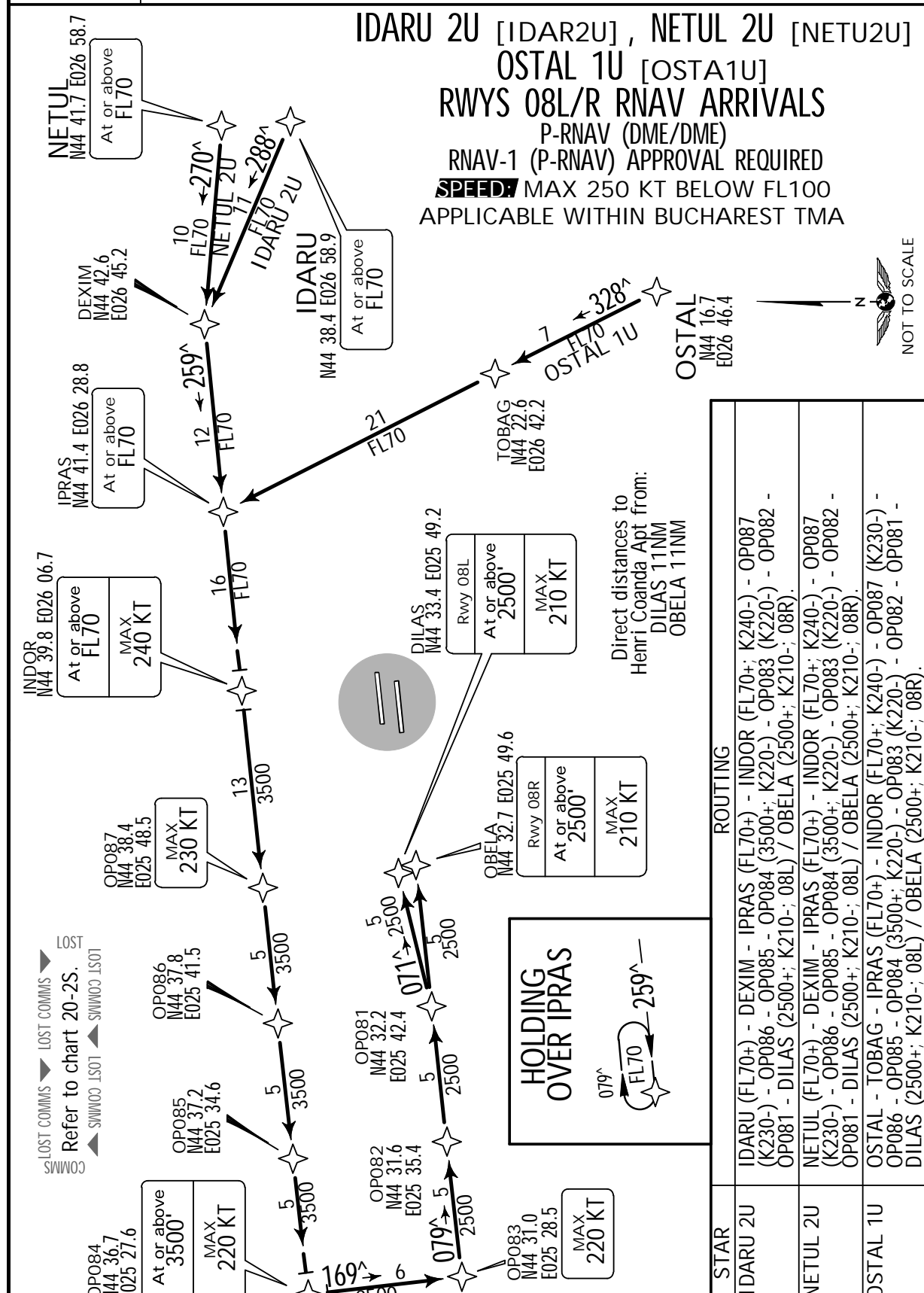
(20-2B)

.Eff.4.Apr.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



LROP/OTP

HENRI COANDA

22 MAR 13



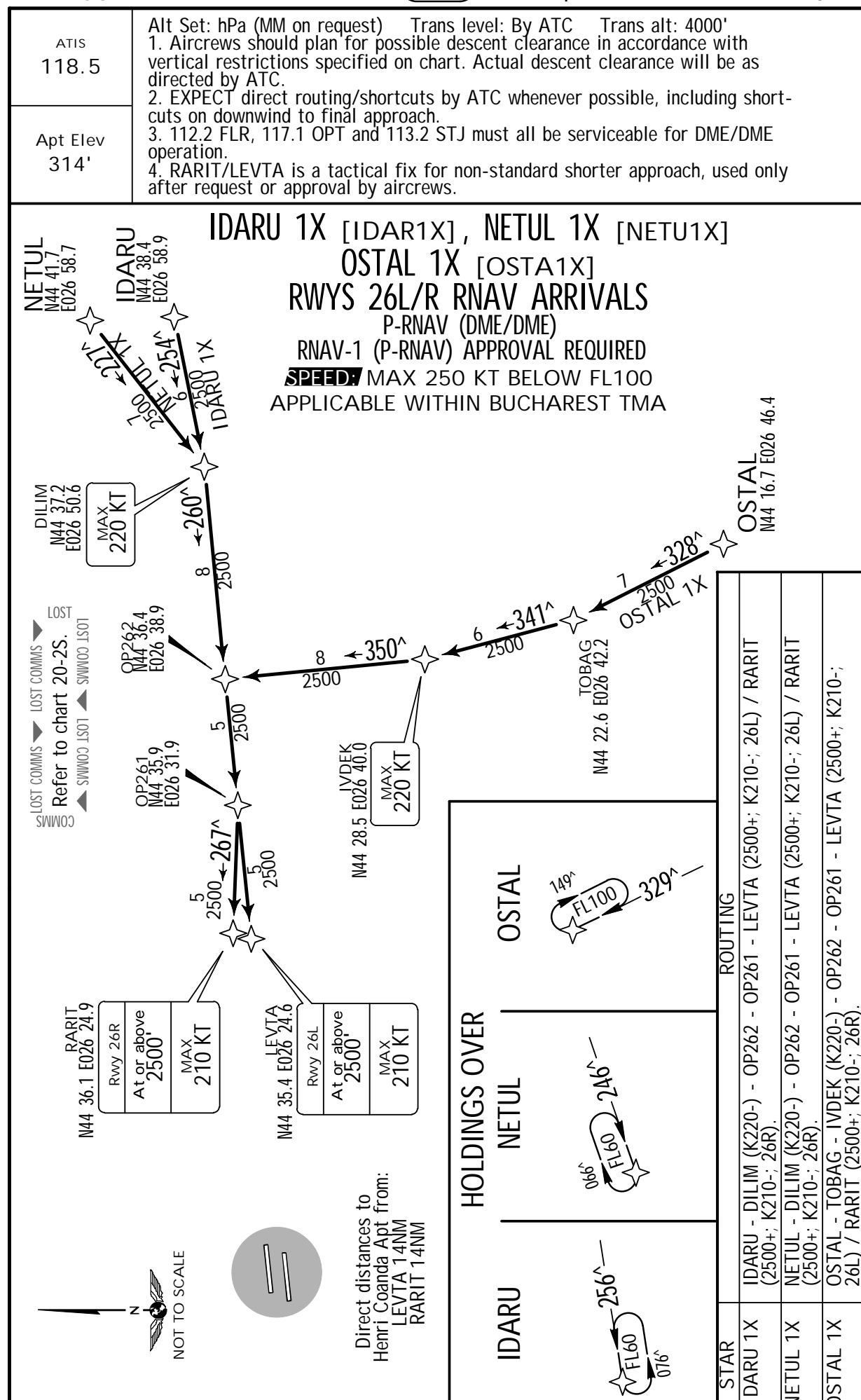
JEPPESSEN

20-2C

.Eff. 4 Apr.

BUCHAREST, ROMANIA

.RNAV.STAR.

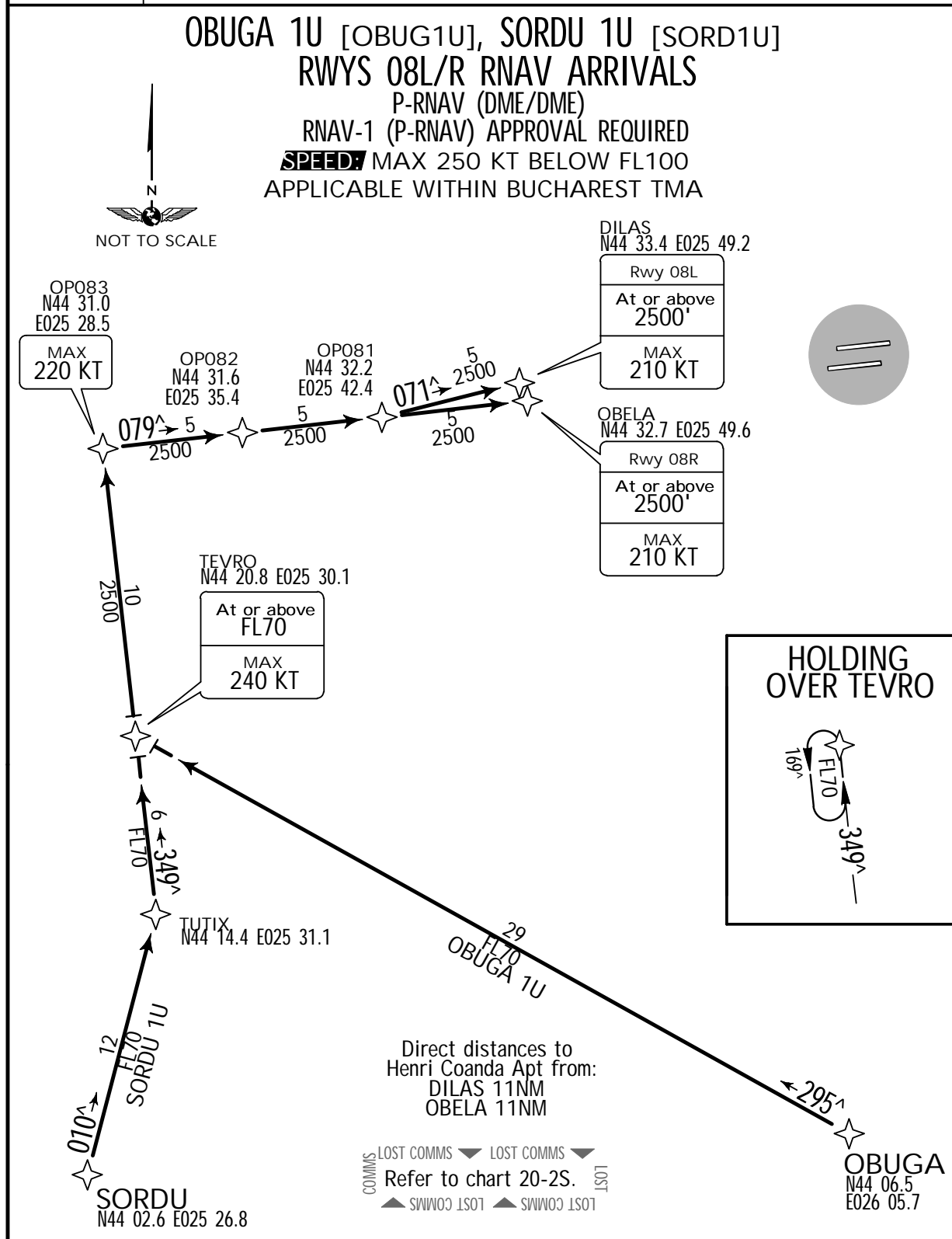


LROP/OTP  
 HENRI COANDA

JEPPESEN  
 1 FEB 13 (20-2D) .Eff.7.Feb.

BUCHAREST, ROMANIA  
 .RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



STAR	ROUTING
OBUGA 1U	OBUGA - TEVRO (FL70+; K240-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).
SORDU 1U	SORDU - TUTIX - TEVRO (FL70+; K240-) - OP083 (K220-) - OP082 - OP081 -



LROP/OTP

HENRI COANDA

1 FEB 13

JEPPESEN

(20-2E)

.Eff.7.Feb.

BUCHAREST, ROMANIA

.RNAV.STAR.

ATIS  
118.5Apt Elev  
314'

- Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'
1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
  2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
  3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
  4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

OBUGA 1X [OBUG1X], SORDU 1X [SORD1X]

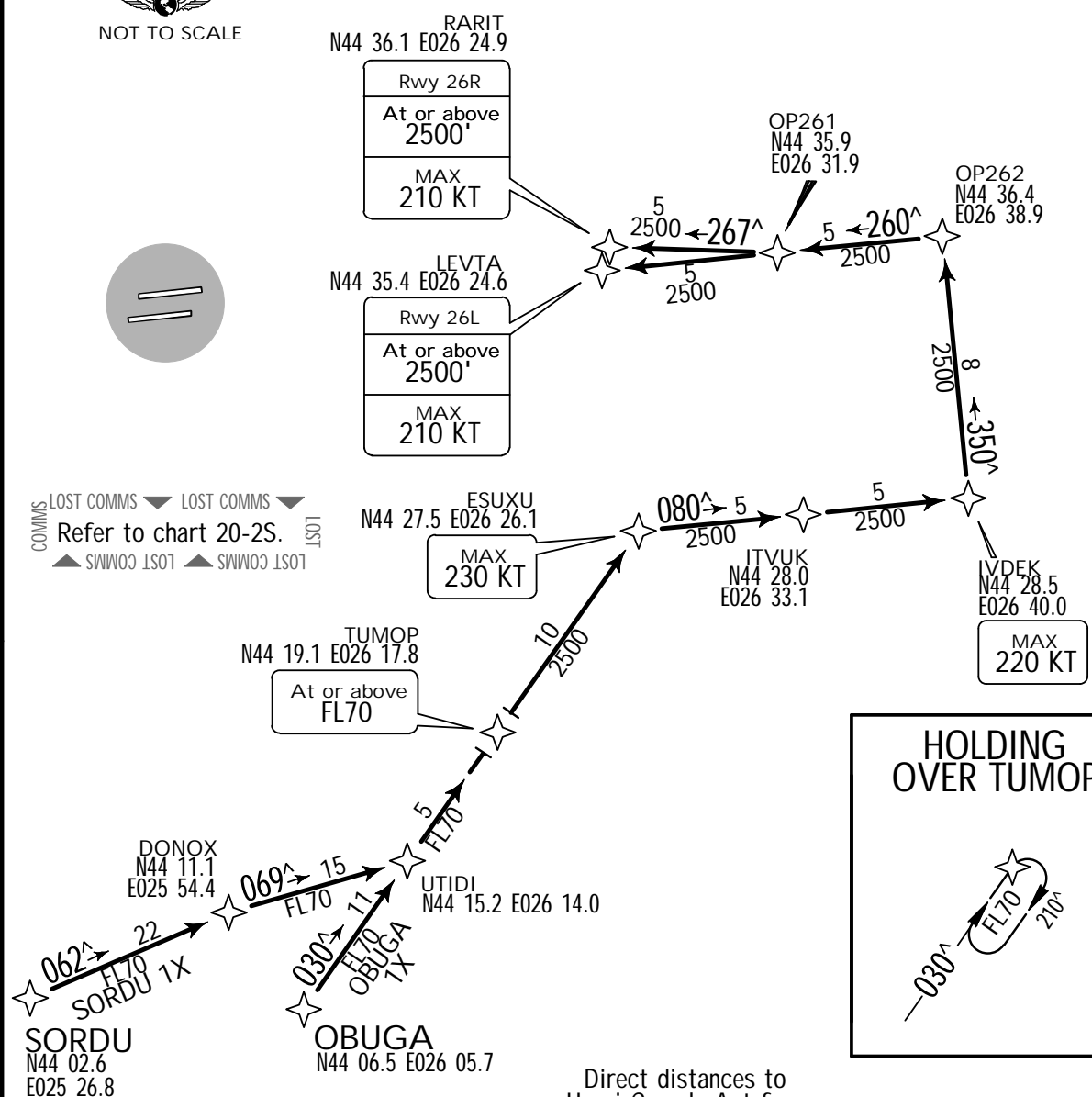
RWYS 26L/R RNAV ARRIVALS

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

**SPEED:** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA

LOST COMMS ▼ LOST COMMS ▼  
Refer to chart 20-2S.  
▲ SIVWOC LSOT ▲ SIVWOC LSOT

HOLDING  
OVER TUMOP

Direct distances to  
Henri Coanda Apt from:  
LEVTA 14NM  
RARIT 14NM

STAR

ROUTING

OBUGA 1X

OBUGA - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).

SORDU 1X

SORDU - DONOX - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).



LROP/OTP  
HENRI COANDA

5 SEP 14

20-2F

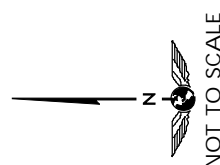
JEPPESEN

BUCHAREST, ROMANIA  
.RNAV.STAR.ATIS  
118.5Apt Elev  
314'

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'

1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

**TOSVI 2U [TOSV2U]**  
**RWYS 08L/R RNAV ARRIVAL**  
 P-RNAV (DME/DME)  
 RNAV-1 (P-RNAV) APPROVAL REQUIRED  
**SPEED:** MAX 250 KT BELOW FL100  
 APPLICABLE WITHIN BUCHAREST TMA



Direct distances to  
Henri Coanda Apt from:  
DILAS 11NM  
OBELA 11NM

**TOSVI**  
M44 45.2 E025 09.7

At or below  
FL140  
MAX  
270 KT

**UVALU**  
M44 42.6 E025 26.6

At or above  
FL70

**OP-88**  
M44 44.3 E025 47.6

MAX  
230 KT

**OP-87**  
M44 38.4 E025 48.5

MAX  
230 KT

**OP-86**  
M44 37.8  
E025 41.5

**OP-85**  
M44 37.2  
E025 34.6

**OP-84**  
M44 36.7 E025 27.6

At or above  
3500'

MAX  
220 KT

**DILAS**  
M44 33.4 E025 49.2

Rwy 08L  
At or above  
2500'

MAX  
210 KT

**OP-81**  
M44 32.2  
E025 42.4

**OP-82**  
M44 31.6  
E025 35.4

**OP-83**  
M44 31.0 E025 28.5

MAX  
220 KT

**OBELA**  
M44 32.7 E025 49.6

Rwy 08R  
At or above  
2500'

MAX  
210 KT

**ROUTING**

OSVI (FL140-; K270-) - UVALU (FL70+) - OP088 (K230-) - OP087 (K230-) - OP086 -  
 P085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+;  
 210-; 08L) / OBELA (2500+; K210-; 08R).

LOST COMMS  
Refer to chart 20-2S.  
LOST COMMS  
LOST COMMS  
LOST COMMS

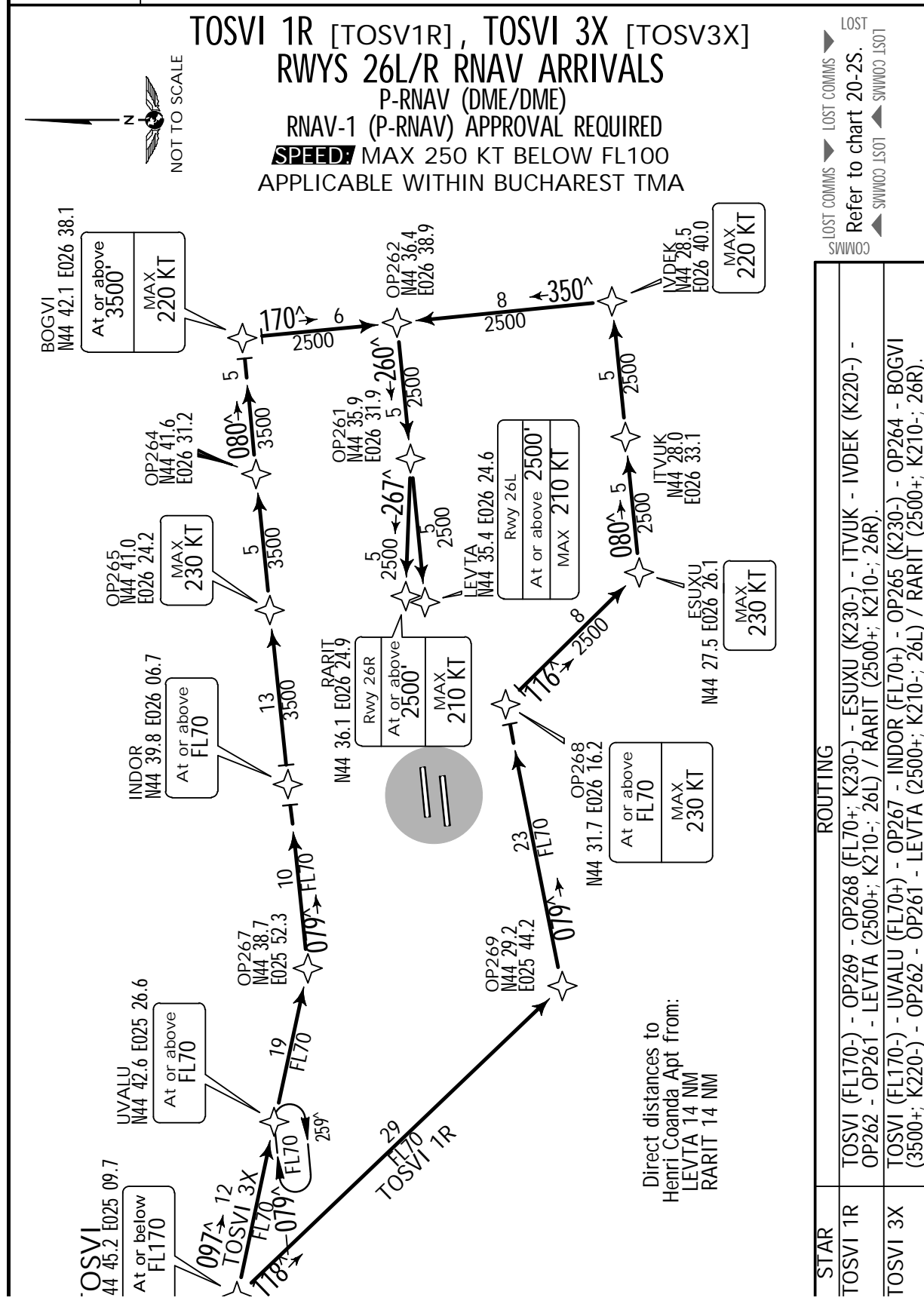
LROP/OTP  
HENRI COANDA

5 SEP 14

20-2G

BUCHAREST, ROMANIA  
.RNAV.STAR.

ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314'	



LROP/OTP  
HENRI COANDA

JEPPESEN  
1 FEB 13 (20-2H) .Eff.7.Feb.

BUCHAREST, ROMANIA  
.STAR.

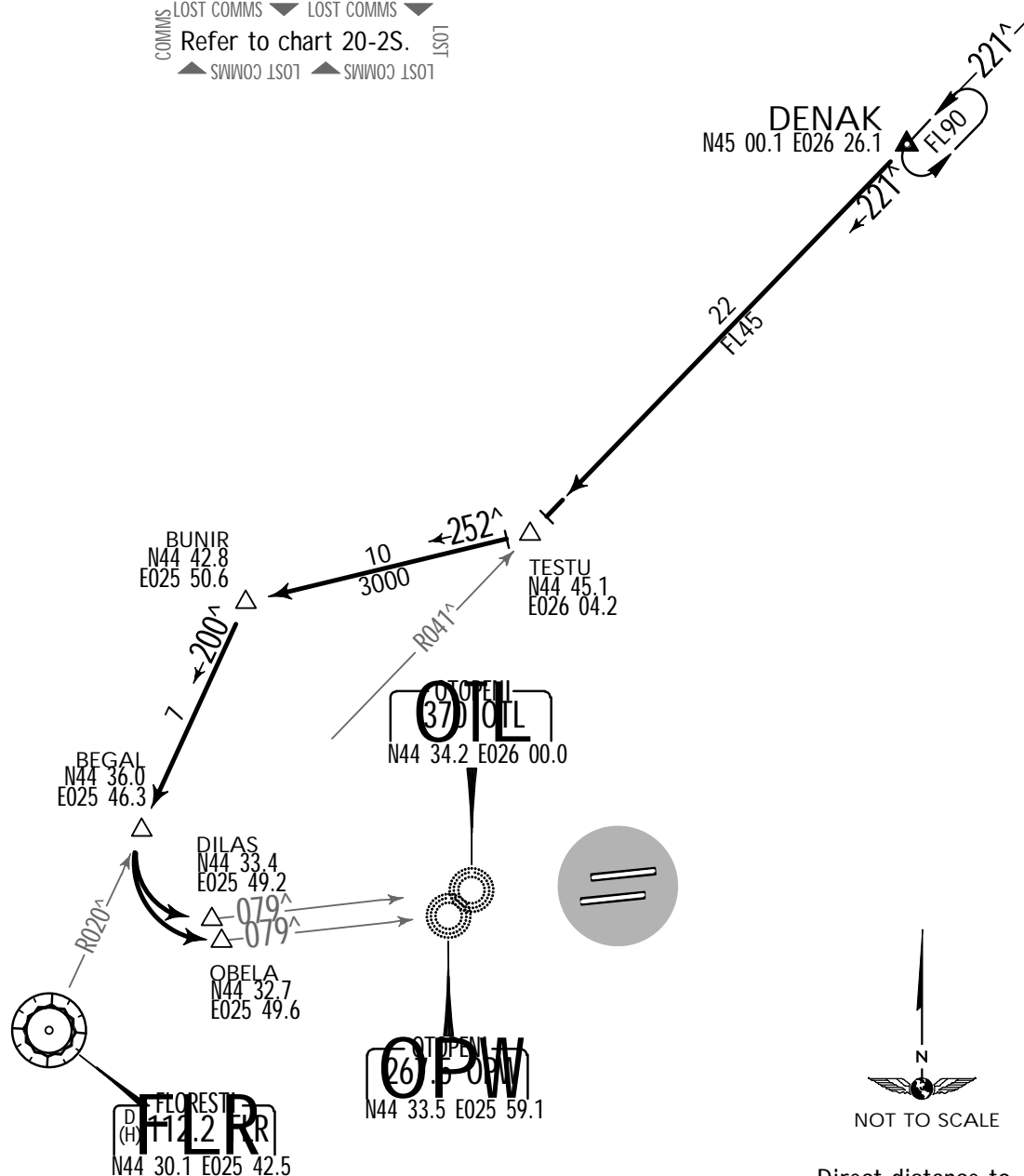
ATIS  
118.5

Apt Elev  
314'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 4000'

DENAK 3E [DENA3E]  
RWYS 08L/R ARRIVAL  
**SPEED** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA

LOST COMMS ▼ LOST COMMS ▼  
Refer to chart 20-2S.  
▲ SWMOJ LSOT ▲ SWMOJ LSOT



Direct distance to  
Henri Coanda Apt from:  
DILAS 11 NM  
OBELA 11 NM

#### ROUTING

Intercept FLR R-041 inbound to TESTU. 252^ track to BUNIR. intercept FLR R-020 inbound to

LROP/OTP  
HENRI COANDA

JEPPESEN  
1 FEB 13 (20-2J) .Eff.7.Feb.

BUCHAREST, ROMANIA  
.STAR.

ATIS  
118.5

Apt Elev  
314'

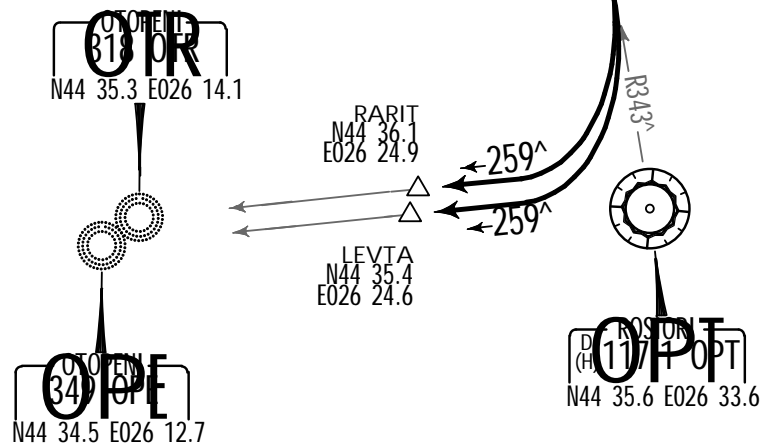
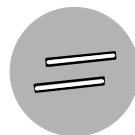
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 4000'

DENAK 3F [DENA3F]  
RWYS 26L/R ARRIVAL  
**SPEED:** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA



LOST COMMS ▼ LOST COMMS ▼  
Refer to chart 20-2S.  
▲ LOST COMMS ▲ LOST COMMS ▲

Direct distance to  
Henri Coanda Apt from:  
LEVTA 14 NM  
RARIT 14 NM



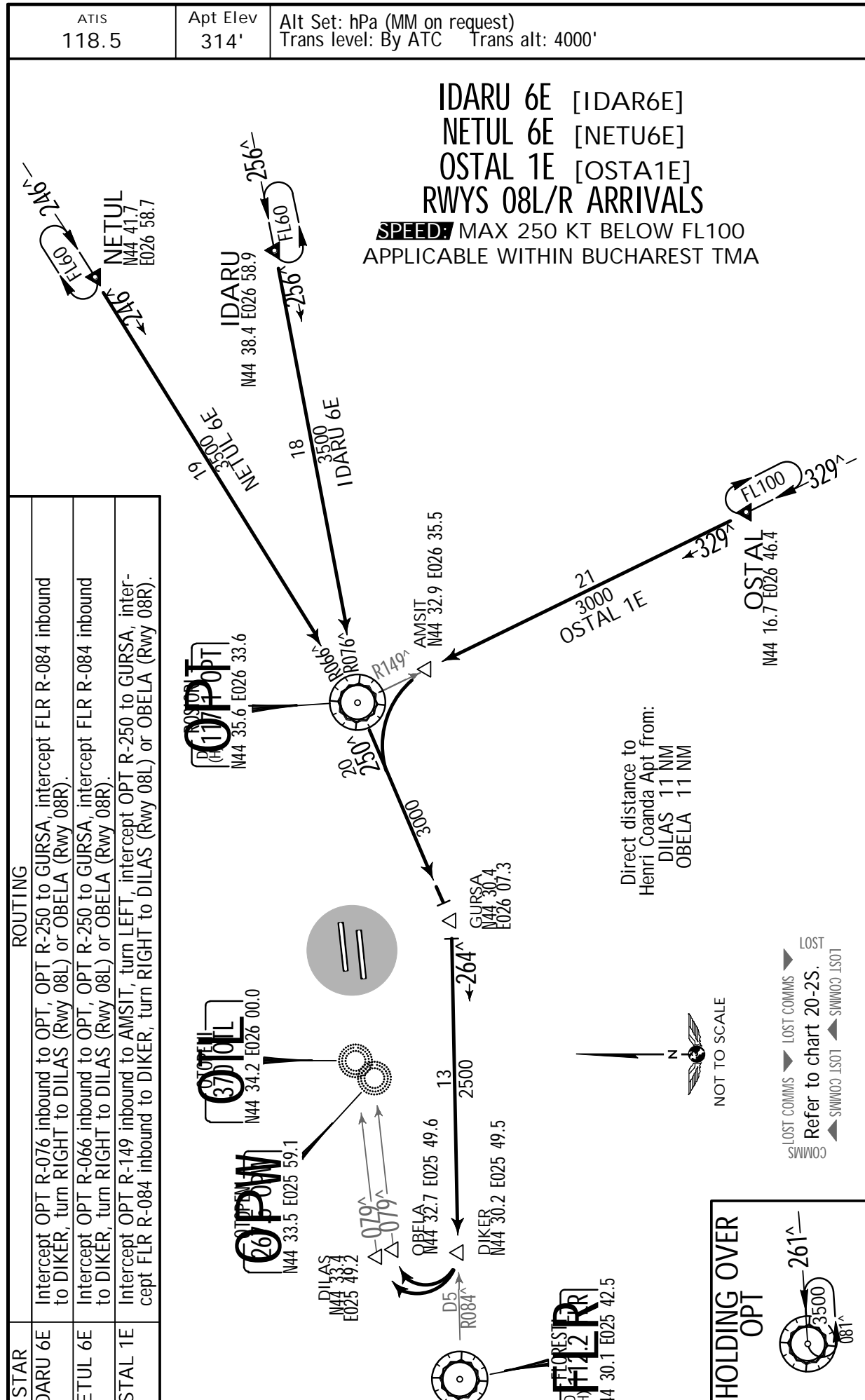
#### ROUTING

Intercept OPT R-343 inbound to LUROD. turn RIGHT. intercept 259° bearing towards OPE

LROP/OTP  
HENRI COANDA

1 FEB 13 20-2K .Eff.7.Feb.

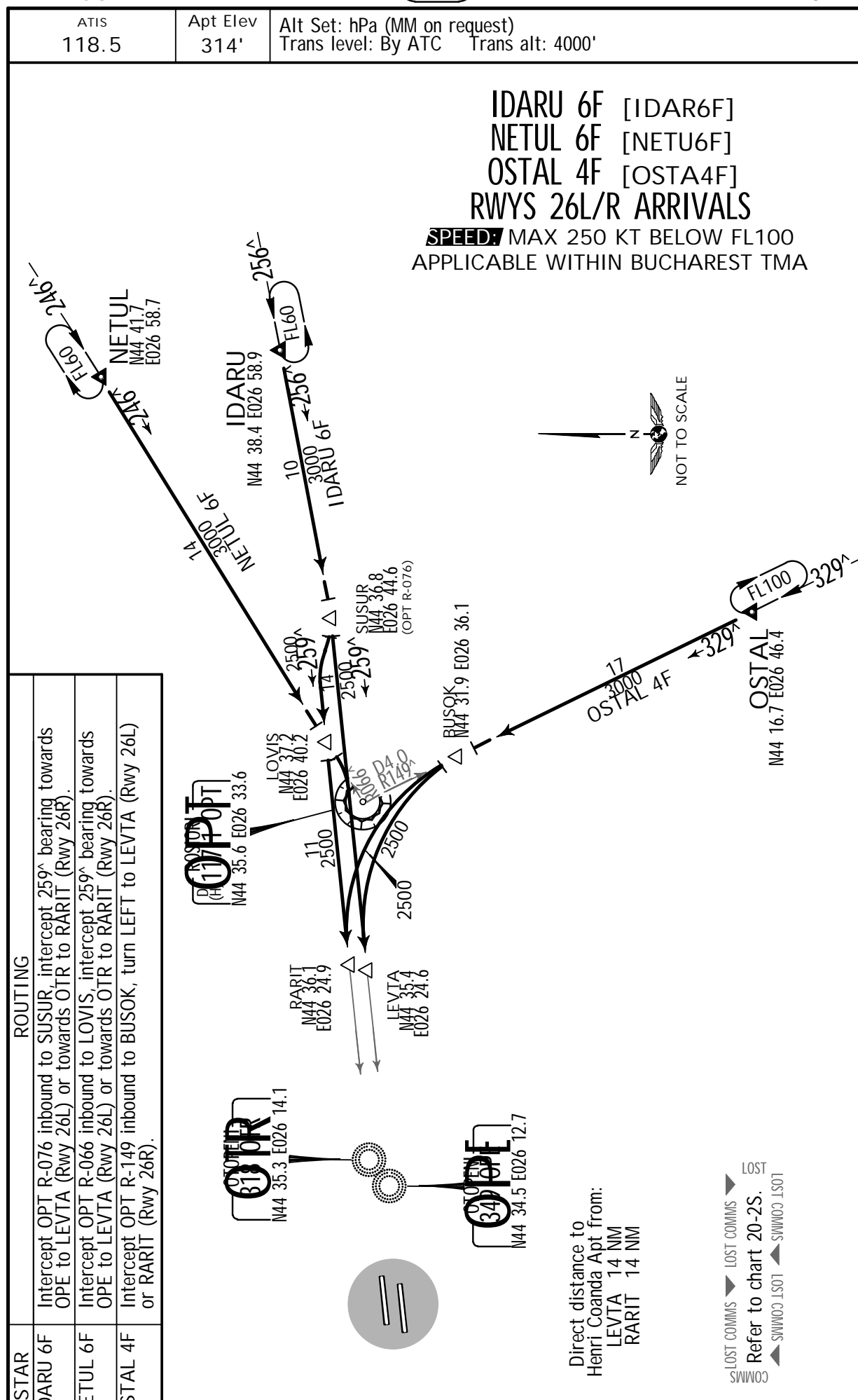
BUCHAREST, ROMANIA  
.STAR.



LROP/OTP  
HENRI COANDA

JEPPESEN  
1 FEB 13 20-2L .Eff.7.Feb.

BUCHAREST, ROMANIA  
.STAR.



LROP/OTP  
HENRI COANDA

JEPPESEN  
1 FEB 13 (20-2M) .Eff.7.Feb.

BUCHAREST, ROMANIA  
.STAR.

ATIS  
118.5

Apt Elev  
314'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 4000'

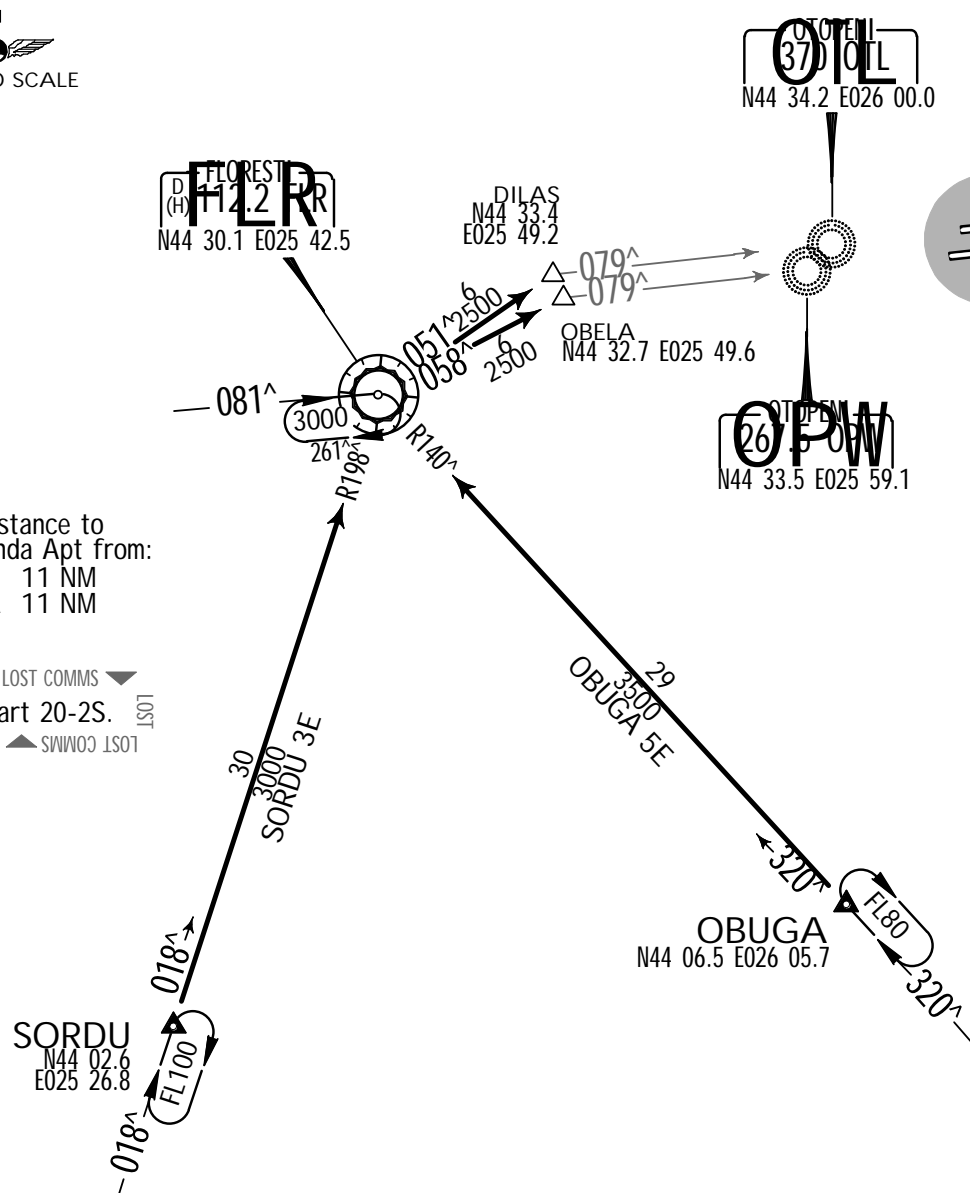
OBUGA 5E [OBUG5E]  
SORDU 3E [SORD3E]  
RWYS 08L/R ARRIVALS

**SPEED:** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA



Direct distance to  
Henri Coanda Apt from:  
DILAS 11 NM  
OBELA 11 NM

LOST COMMS ▼ LOST COMMS ▼  
Refer to chart 20-2S.  
▲ LOST COMMS ▲ LOST COMMS ▲



STAR	ROUTING
OBUGA 5E	Intercept FLR R-140 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R).
SORDU 3E	Intercept FLR R-198 inbound to FLR. FLR R-051 to DILAS (Rwy 08L) or FLR R-058



LROP/OTP  
HENRI COANDA

JEPPESEN  
1 FEB 13 (20-2N) .Eff.7.Feb.

BUCHAREST, ROMANIA  
.STAR.

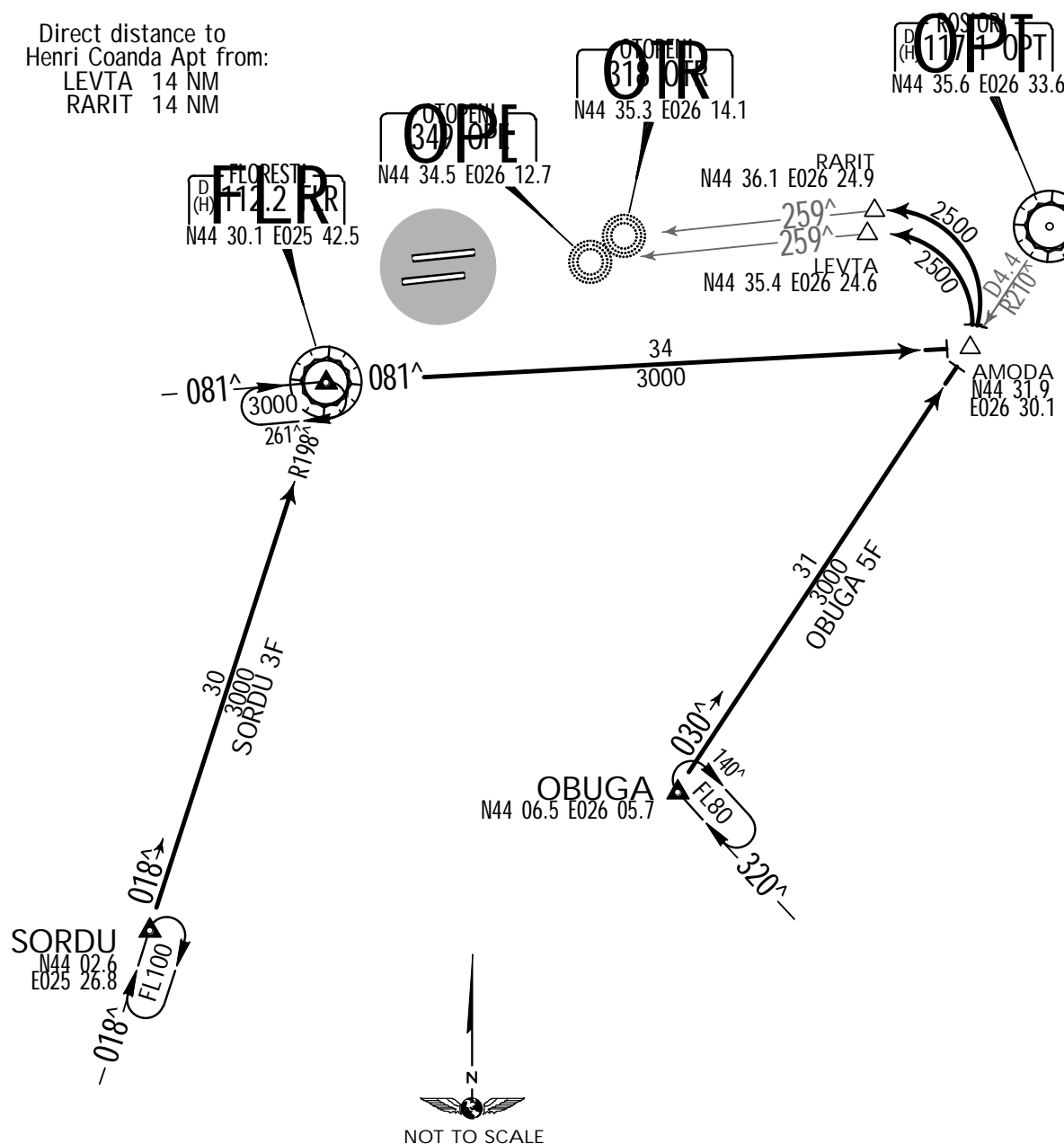
ATIS 118.5	Apt Elev 314'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000'
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OBUGA 5F [OBUG5F]  
SORDU 3F [SORD3F]  
RWYS 26L/R ARRIVALS

**SPEED:** MAX 250 KT BELOW FL100  
APPLICABLE WITHIN BUCHAREST TMA

LOST COMMS ▼ LOST COMMS ▼  
Refer to chart 20-2S.  
▲ SMMW03 1S0T ▲ SMMW03 1S0T

Direct distance to  
Henri Coanda Apt from:  
LEVTA 14 NM  
RARIT 14 NM

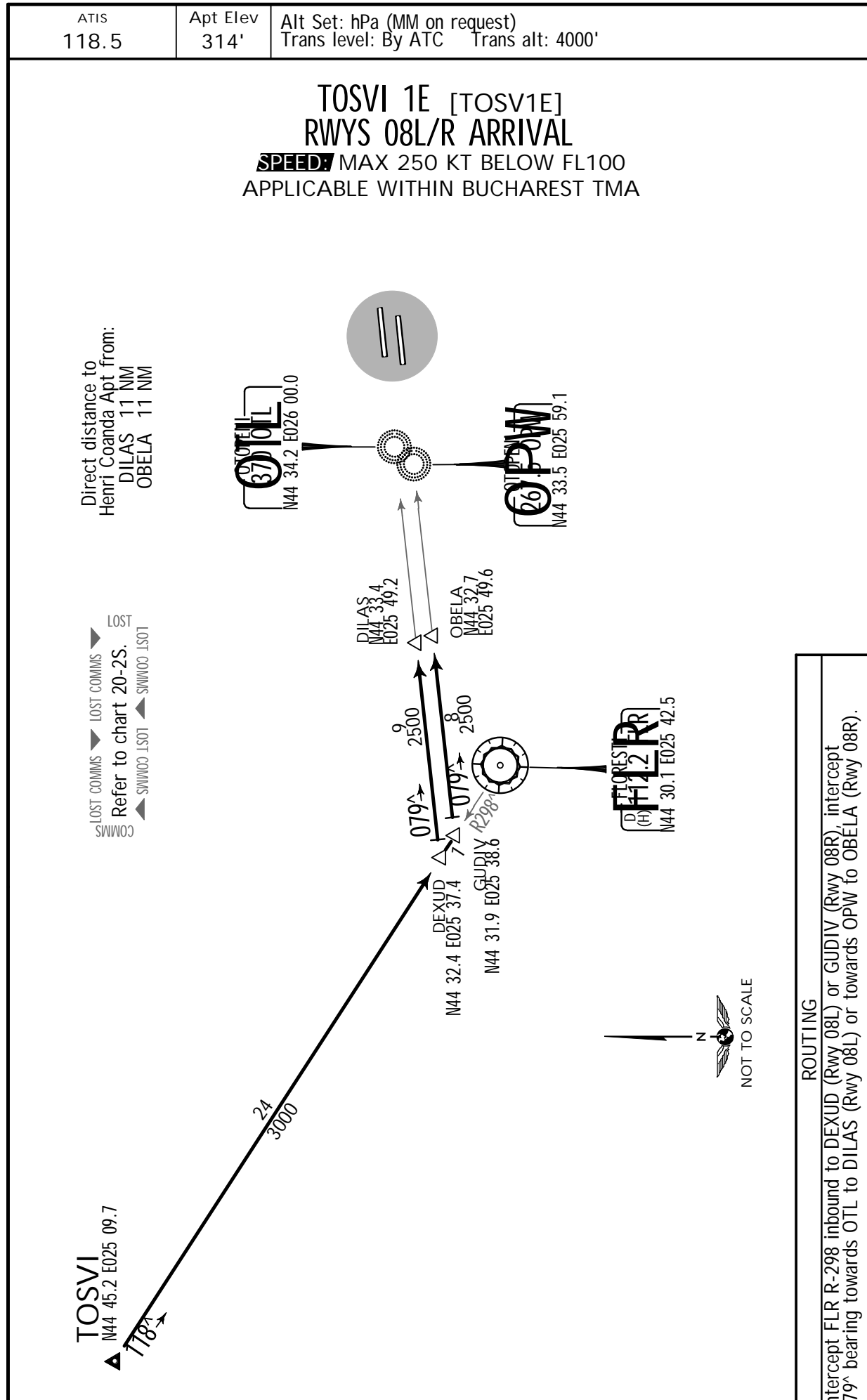


STAR	ROUTING
OBUGA 5F	Intercept OPT R-210 inbound to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
SORDU 3F	Intercept FLR R-198 inbound to FLR. turn RIGHT. FLR R-081 to AMODA. turn LEFT

LROP/OTP  
HENRI COANDA

1 FEB 13 (20-2P) .Eff.7.Feb.

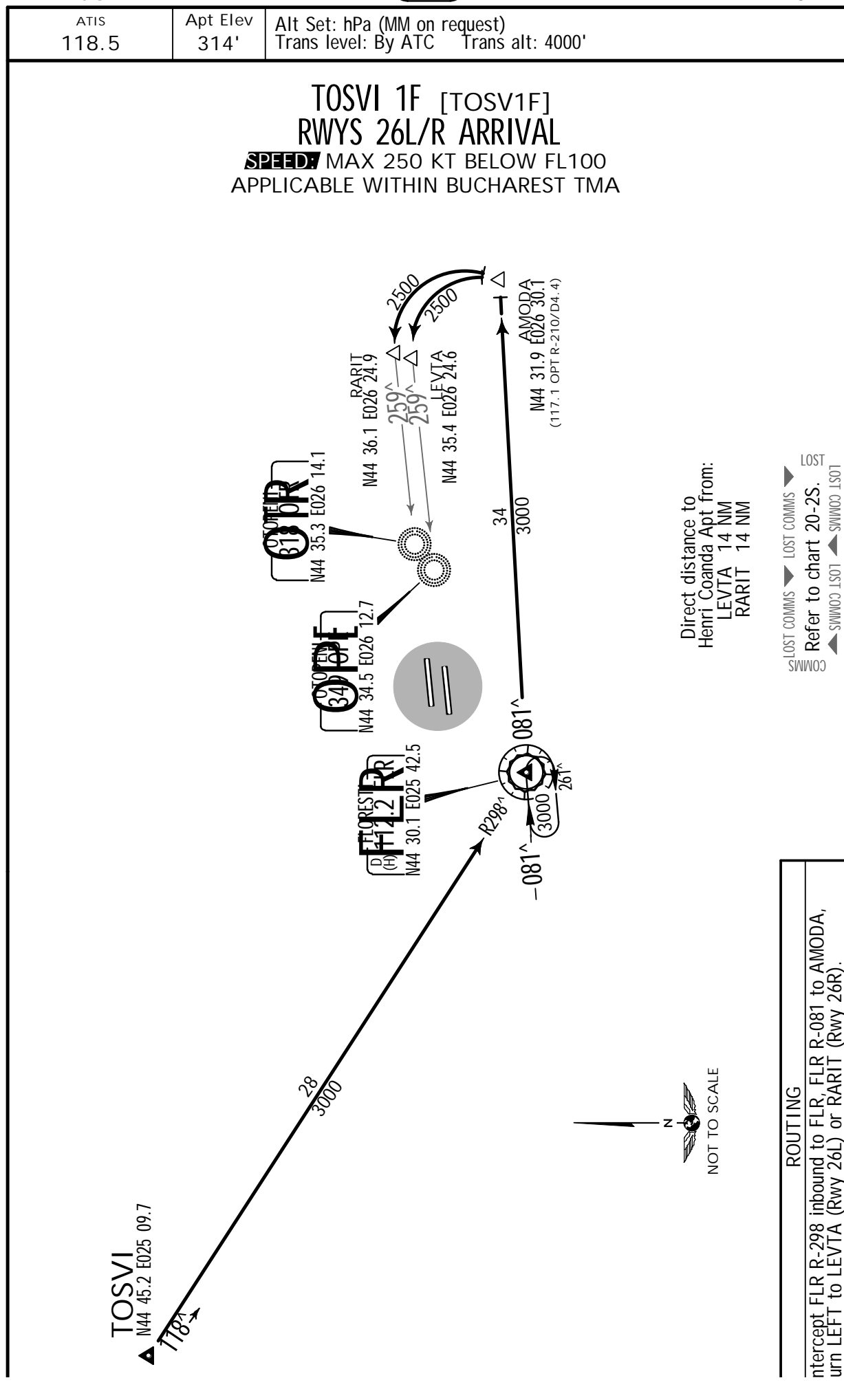
BUCHAREST, ROMANIA  
.STAR.



