

TEL AVIV (Ben Gurion) (TLV/LLBG)

Elevation 134ft

CATEGORY B

AV brief not required

GENERAL

- TLV is located 7 nm SE of the city of Tel Aviv
- All passengers must be seated and belts fastened at least 30 minutes before landing

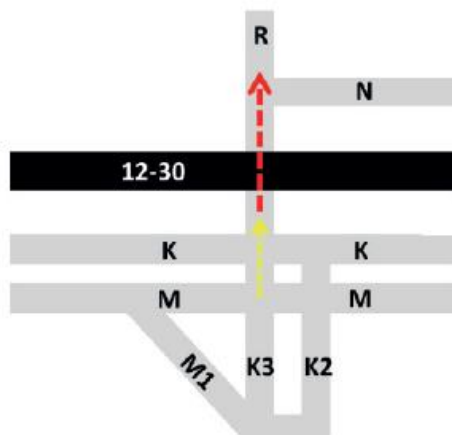
Threats

CFIT

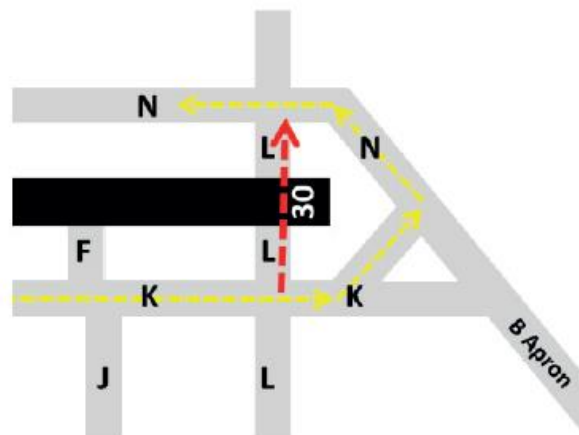
- Ridge of terrain to the E at approx. 4 nm, rising to 3,850 ft amsl at 19 nm
- High ground to the E continues for several hundred miles N and S of Tel Aviv following the coastline

Runway Incursion

- During 2014, 10 aircraft were involved in runway incursions at TLV:
 - 5 lined up without permission
 - 5 crossed or started to cross an active runway without permission



Common mistakes: Aircraft taxiing to runway 26 via R, did not hold short of runway 12/30



Common mistakes: Aircraft cleared to taxi via K and N, turned left on L and crossed 30

Runway Excursion

- Exercise caution when using Rwy 26 for departure as the landing threshold marking are abeam holding point W1 which is not full-length (full length is at entry point E)

Special Considerations

- When circling, aircraft must remain within VOR 'BGN' 3.8d due to high ground to E of airfield – this can significantly reduce the available track miles to touchdown
- ATC may impose inbound holding restrictions at short notice due to military activity
- Additionally, if the runway in use is changed, aircraft may be vectored to a hold with no information on the expected delay

ARRIVAL**Diversion Airports**

LARNACA	LCA/LCLK	184 nm/340°T	CAT B
PAFOS	PFO/LCPH	203 nm/324°T	CAT B
ATHENS	ATH/LGAV	646 nm/304°T	CAT A
RHODES	RHO/LGRP	429 nm/308°T	CAT B

Approach

- Approaches to Rwy 26 or 30 may be in use even when surface conditions would suggest the use of Rwy 12
- ATC prefer RNAV (GNSS) approaches, however they can change the approach type and landing runway at short notice, so brief for all available eventualities and ask ATC early for the likely approach
- At night the ILS 12 is favoured, even with a tailwind
- ATC may describe the RNAV Visual approaches as “RNAV Visual via XXX” where XXX is the reporting point on the title of the respective IAC. These can easily be confused with the RNAV (GNSS) approaches as they pass through the same respective point.

RNAV (GNSS) Rwy 21, 26, 30

- The required coding is contained in the navigation database and as such FINAL APP/VNAV can be used if approved on type
- Respect the speed constraints at the IAF and note that the platform altitude is very low
- Due to the design of the RNAV procedures and the terrain to the east, the following configuration guidance is suggested. Overall a conservative approach is required, with careful energy management to avoid low speed excursions as a result of simultaneously levelling off and selecting high drag configurations
- Intermediate (Conf 2/Flap 15) configuration is suggested by:
 - VATAT (Rwy 21)
 - KEREN (Rwy 26)
 - REBDO (Rwy 30)
- Landing configuration is suggested:
 - Shortly after NAMIM (Rwy 21) due to the low platform altitude
 - At BAGID (Rwy 26) due to rising terrain on base
 - Shortly after SOSOT (Rwy 30) due to rising terrain on base

RNAV Visual Approaches

- The use of appropriate AP/FD lateral modes (NAV/LNAV) is compulsory to ensure compliance with the prescribed tracks, which were designed to reduce workload compared to a conventional visual approach and prevent aircraft extending downwind toward terrain. Refer to FCOM/FCTM for guidance on RNAV Visual approaches.

- These are visual approaches with additional guidance provided by RNAV waypoints. Crews must comply with the Visual Approach requirements listed in OM A.
- In addition crews should discuss the possible effects of high temperatures on the managed vertical guidance (FINAL APP or VNAV) during the latter stages of the approach

RNAV Visual Rwy 21

- The required coding is in the Navigation Database and as such FINAP APP or VNAV can be used if approved on type. The coding prescribes the same path as the RNAV (GNSS) approach.
- Review the guidance for the RNAV (GNSS) Rwy 21 above

RNAV Visual SOSOT 30

- Vertical coding is contained in the navigation database and therefore FINAL APP/VNAV can be used
- From REDBO through to SOSOT an IDLE descent path is coded, thus the aircraft will descend and then fly a level segment, maintaining the minimum altitude prior to passing the next fix
- A 3° final approach slope is coded to start at BG035
- If using selected guidance (FPA or V/S) respect the minimum altitudes at each fix and adjust the vertical path to reach the required altitude at the fix to minimise levelling off
- Review the configuration guidance for RNAV (GNSS) 30 above

ILS Approach

- Rwy 26 ILS is available with excellent lighting. Expect a procedural approach via BGN.

LDA Approach Rwy 30

- This is an offset ILS approach and can be flown like a conventional ILS. However, as the approach is offset 11° careful handling is required from MDA to align the aircraft with the runway centreline.

GROUND

- Expect to part at Terminal 3
- No passenger boarding whilst refuelling
- Airstart unreliable

DEPARTURE

- The usual Rwy 26 departure point is intersection Twy W2
- If full length is required, use performance data for intersection E due to 120° turn on to runway. Use of performance for F/L (E1) will require a slight backtrack to reach F/L position
- SID charts show altitude restrictions at DEENA, however these restrictions are routinely waived by ATC giving unrestricted climb clearance on departure
- Emergency Turn Procedures are published for some SIDs; refer to CARD/Performance Manual for details.

WEATHER

- Tel Aviv has a Mediterranean climate with plenty of sunshine throughout the year
- Most precipitation falls between October and April, with dry summers
- Summers are dry and warm whilst winters are mild and wet, with intense rainfall and thunderstorms frequent Dec-Feb

OPERATIONAL INFORMATION

Handling Agent	QAS
Handling Agent VHF	130.05
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Airport authority usage restrictions are strictly enforced. Follow guidance in Jepp 10-1P
If BOTH electrical power and air conditioning is required:	Airport authority usage restrictions are strictly enforced. Follow guidance in Jepp 10-1P