LROP/OTP  
HENRI COANDA

JEPPESEN  
1 FEB 13 (20-20) .Eff.7.Feb.

BUCHAREST, ROMANIA  
.STAR.



LROP/OTP  
HENRI COANDAJEPPESEN  
1 FEB 13 (20-2S) .Eff.7.Feb.BUCHAREST, ROMANIA  
.STAR.COMMUNICATION  
FAILURE PROCEDURES

## 1. FLIGHTS ABLE TO PERFORM RNAV ARRIVAL

- if RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

- if RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min from setting 7600. Then proceed direct to OBELA(RWY 08R)/DILAS(RWY08L) or RARIT(RWY 26R)/LEVTA(RWY 26L). Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 20-1R, whichever is greater, but not less than 2500'.

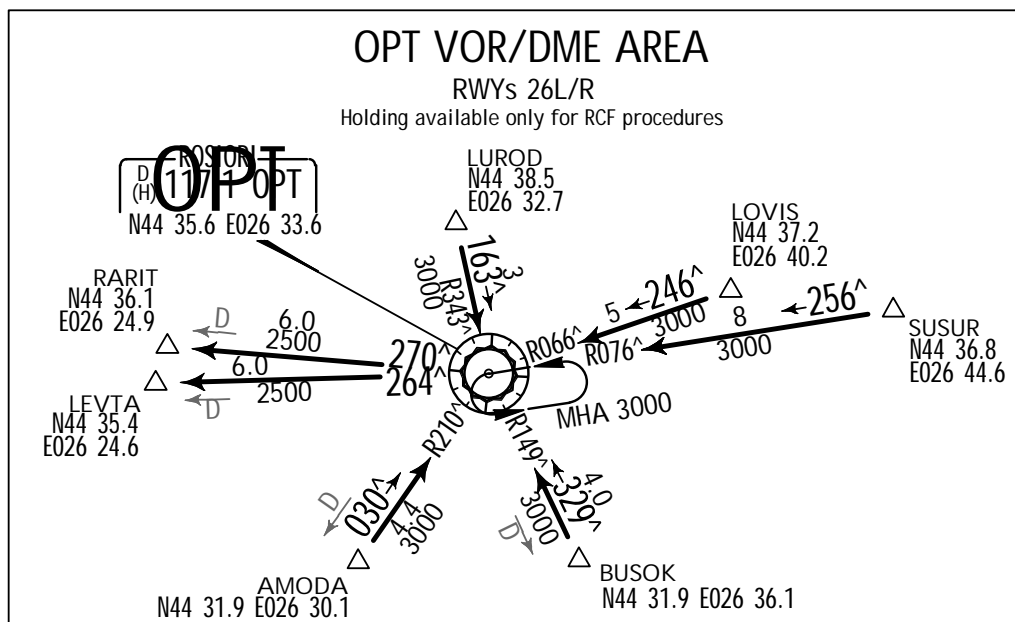
- if STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

## 2. FLIGHTS UNABLE TO PERFORM RNAV ARRIVAL

- if RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

- if RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min from setting 7600. Then proceed direct to FLR VOR/DME, then to OBELA (RWY 08R)/DILAS (RWY08L) or direct to OPT VOR/DME, then OPT R-264 to LEVTA (RWY 26L)/OPT R-270 to RARIT (RWY 26R). Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 20-1R, whichever is greater, but not less than 2500'.

- if STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.



LROP/OTP  
HENRI COANDA

BUCHAREST, ROMANIA  
.RNAV.SID.

Apt Elev  
314'

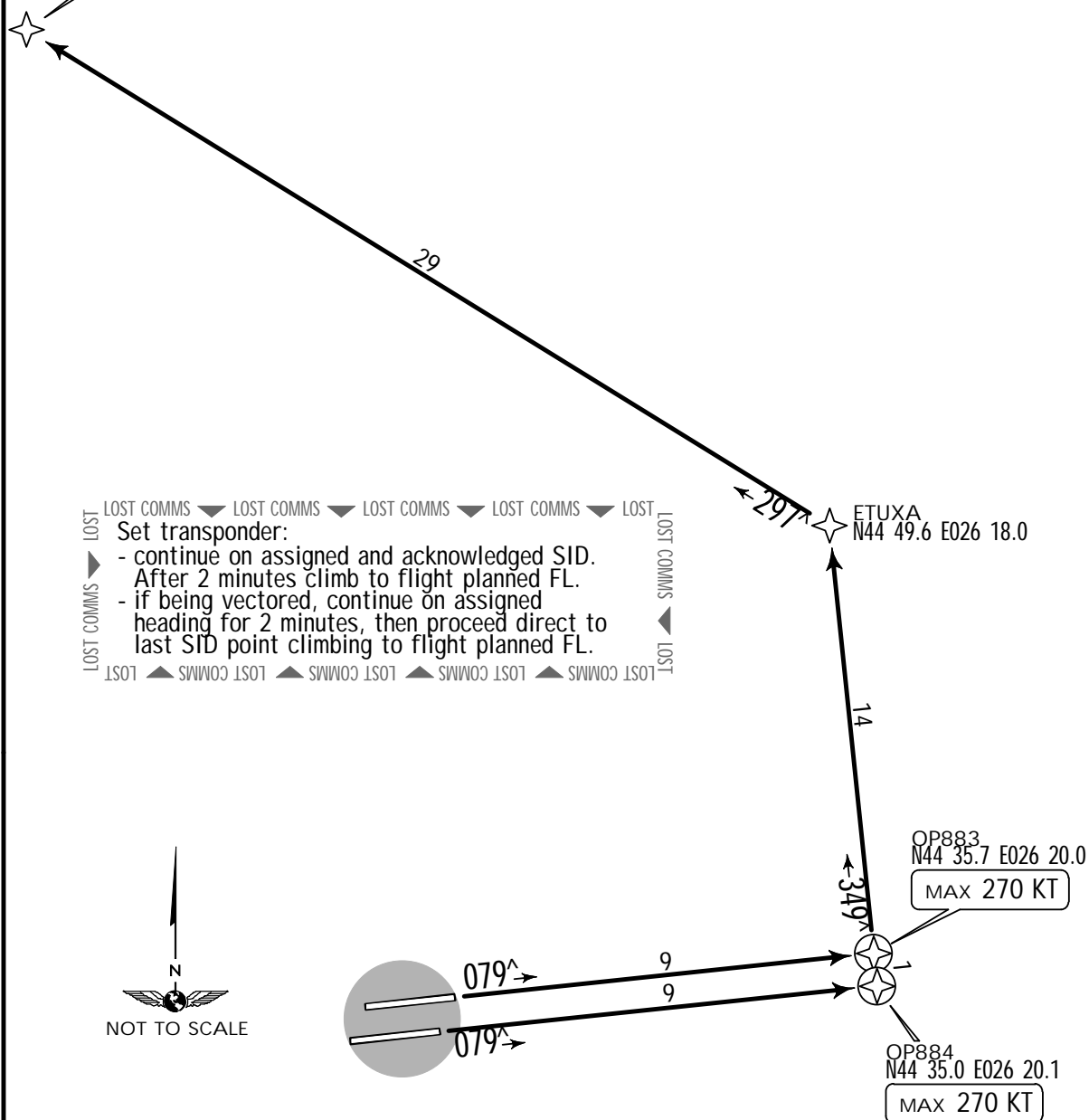
Trans level: By ATC    Trans alt: 4000'

- 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

BUKEL 1K [BUKE1K]  
RWYS 08L/R RNAV DEPARTURE  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED  
NOT AVAILABLE FOR TRAFFIC TO NEPOT

BUKEL  
N45 04.7 E025 43.5

At or above  
FL110



This SID requires a minimum climb gradient of 3.5% until BUKEL due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

If unable to comply, contact ATC before start-up.

## ROUTING

LROP/OTP  
 HENRI COANDA

JEPPESEN  
 9 MAY 14 (20-3A)

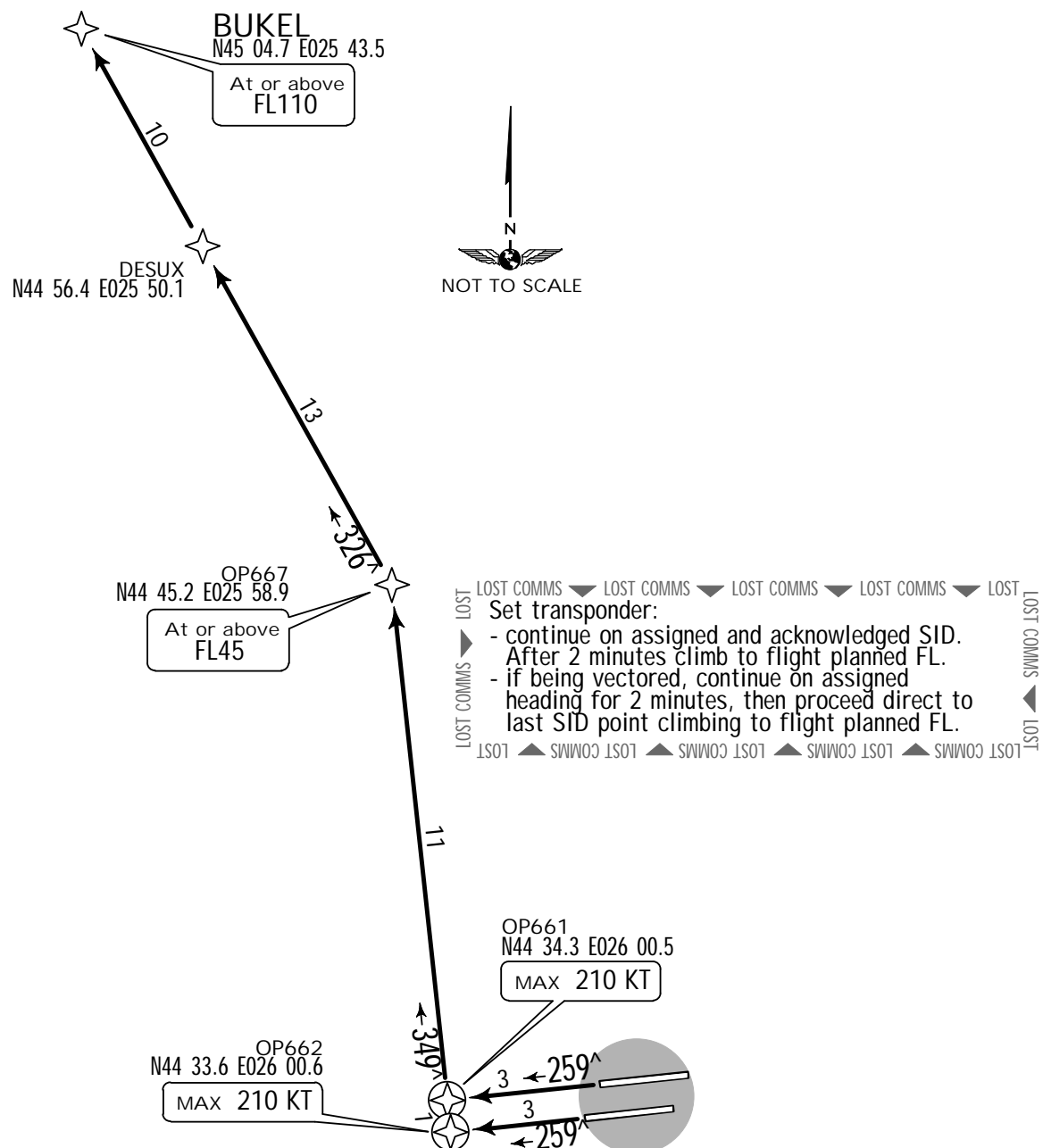
BUCHAREST, ROMANIA  
 .RNAV.SID.

Apt Elev 314'

Trans level: By ATC Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
3. EXPECT close-in obstacles.

**BUKEL 1M [BUKE1M]**  
**RWYS 26L/R RNAV DEPARTURE**  
 RNAV (DME/DME)  
 RNAV-1 (P-RNAV) APPROVAL REQUIRED  
 NOT AVAILABLE FOR TRAFFIC TO NEPOT



This SID requires a minimum climb gradient of 4.9% until BUKEL due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

If unable to comply, contact ATC before start-up.

ROUTING

# LROP/OTP

HENRI COANDA

**JEPPESSEN**  
9 MAY 14 (20-3B)

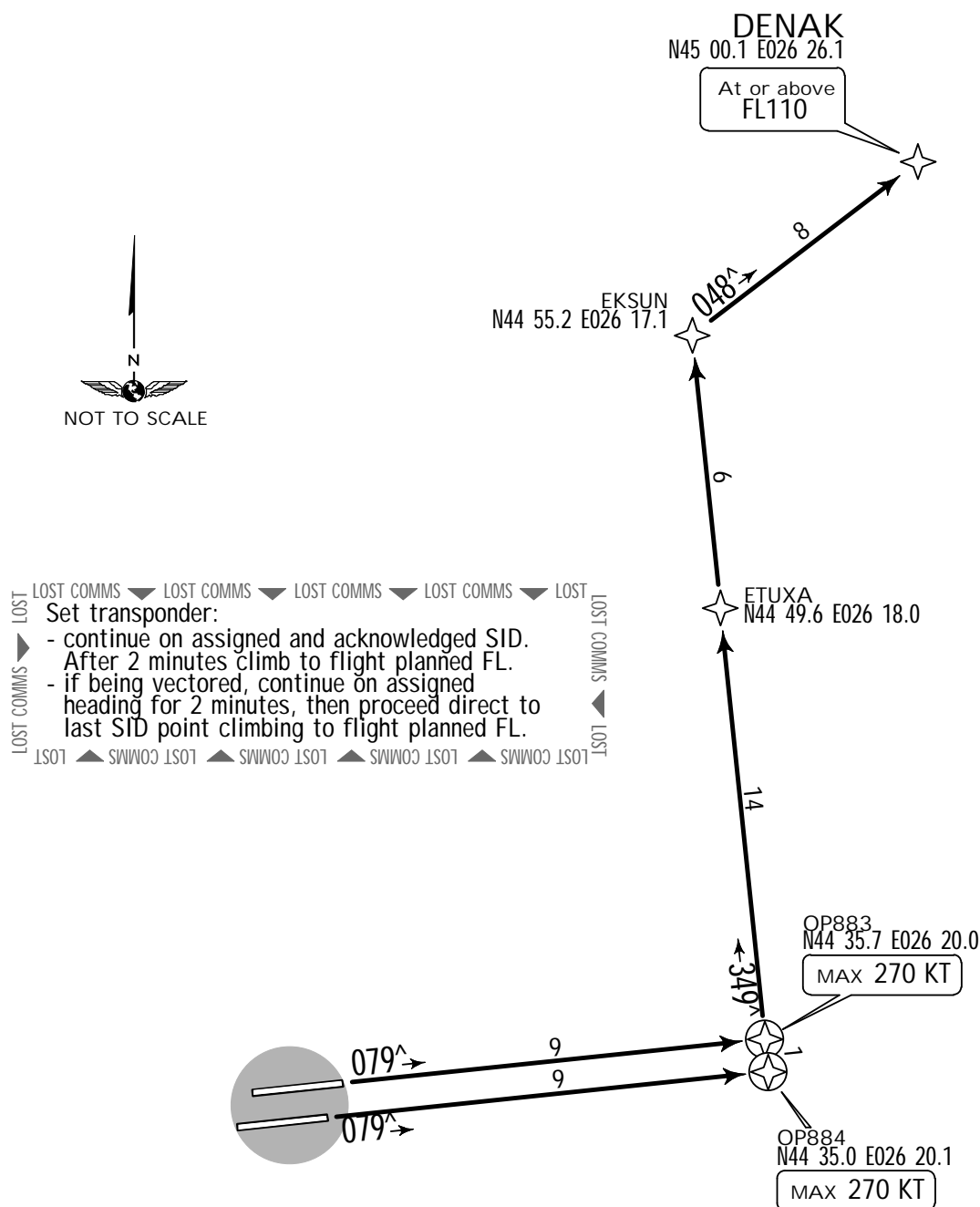
BUCHAREST, ROMANIA  
.RNAV.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

DENAK 1K [DENA1K]  
RWYS 08L/R RNAV DEPARTURE  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED



This SID requires a minimum climb gradient of 5.0% until DENAK due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

If unable to comply, contact ATC before start-up.

## ROUTING



LROP/OTP  
HENRI COANDA

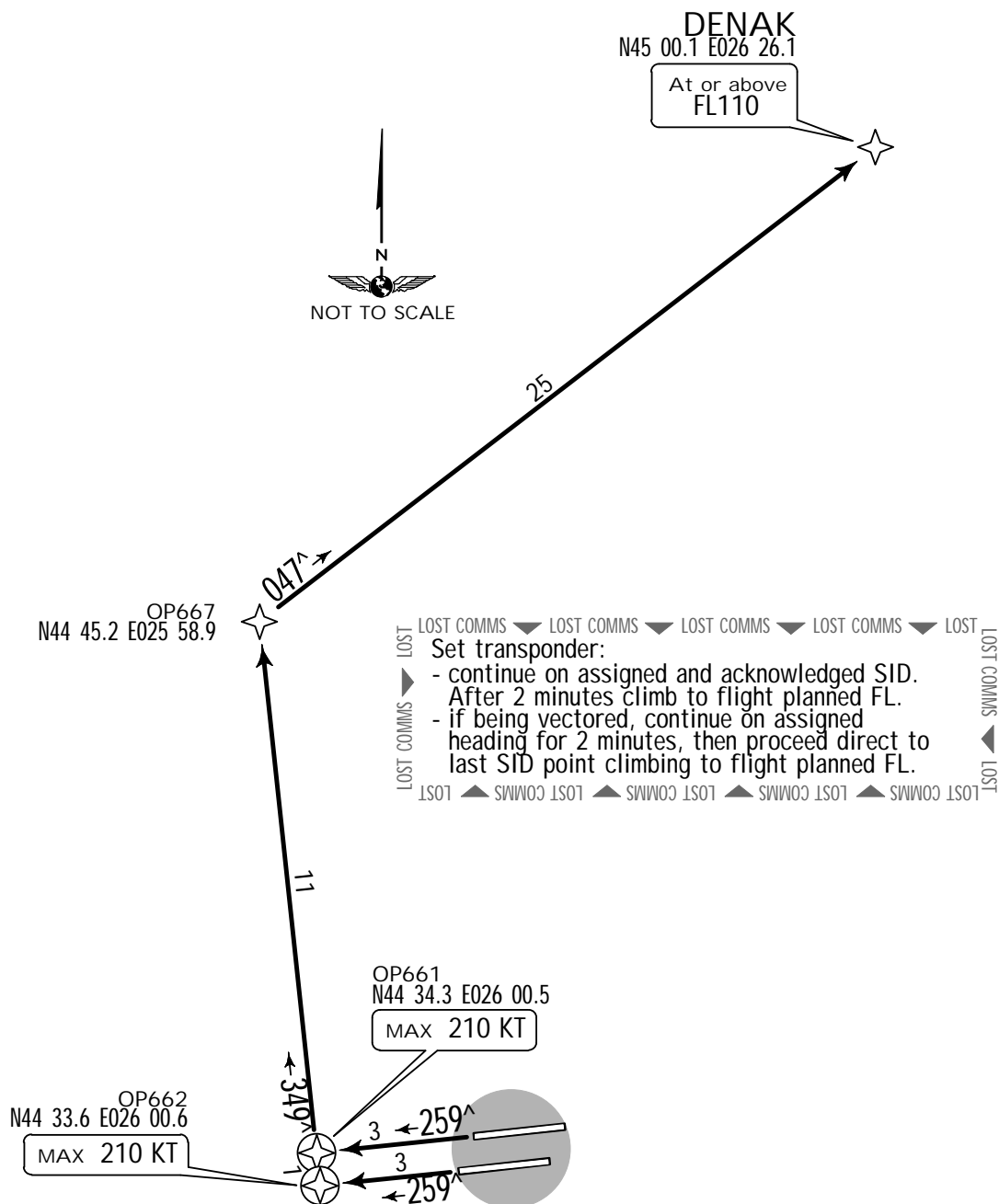
BUCHAREST, ROMANIA  
.RNAV.SID.

Apt Elev  
314'

Trans level: By ATC      Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
3. EXPECT close-in obstacles.

DENAK 1M [DENA1M]  
RWYS 26L/R RNAV DEPARTURE  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED



This SID requires a minimum climb gradient of 4.7% until DENAK due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply, contact ATC before start-up.

ROUTING

LROP/OTP  
HENRI COANDA

**JEPPESEN**

1 FEB 13

20-3D

.Eff.7.Feb.

BUCHAREST, ROMANIA  
eb. .RNAV.SID.

Apt Elev  
314'

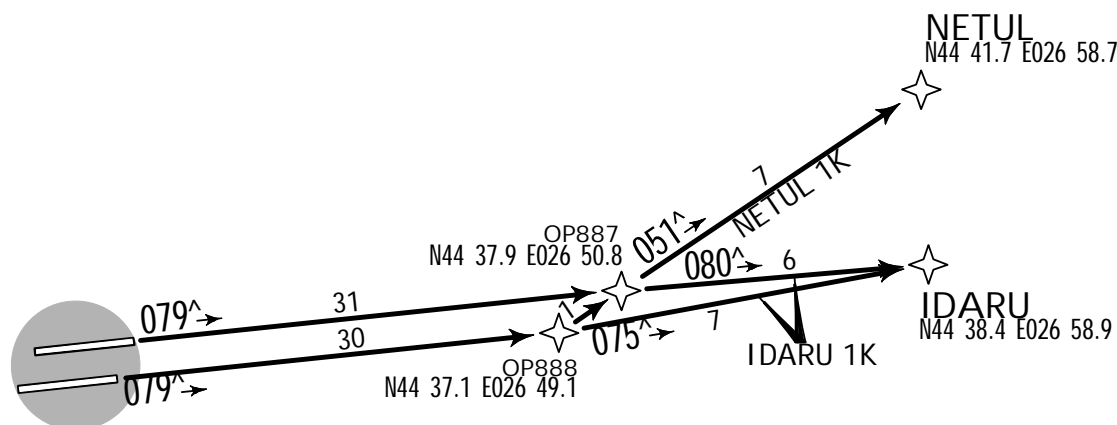
Trans level: By ATC    Trans alt: 4000'

- 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

**IDARU 1K [IDAR1K], NETUL 1K [NETU1K]  
RWYS 08L/R RNAV DEPARTURES  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED**

Set transponder:

- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.



SID	ROUTING
IDARU 1K	OP887 (08L)/OP888 (08R) - IDARU.

LROP/OTP  
HENRI COANDA

**JEPPESSEN** B  
1 FEB 13 (20-3E) .Eff.7.Feb.

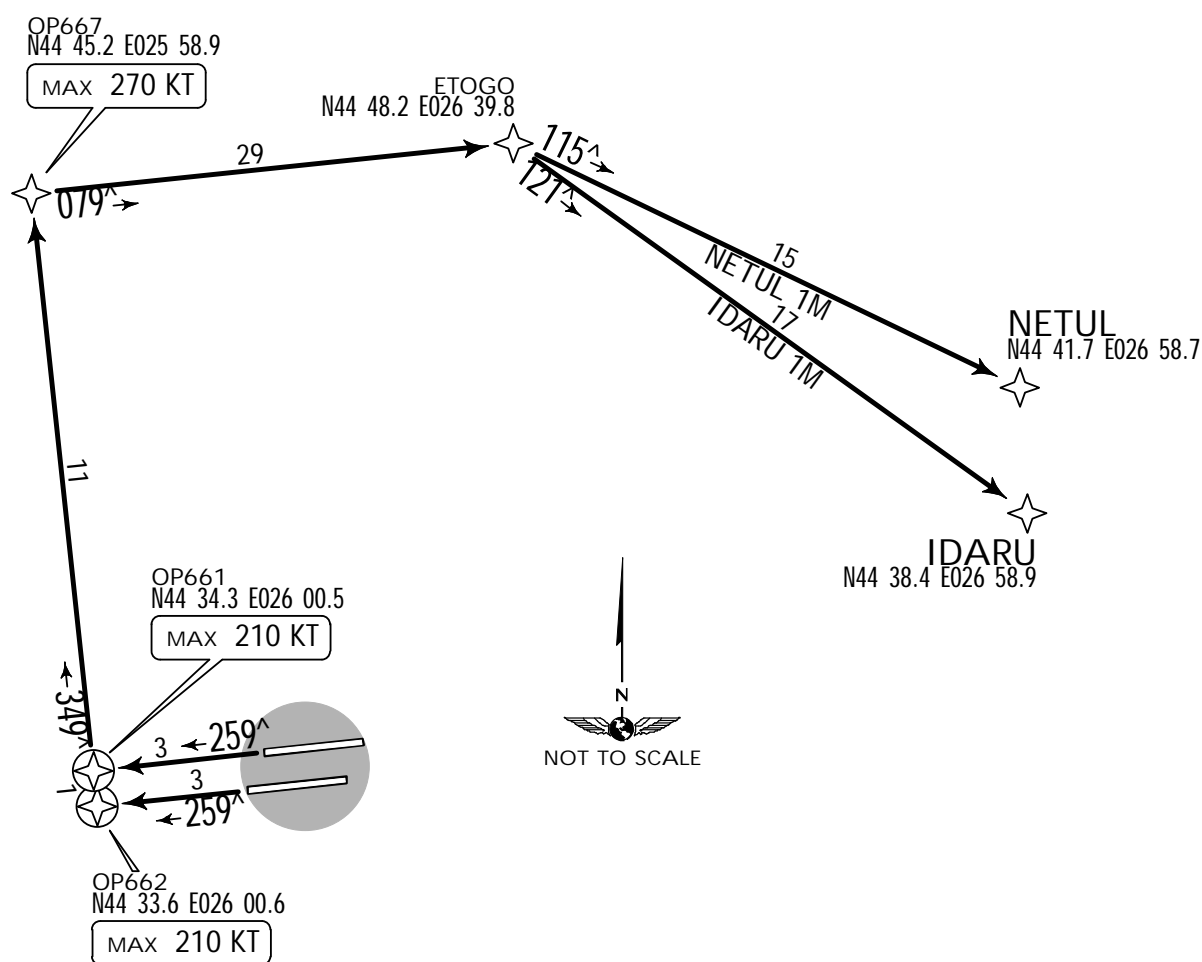
BUCHAREST, ROMANIA  
eb. .RNAV.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'

- 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
- Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
- EXPECT close-in obstacles.

**IDARU 1M [IDAR1M], NETUL 1M [NETU1M]  
RWYS 26L/R RNAV DEPARTURES  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED**



Set transponder:

- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

SID	ROUTING
IDARU 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (K270-) - ETOGO - IDARU.

LROP/OTP  
HENRI COANDA

14 JUN 13

**JEPPESEN**

BUCHAREST, ROMANIA  
Jun. .RNAV.SID.

14 JUN 13

20-3F

.Eff.27.Jun.

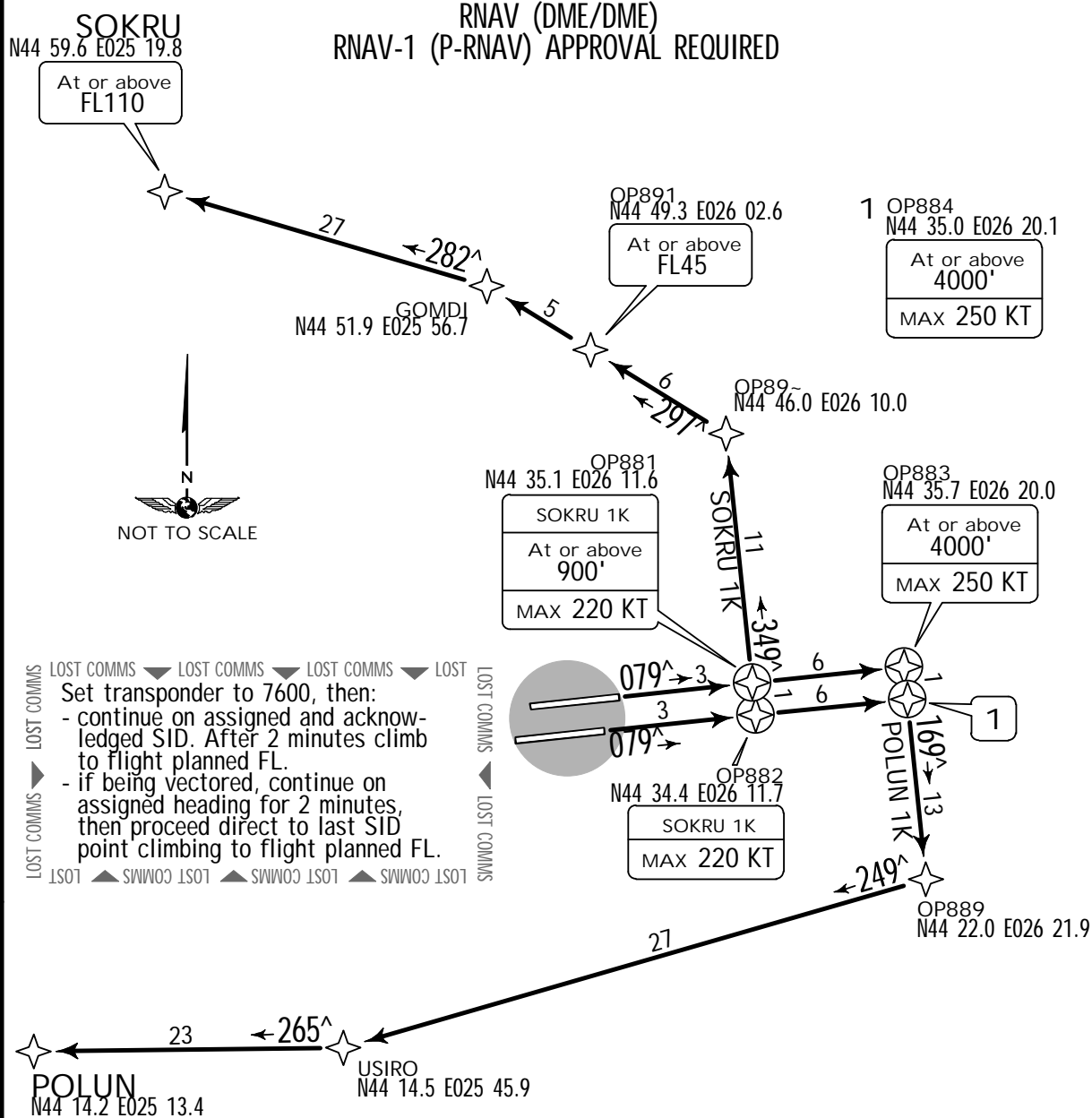
.RNAV.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

POLUN 1K [POLU1K], SOKRU 1K [SOKR1K]  
RWYS 08L/R RNAV DEPARTURES  
RNAV (DME/DME)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

POLUN 1K: Rwy 08R: 6.7% until OP884 due to airspace structure.

Rwy 08L: 7.0% until OP883 due to  
airspace structure.

SOKRU 1K: Rwy 08R: 3.5% until SOKRU due to  
airspace structure.

Rwy 08L: 3.4% until OP881,  
then 3.5% until SOKRU due to  
airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
3.5% V/V(fpm)	266	354	532	709	886	1063
3.4% V/V(fpm)	258	344	516	689	861	1033

If unable to comply, contact ATC before start-up.

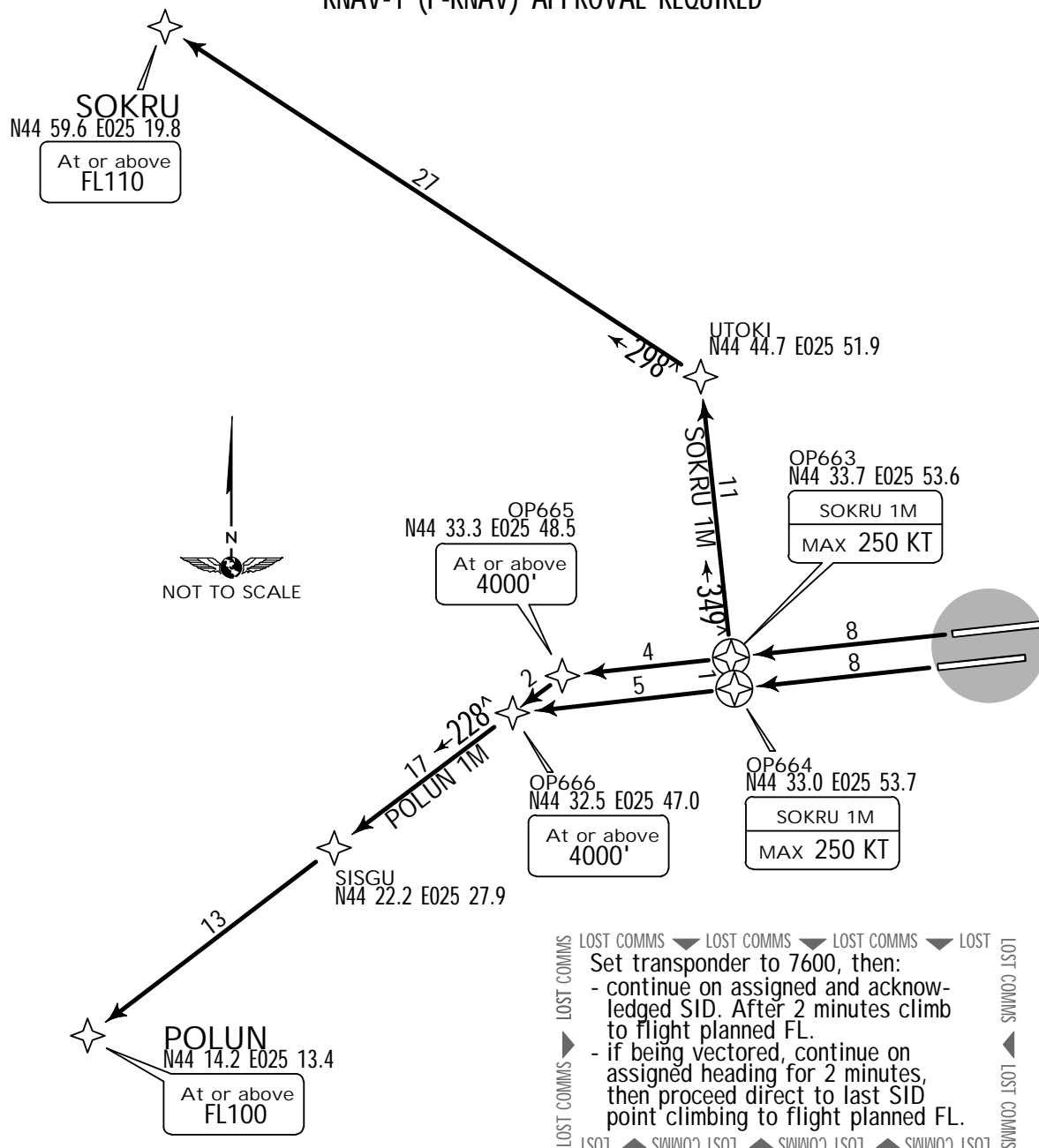
SID	ROUTING
POLUN 1K 2	OP883 (08L; 4000'+; K250-)/OP884 (08R; 4000'+; K250-) - OP889 - USIRO - POLUN.
SOKRU 1K 3	OP881 (08L; 900'+; K220-)/OP882 (08R; K220-) - OP890 - OP891 (FL45+) - GOMDI - SOKRU (FL110+).

LROP/OTP  
HENRI COANDAJEPPESEN  
14 JUN 13 (20-3G) .Eff.27.Jun.BUCHAREST, ROMANIA  
.RNAV.SID.Apt Elev  
314'

Trans level: By ATC Trans alt: 4000'

1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operation.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
3. EXPECT close-in obstacles.

**POLUN 1M [POLU1M], SOKRU 1M [SOKR1M]**  
**RWYS 26L/R RNAV DEPARTURES**  
 RNAV (DME/DME)  
 RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

POLUN 1M: Rwy 26L: 4.9% until OP666 due to airspace structure.  
 Rwy 26R: 5.2% until OP665 due to airspace structure.  
 SOKRU 1M: 3.9% until SOKRU due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V(fpm)	395	527	790	1053	1317	1580
4.9% V/V(fpm)	372	496	744	992	1241	1489
3.9% V/V(fpm)	296	395	592	790	987	1185

If unable to comply, contact ATC before start-up.

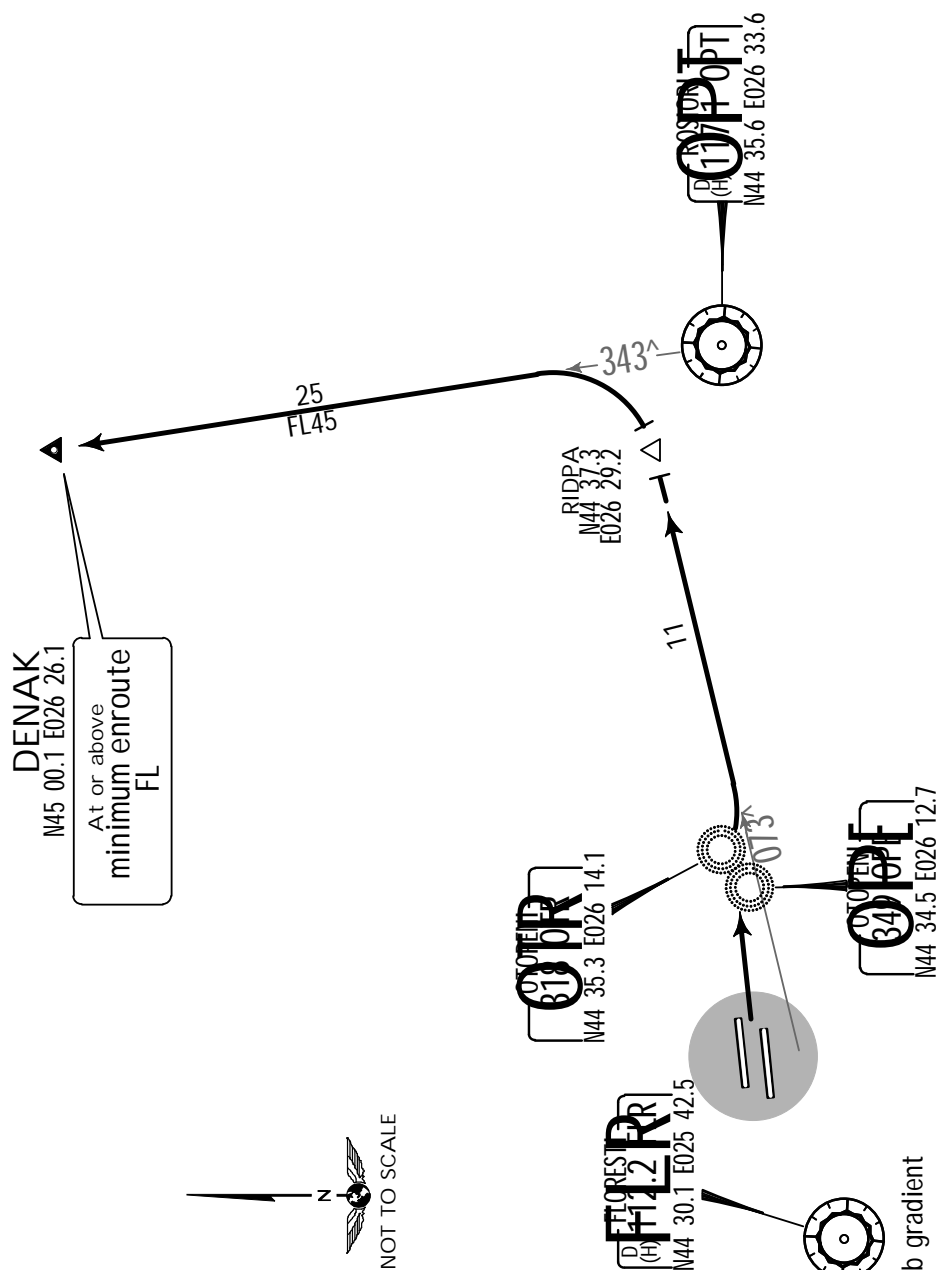
SID	ROUTING
POLUN 1M 1	OP666 (26L; 4000'+)/OP665 (26R; 4000'+) - SISGU - POLUN (FL100+).
SOKRU 1M 2	OP664 (26L; K250-)/OP663 (26R; K250-) - UTOKI - SOKRU (FL110+).

LROP/OTP  
HENRI COANDA

BUCHAREST, ROMANIA  
.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'  
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

DENAK 3A [DENA3A]  
RWYS 08L/R DEPARTURE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Set transponder:

- continue on assigned and acknowledged SID.
- After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LOST COMMENTS ▲ LOST

This SID requires a minimum climb gradient of 4% due to airspace structure.

and speed-KT	75	100	150	200	250	300
4% V/V(fpm)	334	446	668	891	1114	1337

## ROUTING

to OTR/OPE, intercept FLR R-073 to RIDPA, turn LEFT, intercept OPT R-343 to DENAK.

LROP/OTP  
HENRI COANDA

9 MAY 14

20-3J

BUCHAREST, ROMANIA  
.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'  
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.

DENAK 5C [DENA5C]  
RWYS 26L/R DEPARTURE

LOST COMMS ▼ LOST

DENAK  
V45 00.1 E026 26.1

▲ N45 00.1 E026  
WAKUP  
N44 54.6 E026 18.0

or above  
FL45

845

6.

**FLORESTA**  
**F12.2R**

V44 30 1 F025 425

**Q6**

V44 33.5 F025 59.1

3701L

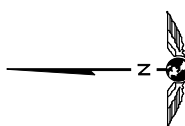
V44 34.2 F026 00.0

## ROUTING

to OTL/OPW, turn RIGHT, intercept FLR R-041 to DENAK.

This SID requires a minimum climb gradient of 1.2% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276



NOT TO SCALE

**Set transponder:**

- continue on assigned and acknowledged SID.
- After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LOST COMMENTS LOST



LROP/OTP  
HENRI COANDA

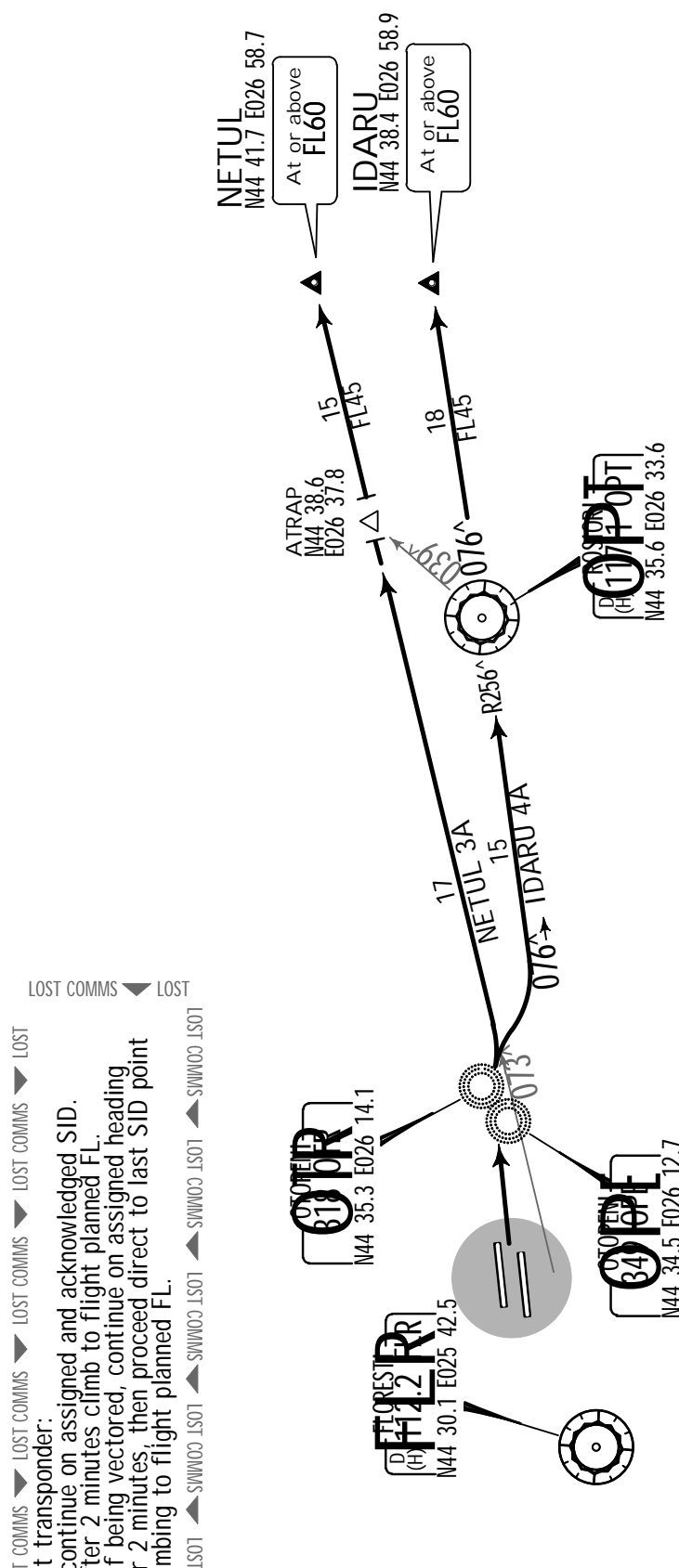
**JEPPESSEN** B  
1 FEB 13 (20-3K) .Eff.7.Feb.

BUCHAREST, ROMANIA  
Feb. .SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'  
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

IDARU 4A [IDAR4A]  
NETUL 3A [NETU3A]  
RWYS 08L/R DEPARTURES



SID	ROUTING
DARU 4A	To OTR/OPE, turn RIGHT, intercept OPT R-256 inbound to OPT, OPT R-076 to IDARU.
NETUL 3A	To OTR/OPE, intercept FLR R-073 to NETUL.

LROP/OTP  
HENRI COANDA**JEPPESEN**

1 FEB 13

20-3L

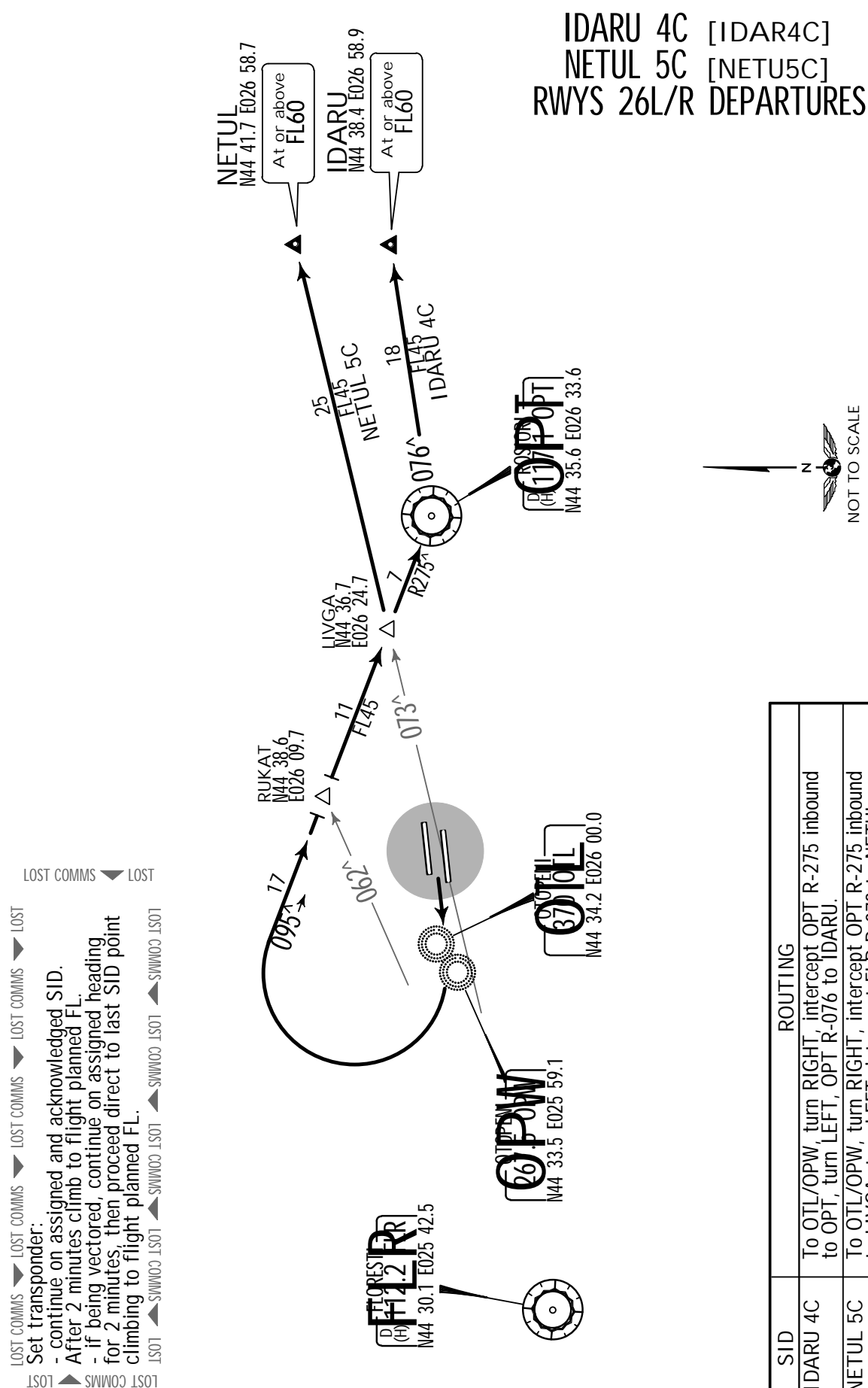
.Eff.7.Feb.

## BUCHAREST, ROMANIA

.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'  
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.



SID	ROUTING
DARU 4C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to OPT, turn LEFT, OPT R-076 to IDARU..
NETUL 5C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to LIVGA, turn LEFT, intercept FLR R-073 to NETUL.

LROP/OTP  
HENRI COANDA

14 JUN 13

20-3M

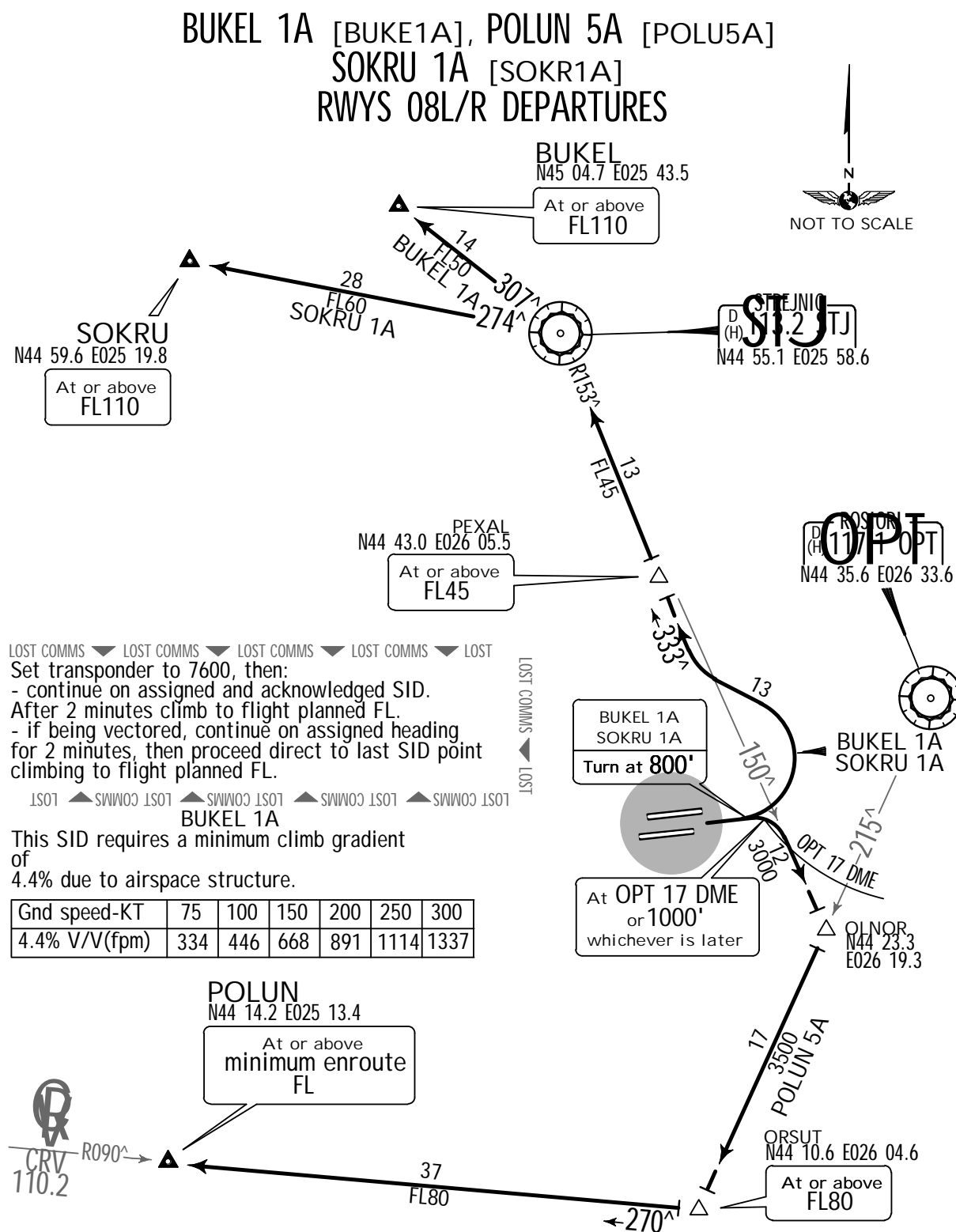
.Eff.27.Jun.

## BUCHAREST, ROMANIA

.SID.

Apt Elev  
314'

Trans level: By ATC    Trans alt: 4000'  
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



SID	ROUTING
BUKEL 1A 1	Climb on runway track to 800', intercept STJ R-153 inbound to STJ, STJ R-307 to BUKEL.
POLUN 5A 2	Climb on runway track to OPT 17 DME or 1000", whichever is later, turn RIGHT, intercept STJ R-150 to OLNOR, turn RIGHT, intercept OPT R-215 to ORSUT, turn RIGHT, intercept CRV R-090 inbound to POLUN.
SOKRU 1A 3	Climb on runway track to 800', intercept STJ R-153 inbound to STJ, STJ R-274 to SOKRU.

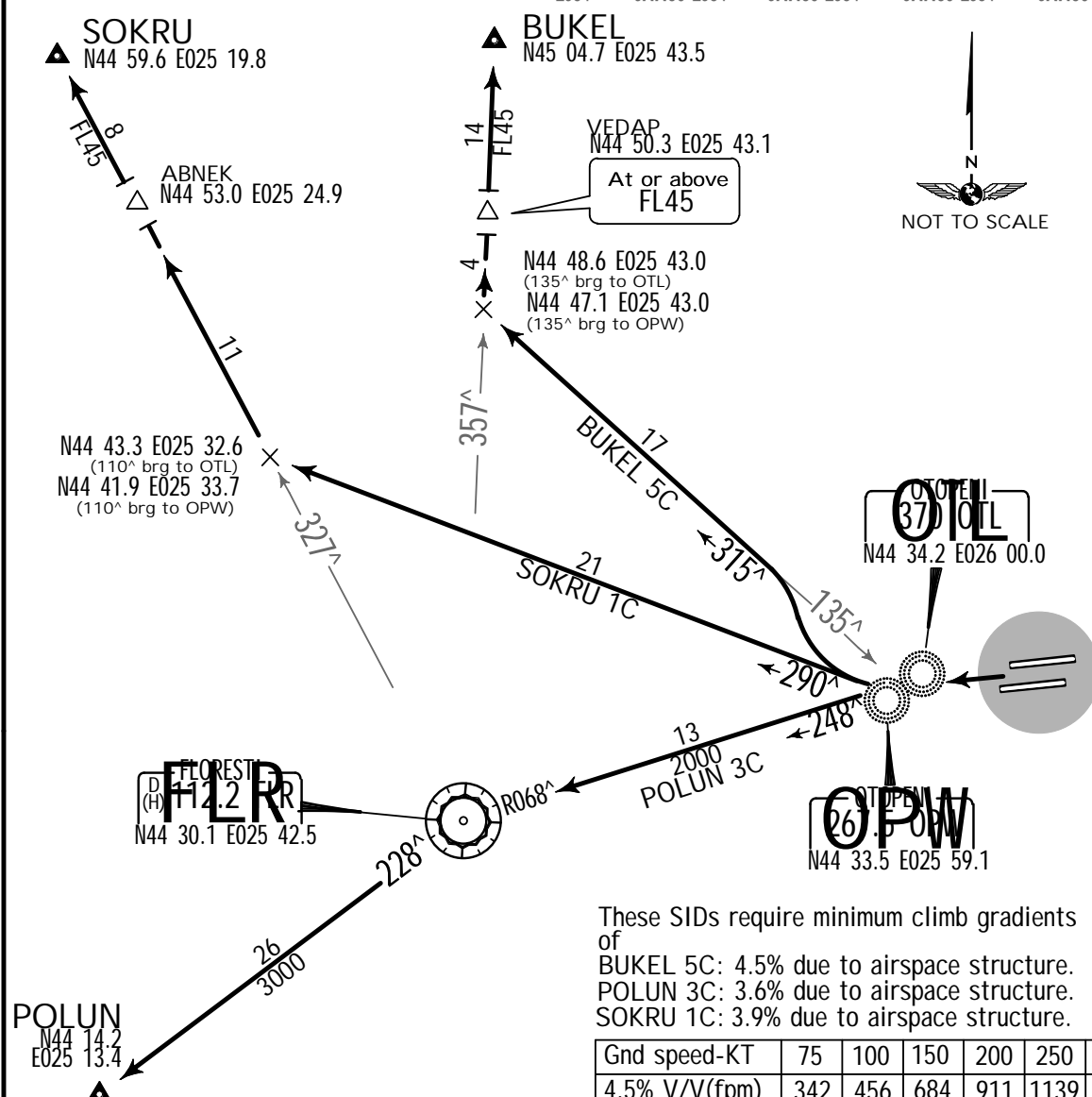
1 Not available for traffic to NEPOT

2 Not available for traffic to MOPLUG

LROP/OTP  
HENRI COANDA14 JUN 13 **20-3N** .Eff.27.Jun.BUCHAREST, ROMANIA  
.SID.Apt Elev  
314'Trans level: By ATC Trans alt: 4000'  
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.**BUKEL 5C [BUKE5C], POLUN 3C [POLU3C]  
SOKRU 1C [SOKR1C]  
RWYS 26L/R DEPARTURES**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Set transponder to 7600, then:  
- continue on assigned and acknowledged SID.  
After 2 minutes climb to flight planned FL.  
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LSOT1 ▲ SMMWOC LSOT1 ▲ SMMWOC LSOT1 ▲ SMMWOC LSOT1 ▲ SMMWOC LSOT1



SID	ROUTING
BUKEL 5C 1	To OTL/OPW, turn RIGHT, intercept 315° bearing from OTL/OPW, intercept FLR R-357 to BUKEL.
POLUN 3C 2	To OTL/OPW, turn LEFT, intercept FLR R-068 inbound to FLR, FLR R-228 to POLUN.
SOKRU 1C 3	To OTL/OPW, turn RIGHT, intercept 290° bearing from OTL/OPW, intercept FLR R-327 to SOKRU.

1 Not available for traffic to NFPOT 2 Not available for traffic to MOPIUG.

LROP/OTP

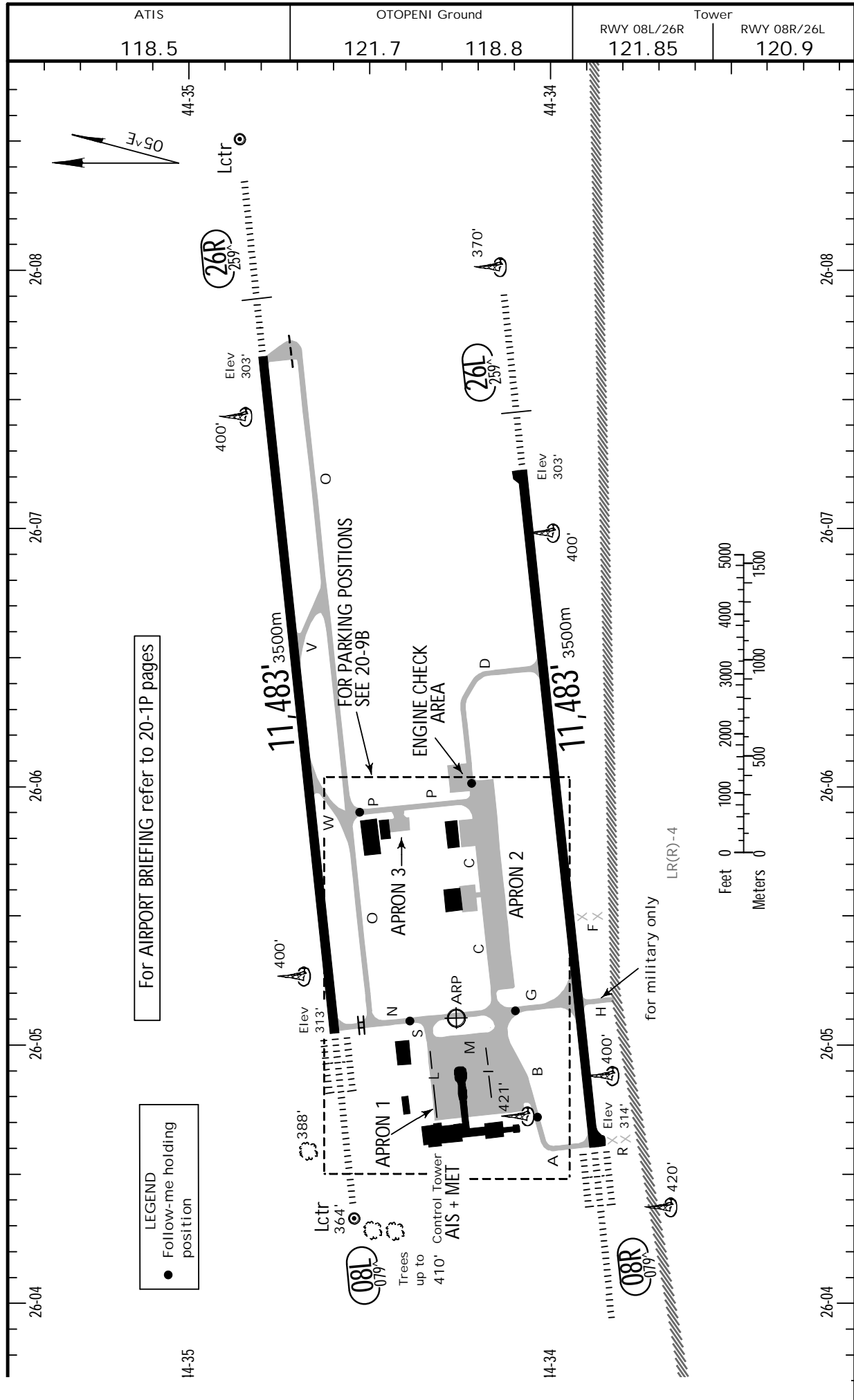
Apt Elev 314'  
N44 34.3 E026 05.1

JEPPESEN

8 NOV 13 (20-9) .Eff.14.Nov.

BUCHAREST, ROMANIA

HENRI COANDA



LROP/OTP


**JEPPESEN**  
 8 NOV 13 **(20-9A)** .Eff.14.Nov.
**BUCHAREST, ROMANIA**

HENRI COANDA

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
08L	HIRL (60m) CL (15m) ALSF-II TDZ 1 HSTIL-V RVR		10,444' 3183m		148'
26R	HIRL (60m) CL (15m) HIALS PAPI-L (3.0^ ) 2 RVR		10,512' 3204m		45m
1 PAPI-L (3.0^ )					
2 HSTIL-W					
08R	HIRL (60m) CL (15m) ALSF-II TDZ 3 RVR		10,328' 3148m	4	148'
26L	HIRL (60m) CL (15m) HIALS PAPI-L (2.7^ ) RVR		10,338' 3151m		
3 PAPI-L (2.7^ )					
4 TAKE-OFF RUN AVAILABLE					
<u>RWY 08R:</u>					
From rwy head 11,483' (3500m)					
twy G int 9072' (2765m)					
<u>RWY 26L:</u>					
From rwy head 11,483' (3500m)					
twy D int 8169' (2490m)					

**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
<b>APRON 1</b>		<b>APRON 2</b>	
101	N44 34.3 E026 04.7	201 thru 202A	N44 34.2 E026 06.0
102 thru 104	N44 34.3 E026 04.8	202B thru 204A	N44 34.2 E026 05.9
105 thru 107	N44 34.3 E026 04.9	204B	N44 34.2 E026 05.8
107A	N44 34.3 E026 05.0	205	N44 34.1 E026 05.8
108	N44 34.3 E026 04.9	205A	N44 34.2 E026 05.8
109	N44 34.2 E026 04.9	206	N44 34.1 E026 05.8
109A	N44 34.2 E026 05.0	207 thru 209	N44 34.1 E026 05.7
110, 111	N44 34.2 E026 04.9	210 thru 212	N44 34.1 E026 05.6
112 thru 114	N44 34.2 E026 04.8	213 thru 215	N44 34.1 E026 05.5
115	N44 34.2 E026 04.7	216 thru 218	N44 34.1 E026 05.4
116 thru 118	N44 34.1 E026 04.7	219 thru 222	N44 34.1 E026 05.3
119	N44 34.1 E026 04.8	223	N44 34.1 E026 05.2
120	N44 34.1 E026 04.9		
120A	N44 34.1 E026 04.8		
121, 122	N44 34.1 E026 04.9		
		1 thru 4	
		5, 6	
			<b>APRON 3</b>
			N44 34.4 E026 05.9
			N44 34.4 E026 05.8

**Standard.**

TAKE-OFF 1

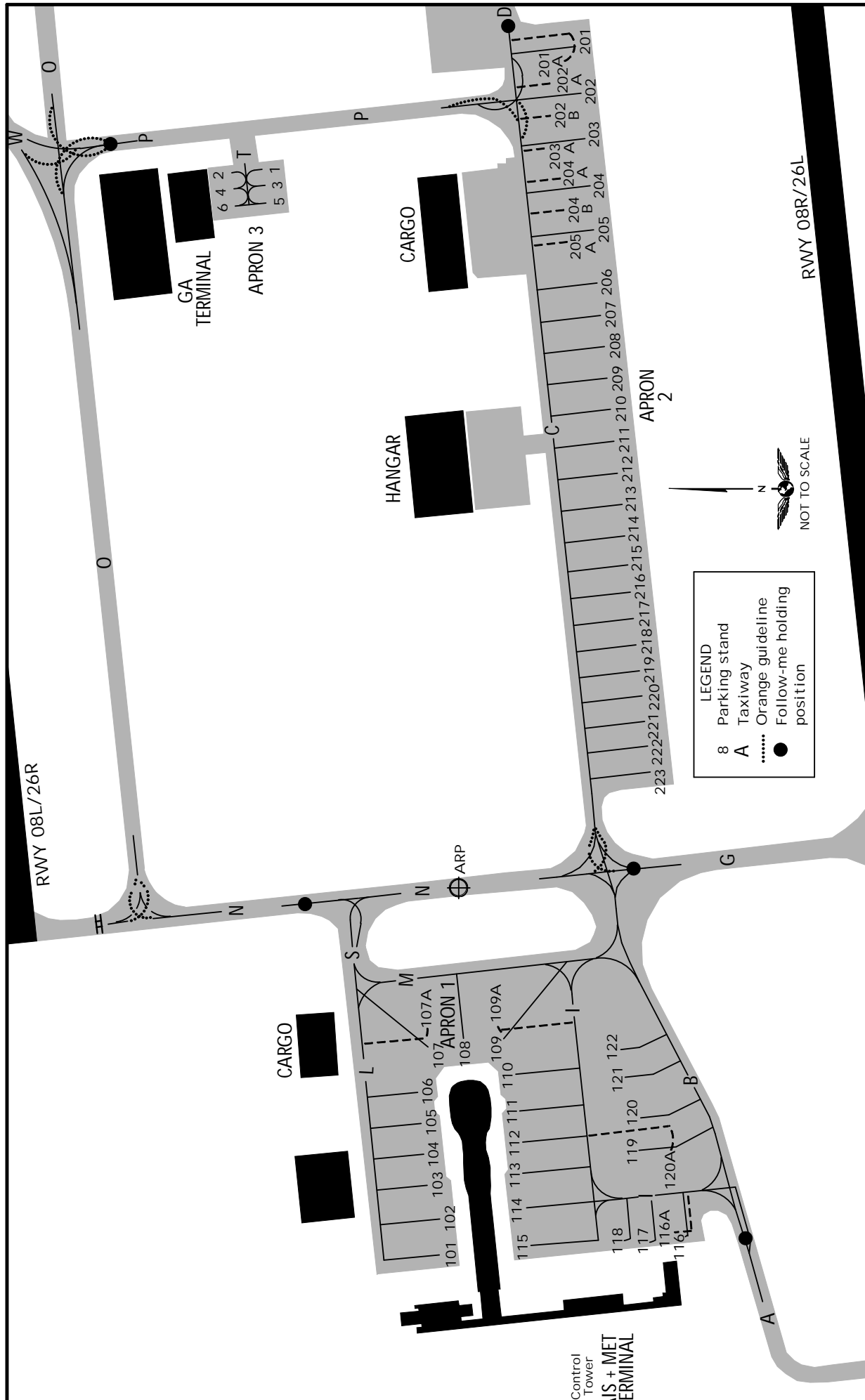
LVP must be in Force					
Approved Operators	RL, CL & mult. RVR req		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	
C				400m	500m
D	150m	200m	250m	300m	

LROP/OTP

8 NOV 13 (20-9B) .Eff.14.Nov.

BUCHAREST, ROMANIA

HENRI COANDA





LROP/OTP



JEPPESEN

BUCHAREST, ROMANIA

8 NOV 13

20-9C

.Eff.14.Nov.

HENRI COANDA

## DOCKING GUIDANCE SYSTEM (SAFEDOCK)

## A. DESCRIPTION

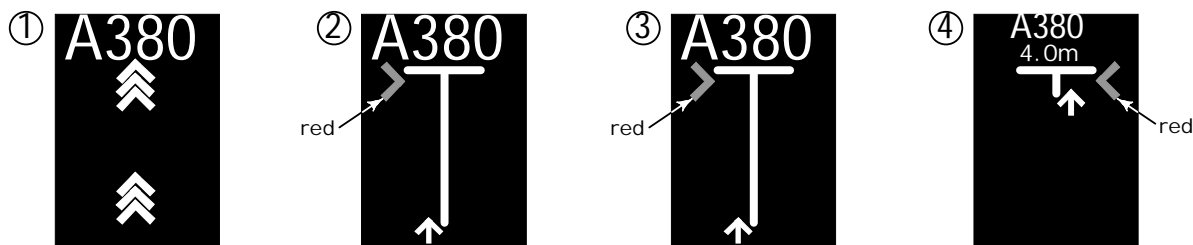
The docking system consists of a display unit and a laser unit to identify type and position of aircraft.

## B. DOCKING PROCEDURE

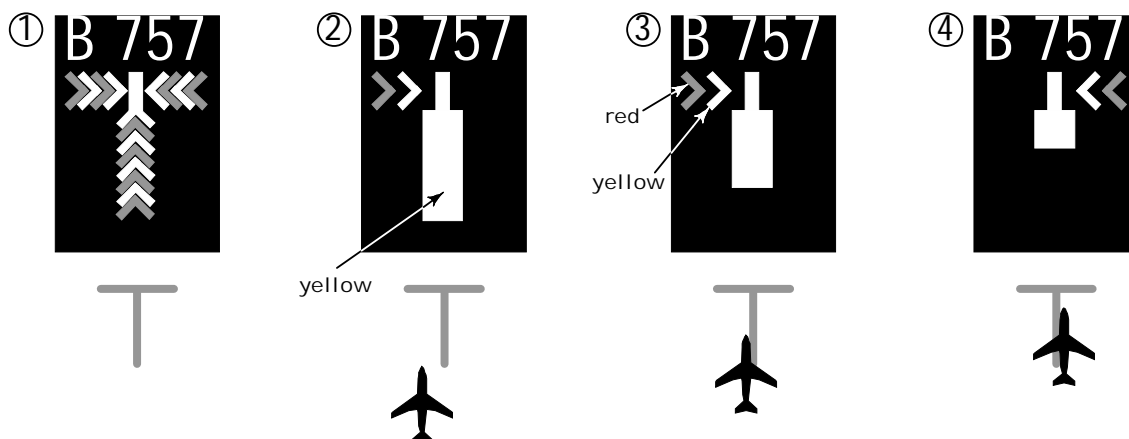
At apron 1, two models of docking system are installed, type T3-9 and T1.

CAUTION: The safedock docking guidance system has a built-in error detecting program to inform the acft pilots of possible hazards during the docking procedure. During the acft approach to the terminal gate, the docking guidance system automatically confirms the identification of the acft. The acft must be identified at least 39' (12m) before the correct stop position. If this does not occur, the system displays "STOP" and then "WAIT" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the acft is stopped, the system will attempt to identify it. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP". If the display reverts to the "STOP" indication, the pilot must contact OTOPENI Ground to obtain clearance to complete the docking procedure.

## DOCKING SYSTEM T1



## DOCKING SYSTEM T3-9



1. Check that the correct acft type is displayed. The scrolling arrows indicate that the system is activated.
2. Follow the lead in line. When the solid yellow closing rate field appears, the acft has been caught by the scanning unit. The scanning unit now checks that the acft is the correct type and the display provides azimuth guidance information.
3. Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the acft is off of the centerline.
4. When the acft is 39' (12m) from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LED's for each 2' (0.5 m) that the acft advances towards the stop position.

LROP/OTP

25 MAR 11



JEPPESEN

(20-9D)

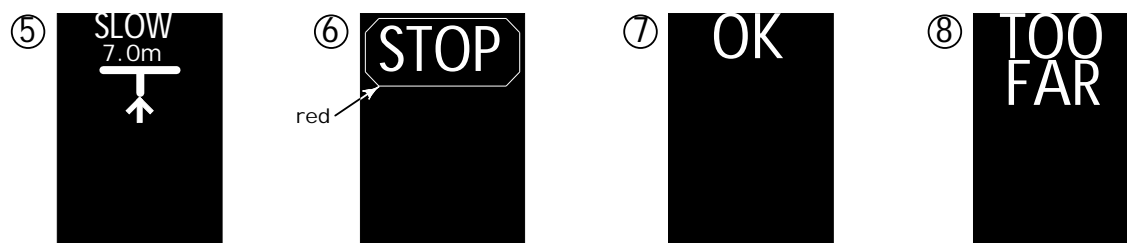
.Eff.7.Apr.

BUCHAREST, ROMANIA

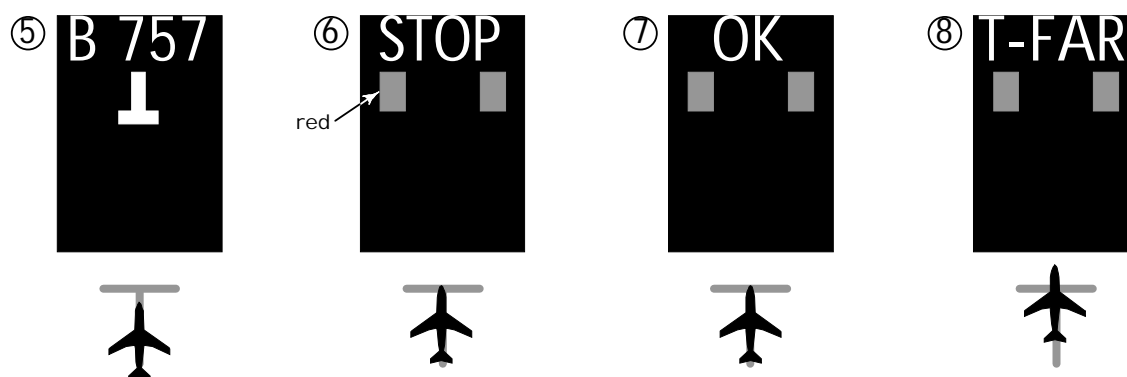
HENRI COANDA

## DOCKING GUIDANCE SYSTEM (SAFEDOCK) CONTD

## DOCKING SYSTEM T1



## DOCKING SYSTEM T3-9



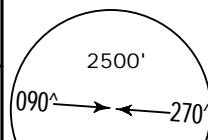
5. When the acft is approaching with too high speed, display will indicate "SLOW".
6. When the correct stop position is reached all of the LED's for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display.
7. If the acft stops in the correct position, "OK" will be displayed after a few seconds.
8. If the acft has gone past the correct stop position, the display will show "T-FAR" (too far).

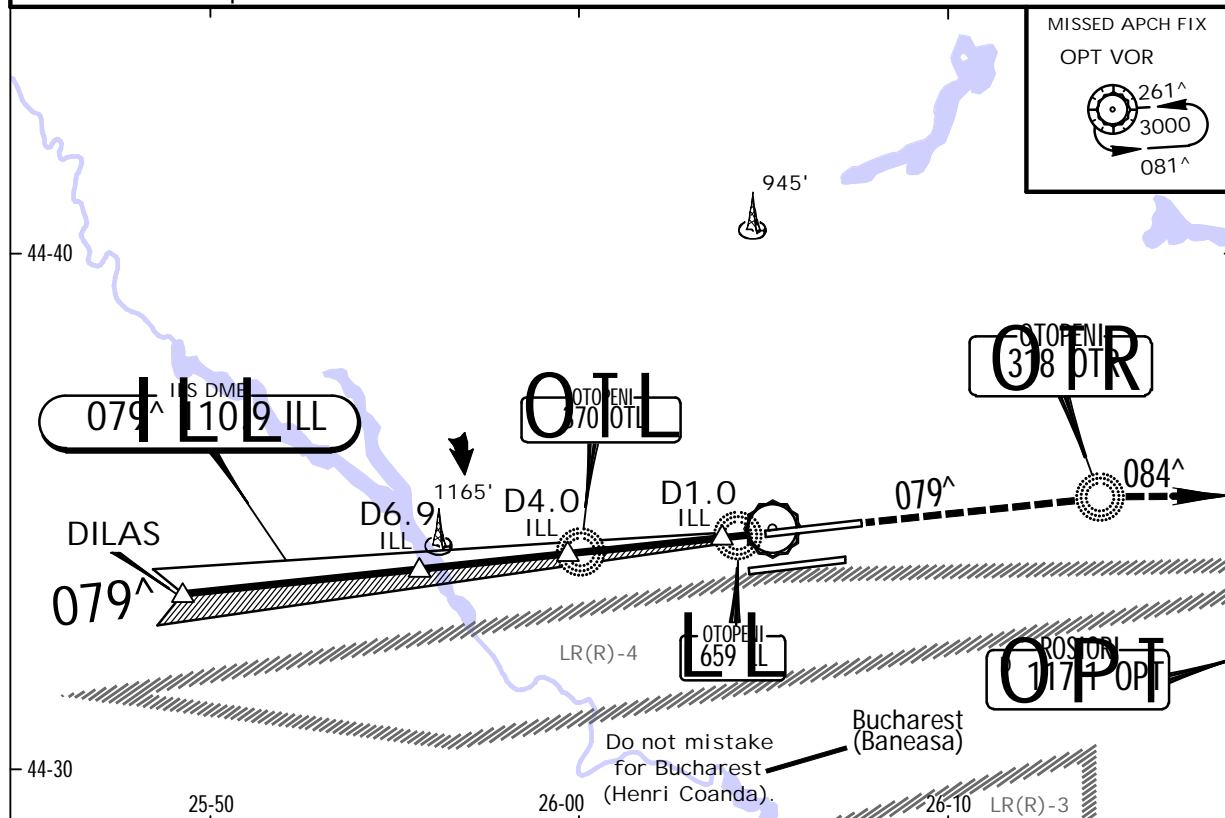
**LROP/OTP**  
HENRI COANDA

**JEPPESSEN**  
27 SEP 13 (21-1)

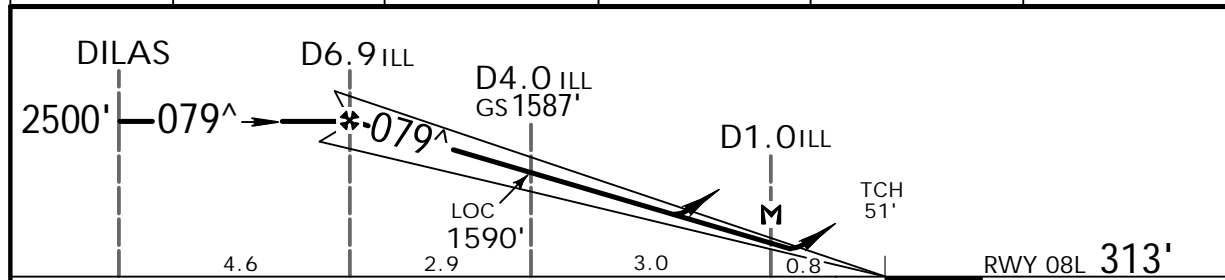
**BUCHAREST, ROMANIA**  
ILS Rwy 08L



BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8			
LOC ILL 110.9		Final Apch Crs 079^		GS D4.0 ILL 1587'(1274')		ILS DA(H) 513'(200')			Apt Elev 314' RWY 313'
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) ADF and DME required.		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 4000'			



LOC (GS out)	ILL DME	5.0	4.0	3.0	2.0
	ALTITUDE	1905'	1587'	1268'	950'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 ILL								

Standard.				STRAIGHT-IN LANDING RWY 08L		CIRCLE-TO-LAND Not authorized South of airport	
ILS				LOC (GS out)			
DA(H) 513' (200')				DA(H) 690' (377')			
FULL		Limited		ALS out		ALS out	
A						Max Kts	MDA(H) VIS
B						100	780'(466') 1500m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	135	820'(506') 1600m
D					RVR 1700m	180	1010'(696') 2400m
						205	1020'(706') 3600m

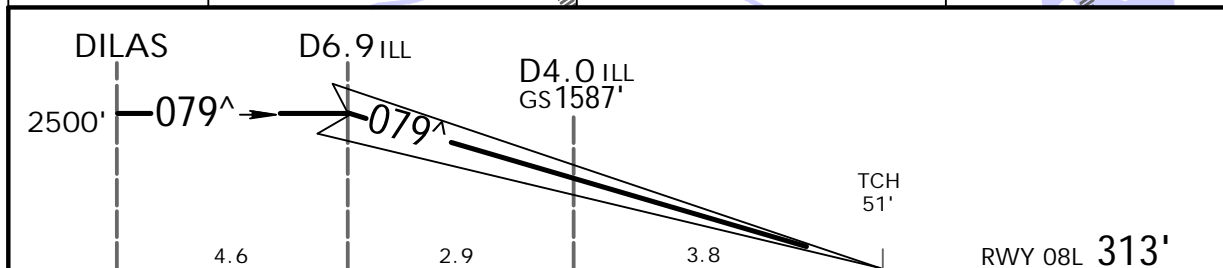
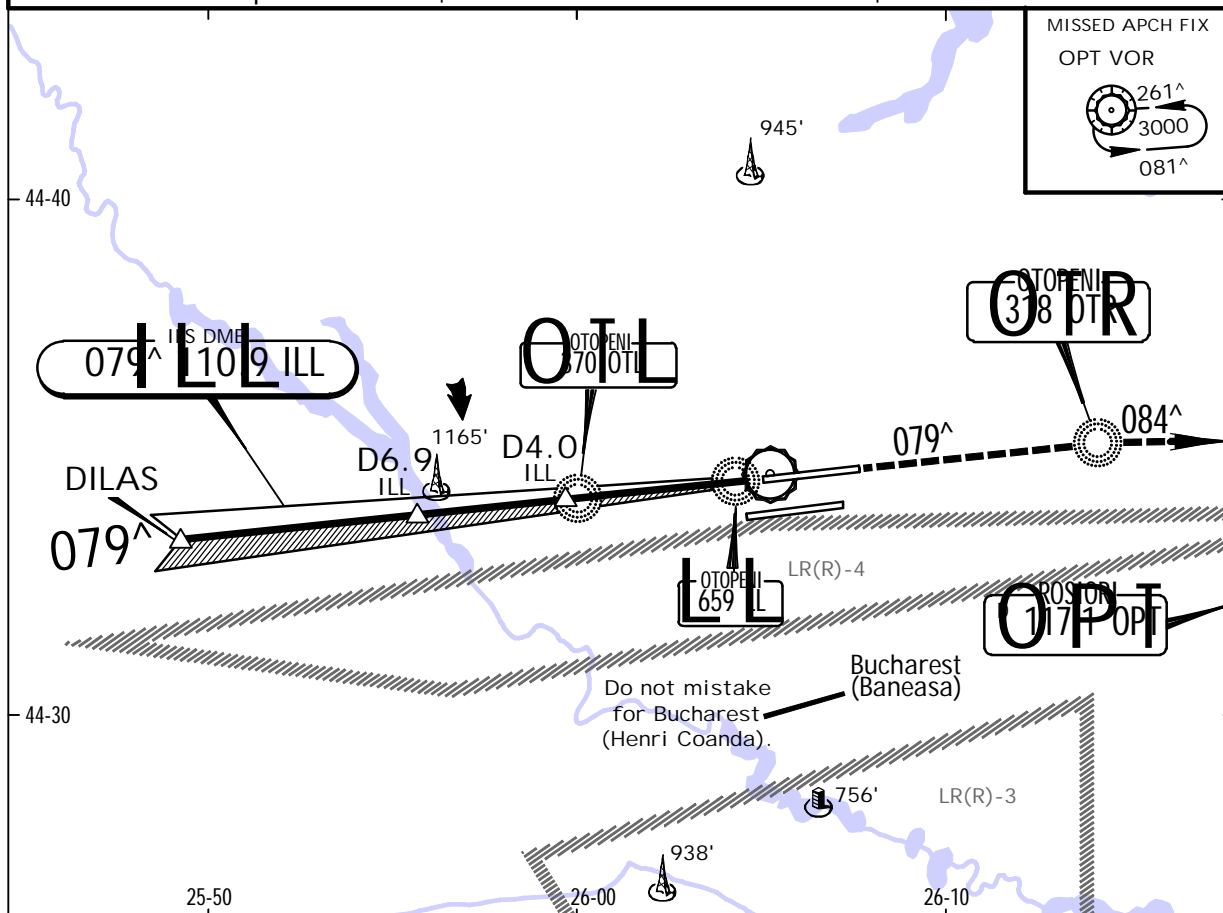
**LROP/OTP**  
HENRI COANDA



**JEPPESSEN**  
27 SEP 13 (21-1A)

**BUCHAREST, ROMANIA**  
CAT II/III ILS Rwy 08L

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8		 MSA Airport
LOC ILL 110.9		Final Apch Crs 079^		GS D4.0 ILL 1587'(1274')		CAT II & IIIA ILS Refer to Minimums  Apt Elev 314' RWY 313'		
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000' and hold, or as directed.								
Alt Set: hPa (MM on req) 1. ADF and DME required.								
Rwy Elev: 11 hPa 2. Special Aircrew & Acft Certification required.				Trans level: By ATC				Trans alt: 4000'



11.3							0			
Gnd speed-Kts	70	90	100	120	140	160				
GS 3.00^	372	478	531	637	743	849				

Standard.	STRAIGHT-IN LANDING RWY 08L
CAT IIIA ILS	CAT II ILS
ABCD	ABCD
RA 99'	RA 99'
DA(H) 50'	DA(H) 413' (100')
RVR 200m	RVR 300m 1

IS OPS

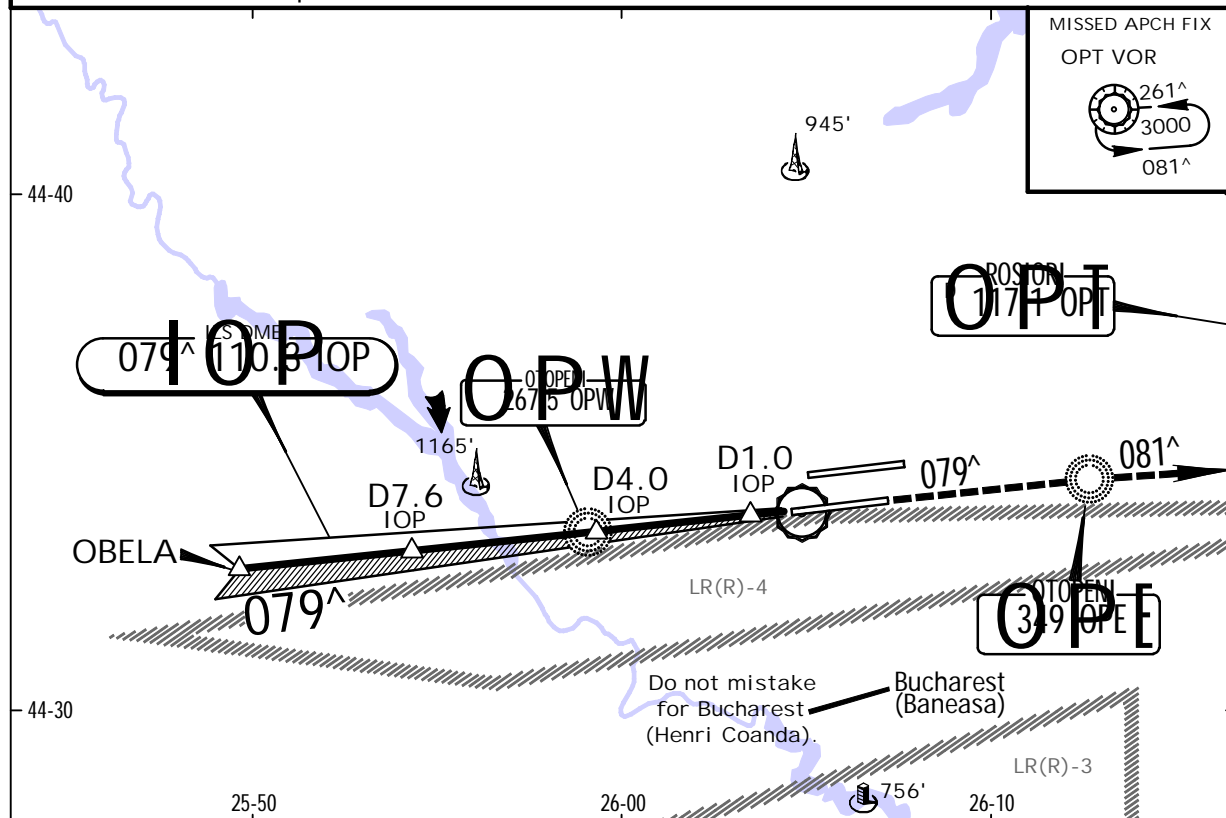
**LROP/OTP**  
HENRI COANDA

**JEPPESSEN**  
27 SEP 13 (21-2)

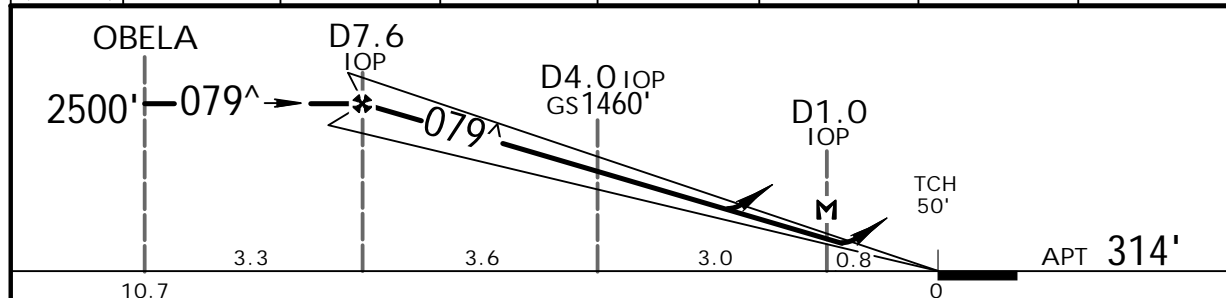
**BUCHAREST, ROMANIA**  
ILS Rwy 08R

BRIEFING STRIP

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		<div><div>2500'</div><div>090°→←270°</div><div>2100'</div><div>MSA Airport</div></div>	
LOC IOP 110.3		Final Apch Crs 079^		GS D4.0 IOP 1460' (1146')		ILS DA(H) 514' (200')			Apt Elev 314'
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) VOR, DME and NDB required.				Rwy Elev: 11 hPa		Trans level: By ATC			Trans alt: 4000'



LOC (GS out)	IOP DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2033'	1747'	1460'	1174'	887'	601'



Gnd speed-Kts	70	90	100	120	140	160	 ALS 349
ILS GS or LOC Descent Angle 2.70°	334	430	478	573	669	764	
MAP at D1.0 IOP							

Standard.				STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND Not authorized South of airport	
ILS				LOC (GS out)			
DA(H) 514' (200')				DA(H) 690' (376')			
FULL		Limited		ALS out		ALS out	
A						Max Kts	MDA(H) VIS
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	780'(466') 1500m
C						135	820'(506') 1600m
D					RVR 1700m	180	1010'(696') 2400m
						205	1020'(706') 3600m

NS OPS

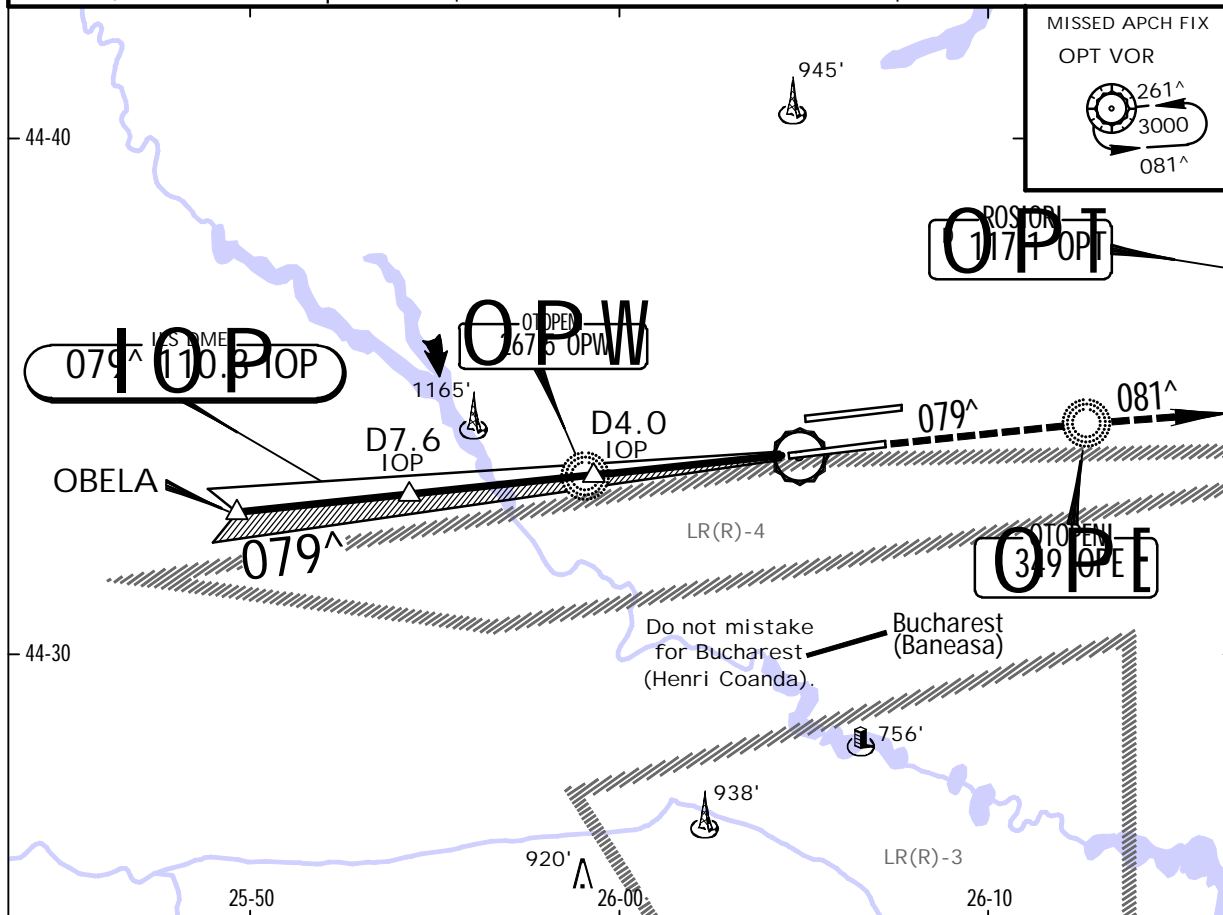
**LROP/OTP**  
HENRI COANDA

**JEPPesen**  
27 SEP 13 (21-2A)

**BUCHAREST, ROMANIA**  
CAT II/III ILS Rwy 08R

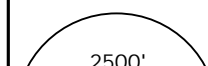
BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		 MSA Airport	
LOC IOP 110.3		Final Apch Crs 079^		GS D4.0 IOP 1460' (1146')		CAT II & IIIA ILS Refer to Minimums			Apt Elev 314'
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req)      Rwy Elev: 11 hPa      Trans level: By ATC      Trans alt: 4000'									
1. VOR, DME and NDB required.      2. Special Aircrew & Acft Certification required.									



LROP/OTP  
HENRI COANDAJEPPESEN  
27 SEP 13 (21-3)BUCHAREST, ROMANIA  
ILS or NDB Rwy 26L

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		 MSA Airport
LOC IOE 109.1	Final Apch Crs 259^		GS OPE NDB 1449' (1146')		ILS DA(H) 503' (200')		Apt Elev 314'  RWY 303'	
NDB OPE 349			Minimum Alt D7.7 IOE 2500' (2197')		NDB DA(H) 790' (487')			

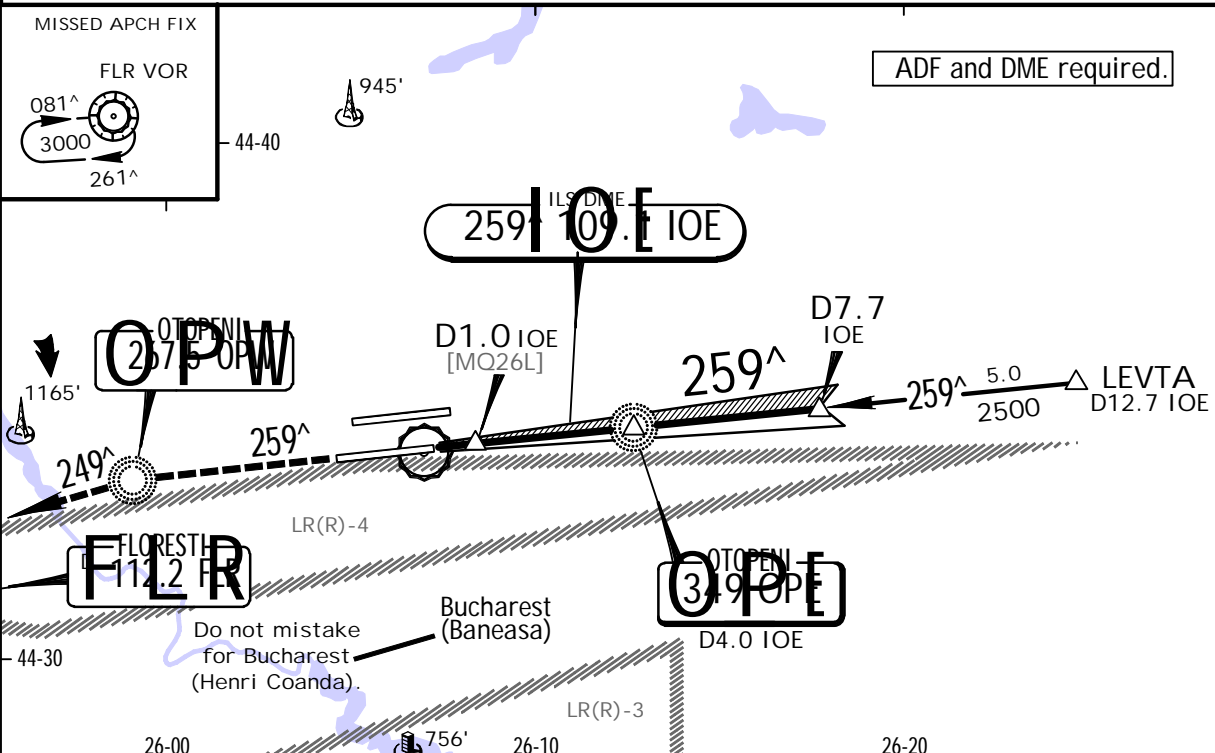
MISSED APCH: Climb via OPW NDB to FLR VOR to 3000' and hold, or as directed.

Alt Set: hPa (MM on req)

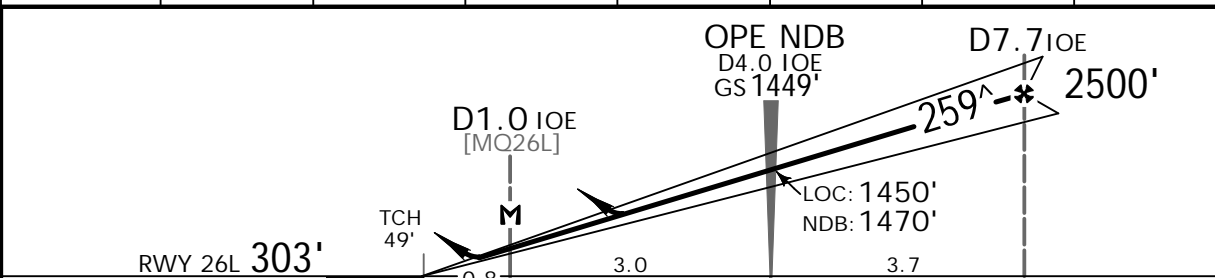
Rwy Elev: 11 hPa

Trans level: By ATC

Trans alt: 4000'



LOC (GS out) or NDB	IOE DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	876'	1163'	1449'	1736'	2022'	2309'



Gnd speed-Kts	70	90	100	120	140	160		OPW 267.5 ↑
ILS GS or LOC or NDB Descent Angle 2.70°	334	430	478	573	669	764		
MAP at D1.0 IOE								

Standard.

STRAIGHT-IN LANDING RWY 26L

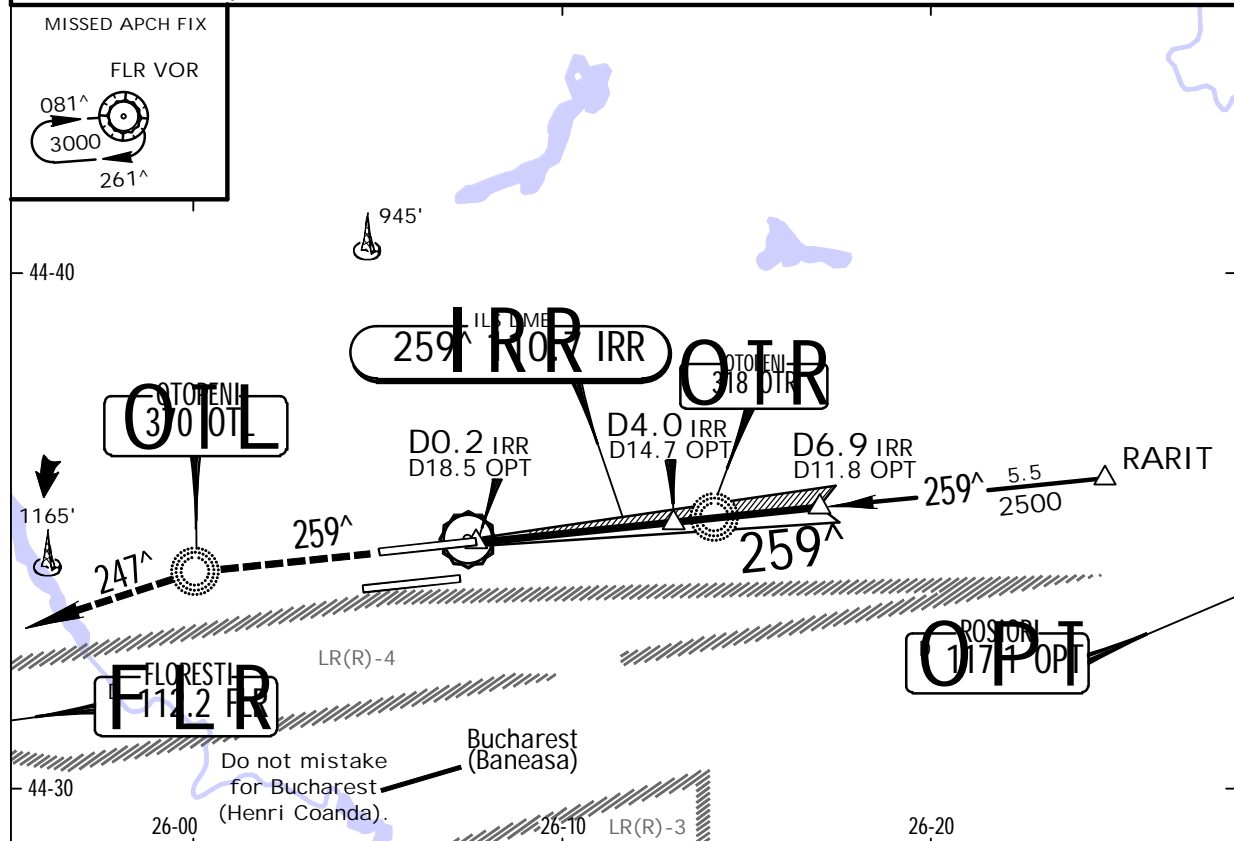
	ILS			LOC (GS out)		NDB		CIRCLE-TO-LAND Not authorized South of airport
	DA(H)	503' (200')		DA(H)	730' (427')	DA(H)	790' (487')	
	FULL	Limited	ALS out		ALS out		ALS out	
A								Max Kts
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m		100 780'(466') 11500m
C								135 820'(506') 1600m
D								180 1010'(696') 2400m
								205 1020'(706') 3600m



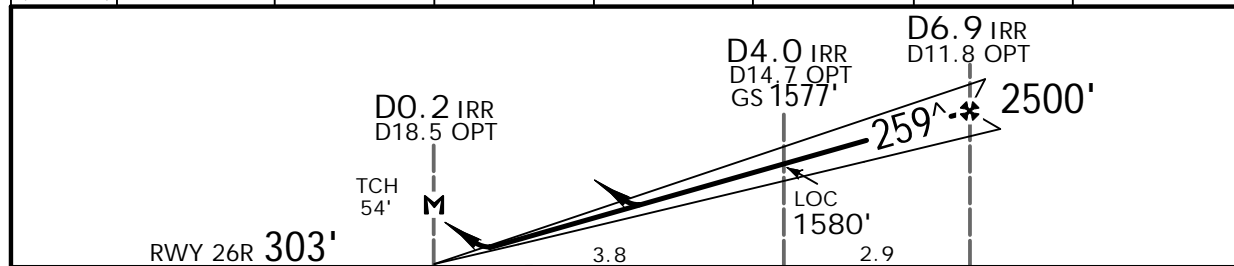
LROP/OTP  
HENRI COANDAJEPPESSEN  
27 SEP 13 (21-4)BUCHAREST, ROMANIA  
ILS Rwy 26R

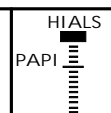
BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8		<div><div>2500'</div><div>090°→←270°</div><div>2100'</div><div>MSA Airport</div></div>					
LOC IRR 110.7		Final Apch Crs 259^		GS D4.0 IRR 1577' (1274')		ILS DA(H) Refer to Minimums			Apt Elev 314' RWY 303'				
MISSED APCH: Climb via OTL NDB to FLR VOR to 3000' and hold, or as directed.													
Alt Set: hPa (MM on req) ADF and DME required.									Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 4000'



LOC (GS out)	IRR DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	621'	940'	1258'	1577'	1895'	2214'



Gnd speed-Kts	70	90	100	120	140	160		OTL 370
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.2 IRR/D18.5 OPT								

Standard.				STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND Not authorized South of airport	
ILS DA(H) ABC: 503' (200') D: 509' (206')				LOC (GS out) DA(H) 680' (377')					
FULL		Limited	ALS out			ALS out	Max Kts	MDA(H)	VIS
A							100	780' (466')	1500m
B	RVR 550m	RVR 750m	RVR 1200m			RVR 1500m	135	820' (506')	1600m
C							180	1010' (696')	2400m
D						RVR 1700m	205	1020' (706')	3600m

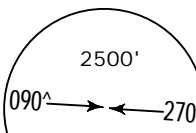
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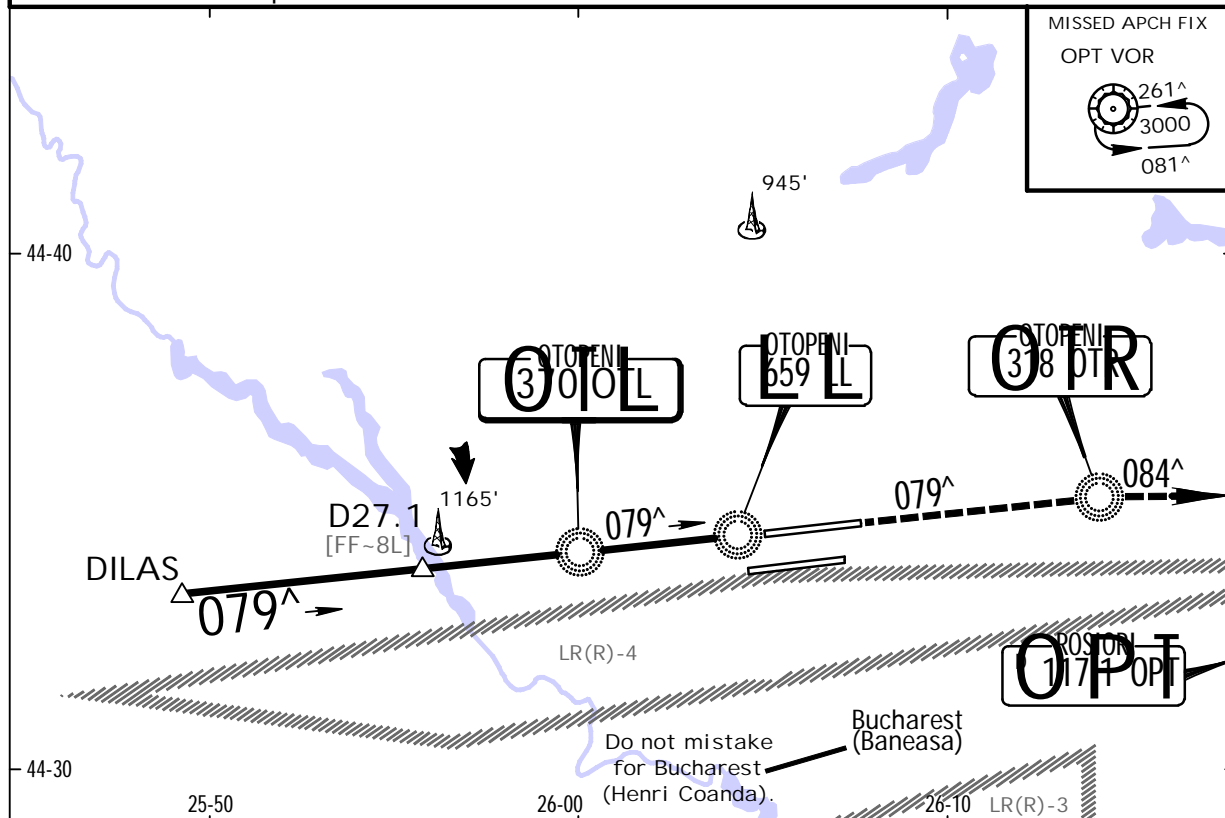
**LROP/OTP**  
HENRI COANDA

**JEPPESSEN**  
27 SEP 13 (26-1)

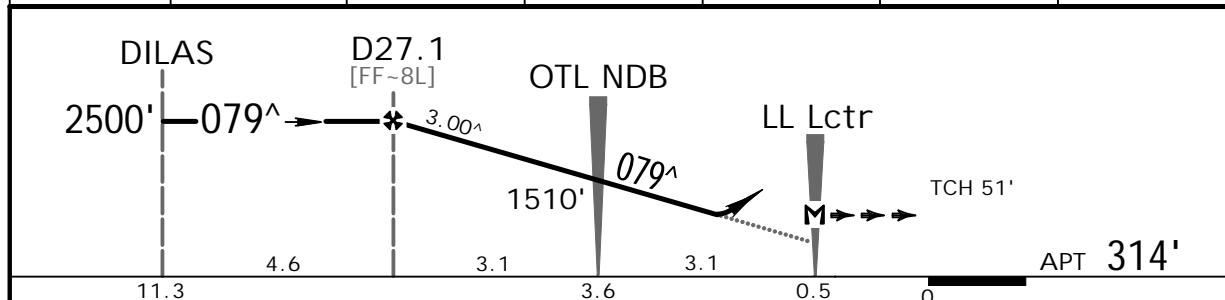
**BUCHAREST, ROMANIA**  
NDB Rwy 08L

BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8			
NDB OTL 370		Final Apch Crs 079^		Minimum Alt D27.1 2500'(2186')		DA(H) Refer to Minimums			Apt Elev 314'
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req)      Apt Elev: 11 hPa      Trans level: By ATC      Trans alt: 4000'									
OPT VOR and DME required.									



OPT DME	27.0	26.0	25.0	24.0	23.0	22.0
ALTITUDE	2450'	2140'	1820'	1510'	1190'	870'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at LL Lctr						

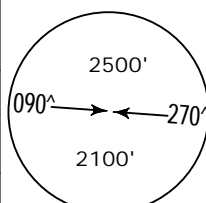
Standard. STRAIGHT-IN LANDING RWY 08L			CIRCLE-TO-LAND Not authorized South of airport		
DA(H) AB: 710' (396') CD: 720' (406')			ALS out		
A	RVR 1100m	RVR 1500m	Max Kts	MDA(H)	VIS
B			100	780' (466')	1500m
C	RVR 1200m	RVR 1900m	135	820' (506')	1600m
D			180	1010' (696')	2400m
			205	1020' (706')	3600m

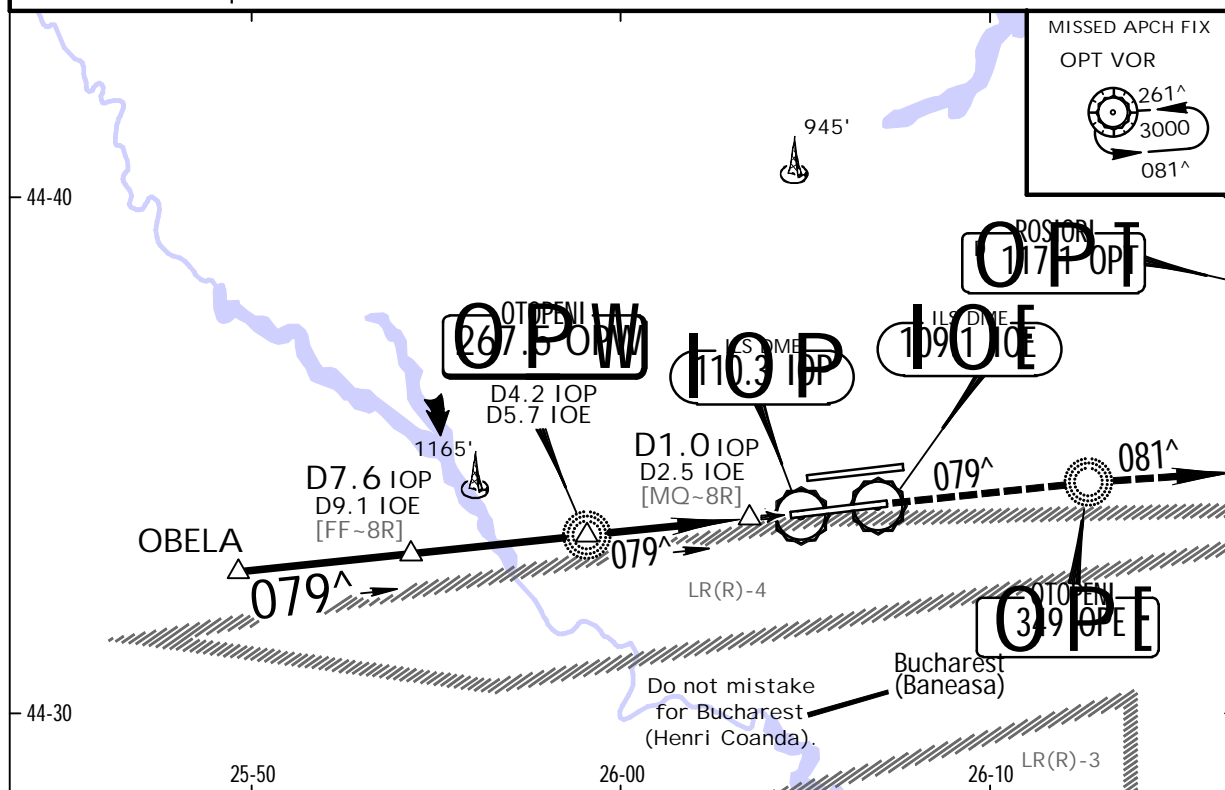
**LROP/OTP**  
HENRI COANDA

**JEPPesen**  
27 SEP 13 (26-2)

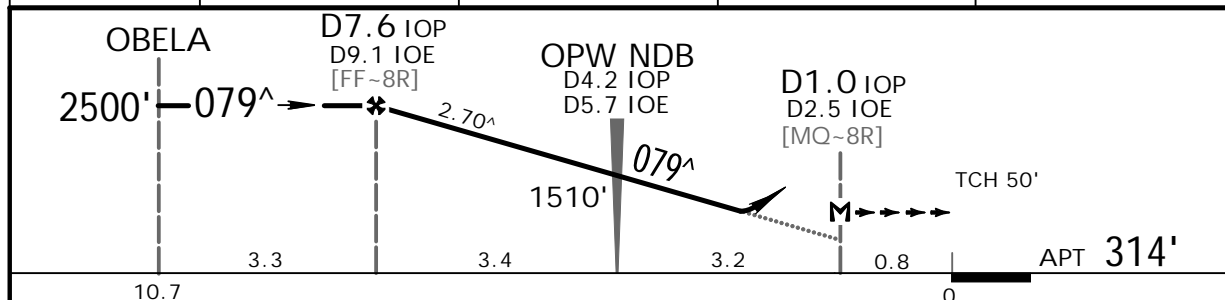
**BUCHAREST, ROMANIA**  
NDB Rwy 08R

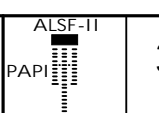
BRIEFING STRIP™

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 120.9		Ground 121.7 118.8		 <p>MSA Airport</p>	
NDB OPW 267.5		Final Apch Crs 079^		Minimum Alt D7.6 IOP 2500' (2186')		DA(H) Refer to Minimums			Apt Elev 314'
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000' and hold, or as directed.									
Alt Set: hPa (MM on req) VOR and DME required.				Apt Elev: 11 hPa		Trans level: By ATC			Trans alt: 4000'



IOP DME	5.0	4.0	3.0	2.0
IOE DME	6.5	5.5	4.5	3.5
ALTITUDE	1747'	1460'	1174'	887'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 2.70°	334	430	478	573	669	764	
MAP at D1.0 IOP/D2.5 IOE							

Standard. STRAIGHT-IN LANDING RWY 08R		CIRCLE-TO-LAND Not authorized South of airport	
DA(H) AB: 710' (396') CD: 720' (406')			
ALS out			
A	RVR 1100m	RVR 1500m	Max Kts
B			100
C	RVR 1200m	RVR 1900m	135
D			180
			205
			MDA(H)
			780' (466')
			820' (506')
			1010' (696')
			1020' (706')
			VIS
			1500m
			1600m
			2400m
			3600m

NS OPS


LROP/OTP  
HENRI COANDA

27 SEP 13

**JEPPESEN**

BUCHAREST, ROMANIA  
NDB Rwy 26R

ATIS 118.5		BUCHAREST Approach (R) 118.25		OTOPENI Tower 121.85		Ground 121.7 118.8	
NDB OTR 318	Final Aptch Crs 259 <sup>^</sup>	Minimum Alt D11.8 OPT 2500' (2197')	DA(H) 690' (387')		Apt Elev 314' RWY 303'		
<p>MISSED APCH: Climb via OTL NDB to FLR VOR to 3000' and hold, or as directed.</p>							



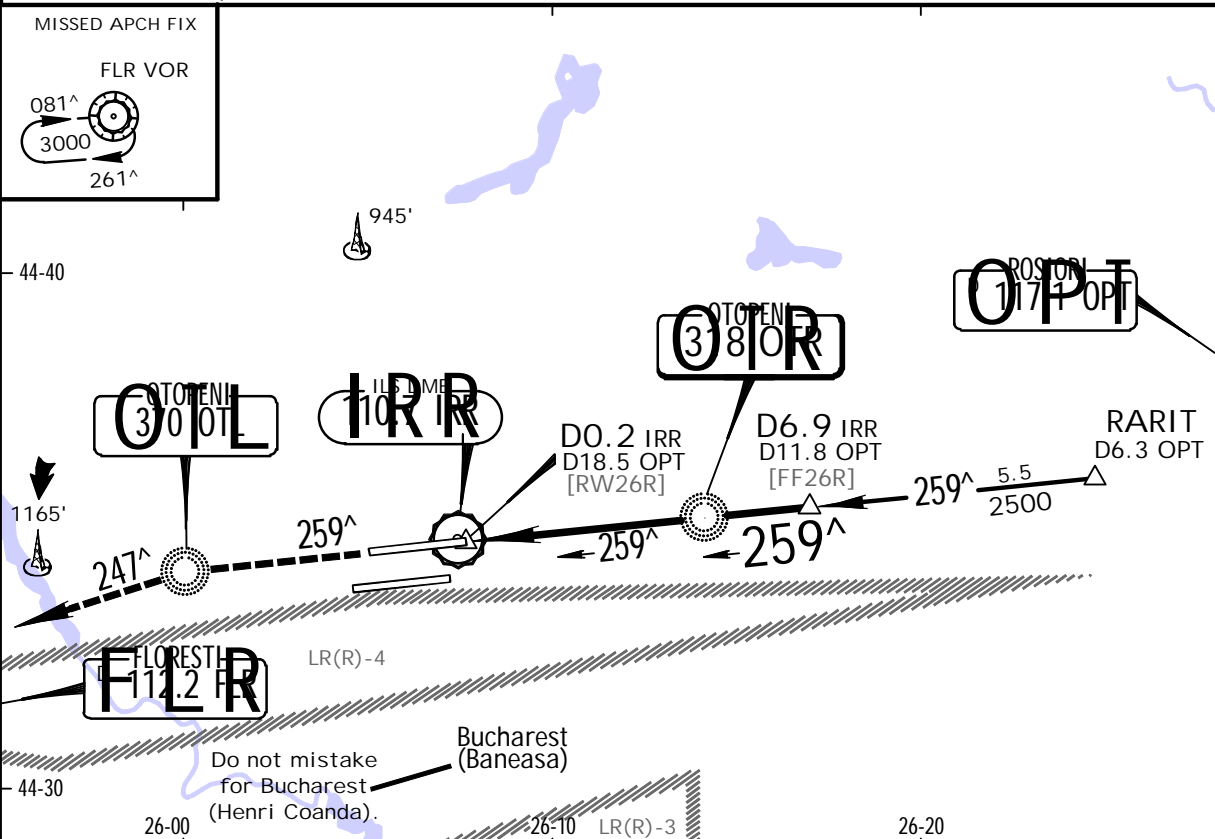
MSA  
Airport

Alt Set: hPa (MM on req)  
ADF and DME required.

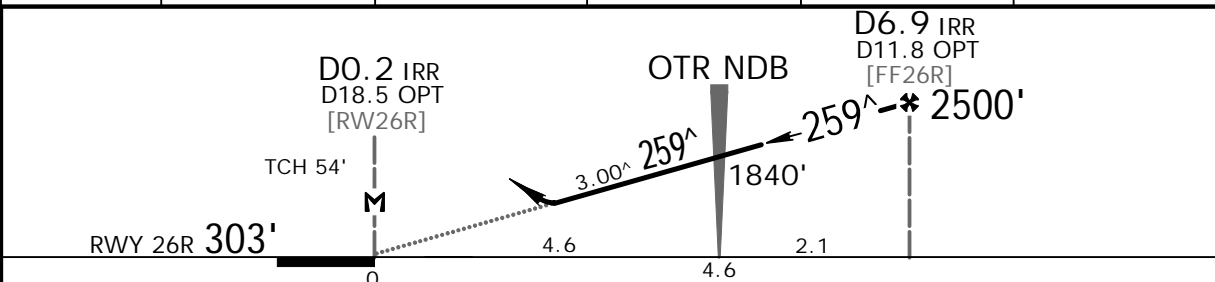
Rwy Elev: 11 hPa

Trans level: By ATC

Trans alt: 4000'



IRR DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	930'	1250'	1570'	1890'	2210'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle      3.00^	372	478	531	637	743	849
MAP at D0.2 IRR/D18.5 OPT						

Standard, STRAIGHT-IN LANDING RWY 26R

CIRCLE-TO-LAND

Not authorized  
South of airport

DA(H) 690' (387')

---

ALS out

Max  
Kto

MDA (1)

VLC

A	RVR 1200m	RVR 1500m	100	780' (466')	1500m
B			135	820' (506')	1600m
C		RVR 1900m	180	1010' (696')	2400m
D			205	1020' (706')	3600m

LLBG/TLV  
BEN GURION+JEPPESEN  
16 MAY 14 10-1P .Eff.29.May.TEL AVIV, ISRAEL  
.AIRPORT.BRIEFING.**1. GENERAL****1.1. ATIS**

ATIS 132.5

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. GENERAL**

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 so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

Daily between 0000-0055LT take-offs for ACFT with a MAX take-off weight of 300000 KGS and above and ACFT with destinations to the Far East or North Atlantic are not permitted.

**1.2.2. PREFERENTIAL RUNWAY SYSTEM****ARRIVALS**

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

**DEPARTURES**

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

**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**

When reduced visibility prevents visual monitoring of movement area by ATC, LVP will be implemented by Tower and transmitted via ATIS.

RWY 26 is preferred RWY for landings and take-offs. Follow-me service will be provided to ACFT to and from stands, whenever visibility deteriorates to a degree where such a service cannot be provided by ATC. This service however will not be provided when visibility is less than 100m.

During emergency in Low Visibility conditions, RWY 12 will be the preferential RWY for landings.

Due to greater separation applied in Low Visibility conditions, expect delays in the approach and take-off sequence.

LLBG/TLV

+ JEPPESEN

TEL AVIV, ISRAEL

BEN GURION

16 MAY 14

(10-1P1)

.Eff.29.May.

.AIRPORT.BRIEFING.

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## 1. GENERAL

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### 1.3.2. PILOT REPORTS

ACFT taking off shall report "rolling" when commencing take-off run.

ACFT lifting off shall report "airborne" when clear of ground.

Landing ACFT shall report "on ground" .

Vacating ACFT shall report "runway vacated" .

When parked, ACFT shall report "on stand" .

### 1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

ACFT operating Mode S shall identify using ICAO callsign. Arriving ACFT continue transmitting Mode A Code and Mode S until parked on stand. Transponders shall be deactivated when ACFT parked on stand.

Departing ACFT shall turn transponder ON Mode A/ALT Code and Mode S signal when ready for push-back or when ready for taxi whichever is earlier.

### 1.5. TAXI PROCEDURES

#### 1.5.1. GENERAL

Apron A and V to be used by towing only.

Apron Q to be used by ATC instruction only.

ACFT being towed from Terminal 1 to Terminal 3 and vice versa, must establish and maintain communication with BEN GURION Ground.

When towed from Terminal 1 to Terminal 3 contact Ground East; from Terminal 3 to Terminal 1 contact Ground West.

When Ground West and Ground East are combined use frequency 129.2.

### 1.6. PARKING INFORMATION

Stands B2 thru D9 equipped with Visual Docking Guidance System. Guidance to all other stands by Follow-me car only.

### 1.7. OTHER INFORMATION

Birds in vicinity of APT.

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## 2. ARRIVAL

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### 2.1. TAXI PROCEDURES

Unless otherwise directed pilots are requested to vacate RWYs as follows:

RWY 08: via HST-W3.

RWY 12: via HST-Y into TWY M.

RWY 21: to Terminal 3 via HST-E3 into TWY M, to Aprons J, L, BE and BN via HST-T3 into TWY K.

RWY 26: via HST-W4.

RWY 30: via HST-Z into TWY K.

If unable, advise ATC.

### 2.2. OTHER INFORMATION

Expect erroneous Radio Altimeter readings in the vicinity of APT due to unidentified interference; exercise CAUTION.

LLBG/TLV  
BEN GURION+JEPPESEN  
11 JUL 14 (10-1P2)TEL AVIV, ISRAEL  
.AIRPORT.BRIEFING.**3. DEPARTURE****3.1. START-UP & PUSH-BACK PROCEDURES****3.1.1. GENERAL**

'Clearance prior to taxi' (CPT) is provided continuously on frequency 129.2 or as published by ATIS.

Pilots shall contact CPT 15 minutes before start-up.

The MSG shall specify the following: ACFT call sign and type, stand number, ATIS letter and the intended start-up time.

Push-back is not permitted without specific ATC approval.

When ACFT is ready for departure, the crew shall obtain push-back clearance and taxi instructions from BEN GURION Ground. ACFT receiving push-back clearance is expected to vacate the gate without delay.

**3.1.2. APRON BE (STANDS B21 THRU B39)**

ACFT shall start-up all engines while pushing back to the nearest release point (S1, S2) and taxiing will commence as soon as possible.

**3.1.3. APRON BN (STANDS B43 THRU B47)**

Push-back and start-up on start-up position on apron BN and taxi out.

**3.1.4. APRON V**

ACFT will be towed to a start-up position and will start engines as instructed.

**3.1.5. APRONS B, C, D OF TERMINAL 3 (GROUND WEST)**

Engine start-up while ACFT is connected to the gate is prohibited. Start-up while ACFT is being pushed back is permitted.

**3.2. NOISE ABATEMENT PROCEDURES**

For additional decision refer to 10-4.

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 so as to minimize the noise levels over densely populated areas in the vicinity of the APT.

**3.2.1. GENERAL**

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

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

Take-off to 950'	Take-off power, 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 power
950' -3150'	Climb at $V_2 + 10$ KT (or as limited by body angle)
At 3150' or if restricted to 3000' by ATC	Normal acceleration and en-route climb configuration

**3.2.2. NIGHT FLYING RESTRICTIONS**

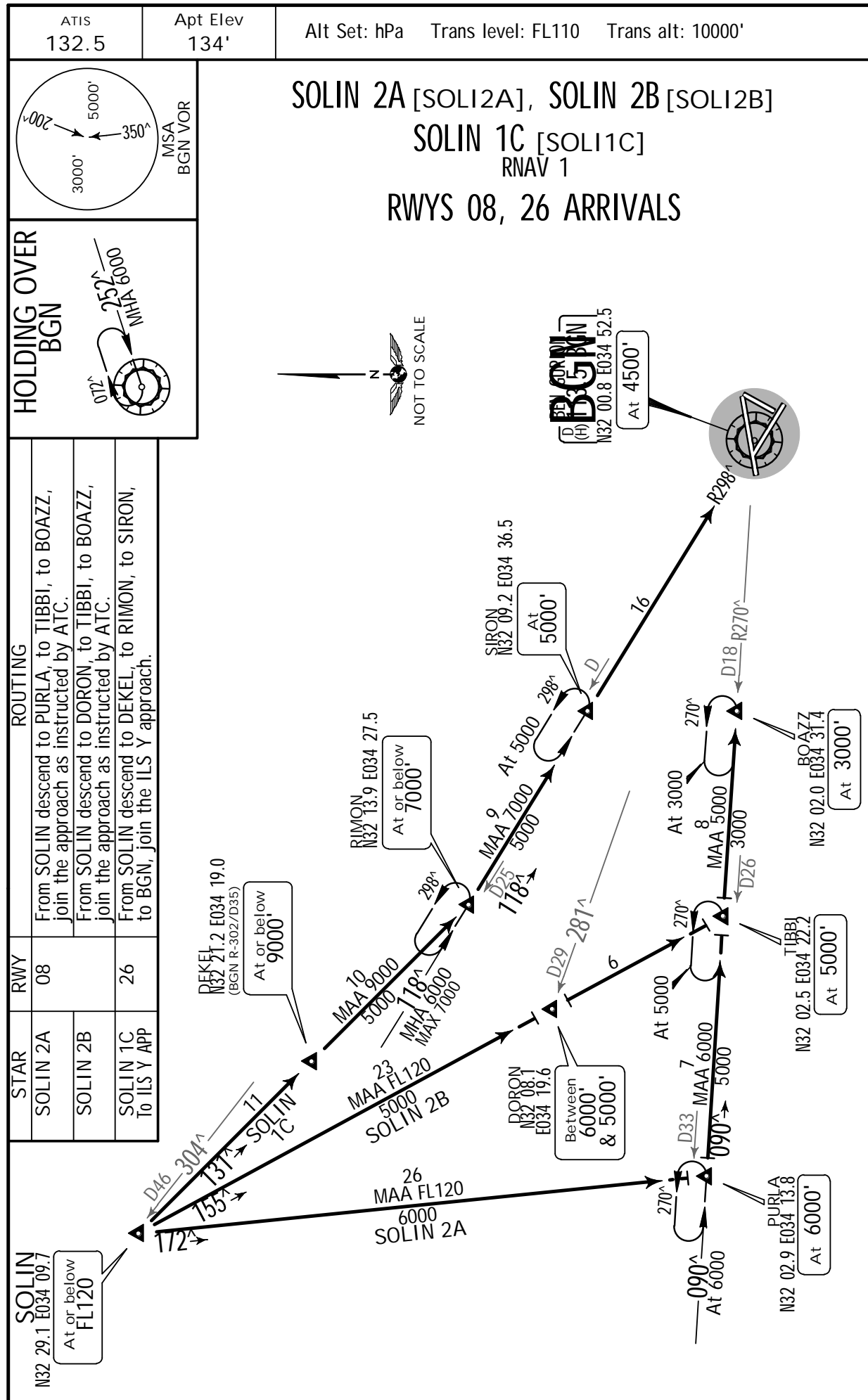
No civil ACFT shall take off between 0200-0500LT during winter, and 0200-0400LT during summer.

Take-off between 0140-0200LT, and between 0500-0550LT during winter season, and 0400-0450LT during summer season, shall be approved, in exceptional circumstances, by CAAI or APT manager.

**Exceptions:**

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

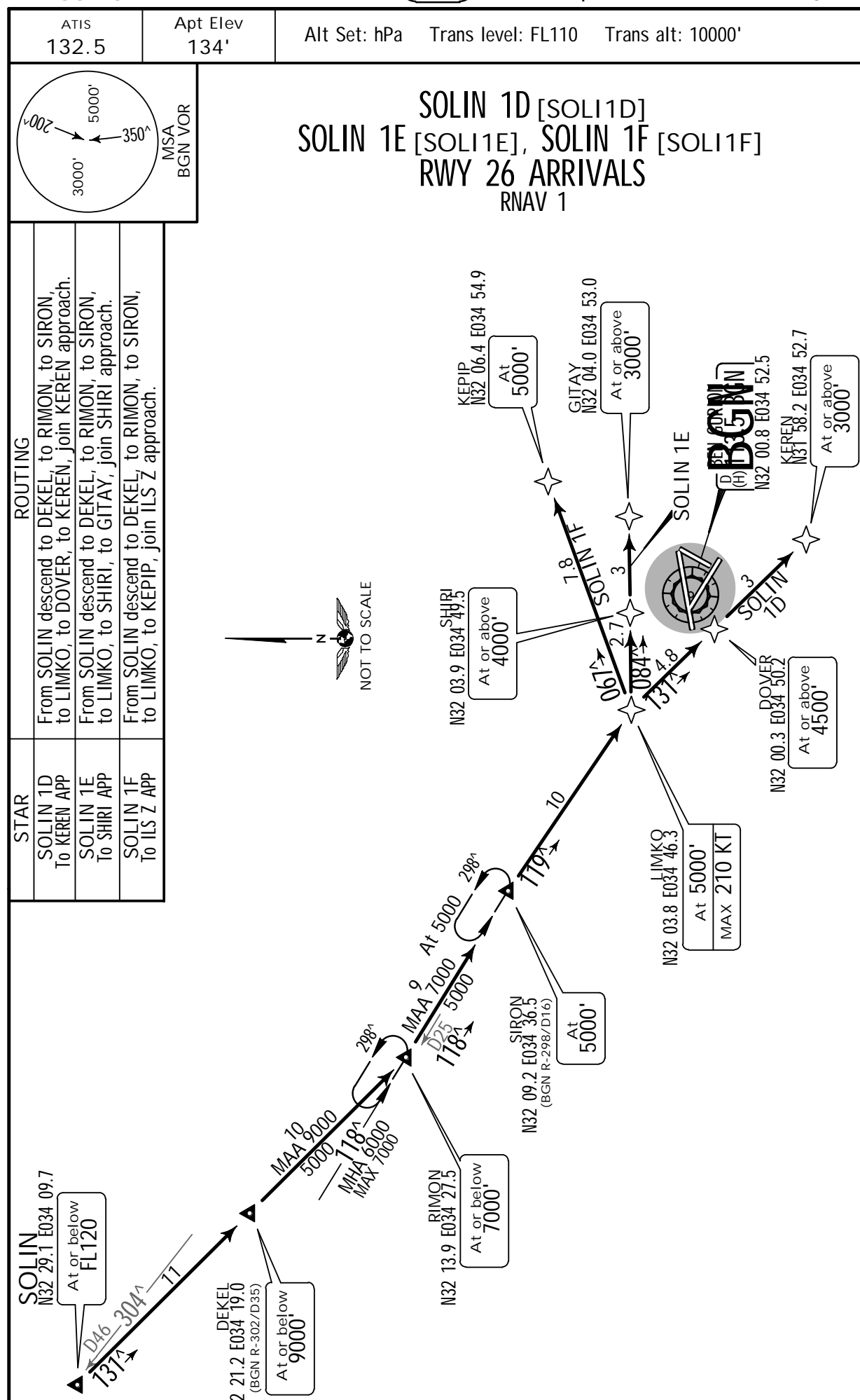


LLBG/TLV  
BEN GURIONJEPPESEN  
13 SEP 13 10-2 .Eff.19.Sep.TEL AVIV, ISRAEL  
.STAR.

LLBG/TLV  
BEN GURION

**JEPPESSEN**  
13 SEP 13 (10-2A) .Eff.19.Sep.

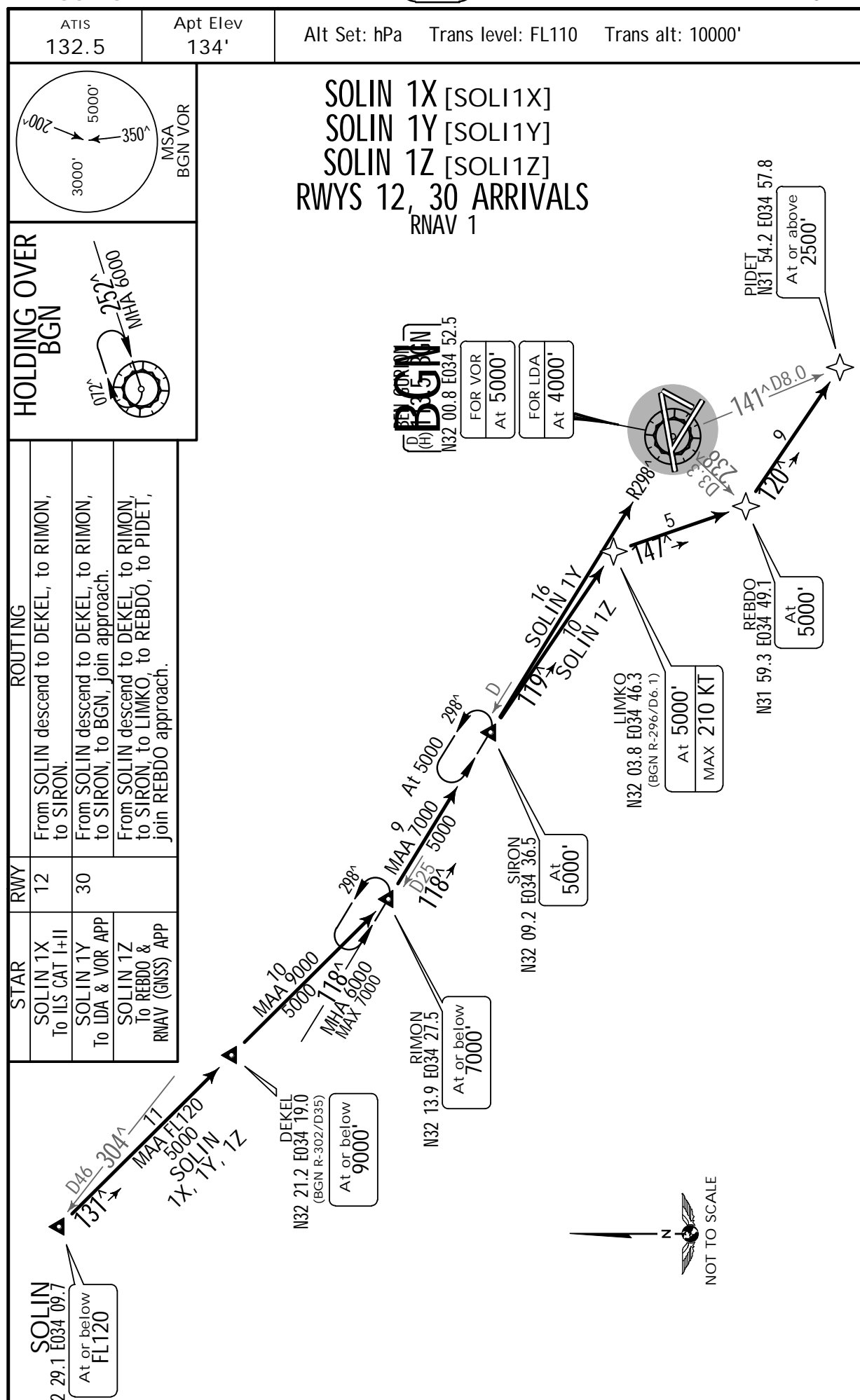
TEL AVIV, ISRAEL  
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LLBG/TLV  
BEN GURION

20 JUN 14 10-2B

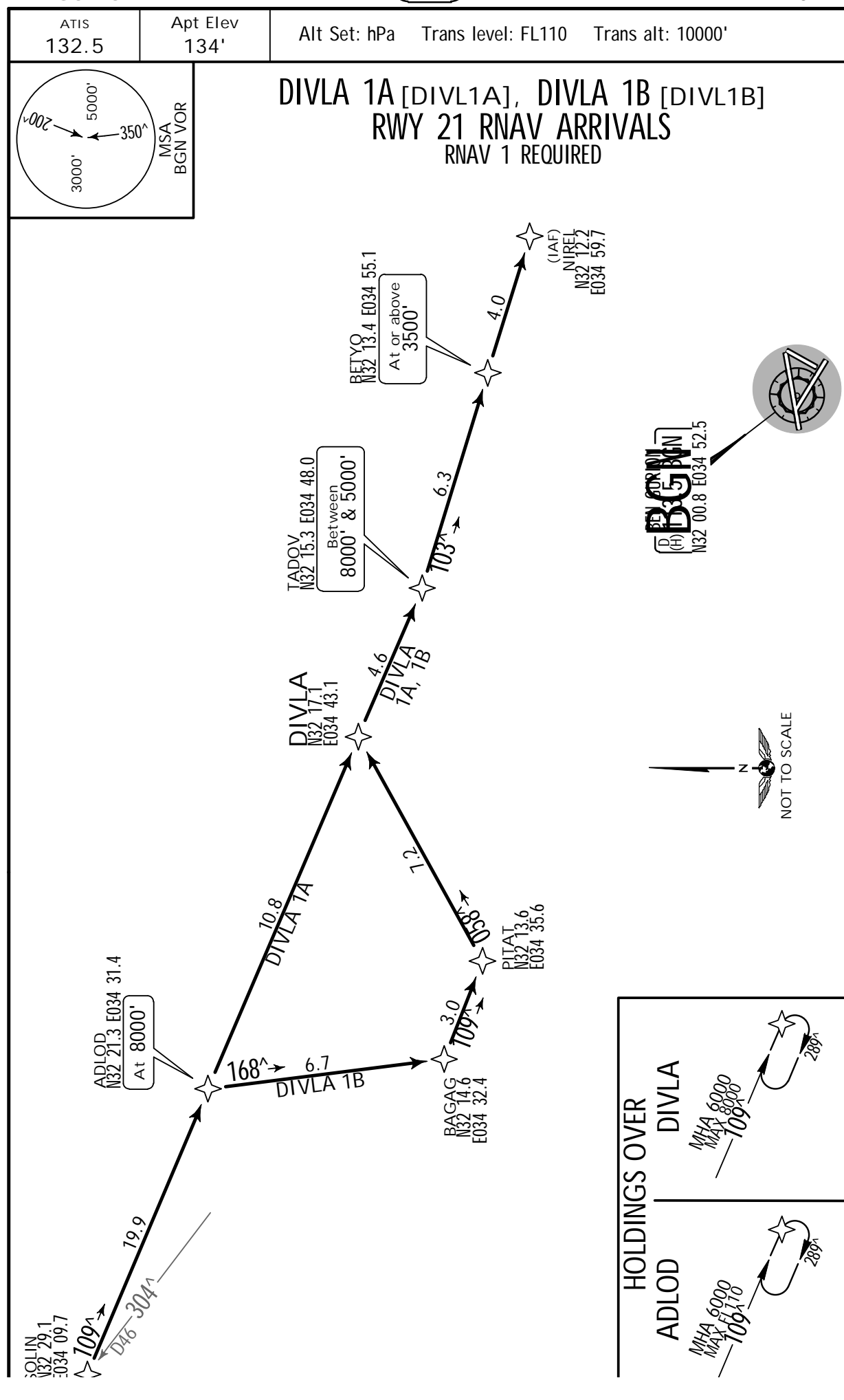
TEL AVIV, ISRAEL  
.STAR.



LLBG/TLV  
BEN GURION

20 JUN 14 10-2C

TEL AVIV, ISRAEL  
.RNAV.STAR.



LLBG/TLV  
BEN GURION

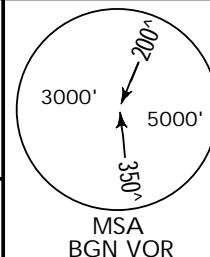
JEPPESEN  
29 NOV 13 10-3 Eff.12.Dec.

TEL AVIV, ISRAEL  
.SID.

BEN GURION  
Departure  
120.5

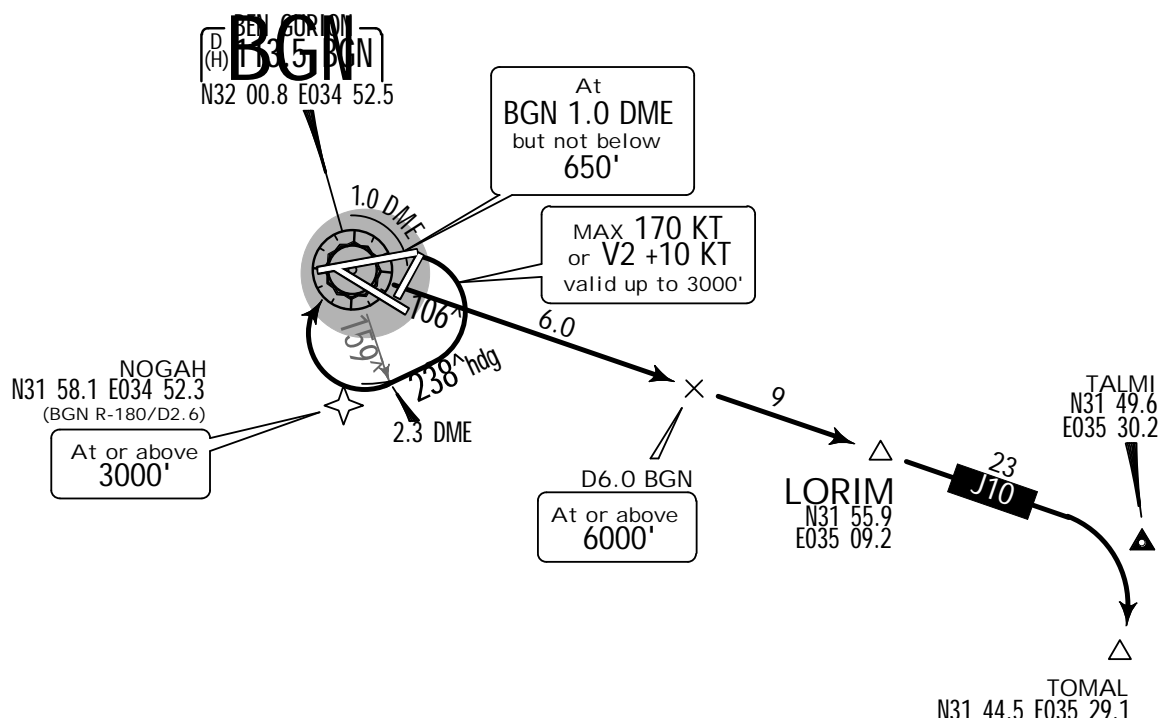
Apt Elev  
134'

Trans level: FL110 Trans alt: By ATC  
1. Contact BEN GURION Departure as soon as possible after take-off.  
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



# LORIM ONE BRAVO (LORIM 1B) [LORI1B] RWY 08 DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'  
UNLESS OTHERWISE CLEARED BY ATC



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Climb to cross BGN 6.5 DME eastbound at 6000' or above, after passing TOMAL climb to flight planned altitude.

▲ COMMS LOST ▲ COMMS LOST ▲ COMMS LOST ▲ COMMS LOST

This SID requires a minimum climb gradient of 425' per NM (7%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before start-up.

## INITIAL CLIMB/ROUTING

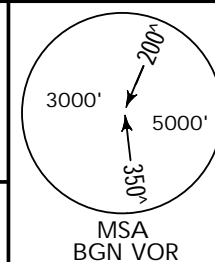
At BGN 1 DME but not below 650' turn RIGHT to NOGAH (238° heading, turn RIGHT when passing BGN R-159 for Non RNAV aircraft). turn RIGHT to BGN. BGN R-106. join airway J-10

LLBG/TLV  
BEN GURION

**JEPPESEN**  
29 NOV 13 (10-3A) .Eff.12.Dec.

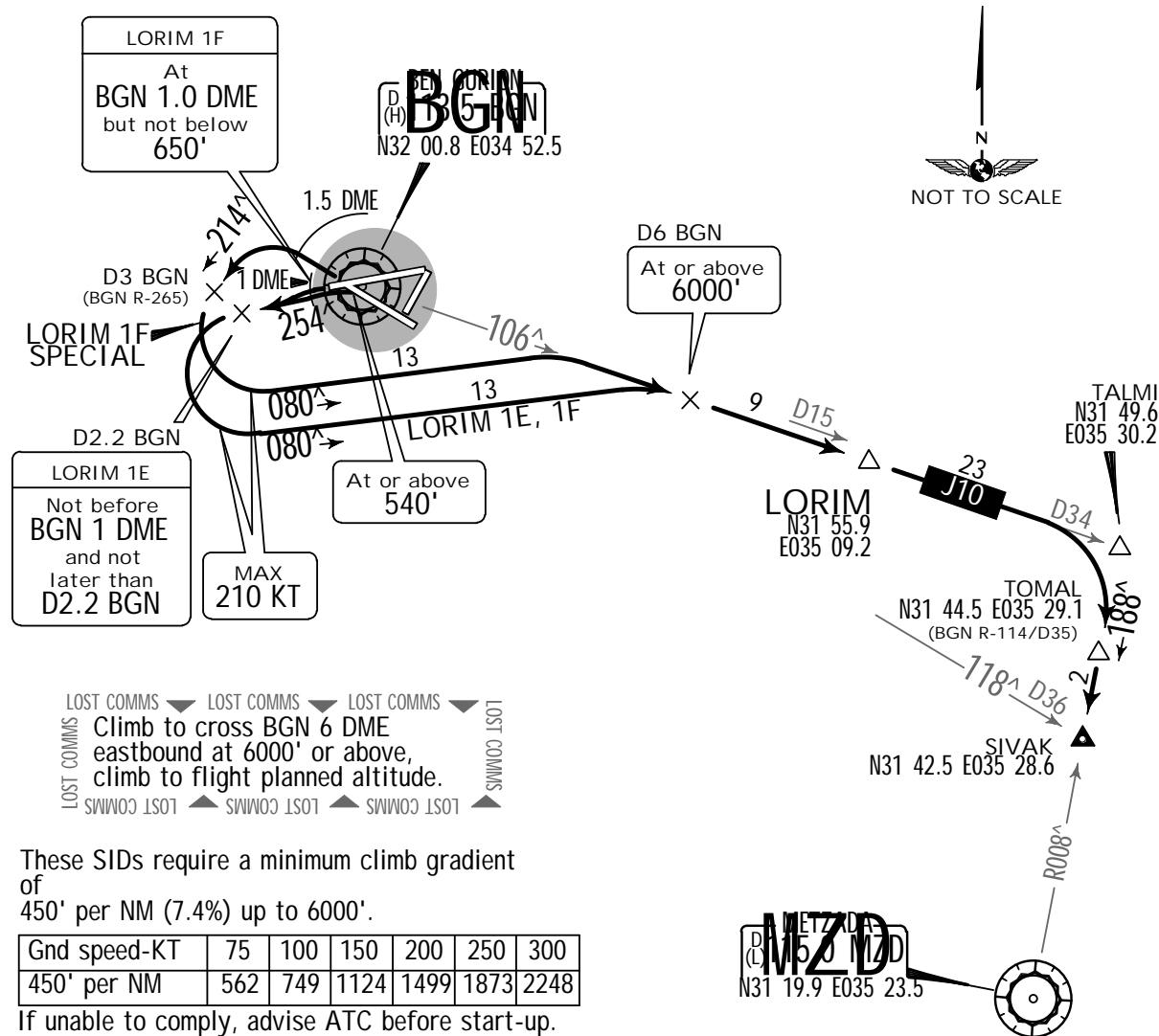
TEL AVIV, ISRAEL .SID.

BEN GURION Departure 120.5	Apt Elev 134'	Trans level: FL110 Trans alt: By ATC 1. Contact BEN GURION Departure as soon as possible after take-off. 2. SIDs include minimum noise routing (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
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LORIM ONE ECHO (LORIM 1E) [LOR1E]  
LORIM ONE FOXTROT (LORIM 1F) [LOR1F]  
LORIM ONE FOXTROT SPECIAL  
(LORIM 1F SPECIAL) [LOR1FS]  
RWYS 30, 26 DEPARTURES

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



These SIDs require a minimum climb gradient of 450' per NM (7.4%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before start-up.

SID	RWY	INITIAL CLIMB/ROUTING
LORIM 1E 1	30	Climb to at or above 540', turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 080° track, intercept BGN R-106, join airway J-10 to SIVAK.
LORIM 1F	26	At BGN 1.0 DME but not below 650' turn LEFT, 080° track, intercept BGN R-106, join airway J-10 to SIVAK.
LORIM 1F SPECIAL 2	30	Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT, 080° track, intercept BGN R-106, join airway J-10 to SIVAK.

1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute LORIM 1F SPECIAL or request RWY 26 and execute LORIM 1F

**LLBG/TLV**  
BEN GURION

29 NOV 13

**JEPPESEN**

10-3B

.Eff.12.Dec.

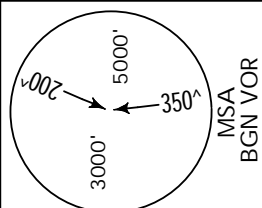
TEL AVIV, ISRAEL  
.SID.

BEN GURION  
Departure  
120.5

Apt Elev  
134'

Trans level: FL110    Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



**MERVA 1B [MERV1B]  
RWY 08 DEPARTURE  
BETWEEN 2300-0500LT**

**SPEED:** MAX 250 KT BELOW 10000'  
UNTIL BGN 7 DME

## INITIAL CLIMB/ROUTING

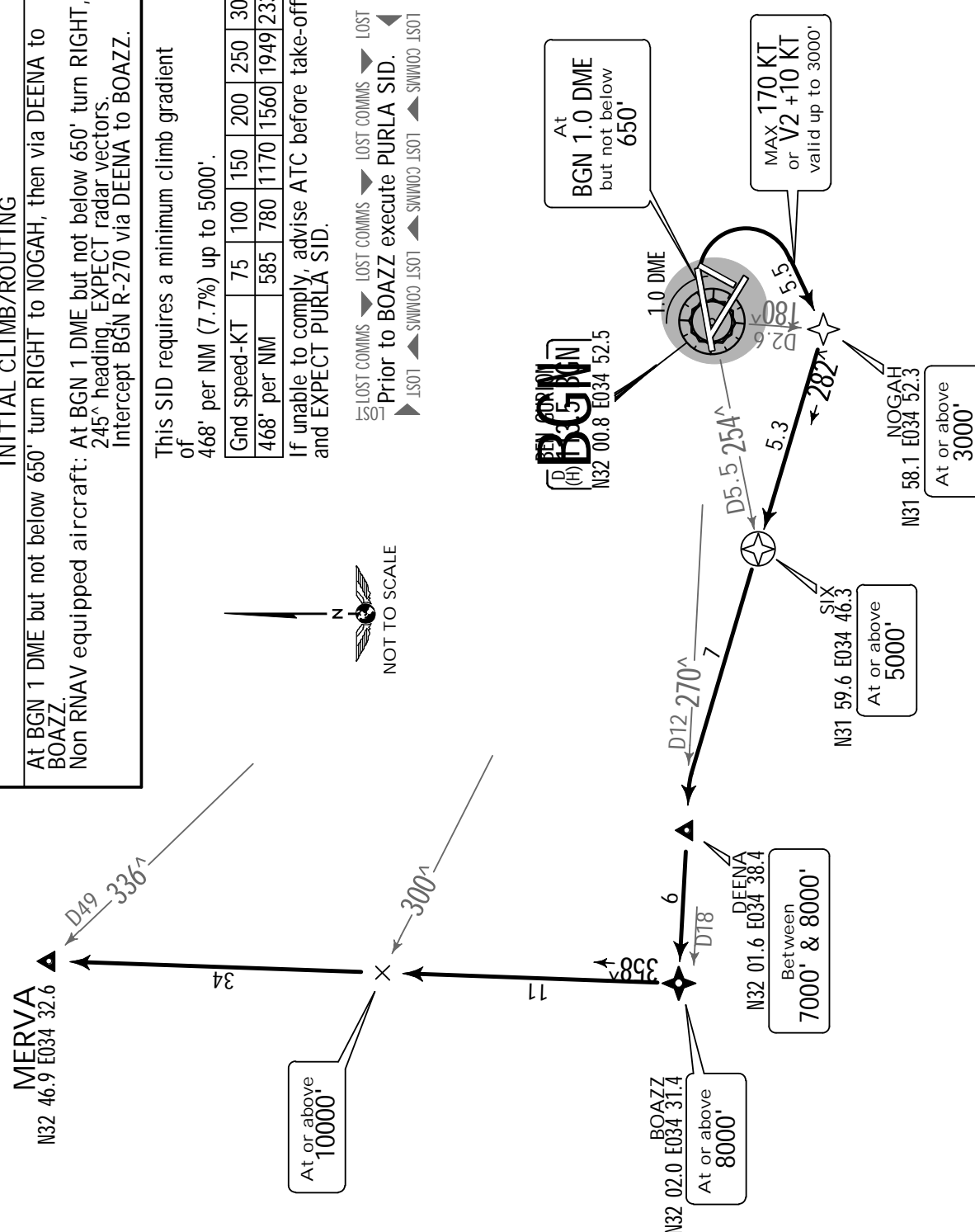
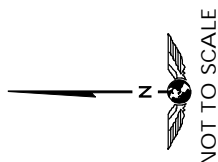
At BGN 1 DME but not below 650' turn RIGHT to NOGAH, then via DEENA to BOAZZ.  
Non RNAV equipped aircraft: At BGN 1 DME but not below 650' turn RIGHT, 245° heading, EXPECT radar vectors.  
Intercept BGN R-270 via DEENA to BOAZZ.

This SID requires a minimum climb gradient of 468' per NM (7.7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

If unable to comply, advise ATC before take-off and EXPECT PURLA SID.

2 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
 Prior to BOAZZ execute PURLA SID. ▼  
 2 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST





LLBG/TLV  
BEN GURION

29 NOV 13

**JEPPESEN**

.Eff.12.Dec.

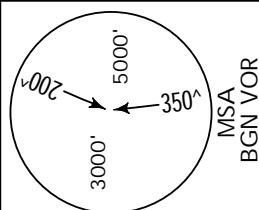
TEL AVIV, ISRAEL  
.SID.

BEN GURION  
Departure  
120.5

Apt Elev  
134'

Trans level: FL110    Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA 1E [MERV1E]  
RWY 26 DEPARTURE  
BETWEEN 0100-0200LT

**SPEED:** MAX 250 KT BELOW 10000'  
UNTIL BGN 7 DME

## INITIAL CLIMB/ROUTING

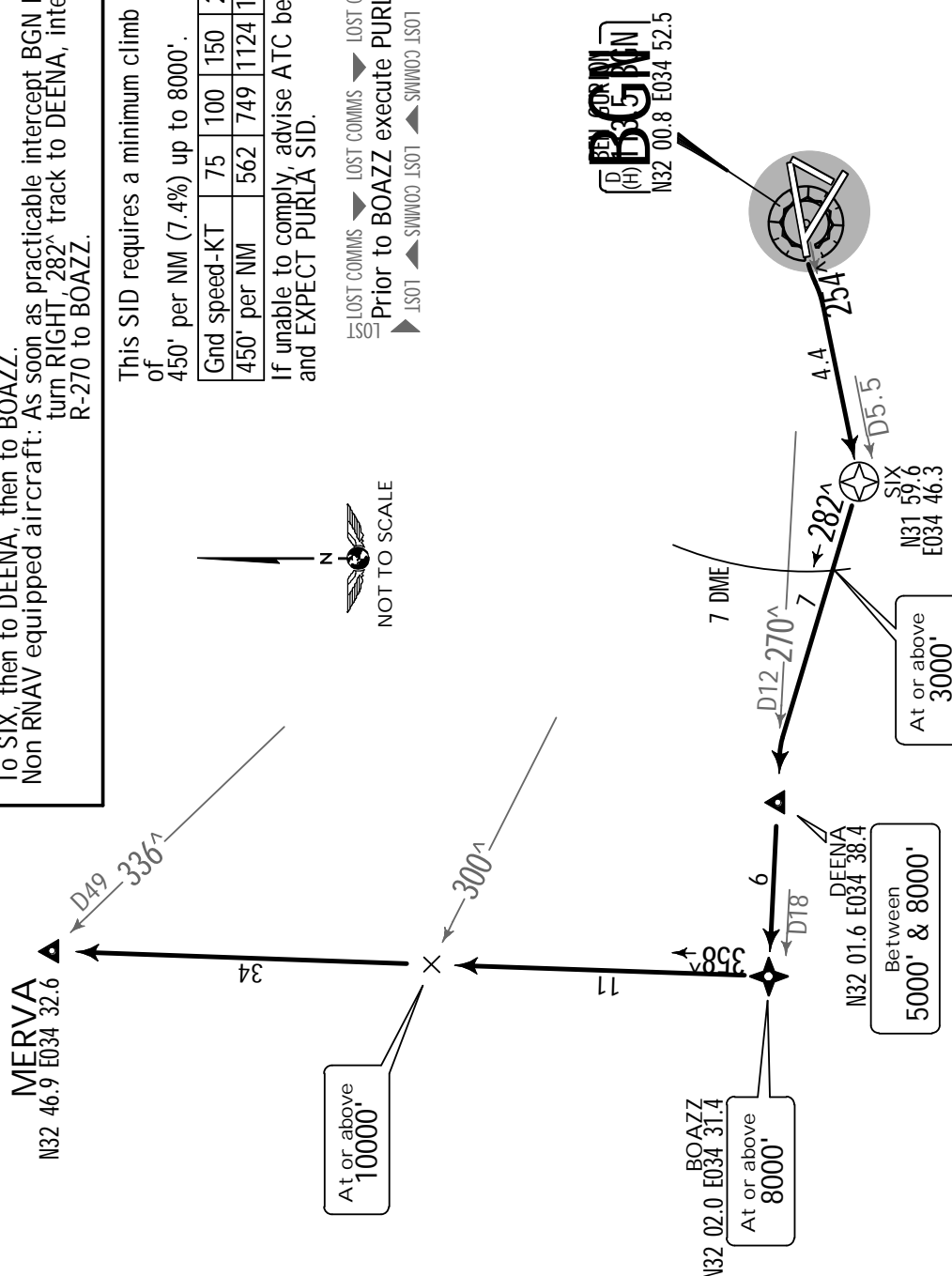
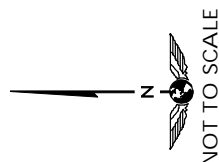
To SIX, then to DEENA, then to BOAZZ.  
Non RNAV equipped aircraft: As soon as practicable intercept BGN R-254 to SIX, turn RIGHT, 282<sup>°</sup> track to DEENA, intercept BGN R-270 to BOAZZ.

This SID requires a minimum climb gradient of 450' per NM (7.4%) up to 8000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before take-off and EXPECT PURLA SID.

3 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
 Prior to BOAZZ execute PURLA SID. ▼  
 3 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST



LLBG/TLV  
BEN GURION

16 MAY 14

**JEPPESEN**

10-3D

.Eff.29.May.

TEL AVIV, ISRAEL  
.SID.

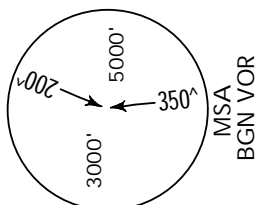
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BEN GURION  
Departure  
120.5

Apt Elev  
134'

Trans level: FL110    Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA ONE CHARLIE (MERVA 1C) [MERV1C]  
RWY 08 DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'  
UNLESS OTHERWISE CLEARED BY ATC

initial climb clearance 3000'

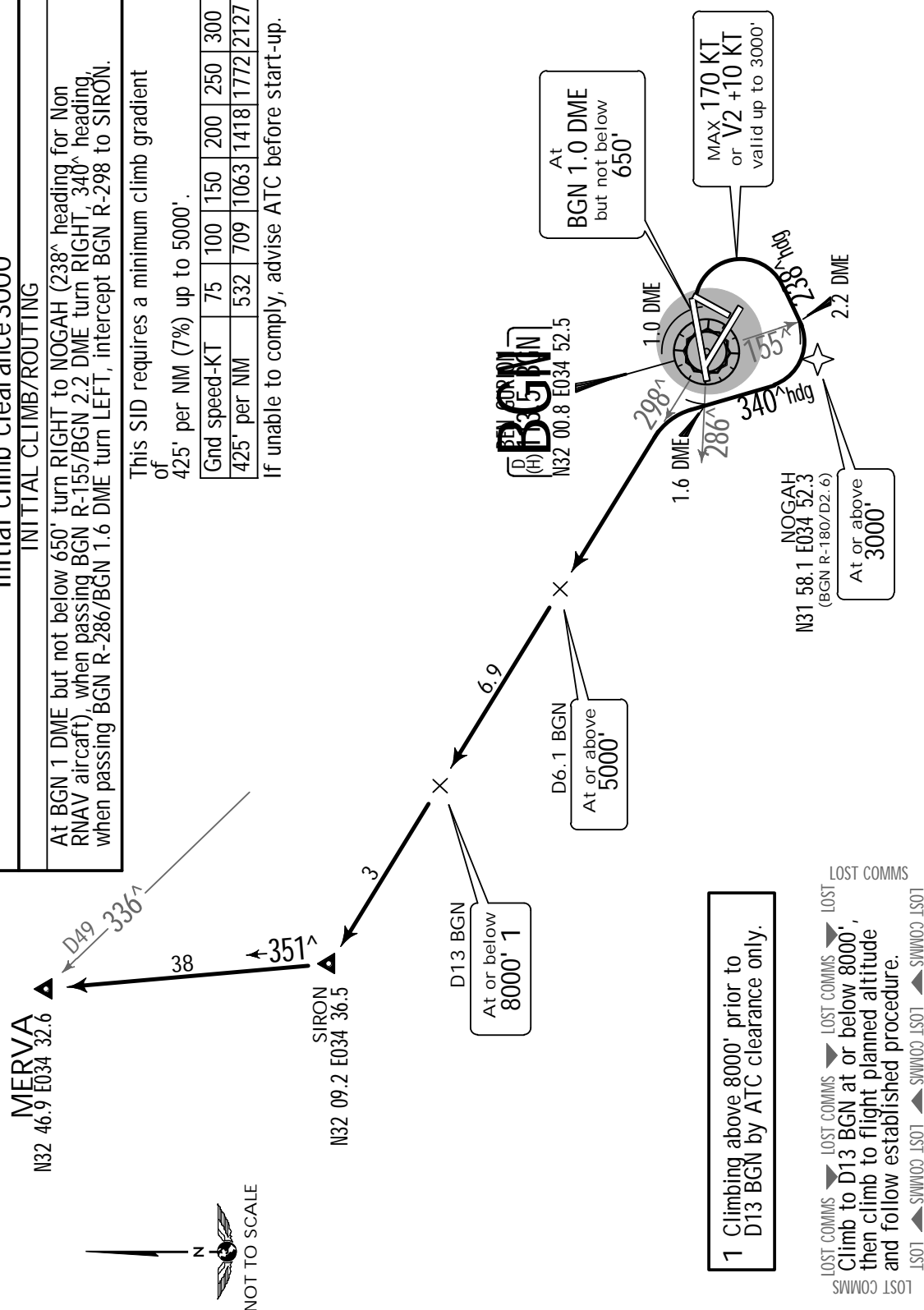
## INITIAL CLIMB/ROUTING

At BGN 1 DME but not below 650' turn RIGHT to NOGAH (238<sup>h</sup> heading for Non R-155/BGN 2.2 DME turn RIGHT, 340<sup>h</sup> heading, when passing BGN R-286/BGN 1.6 DME turn LEFT, intercept BGN R-298 to SIRON.

This SID requires a minimum climb gradient of 425' per NM (7%) up to 5000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before start-up.



1 Climbing above 8000' prior to D13 BGN by ATC clearance only.

Climb to D13 BGN at or below 8000', then climb to flight planned altitude and follow established procedure.

LLBG/TLV  
BEN GURION

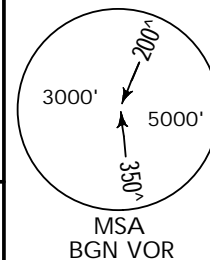
JEPPESEN  
16 MAY 14 10-3E .Eff.29.May.

TEL AVIV, ISRAEL  
.SID.

BEN GURION  
Departure  
120.5

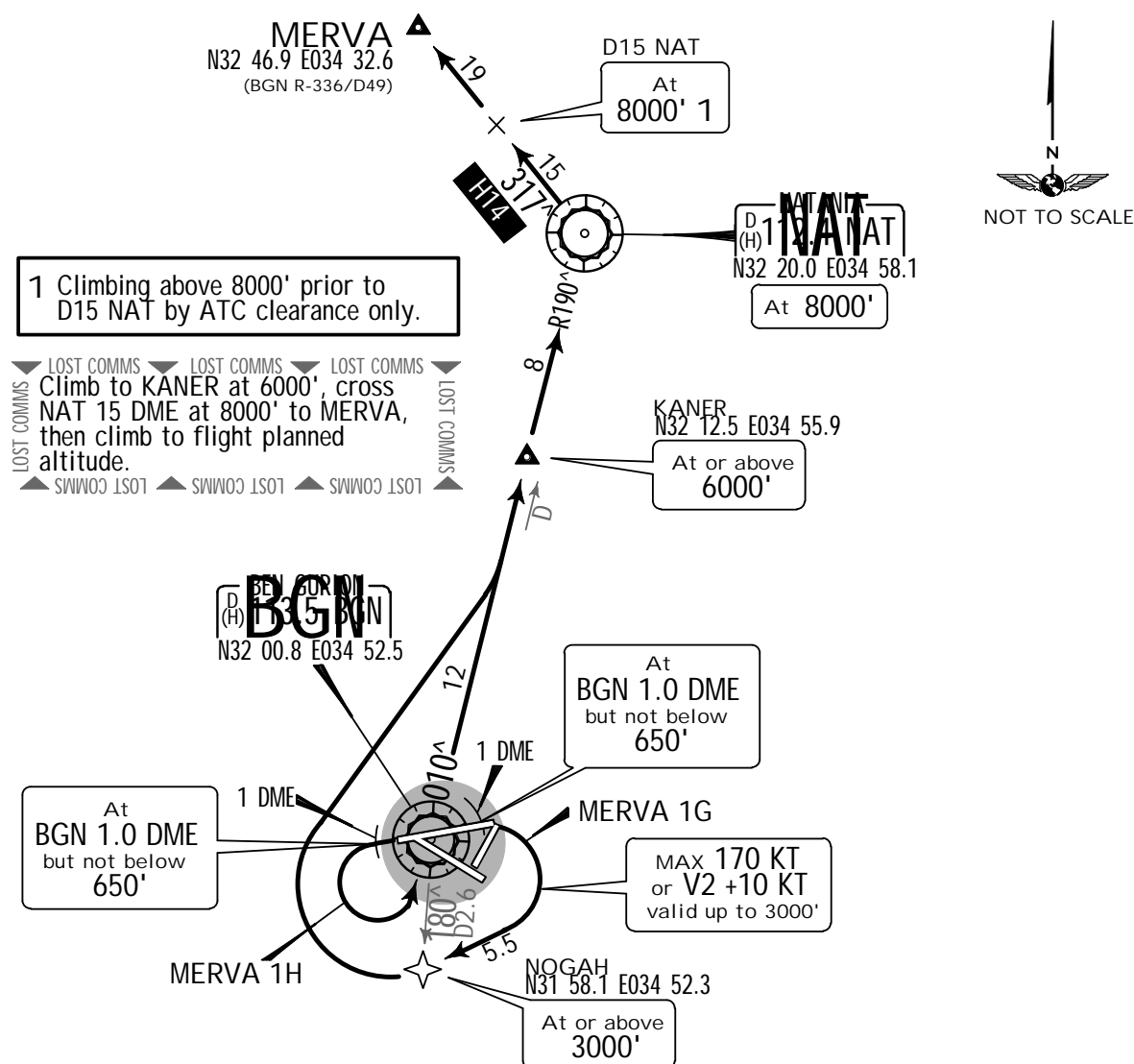
Apt Elev  
134'

- Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
  2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



MERVA ONE GOLF (MERVA 1G) [MERV1G]  
MERVA ONE HOTEL (MERVA 1H) [MERV1H]  
RWYS 08, 26 DEPARTURES

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



These SIDs require minimum climb gradients of

MERVA 1G  
389' per NM (6.4%) up to 4000'.  
MERVA 1H  
407' per NM (6.7%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
389' per NM	486	648	972	1296	1620	1944

If unable to comply, advise ATC before start-up.

SID	RWY	INITIAL CLIMB/ROUTING
MERVA 1G	08	At BGN 1 DME but not below 650' turn RIGHT to NOGAH, turn RIGHT, intercept BGN R-010 via KANER to NAT, turn LEFT, join airway H-14 to MERVA. Non RNAV equipped aircraft: At BGN 1 DME but not below 650' turn RIGHT, 245° heading, EXPECT radar vectors. Cross BGN R-270 at 4000', intercept BGN R-010.
MERVA 1H	26	At BGN 1.0 DME but not below 650' turn LEFT to BGN, intercept BGN

LLBG/TLV  
 BEN GURION

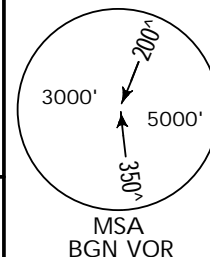
JEPPESEN  
 29 NOV 13 10-3F .Eff.12.Dec.

TEL AVIV, ISRAEL  
 .SID.

BEN GURION  
 Departure  
 120.5

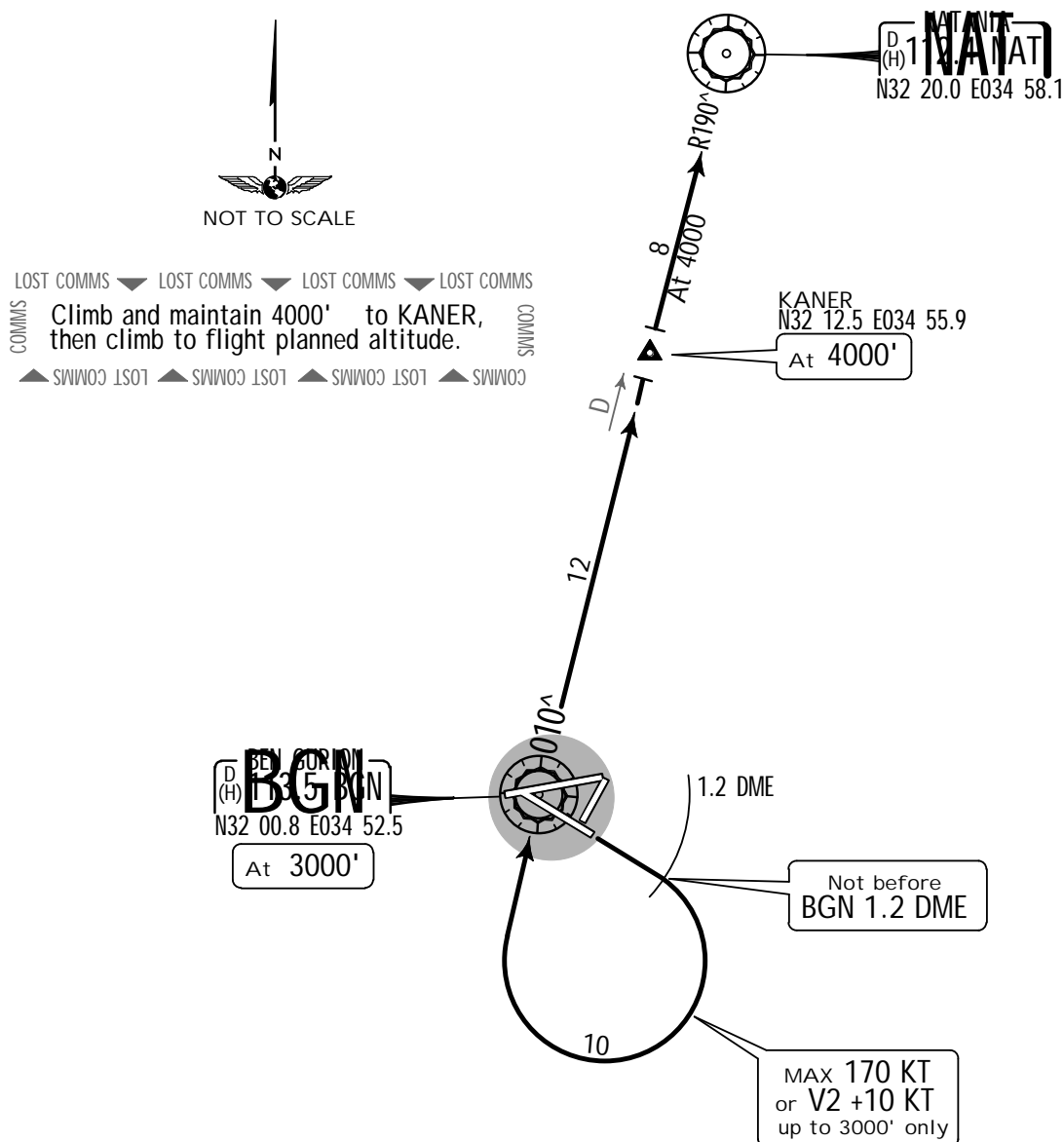
Apt Elev  
 134'

- Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
  2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



## NATANIA THREE CHARLIE (NAT 3C) RWY 12 DEPARTURE

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



This SID requires a minimum climb gradient of 304' per NM (5%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply, advise ATC before take-off.

INITIAL CLIMB/ROUTING

LLBG/TLV  
BEN GURION

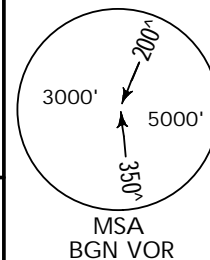
JEPPESEN  
29 NOV 13 10-3G Eff.12.Dec.

TEL AVIV, ISRAEL  
.SID.

BEN GURION  
Departure  
120.5

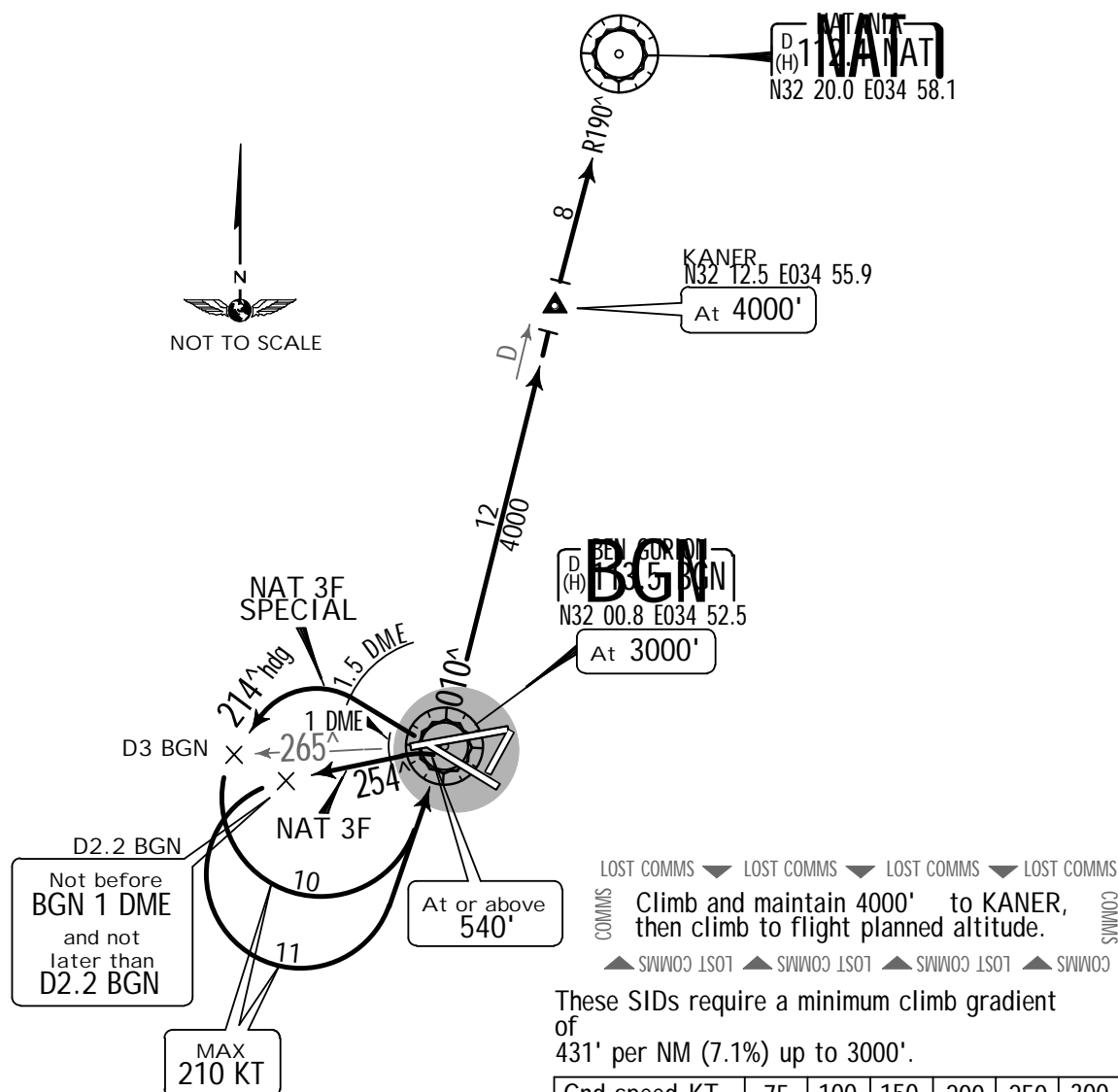
Apt Elev  
134'

- Trans level: FL110 Trans alt: By ATC
1. Contact BEN GURION Departure as soon as possible after take-off.
  2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



# NATANIA THREE FOXTROT (NAT 3F) NATANIA THREE FOXTROT SPECIAL (NAT 3F SPECIAL) [NAT3FS] RWY 30 DEPARTURES

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



SID	INITIAL CLIMB/ROUTING
NAT 3F 1	At or above 540' turn LEFT without traversing RWY 26 centerline, intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT.
NAT 3F SPECIAL 2	Straight ahead to BGN 1.5 DME, turn LEFT, 214° heading, at BGN R-265/D3 turn LEFT to BGN, BGN R-010 via KANER to NAT.

1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute NAT 3F SPECIAL.

LLBG/TLV  
 BEN GURION

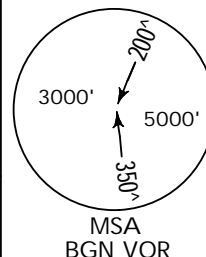
JEPPESEN  
 29 NOV 13 10-3H .Eff.12.Dec.

TEL AVIV, ISRAEL  
 .SID.

BEN GURION  
 Departure  
 120.5

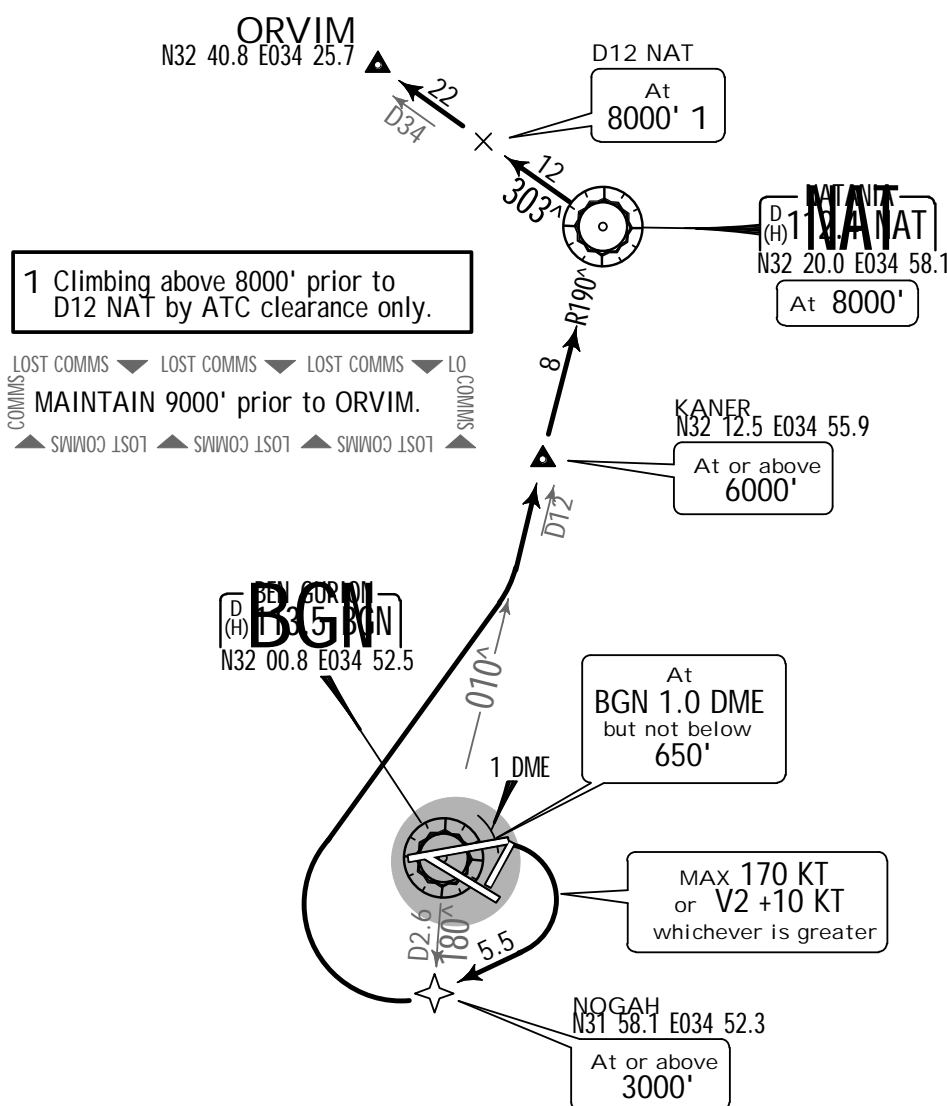
Apt Elev  
 134'

Trans level: FL110 Trans alt: By ATC  
 1. Contact BEN GURION Departure as soon as possible after take-off.  
 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



# ORVIM 1B [ORVI1B] RWY 08 DEPARTURE

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



This SID requires a minimum climb gradient of 389' per NM (6.4%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
389' per NM	486	648	972	1296	1620	1944

If unable to comply, advise ATC before take-off.

## INITIAL CLIMB/ROUTING

Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT to NOGAH, turn RIGHT, intercept BGN R-010 via KANER to NAT, turn LEFT, NAT R-303 to ORVIM, climb to clearance altitude.

Non RNAV equipped aircraft: Climb straight ahead, at BGN 1 DME but not below 650' turn RIGHT, 245° heading, expect radar vectors. Cross BGN

LLBG/TLV  
 BEN GURION

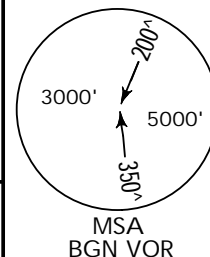
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 29 NOV 13 (10-3J) .Eff.12.Dec.

TEL AVIV, ISRAEL  
 .SID.

BEN GURION  
 Departure  
 120.5

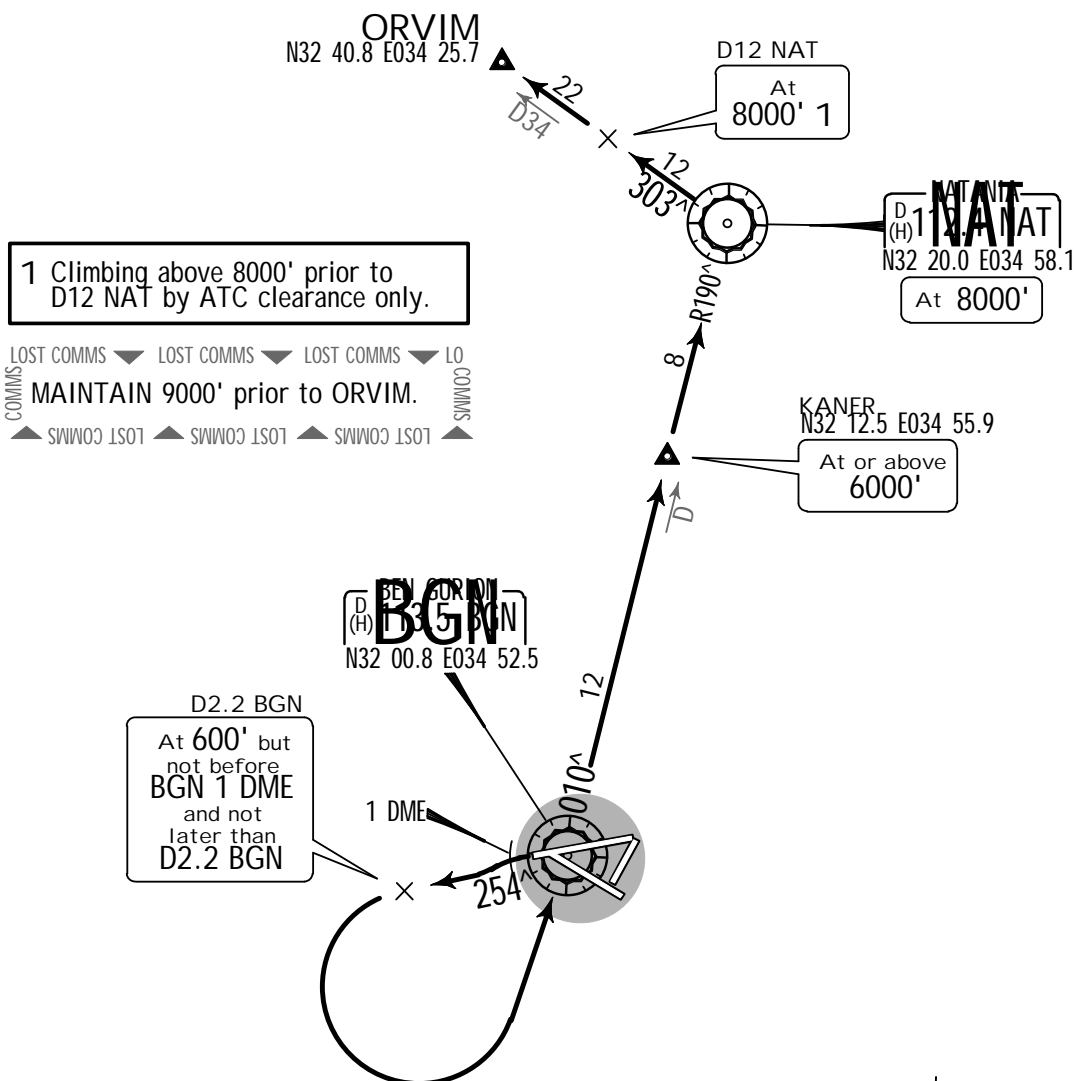
Apt Elev  
 134'

Trans level: FL110 Trans alt: By ATC  
 1. Contact BEN GURION Departure as soon as possible after take-off.  
 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



## ORVIM 1E [ORVI1E] RWY 26 DEPARTURE

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



This SID requires a minimum climb gradient of 407' per NM (6.7%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036

If unable to comply, advise ATC before take-off.

### INITIAL CLIMB/ROUTING

As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN, BGN R-010 via KANER to NAT, turn LEFT, NAT R-303 to





**LLBG/TLV**  
BEN GURION

29 NOV 13

**JEPPESEN**

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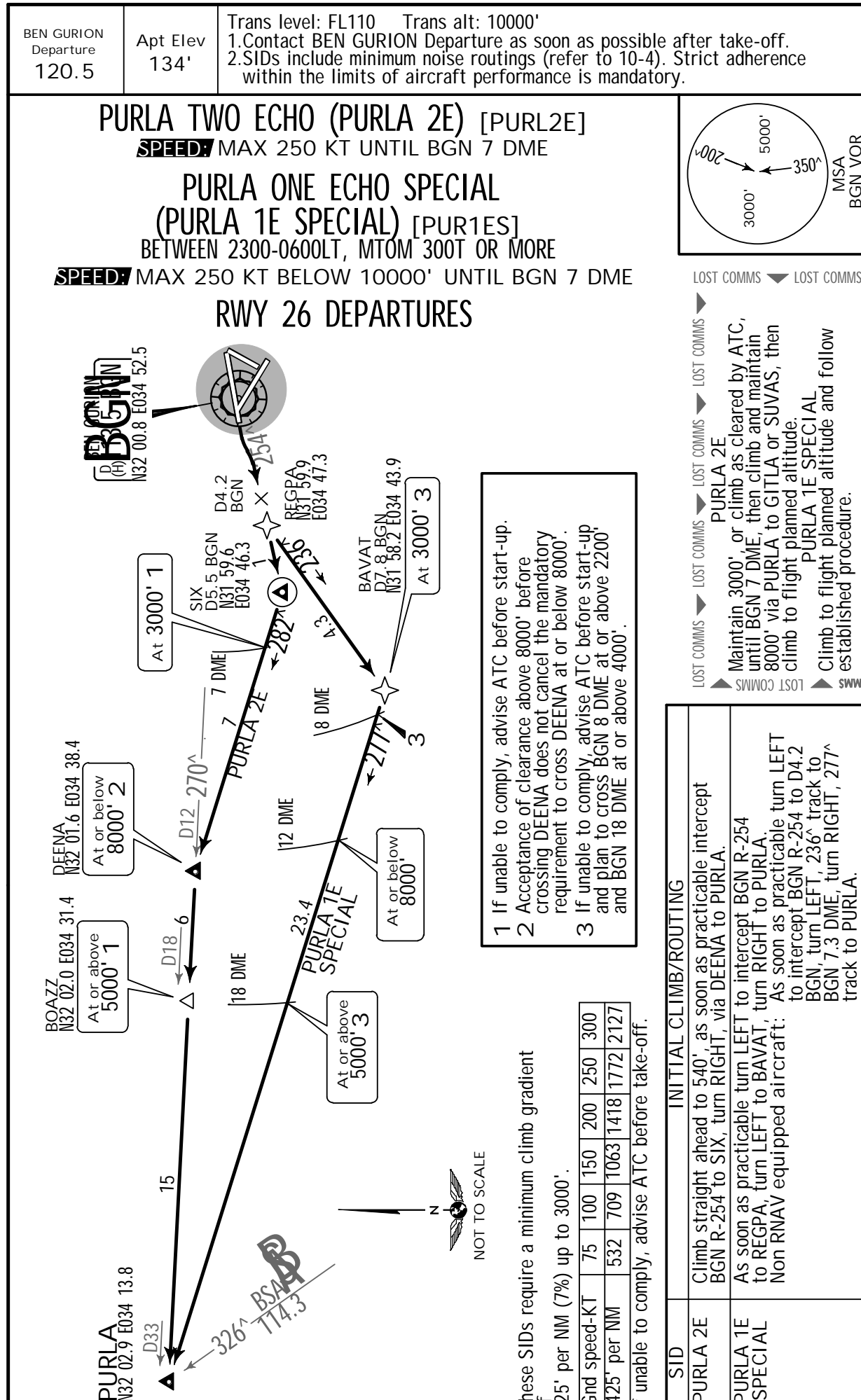
TEL AVIV, ISRAEL  
.SID.

[illegible]

LLBG/TLV  
BEN GURION

JEPPESSEN  
29 NOV 13 10-3L .Eff.12.Dec.

TEL AVIV, ISRAEL  
.SID.



**LLBG/TLV**  
BEN GURION

16 MAY 14

**JEPPESEN**

10-3M

.Eff.29.May.

TEL AVIV, ISRAEL  
.SID.

.SID.

**BEN GURION**  
Departure  
120.5

**Apt Elev**  
134'

Trans level: FL110    Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.  
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

## PURLA TWO FOXTROT (PURLA 2F) [PURL2F] PURLA TWO FOXTROT SPECIAL (PURLA 2F SPECIAL) [PUR2FS] RWY 30 DEPARTURES

**SPEED:** MAX 250 KT UNTIL BGN 7 DME

**LOST COMMS** ➤ LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST COMMS

➤ Maintain 3000', or climb as cleared by ATC, until BGN 7 DME, then climb and maintain 8000' to GITLA or SUVAS via PURLA, then climb to planned altitude.

SWW003 1S01 ◀ SWW003 1S01 ◀ SWW003 1S01 ◀ SWW003 1S01

These SIDs require a minimum climb gradient of 425' per NM (7%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply, advise ATC before take-off.

**INITIAL CLIMB/ROUTING**

SID	INITIAL CLIMB/ROUTING
PURLA 2F 1	Climb to at or above 540', turn LEFT without traversing RWY 26 centerline, intercept BGN R-254 to SIX, turn RIGHT via DEENA to PURLA.
PURLA 2F SPECIAL 2	Straight ahead to BGN 1.5 DME, turn LEFT, 214° heading, when crossing BGN R-265/D3 turn RIGHT, intercept BGN R-254 to SIX, turn RIGHT via DEENA to PURLA.

Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute PURLA 2F SPECIAL or request RWY 26 and execute PURLA 2E.

Available between 0600-0800LT & 1600-2300LT.

LLBG/TLV  
BEN GURION

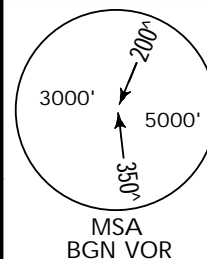
JEPPESEN  
16 MAY 14 10-3N .Eff.29.May.

TEL AVIV, ISRAEL  
.SID.

BEN GURION  
Departure  
120.5

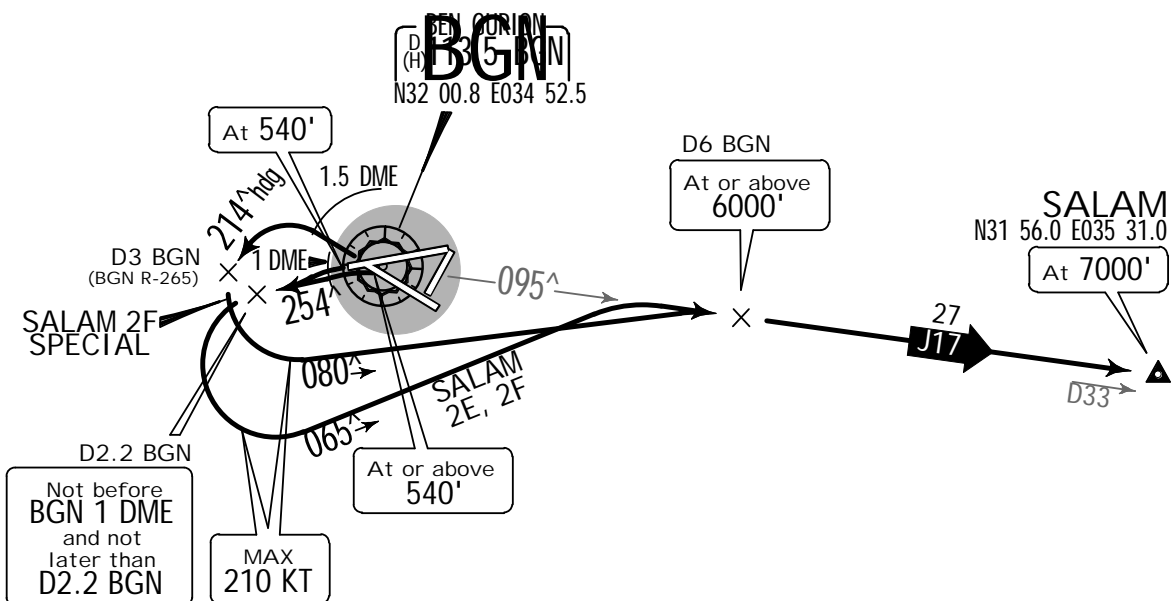
Apt Elev  
134'

- Trans level: FL110 Trans alt: By ATC  
1. Contact BEN GURION Departure as soon as possible after take-off.  
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.



SALAM TWO ECHO (SALAM 2E) [SALA2E]  
SALAM TWO FOXTROT (SALAM 2F) [SALA2F]  
SALAM TWO FOXTROT SPECIAL (SALAM 2F SPECIAL) [SAL2FS]  
RWYS 26, 30 DEPARTURES

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
After passing SALAM climb to flight planned altitude.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require a minimum climb gradient of 450' per NM (7.4%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
450' per NM	562	749	1124	1499	1873	2248

If unable to comply, advise ATC before start-up.

SID	RWY	INITIAL CLIMB/ROUTING
SALAM 2E	26	Climb to 540', turn LEFT to intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 065° track, intercept BGN R-095, join airway J-17 to SALAM climbing to 7000'.
SALAM 2F 1	30	Climb to at or above 540', turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, not before BGN 1 DME and not later than D2.2 BGN turn LEFT, 065° track, intercept BGN R-095, join airway J-17 to SALAM, climbing to 7000'.
SALAM 2F SPECIAL 2		Straight ahead to BGN 1.5 DME, turn LEFT, 214° heading, when crossing BGN R-265/D3 turn LEFT, 080° track intercept BGN R-095, join airway J-17 to SALAM, climbing to 7000'.

1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute SALAM 2F SPECIAL or request RWY 26 and execute SALAM 2E.

LLBG/TLV  
 BEN GURION

JEPPESEN  
 16 MAY 14 10-3P .Eff.29.May.

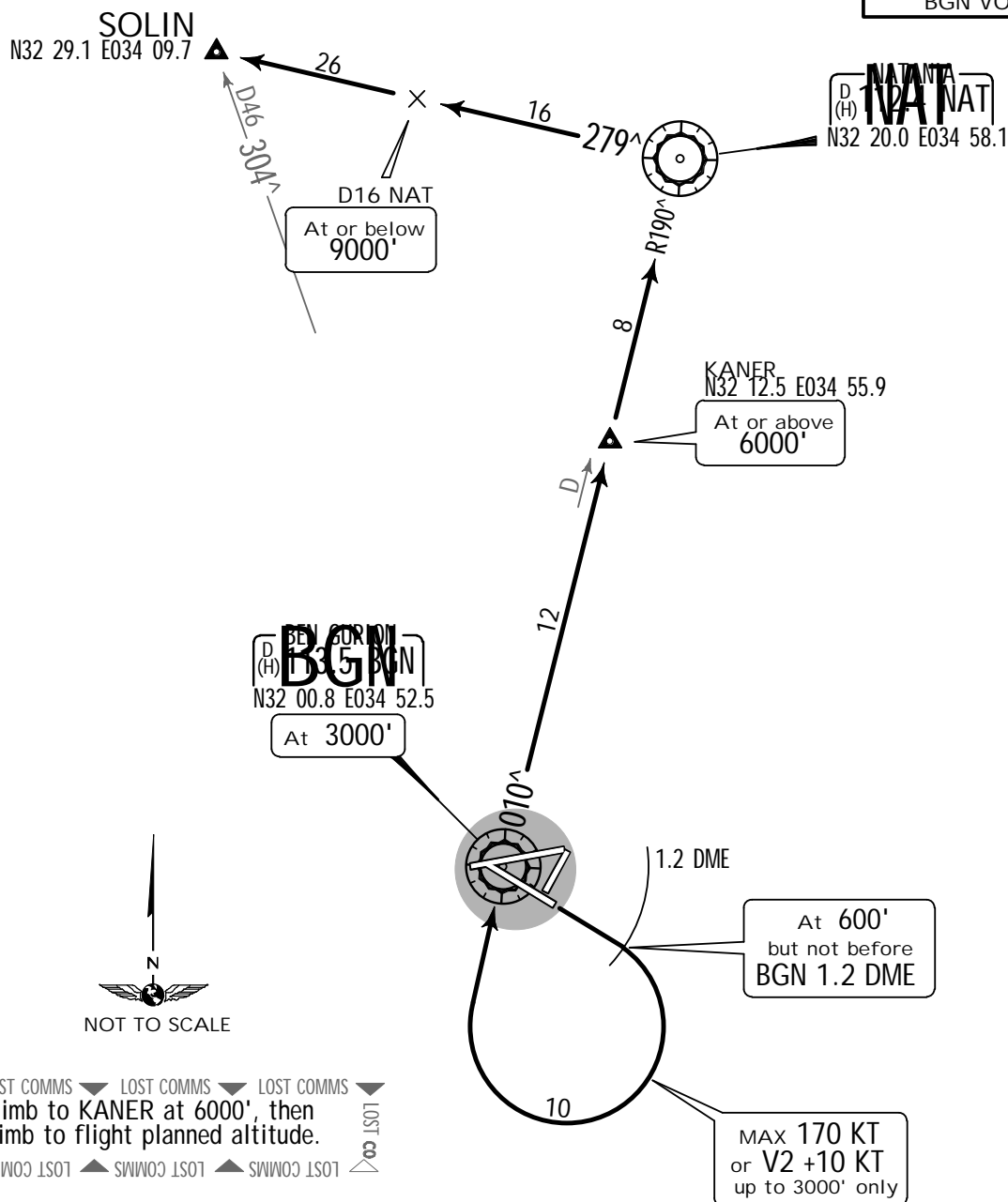
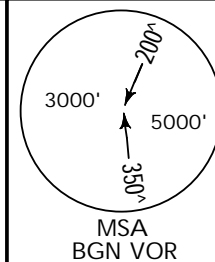
TEL AVIV, ISRAEL  
 .SID.

BEN GURION  
 Departure  
 120.5

Apt Elev  
 134'

Trans level: FL110 Trans alt: 10000'  
 1. Contact BEN GURION Departure as soon as possible after take-off.  
 2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

**SOLIN THREE CHARLIE (SOLIN 3C) [SOLI3C]**  
**RWY 12 DEPARTURE**  
**SPEED: MAX 250 KT BELOW 10000'**



COMMS  
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲  
 Climb to KANER at 6000', then climb to flight planned altitude.  
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of 304' per NM (5%) up to 6000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply, advise ATC before take-off.

**INITIAL CLIMB/ROUTING**

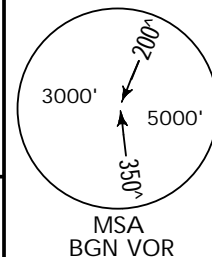
At 600' but not before BGN 1.2 DME turn RIGHT to BGN. BGN R-010 via KANER



LLBG/TLV  
BEN GURIONJEPPESEN  
16 MAY 14 (10-3Q) .Eff.29.May.TEL AVIV, ISRAEL  
.SID.BEN GURION  
Departure  
120.5Apt Elev  
134'

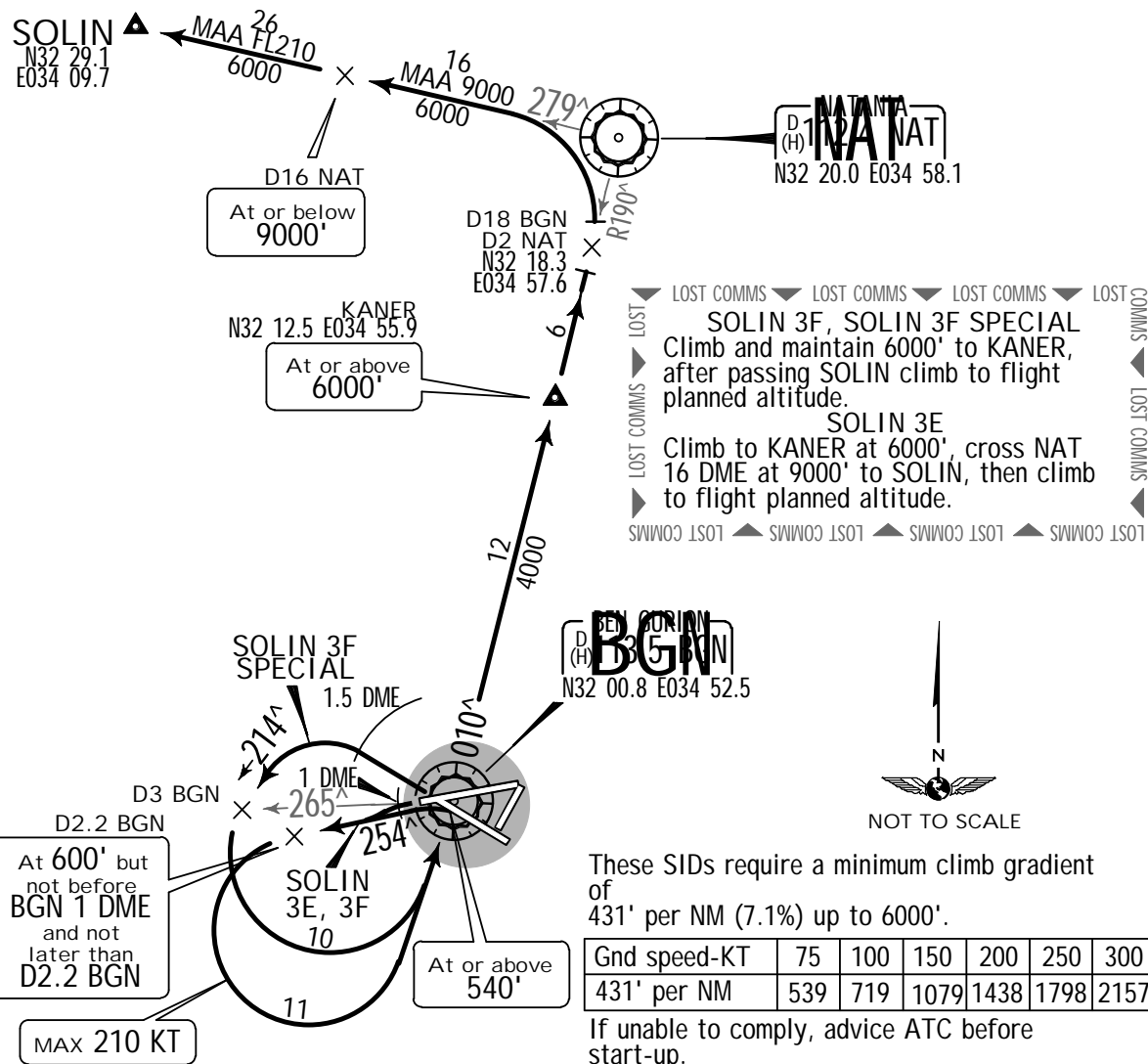
Trans level: FL110 Trans alt: 10000'

1. Contact BEN GURION Departure as soon as possible after take-off.
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.
3. Initial climb straight ahead to 540'.



**SOLIN THREE ECHO (SOLIN 3E) [SOLI3E]**  
**SOLIN THREE FOXTROT (SOLIN 3F) [SOLI3F]**  
**SOLIN THREE FOXTROT SPECIAL (SOLIN 3F SPECIAL) [SOL3FS]**  
**RWYS 26, 30 DEPARTURES**

**SPEED:** MAX 250 KT BELOW 10000' UNLESS OTHERWISE CLEARED BY ATC



SID	RWY	INITIAL CLIMB
SOLIN 3E	26	As soon as practicable intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F 1	30	Climb to at or above 540, turn LEFT without traversing RWY 26 center-line, intercept BGN R-254, at 600', but not before BGN 1 DME and not later than D2.2 BGN turn LEFT to BGN.
SOLIN 3F SPECIAL 2		Straight ahead to BGN 1.5 DME, turn LEFT, 214° track, when crossing BGN R-265/D3 turn LEFT to BGN.
ROUTING		
At BGN, BGN R-010 via KANER to D18 BGN (D2 NAT), turn LEFT, intercept NAT R-279 to SOLIN.		
1 Available between 0600-2300LT. Required VIS 1600m. If unable to comply between 0600-0800LT & 1600-2300LT execute SOLIN 3F SPECIAL or request RWY 26 and execute SOLIN 3E.		

**LLBG/TLV**  
BEN GURION

29 NOV 13

**JEPPESEN**

.Eff.12.Dec.

TEL AVIV, ISRAEL  
.SID.

.SID.

**BEN GURION**  
Departure  
**120.5**

Apt Elev  
**134'**

Trans level: FL110 Trans alt: 10000'  
1. Contact BEN GURION Departure as soon as possible after take-off.  
2. SIDs include minimum noise routings (refer to 10-4). Strict adherence within the limits of aircraft performance is mandatory.

**TOMAL TWO BRAVO (TOMAL 2B)** [TOMA2B]  
**TOMAL TWO CHARLIE (TOMAL 2C)** [TOMA2C]  
**RWYS 08, 12 DEPARTURES**  
**RNAV 1 REQUIRED**  
**SPEED:** MAX 250 KT BELOW 10000'

**DEENA**  
N32 00.8 E034 52.5  
At 7000'  
MAX 240 KT Bank 20°  
At 7000'

**SIX**  
N31 59.6 E034 46.3  
At or above 5000'

**NOGAH**  
N31 58.1 E034 52.3  
TOMAL 2B At or above 3000'  
TOMAL 2C At or above 2200'

**TALMI**  
N31 49.6 E035 30.2

**TOMAL**  
N31 44.5 E035 29.1

**BGN**  
N32 00.8 E034 52.5  
At 7000'  
MAX 170 KT or V2 + 10 KT  
whichever is greater valid up to 3000'

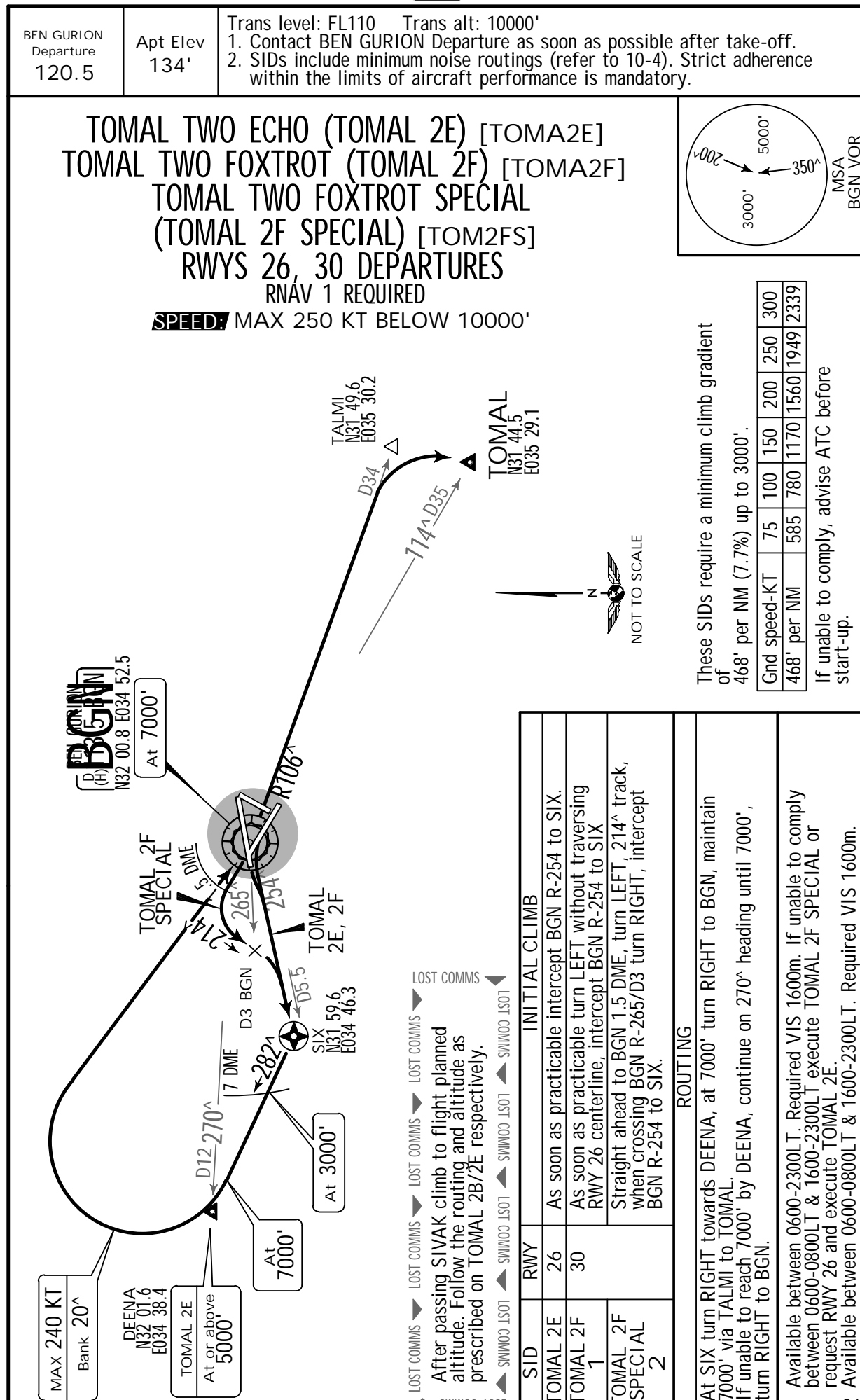
**DISTANCES**  
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R106  
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LLBG/TLV  
BEN GURION

JEPPESSEN  
29 NOV 13 10-3T .Eff.12.Dec.

TEL AVIV, ISRAEL  
.SID.



LLBG/TLV  
BEN GURION

13 SEP 13

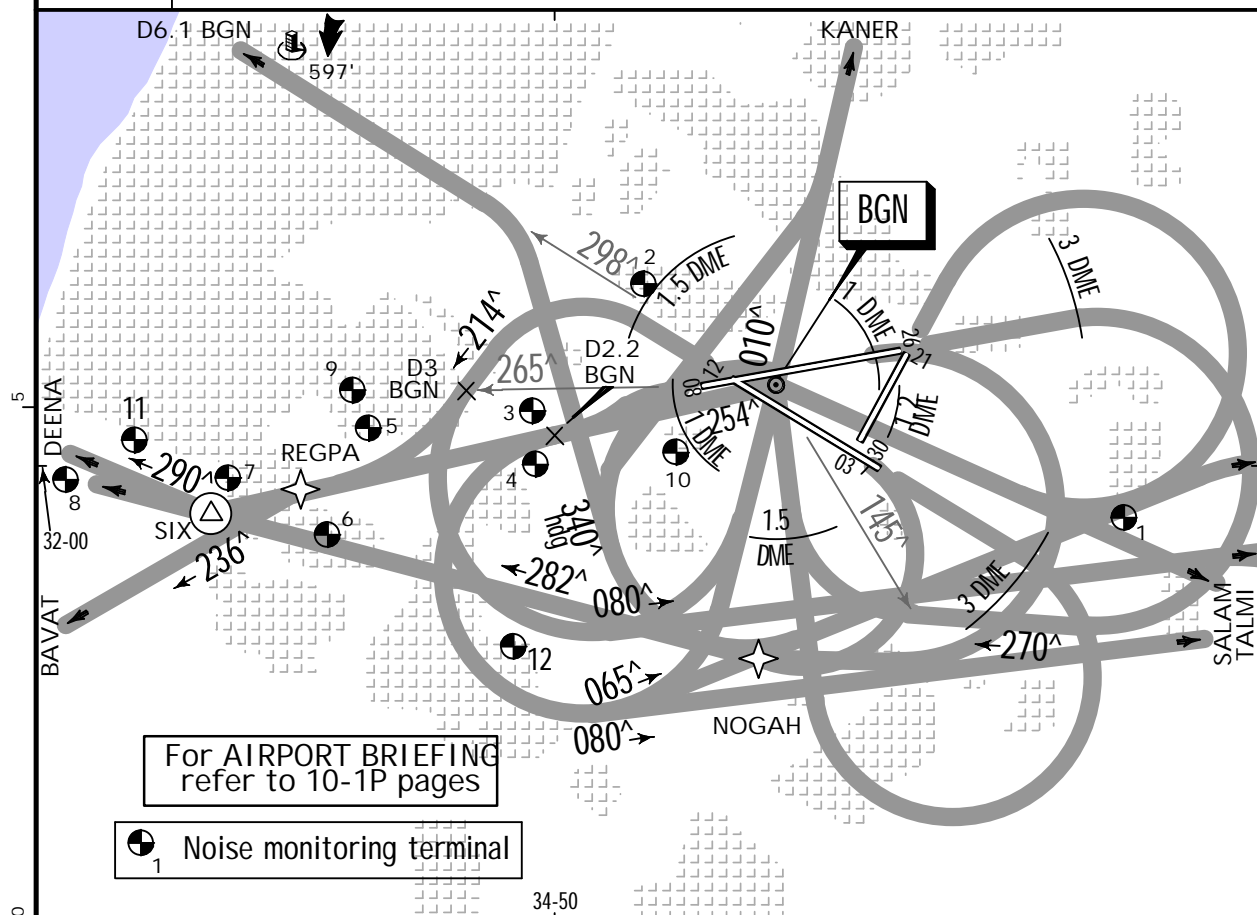
JEPPESSEN

10-4

.Eff.19.Sep.

TEL AVIV, ISRAEL  
.NOISE.Apt Elev  
134'

## NOISE ABATEMENT



## MAXIMUM NOISE LEVELS IN db (A)

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

LLBG/TLV

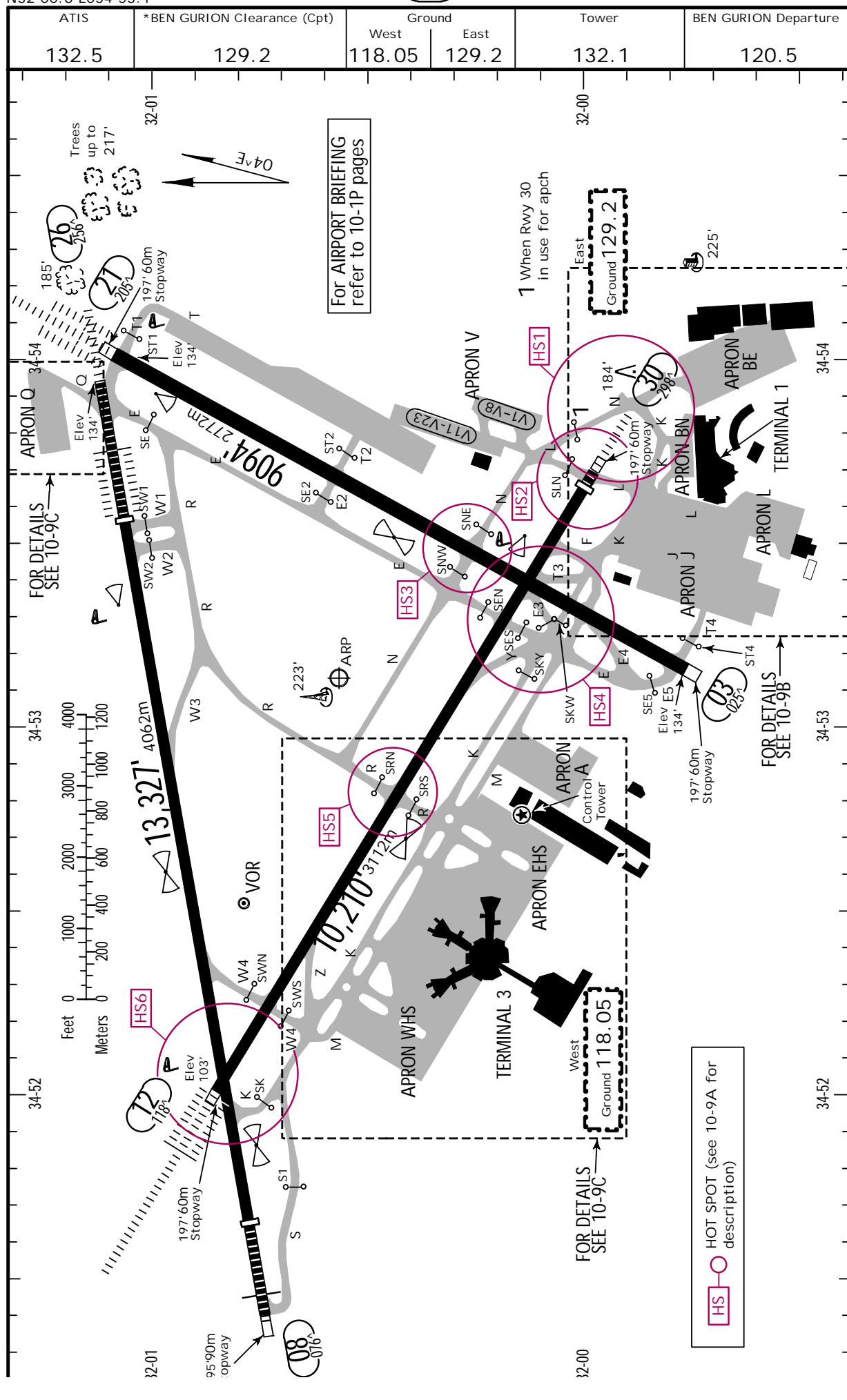
Apt Elev 134'  
N32 00.6 E034 53.1

JEPPESSEN

16 MAY 14 (10-9) .Eff.29.May.

TEL AVIV, ISRAEL

BEN GURION



LLBG/TLV

JEPPESEN

TEL AVIV, ISRAEL

16 MAY 14 (10-9A) .Eff.29.May.

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-II SFL TDZ 1	RVR				8122'	2476m		60m
1 REIL, PAPI (3.0^), HST-E3&T3									
08	HIRL(50m) CL(30m) HIALS REIL 2	RVR	11,709'	3569m	11,042'	3366m		4	148'
26	HIRL(50m) CL(30m) HIALS-II TDZ REIL 3	RVR	11,345'	3458m	10,312'	3143m		5	45m
2 PAPI-L (3.0^) 4 TORA RWY 08:					3 PAPI (3.0^) 5 TORA RWY 26:				
From rwy head					From rwy head				
twy K int					twy E int				
rwy 12 int					twy W1 int				
					twy W2 int				
11,811' (3600m)					13,327' (4062m)				
8976' (2736m)					13,074' (3985m)				
8419' (2566m)					11,234' (3424m)				
					10,899' (3322m)				
12	RL (50m) CL(30m)HIALS-II TDZ PAPI (3.0^)	6 RVR			9177'	2797m		7	148'
30	RL (50m) CL(30m) ALS PAPI-R (3.1^)	8 RVR	9964'	3037m	8931'	2722m		9	45m
6 HST-Y					8 HST-Z				
7 TORA RWY 12:					9 TORA RWY 30:				
From rwy head					From rwy head				
twy W4 int					twy F int				
twy Z int					twy Y int				
10,210' (3112m)					10,210' (3112m)				
8812' (2686m)					8668' (2642m)				
7677' (2340m)					6814' (2077m)				
HOT SPOTS									
(For information only, not to be construed as ATC instructions.)									
[HS1] CAUTION: RWY 30 final approach infringement. Traffic taxiing via TWY K to TWY N or existing Apron BE via TWY N infringes final approach RWY 30, when in use.									
[HS2] CAUTION: RWY incursion Do not cross RWY without specific ATC authorization. Cross active RWY on Twr frequency - expeditious crossing expected. Do not cross red stop bars.									
[HS5] Crossing RWY12/30 via TWY R.									
[HS6] When lining up on RWY 12: Do not confuse RWY 08 for RWY 12.									

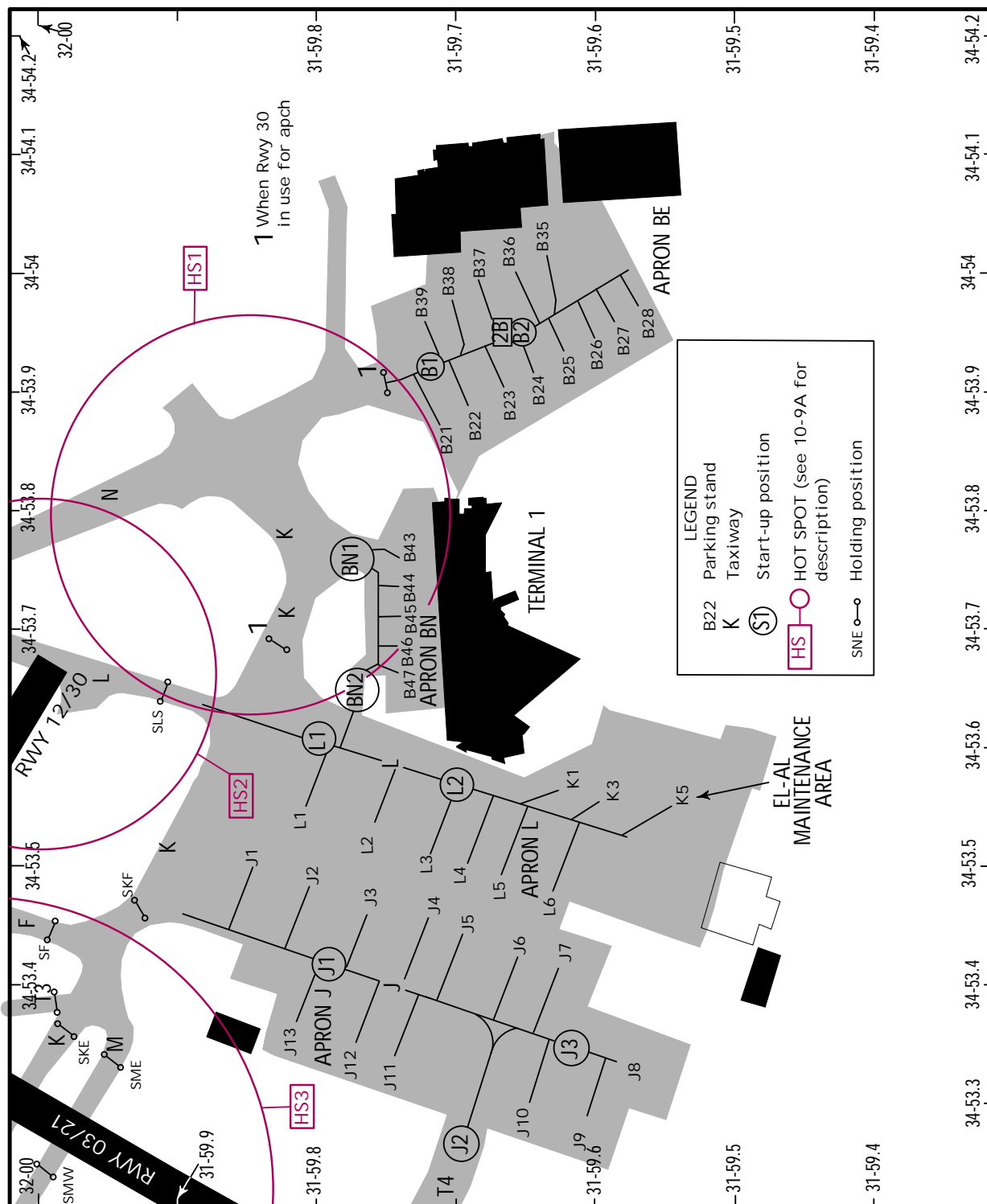
TAKE-OFF		
AIR CARRIER (JAA) All Rwys LVP must be in force		
	HIRL, CL & mult. RVR req.	HIRL, CL & any RVR out (other 2 req.)
A		
B	150m	200m
C		
D	200m	250m
400m		

TAKE-OFF	
AIR CARRIER (FAR 121) All Rwys	
	CL & RCLM any RVR out, other two req
2 Eng	TDZ RVR 175m
3 & 4 Eng	Mid RVR 175m
	Roll out RVR 175m
Adequate Vis Ref	
RVR 500m VIS 400m	

LLBG/TLV

JEPPESSEN  
16 MAY 14 10-9B .Eff.29.May.

TEL AVIV, ISRAEL  
BEN GURION

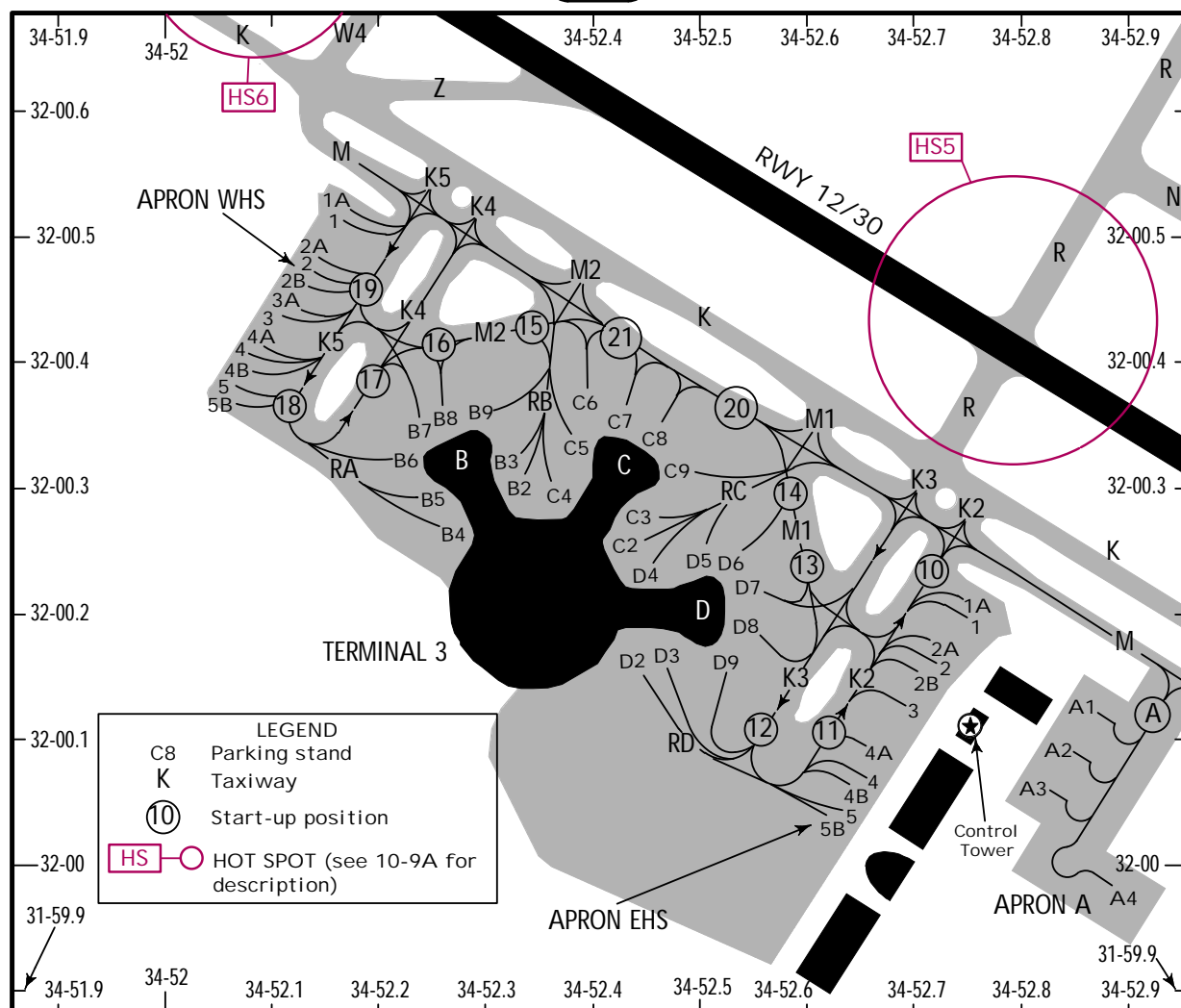


INS COORDINATES	
STAND No.	COORDINATES
B21 thru B23	N31 59.7 E034 53.9
B24	N31 59.6 E034 53.9
B25 thru 27	N31 59.6 E034 54.0
B28	N31 59.5 E034 54.0
B35	N31 59.6 E034 54.1
B36	N31 59.7 E034 54.1
B37 thru B39	N31 59.7 E034 54.0
B43, B44	N31 59.8 E034 53.8
B45 thru B47	N31 59.8 E034 53.7
J1	N31 59.9 E034 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
J11	N31 59.8 E034 53.3
J12, J13	N31 59.8 E034 53.4
L1	N31 59.8 E034 53.6
L2	N31 59.8 E034 53.5
L3 thru L5	N31 59.7 E034 53.5
L6	N31 59.6 E034 53.5
K1, K3	N31 59.6 E034 53.6
K5	N31 59.5 E034 53.6

LLBG/TLV

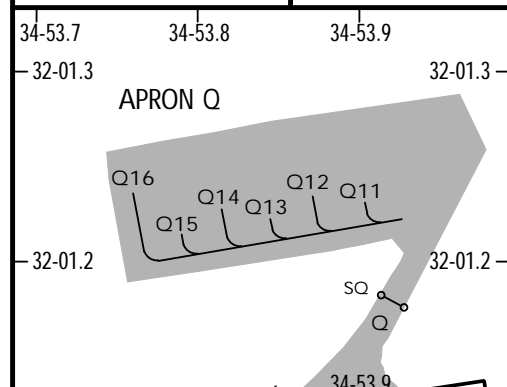
JEPPESEN  
16 MAY 14 (10-9C) .Eff.29.May.

TEL AVIV, ISRAEL  
BEN GURION



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1, A2	N32 00.1 E034 52.9	EH1 thru EH2B	N32 00.2 E034 52.8
A3	N32 00.1 E034 52.8	EH3 thru EH5B	N32 00.1 E034 52.7
B2 thru B6	N32 00.3 E034 52.3	WH1, WH1A	N32 00.5 E034 52.2
B7 thru B9	N32 00.4 E034 52.3	WH2	N32 00.5 E034 52.1
C2	N32 00.3 E034 52.3	WH2A	N32 00.5 E034 52.2
C3	N32 00.3 E034 52.5	WH2B thru WH3A	N32 00.5 E034 52.1
C4, C5	N32 00.3 E034 52.4	WH4 thru WH5B	N32 00.4 E034 52.1
C6, C7	N32 00.4 E034 52.4		
C8	N32 00.4 E034 52.5		
C9	N32 00.3 E034 52.5		
D2 thru D4	N32 00.2 E034 52.5		
D5	N32 00.3 E034 52.5		
D6 thru D9	N32 00.2 E034 52.6		



LLBG/TLV

JEPPESEN  
20 JUL 07 (10-9D)

TEL AVIV, ISRAEL  
BEN GURION

## VISUAL DOCKING GUIDANCE SYSTEM

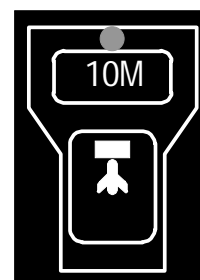
Pilots shall be guided into the gate by means of a guidance system, depicted as follows:



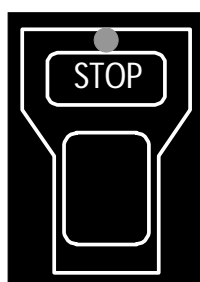
Turn LEFT



Turn RIGHT



OK  
(Distance remaining)



Stop



Too far



ESTOP  
(Emergency Stop)

In case of malfunctioning, aircraft shall stop immediately and notify Ground. In such a case, aircraft shall be towed into stands unless otherwise instructed by Tower.

Departing aircraft procedures:

Engine start-up while aircraft is connected to the gate is strictly prohibited. Start-up while aircraft being pushed back is permitted.



LLBG/TLV


**JEPPESEN**  
 25 JUL 14 **10-9S**

 Standard.  
**TEL AVIV, ISRAEL**  
 BEN GURION

STRAIGHT-IN RWY	A	B	C	D
08 ILS	297' (200') 1200m	297' (200') 1200m	297' (200') 1200m	297' (200') 1200m
LOC 1	440' (343') 1200m	440' (343') 1200m	440' (343') 1200m	440' (343') 1200m
ALS out	1600m	1600m	1600m	1600m
VOR 1	550' (453') 1500m	550' (453') 1500m	550' (453') 1700m	550' (453') 1700m
ALS out	1600m	1600m	2100m	2100m
12 CAT 2 ILS	203' (100') RA103'R350m	203' (100') RA103'R350m	203' (100') RA103'R350m	203' (100') RA103'R350m
ILS	303' (200') R550m V800m	303' (200') R550m V800m	303' (200') R550m V800m	303' (200') R550m V800m
FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
Limited	1200m	1200m	1200m	1200m
ALS out	1200m	1200m	1200m	1200m
LOC 1	520' (417') 1200m	520' (417') 1200m	520' (417') 1200m	520' (417') 1200m
ALS out	1600m	1600m	2000m	2000m
VOR 1	580' (477') 1500m	580' (477') 1500m	580' (477') 1500m	580' (477') 1600m
ALS out	1600m	1600m	2200m	2400m
21 ILS 2	334' (200') R550m	334' (200') R550m	334' (200') R550m	334' (200') R550m
FULL	R750m	R750m	R750m	R750m
Limited	R1200m	R1200m	R1200m	R1200m
ALS out	420' (286') R750m	420' (286') R750m	420' (286') R750m	420' (286') R750m
LOC 1 2	R1400m	R1400m	R1400m	R1400m
ALS out	534' (400') R1100m	534' (400') R1100m	534' (400') R1100m	534' (400') R1100m
ILS	R1500m	R1500m	R1800m	R1800m
FULL	540' (406') R1200m	540' (406') R1200m	540' (406') R1200m	540' (406') R1200m
ALS out	R1500m	R1500m	R1900m	R1900m
LOC 1	325' (200') R550m V800m	325' (200') R550m V800m	325' (200') R550m V800m	325' (200') R550m V800m
ILS	R750m V800m	R750m V800m	R750m V800m	R750m V800m
FULL	375' (250') 1300m	375' (250') 1300m	375' (250') 1300m	375' (250') 1300m
Limited	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
ALS out	900' (775') ceiling 1000' - 5000m	900' (775') ceiling 1000' - 5000m	900' (775') ceiling 1000' - 5000m	900' (775') ceiling 1000' - 5000m
LOC	900' (775')	900' (775')	900' (775')	900' (775')
RNAV (GNSS) 1	ceiling 1000' - 5000m	ceiling 1000' - 5000m	ceiling 1000' - 5000m	ceiling 1000' - 5000m

1 Continuous Descent Final Approach.

2 Missed apch climb gradient 4.5% up to 4000'.

LLBG/TLV


**JEPPESEN**  
 25 JUL 14 **10-9S1**
**TEL AVIV, ISRAEL**  
 Standard.  
 BEN GURION

30	LDA with GS 1	520' (390') 1800m	520' (390') 1800m	520' (390') 1800m	520' (390') 1800m
	LDA without GS 1	640' (510') 2400m	640' (510') 2400m	640' (510') 2400m	640' (510') 2400m
	RNAV (GNSS) 1	700' (570') 2100m	700' (570') 2100m	700' (570') 2400m	700' (570') 2400m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND 2 3 4	90 KT	120 KT	140 KT	165 KT
	580' (446') V1600m 5	640' (506') V1600m 5	740' (606') V2400m	840' (706') V3600m
After LDA RWY 30	710' (576')	710' (576')	740' (606')	840' (706')
After RNAV RWY 30	730' (596') V2400m	730' (596') V2400m	740' (606') V2400m	840' (706') V3600m

2 High terrain East of airport. Remain within D3.8 BGN.

3 After RNAV RWY 26: NOT APPLICABLE.

4 After ILS RWY 21: NOT AUTHORIZED.

5 or higher minimums of preceding straight-in approach.

**TAKE-OFF RWY 03, 08, 12, 21, 26, 30**

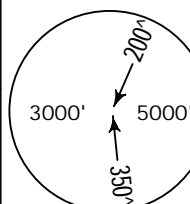
LVP must be in Force				
	HIRL, CL & mult. RVR req	HIRL, CL & any RVR out (other 2 req.)	RCLM (DAY only) or CL & rwy end lights or HIRL	NIL (DAY only)
A	150m	200m	400m	500m
B				
C				
D	200m	250m		

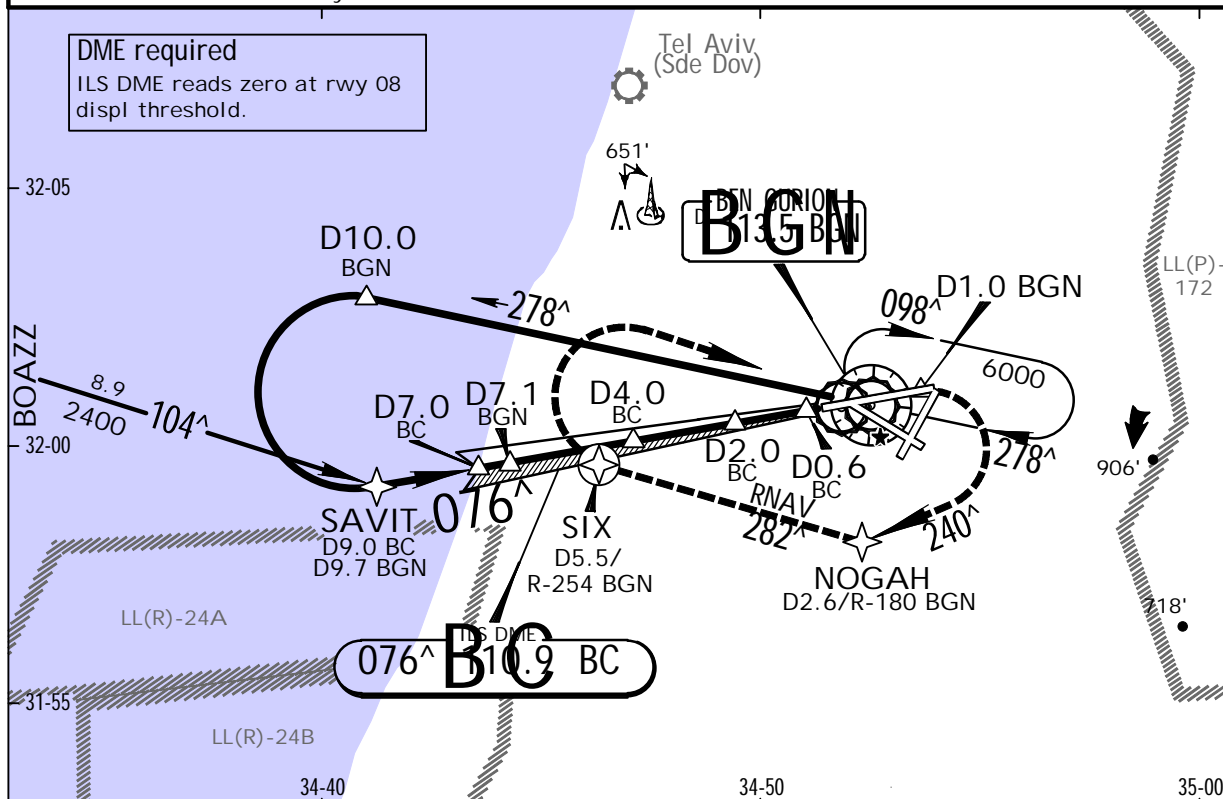
LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (11-1) Eff. 29 May.

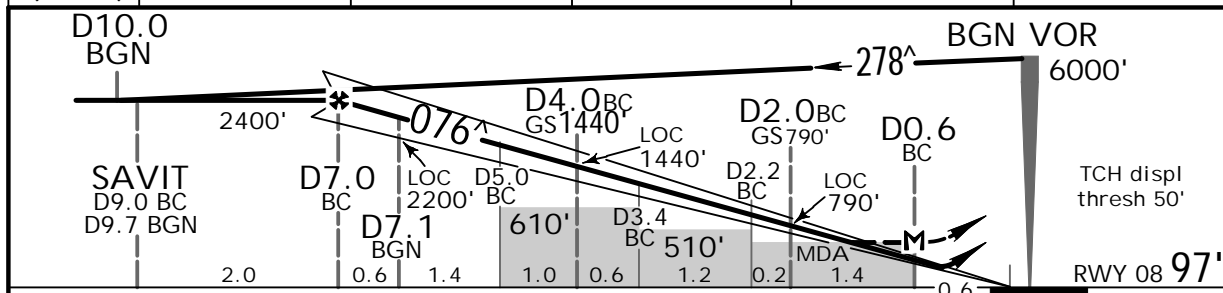
TEL AVIV, ISRAEL  
ILS Rwy 08


BRIEFING STRIP™

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		West 118.05		Ground 129.2		East	
LOC BC 110.9	Final Apch Crs 076^	GS D4.0 BC 1440' (1343')	ILS DA(H) 297' (200')	Apt Elev RWY 134' 97'							
<p>Climb gradient of 5.8% required, if unable to comply, inform ATC.</p> <p><b>MISSED APCH RNAV:</b> Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 BGN outbound, then climbing turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000', then turn RIGHT to BGN VOR at 6000' and hold.</p> <p><b>NON-RNAV:</b> Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 BGN outbound, then climbing turn RIGHT heading 240^ and expect radar vectors to cross NOGAH at or above 3000'.</p>										 <p>MSA BGN VOR</p>	
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'					



LOC (GS out)	BC DME	5.0	4.0	3.0	2.0
	ALTITUDE	1760'	1440'	1110'	790'



Gnd speed-Kts	70	90	100	120	140	160		D1.0 BGN ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.6 BC								

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
ILS		LOC (GS out)		High terrain East of airport Remain within D3.8 BGN			
DA(H) 297' (200')		MDA(H) 440' (343')					
FULL	ALS out		ALS out	Max Kts.	MDA(H)		
A				90	580' (446')	1600m	
B				120	630' (496')	1600m	
C	1200m	1200m	1600m	140	730' (596')	2400m	
D				165	830' (696')	3600m	
RVR 1800m VIS 2000m							

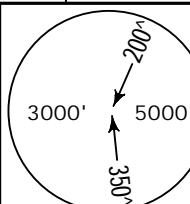
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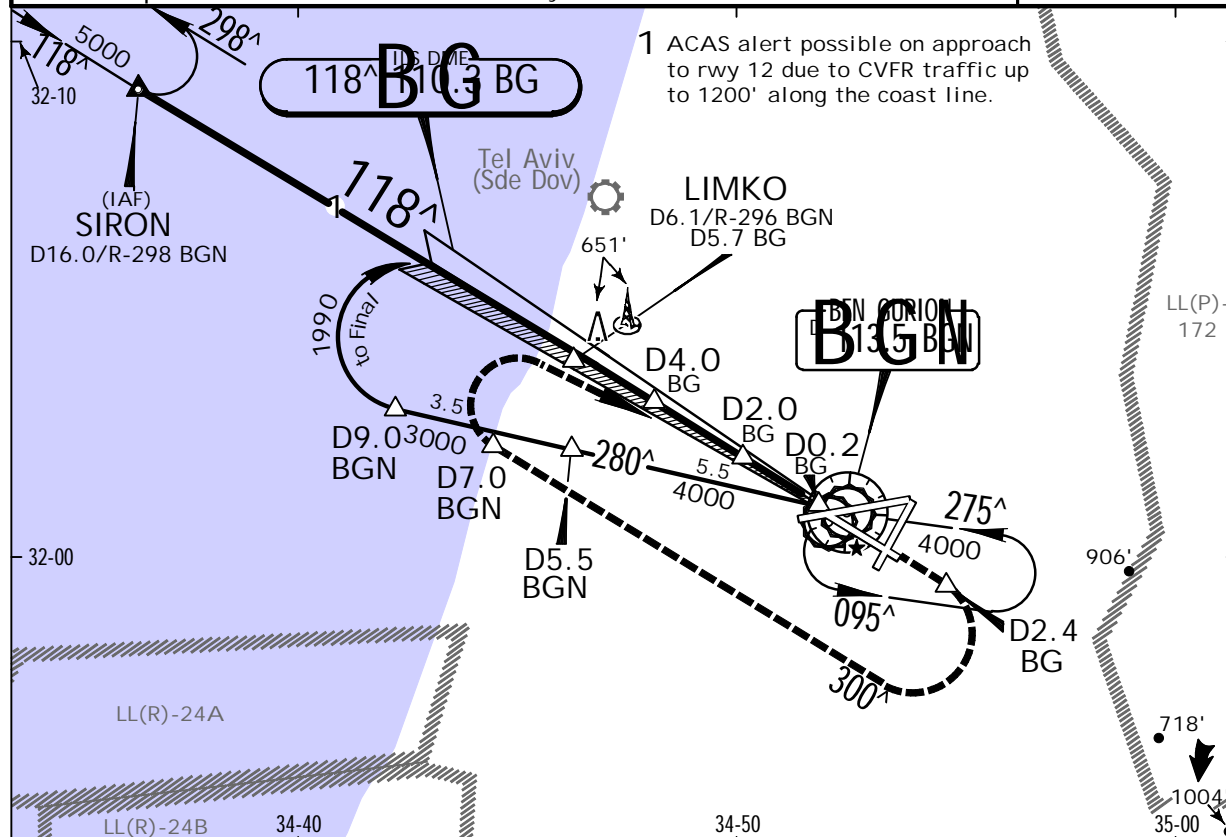
LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (11-2) .Eff.29.May.

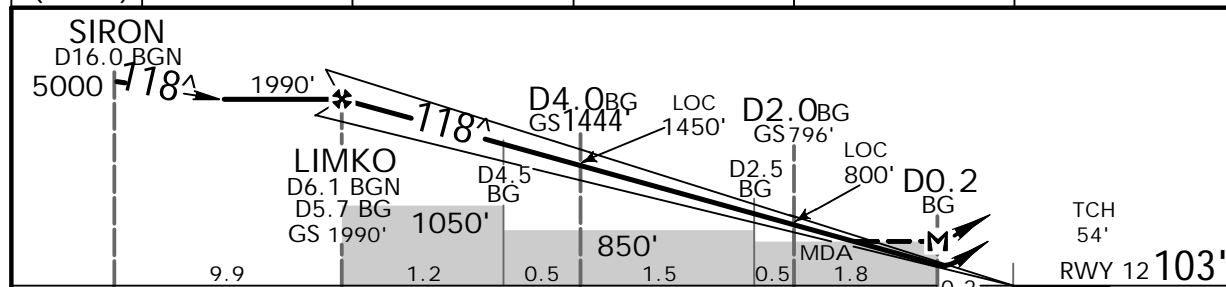
TEL AVIV, ISRAEL  
ILS Rwy 12

BRIEFING STRIP™

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
LOC BG 110.3	Final Apch Crs 118^	GS D4.0 1444' (1341')	ILS DA(H) 303' (200')	Apt Elev 134'	RWY 103'				
<p>MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.4 BG turn RIGHT onto 300^ to cross D7.0 BGN at 3000', then turn RIGHT to VOR climbing to 4000' and hold. If unable to comply with climb grad to 4000', contact ATC.</p> <p>Alt Set: hPa      Rwy Elev: 4 hPa      Trans level: FL 110      Trans alt: 10000'</p> <p>1. DME required.      2. ILS DME reads zero at rwy 12 threshold.</p>									
						MSA BGN VOR			



LOC (GS out)	BG DME	5.0	4.0	3.0	2.0
	ALTITUDE	1770'	1444'	1120'	796'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		1500'	300 <sup>^</sup> not before BG	D2.4
ILS GS	3.00 <sup>^</sup>	372	478	531	637	743	849				
MAP at D0.2 BG											

STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND		
ILS			LOC (GS out)			High terrain East of airport Remain within D3.8 BGN		
DA(H) 303' (200')			MDA(H) 520' (417')					
FULL	TDZ or CL out	ALS out				Max Kts	MDA(H)	
A						90	580' (446')	1600m
B						120	630' (496')	1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m		140	730' (596')	2400m
D						165	830' (696')	3600m

LLBG/TLV  
BEN GURION

16 MAY 14

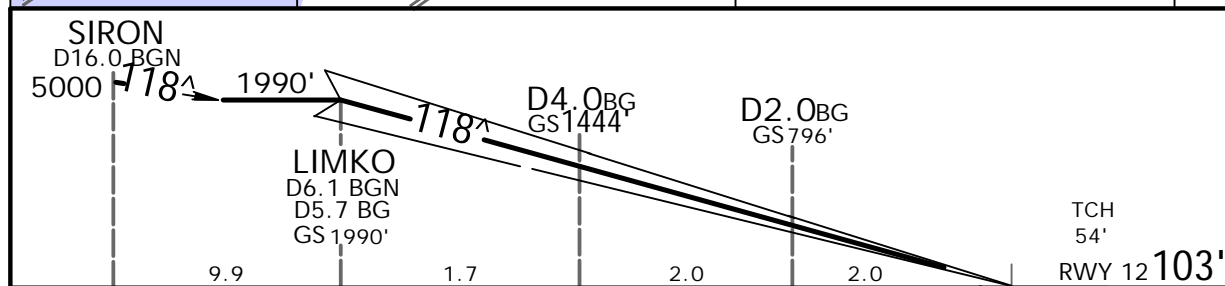
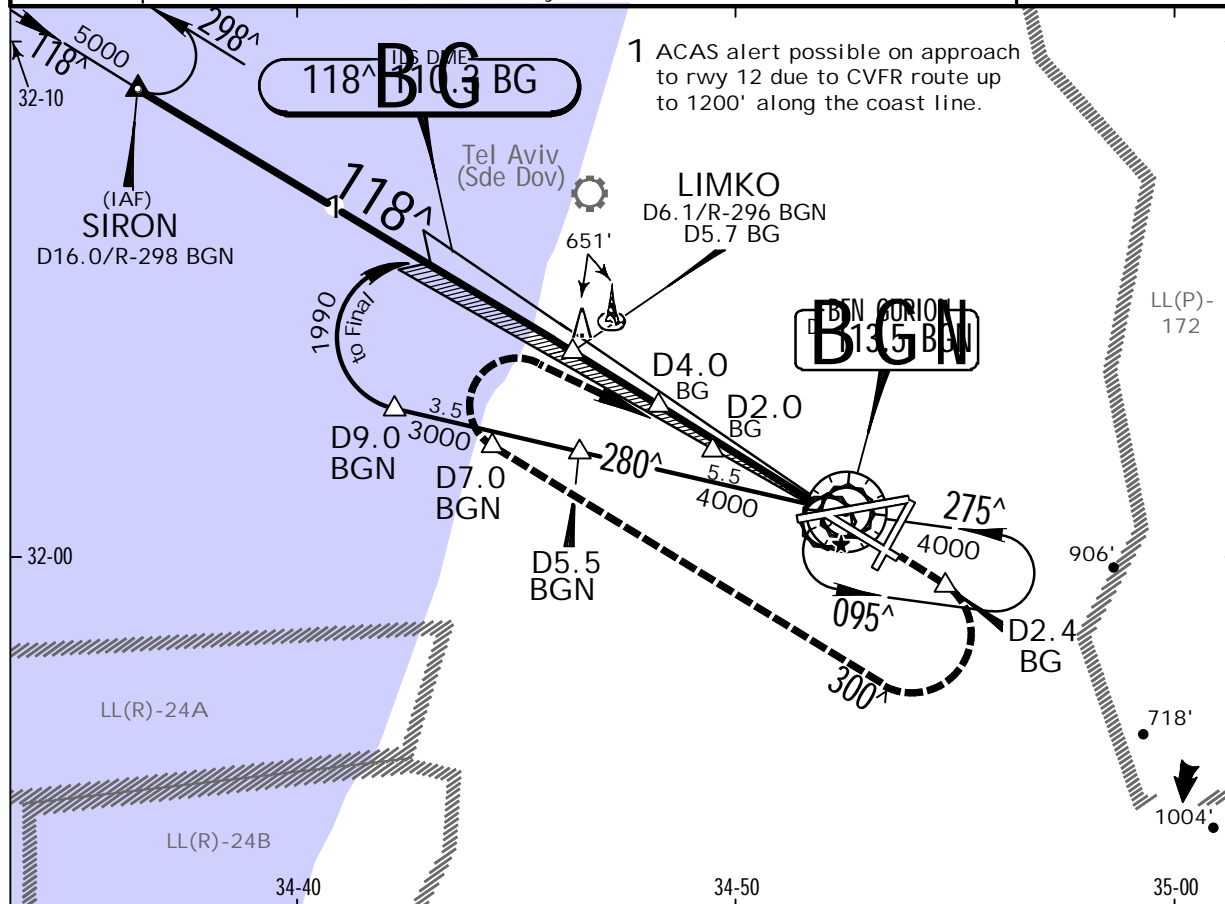
11-2A

.Eff.29.May.

TEL AVIV, ISRAEL  
CAT II ILS Rwy 12

BRIEFING STRIP

ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
132.5		120.5		132.1		West 118.05	East 129.2
LOC BG	Final Apch Crs	GS D4.0	CAT II ILS	Apt Elev	134'		
110.3	118^	1444' (1341')	RA 103' DA(H) 203' (100')	RWY 103'			
<p>MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.4 BG turn RIGHT onto 300^ to cross D7.0 BGN at 3000', then turn RIGHT to VOR climbing to 4000' and hold. If unable to comply with climb grad to 4000', contact ATC.</p> <p>Alt Set: hPa Rwy: 4 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. DME required. 2. ILS DME reads zero at rwy 12 threshold.</p>							MSA BGN VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1500'	300^	not before BG	D2.4
GS	3.00^	372	478	531	637	743	PAPI			RT		

STRAIGHT-IN LANDING RWY 12  
CAT II ILS  
ABCD  
RA 103'  
DA(H) 203' (100')

RVR 350m

IPS

LLBG/TLV  
BEN GURION

JEPPESSEN  
27 JUN 14 (11-3)

TEL AVIV, ISRAEL  
ILS Rwy 21

BRIEFING STRIP™

ATIS

132.5

BEN GURION Approach

120.5

BEN GURION Tower

132.1

West

118.05

East

129.2

LOC  
BN

109.7

Final  
Apch Crs

205^

GS  
D4.0

1470'  
(1336')

ILS  
DA(H)  
Refer to  
Minimums

Apt Elev

134'

RWY

134'

MISSED APCH: Climb STRAIGHT AHEAD, at 1000' but not before DER21, turn LEFT (MAX 190 KT) to VOR climbing to 4000'. Turn LEFT to SIX, then turn RIGHT to DEENA climbing to 6000', then turn RIGHT to SIRON and hold.

1

Alt Set: hPa

Rwy Elev: 5 hPa

Trans level: FL 110

Trans alt: 10000'

1. RNAV1 or RADAR VECTORIZING required.

2. ILS DME reads zero at rwy 21 threshold.

3000'

5000'

200'

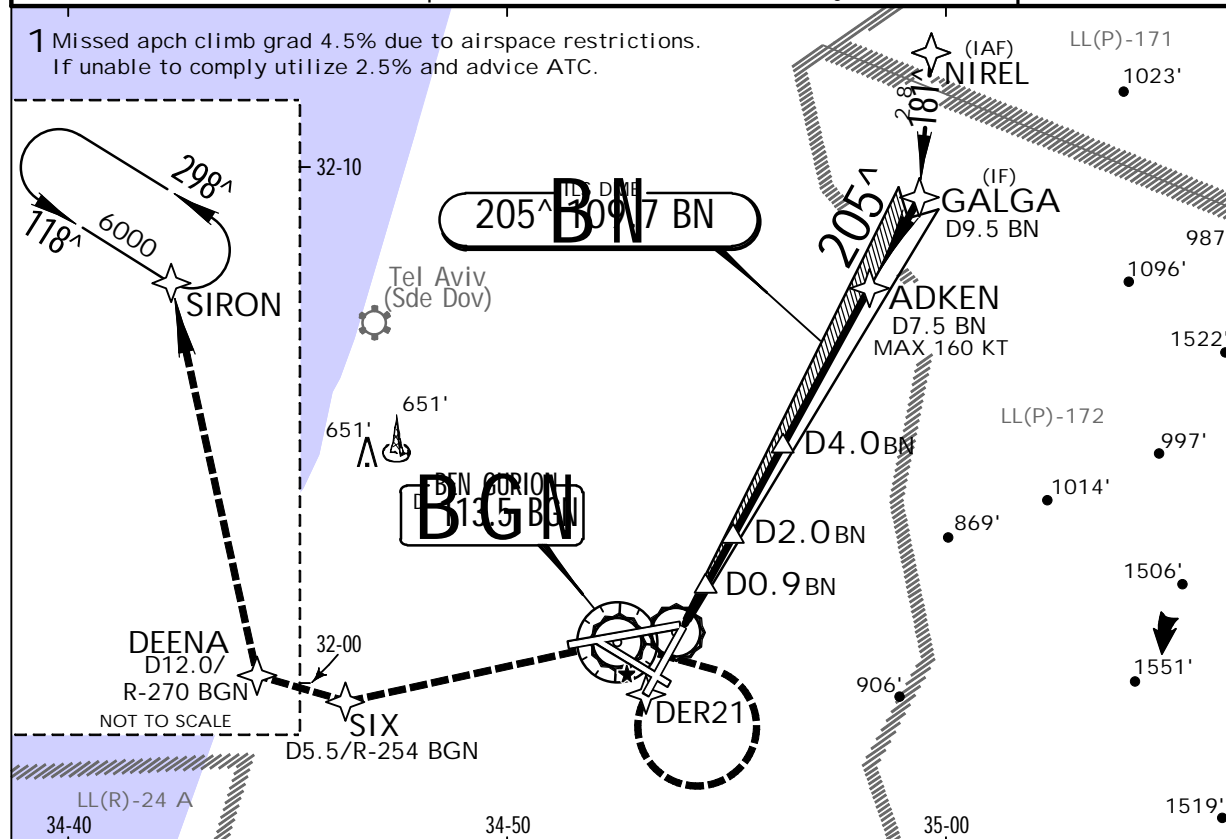
350'

MSA

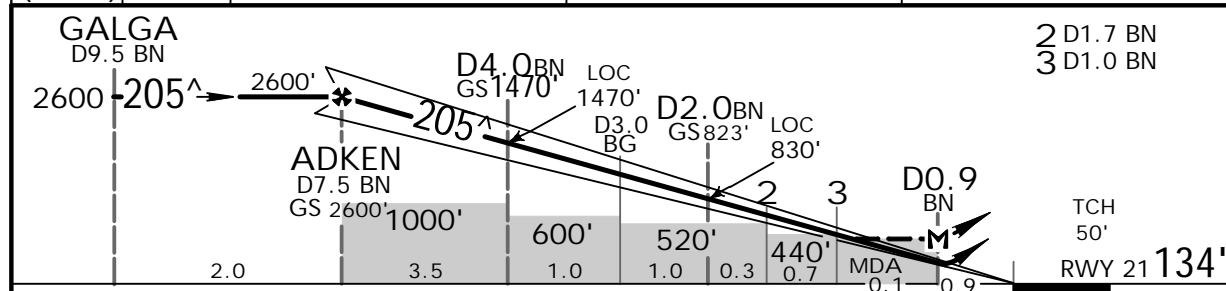
BGN VOR




ENTIRE STRIP

1 Missed apch climb grad 4.5% due to airspace restrictions.  
If unable to comply utilize 2.5% and advise ATC.



LOC (GS out)	BN DME	6.0	4.0	2.0
	ALTITUDE	2125'	1470'	823'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849			
MAP at D0.9 BN									

ILS MISSED APCH CLIMB GRAD 4.5% up to 4000'				ILS MISSED APCH CLIMB GRAD 2.5%			
FULL		DA(H) 334' (200')	MDA(H) 420' (286')	FULL		DA(H) 534' (400')	MDA(H) 540' (406')
IDZ or CL out		ALS out	ALS out	IDZ or CL out		ALS out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 720m VIS 800m
B				RVR 720m VIS 800m	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m
C				1200m			RVR 1800m VIS 2000m
D							RVR 1800m VIS 2000m

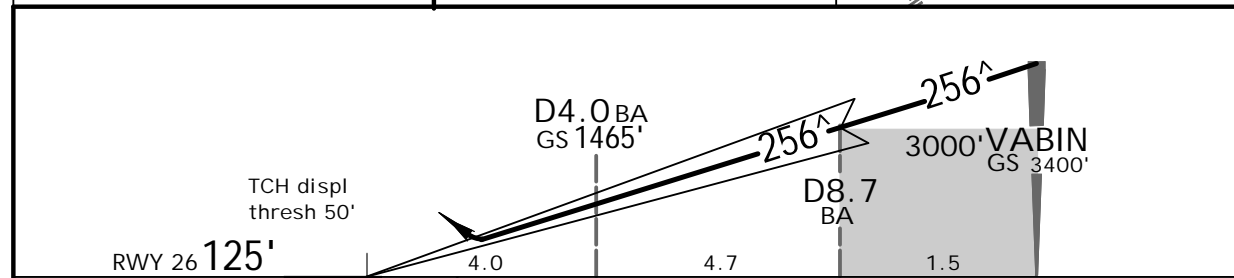
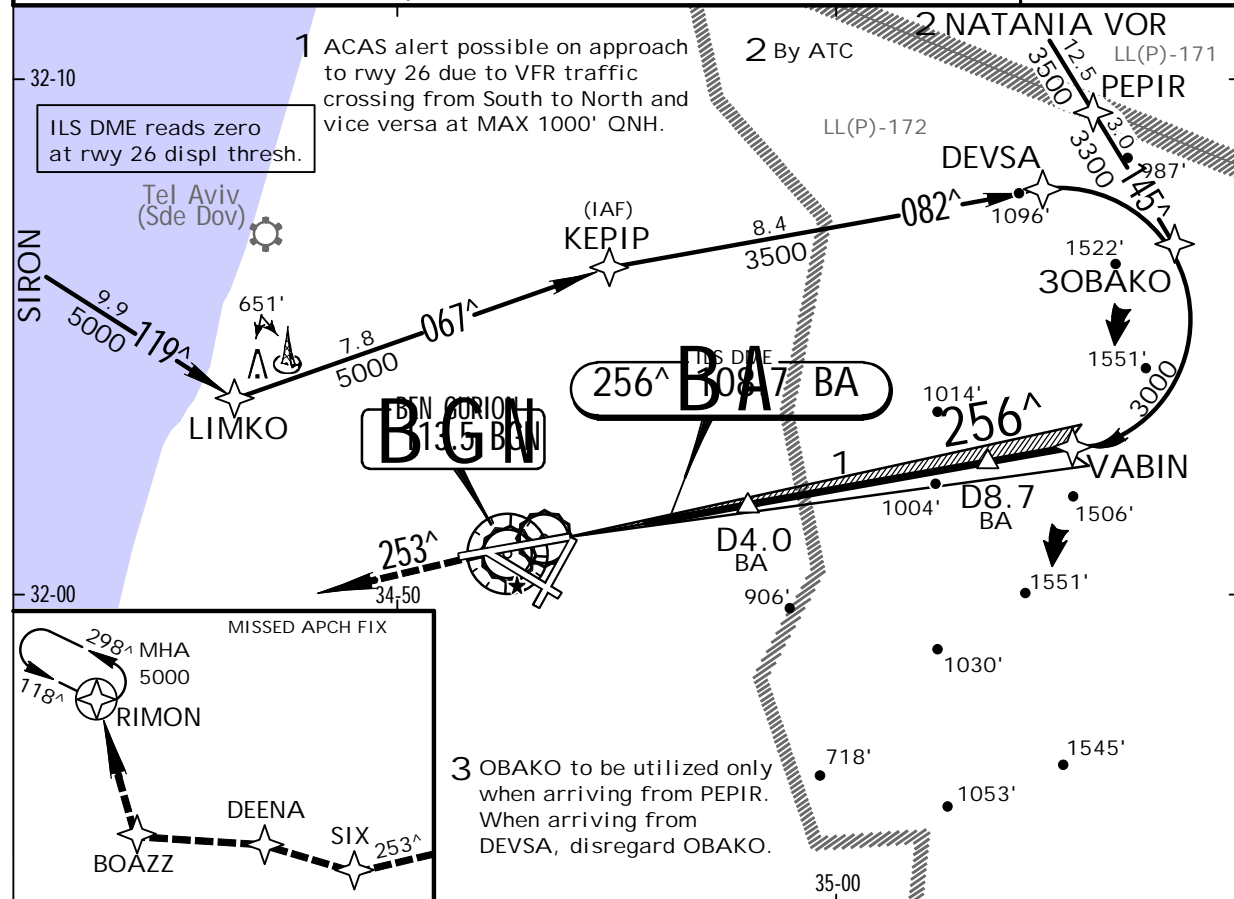


**LLBG/TLV**  
BEN GURION

**JEPPESSEN**  
27 JUN 14 (11-4)

TEL AVIV, ISRAEL  
ILS Z' Rwy 26

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05   East 129.2	
LOC BA 108.7	Final Aptch Crs 256^	GS D4.0 BA 1465' (1340')	ILS DA(H) Refer to Minimums	Apt Elev 134' RWY 125'			
<p>MISSED APCH: Climb to SIX at 3000', then to DEENA climbing to 5000', then climbing via BOAZZ to RIMON at 5000' and hold.</p>							
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: FL 110		Trans alt: 10000'		<p>MSA BGN VOR</p>
RNAV1 or RADAR VECTORING required.							



Gnd speed-Kts							70	90	100	120	140	160					10.2		HIALS-II REIL PAPI		SIX ↑		
GS							3.00^	372	478	531	637	743	849										

STRAIGHT-IN LANDING RWY 26										CIRCLE-TO-LAND											
ILS										LOC (GS out)											
DA(H) 325' (200')					DA(H) 375' (250')					High terrain East of airport Remain within D3.8 BGN											
FULL					TDZ or CL out					ALS out					Max Kts. MDA(H)						
A	RVR 550m VIS 800m				RVR 720m VIS 800m				1200m				NOT AUTHORIZED				90	580' (446') 1600m			
B																	120	630' (496') 1600m			
C																	140	730' (596') 2400m			
D																	165	830' (696') 3600m			

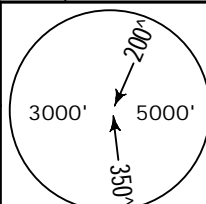


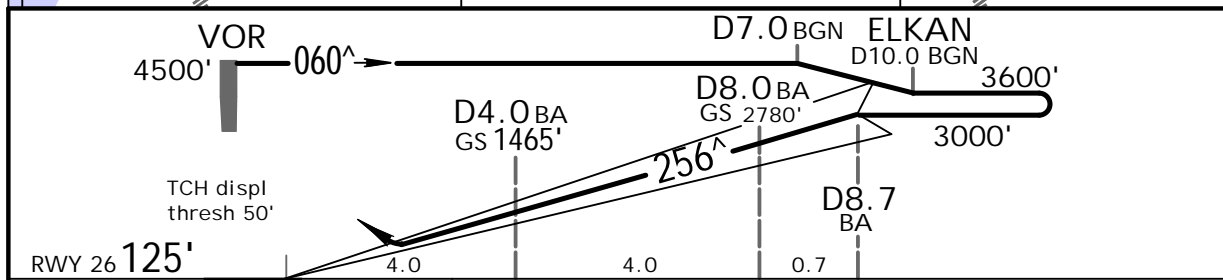
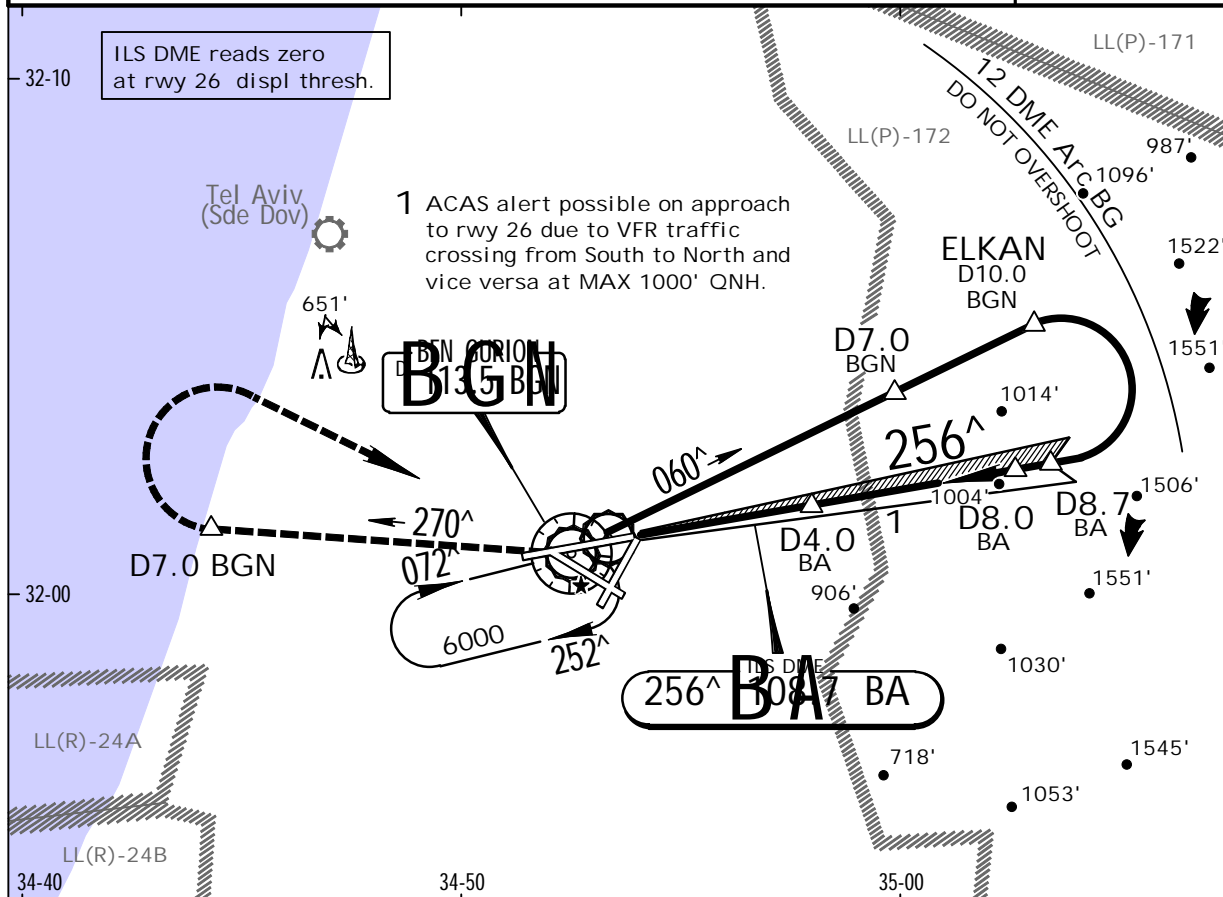
LLBG/TLV  
BEN GURION

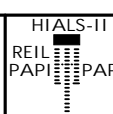
JEPPESSEN  
16 MAY 14 (11-5) .Eff.29.May.

TEL AVIV, ISRAEL  
ILS Y' Rwy 26

BRIEFING STRIP

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
LOC BA 108.7	Final Apch Crs 256^	GS D4.0 BA 1465'(1340')	ILS DA(H) Refer to Minimums	Apt Elev 134'	RWY 125'				
MISSED APCH: Climb STRAIGHT AHEAD, at 500' turn RIGHT to intercept R-270 BGN outbound, cross D7.0 BGN at 3000', turn RIGHT to BGN VOR climbing to 6000' and hold.									
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: FL 110      Trans alt: 10000'									
1. DME required.						2. GS intercept is very close to the end of inbound turn.			



Gnd speed-Kts	70	90	100	120	140	160		<b>500'</b> ↑ <b>1135'</b> R-270 RT
GS	3.00 <sup>^</sup>	372	478	531	637	849		

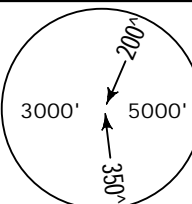
STRAIGHT-IN LANDING RWY 26				LOC (GS out)		CIRCLE-TO-LAND	
ILS						High terrain East of airport Remain within D3.8 BGN	
DA(H) 325' (200')		DA(H) 375' (250')					
FULL		IDZ or CL out		ALS out			
A						Max Kts	MDA(H)
B	RVR 550m	RVR 720m		1200m	NOT AUTHORIZED	90	580'(446') 1600m
C	VIS 800m	VIS 800m				120	630'(496') 1600m
D						140	730'(596') 2400m
						165	830'(696') 3600m

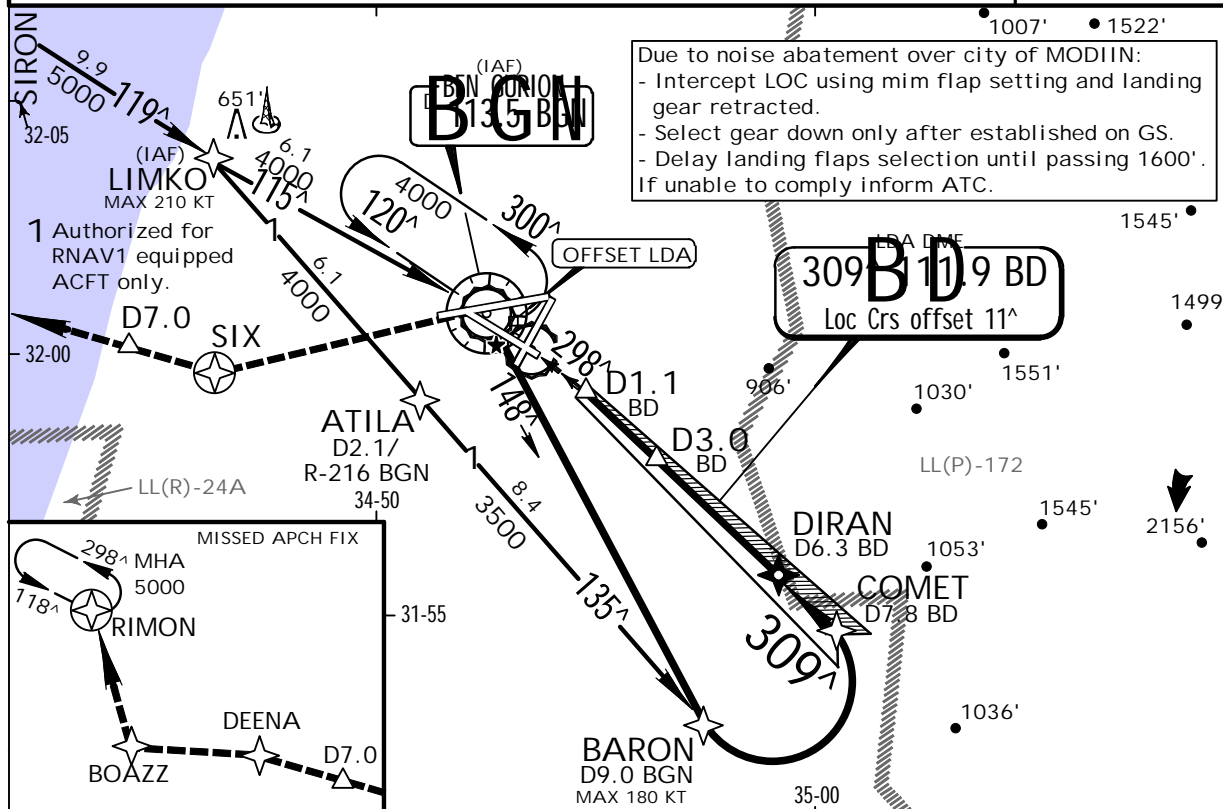
LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (11-6) .Eff.29.May.

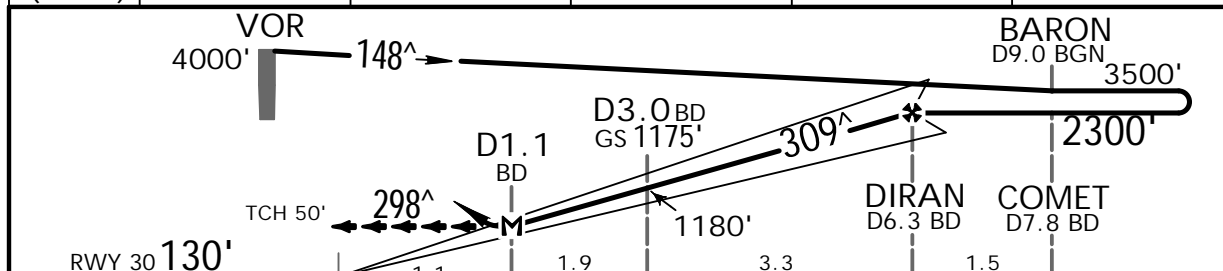
TEL AVIV, ISRAEL  
LDA or LOC Rwy 30

BRIEFING STRIP™

ATIS		BEN GURION Approach		BEN GURION Tower		West	Ground	East
132.5		120.5		132.1		118.05		129.2
LOC BD 111.9	Final Apch Crs 309 <sup>^</sup>	GS D3.0 BD 1175' (1045')	LDA WITH GS DA(H) 520' (390')	Apt Elev 134'	RWY 130'			
<p>MISSED APCH: Climb to VOR, then turn LEFT to SIX at 3000', then to DEENA climbing to 5000' (cross D7.0 at 3000'), then climb via BOAZZ to RIMON at 5000' and hold.</p> <p>Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. DME required. 2. Automatic landing not authorized. 3. LDA DME reads zero at rwy 30 thresh. 4. Do not mistake rwy 30 with twy K.</p>						MSA BGN VOR		



LDA	BD DME	2.0	3.0	4.0	5.0
(GS out)	ALTITUDE	840'	1175'	1510'	1850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI		
GS	3.10 <sup>^</sup>	384	494	548	658	768	113.5		
MAP at D1.1 BD							SIX		

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
LDA WITH GS		LDA WITHOUT GS		High terrain East of airport Remain within D3.8 BGN			
DA(H) 520' (390')		MDA(H) 640' (510')					
ALS out		ALS out		Max Kts	MDA(H)		
				90	710' (576') 2400m		
				120			
				140	730' (596') 2400m		
				165	830' (696') 3200m		

LLBG/TLV  
BEN GURION

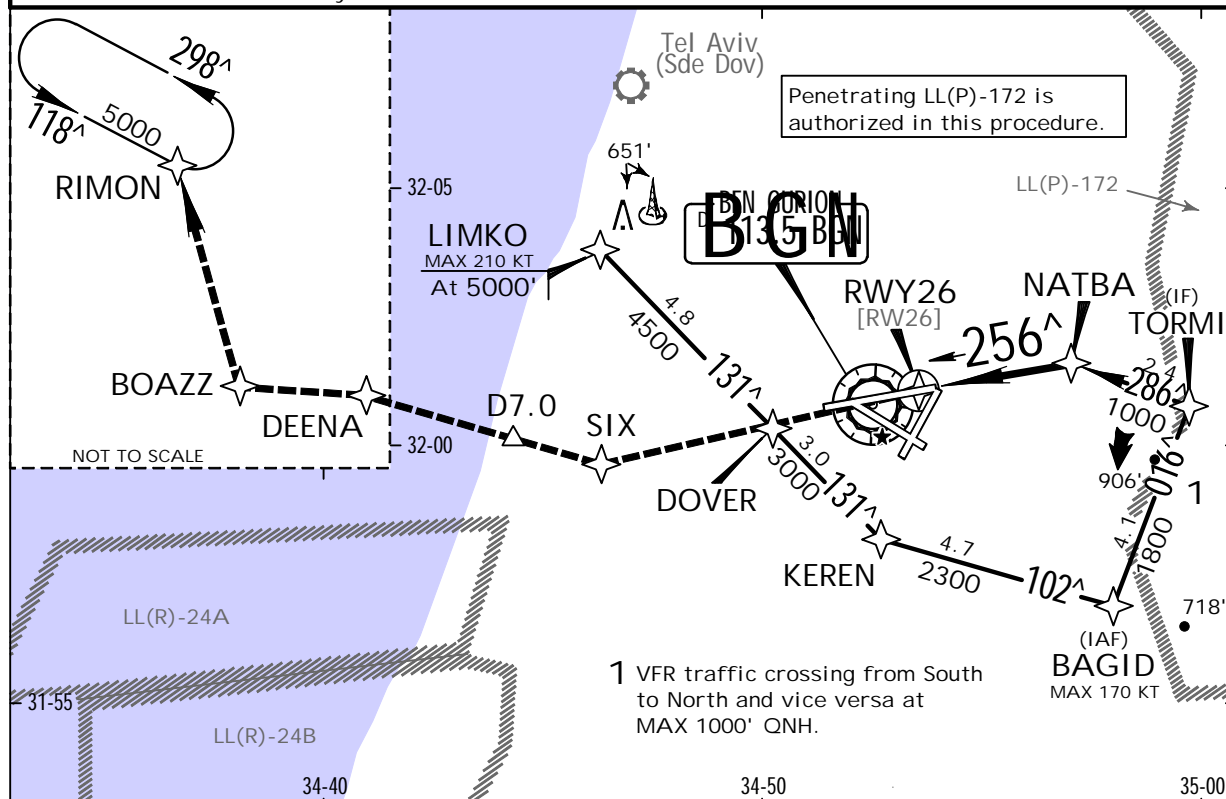
JEPPESEN  
16 MAY 14 (12-1) .Eff.29.May.

TEL AVIV, ISRAEL  
RNAV (GNSS) Rwy 26

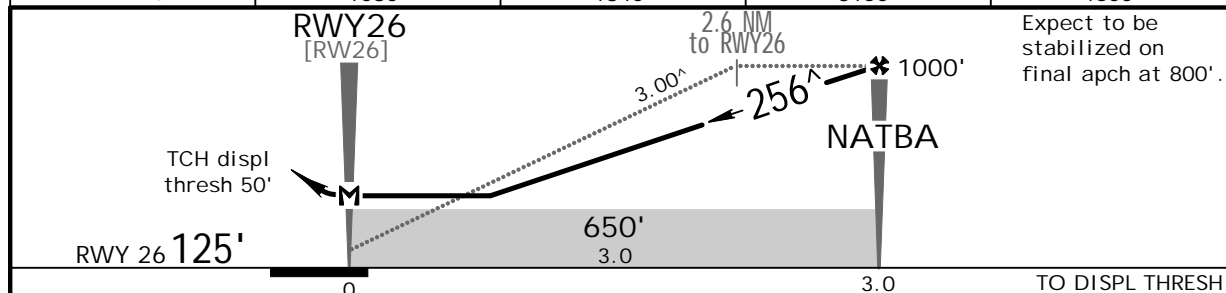
BRIEFING STRIP

ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	West 118.05	Ground 129.2	East
RNAV	Final Apch Crs 256 <sup>^</sup>	Procedure Alt NATBA 1000' (875')	MDA(H) 900' (775')	Apt Elev 134' RWY 125'	
MISSED APCH RNAV: Fly to SIX, then to DEENA climbing to 5000'. Cross D7.0 at 3000', then climb via BOAZZ to RIMON at 5000' and hold.					<p>MSA BGN VOR</p>

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'



WAYPOINT	NATBA	TORMI	BAGID	KEREN
ALTITUDE	1080'	1840'	3150'	4600'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849
MAP at RWY26						

STRAIGHT-IN LANDING RWY 26  
LNAV  
MDA(H) 900' (775')  
ALS out

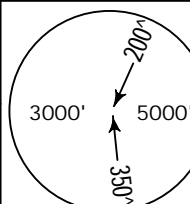
A	
B	
C	
D	

LLBG/TLV  
BEN GURION

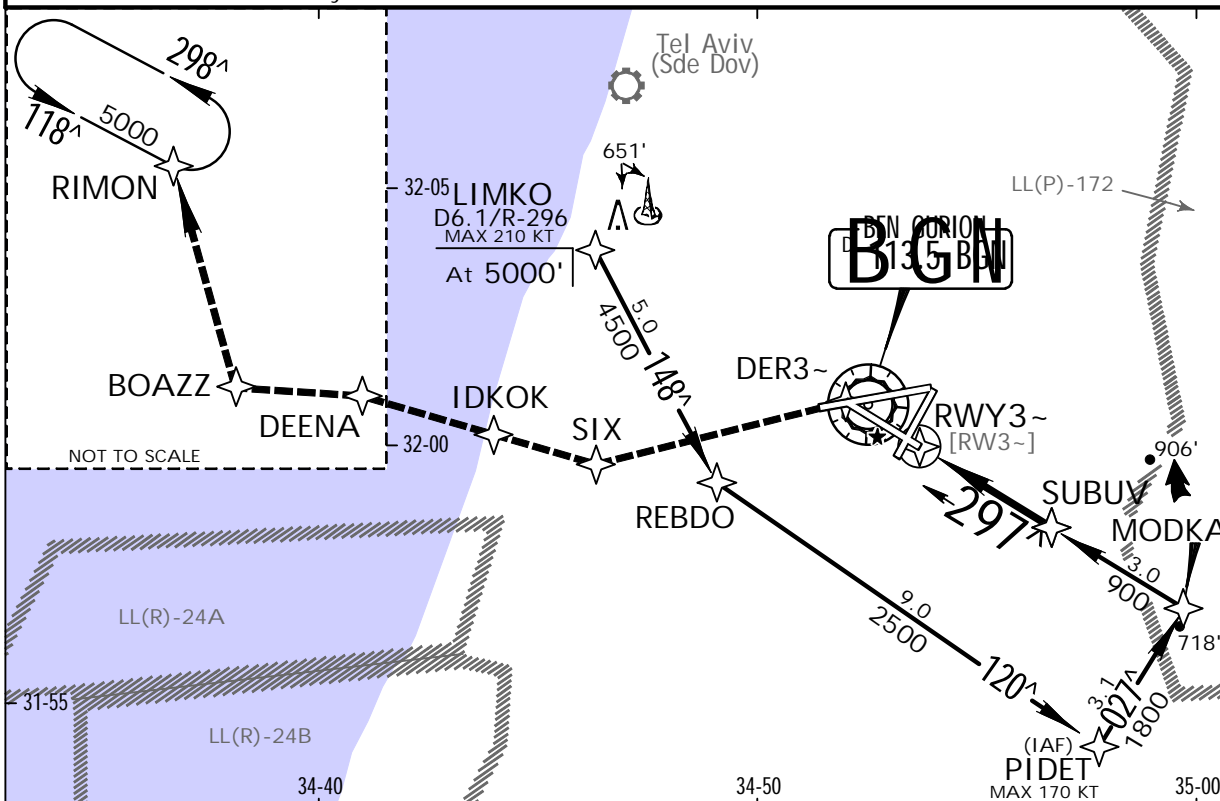
JEPPESSEN  
16 MAY 14 (12-2) .Eff.29.May.

TEL AVIV, ISRAEL  
RNAV (GNSS) Rwy 30

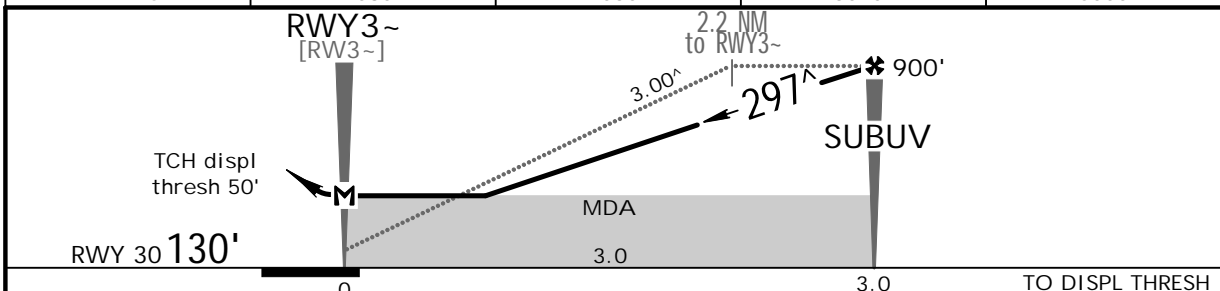
BRIEFING STRIP™

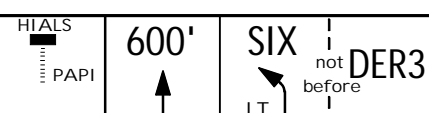
ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
RNAV	Final Apch Crs 297 <sup>^</sup>	Procedure Alt SUBUV 900' (770')	MDA(H) 700' (570')	Apt Elev 134'	RWY 130'		 MSA BGN VOR		
MISSED APCH RNAV: Climb STRAIGHT AHEAD, at 600' but not before DER 30, turn LEFT to SIX at 3000', then cross IDKOK at 3000', then climb via DEENA to BOAZZ to RIMON to 5000' and hold.									

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 110 Trans alt: 10000'



WAYPOINT	SUBUV	MODKA	PIDET	REBDO
ALTITUDE	1080'	2030'	3020'	5000'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
MAP at RWY3~							


STRAIGHT-IN LANDING RWY 30 LNAV				CIRCLE-TO-LAND			
MDA(H) 700' (570')				High terrain East of airport Remain within D3.8			
ALS out				MDA(H)			
A				Max Kts			
B	2100m			90	730' (596')		
C				120	2400m		
D	2400m			140			
				165	830' (696')		
					3600m		

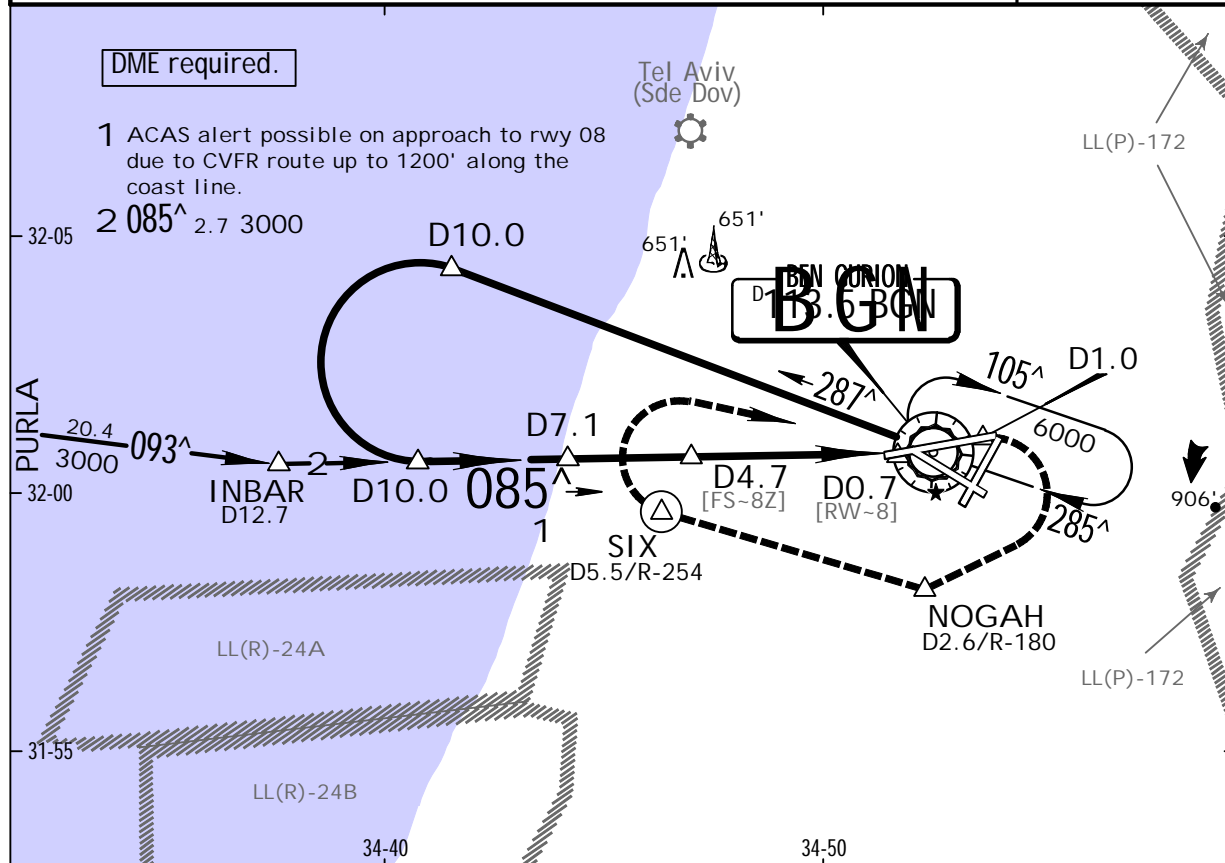
LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (13-1) .Eff.29.May.

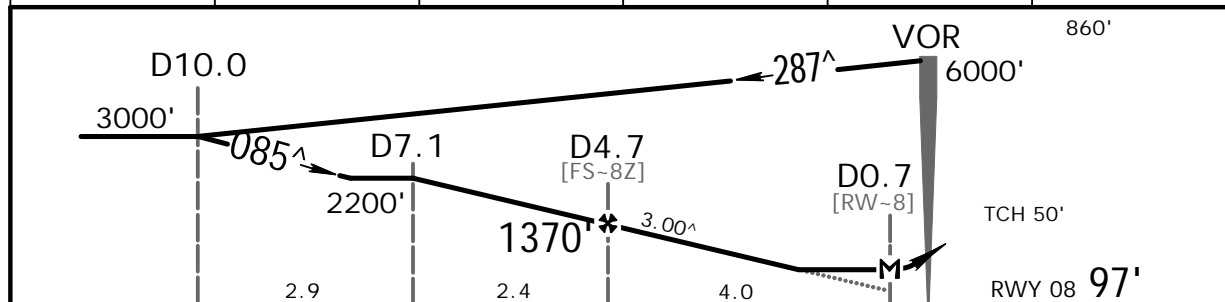
TEL AVIV, ISRAEL  
VOR Z Rwy 08

BRIEFING STRIP

ATIS		BEN GURION Approach		BEN GURION Tower		Ground	
132.5		120.5		132.1		West 118.05	East 129.2
VOR BGN 113.5	Final Apch Crs 085^	Minimum Alt D4.7 1370'(1273')	MDA(H) 550'(453')	Apt Elev 134' RWY 97'			
MISSED APCH: Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 outbound, then climbing turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000'. Turn RIGHT to VOR at 6000' and hold.							
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: FL 110		Trans alt: 10000'		MSA BGN VOR	



BGN DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2150'	1830'	1500'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2000'
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
MAP at D0.7							


STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
MDA(H) 550' (453')				High terrain East of airport Remain within D3.8			
ALS out				Max Kts.	MDA(H)		
A				90	580' (446')	1600m	
B	1200m		1600m	120	630' (496')	1600m	
C	1700m		2100m	140	730' (596')	2400m	
D	2400m			165	830' (696')	3600m	

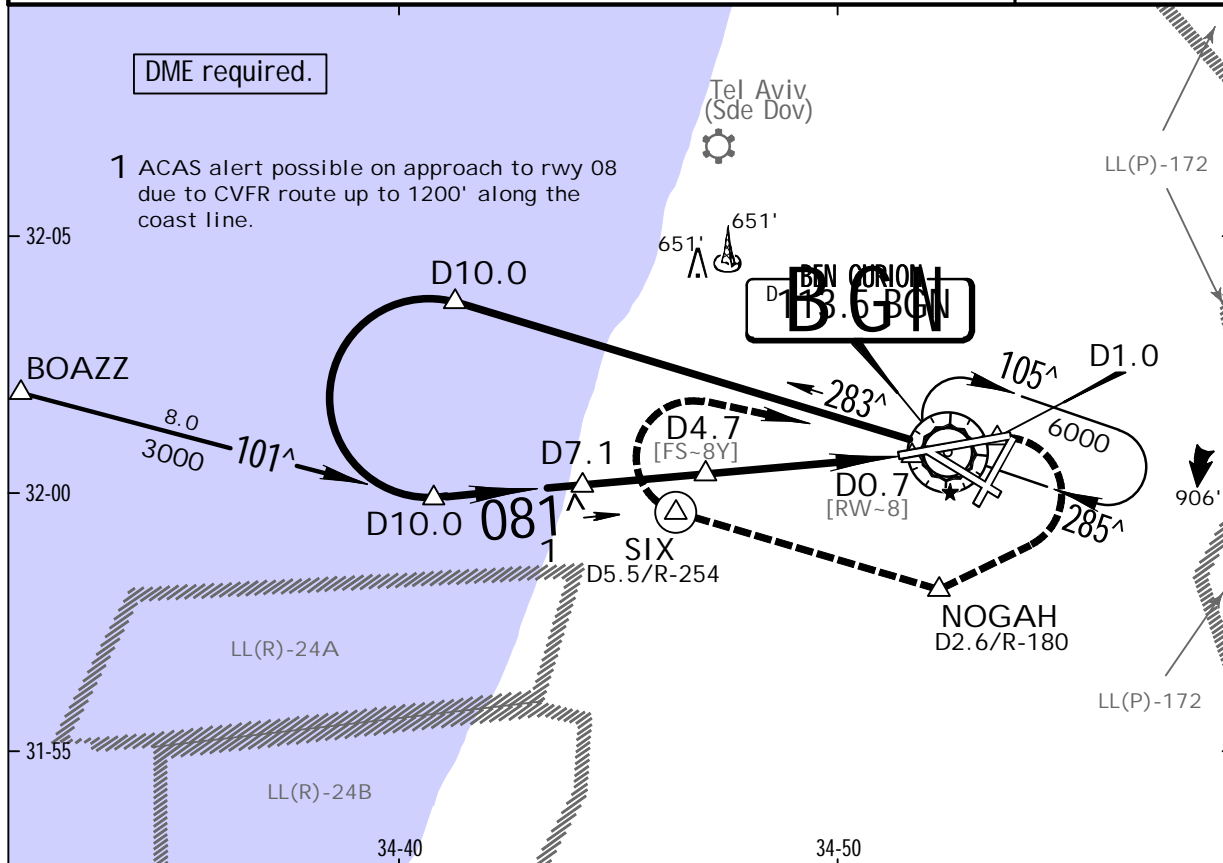
LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (13-2) .Eff.29.May.

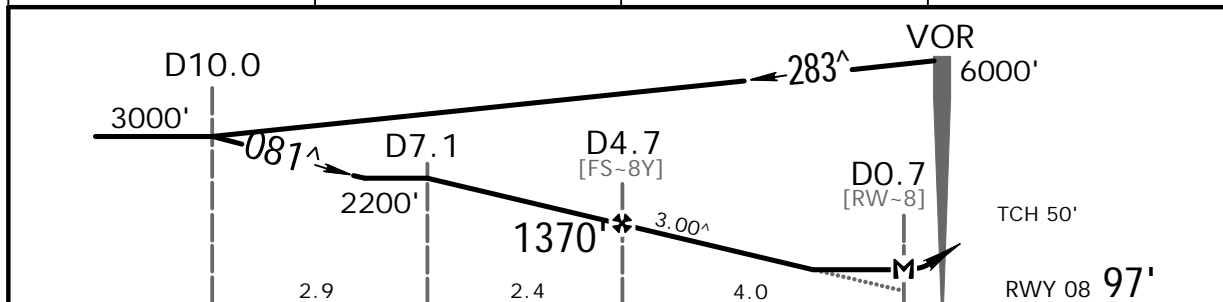
TEL AVIV, ISRAEL  
VOR Y' Rwy 08

BRIEFING STRIP

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05   East 129.2	
VOR BGN 113.5	Final Apch Crs 081^	Minimum Alt D4.7 1370' (1273')	MDA(H) 550' (453')	Apt Elev 134' RWY 97'			
MISSED APCH: Climb STRAIGHT AHEAD and maintain 2000' until crossing D1.0 outbound, then climbing turn RIGHT to cross NOGAH at or above 3000', SIX at or above 5000'. Turn RIGHT to VOR at 6000' and hold.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'	
MSA BGN VOR							



BGN DME	7.0	5.0	3.0
ALTITUDE	2150'	1500'	850'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849
MAP at D0.7						

STRAIGHT-IN LANDING RWY 08			CIRCLE-TO-LAND		
MDA(H) 550' (453')			High terrain East of airport Remain within D3.8		
ALS out			Max Kts	MDA(H)	
A	1200m	1600m	90	580' (446')	1600m
B			120	630' (496')	1600m
C	1700m	2100m	140	730' (596')	2400m
D	2400m		165	830' (696')	3600m



LLBG/TLV  
BEN GURION

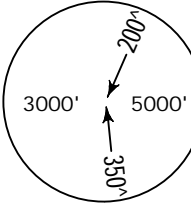
25 JUL 14

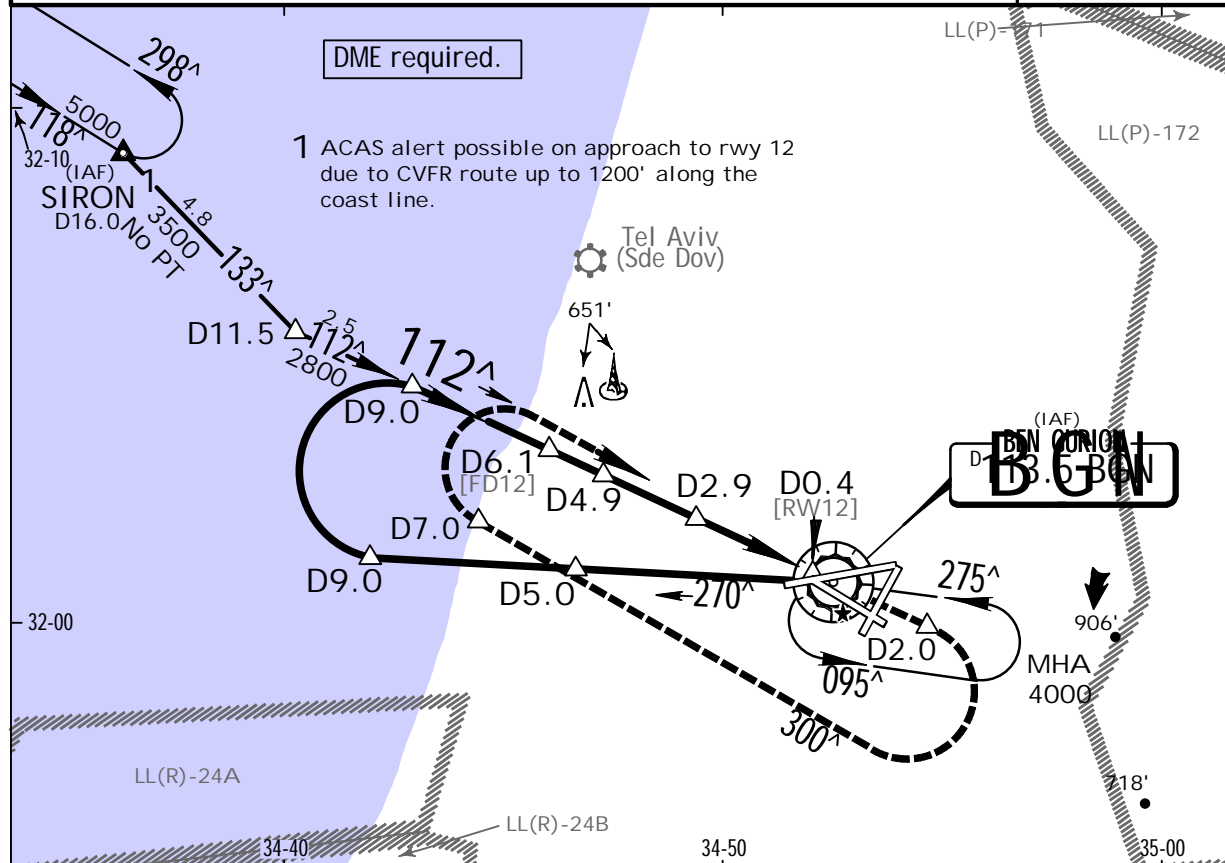
(13-3)

JEPPESSEN

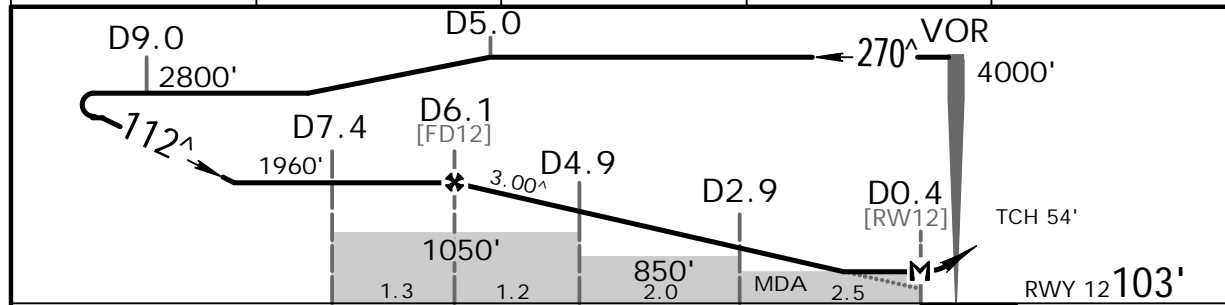
TEL AVIV, ISRAEL  
VOR Rwy 12

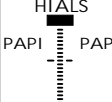
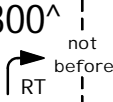
BRIEFING STRIP™

ATIS 132.5		BEN GURION Approach 120.5		BEN GURION Tower 132.1		Ground West 118.05		East 129.2	
VOR BGN 113.5	Final Apch Crs 112^	Procedure Alt D6.1 1960'(1857')	MDA(H) 580'(477')	Apt Elev 134' RWY 103'					
MISSED APCH: Climb STRAIGHT AHEAD, at 1500' but not before D2.0 turn RIGHT onto 300^ to cross D7.0 at 3000', then turn RIGHT to VOR climbing to 6000' and hold. If unable to comply with climb grad to 6000', contact ATC.									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 110		Trans alt: 10000'		MSA BGN VOR	



BGN DME	5.0	4.0	3.0	2.0
ALTITUDE	1620'	1300'	980'	660'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.4										

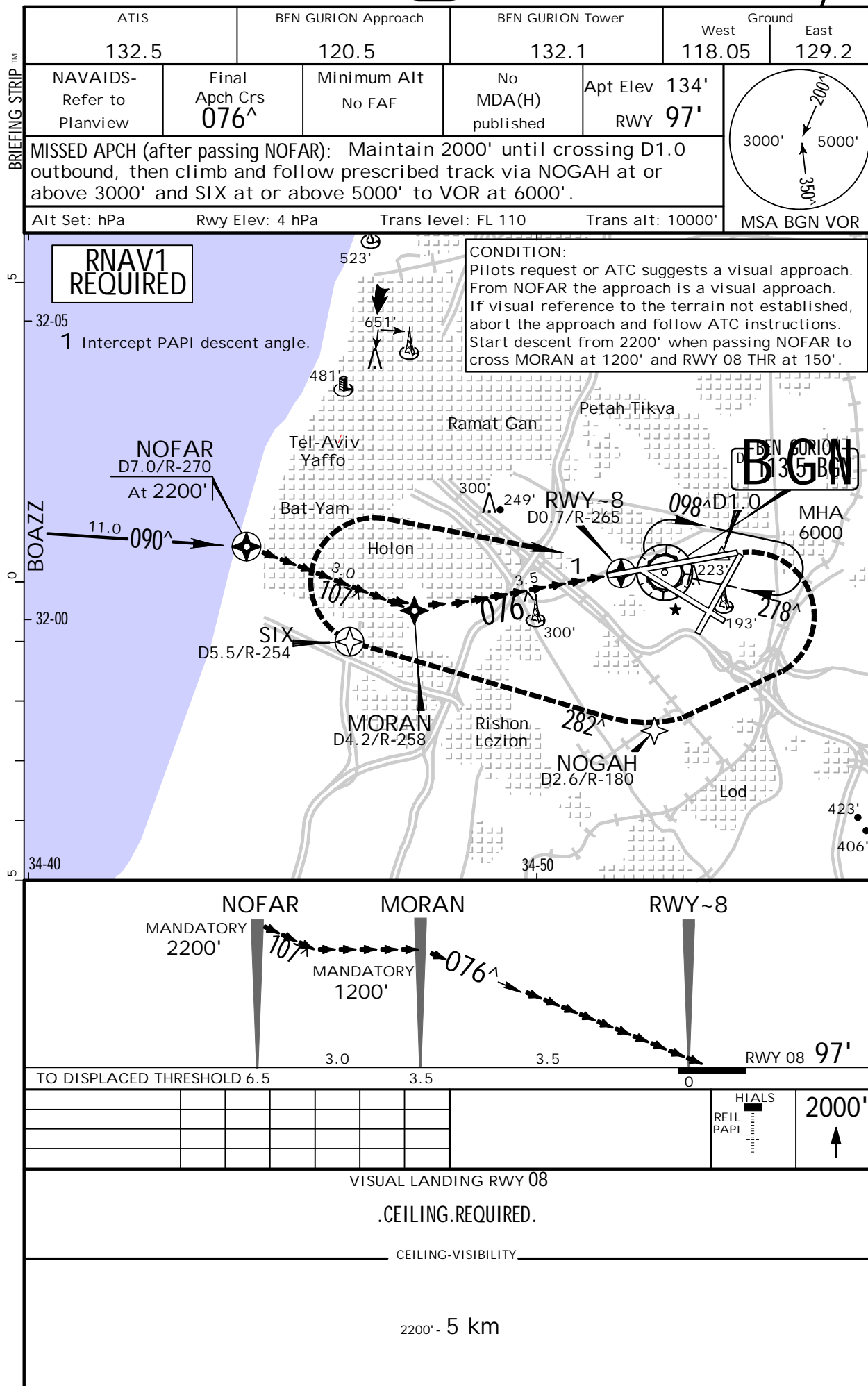
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
MDA(H) 580' (477')				High terrain East of airport Remain within D3.8			
ALS out							
A	800m		1600m	Max Kts	MDA(H)		
B				90	580' (446')		1600m
C	1200m		2000m	120	630' (496')		1600m
D	1600m		2400m	140	730' (596')		2400m
				165	830' (696')		3600m



LLBG/TLV  
BEN GURION

16 MAY 14 (19-10) .Eff.29.May

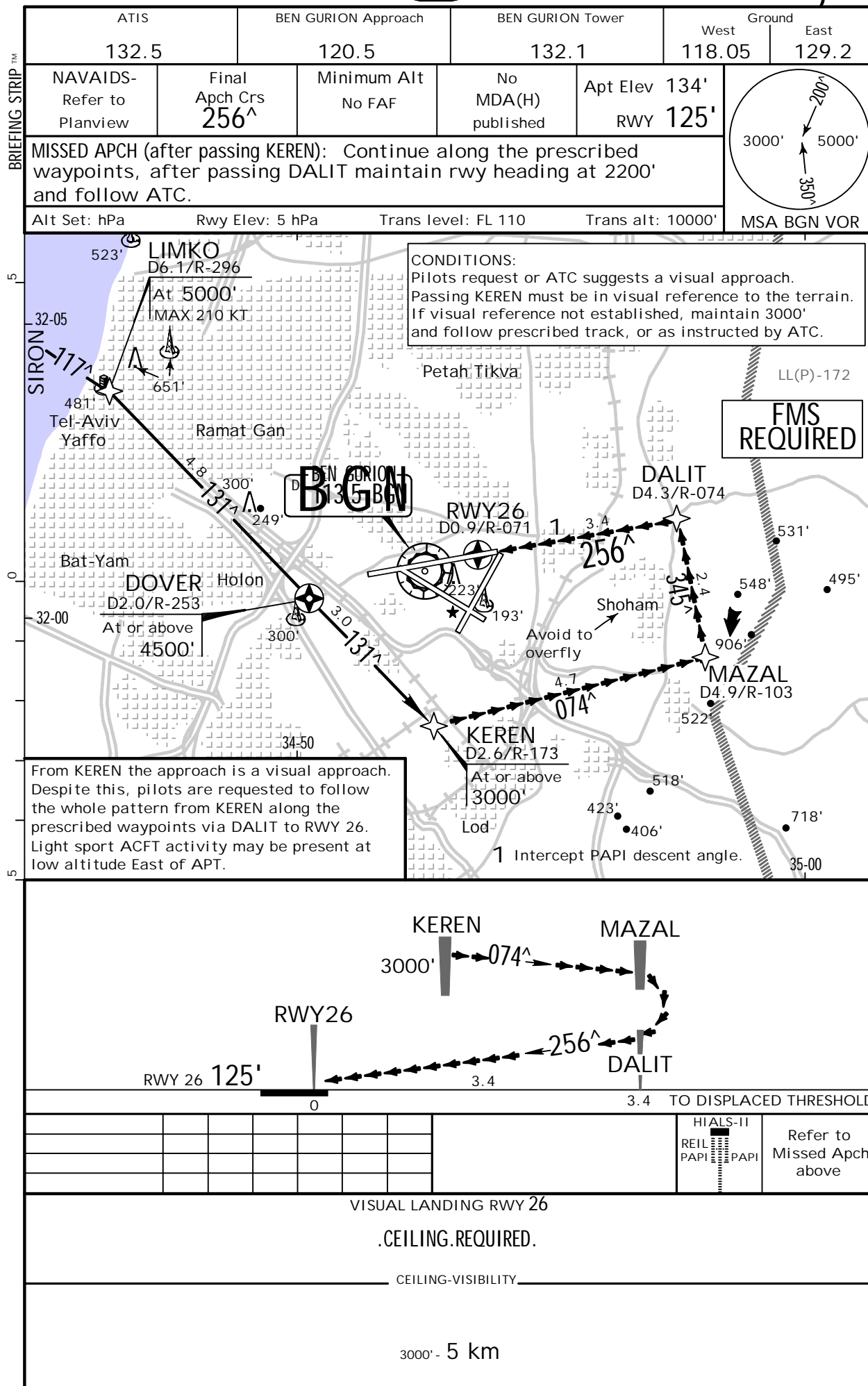
TEL AVIV, ISRAEL  
NOFAR VISUAL Rwy 08



LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (19-11) .Eff.29.May.

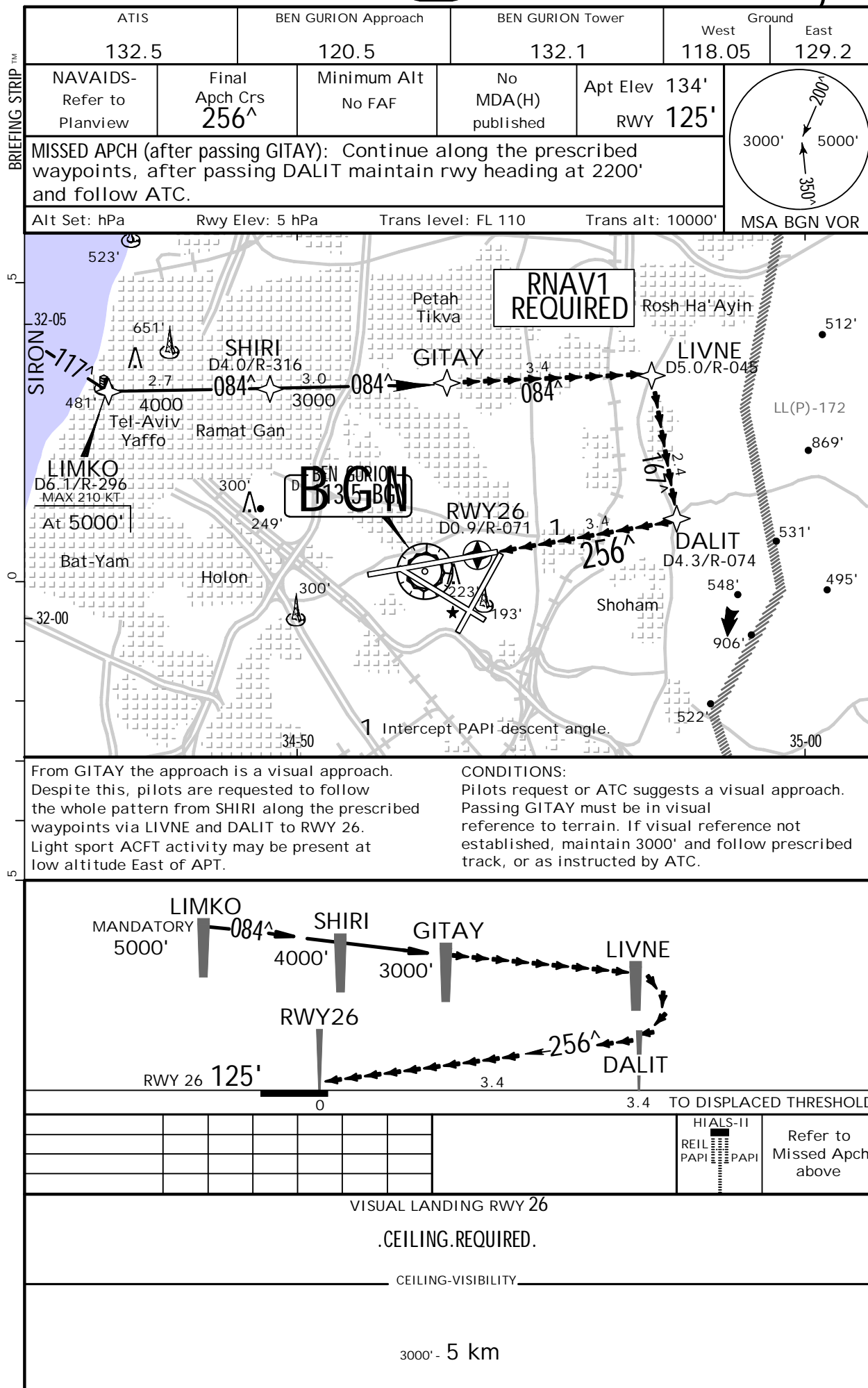
TEL AVIV, ISRAEL  
KEREN VISUAL Rwy 26



LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14 (19-12) .Eff.29.May.

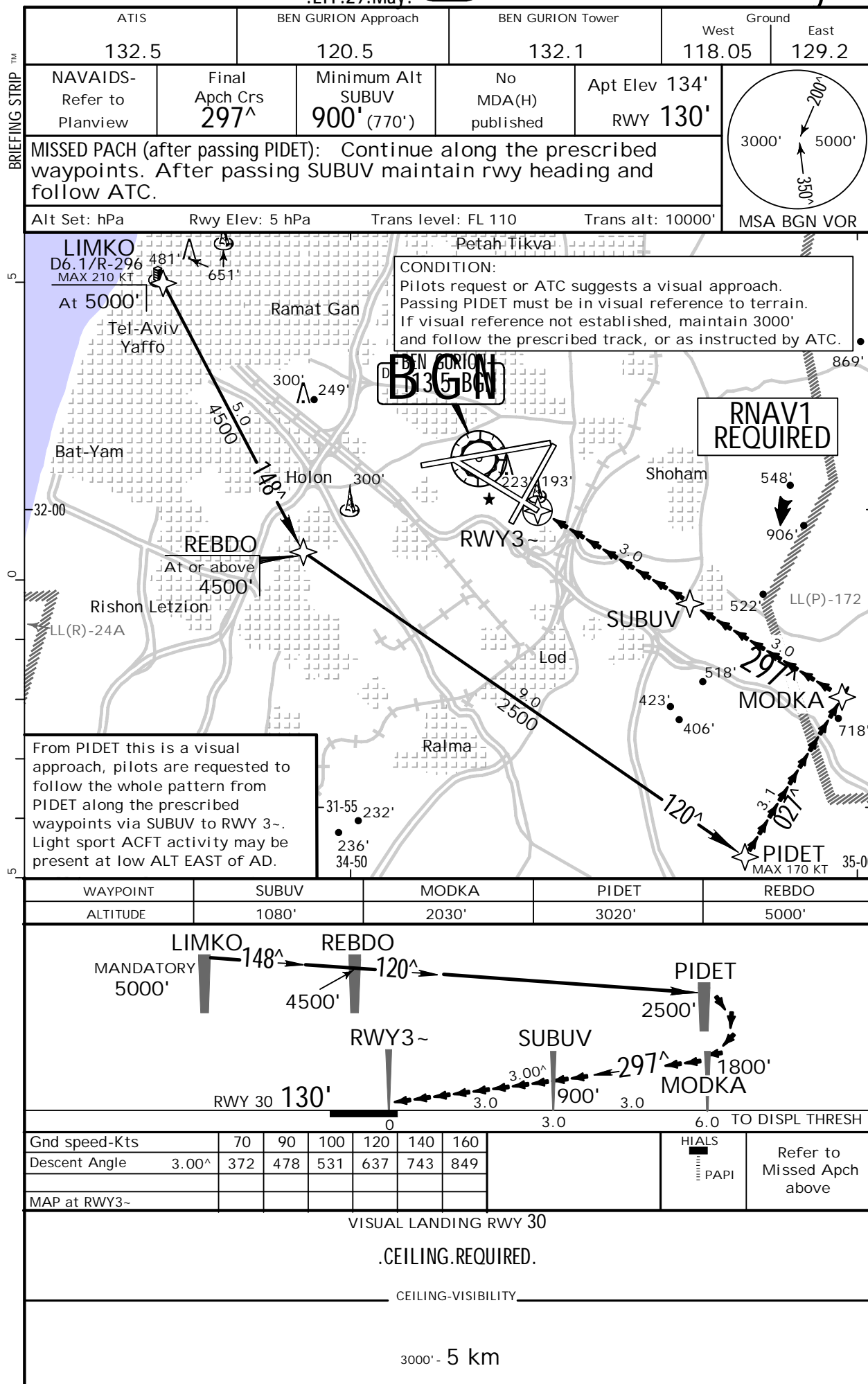
TEL AVIV, ISRAEL  
SHIRI VISUAL Rwy 26



LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14  
Eff. 29 May. (19-13)

TEL AVIV, ISRAEL  
REBDO VISUAL Rwy 30

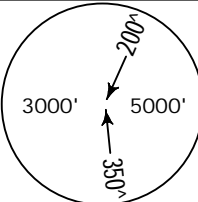




LLBG/TLV  
BEN GURION

JEPPESSEN  
16 MAY 14  
Eff. 29 May. (19-14)

TEL AVIV, ISRAEL  
VISUAL CIRCUIT PROCEDURES

ATIS 132.5	BEN GURION Approach 120.5	BEN GURION Tower 132.1	Ground West 118.05	East 129.2	
VOR BGN 113.5		Apt Elev 134'			
Alt Set: hPA	Apt Elev: 5 hPa	Trans level: FL 110	Trans alt: 10000'		
MSA BGN VOR					

1. Intercept final approach to Rwy 26 not below 1200'.

